

§ 2. Definitions

For the purposes of this Act:

- 1) **give way** (not hinder) means that a road user must not continue or commence advancing or make manoeuvres if by so doing they might compel other road users to abruptly change the direction or speed;
- 2) **built-up area** is a developed area that has entry and exit roads equipped with road signs establishing the road traffic rules applicable in the built-up area;
- 3) **motor vehicle** is a power-driven vehicle with at least four wheels, which is designed for the carriage of passengers or goods or for drawing while coupled to vehicles or for specific work applications, and the design speed of which exceeds 25 kilometres per hour. Trackless vehicles connected to an electric conductor are also deemed to be motor vehicles. Mopeds, motorcycles, tractors and mobile machinery are not deemed to be motor vehicles;
- 4) **road train** is a combination of vehicles consisting of one or more hauling vehicles (traction unit) and one or more trailers or towed equipment;
- 5) **bus** is a motor vehicle designated for carrying passengers, which has more than eight seats in addition to the driver's seat;
- 6) **right of way** is the right of a road user to advance before another road user;
- 7) **dividing strip** is a curb, green or other strip separated from the road and not intended for vehicular traffic;
- 8) **traffic lights** is an electric device used on roads to regulate traffic by using light signals;
- 9) **trailer** is a vehicle manufactured to be drawn when coupled to a power-driven vehicle or a vehicle adapted for such purpose. Towed equipment and interchangeable towed equipment is not deemed to be a trailer;
- 10) **poor visibility** is a temporary situation caused by weather or another phenomenon (fog, rain, snow, snowstorm, twilight, smoke, dust, water and mud splashes, sun glare) in which objects on the road are indistinguishable from their background at more than 300 meters;
- 11) **reflex reflector** is a means for increasing the visibility of a person or another object in darkness by reflection of light from that means towards the light source, visible in the illumination of the dipped-beam headlamps at a distance of at least 150 metres and of the main-beam headlamps at a distance of at least 300 metres;
- 12) **emergency stopping** is the bringing of a vehicle to a halt or if the halting of a vehicle when the continuation of driving is dangerous or technically impossible;
- 13) **pedestrian** is a person who travels on foot, in a wheelchair or in another vehicle designated for use solely by a person with reduced mobility. A person who travels using a skateboard, roller skates, roller skis, a scooter, a kicksled or other similar items is also deemed to be a pedestrian; [RT I, 28.03.2017, 1 – entry into force 07.04.2017]
- 14) **cycle** is any vehicle that has at least two wheels and is propelled solely by the muscular energy of the person(s) on that vehicle, in particular by means of pedals or hand-crank. A cycle may also have a motor with the maximum continuous rated power of 0.25 kilowatts. A wheelchair for disabled persons is not deemed to be a cycle;
- 15) **cycle and pedestrian track** is a separate road or part of a road designated for cycles, self-balancing vehicles, self-driving delivery robots and pedestrians, and signposted as such. A cycle and pedestrian track is a part of the road at an intersection of carriageways; [RT I, 04.07.2017, 7 – entry into force 14.07.2017]
- 16) **cycle lane** is a longitudinal strip of a carriageway indicated by road surface marking and designated for cycles, mini mopeds and mopeds;
- 17) **cycle track** is a part of a road separated from the carriageway by structural means or an independent part of a road or an independent road, designated for cycles, self-balancing vehicles, mini mopeds and mopeds and signposted as such. A cycle track is a part of the road at an intersection of carriageways;
- 18) **footpath** is an independent road for pedestrians, self-driving delivery robots and self-balancing vehicles, which may be signposted as such; [RT I, 04.07.2017, 7 – entry into force 14.07.2017]
- 19) **driver** is a person who drives a vehicle or an off-road vehicle or guides animals on a road. A driving instructor or instructor is deemed to be a driver during driving lessons and driving practice and the examinee is deemed to be the driver during a driving test;
- 20) **ice road** is a temporary road made on a frozen body of water for vehicles and pedestrians,

signposted as such using adequate traffic control devices;

21) **light trailer** is a trailer with its maximum mass not above 750 kg;

22) **motorway** is a road specially designed and built for the traffic of power-driven vehicles and signposted as such, which does not serve adjacent immovables, is provided with separate carriageways for the opposite directions of traffic and does not cross at level with any road, railway, tramway, cycle and pedestrian track, cycle track, footpath or sidewalk;

23) **speed limitation device** is a device limiting the speed of a power-driven vehicle;

24) **inspector** is a person who exercises supervision over vehicles, road users and drivers within the limits of the authority granted by law and carries a document certifying their authority;

25) **sidewalk** is a part of a road designated for pedestrian, self-driving delivery robot and self-balancing vehicle traffic or a part of a road separated from the carriageway or cycle track by a curb or in another way, which may be signposted as such or marked with respective road surface markings;

26) **side turn** is a right or left turn;

26¹) **group of children** is a group of children of a pre-school child care institution and of students of the first stage of school;

27) **road user** is a person who participates in traffic as a pedestrian or a driver;

28) **traffic** is the movement and positioning of (a) pedestrian(s) or (a) vehicle(s) on the road. Driving cattle and riding animals is also deemed to constitute traffic;

28¹) **traffic supervision** is state supervision over traffic and the movement of off-road vehicles;

29) **traffic control device** is a device for managing or guiding traffic (traffic lights, traffic sign, road marking, flashing lamp, barrier, speed limitation device, threshold, warning tape, traffic post, traffic cone, crossing barrier, safety island or other such device);

30) **road sign** is a sign that establishes certain road traffic rules, informs road users of a traffic hazard or helps to adapt to the traffic situation;

31) **traffic hazard** is a situation that compels road users suddenly to change direction or speed or to stop in order to avoid danger;

32) **traffic accident** is an event in which an individual is injured or killed or material damage is caused as a result of at least one vehicle moving on or off the road;

33) **person with mobility disability** is a person with a moderate, severe or profound mobility disability;

34) **mobile machinery** is a power-driven vehicle on wheels or caterpillar tracks designed for carrying out specific work and with a design speed of over 6 but less than 40 kilometres per hour. Vehicles designed for specific work applications, which are manufactured on the basis of motor vehicles, are not deemed to be mobile machinery;

35) **off-road area** is a territory that is not a road for the purposes of the Building Code and is not designated for traffic of power-driven vehicles, trams or rail vehicles;

36) **off-road vehicle** is a vehicle powered by a motor, which is designed to be driven off-road and is not a power-driven vehicle for the purposes of this Act;

37) **manoeuvre** is any turn or changing of lanes or rounding;

38) **machine train** is a combination of vehicles consisting of a tractor or mobile machinery (traction unit) and a trailer or towed equipment or interchangeable towed equipment;

39) **motorcycle** is a two-wheeled power-driven vehicle with or without a sidecar, which has an internal combustion engine with a capacity exceeding 50 cubic centimetres and a design speed above 45 kilometres per hour. A three-wheeled power-driven vehicle that has a symmetric placement of the wheels and complies with the aforementioned conditions is also considered a motorcycle;

40) **power-driven vehicle** is a vehicle that is powered by an engine, except for an engine-powered vehicle designated for use solely by a person with reduced mobility, an electric cycle, a self-balancing vehicle, a mini moped, a self-driving delivery robot, an off-road vehicle, a tram and a vehicle with a manufacturer speed of no more than six kilometres per hour;

41) **driving a power-driven vehicle** means any activity of a person in the driver's seat of a power-driven vehicle while it is moving. Any activity of a person while the person is not in the driver's seat but influences the driving direction or speed of the power-driven vehicle with the help of control devices (steering bars, steering wheel or other similar devices) is also deemed to be driving a power-driven vehicle;

42) **moped** is a two-wheeled, three-wheeled or four-wheeled vehicle having an unladen mass of

no more than 425 kilograms, a design speed of no more than 45 kilometres per hour and a internal combustion engine with a net power of or an electric motor with a continuous rated power of up to four kilowatts in the case of a two-wheeled or three-wheeled moped and up to six kilowatts in the case of a four-wheeled moped. The capacity of the internal combustion engine of a two-wheeled moped does not exceed 50 cubic centimetres and the capacity of the spark ignition internal combustion engine of a three-wheeled or four-wheeled moped does not exceed 59 cubic centimetres;

43) **high-visibility warning clothing** is clothing designated to increase the visibility of an authorised official;

44) **overtaking** is moving past one or more driving vehicles by exiting one's own lane. Rounding or passing is not deemed to be overtaking;

45) **passing** is moving past one or more driving vehicles without exiting one's own lane. Moving past a vehicle driving in the opposite direction is also deemed to be passing;

46) **rear registration plate light** is a lamp illuminating the rear registration plate of a vehicle;

47) **safety island** is a road structure increasing the safety of pedestrians upon crossing the carriageway;

48) **safety waistcoat** is a garment designated to increase the safety of road users;

49) **parking** means bringing a vehicle to an intentional halt for longer than is necessary for picking up or setting down passengers or for loading or unloading goods;

50) **car park** is an area designed structurally or for traffic management purposes for the parking of vehicles, comprising parking places and parts of a road connecting them;

51) **priority road** is a road signposted as such in its entirety. At an intersection, the priority road is a road signposted as such in relation to an intersecting road or a paved road in relation to a gravel road or an earth-track and a gravel road in relation to an earth-track. Gravel roads or earth-tracks that have a paved section before emerging into an intersection with a paved road are not deemed to be paved roads;

52) **standing** means the bringing a vehicle to an intentional halt for picking up or setting down passengers or for loading or unloading goods. Stopping with the traffic flow or when requested by a traffic control device or an authorised official is not deemed to be standing;

