# National Interministerial Observatory for Road Safety

21 October 2026

## Description of the annual databases on road traffic accidents resulting in personal injury
### Years 2005 to 2025

For every accident resulting in personal injury (defined as an accident occurring on a public road, involving at least one vehicle and resulting in at least one casualty requiring medical treatment), details describing the accident are recorded by **the law enforcement unit** (police, gendarmerie, etc.) **that attended the scene**. This information is compiled in a form entitled the 'personal injury accident analysis report'. All these forms together constitute the national register of personal injury road traffic accidents, known as the 'BAAC register', administered by the National Interministerial Road Safety Observatory (ONISR).

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

Compared with the aggregated databases for 2005–2010 and 2006–2011 currently available on the website www.data.gouv.fr, the databases covering the period 2005 to 2025 are now annual and consist of four files (Characteristics – Locations – Vehicles – Road Users) in CSV format.

However, these databases omit certain specific data relating to road users and vehicles and their behaviour, insofar as the disclosure of such data would infringe the privacy of easily identifiable individuals or reveal the behaviour of such individuals, where the disclosure of that behaviour could cause them harm (CADA opinion – 2 January 2012).

*Warning: Data on the classification of 'hospitalised casualties' from 2018 onwards cannot be compared with previous years due to changes in the data-entry processes used by law enforcement agencies. The 'hospitalised casualty' indicator has not been certified by the public statistics authority since 2019.*

*From the 2021 data onwards, hit-and-run offenders have been included; this results in gaps in the information available on them, particularly regarding gender, age and even the severity of injuries (uninjured, slightly injured or hospitalised).*

The validity of any statistical analyses that can be carried out using this database depends on the specific verification methods applicable 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 oneself with the structure of the attached BAAC form, as well as the user guide for the coding system of the traffic accident injury analysis report.

It should be noted that a number of indicators derived 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-routiere.gouv.fr/outils-statistiques/indicateurs-labellises

# Definitions from the BAAC national data file
# Traffic Accident Analysis Reports

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

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

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

- **uninjured** persons: those involved who have not died and whose condition does not require any medical treatment as a result of the accident,
- **victims**: those involved who are not uninjured.
    - **fatalities**: people who die as a result of the accident, either immediately or within thirty days of the accident,
    - **injured** persons: victims who were not killed.
        - so-called **'hospitalised'** injured persons: victims hospitalised for more than 24 hours,
        - those with **minor** injuries: victims who received medical treatment but were not admitted to hospital as inpatients for more than 24 hours.

In accordance with the Act of 9 August 2004 on public health policy and the Order of 27 March 2007.

*Definitions in accordance with 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 regarding the transmission of road accident statistics.*

*Ministerial Instruction INTS171111J of 18 April 2017 published the technical guide on drafting BAACs. The instruction and the 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 road traffic accidents resulting in personal injury for a given year is divided into four sections, each in the form of a CSV file.

1. The **'CHARACTERISTICS'** section, which describes the general circumstances of the accident
2. The **LOCATIONS** section, which describes the main location of the accident, even if it took place at a junction
3. The **'VEHICLES'** section, which details the vehicles involved
4. The **'USERS'** section, which describes the road users involved

Each variable contained within a section must be able to be linked to variables in the other sections. The accident identification number (see "Num_Acc") present in these four sections enables a link to be established between all the variables describing an accident. When an accident involves several vehicles, it must also be possible to link each vehicle to its occupants. This link is established via the 'id_vehicule' variable.

Most of the variables contained in the four files listed above may contain blank cells, a zero or a full stop. In all three cases, this indicates a cell that has not been completed by the police or is not applicable.

### *An accident can be geolocated in several ways:*

- partial, non-standardised address (adr field)
- GPS coordinates (WGS84 projection)
- road number, reference point (PR) and curvilinear distance to that PR

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

### *A vehicle may have fled the scene:*

If a vehicle has an 'id' in the 'vehicle' table but is not found in the 'users' table, this means it is a hit-and-run driver who has not been created in the database.

Generally, hit-and-run drivers are not identified, but for the database a virtual driver with no details is created; however, the system does not always create them.

