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**National interministerial observatory road safety**

**October 4, 2023**

**Description of the annual databases of road traffic injuries**

**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 bylaw 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/outil-**[**statistiques/entreprises-labellises**](https://www.onisr.securite-routiere.gouv.fr/outils-statistiques/indicateurs-labellises)

**Definitions of the BAAC national data file Bulletins for Analysis 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:**

**-the peopleunharmed:involved who are not deceased and whose condition does not require any medical attention due to the accident,**

**-THEvictims:involved not unharmed.**

**othe peoplekilled:people who die as a result of the accident, immediately or within thirty days following the accident,**

**othe peopleinjured:victims not killed.**

* **the injured said “hospitalized»:victims hospitalized for more than 24 hours,**
* **The woundedlight:victims who have received medical treatment but have not been admitted as patients to the 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/outil-statistiques/methodologies-statistiques**](https://www.onisr.securite-routiere.gouv.fr/outils-statistiques/methodologies-statistiques)

**2**

***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 sectionFEATURESwhich describes the general circumstances of the accident**
2. **The sectionPLACESwhich describes the main location of the accident even if it took place at an intersection**
3. **The sectionVEHICLESinvolved**
4. **The sectionUSERSinvolved**

**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.**

**3**

**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 ID number.**

**day month**

**Day of the accident.**

**Month of accident.**

**year**

**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).**

**com**

**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**

**Location :**

**1 – Outside urban areas**

**2 – In urban areas**

**int**

**Intersection:**

**1 – Excluding intersection**

**2 – X intersection 3 – T**

**intersection 4 – Y**

**intersection**

**5 – Intersection with more than 4 branches 6 –**

**Roundabout**

**7 – Square**

**8 – Level crossing 9 –**

**Other intersection**

**4**

**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**

**collar**

**Type of collision:**

**- 1 – Not specified**

**1 – Two vehicles – front 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 – Without collision**

**adr**

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

**lat**

**Latitude**

**Long**

**Longitude**

**The PLACES section**

**Num\_Acc**

**Identifier of the accident identical to that of the “rubrique” fileFEATURES" taken up in the accident.**

**catr**

**Road category: 1 –**

**Highway**

**2 – National road**

**3 – Departmental Road 4 –**

**Communal Road 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.).**

**5**

**V2**

**Alphanumeric road index letter.**

**circ**

**Circulation regime:**

* **1 – Not specified 1**

**– One-way 2 – Bidirectional**

**3 – With separate carriageways**

**4 – With variable allocation channels**

**nbv**

**Total number of traffic lanes.**

**vosp**

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

* **1 – Not specified 0 – Not applicable**

**1 – Cycle path 2 – Cycle lane 3 – Reserved lane**

**teacher**

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

* **1 – Not specified 1**

**– Flat**

**2 – Slope**

**3 – Top of hill 4 –**

**Bottom of 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 – Straight part 2 – Curved to the left 3 – Curved to the right 4 – In “S”**

**artpc**

**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).**

**6**

**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**

**below**

**Development - Infrastructure:**

* **1 – Not specified 0**

**– None**

**1 – Underground – tunnel**

**2 – Bridge – flyover**

**3 – Interchange or connection ramp 4 –**

**Railway track**

**5 – Developed crossroads 6**

**– Pedestrian zone 7 – Toll zone 8 – Construction site 9 – Others**

**if you**

**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**

**other special lane 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 “rubrique” fileFEATURES" 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.**

**7**

**Num\_Veh**

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

**senc**

**Flow direction :**

* **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 marker**

**catv**

**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*(sidecar) 07 – VL only**

**08 –*Reference unused since 2006*(VL + caravan) 09 – *Reference unused since 2006*(LV + 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*(LCV (10) + trailer) 13 – PL only3.5T <GVW <= 7.5T**

**14 – HGV only > 7.5T 15 –**

**HGV > 3.5T + trailer 16 –**

**Road tractor only**

**17 – Road tractor + semi-trailer**

**18 –*Reference unused since 2006*(public transport) 19 – *Reference unused since 2006*(tram) 20 – Special machine**

**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(Quadricycle with unbodied motor) 36 – Heavy quad > 50 cm3(Quadricycle with unbodied motor) 37 – Bus**

