National interministerial road safety observatory

October 4, 2023

Description of annual databases
road traffic accidents
Years from 2005 to 2022

For each bodily injury accident (i.e. an accident occurring on a road open to public traffic, involving at least one vehicle and causing at least one victim requiring treatment), information is entered describing the accident by **law enforcement unit** (police, gendarmerie, etc.) **who intervened at the scene of the accident**. These entries are collected in a form entitled injury accident analysis bulletin. All of these files constitute the national road traffic accident file known as the "BAAC file" administered by the National Interministerial Road Safety Observatory "ONISR".

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

Compared to the 2005-2010 and 2006-2011 aggregated databases currently available on the site www.data.gouv.fr, the databases from 2005 to 2021 are now annual and made up of 4 files (Characteristics – Locations – Vehicles – Users) in csv format.

These databases nevertheless conceal certain specific data relating to users and vehicles and their behavior to the extent that the disclosure of these data would undermine the protection of the private life of easily identifiable natural persons or would reveal the behavior of such persons whereas disclosing this behavior could harm them (CADA opinion – January 2, 2012).

Warning: The data on the qualification of hospitalized injured since 2018 cannot be compared to previous years following changes to the law enforcement data entry process. The "hospitalized injured" indicator has no longer been labeled by the public statistics authority since 2019.

From 2021 data, fleeing users have been added, this leads to a lack of information on them, in particular gender, age, and even the severity of the injuries (unharmed, lightly injured or hospitalized injured).

The validity of the statistical exploitations which can be made from this base depends on the specific verification methods in the field of application of road safety and in particular on a precise knowledge of the definitions relating to each variable used. For any operation, it is important to take note of the structure of the attached BAAC sheet as well as the user guide for the coding of the traffic injury analysis bulletin.

Remember that a certain number of indicators from this database are subject to certification by the public statistics authority (decree of November 27, 2019).

The list is available at:
https://www.onisr.securite-routiere.gouv.fr/outils-statistiques/indicateurs-labellises

Definitions of the BAAC national data file
Analysis Bulletins of Personal Traffic Accidents

A bodily accident (fatal and non-fatal) of road traffic noted 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 personal injury accident involves a certain number of users. Among these, we distinguish:

- people **unharmed** : involved not deceased and whose condition does not require any medical care due to the accident,
- THE **victims** : involved not unharmed.
  - the people **killed** : people who die as a result of the accident, immediately or within thirty days following the accident,
  - the people **injured** : victims not killed.
    - the injured said " **hospitalized** »: victims hospitalized for more than 24 hours, ▪ the injured **light** : victims who have received medical care but have not been admitted as patients to hospital for more than 24 hours.

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

Definitions in accordance with decision of the Council of the European Union 93/704/EC of November 30, 1993 creating the European statistical base on accidents (called "CARE" for Community road accident database) and specifying the obligations of Member States in regarding the transmission of road accident statistics.

Ministerial instruction INTS171111J of April 18, 2017 distributed the technical guide for drafting the BAAC. The instruction and guide can be downloaded from the following address:

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

Base Specifications

The Etalab database of traffic injury accidents for a given year is divided into 4 sections in the form of a file in csv format for each of them.

1. The section **FEATURES** which describes the general circumstances of the accident 2. The section **PLACES** which describes the main location of the accident even if it took place at an intersection
3. The section **VEHICLES** involved

4. The section **USERS** involved

Each of the variables contained in a section must be able to be linked to the variables of the other sections. The accident identifier number (Cf. "Num_Acc") present in these 4 sections makes it possible to establish a link between all the variables which describe an accident. When an accident involves several vehicles, it is also necessary to be able to link each vehicle to its occupants. This link is made by the variable id_vehicule.

Most variables contained in the four previously listed files may contain empty cells or a zero or period. In these three cases, it is a cell not informed by the police or without an object.

An accident can be geolocated in several ways:

- non-standardized partial address (adr field)
- GPS coordinates (WGS84 projection)
- road number, PR connection and curvilinear distance to this PR

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

This is a raw base not corrected for entry errors which are subject to a subsequent correction process. Users of this database are invited to notify us, by email, of 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 evolved, in the description below, in green the new modalities of certain variables and the new variables added.

The CHARACTERISTICS section

Num_Acc

Accident identifier number.

day month

Day of the accident.
Month of accident.

an

Year of accident.

hrmn

Hour and minutes of the accident.

lum

Light: lighting conditions in which the accident occurred:
1 – Full daylight
2 – Dusk or dawn
3 – Night without public lighting
4 – Night with public lighting not on
5 – Night with public lighting on

dep

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

with

Municipality: The municipality number is a code given by INSEE. The code is composed of the INSEE code of the department followed by 3 digits.