53) **limited visibility** is a situation where curves, crests of hills, roadside facilities, green areas or obstacles on the road reduce visibility to such an extent that driving on this part of road with the maximum speed allowed thereon may be dangerous;

54) **night-time** is the period of time between nightfall and dawn when visibility is less than 300 metres due to the lack of natural light;

55) **blind person** is a person whose visual acuity with correction in the better eye is lower than 0.1 or whose field of vision is narrower than 20 degrees;

56) **mini moped** is a vehicle with at least two wheels, with the maximum net power in the event of an internal combustion engine or with the maximum continuous rated power in the event of an electric motor not exceeding one kilowatt and the maximum design speed not exceeding 25 kilometres per hour;

57) **drawing** means hauling another power-driven vehicle, road train or machine train using a power-driven vehicle;

58) **towed equipment** is a mechanism, structure, construction or other equipment with at least one wheel having stable contact with the ground, coupled to a power-driven vehicle and pulled after or pushed before such vehicle;

59) **haulage of towed equipment** also means the haulage of interchangeable towed equipment;

60) **side appropriate to the direction of traffic** is a carriageway or a part thereof designated for vehicular traffic in one direction. In the event of a two-way carriageway, the right part of the carriageway bordered by a traffic control device on the left or, in its absence, by the imaginary centre-line, is deemed to be the side appropriate to the direction of traffic. If the tracks of a tramway are located in the middle of a carriageway and they are at grade with it, the centre-line of the tracks of the tramway is deemed to separate the two sides of the direction of traffic. A tramway appropriate to the direction of traffic belongs to the side appropriate to the direction of traffic. On a two-way carriageway that has three lanes marked with road surface markings in its overall width, only the rightmost lane is the side appropriate to the direction of traffic, unless provided otherwise by a traffic control device. If a road has a separate lane for public transport vehicles or slow-moving, heavy or other vehicles that are not rail vehicles or rail-borne vehicles,

the edge of this separate lane closest to the carriageway is the edge of the side appropriate to the direction of traffic for other trackless vehicles;

61) **turn** is a side turn or a U-turn;

62) **continuous rated power** is the net power specified by the manufacturer at continuous load;

63) **heavy vehicle** is a vehicle with or without cargo, a road train or a machine train, with its laden mass or load on any axis exceeding the requirements specified in § 80 of this Act;

64) **rail vehicle** is a rail vehicle as defined in the Railways Act;

65) **level crossing** is an intersection at grade between a road and a railway. A barrier or, in absence thereof, the location of a railway sign indicating a single or multi-track railway constitute the border between a road and a level crossing;

66) **permissible maximum mass** is the maximum mass determined for a fully equipped vehicle together with its driver, passengers and cargo upon registration, which must not exceed the maximum mass permitted by the manufacturer;

67) **authorised official** is a person who directs or stops road users within the limits of their authority;

68) **intersection** is an area formed by any intersecting carriageways at grade. The following is not deemed to be an intersection: any place where a car park, a calm traffic area, resting place or an area adjacent to a road is adjacent to a carriageway, any access road to a car park, calm traffic area, resting place or an area adjacent to a road, any intersection of a single-lane road and a field or forest road, and any intersection of such roads. An intersection is regulated when traffic lights or directions given by an authorised official determine the sequence of road users. An intersection is unregulated in all other events;

68¹) **self-driving delivery robot** is a partially or fully automated or remotely controlled vehicle which moves on wheels or another chassis that is in contact with the ground, which uses sensors, cameras or other equipment for obtaining information on the surrounding environment and, based on the obtained information, is able to move partially or fully without being controlled by a driver;

69) **rail-borne vehicle** is a vehicle designated to move on rails. For the purposes of this Act, a rail vehicle is not deemed to be a rail-borne vehicle;

70) **large vehicle** is a laden or unladen vehicle, road train or machine train, which has at least one dimension that exceeds the requirements specified in § 80 of this Act;

71) **automobile** is a motor vehicle designated to carry passengers, which has up to eight seats in addition to the driver's seat;

72) **road with right of way** is a road where the driver has the right of way in relation to the drivers driving on an intersecting road;

73) **vehicle** is a device powered by a motor or in another way, designated for road traffic or driving on the road;

74) **motorcade** is two or more vehicles travelling in an organised way after one another;

76) **lane** is any one of the longitudinal strips into which a carriageway is divisible, whether or not signposted as such or defined by road markings, wide enough for one moving line of cars. Two-wheeled motorcycles and mopeds may drive in two lines on a lane;

77) **traffic line** is a line formed by vehicles driving behind one another;

78) **carriageway** is the part of a road designated for vehicular traffic. Cycle tracks and cycle and pedestrian tracks are not carriageways. A road may comprise several carriageways separated from one another by a dividing strip. Carriageways intersecting at grade form an intersecting area of carriageways. The edge of a carriageway is indicated by the respective road surface marking or, if there is no road surface marking, by a shoulder, dividing strip, green area or the edge of another verge, or by the bottom of a gutter or the kerb of the carriageway. If both tracks of a two-way tramway that is at grade with a carriageway are on one side of the carriageway, the tramway rail closest to the carriageway is deemed to be the edge of the carriageway for trackless vehicles;

79) **passenger** is a person who is using a vehicle for travelling, but is not the driver;

80) **self-balancing vehicle** is a self-balancing two-wheel one-axle vehicle for carrying one person and powered by an electric motor;

81) **road** is a public structure that is used for pedestrian or vehicular traffic or another area designated for traffic by a landowner. A road also comprises shoulders, dividing strips and green area strips. Roads may be paved roads, gravel roads or earth-tracks depending on the upper layer. A paved road is a road coated with a layer of material processed with cement, ash or bitumen (asphalt, cement concrete or other such coating) and a paving stone or cobblestone

road. A gravel road is a road of gravel, gravely sand or crushed stone sand or crushed stone screenings. An earth-track is a field, forest or other such uncoated road that is built for traffic or has developed into a road as a result of traffic;

82) **area adjacent to a road** is a roadside territory where constructions visible to a driver from the road are located and that may be accessed by an access road;

83) **road marking** is a road surface marking or a vertical marking that establishes a certain traffic order, helps to adapt to traffic and indicates various sources of danger. A road surface marking is a line, arrow, entry or image on the road surface. A vertical marking comprises alternate white and black stripes at the edge of the road or a reflex reflector on a white post with or without a black stripe;

84) **laden mass** is the actual mass of a vehicle at a given moment together with its driver, passengers and cargo;

85) **axle load** is the portion of the mass of a vehicle that exerts force on the road through the axle;

86) **tractor** is a power-driven vehicle designated for field or forest work, which has wheels or tracks and at least two axes, and whose maximum design speed is at least six kilometres per hour. Vehicles designed for specific work applications, which are manufactured on the basis of motor vehicles, are not deemed to be tractors;

87) **tram** is a rail vehicle for carrying passengers, with or without a rail-borne trailer, which runs on tracks and is connected to an overhead wire;

88) **trolleybus** is a motor vehicle for carrying passengers, which is connected to an overhead wire and has more than eight seats in addition to the driver's seat;

89) **maximum mass** is the authorised maximum mass, declared by the manufacturer, of a fully equipped laden vehicle, with the crew and passengers on board;

90) **unladen mass** is the mass of a fully equipped vehicle as determined by the manufacturer;

91) **interchangeable towed equipment** is a mechanism used in agriculture or forestry, the main purpose of which is to add to or change the functions of a tractor and which is designed to be drawn coupled to a tractor;

92) **design speed** is the maximum speed designated for a vehicle by the manufacturer;

93) **authorised user** is a natural person with Estonian citizenship or with a permanent residence and a residence permit or right in Estonia or a legal person registered in Estonia who uses the vehicle under a contract for use or a sales contract with reservation of title of ownership and has been entered in the motor register as the authorised user of the vehicle. A representative nominated by the authorised user of a vehicle not meeting the conditions specified in this clause is also deemed to be an authorised user;

94) **truck** is a motor vehicle designated for carrying cargo;

95) **driving practice area** is a paved road or area adapted to this purpose and closed for other traffic;

96) **calm traffic area** is a road designated for the common traffic of pedestrians and vehicles in which the speed of vehicles is reduced by structural or other means and where entry and exit roads are signposted as such;

97) **public transport vehicle** is, for the purposes of the Public Transport Act, a bus, trolleybus or tram providing the public transport service or an automobile intended to provide the public transport service;

98) **lane reserved for public transport vehicles** is, for the purposes of the Public Transport Act, a part of a carriageway, signposted as such and marked with the respective road surface marking, which is designated for the traffic of public transport vehicles which provide regular services, for taxis and for buses carrying passengers;

99) **crossing** is a part of a road that is designated for pedestrians to cross the carriageway, cycle track or tramway track, constructed in a comprehensible way and marked as such, where the pedestrians have no right of way towards drivers, save where the pedestrian uses a crossing on a carriageway onto which the vehicle driver is turning. A carriageway may be crossed at a crossing by riding a cycle, riding a self-balancing vehicle or by a self-driving delivery robot, but the cyclist, the self-balancing vehicle rider or the self-driving delivery robot has no right of way towards the driver of a vehicle, save where the cyclist, the self-balancing vehicle rider or the self-driving delivery robot uses a crossing on a carriageway onto which the vehicle driver is turning. Cyclists and self-balancing vehicle riders crossing a carriageway at a crossing may not endanger

pedestrians crossing it and a self-driving delivery robot crossing a carriageway at a crossing may not endanger any of the aforementioned;

100) **pedestrian crossing** is a part of a road that is designated for pedestrians to cross the carriageway, cycle track or tramway track and signposted as such or marked by respective road surface marking, where the drivers are required to give way to pedestrians. A pedestrian crossing is regulated if the sequence of traffic is determined by the pedestrian traffic light signals or signals given by an authorised official. Pedestrian crossings are unregulated in all other cases. A carriageway may be crossed at a pedestrian crossing by riding a cycle or a self-balancing vehicle or by a self-driving delivery robot, but the cyclist, the self-balancing vehicle rider or the self-driving delivery robot has no right of way towards the driver of a vehicle, save where the cyclist, the self-balancing vehicle rider or the self-driving delivery robot uses a pedestrian crossing on a carriageway onto which the vehicle driver is turning. Cyclists and self-balancing vehicle riders crossing a carriageway at a pedestrian crossing may not endanger pedestrians crossing the carriageway and a self-driving delivery robot crossing a carriageway at a pedestrian crossing may not endanger any of the aforementioned;

101) **rounding** means the passing of one or several vehicles standing on a carriageway or another obstacle by exiting one's own lane.

