

Structure and Culture

Basic Data

Table 1: Basic data of Estonia in relation to the EU average

Basic data of Estonia	EU average
- Population: 1,31 million inhabitants (2015) [2]	18,1 million (2015)
- Area: 45.227 km ² (2015)[2] (6,2% water) (2015)[4]	159.663 km ² (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015) [3]:	(2015)
- Average winter temperature (Nov. to April): 2,5°C	6,5°C
- Average summer temperature (May to Oct.): 12,7°C	17,8°C
- Annual precipitation level: 618 mm	651 mm
- Exposure: 9,4 billion vehicle km (2014) [1]	122,4 billion vehicle km (2014) ¹
- 0,61 vehicles per person (2014) [2]	0,62 (2014)

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA; [5] DG MOVE

Estonia has a very low population density.

Country characteristics

Table 2: Characteristics of Estonia in comparison to the EU average

Characteristics of Estonia	EU average
- Population density: 29 inhabitants/km ² (2015) [2]	114 inhabitants/km ² (2015)
- Population composition (2015) [2]	
16% children (0-14 years)	15,6% children
65,2% adults (15-64 years)	65,5% adults
18,8% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €13.400 (2015) [2]	€26.300 (2015)
- 67,5% of population lives inside urban area (2015)[4]	73,3% (2015)
- Special characteristics [4]: marshy, lowlands; flat in the north, hilly in the south	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

¹ Based on the average of 24 EU countries.

The Estonian Road Agency is the main body dealing with Road Safety issues.

Structure of road safety management

In Estonia, there are two different political levels with responsibilities concerning road safety: the Estonian Road Agency for national roads and local governments for local roads.

The following key actors are responsible for Road Safety (RS) policy making:

Table 3: Key actors per function in Estonia

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Ministry of Economic Affairs and Communications - The Governments: responsible for setting targets - Estonian Road Agency (ERA): responsible for the formulation and the development of the national RS strategies
2. Monitoring of the RS development in the country	- ERA
3. Improvements in road infrastructure	- ERA: national roads - Local governments: local roads
4. Vehicle improvement	- Motor Vehicle Registration Centre of ERA: driver licensing and motor vehicles registration activities
5. Improvement in road user education	- Estonian Road Museum - Ministry of Education and Research.
6. Publicity campaigns	- Ministry of Infrastructure, Transport and Networks: national campaigns. - Ministry of Public Order. - Ministry of Transport Automobile Association. - Regional and local authorities: regional and local campaigns.
7. Enforcement of road traffic laws	- Police - Border Guard Board
8. Other relevant actors	- The Ministry of Health - Research: e.g. Tallinn Technical University, the University of Tartu, the University of Tallinn, Tallinn University of Applied Sciences - The Ministry of Justice

Sources: national sources

Attitudes towards risk taking

As Estonia is not part of the ESRA survey, there is no information on attitudes that is comparable to other European countries.

Estonia has set a 2020 target decreasing fatalities by 62% comparing to 2013-2015 average.

Programmes and measures

National strategic plans and targets

- The Estonian National Traffic Safety Program (2003-2015) is currently active. The latest application plan with road safety measures covers the period 2012-2015.
- Targets (referred to 2013-2015 average):

Table 5: Road safety targets for Estonia

Year	Fatalities	Serious injuries
2015	Max. 100	
2020	-62% Max. 75	-39% Max. 1.500

- Priority topics:
 - Traffic safety management system
 - Road safety supporting measures
 - Education and training
 - Traffic safety campaigns
 - Traffic supervision (reduction of drink-driving, reduction of speeding, increased use of passive safety measures)
 - Post-crash activity
 - Infrastructure safety

Road infrastructure

Table 6: Description of the road categories and their characteristics in Estonia

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	90

Source: EC DG-Move, 2016

- Special rules for:
 - Novice drivers in passenger cars: 90km/h (100km/h or 110km/h rural roads).
- Guidelines and strategic plans for infrastructure are available in Estonia.

Estonia has no motorways and improves roads by means of high risk site treatment; road safety audits and inspections are recommended for all roads.

The BAC level of 0,2‰ in Estonia is lower than the common limit of 0,5‰ in the EU.