**38 – Coach**

**39 – Train**

**40 – Tram**

**41 – 3WD <= 50 cm3**

**42 – 3WD > 50 cm3 <= 125 cm3**

**43 – 3WD > 125 cm3**

**50 – EDP with motor 60 –**

**EDP without motor 80 –**

**VAE**

**99 – Other vehicle**

**8**

**obs**

**Fixed obstacle hit:**

**- 1 – Not specified 0**

**– Not applicable**

* **– Parked vehicle**

**2 - TREE**

**3 – Metal slide**

**4 – Concrete slide**

**5 – Other slide**

**6 – Building, wall, bridge pier**

**7 – Vertical signaling support or emergency call station**

**8 – Post**

**9 - Urban furniture**

**10 – Parapet**

**11 – Island, refuge, high terminal 12 – Curb edge**

**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 –**

**Domestic animal 6 –**

**Wild animal 9 – Other**

**shock**

**Initial shock point:**

* **1 – Not specified 0**

**– None**

**1 – Before**

**2 – Front right**

**3 – Front left 4 –**

**Rear**

**5 – Right rear 6 –**

**Left rear 7 – Right**

**side**

**8 – Left side**

**9 – Multiple impacts (rollovers)**

**manv**

**Main maneuver before the accident:**

* **1 – Not specified 0**

**– Unknown**

* **– Without change of direction**

**2 – Same direction, same line**

* **– Between 2 lines**
* **- Backwards**

**9**

* **- Against the direction**
* **– By 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**

**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**

**Miscellaneous**

**19 – Crossing the roadway 20 –**

**Parking maneuver 21 – Avoidance**

**maneuver 22 – Door opening**

**23 – Stopped (excluding parking) 24 –**

**Parked (with occupants 25 – Driving on**

**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 “rubrique” fileFEATURES" 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 that struck them) – Numerical code.**

**10**

**vehicle\_id**

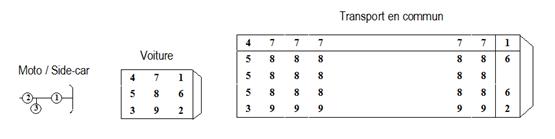
**Unique identifier of the vehicle taken for each user occupying this vehicle (including pedestrians who are attached to the vehicles which hit them) – Numerical code.**

**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:**



**10 – Pedestrian (not applicable)**

**catu**

**User category:**

**1 – Driver**

**2 – Passenger**

**3 – Pedestrian**

**serious**

**Severity of injury to the user, 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**

**An\_nais**

**Year of birth of the user.**

**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 – Walking – leisure 9 – Other**

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

**11**

**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 – Child device 4 –**

**Reflective vest 5 –**

**Airbag (2WD/3WD) 6 –**

**Gloves (2WD/3WD)**

**7 – Gloves + Airbag (2WD/3WD) 8**

**– Not determinable 9 – Other**

**secu2**

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

* **1 – Not specified 0 – No equipment 1 – Belt**

**2 – Helmet**

**3 – Child device 4 –**

**Reflective vest 5 –**

**Airbag (2WD/3WD) 6 –**

**Gloves (2WD/3WD)**

**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 – Child device 4 –**

**Reflective vest 5 –**

**Airbag (2WD/3WD) 6 –**

**Gloves (2WD/3WD)**

**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 – A + 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**

**Miscellaneous :**

**5 – On sidewalk 6 – On**

**shoulder 7 – On refuge**

**or BAU 8 – On side**

**path 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 Miscellaneous**

**3 – Crossing**

**4 – Masked**

**5 – Playing – running**

**6 – With animal**

**9 – Other**

**A – Gets on/off vehicle B –**

**Unknown**

**state**

**This variable makes it possible to specify whether the injured pedestrian was alone or not:**

* **1 – Not specified 1**

**– Alone**

**2 – Accompanied**

**3 – In a group**

**13**