§ 7. Meaning of traffic light signals

(1) Traffic lights with circular shaped signals regulate vehicular traffic and, in the absence of traffic lights for pedestrians, also pedestrian traffic. Traffic lights have three circular shaped signals: red on top, amber in the centre and green on the bottom. In exceptional cases a horizontally mounted traffic light with red in the left, amber in the centre and green in the right may be used.

The signals have the following meanings:

- 1) green permits proceeding;
- 2) flashing green permits proceeding but informs that amber is about to illuminate;
- 3) amber prohibits proceeding; proceeding from the place designated for halting is permitted only if halting in that place is impossible without endangering road traffic; if the light illuminates at the moment when the driver is on the intersection or a pedestrian crossing, proceeding must be continued;
- 4) red prohibits proceeding;
- 5) red and amber at the same time prohibit proceeding and inform that green is about to illuminate.

(2) Traffic lights with arrowheads regulate vehicular traffic at intersections. The signals are the shape of an arrowhead. Red and amber signals may have a circular shape; in that case they show the contour of an arrowhead. The signals are mounted vertically. The positioning of signals, sequence of illumination and meaning correspond to that of the traffic lights with circular signals. When a green arrowhead illuminates, traffic may proceed in the direction pointed by the arrowhead. A green illuminated arrowhead pointing to the left allows a U-turn from the leftmost lane.

(3) Traffic lights with additional signals regulate vehicular traffic at an intersection. The main signals of the traffic lights are mounted vertically, similarly to traffic lights with circular signals. There is an additional arrowhead signal on one or both sides of the green signal, illuminating in green. When the green arrowhead signal illuminates, vehicles may proceed in the direction indicated by the arrowhead regardless of which main signal is illuminated. A green illuminated arrowhead pointing to the left allows a U-turn from the extreme left lane. When the arrowhead signal is not illuminated, vehicles may not proceed in the direction indicated by the arrowhead. The green signal of a traffic light may itself show an arrowhead indicating the permitted directions for traffic when illuminated.

(4) A traffic light with a flashing amber signal indicates an unregulated intersection, a pedestrian crossing or other dangerous location.

(5) A traffic light for public transport regulates traffic for trams and other public transport vehicles that drive on a separate lane. The traffic light has three vertically mounted white signals. The top signal is S-shaped, the middle signal is a horizontal bar and the bottom signal a vertical bar. The upper part of the vertical bar may be pointed in the direction of the turn. Illuminated signals have the following meanings: the top signal prohibits proceeding, the middle signal prohibits

proceeding and informs that another signal is about to illuminate and the bottom signal allows for proceeding.

(6) Direction-changing traffic lights regulate traffic on lanes where traffic may change direction. When a red signal in the form of a tilted cross is illuminated in the left section of the traffic lights, traffic may not proceed along the lane above which the traffic lights are mounted. When a green signal in the form of an arrowhead pointing down is illuminated in the right section of the traffic lights, traffic may proceed along the lane above which the traffic lights are mounted. An intermediate section may also be used, incorporating a tilted amber arrowhead pointing down and flashing simultaneously with the green or being illuminated all the time. Illumination of the arrowhead in the intermediate section indicates that this direction will soon be closed for the traffic and vehicles need to proceed to a lane in the direction indicated by the arrowhead. When direction-changing traffic lights are not illuminated and are located above a lane marked by a double broken line, proceeding onto this lane is prohibited.

(7) Traffic lights at a crossing regulate traffic at level crossings, berths, places of exit of emergency vehicles and movable bridges. The traffic lights have two flashing red signals. Flashing prohibits advancement. On level crossings a slowly flashing white signal may be used in addition to the two red flashing signals; the level crossing may be traversed when the white signal is flashing, but not when the red signals are flashing. Traffic lights at a crossing may also incorporate only a red and a green signal, which have the same meaning as in traffic light with circular shaped signals.

(8) Cycle traffic lights regulate the traffic of cycles, self-balancing vehicles, self-driving delivery robots, mini mopeds and mopeds on the lane designated for their movement or on a cycle track. Traffic lights with a pedestrian and cycle pictograph regulate the traffic of pedestrians, self-balancing vehicle riders, self-driving delivery robots and cyclists. The shape of the traffic lights and the position and meaning of signals are the same as those of traffic lights with circular signals. The signals show a pictogram of a cycle or of a cycle and a pedestrian or incorporate an additional section with the pictograph of a cycle next to the traffic lights with circular signals.

(9) Pedestrian traffic lights regulate the traffic of pedestrians, self-balancing vehicle riders and self-driving delivery robots. Pedestrian traffic lights also regulate the traffic of cyclists if a cycle and pedestrian track has no cycle traffic lights. The upper part of the traffic lights shows a red pictograph of a pedestrian, prohibiting pedestrians, self-balancing vehicle riders and self-driving delivery robots to cross the carriageway, and the lower part a green pictograph of a pedestrian, allowing pedestrians, self-balancing vehicle riders and self-driving delivery robots to cross the carriageway. The traffic lights may be equipped with an audible signal that, when beeping with long intervals, indicates that the red signal is illuminated, and when continuous, indicates that the green signal is illuminated. If necessary, the pedestrian traffic lights may have two upper red signals showing a pictograph of a pedestrian.

(10) A countdown timer may be incorporated into traffic lights regulating the traffic of pedestrians and cyclists, indicating how many seconds are remaining until another signal illuminates.

(11) The requirements for traffic lights will be established by a regulation of the minister responsible for the field.

§ 10. Directions given by authorised official

(1) An upright raised arm of the authorised official means that road users have to stop. Road users must stop immediately after the authorised official has raised an arm and has pointed to a place for stopping. If the direction is given at the moment when a driver is at an intersection or on a pedestrian crossing, the driver must proceed.

(2) A horizontally outstretched arm or arms of the authorised designate a stop signal for all road users approaching from any direction that would cut across that indicated by the outstretched arm or arms; after the authorised official has made this gesture and lowered an arm or arms, it will constitute a stop signal for drivers in front of or behind the official.

(3) Drivers towards whom an authorised official is with their side may drive to the right, forward, left or back. The authorised official may also make a gesture in a direction of traffic, allowing road users to proceed in this direction.

(4) Authorised officials may use other gestures or oral instructions to give comprehensible directions to road users.

(5) A direction prohibiting advancement remains valid until a direction allowing advancement is given.

(6) Proceeding is allowed in directions in which it is not prohibited.

(7) Directions given at intersections and on the roads between intersections have the same meaning.

(8) Traffic control directions are given by:

- 1) a traffic baton striped in black and white;
- 2) a red reflective disk;
- 3) a disk featuring the traffic sign 'Closed to all vehicles';
- 4) hand.

(9) A disk featuring the traffic sign 'Closed to all vehicles' may also be used by other authorised officials if the image 'Closed to all vehicles' is replaced by other words characterising the profession of the authorised official or an organisation, e.g. 'Rescue,' 'Nature protection,' 'Roadwork,' 'Children,' etc.

§ 13. Environmental protection requirements

(1) The drivers must not damage the environment with excessive noise, dust or exhaust gases produced by the motor or other equipment of the vehicle if it is possible to avoid such damage.

(2) Power-driven vehicles may not be washed in bodies of water or on the shore closer than 10 metres to the waterline.

(3) The road user must not:

- 1) damage, pollute or otherwise contaminate the road or the areas adjacent to the road;
- 2) contaminate the environment with fuel or lubricants or change the oil of a power-driven vehicle in a place that is not designated for such purpose.

(4) The driver must not drive a vehicle with a leak that contaminates the environment.

(5) The motor of a vehicle standing or parked in a calm traffic area or residential area must not be left switched on for more than two minutes.

§ 14. Road traffic rules

(1) The right-hand rule of the road applies to vehicular traffic.

(2) All road users, managers of traffic and other persons must follow the requirements of the traffic legislation, exercise carefulness and cautiousness in traffic and ensure the smoothness of traffic in order to prevent danger and causing damage.

(3) Where a temporary road sign (removable base) and a permanent road sign conflict, the temporary road sign will take precedence over the permanent road sign.

(4) Where temporary (yellow) road marking and permanent road marking conflict, the temporary road marking will take precedence over the permanent road marking.

(5) Where a traffic sign and road marking conflict, the traffic sign will take preference over the road marking.

(6) The signal of a traffic light permitting advancement or a direction given by an authorised official permitting advancement must not override the procedure established by a road sign, except a warning sign indicating an intersection with a non-priority road, a warning sign indicating an intersection of roads of the same category and priority signs, or by road marking.

(7) Nobody may endanger or obstruct traffic by their acts or omissions. A person causing a danger must take all measures in their power to eliminate the danger or reduce its harmful effects. If necessary, police must be informed of the danger caused.