agg

Localisation :
1 – Outside urban areas
2 – In urban areas

int

Intersection :
1 – Hors intersection
2 – X intersection
3 – T-intersection
4 – Y intersection
5 – Intersection with more than 4 branches
6 – Roundabout
7 – Place
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 – Dazzling weather
8 – Overcast weather
9 – Other

col

Type de collision :
-1 – Not specified
 1 – Two vehicles - frontal
 2 – Two vehicles – from the rear
 3 – Two vehicles – from the side
 4 – Three vehicles and more – in chain
 5 – Three or more vehicles - multiple collisions
 6 – Other collision
 7 – Sans collision

adr

Postal address: variable entered for accidents occurring in urban areas.

years

 Latitude

Long

 Longitude

The PLACES section

Num_Acc

   Identifier of the accident identical to that of the "section" file FEATURES" taken up in the accident.

catr

Road category:
 1 – Highway
 2 – National road
 3 – Departmental Road
 4 – Municipal roads
 5 – Outside the public network
 6 – Parking lot open to public traffic
 7 – Urban metropolis roads
 9 – other

way

 Road number.

V1

Numerical index of the road number (example: 2 bis, 3 ter etc.).

V2

Alphanumeric road index letter.

circ

Circulation regime:
-1 – Not specified
 1 – A sens unique
 2 – Bidirectional
 3 – With separate carriageways
 4 – With variable allocation channels

nv

Total number of traffic lanes.

vosp

Indicates the existence of a reserved lane, regardless of whether the accident takes place on this lane or not.

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

prof

Long profile describes the slope of the road at the location of the accident:

-1 – Not specified
1 – Plat
2 – Paint
3 – Hill summit
4 – Bottom of the hill

pr

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

pr1

Distance in meters to the PR (relative to the upstream terminal). The value -1 means that the PR is not entered.

plan

Plan layout:

-1 – Not specified
1 – Rectilinear part
2 – Curving to the left
3 – Curving to the right
4 – And « S »

lartpc

Width of the central reserve (TPC) if it exists (in m).

larrout

Width of the roadway allocated to vehicle traffic does not include emergency lanes, TPCs and parking spaces (in m).

surf

Surface condition:

-1 – Not specified
1 – Normal
2 – Wet
3 – Puddles
4 – Flooded
5 – Snowy
6 – Mud
7 – Icy
8 – Fat – oil
9 – Other

infra

Development - Infrastructure:
-1 – Not specified
0 – None
1 – Souterrain - tunnel
2 – Pont - autopont
3 – Interchange or connection ramp
4 – Railway track
5 – Developed crossroads
6 – Pedestrian zone
7 – Toll zone
8 – Construction site
9 – Others

situ

Accident situation:
-1 – Not specified
0 – None
1 – On pavement
2 – On emergency lane
3 – On shoulder
4 – On sidewalk
5 – On cycle path
6 – On another special route
8 – Others

vma

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

The VEHICLES section

Num_Acc

Identifier of the accident identical to that of the "section" file FEATURES" taken for each of the vehicles described involved in the accident.

vehicle_id

Unique identifier of the vehicle taken for each user occupying this vehicle (including pedestrians who are attached to the vehicles which hit them) – Numerical code.

Num_Veh

Vehicle identifier taken for each user occupying this vehicle (including pedestrians who are attached to the vehicles which hit them) – Alphanumeric code.

shadows

Direction of traffic:
-1 – Not specified
0 – Unknown
1 – PK or PR or ascending postal address number
2 – PK or PR or decreasing postal address number
3 – Lack of reference

some

Vehicle category:
00 – Undeterminable

01 – Bicycle
02 – Moped <50cm3
03 – Carriage (Quadricycle with body motor) (formerly "motor car or tricycle") 04 – *Reference unused since 2006* (registered scooter)
05 – *Reference unused since 2006* (motorcycle)
06 – *Reference unused since 2006* (side-car)
07 – VL only
08 – *Reference unused since 2006* (VL + caravan)
09 – *Reference unused since 2006* (VL + trailer)
10 – LCV only 1.5T <= GVW <= 3.5T with or without trailer (formerly LCV only 1.5T <= GVW <= 3.5T)
11 – *Reference unused since 2006* (SUV (10) + caravan)
12 – *Reference unused since 2006* (SUV (10) + trailer)
13 – PL only 3.5T <PTCA <= 7.5T
14 – PL only > 7.5T
15 – PL > 3.5T + trailer
16 – Road tractor alone
17 – Road tractor + semi-trailer
18 – *Reference unused since 2006* (public transport)
19 – *Reference unused since 2006* (tramway)
20 – No special
21 – Agricultural tractor
30 – Scooter < 50 cm3
31 – Motorcycle > 50 cm_3 and <= 125 cm_3
32 – Scooter > 50 cm_3 and <= 125 cm_3
33 – Motorcycle > 125 cm_3
34 – Scooter > 125 cm_3
35 – Light quad <= 50 cm_3 (Quadricycle with unbodied motor)
36 – Quad lourd > 50 cm_3 (Quadricycle with unbodied motor)
37 – Bus
38 – Autocar
39 – Train
40 – Tramway
41 – 3RM <= 50 cm3
42 – 3RM > 50 cm3 <= 125 cm3
43 – 3RM > 125 cm3
50 – Motorized EDP
60 – EDP without motor
80 – FEET
99 – Other vehicle

obs

Fixed obstacle hit:
-1 – Not specified
0 – Not applicable
1 – Parked vehicle
2 – Tree
3 – Metal slide
4 – Concrete slide
5 – Other slide
6 – Building, wall, bridge pier
7 – Vertical signage support or emergency call station 8 – Post
9 – Urban furniture
10 – Parapet
11 – Island, refuge, upper boundary
12 – Curbside
13 – Ditch, embankment, rock wall

