National Interministerial Road Safety Observatory

30 November 2022

Description of the list of registered vehicles involved in road traffic accidents causing personal injury
Years from 2009 to 2021

For each bodily injury accident (i.e. an accident on a road open to public traffic, involving at least one vehicle and resulting in at least one victim requiring treatment), information describing the accident is entered by **the law enforcement unit** (police, gendarmerie, etc.) **that attended the scene of the accident**. These entries are compiled in a form called a personal injury accident analysis form. All of these forms make up the national file of traffic accidents involving injuries, known as the "BAAC file", which is administered by the ONISR, the national interministerial observatory for road safety.

Only registered vehicles involved in bodily injury accidents, taken from the BAAC file, are listed in these data. This does not include so-called "vulnerable" road users:

- Pedestrians,
- Motorised and non-motorised personal mobility equipment,
- Electrically-assisted and non-assisted bicycles.

An accident containing a single vehicle in this file may in fact be an accident involving a registered vehicle with a so-called "vulnerable" user.

The list of CNITs for the vehicles involved is presented here separately from the accident database for reasons of anonymity. As the CNIT makes it possible to identify the model and make of the vehicle attached to the accident tables, disclosure of this data would violate the protection of the privacy of readily identifiable natural persons or would reveal the behaviour of such persons, whereas disclosure of this behaviour could be prejudicial to them (CADA opinion - 2 January 2012).

Warning: The data on the qualification of hospitalised casualties since 2018 cannot be compared with previous years due to changes in the data entry process used by law enforcement agencies. The "hospitalised injured" indicator is no longer labelled by the official statistics authority as of 2019.

The validity of the statistical analyses that can be made from this database depends on the verification methods used in the field of road safety, and in particular on a precise knowledge of the definitions relating to each variable used. For any analysis, it is important to take note of the structure of the attached BAAC form as well as the user guide for the codification of the bulletin d'analyse des accidents corporels de la circulation.

It should be remembered that a certain number of indicators from this database are subject to labelling by the official statistics authority (Order of 27 November 2019).

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

Definitions of the national BAAC data file
Traffic Accident Analysis Reports

One road traffic **accident** involving **injuries** (fatal and 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 bodily injury accident involves a number of road users. These include :

- **Uninjured** persons: persons involved in the accident who have not died and whose condition d o e s not require medical attention as a result of the accident,
- **victims**: involved but not uninjured.
  - ○ **Fatalities**: people who die as a result of the accident, either immediately or in the thirty days following the accident,
  - ○ **injured** persons: victims not killed.
    - ▪ **In-patient** casualties: victims hospitalised for more than 24 hours,
    - ▪ **Minor** injuries: victims who have received medical treatment but have not been admitted to hospital as patients 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 the Decision of the Council of the European Union 93/704/EC of 30 November 1993 creating the European accident statistics database (known as "CARE" for Community road accident database) and specifying the obligations of the Member States with regard to the transmission of road accident statistics.

Ministerial instruction INTS171111J of 18 April 2017 issued the technical guide for drafting BAACs. The instruction and the guide can be downloaded at the following address:

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

Complete list of fields with details of their content

Id_Accident

Accident identification number.

Letter of agreement for a vehicle

Identifier for each vehicle involved in the same accident - Alpha code. The letters are unique within the accident but not within the complete list. The order of the letters has no meaning.

Year

Year of accident.

Territory

Geographic aggregate used to identify whether the accident took place in "Metropolitan France", in the "French Overseas Departments" (Guadeloupe, Martinique, French Guiana, Reunion Island, Mayotte), or in the "Other French Overseas Departments" (Saint-Barthélemy, Saint-Martin, Saint-Pierre-et-Miquelon, New Caledonia, French Polynesia, Wallis and Futuna).

Type of accident

- A minor accident is an accident involving at least one minor injury (hospitalised for less than 24 hours), no injuries hospitalised (for more than 24 hours) and no fatalities (up to 30 days after the accident).
- A serious non-fatal accident is an accident involving at least one injured person hospitalised (for more than 24 hours) and no fatalities (up to 30 days after the accident).
- A fatal accident is an accident involving at least one fatality (up to 30 days after the accident).

For example, an accident in which 1 person is slightly injured and 2 are hospitalised is a serious non-fatal accident.

CNIT

In 1994, when the national registration file was set up, a national identification number (CNIT) was assigned to each type, variant and version (TVV) of each Community vehicle type-approval. Since 1996, the CNIT has had 12 characters, and since 2009 it has had 15.
In the list, for some vehicles, the CNIT code is not known and takes the value "N/A".

Vehicle category

- Bicycle: Moped <50 cm3, Scooter < 50 ^{cm3}, 3WD <= 50 ^{cm3}
- Light motorbike: Motorcycle > 50 $_{cm3}$ and <= 125 cm^3 , Scooter > 50 cm^3 and <= 125 cm^3 , 3WD > 50 ^{cm3} <= 125 ^{cm3}
- Heavy motorbike: Motorcycle > 125 ^{cm3}, Scooter > 125 ^{cm3}, 3WD > 125 ^{cm3}
- VT: Passenger car or light vehicle only
- LCV: Single commercial vehicle 1.5T <= GVW <= 3.5T with or without trailer
- HGV: HGV only 3.5T <PTCA <= 7.5T, HGV only > 7.5T, HGV > 3.5T + trailer, Road tractor only, Road tractor + semi-trailer
- Other: Bus, Coach, Train, Tram, Light quad <= 50 $_{cm3}$ (motor quadricycle without body), Heavy quad > 50 cm3 (motor quadricycle without body), Agricultural tractor, Small car (motor quadricycle with body) (formerly "small car or motor tricycle"), Special machine, Other vehicle.

Vehicle age

Age of the vehicle from the date of [1st] registration to the date of the accident.

For further explanation of the variables, the "BAAC 2017 Guide" describes all the fields contained in the BAAC.
https://www.onisr.securite-routiere.gouv.fr/outils-statistiques/methodologies-statistiques