(8) Equipment or materials endangering or obstructing the movement of pedestrians, especially elderly or disabled persons, may not be placed on a sidewalk or shoulder without the consent of the owner of the road.

§ 15. Speed limit

(1) The speed limit is:

- 1) 90 kilometres per hour on roads outside built-up areas;
- 2) 50 kilometres per hour in built-up areas;
- 3) 10–25 kilometres per hour on an ice road or 40–70 kilometres per hour if the thickness of ice is up to 50 centimetres. The speed limit is 70 kilometres per hour if the thickness of the ice is more than 50 centimetres;

- 4) 50 kilometres per hour upon drawing;
 - 5) 25 kilometres per hour upon haulage of towed equipment;
 - 5¹) 90 kilometres per hour upon special carriage whereby the issuer of the special permit set out in subsection 34¹ (3) of this Act has not reduced the maximum speed limit;
 - 6) 20 kilometres per hour in calm traffic areas. In the close proximity of a pedestrian or self-driving delivery robot, vehicles may drive at the speed of the pedestrian or self-driving delivery robot;
 - 7) 60 kilometres per hour for buses if there are passengers standing or sitting sideways to the direction of the traffic in the bus;
 - 8) 60 kilometres per hour for trucks if a person escorting or fetching the cargo is on the open load bed of the truck or if the truck is used in the Estonian Defence Forces or by the Estonian Defence League for transportation of people;
 - 9) 45 kilometres per hour for mopeds;
 - 10) 40 kilometres per hour for mobile machinery;
 - 11) 25 kilometres per hour for mini mopeds;
 - 12) 20 kilometres per hour for self-balancing vehicles;
 - 12¹) six kilometres per hour for self-driving delivery robots;
 - 13) 50 kilometres per hour for off-road vehicles if the off-road vehicle is used for driving on a road in the events specified in subsection 154 (1) of this Act.
- (2) In accordance with subsection (4) of this section and depending on the traffic and road conditions, safety and category of vehicle:
- 1) the Road Administration may increase the speed limit on rural roads to 120 kilometres per hour;
 - 2) local authorities may increase the speed limit on roads in built-up areas to 90 kilometres per hour.
- (5) The owner of a road may reduce the speed limit specified in clauses 1) and 2) of subsection (1) of this section depending on the traffic and road conditions, safety and category of vehicles.

§ 16. Duties of road users

- (1) The road user must be polite and mindful of other road users and avoid any behaviour that may obstruct traffic or endanger or be harmful to people, property or the environment.
- (2) The road user must follow the directions given by an authorised official and comply with other traffic instructions given by an authorised official or an official exercising state supervision or a traffic control device, and follow the procedure for use of signage for vehicles.
- (3) The road user must follow the instructions given by an authorised official even if such instructions are in contradiction with this Act or a traffic control device, unless it endangers the life, health or property of people or the environment.
- (4) The road user must not obstruct a funeral or other processions, a group of children accompanied by adults or a motorcade of vehicles escorted by an authorised official.

§ 17. General obligations of giving way

- (1) The road user must follow the requirements of traffic control devices and the directions of an authorised official when giving way.
- (2) The road user must give way to a vehicle with a flashing blue light or a blue signal light and with or without a special audible warning and to a vehicle escorted by such vehicle, as well as to a vehicle with a flashing yellow light working on the road or a vehicle escorting such vehicle. If necessary, the road user must halt to give way.
- 3) The driver emerging from a car park, a calm traffic area, an area adjacent to a road or their access road onto a carriageway must give way to road users travelling on that road, unless the obligation to give way is regulated otherwise by traffic control devices.
- 4) Every driver emerging from an earth-track onto a gravel road or a paved road must give way to road users travelling on the road, unless the obligation to give way is regulated otherwise by traffic control devices.
- (5) Drivers of trackless vehicles must give way:
 - 1) upon leaving a carriageway, to pedestrians, self-balancing vehicle riders, self-driving delivery robots, cyclists or drivers of mopeds and mini mopeds, unless the obligation to give way is regulated otherwise by traffic control devices;

- 2) to pedestrians, cyclists, self-balancing vehicle riders, self-driving delivery robots, cyclists or drivers of mopeds and mini mopeds who cross the carriageway onto which the driver is turning, unless the obligation to give way is regulated otherwise by traffic control devices;
- 3) upon turning left or making a U-turn, to the road users driving in the oncoming traffic or to drivers overtaking such road users, unless regulated otherwise by traffic control devices;
- 4) to pedestrians entering or exiting a public transport vehicle that has halted at a stop in the middle of the carriageway appropriate to the direction of traffic;
- 5) the driver of a vehicle approaching from the right or being located on the right side if the trajectories of both vehicles intersect and the sequence of movement is not specified otherwise in this Act;
- 6) upon reversing, to all other road users;
- 7) upon emerging to the carriageway along an acceleration lane, to the drivers travelling on the carriageway;
- 8) to the driver of a tram if the trajectories of a trackless vehicle and a tram intersect, unless it is regulated otherwise by traffic control devices.

§ 18. Indication of intention to give way

(1) A driver required to give way in accordance with traffic rules or traffic control devices must clearly indicate by slowing the speed or halting that the driver intends to follow the obligation to give way.

(2) Every driver approaching an intersection must drive in such a way as not to disturb traffic at the intersection in the event of halting.

§ 19. Duties of road user in traversing level crossing

(1) A road user must exercise extra care upon traversing a level crossing. When a road user hears or sees an approaching railway vehicle, they must give way to it. A road user must comply with traffic signs, sound and light signals, position of the barrier and directions given by an authorised official.

(2) A road user may not traverse a level crossing:

- 1) if the traffic lights show a prohibiting signal, regardless of the presence or position of the barrier;
- 2) if the barrier is in the process of being placed across the road, is across the road or in the process of being raised, regardless of the signals indicated by traffic lights;
- 3) if a prohibiting direction is given by an authorised official;
- 4) by lingering.

§ 20. Standing and parking of vehicle

(1) The driver may not stand or park their vehicle in such a way that it obstructs other vehicles proceeding into or out of yards, garages, calm traffic areas and areas adjacent to a road, and obstruct the movement of pedestrians on pedestrian crossings and at intersections in the direction appropriate to the direction of sidewalks.

(2) On the roads in a built-up area, a vehicle may stand or park on a carriageway near to its right edge or on its right-hand shoulder in such a way that at least a strip of 0.7 metres would be available for the movement of pedestrians. In a built-up area, a vehicle may stand or park in a similar way on the left-hand side of a one-way road or on such a two-way road that has no tramway track in the middle and one lane in both directions separated by a broken line or, if no broken line exists, the carriageway is less than nine metres wide without taking into account the width of possible car parks constructed as an extension to the carriageway.

(3) On a carriageway in a built-up area, vehicles may stand or park in one line, however two-wheeled motorcycles without a side-car, cycles, mopeds and mini mopeds may stand or park two abreast. The longitudinal axis of the vehicle must be parallel to the carriageway and, if no obstruction exists, the vehicle must be no further than 0.2 metres from the edge of the carriageway. This requirement does not apply to vehicles parked in accordance with subsection (4) of this section.

(4) In a built-up area, a power-driven vehicle of less than six metres long belonging to category A, category B without trailer or subcategory D1 without trailer may stand or park also:

- 1) on the carriageway at a certain angle to its edge at a place where it is allowed by a traffic

control device or there is a lay-by;

2) in a car park next to the sidewalk in accordance with the procedure established by a traffic control device;

3) partly or completely on a sidewalk if so allowed by a respective traffic control device, leaving at least a 1.5 metre wide strip available for the movement of pedestrians on the verge of the sidewalk further away from the carriageway;

4) on a safety island and dividing strip if so allowed by a respective traffic control device.

(5) A power-driven vehicle not specified subsection (4) of this section may not in any way park in any of the places specified in clauses 1) to 3) of subsection (4).

(6) A vehicle may stand on a sidewalk also for loading or unloading cargo, but not closer than 15 metres to a stopping point of public transport vehicles and leaving at least a 1.5 metre wide strip for the movement of pedestrians.

(7) On rural roads, a vehicle may stand or park on the right-hand shoulder. If this requirement cannot be complied with, a vehicle may stand or park on the road as much to the right as possible. Vehicles may stand and park only in one line and the longitudinal axis of the vehicle must be parallel to the edge of the carriageway.

(8) At night-time, a vehicle may stand or park outside a built-up area only in a car park or rest area.

(9) Before leaving the vehicle, the driver must take precautions to prevent the vehicle from moving spontaneously and prevent its unauthorised use.

§ 21. Prohibition to stand or park

(1) A vehicle may not stand or park at the edge of a carriageway towards the dividing strip, except at places and in the way indicated by a traffic control device.

(2) A vehicle must not stand:

1) at any place where a traffic control device does not allow it;

2) at a level crossing;

3) on a tramway track or closer than one metre to a tramway track;

4) on or under a bridge, trestle or overpass, save in such spaces as may be specially marked for parking;

5) at any point where a standing vehicle would prevent the traffic of other vehicles or obstruct pedestrians;

6) on pedestrian crossings, on intersections of a cycle track or a cycle and pedestrian track with a carriageway or closer than five metres to such places, and on the left-hand side of a two-way road closer than five metres after such places and on a cycle lane;

7) at any place where the distance between the continuous line marking the direction of traffic or a lane and the standing vehicle is less than three metres;

8) on a lay-by for public transport vehicles of category D or on a road marking for a public transport vehicle stop, or in their absence, on the side of the stop at less than 15 metres to the road sign indicating a bus stop, trolleybus stop or taxi stop, provided that such standing obstructs the traffic of public transport vehicles of category D or taxis;

9) at less than 15 metres to a road sign indicating a tram stop;

10) at any place where the vehicle would hide traffic light signals or road signs from the view of other road users;

11) on carriageways in places of limited visibility;

12) on a green area without the consent of its owner or possessor;

13) on the dividing strip and at any place where it is disrupted, save in cases allowed by traffic control devices;

14) at a distance less than five metres to an intersecting carriageway but not where a sidewalk or a cycle and pedestrian track intersect;

15) at an intersection, save in places allowed for parking. As an exception, vehicles may stand and park at a three-forked intersection on a road directly traversing the intersection, if they do so on the opposite side to the road not continuing from the intersection, provided that a traffic control device prohibits crossing between the sides of the direction of traffic;

16) for loading and unloading cargo on deceleration and acceleration lanes and at any place where one lane exists next to the lane allowing only a left turn or a U-turn.