Table 7: Obligatory parts of infrastructure management in Estonia and other EU countries

Obligatory parts in Estonia:	EU countries with obligation
Safety impact assessment: yes for TEN-T network	32%
Road safety audits: yes for TEN-T network	81%
Road safety inspections: yes for TEN-T network	89%
High risk site treatment: yes	74%

Sources: DG-TREN, 2010; national sources

- Recent activities of road infrastructure improvement have been addressing:
 - Reconstruction of dangerous crossings, intersections and road sections
 - Cycle and pedestrian paths' construction
 - Lightning outside built-up area
 - Roundabouts' construction
 - Rumble strips
 - Safety barriers, etc.

Traffic laws and regulations

Table 8: Description of the regulations in Estonia in relation to the most common regulations in other EU countries

Regulations in Estonia [1]	Most common in EU (% of countries)
Allowed BAC ² levels: <ul style="list-style-type: none"> - General population: 0,2‰ - Novice drivers: 0,2‰; - Professional drivers: 0,2‰ 	0,5‰ (61%) 0,2‰ (39%) and 0,0‰ (36%) 0,2‰ (36%) and 0,0‰ (36%)
Phoning: <ul style="list-style-type: none"> - Hand held: not allowed - Hands free: allowed 	Not allowed (all countries) Allowed (all countries)
Use of restraint systems: <ul style="list-style-type: none"> - Driver: obligatory - Front passenger: obligatory - Rear passengers: obligatory - Children: obligatory 	Obligatory (all countries) Obligatory (all countries) Obligatory (all countries) Obligatory (all countries)
Helmet wearing: <ul style="list-style-type: none"> - Motor riders: Obligatory - Moped riders: Obligatory - Cyclists: obligatory for cyclists under 16 years old 	Obligatory (all countries) Obligatory (all countries) Not obligatory (46%)
- Daytime running lights are mandatory.	

Sources: [1] EC DG-Move 2016; [2] WHO, 2013

² Blood Alcohol Concentration

Effectiveness of seat-belt and child restraint law enforcement in Estonia is better than the most common in the EU.

Enforcement

Table 9: Effectiveness of enforcement effort in Estonia according to an international respondent consensus (scale = 0-10)

Issue	Score for Estonia	Most common in EU (% of countries)
Speed legislation enforcement	7	7 (43%)
Seat-belt law enforcement	9	7 (25%) and 8 (25%)
Child restraint law enforcement	9	8 (39%)
Helmet legislation enforcement	9	9 (50%)
Drink-driving law enforcement	8	8 (43%)

Source: WHO, 2015

Road User Education and Training

Table 10: Road user education and training in Estonia compared to the situation in other EU countries

Education and training in Estonia	Most common in EU (% of countries)
General education programmes:	
- Primary school: compulsory	Compulsory (71%)
- Secondary school: compulsory	Compulsory (43%)
- Other groups: voluntary (cyclists, teenagers, children, elderly).	-
Driving licences thresholds:	
- Passenger car: 18 years;	18 years (79%)
- Motorised two wheeler: 14 years (L1e, L2e, L6e), 16 years (11kW), 18 years (25kW), 20 years (>25kW)	18 years (low categories) and higher ages (32%)
- Buses and coaches: 21years	21 years (86%)
- Lorries and trucks: 21 years	21 years (75%)

Sources: [1] ROSE25, 2005; [2] ETSC 2011; [3] national sources

Public Campaigns

Table 11: Public campaigns in Estonia compared to the situation in other EU countries

Campaigns in Estonia	Most common issues in EU (% of countries)
Organisation:	
- Traffic Education Division of the Traffic Safety Department of ERA	
- Police and Border Guard Board	
Main themes:	
- Drink-driving	Drink-driving (96%)
- Seat-belts and child restraint systems	Speeding (86%)
- Speeding outside built-up areas	Seat-belt (79%)
- Vulnerable road users in urban traffic	
- Reflectors' use	
- Helmet use and cyclists' safety	
- Safe railway crossings	

Sources: [1] SUPREME, 2005; [2] ETSC, 2011; [3] national sources

Road safety education is compulsory in Estonia.

Estonia has an extensive scheme of mandatory vehicle inspection periods.

Vehicles and technology (national developments)

Table 12: Developments of vehicles and technology in Estonia, compared to the situation in other EU countries

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: 3-2-2-2-1-1-1 etc. years	Every 12 months (39%)
Motorcycles: 3-2-2-2-1-1-1 etc. years	Every 24 months (32%)
Buses or coaches: Every year and every 6 months after 10 years	Every 12 months (61%)
Lorries or trucks: every 12 months	Every 12 months (68%)

Sources: EC website, national sources

Road Safety Performance Indicators

Speed

The number of speed tickets per population in Estonia is higher than the EU average in 2015.