In 2025, there are 4 hit-and-run drivers who have not been created in the database; this means there are 4 'vehicle_id' entries in the 'vehicle' table that do not appear in the 'user' table. It should be noted that there are in fact many more hit-and-run drivers not found in the database, whose age and gender are unknown.

**This is a raw database that has not been corrected for data entry errors; these will be rectified at a later stage. Users of this database are invited to notify us, by email, of any anomalies they may have identified whilst using it.**

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

In 2019, the accident database was updated; in the description below, the new formats for certain variables and the 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 under 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 switched on

### dep

Department: INSEE (National Institute of Statistics and Economic Studies) code for the department (2A Corse-du-Sud – 2B Haute-Corse).

### com

Municipality: The municipality number is a code assigned by INSEE. The code consists of the department’s INSEE code followed by three digits.

### agg

Location:
1 – Outside built-up
areas 2 – Within built-up
areas

### int

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

### atm

Weather conditions:
-1 – Not specified
1 – Normal
2 – Light rain
3 – Heavy rain
4 – Snow – hail
5 – Fog – smoke
6 – Strong wind – storm
7 – Blindingly bright
8 – Overcast
9 – Other

### col

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

### adr

Postal address: field completed for accidents occurring in built-up areas.

### lat

Latitude

### long

Longitude

## The LOCATIONS section

### Num_Acc

Accident ID identical to that in the 'CHARACTERISTICS' section included in the accident record.

### catr

Road category:
1 – Motorway
2 – A-road
3 – County road
4 – Local roads
5 – Off the public road network
6 – Car park open to public traffic
7 – Urban metropolitan roads
9 – Other

### voie

Road number.

### V1

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

### V2

Alphanumeric index letter for the road.

### circ

Traffic regime:
-1 – Not specified
1 – One-way
2 – Two-way
3 – Separate carriageways
4 – With variable lane allocation

### nbv

Total number of traffic lanes.

### vosp

Indicates the existence of a reserved lane, regardless of whether or not the accident occurred on that lane.
-1 – Not specified
0 – Not applicable
1 – Cycle lane
2 – Cycle lane
3 – Dedicated lane

### prof

The longitudinal profile describes the gradient of the road at the scene of the accident:
-1 – Not specified
1 – Flat
2 – Downhill
3 – Top of hill
4 – Bottom of a hill

### pr

Number of the associated PR (number of the upstream marker). A value of -1 means that the PR has not been specified.

### pr1

Distance in metres to the PR (relative to the upstream marker). A value of -1 indicates that the PR is not specified.

### plan

Plan view:
-1 – Not specified
1 – Straight section
2 – Left-hand bend
3 – Right-hand bend
4 – ‘S’-shaped’

### lartpc

Width of the central reservation (if any) (in metres).

### larrout

Width of the carriageway allocated to vehicle traffic, excluding hard shoulders, central reservations and parking spaces (in metres).

### surf

Surface condition:
-1 – Not specified

1 – Normal
2 – Wet
3 – Puddles
4 – Flooded
5 – Snow-covered
6 – Mud
7 – Icy
8 – Grease – oil
9 – Other

### Infra

Development – Infrastructure:
-1 – Not specified
0 – None
1 – Underpass – tunnel
2 – Bridge – flyover
3 – Interchange or connecting slip road
4 – Railway line
5 – Organised junction
6 – Pedestrian zone
7 – Toll area
8 – Roadworks
9 – Other

### situ

Location of the accident:
-1 – Not specified
0 – None
1 – On the carriageway
2 – On the hard shoulder
3 – On the verge
4 – On the pavement
5 – On a cycle path
6 – On another dedicated lane
8 – Other

### vma

Maximum speed limit at the scene and at the time of the accident.

## The VEHICLES section

### Num_Acc

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

### id_vehicle

Unique vehicle identifier used for each road user in that vehicle (including pedestrians associated with the vehicles that struck them) – Numeric code.

### Num_Veh

Vehicle identifier recorded for each road user in that vehicle (including pedestrians associated with the vehicles that struck them) – Alphanumeric code.