(3) Public transport vehicles of category D may stand at stops for public transport vehicles of category D specified in clause 8) of subsection (2) of this section and taxis may stand and park at taxi stops.

(4) Parking is prohibited:

- 1) at any place where vehicles may not stand;
- 2) at any place where it is prohibited by a traffic control device;
- 3) on a carriageway at a distance of less than 50 metres to a level crossing;
- 4) outside parking places marked as such on the road;
- 5) outside built-up areas on carriageways of roads marked as priority roads by appropriate signs;
- 6) on deceleration and acceleration lanes;
- 7) at any place where one lane exists next to the lane allowing only a left turn or a U-turn;
- 8) at any place where the vehicle would obstruct another vehicle approaching a parking place or exiting a parking place.

§ 187. Parking charge

(1) The local authority may establish paid parking areas in their public parking areas, within the boundaries of which the drivers of a power-driven vehicle is required to pay parking charges for their power-driven vehicle and its trailer.

(2) The council of local authority will establish the following by a regulation:

1) paid parking areas;

(4) The driver of a power-driven vehicle and its trailer must pay parking charges before or directly after parking commences. After the driver of a power-driven vehicle has displayed the time when parking commences in writing or on a parking clock, the obligation to pay the parking charge will arise after 15 minutes from time when parking commenced, unless the local authority council has established a longer term.

(5) The document proving the right of parking must be placed on the front windscreen or dashboard of the power-driven vehicle in such a manner that the paid parking time or validity of the document can be verified from outside the power-driven vehicle. In the event of parking a trailer, the document proving the right of parking must be placed on the drawbar so that the paid parking time or validity of the document can be verified. The parking card of a vehicle servicing people with a mobility disability or blind people must be placed in accordance with the provisions of subsection 68 (1) of this Act.

§ 22. Location of pedestrian on road

(1) A pedestrian must use sidewalks or parts of roads designated for pedestrian use. A pedestrian using a skateboard, roller skates, roller skis, a scooter, a kicksled or other similar items to travel must not endanger a pedestrian or person in a wheelchair travelling on the sidewalk or on a cycle and pedestrian track. A pedestrian must not unjustifiably obstruct another pedestrian or a cyclist, self-balancing vehicle rider or self-driving delivery robot moving on a pedestrian crossing, sidewalk or on a cycle or pedestrian track.

(2) If the density of traffic so permits, a pedestrian may also walk on a cycle track but must not obstruct cycle, self-balancing vehicle, moped and mini moped traffic in doing so, and on the part of a cycle and pedestrian track designated for cyclists without obstructing cycle traffic.

(3) On any roads where the speed limit for vehicles exceeds 20 kilometres per hour, a pedestrian must walk on a sidewalk or, if none exists, on the shoulder of the road. In the absence of such places or unsuitability thereof for pedestrian traffic, a pedestrian may walk on the carriageway by keeping as close to its edge as possible.

(4) A pedestrian walking on a rural two-way carriageway with no dividing strip and no sidewalk must walk only on the left shoulder, or in the absence of the shoulder or unsuitability thereof for pedestrian traffic, on the carriageway as close to its left edge as possible without obstructing

vehicles. Pedestrian walking on the carriageway must, at night-time or when visibility is poor, walk in a single line.

(5) A pedestrian pushing a cycle, self-balancing vehicle, mini moped, moped or motorcycle must keep to the side of the carriageway appropriate to the direction of traffic, and if possible, outside the carriageway.

(6) An organised group of people, except a group of children specified in subsection (7) of this section, may walk only close to the right edge of a carriageway or on the sidewalk or footpath no more than four persons abreast, without obstructing pedestrians or self-balancing vehicle riders. An organised group of people may also walk on a cycle and pedestrian track no more than two persons abreast, without obstructing cyclists or self-balancing vehicle riders. The person in charge of the group must ensure safety by taking all appropriate means, such as flags or, at night-time, by reflex reflectors, lanterns or other similar means.

(7) A group of children may walk only on a footpath, sidewalk or cycle and pedestrian track no more than two children abreast while accompanied by adults. If there is no sidewalk, footpath or cycle and pedestrian track, a group of children may walk close to the right edge of the carriageway no more than two children abreast, thereby on roads within built-up areas without lighting and on rural roads only in the daylight and in the event of two-way traffic on road where there is no dividing strip, outside the carriageway close to the left edge of the road. The person accompanying a group of children must ensure safety and wear a safety waistcoat.

(8) A pedestrian walking on the road in poor visibility or at night-time must wear a reflex reflector or a light source.

(9) A disabled person using a wheelchair may travel on a carriageway close to its right edge appropriate to the direction of traffic. When travelling at night-time or in poor visibility, the wheelchair must have a reflex reflector or a red lamp on the rear left side.

§ 23. Duties of pedestrian upon ensuring safety of children

An adult accompanying a child of pre-school age must observe the child and prevent any sudden movement of the child onto the carriageway.

§ 24. Places for crossing carriageway

(1) A pedestrian may cross a carriageway by using a pedestrian overpass or tunnel, a pedestrian crossing or crossing (without stepping out of its borders) or at an intersection.

(2) If the entry to a pedestrian overpass or tunnel, a pedestrian crossing or crossing or an intersection is closer than 100 metres, a pedestrian may cross the carriageway only by using them. A pedestrian may cross a carriageway at a distance of more than 100 metres of the above places only if the visibility of the carriageway is good in both directions and crossing the carriageway poses no traffic hazard.

§ 25. Requirements for crossing carriageway

(1) Upon crossing a carriageway, a pedestrian must not linger or stop on the carriageway unnecessarily. A pedestrian using a skateboard, roller skates, roller skis, a scooter, a kicksled or other similar items must cross the carriageway at the normal speed of a pedestrian.

(2) A pedestrian must cross a carriageway by the shortest possible route, and where a safety island exists, by using it.

(3) If the intersection or crossing is regulated, a pedestrian must obey the signals of traffic lights, or in the presence of an authorised official, their directions.

(4) At a regulated intersection where no surface marking is provided for the pedestrian crossing, a pedestrian must cross the carriageway in the direction appropriate to the direction of sidewalks, and if traffic lights are provided on safety islands, by using the safety islands. If the green signal allows pedestrians to cross the intersection simultaneously on all roads entering the intersection, they may cross the intersection in any direction. If the crossing is not equipped with traffic lights for pedestrians, pedestrians must obey the traffic lights for vehicular traffic.

(5) If the red signal of the traffic lights for pedestrians illuminates while a pedestrian is on the carriageway, or in the absence of such traffic lights the amber signal of the traffic lights for vehicular traffic illuminates or an authorised official gives a general signal prohibiting advancement, a pedestrian must, depending of their location, continue to move to the nearest safety island or, if no safety island is provided, complete crossing the carriageway.

(6) A pedestrian must not obstruct vehicles approaching or directly crossing an unregulated intersection.

(7) On unregulated pedestrian crossings, a pedestrian must take into account the distance and speed of approaching vehicles before stepping onto the carriageway, give the drivers an opportunity to smoothly reduce the speed or bring the vehicle to a halt, and make sure that the driver has noticed the pedestrian and that it would be safe to cross the carriageway.

(8) If a pedestrian crossing a carriageway at an unregulated place has stopped to give way to a vehicle, they may proceed only when making sure that crossing is safe.

§ 26. Prohibitions for pedestrian traffic

A pedestrian may not:

- 1) cross the carriageway at a place where a barrier has been placed to ban pedestrian traffic, and in a built-up area on a road having a dividing strip outside a passenger overpass or tunnel, pedestrian crossing or crossing;
- 2) step on the carriageway from behind a standing vehicle or other obstacle without ascertaining that no vehicle is approaching;
- 3) walk on a motorway;
- 4) walk on a carriageway with a dividing strip next to the dividing strip or along the dividing strip if no sidewalk on the dividing strip is provided.

§ 27. Requirements for pedestrian with handcart

(1) A pedestrian with a bulky object or a handcart may use the carriageway if the pedestrian would inconvenience other pedestrians by walking on the sidewalk or shoulder and walking on the carriageway does not place them and other road users in danger.

(2) A handcart, the width of which is more than one metre, used by a pedestrian at night-time or in poor visibility, must be equipped on the left side with a white lamp in the front and with a red lamp on the rear. Instead of these lamps, one lamp may be used on a handcart on the left side, featuring white in the front and red on the rear.

Division 3 Traffic Rules for Passenger

§ 28. Duty of passenger towards driver

A passenger must not act in a manner that distracts the driver from driving the vehicle while the vehicle is moving.

§ 29. Entering and exiting vehicle

(1) Entering or exiting a vehicle is allowed only when the vehicle is standing.

(2) The door of the vehicle may not be opened before the vehicle has stopped. Opening the door of a vehicle must not endanger or obstruct other road users. The door on the side of the carriageway or cycle lane must not remain open for longer than is necessary for the passengers to enter or exit the vehicle.