Table 13: Number of speed tickets per population in Estonia versus the EU average

Measure	2007	2015	Average annual change	EU average (2015)
Number of speed tickets/ 1.000 population	37	102	13,5%	94

Sources: [1] ETSC, 2010; [2] ETSC, 2016

Table 14: Percentage of speed offenders per road type in Estonia compared to the EU average

Road type	2005	2007	Average annual change	EU average
Rural roads (110 km/h)	3%	4%	15,5%	n/a
Rural roads (90 km/h)	25%	25%	0,0%	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

Table 15: Mean speed per road type in Estonia compared to the EU average

Road type	2005	2007	Average annual change	EU average
Rural roads (110 km/h)	100,1 km/h	101,9 km/h	0,9%	n/a
Rural roads (90 km/h)	94,3 km/h	94,9 km/h	0,3%	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

Alcohol

Table 16: Road side surveys for drink-driving in Estonia compared to the EU average

Measure	2006	2015	Average annual change	EU average (2015)
Amount of tests/1.000 population	76	677	27,5%	209
% tested over the limit	0,9%	0,9%	0,0%	2,2%

Sources: [1] ETSC, 2010; [2] ETSC, 2016

The amount of drink-driving tests per population in Estonia is much higher than the EU average.

Estonia has a relatively old passenger car fleet; more than 60% of the cars are older than 10 years.

Vehicles

Table 17: State of the vehicle fleet in Estonia compared to the EU average

Vehicles	EU average
Cars per age group (2012) [1]:	Passenger cars (2012)
- ≤ 2 years: 6%	≤ 2 years: 9%
- 3 to 5 years: 8%	3 to 5 years: 13%
- 6 to 10 years: 23%	6 to 10 years: 28%
- > 10 years: 64%	>10 years: 49%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: 54,3%	5 stars: 52,5%
- 4 stars: 2,4%	4 stars: 4,5%
- 3 stars: 2,5%	3 stars: 2,9%
- 2 stars: 0,6%	2 stars: 0,5%
- not tested: 40,3%	not tested: 39,6% ³

Sources: [1] EUROSTAT, 2015; [2] ETSC, 2016

Protective systems

Table 18: Protective system use in Estonia versus the average in EU

Protective systems	EU average ⁴
Daytime seat-belt wearing in cars and vans (2012):	(2015)
- 97% front	89,7% front
- no information on % driver	not available
- no information on % front passenger	not available
- 90% rear	69,5% rear
- no information on % child restraints	not available
Helmet use (2014):	
- No information on % powered two-wheelers riders	not available
- 34% cyclists (2013) [2]	

Sources: [1] ETSC, 2014; [2] ETSC, 2015

Seat-belt rates are much higher than the EU average.

³ Based on data of 25 EU countries (excl. HR, LU and MT).

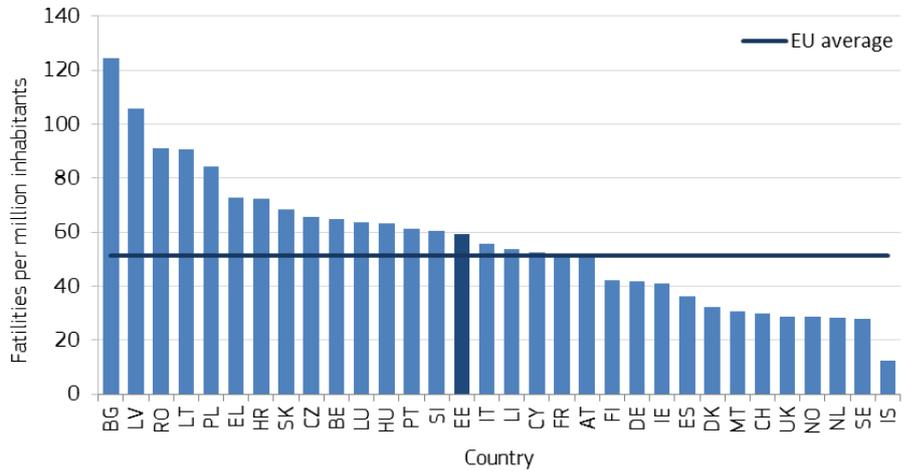
⁴ Based on data of 15 EU countries; data of AT, BE, IE, IT, LU, HU, FI, SE (2015); data of CZ, DE, DK, HR, LT, PL, UK (2014); data of PT (2013)