### senc

Direction of travel:
-1 – Not specified

0 – Unknown
1 – PK or PR or ascending post office box number
2 – PK or PR or postal address number in descending order
3 – No reference point

## catv

Vehicle category:
00 – Unidentifiable
01 – Bicycle
02 – Moped <50 cm³
03 – Microcar (enclosed motor quadricycle) (formerly 'microcar or motor tricycle')
04 – *Reference not in use since 2006* (registered scooter)
05 – *Reference not in use since 2006* (motorbike)
06 – *Reference not in use since 2006* (sidecar)
07 – Light vehicle only
08 – *Category not used since 2006* (light vehicle + caravan)
09 – *Category not in use since 2006* (light vehicle + trailer)
10 – Light goods vehicle (LGV) only, 1.5 tonnes ≤ maximum authorised mass (MAM) ≤ 3.5 tonnes, with or without a trailer (formerly LGV only, 1.5 tonnes ≤ MAM ≤ 3.5 tonnes)
11 – *Reference not used since 2006* (light commercial vehicle (10) + caravan)
12 – *Reference not in use since 2006* (VU (10) + trailer)
13 – Heavy goods vehicle only: 3.5T < gross vehicle weight <= 7.5T
14 – Heavy goods vehicle only > 7.5 tonnes
15 – Lorry > 3.5 tonnes + trailer
16 – Tractor unit only
17 – Road tractor + semi-trailer
18 – *Reference unused since 2006* (public transport)
19 – *Code not in use since 2006* (tram)
20 – Special-purpose vehicle
21 – Agricultural tractor
30 – Scooter < 50 cm³
31 – Motorcycle > 50 cm³and ≤ 125 cm³
32 – Scooter > 50 cm³and ≤ 125 cm³
33 – Motorcycle > 125 cm³
34 – Scooter > 125 cm³
35 – Light quad <= 50 cm³ (Unbodied motorised quadricycle)
36 – Heavy quad > 50 cm³ (unbodied motorised quadricycle)
37 – Bus
38 – Coach
39 – Train
40 – Tram
41 – 3RM ≤ 50 cm³
42 – 3-wheeled motorbike > 50 cm³ ≤ 125 cm³
43 – 3RM > 125 cm³
50 – Motorised EDP
60 – EDP without motor
80 – Electric-assisted bicycle
99 – Other vehicle

## obs

Fixed obstacle struck:
-1 – Not specified
0 – Not applicable
1 – Parked vehicle
2 – Tree
3 – Metal crash barrier
4 – Concrete crash barrier

5 – Other crash barrier
6 – Building, wall, bridge pier
7 – Vertical signpost or emergency call point
8 – Post
9 – Street furniture
10 – Parapet
11 – Traffic island, refuge, high bollard
12 – Kerbs
13 – Ditch, embankment, rock face
14 – Other fixed obstacles on the carriageway
15 – Other fixed obstacle on the pavement or verge
16 – Road edge with no obstacle
17 – Drain – water main outlet

## obsm

Mobile obstacle struck:
-1 – Not specified
0 – None
1 – Pedestrian
2 – Vehicle
4 – Rail vehicle
5 – Pet
6 – Wild animal
9 – Other

## choc

Initial point of impact:
-1 – Not specified
0 – None
1 – Front
2 – Front right
3 – Front left
4 – Rear
5 – Rear right
6 – Left rear
7 – Right flank
8 – Left side
9 – Multiple impacts (rollovers)

## manv

**Main manoeuvre prior to the accident**:
-1 – Not specified
0 – Unknown
1 – No change of direction
2 – Same direction, same lane
3 – Between two lanes
4 – Reversing
5 – Driving the wrong way
6 – When crossing the central reservation
7 – In the bus lane, travelling in the same direction
8 – In the bus lane, travelling in the opposite direction
9 – When merging into traffic
10 – Whilst making a U-turn on the carriageway
**Changing lanes**
11 – To the left
12 – To the right

**Off-centre**
13 – To the left
14 – To the right
**Turn**
15 – Left
16 – Right
**Overtaking**
17 – Left
18 – Right
**Miscellaneous**
19 – Crossing the carriageway
20 – Parking manoeuvre
21 – Evasive manoeuvre
22 – Opening a door
23 – Stopping (other than for parking)
24 – Parked (with occupants
25 – Driving on the pavement
26 – Other manoeuvres

### motor

**Vehicle engine type:**
-1 – Not specified
0 – Unknown
1 – Fossil fuels
2 – Electric hybrid
3 – Electric
4 – Hydrogen
5 – Human
6 – Other

### occutc

Number of passengers on public transport.