(3) One may enter or exit a trackless vehicle on the side of the carriageway or on the rear only if it is safe and does not endanger other road users.

(4) Public transport vehicles may be waited for on the waiting platform, and where no platform is provided, only on the sidewalk or shoulder.

(5) In a stop for public transport vehicles without a waiting platform, one may step on the carriageway for entering the public transport vehicle only after it has stopped. One must immediately leave the carriageway after exiting a public transport vehicle.

§ 30. Use of safety equipment

(1) In a vehicle equipped with seat belts, a passenger must properly wear a seat belt.

(2) A passenger is not required to wear a seat belt:

- 1) when driving on an ice road;
- 2) if the passenger performs official duties that require making stops in up to every 100 metres, or
- 3) if in accordance with subsection 101 (9¹) of this Act the passenger produces a doctor's written certificate of contraindications for wearing a seat belt.

(3) In a vehicle where head restraints are compulsory, the head restraints must be adjusted in such a way that they support the nape of the passenger.

(4) A passenger driving on a motorcycle or moped must wear a strapped motorcycle helmet.

(5) The requirement specified in subsection (4) of this section does not apply to enclosed three-wheeled and four-wheeled motorcycles and mopeds that have seat belts and seats installed by the manufacturer.

(6) A cyclist and a mini moped driver aged below 16 must wear a strapped cycle helmet when riding or driving on a road.

Division 4 Traffic Rules for Cyclist and Self-balancing vehicle, Mini Moped and Moped Driver

§ 31. Duties of cyclist, self-balancing vehicle rider, mini moped driver and moped driver

(1) A cyclist, self-balancing vehicle rider, mini moped driver and moped driver aged below 16 years must wear a strapped cycle helmet while riding or driving on a road.

(2) Riding a cycle or driving a mini moped is allowed on cycle lanes or as close to the right edge of the carriageway as possible, save during a manoeuvre specified in subsection 48 (1) of this Act. Riding a cycle is also allowed on cycle and pedestrian tracks and shoulders if they are suitable for that purpose and if the riding does not endanger pedestrians.

(3) Riding a self-balancing vehicle is allowed on sidewalks, footpaths, cycle and pedestrian tracks, cycle tracks and cycle lanes. When crossing a carriageway on a pedestrian crossing, a self-balancing vehicle rider must not endanger pedestrians crossing the carriageway. A self-balancing vehicle rider must not endanger or obstruct pedestrians when riding on sidewalks, footpaths and cycle and pedestrian tracks, cycle tracks and cycle lanes, and may only ride at the normal speed of pedestrians in their close proximity.

(4) Driving a moped is allowed on carriageways, cycle lanes and cycle tracks.

(5) A cyclist must not endanger pedestrians on cycle and pedestrian tracks. When crossing a carriageway on a pedestrian crossing, a cyclist must not endanger pedestrians crossing the carriageway. A cyclist specified in clause 32 (1) 1) of this Act must not endanger or obstruct pedestrians while riding on sidewalks and may only ride at the normal speed of pedestrians in their close proximity.

(6) If a road has a separate cycle track and an unregulated intersection, except an intersection with a car park, calm traffic area, resting place or an access road to an area adjacent to the road, a cyclist, self-balancing vehicle rider, mini moped driver and moped driver must give way to road users on the road, unless the obligation to give way is regulated otherwise by traffic control devices.

(7) If a road has a separate cycle and pedestrian track and an unregulated intersection, except an intersection with a car park, calm traffic area, resting place or an access road to an area adjacent to the road, a cyclist and a self-balancing vehicle rider must give way to road users on the road, unless the obligation to give way is regulated otherwise by traffic control devices.

(8) Cyclists and mini moped and moped drivers may pass a standing or slowly moving vehicle on the right if there is enough space and the driver of the vehicle has not indicated a right turn.

(9) A cyclist and a self-balancing vehicle rider approaching an intersection with a carriageway on a cycle and pedestrian track, and a cyclist, self-balancing vehicle rider, mini moped and moped driver approaching an intersection with a carriageway on a cycle track must slow down. A cyclist, self-balancing vehicle rider, mini moped and moped driver must cross the carriageway at the normal speed of a pedestrian.

(10) A cyclist and a self-balancing vehicle rider must not unjustifiably obstruct a self-driving delivery robot.

§ 32. Restrictions to cyclist and self-balancing vehicle, mini moped and moped driver traffic

(1) A cyclist and a self-balancing vehicle, mini moped and moped driver must not:

1) ride or drive on the sidewalk, except for a self-balancing vehicle rider, cyclist aged below 13 years of age and up to two persons accompanying them, as well as a cyclist with a small child in a child's chair and a cyclist if riding on the carriageway is seriously inhibited due to the condition of the carriageway;

2) ride without holding the handle bar with two hands, except when giving a warning signal by hand. A cyclist may not ride without holding the handle bar;

3) allow the vehicle they are driving (except three- or four-wheeled mopeds) to be towed by an

animal or another vehicle;

4) carry objects that hamper their driving or endanger other road users;

5) tow a trailer that is not designed for towing by a cycle, self-balancing vehicle, mini moped or moped;

6) to carry a passenger who does not sit on the passenger saddle and does not wear a strapped helmet as required;

7) endanger other road users when driving in a motorcade.

(2) Mini moped and moped drivers may not drive on pedestrian crossings.

(3) Moped drivers may not exceed the speed of 45 kilometres per hour, mini moped drivers 25 kilometres per hour and Self-balancing vehicle riders 20 kilometres per hour.

(4) A cyclist and a self-balancing vehicle rider on a cycle and pedestrian track and a cyclist or a self-balancing vehicle, mini moped or moped driver on a cycle track must give way to pedestrians entering or exiting a public transport vehicle that is standing at a tram or bus stop.

§ 87. Requirements for cycle, self-balancing vehicle and mini moped

(1) A cycle and a mini moped must:

1) have a break and a bell that are in a working order;

2) be fitted with a white light to the front and a red light to the rear and a yellow or white reflex-reflector fitted on both sides of at least one wheel.

(1¹) In addition to the provisions of subsection (1) of this section, an electric cycle and a mini moped must also comply with the requirements established in Regulation (EU) No 168/2013 of the European Parliament and of the Council.

(2) A self-balancing vehicle must have:

1) a bell;

2) a white light to the front and a red light to the rear and a yellow or white reflex-reflector on the outside of both wheels;

3) a device to prevent spontaneous movement;

4) a speedometer.

(3) At night-time or in poor visibility, a cycle, a self-balancing vehicle and a mini moped is required to have a white light on the front and red at the rear while driving.

(4) The maximum permissible width for two-wheeled cycles is 0.8 metres and the maximum permissible width for cycles with three or more wheels is 1.25 metres. Cycles may tow uni-axial trailers with the maximum mass of 50 kilograms.

§ 148. Requirements for cyclist and driver of mini moped

(1) A person of ten years of age or older who has acquired the qualifications of a cyclist may cycle on a carriageway unsupervised. Persons of 10 to 15 years of age must hold the right to ride a bicycle when in order to cycle on a carriageway. The document proving the right to ride a bicycle is the cyclist's licence or the right to ride a bicycle is proven on the basis of the data of the motor register. A person of at least eight years of age may cycle on a carriageway only under the direct supervision of their legal guardian or, with the consent of the latter, under the supervision of another adult. The requirements set out in this subsection do not extend to a cyclist moving in a calm traffic area.

(2) A mini moped may be driven by a person who is at least 14 years of age. A person of 14 years of age or older may drive a mini moped. A mini moped driver of 14 or 15 years of age must hold the right to ride a bicycle.

(2¹) If the driver is carrying an identity document, the carrying of a cyclist's licence issued in Estonia is not mandatory if the data of the cyclist or the mini moped driver has been entered in the motor register. If the data of a cyclist or mini moped driver has not been entered in the motor register, the cyclist must carry their cyclist's licence with them and in order to prove the right to ride or drive specified in subsection (1) or (2) of this section, submit it at the request of a police officer or another person whose competence arises from law.

(3) The qualifications of a mini moped driver must correspond to the qualifications of a cyclist.

Division 5 Traffic Rules for Driver

§ 33. General duties of driver

(1) The driver must be mindful of less protected road users (pedestrians, cyclists, etc.) standing or travelling on the road or verge of the road and must avoid endangering them or causing them harm.

(2) The driver must:

- 1) ascertain before driving that their health condition allows driving a vehicle;
- 2) ascertain before driving that the vehicle is roadworthy and observe the same while driving;
- 3) ascertain before driving that all lamps and registration plates and the windows and rear-view mirrors of the vehicle within the driver's field of vision are clean;
- 4) ascertain before driving that the rear-view mirrors and seat are in the right position;
- 5) ascertain before driving that they carry the documents required to drive the vehicle;
- 6) ascertain before driving that the driver and passengers properly use all the security equipment and not carry passengers who have not complied with this requirement;
- 7) ascertain before driving that the head restraints of the driver and passengers are adjusted in such a way that they support the nape and not carry passengers who have not complied with this requirement, provided that head restraints are compulsory in the vehicle;
- 8) ascertain before pulling out, making a manoeuvre or bringing the vehicle to a halt that it is safe and does not obstruct or endanger other road users or road workers;
- 8¹) ascertain that the accessories installed in or on the vehicle do not endanger people, harm the environment, cause proprietary damage or obstruct traffic, and take measures to eliminate the danger arising from the accessories;
- 9) if the conclusion of a liability insurance contract is required for the vehicle, ascertain before driving that the liability insurance contract (hereinafter *motor insurance contract*) concluded for the vehicle is in effect and a policy has been issued under such contract;
- 10) while driving a motorcycle or moped with a handle bar, hold the handle bar with both hands, except when giving a warning signal, wear a strapped motorcycle helmet and not carry passengers who do not comply with the latter requirement;
- 11) drive a motorcycle, off-road vehicle, tractor, moped, mini moped, self-balancing vehicle or ride a cycle on the road in such a way that all wheels have contact with the road surface at all times.