Road Safety Outcomes

General positioning

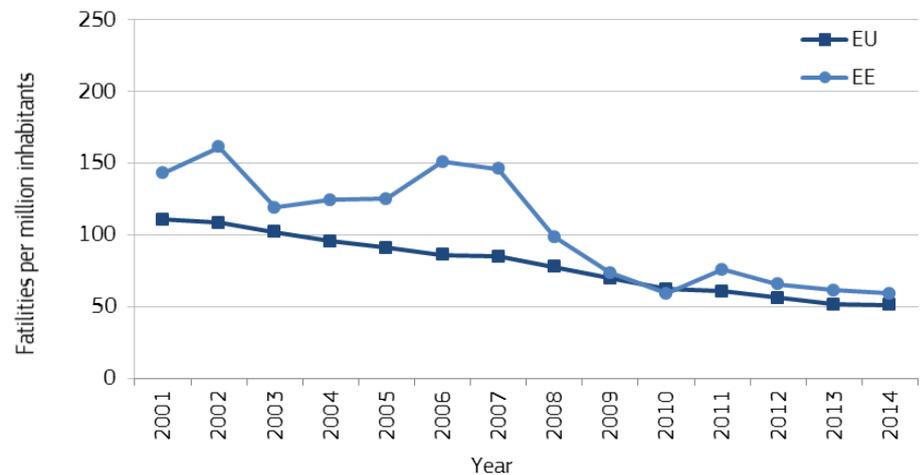
The fatality rate of Estonia is higher than the EU average (around 59 fatalities per million population in 2014). While the EU average rate decreased continuously, the Estonian rate showed substantial fluctuation between 2001 and 2011.

Figure 1: Fatalities per million inhabitants in 2014 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2014 for Estonia and the EU average



Sources: CARE, Eurostat

The fatality rate of Estonia is higher than the EU average; its development showed large fluctuations between 2001 and 2011.

The shares of pedestrian and car occupant fatalities are higher compared to the EU average.

Transport mode

The shares of pedestrian and car occupant fatalities are higher than the EU average. While no fatalities among two-wheelers were recorded in 2015, the annual reduction rate between 2001 and 2015 was 9% for car occupants and 7% for pedestrians.

Table 19: Reported fatalities by mode of road transport in Estonia compared to the EU average

Transport mode	2005	2015	Average annual change	Share in 2015	EU average (2015)
Pedestrians	50	24	-7%	36%	21%
Car occupants	88	35	-9%	52%	45%
Motorcyclists	5	0	-100%	0%	14%
Mopeds	2	0	-100%	0%	3%
Cyclists	7	0	-100%	0%	8%
Bus/coach occupants	1	1	0%	1%	0%
Lorries or truck occupants	7	0	-100%	0%	5%

Sources: CARE, national sources

Age, gender and nationality

Table 20: Reported fatalities by age, gender and nationality in Estonia versus the EU average

Age and gender	2005	2015	Average annual change	Share in 2015	EU average (2015)
Females					
0 - 14 years	7	2	-12%	3%	2%
15 - 17 years	2	3	4%	4%	1%
18 - 24 years	8	1	-19%	1%	2%
25 - 49 years	10	6	-5%	9%	7%
50 - 64 years	7	5	-3%	7%	4%
65+ years	8	6	-3%	9%	8%
Males					
0 - 14 years	5	2	-9%	3%	2%
15 - 17 years	3	1	-10%	1%	1%
18 - 24 years	18	4	-14%	6%	10%
25 - 49 years	62	23	-9%	34%	28%
50 - 64 years	25	7	-12%	10%	16%
65+ years	13	7	-6%	10%	14%
Nationality of driver or rider killed					
National	n/a	n/a	n/a	n/a	n/a
Non-national	n/a	n/a	n/a	n/a	n/a

Sources: CARE, national sources

Estonia has a somewhat higher share of female road fatalities than the EU average.

Location

Fatalities in rural areas and at junctions are over-represented in Estonia compared to the EU average.