14 – Other fixed obstacle on the roadway
15 – Other fixed obstacle on sidewalk or shoulder
16 – Exit from the roadway without obstacle
17 – Nozzle – aqueduct head

obsm

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

shock

Initial shock point:
-1 – Not specified
0 – None
1 – Before
2 – Front right
3 – Front left
4 – Back
5 – Right back
6 – Left rear
7 – Right side
8 – Left side
9 – Multiple impacts (rollovers)

manv

Main maneuver before the accident :
-1 – Not specified
0 – Unknown
1 – Without change of direction
2 – Same direction, same line
3 – Between 2 lines
4 – In reverse

5 – Against the grain
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 inserting yourself
10 – When making a U-turn on the road
Changing lanes
11 – Left
12 – Right
Deported
13 – Left
14 – Right
Turning point
15 – Left
16 – Right
Exceeding
17 – Left
18 – Right

Divers

19 – Crossing the road
20 – Parking maneuver
21 – Avoidance maneuver
22 – Door opening
23 – Stopped (excluding parking)
24 – Parked (with occupants
25 – Driving on the sidewalk
26 – Other maneuvers

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 on public transport.

The USERS section

Num_Acc

Identifier of the accident identical to that of the "section" file FEATURES" taken for each of the users described involved in the accident.

user_id

Unique identifier of the user (including pedestrians who are associated with the vehicles which struck them) – Numerical code.

vehicle_id

Unique identifier of the vehicle taken for each user occupying this vehicle (including pedestrians who are attached to the vehicles which hit them) – Numerical code.
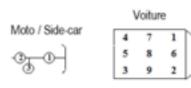
num_Veh

Vehicle identifier taken for each user occupying this vehicle (including pedestrians who are attached to the vehicles which hit them) – Alphanumeric code.

place

Allows you to locate the place occupied in the vehicle by the user at the time of the accident. The detail is given 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
3	9	9	9		9	9	2

Moto / Side-car

Voiture

4	7	1
5	8	6
3	9	2

10 – Pedestrian (not applicable)

supply

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

serious

Severity of user injury, injured users are classified into three categories of victims plus the uninjured:
1 – Unharmed
2 – Killed
3 – Injured hospitalized
4 – Lightly injured

sex

User gender:
1 – Male
2 – Feminine

And_nice

User's year of birth.

route

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 – Walk – leisure
9 – Other

Safety equipment until 2018 was in 2 variables: existence and use.

From 2019, this involves use with up to 3 possible pieces of equipment for the same user (in particular for motorcyclists for whom wearing a helmet and gloves is compulsory).

secu1

The character information indicates the presence and use of safety equipment: -1 – Not specified
0 – No equipment
1 – Belt
2 – Helmet
3 – Children's device
4 – Reflective vest
5 – Airbag (2RM/3RM)

6 – Gloves (2WD/3RM)
7 – Gloves + Airbag (2WD/3WD)
8 – Not determinable
9 – Other

sec2

The character information indicates the presence and use of safety equipment: -1 – Not specified
0 – No equipment
1 – Belt
2 – Helmet
3 – Children's device
4 – Reflective vest
5 – Airbag (2RM/3RM)
6 – Gloves (2WD/3RM)
7 – Gloves + Airbag (2WD/3WD)
8 – Not determinable
9 – Other

secu3

The character information indicates the presence and use of safety equipment: -1 – Not specified
0 – No equipment
1 – Belt
2 – Helmet
3 – Children's device
4 – Reflective vest
5 – Airbag (2RM/3RM)
6 – Gloves (2WD/3RM)
7 – Gloves + Airbag (2WD/3WD)
8 – Not determinable
9 – Other

locp

Location of the pedestrian:
-1 – Not specified
0 – Not applicable
On the road:
1 – At + 50 m from the pedestrian crossing
2 – A – 50 m from the pedestrian crossing
On pedestrian crossing:
3 – Without light signaling
4 – With light signaling

12

Divers :
5 – On sidewalk
6 – On shoulder
7 – On refuge or BAU
8 – On the side of the aisle
9 – Unknown

actp

Pedestrian action:
-1 – Not specified
Moving
0 – Not specified or not applicable
1 – Direction of vehicle hitting

2 – Reverse direction of vehicle

Divers

3 – Crossing

4 – Masked

5 – Playing – running

6 – With animal

9 – Other

A – Get on/off the vehicle

B – Unknown

etatp

This variable allows you to specify whether the injured pedestrian was alone or not: -1 – Not specified

 1 – Alone

2 – Accompanied

3 – In a group