(3) In vehicles equipped with seat belts it is compulsory for the driver to wear one while driving.

(4) When driving a motorcycle or moped, the driver must wear a strapped motorcycle helmet.

(5) The requirement specified in subsection (4) of this section does not apply to enclosed three-wheeled and four-wheeled motorcycles and mopeds that have seat belts and seats installed by the manufacturer.

(6) The driver is not required to wear a seat belt:

- 1) when driving on an ice road;
- 2) if the driver performs official duties that require making stops in up to every 100 metres, or
- 3) if in accordance with subsection 101 (9¹) of this Act the driver produces a doctor's written certificate of contraindications for wearing a seat belt.

(7) In the event of an emergency stopping in poor visibility or at night-time, the driver of a power-driven vehicle of category B, C, D or T must wear a safety waistcoat when exiting the motor vehicle or tractor and stepping onto the carriageway.

(8) The driver of a power-driven vehicle and tram must know first aid measures.

(9) The driver must enable a police officer to use their power-driven vehicle, except a special purpose power-driven vehicle, for driving to the scene of an accident or an area of a natural disaster or taking a person in need of emergency medical aid to a medical institution.

(10) Subsection (9) of this section does not apply to a diplomatic representative of a foreign country, consular official, representative of a special mission or international organisation or to a worker of a diplomatic representation of a foreign country, consular office, special mission or representation of an international organisation while they perform their official duties.

(11) The driver is prohibited to:

- 1) engage in activities that may impede the ability to drive or comprehension of the traffic environment while driving, including using a telephone without a hands-free device and holding a telephone in hand while the vehicle is moving;
- 2) drive a vehicle in the state of intoxication, in a state exceeding the maximum permitted level of

alcohol in the bloodstream or in a state of health hazardous to traffic safety or to permit persons in any such state to drive their vehicle;

3) permit a person to drive a power-driven vehicle or tram if such person is not in possession of a document certifying their right to drive such a vehicle;

4) have as a passenger a person who does not wear a seat belt as specified in subsection 30 (1) of this Act or does not use the safety equipment specified in subsections 30 (4) and 36 (6), unless it is an emergency situation.

(12) The driver of a public transport vehicle must not open the doors of the vehicle until the vehicle has come to a complete halt and must not advance before all passengers have exited and the doors are completely closed.

§ 34. Carriage of passengers and goods

(1) Passengers and goods may be carried only in a way that does not interfere with driving or obstruct the driver's view, does not hide the lamps, registration plates or other sign plates of the vehicle or the signals given by the driver.

(2) Passengers may be carried only on the seats and in the way specified by the manufacturer. Trailers belonging to a road train of subcategory D1E may not be used for carrying passengers. Persons accompanying or fetching cargo may sit on the open load bed of a truck only if there is a suitable and safe sitting place below the upper edge of the hatches, and the maximum speed may not exceed 60 kilometres per hour.

(3) In the Estonian Defence Forces and the Estonian Defence League passengers may be carried in trucks adjusted for carrying persons and the maximum speed may not exceed 60 kilometres per hour.

(4) In the Estonian Defence Forces and the Estonian Defence League passengers may be carried in a trucks with a maximum mass of over 3500 kg by a driver who is at least 18 years of age and with the right to drive motor vehicles of categories C and C1, provided that they have undergone respective training and have at least six months of automobile driving experience.

(5) The procedure for carriage of passengers and cargo in the Estonian Defence Forces and the Estonian Defence League will be established by a regulation of the minister responsible for the field.

(6) Cargo must be placed, fastened and covered in such a way as to not endanger people, pollute the environment, cause damage to property or obstruct traffic. The carriage of goods must take place in accordance with the procedure established by the Road Transport Act.

(7) When passing under a trestle, overpass, power or communication lines or other such installations, drivers must always first ascertain its safety.

(8) No dimension of a laden or unladen vehicle, road train or machine train may exceed the requirements specified in subsection 80 (3) of this Act.

(9) If a dimension of a laden or unladen vehicle, road training or machine train exceeds the size established on the basis of subsection 80 (3) of this Act, the vehicle may be used in accordance with the procedure established in § 34¹ of this Act. (10) A heavy vehicle or a large vehicle must be identified in accordance with subsection 73 (11) of this Act.

(11) The laden mass of a trailer of a road train or a machine train must not exceed the maximum mass of the trailer determined upon registration of the traction unit.

(12) The laden mass of a vehicle must not exceed the permissible maximum mass and the load on any axle must not exceed the registered axle load, unless a special permit has been issued in accordance with the procedure provided for in § 34¹ of this Act.

(13) If the laden mass or axle load of a laden or unladen vehicle, road train or machine train exceeds the requirements specified in subsection 80 (3) of this Act, such vehicle, road train or machine train may be used in accordance with the procedure specified in § 34¹ of this Act.

(14) Hazardous loads must be carried in accordance with the procedure specified in the Road Transport Act. A vehicle transporting a hazardous load must have a respective danger label and a sign indicating hazardous load.

(15) Towed equipment must be hauled in accordance with the procedure specified in § 63 of this Act.

§ 35. Obligations of driver upon ensuring safety of pedestrians, self-balancing vehicle riders, self-driving delivery robots and cyclists

(1) The driver's actions must not endanger pedestrians, self-balancing vehicle riders, self-driving delivery robots or cyclists. The driver must be especially attentive of children, elderly persons and persons with symptoms of an illness, persons with mobility disability and blind persons.

(2) In addition to the provisions of subsection 17 (5) of this Act, the driver must give way to a pedestrian:

1) when reversing;

2) if a pedestrian is about to complete crossing the carriageway even though the permitting signal of the traffic light has illuminated for the driver or an authorised official has indicated that advancement is permitted.

(3) The driver must always give way to blind pedestrians walking with a white cane or a guide dog.

(4) When approaching an unregulated pedestrian crossing, the drivers must drive at sufficiently low speed so as not to endanger a pedestrian who has stepped or is about to step on the pedestrian crossing. If necessary, the driver must stop so that a pedestrian can cross the carriageway.

(5) If a vehicle has stopped or is about to stop before an unregulated passenger crossing on an adjacent lane appropriate to the direction of traffic, the driver may not overtake this vehicle before the crossing or at the crossing but must stop before the crossing. The driver may proceed to the crossing after ascertaining that it does not endanger a pedestrian who has stepped or is about to step on the crossing.

(6) If there is a free lane between a vehicle that has stopped before a pedestrian crossing and a vehicle approaching the crossing, the driver does not have to stop before the crossing but must take into account the provisions of subsection (4) of this section.

(7) If the visibility of a crossing is limited on the side of oncoming traffic due to a standing vehicle or some other obstacle, the driver must take special care so as not to endanger a pedestrian on the crossing.

(8) The driver may drive onto a crossing only if they are certain that they do not need to stop there.

(9) The driver may not make a U-turn on a crossing.

(10) If vehicular traffic is regulated at a pedestrian crossing by traffic light signals or by an authorised official, the driver prohibited to proceed must stop short of the stop line or the stop line sign or, in their absence, the crossing itself.

(11) If the driver has to traverse a regulated pedestrian crossing at the end of a side turn, they may, if there is no stop line or stop line sign, traverse the crossing, giving way to pedestrians, cyclists and self-balancing vehicle riders crossing the carriageway during a permitting traffic light signal.

(12) If the driver has to traverse a regulated cycle track at the end of a side turn, they may, if there is no stop line or stop line sign, traverse the cycle track while a permitting traffic light signal is illuminated, giving way to cyclists and self-balancing vehicle riders crossing the carriageway during a permitting traffic light signal.

§ 36. Additional requirements to ensure safety of children

(1) The driver must take into account that the development stage of children does not yet allow them to fully assess the traffic situation.

(2) When noticing a child or a bus displaying a children's group sign standing on the road or at the edge of a road, the driver must take special care and drive at a speed that enables them to avoid danger.

(3) In bus transport for the specific purpose of carrying children, sitting children under 18 years of age may be carried in the number corresponding to the number of seats in the bus; the carrying of standing children is prohibited.

(4) Buses used for carrying children must display a respective sign in the front and at the rear and must have emergency lamps switched during a stop. The bus driver and the person accompanying the group of children must ensure safety when children enter or exit the bus or traverse the carriageway.

(5) The driver must give way to children crossing a carriageway when signalled so by the person accompanying the group of children.

(5¹) In an automobile and in a truck, a child of less than three years of age must not be carried on a seat not equipped with a safety belt. In the front seat of an automobile, a child may be driven only if the child is properly secured by a seat belt or safety equipment. A child of at least three years of age and a height of over 150 centimetres may be carried in the front seat of a truck that does not have a seat belt.

(6) If a child is not tall enough to wear a seat belt in accordance with the requirements established by the vehicle or seat belt manufacturer, a safety device secured in accordance with the requirements of the manufacturer of the safety device and corresponding to the height and weight of the child must be used when carrying the child by a motor vehicle. A rear-facing safety device must not be used when carrying a child in the front seat equipped with a switched-on front airbag.

(7) A child must not be held in the lap in the front seat of a motor vehicle (except bus) while the vehicle is moving. In a bus, except in its front seat or in the front row of seats, an adult passenger may hold one child under three years of age in their lap, provided that the passenger holding a child in the lap wears a seat belt in accordance with the requirements established by the vehicle or seat belt manufacturer. By way of exception, an adult passenger whose seat belt is not fastened may hold one child under seven years of age in their lap in a bus, except in the front seat or in the front row of seats.