Table 21: Reported fatalities by location in Estonia compared to the EU average

Location	2005	2014	Average annual change	Share in 2014	EU average (2014)
Built-up areas	46	22	-7%	28%	38%
Rural areas	124	56	-8%	72%	54%
Motorways	n/a	n/a	-	-	7%
Junctions	31	49	5%	63%	19%

Sources: CARE, national sources

Lighting and weather conditions

Table 22: Reported fatalities by lighting and weather conditions in Estonia compared to the EU average

Conditions	2005	2015	Average annual change	Share in 2015	EU average (2015)
Lightning conditions					
During daylight	92	38	-8%	57%	50%
During night-time	76	23	-11%	34%	30%
Weather conditions					
While raining	11	3	-12%	4%	10%

Sources: CARE, national sources

Single vehicle accidents

Table 23: Reported fatalities by type in Estonia compared to the EU average

Accident Type	2005	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	47	23	-13%	34%	24%

Sources: CARE, national sources

Under-reporting of casualties

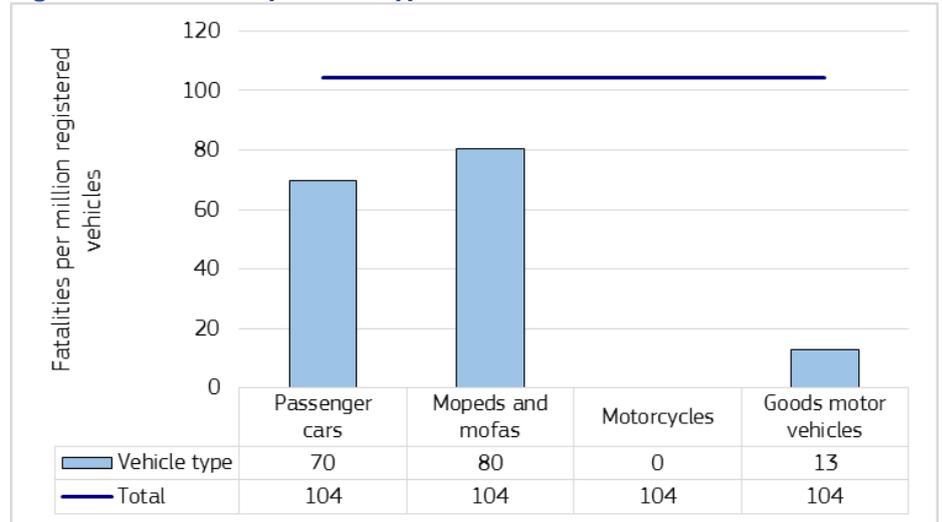
- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

Fatalities in rural areas and at junctions are over-represented in Estonia.

The share of fatal single vehicle accidents is higher than the EU average.

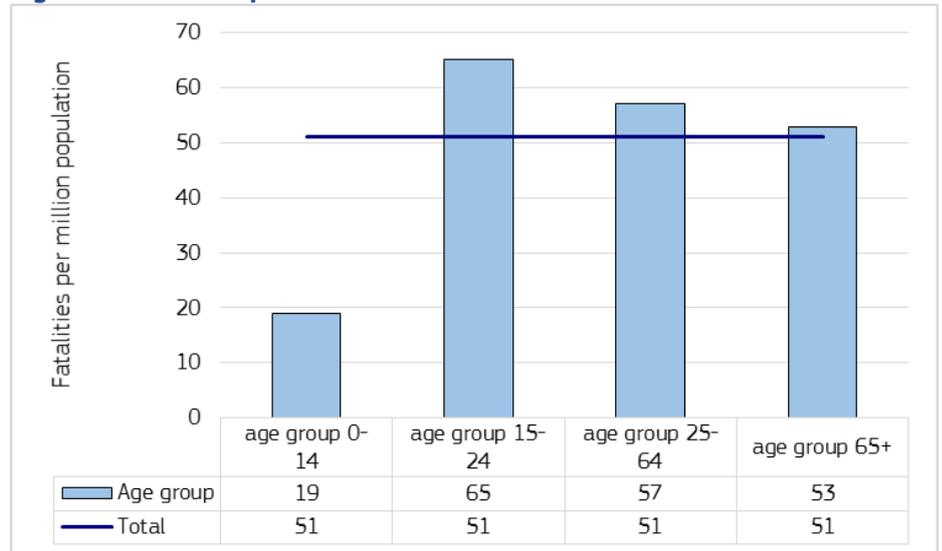
Risk Figures

Figure 3: Fatalities by vehicle type in Estonia in 2012



Sources CARE, UNECE

Figure 4: Fatalities per million inhabitants in Estonia in 2015



Sources: CARE, EUROSTAT

In Estonia youngster drivers have a higher risk of getting involved in a fatal crash compared to the other groups.

Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL⁵ for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

Table 24: Cost (€) per injury type in Estonia versus the EU average

Country	Fatality	Severe injury	Slight injury
Austria	2.395.000	327.000	25.800
Belgium	2.178.000	330.400	21.300
Bulgaria	984.000	127.900	9.800
Croatia	1.333.000	173.300	13.300
Cyprus	1.234.000	163.100	11.900
Czech Republic	1.446.000	194.300	14.100
Denmark	2.364.000	292.600	22.900
Estonia	1.163.000	155.800	11.200
Finland	2.213.000	294.300	22.000
France	2.070.000	289.200	21.600
Germany	2.220.000	307.100	24.800
Greece	1.518.000	198.400	15.100
Hungary	1.225.000	164.400	11.900
Ireland	2.412.000	305.600	23.300
Italy	1.916.000	246.200	18.800
Latvia	1.034.000	140.000	10.000
Lithuania	1.061.000	144.900	10.500
Luxembourg	3.323.000	517.700	31.200
Malta	2.122.000	269.500	20.100
Netherlands	2.388.000	316.400	25.500
Poland	1.168.000	156.700	11.300
Portugal	1.505.000	201.100	13.800
Romania	1.048.000	136.200	10.400
Slovakia	1.593.000	219.700	15.700
Slovenia	1.989.000	258.300	18.900
Spain	1.913.000	237.800	17.900
Sweden	2.240.000	328.700	23.500
Great Britain	2.170.000	280.300	22.200
EU average	1.870.000	243.100	18.700

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

In Estonia, the cost of road accident casualties is lower than the EU average.

⁵ Value of Statistical Life

Synthesis

Safety position

- The fatality rate of Estonia is higher than the EU average (around 59 fatalities per million population in 2014).

Scope of problem

- A large number of fatalities are car occupants, followed by pedestrians. These shares are higher than the EU average.
- Estonia has a somewhat higher share of female road fatalities than the EU average.
- Fatalities in rural areas are highly over-represented in Estonia compared to the EU average.
- Speeding has increased on high speed rural roads in Estonia, as well as the percentage of speed offenders.
- Estonia has a relatively old passenger car fleet with more than 60% of the cars being older than 10 years.

Recent progress

- While the EU average fatality rate decreased continuously between 2001 and 2014, the Estonian rate showed substantial fluctuation between 2001 and 2011.
- The amount of drink-driving tests per population increased during the last years and was much higher than the EU average in 2015.

Remarkable road safety policy issues

- Estonia has no motorways and improves roads by means of high risk site treatment. Road safety audits and inspections are also recommended for all roads.
- The BAC level of 0,2‰ in Estonia is lower than the common limit of 0,5‰ in the EU.
- Effectiveness of seat-belt and child restraint law enforcement in Estonia is better than the most common in the EU. Seat-belt rates are also much higher than the EU average.

Effectiveness and seat-belt wearing enforcement in Estonia is better than the most common in the EU. Seat-belt rates are also much higher than the EU average.

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Notes

1. Country abbreviations

	Belgium	BE		Italy	IT		Romania	RO
	Bulgaria	BG		Cyprus	CY		Slovenia	SI
	Czech Republic	CZ		Latvia	LV		Slovakia	SK
	Denmark	DK		Lithuania	LT		Finland	FI
	Germany	DE		Luxembourg	LU		Sweden	SE
	Estonia	EE		Hungary	HU		United Kingdom	UK
	Ireland	IE		Malta	MT			
	Greece	EL		Netherlands	NL		Iceland	IS
	Spain	ES		Austria	AT		Liechtenstein	LI
	France	FR		Poland	PL		Norway	NO
	Croatia	HR		Portugal	PT		Switzerland	CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.

The full glossary of definitions of variables used in this Report is available at: http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf

3. Data available in September 2016.

4. Average annual change is calculated with the power function between the first and last years:

[aac = (b/a)^{1/n}-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:

n/a: not available

"-": not applicable (e.g. calculation cannot be performed)

6. This 2016 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project [DaCoTA](#).

7. Disclaimer

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8. Please refer to this Report as follows:

European Commission, Road Safety Country Overview - Estonia, European Commission, Directorate General for Transport, September 2016.

