



| INSTITUTIONAL FRAMEWORK | |
|-------------------------------|---|
| Lead agency | Governmental Committee of Traffic Safety, Traffic Safety Department |
| Funded in national budget | Yes |
| National road safety strategy | Yes |
| Funding to implement strategy | Partially funded |
| Fatality reduction target | 51% (2015-2025) |

| SAFER ROADS AND MOBILITY | |
|--|---------|
| Audits or star rating required for new road infrastructure | Partial |
| Design standards for the safety of pedestrians / cyclists | Yes |
| Inspections / star rating of existing roads | Yes |
| Investments to upgrade high risk locations | Yes |
| Policies & investment in urban public transport | No |

| SAFER VEHICLES | |
|------------------------------------|---------|
| Total registered vehicles for 2016 | 865 040 |
| Cars and 4-wheeled light vehicles | 703 151 |
| Motorized 2- and 3-wheelers | 48 834 |
| Heavy trucks | 108 217 |
| Buses | 4 838 |
| Other | 0 |

| Vehicle standards applied (UNECE WP.29) | |
|---|-----|
| Frontal impact standard | Yes |
| Electronic stability control | Yes |
| Pedestrian protection | Yes |
| Motorcycle anti-lock braking system | Yes |

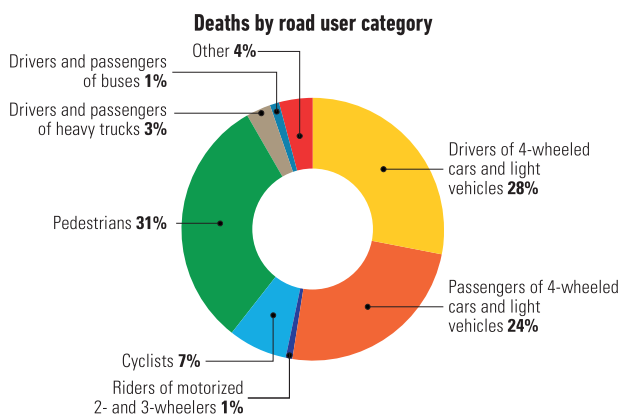
| POST-CRASH CARE | |
|--|-------------------------|
| National emergency care access number | National, single number |
| Trauma registry | None |
| Formal certification for prehospital providers | No |
| National assessment of emergency care systems | No |

| DATA | |
|--|--------------------------------|
| Reported road traffic fatalities (2016) | 71 ^a (70% M, 30% F) |
| Reported rate per 100 000 population (2016) | 5.4 ^a |
| WHO estimated road traffic fatalities (2016) | 80 ^b |
| WHO estimated rate per 100 000 population (2016) | 6.1 ^b |

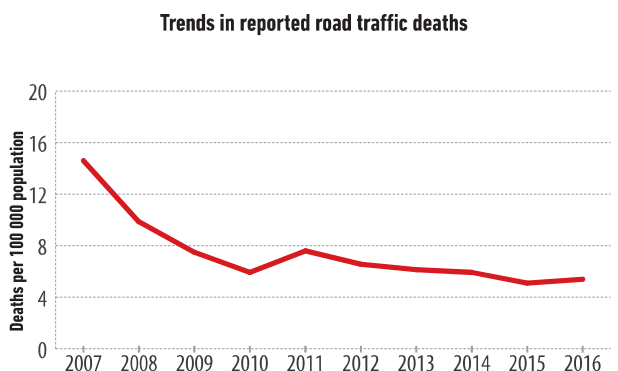
^a Police and Border Guard Board's analysis and data warehouse information system. Died within 30 days of crash
^b WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

| SAFER ROAD USERS | |
|---|---|
| National speed limit law | Yes |
| Max urban speed limit | 50 km/h ^c |
| Max rural speed limit | 90 km/h |
| Max motorway speed limit | No ^d |
| Local authorities can modify limits | Yes |
| Self-reported enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| Predominant type of enforcement | Automated |
| National drink-driving law | Yes |
| BAC limit – general population | < 0.02 g/dl |
| BAC limit – young or novice drivers | < 0.02 g/dl |
| Random breath testing carried out | Yes |
| Testing carried out in case of fatal crash | All drivers tested |
| Self-reported enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| % road traffic deaths involving alcohol | 10% ^e |
| National motorcycle helmet law | Yes |
| Applies to drivers and passengers | Yes |
| Helmet fastening required | Yes |
| Helmet standard referred to and/or specified | Yes |
| Children passengers on motorcycles | Prohibited under 12 yrs |
| Self-reported enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| Helmet wearing rate | 98% Drivers ^f |
| National seat-belt law | Yes |
| Applies to front and rear seat occupants | Yes |
| Self-reported enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| Seat-belt wearing rate | 97 Front seats ^g , 82% Rear seats ^g |
| National child restraint law | Yes ^h |
| Children seated in front seat | Not restricted |
| Child restraint required | — ^h |
| Child restraint standard referred to and/or specified | No |
| Self-reported enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| % children using child restraints | 98% ^g |
| National law on mobile phone use while driving | Yes |
| Ban on hand-held mobile phone use | Yes |
| Ban on hands-free mobile phone use | No |
| National drug-driving law | Yes |

^c Can be increased up to 90 km/h on certain conditions
^d No motorways in the country
^e 2016, Police and Border Guard Board's analysis and data warehouse information system
^f 2015, Motorcyclist's travel, driving and safety habits
^g 2016, Traffic Behavior Monitoring 2016
^h The legislation generally states that children not tall enough to wear a seat belt must be secured by a safety device corresponding to the height and weight of the child but does not specify age/height/weight group covered



Source: 2016, Police and Border Guard Board's analysis and data warehouse information system



Source: Police and Border Guard Board's analysis and data warehouse information system and Statistics Estonia