## The PASSENGERS section

### Num_Acc

Accident identifier, identical to that in the 'CHARACTERISTICS' section, recorded for each of the passengers described as involved in the accident.

### id_usager

Unique user identifier (including pedestrians associated with the vehicles that struck them) – Numeric code.

### id_vehicle

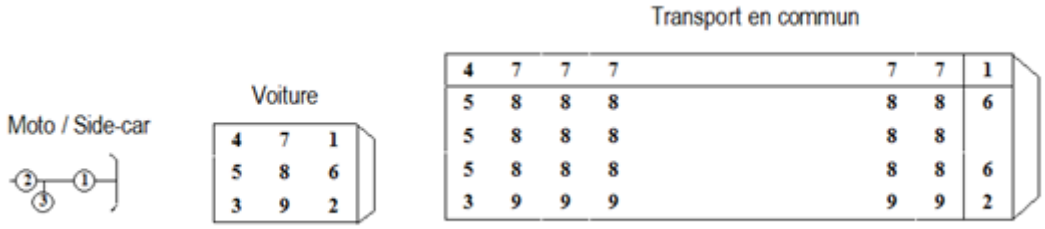
Unique vehicle identifier recorded for each road user occupying that vehicle (including pedestrians associated with the vehicles that struck them) – Numeric code.

### num_Veh

Vehicle identifier recorded for each user travelling in that vehicle (including pedestrians associated with the vehicles that struck them) – Alphanumeric code.

## place

Indicates the seat occupied by the road user in the vehicle at the time of the accident. Further details are provided in the illustration below:




10 – Pedestrian (not applicable)

## catu

User category:
1 – Driver
2 – Passenger
3 – Pedestrian

## grav

Severity of the road user's injuries; road users involved in accidents are classified into three categories of casualties, plus those uninjured:
1 – Uninjured
2 – Fatality
3 – Hospitalised
4 – Slightly injured

## sexe

User's gender:
1 – Male
2 – Female

## An_nais

User's year of birth.

## trajet

Reason for journey at the time of the accident:
-1 – Not specified
0 – Not specified
1 – Home – work
2 – Home – school
3 – Running errands – shopping
4 – Work-related use
5 – Outings – leisure
9 – Other

Until 2018, safety equipment was categorised into two variables: possession and use.
From 2019 onwards, the focus is on usage, with up to three items of equipment possible for a single user (particularly for motorcyclists, for whom wearing a helmet and gloves is compulsory).

## secu1

The character entered indicates the presence and use of safety equipment:
-1 – Not specified
0 – No equipment
1 – Belt
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 – Cannot be determined
9 – Other

### secu2

This field 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-cylinder/3-cylinder)
6 – Gloves (2-wheel/3-wheel)
7 – Gloves + Airbag (2-wheel/3-wheel)
8 – Cannot be determined
9 – Other

### secu3

This field 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-cylinder/3-cylinder)
6 – Gloves (2-wheel/3-wheel)
7 – Gloves + Airbag (2-wheel/3-wheel)
8 – Cannot be determined
9 – Other

### locp

Pedestrian location:
-1 – Not specified
0 – Not applicable
**On the carriageway:**
1 – A + 50 m from the pedestrian crossing
2 – –50 m from the pedestrian crossing
**On the pedestrian crossing:**
3 – No traffic lights
4 – With traffic lights
**Miscellaneous:**
5 – On the pavement
6 – On the hard shoulder
7 – On a refuge or BAU
8 – On a side lane
9 – Unknown

### actp

Pedestrian’s action:
-1 – Not specified

**Moving**
0 – Not specified or not applicable
1 – Direction of oncoming vehicle
2 – Opposite direction to the vehicle
**Miscellaneous**
3 – Crossing
4 – Obstructed
5 – Child playing – running
6 – With an animal
9 – Other
A – Getting in/out of a vehicle
B – Unknown

### etatp

This variable is used to specify whether the pedestrian involved in the accident was alone or not:
-1 – Not specified
1 – Alone
2 – Accompanied
3 – In a group

## Joining tables