(8) If it is not possible to install a safety device in the middle rear seat of an automobile due to the existence of safety equipment for two children, a child of at least three years must be restrained in the middle seat with at least the lap belt designed for adults.

(9) Using a child safety device is not compulsory when carrying a child less than three years of age in the rear seat of a taxi. A child under three years of age may be carried in a taxi in the lap of an adult passenger if the passenger holding the child is properly wearing a seat belt and has only one child in their lap. When carrying children older than three years in the rear seat of a taxi, at least one child must be restrained by a seat belt pillow and, depending on the height of the child, by an adult seat belt or only its lap belt or by another appropriate safety device. Other children carried in the rear seat of a taxi must wear at least the lap belt of the adult seat belt.

(10) A child under the age of 12 years must not be carried in the rear seat of a moped or motorcycle.

§ 37. Obligations of driver when using lane reserved for public transport vehicles and giving way to public transport vehicles

(1) On a lane reserved for public transport vehicles, one may drive a public transport vehicle engaged in regular services under the Public Transport Act, a taxi carrying a passenger and a bus carrying a passenger.

(2) In addition to the provisions of subsection (1) of this section, one may drive an emergency response vehicle on a lane reserved for public transport vehicles upon performance of duties, with an electric vehicle that has a fully electric traction drive and with another vehicle where permitted by a relevant traffic control device.

(3) The driver of a vehicle not specified in subsections (1) and (2) of this section is prohibited to use a lane reserved for public transport vehicles, except in the following events and in accordance with the following procedure:

1) the driver may move onto a lane reserved for public transport vehicles adjacent to the carriageway appropriate to the direction of traffic and not separated from the rest of the carriageway by a continuous line, before a turn or stopping in order to enable passengers to enter or exit, provided that it does not impede the provision of regular services by public transport vehicles. It is allowed to drive onto such a lane reserved for public transport vehicles when completing a turn, after which the vehicle must abandon it immediately;

2) the lane reserved for public transport vehicles on a carriageway may be traversed only across in places where it is not prohibited by a traffic control device;

3) for rounding, provided that it does not disturb a public transport vehicle engaged in regular services and there are no other lanes in the direction of traffic, but one must abandon the lane thereafter immediately.

(4) On a road in a built-up area where the speed limit is 50 kilometres per hour the driver must give way to a public transport vehicle of category D pulling out from a stop.

§ 38. Obligations of driver and passenger when traffic supervisor stops vehicle

(1) The driver of a power-driven vehicle must stop the vehicle if directed to do so in accordance with law by a police officer, an assistant police officer or another person authorised by an Act or other legislation issued on the basis thereof. If the traffic supervisor has not indicated where to stop, the driver must stop the vehicle on the right shoulder of the carriageway or, if no shoulder exists, close to the right edge of the carriageway.

(2) The driver of a power-driven vehicle and tram must carry and present at the request of a traffic supervisor the documents specified in § 88 and subsection 145 (2) of this Act.

(3) The driver must give the documents to be checked to the traffic supervisor without leaving the driver's seat, handing them over through an open side window. The driver and the passenger must remain in their seats and may leave the vehicle only when so permitted or requested by the traffic supervisor.

(4) If a vehicle has a compulsory tachograph and a speed limitation device, the driver must make it possible to exercise state supervision over the presence and operability of such devices, mounting plates, seals and compliance with the driving and rest time based on the record sheets or data of the tachograph. If there is a digital tachograph, the driver must enable the traffic supervisor to use the inspection card.

(5) The driver must enable checking whether the vehicle complies with the roadworthiness requirements and requirements for equipment.

(6) The driver is entitled to request that the traffic supervisor present their identification or another document certifying their competence as well as to note down the information contained therein.

§ 200. Stopping of vehicles and inspection of roadworthiness while exercising traffic supervision

(1) A person exercising traffic supervision will give a driver a stop signal:

- 1) manually (by using a staff, reflective disk or red signal light);
- 2) from a marked police emergency vehicle in a manner specified in subsection (1) of this section or by using a loudspeaker;
- 3) by switching on both the red and blue flashing rotary lights of an emergency vehicle in order to signal the driver in front;
- 4) from an unmarked police vehicle by switching on the blue and red flashing rotary light or blue and red signal lights and, where necessary, also by giving an instruction to stop through a loudspeaker.

(2) If a person exercising traffic supervision has lifted the arm and indicates a place for stopping, the driver must stop at once at the indicated place. If a person exercising traffic supervision has not indicated a place for stopping, the driver must stop at the right shoulder of the road or, if there

(5) A vehicle will be stopped so that the driver can stop at the right shoulder of the road or, if there is no shoulder, close to the right edge of the road in a manner that does not obstruct or endanger the traffic.

(6) Vehicles will be stopped for as short a period as possible.

(7) It is prohibited to stop vehicles (except under extraordinary circumstances):

- 1) on a road section where visibility is limited;
- 2) on a bend;
- 3) before and directly after an upward slope of a road;
- 4) at and directly before an intersection;
- 5) at and directly before a pedestrian crossing;
- 6) at and directly before a level crossing;

- 7) at a place where a standing vehicle would render other vehicular traffic impossible or obstruct pedestrians; or
8) at another dangerous place.

(8) A public transport vehicle on a regular route must not be stopped. A public transport vehicle moving on a regular route may be stopped for checking for up to three minutes. To ensure the smooth organisation of public events or the escorting of important state guests, public transport vehicles on regular routes may be stopped for a period longer than three minutes.

(9) An emergency vehicle with a working siren may be stopped only if there is reason to believe that the vehicle has been stolen, is being used for criminal purposes, is being driven by an intoxicated person or has caused a traffic accident.

(10) The scope of and procedure for inspection of the roadworthiness of vehicles while exercising traffic supervision by police officers will be established by a regulation of the minister responsible for the field.

§ 39. Signals given by driver

(1) The driver must indicate a signal for a turn in due time depending on the traffic situation but not later than three seconds before advancing, making a manoeuvre or bringing the vehicle to a halt. Signalling for a turn must continue during the manoeuvre and terminate immediately after the manoeuvre; a signal by hand may be terminated immediately before advancing, making a manoeuvre or bringing the vehicle to a halt. The driver must ascertain after signalling a turn that they will be given way and it is safe to proceed.

(2) If a vehicle has by design no director-indicator lamps or stop lamps or the director-indicator lamps or stop lamps are not functioning or the emergency lamps are on, the driver must give a signal with their arm as follows:

1) for the right turn – shoulder-height straight right arm extended to the side or shoulder-height left arm bent upwards at elbow at the right angle;

2) for the left turn – shoulder-height straight left arm extended to the side or shoulder-height right arm bent upwards at elbow at the right angle;

3) for stopping – moving up and down a straight arm extended to the side.

(3) The driver may use an audible warning only in the event of danger or outside a built-up area also when it is necessary to attract the attention of road users.

(4) The driver may blink the lamps only to attract the attention of road users.

(5) Giving a warning does not grant the driver the right of way.

(6) A standing vehicle must have emergency lights on:

1) outside a built-up area on a carriageway or shoulder at night-time or in the event of poor visibility or when at least one front or rear position lamp does not function;

2) in the event of a traffic accident;

3) in the event of an emergency stopping.

(7) A driving vehicle must have emergency lamps on at night-time or in the event of poor visibility or when at least one dipped-beam headlight or at least one rear position lamp does not function.

(8) The driver of a power-driven vehicle, except the driver of a mopeds or two-wheeled motorcycle without a sidecar must use a warning triangle:

1) in the absence of emergency lamps in the events specified in subsection (6) of this section;

2) in the absence of emergency lamps or their non-functioning in the event specified in subsection (7) of this section, fixed in a visible place on the rear of the vehicle;

3) regardless of the presence of emergency lamps, if the vehicle has been brought to an emergency stopping or has undergone a traffic accident and is located on the carriageway in a place of poor or limited visibility, or if the cargo has fallen or flown onto the carriageway in such a place.

(9) The warning triangle must be placed on the road at least 25 meters from the vehicle in a built-up area and at least 50 metres from the vehicle outside a built-up area. The distance from the vehicle must be such as to make it visible in dispersed daylight at the distance of at least 50 metres in a built-up area and at the distance of at least 100 metres outside a built-up area. In the event of an emergency stopping or a traffic accident it is allowed to place the warning triangle at a distance closer than those specified above, provided that it is placed towards the greater hazard

at a distance enabling other drivers to notice the hazard in due time. The driver may have yellow blinking lamps on in addition to the warning triangle.

§ 40. General requirements for using lamps

(1) On a moving power-driven vehicle, dipped-beam headlamps or main-beam headlamps and front, rear, and side position lamps as well as the rear registration plate lamp must be lit. On a moving tram, dipped-beam headlamps and the front, rear and side position lamps must be lit. On a moving trailer, the front, rear and side position lamps and the rear registration plate lamp must be lit.

(2) Daytime running lamps instead of dipped-beam headlamps may be used in the daytime. Daytime running lamps may be lit without front, rear and side position lamps and rear registration plate lamp.

(3) In the event of road trains (except road trains whose traction unit is a motor vehicle of category B) and machine trains that have no upper front position lamps, there must be an illuminated road train sign above the cabin of the traction unit or the front part of the bodywork.

(4) Power-driven vehicles and their trailers standing or parked on a non-illuminated road in poor visibility or at night time must have front, rear and side position lamps and rear registration plate lamp lit. On a road outside a built-up area emergency lamps must be lit as well.

(5) A vehicle standing or parked on unlit roads outside a built-up area in poor visibility or at night-time must not have its dipped-beam headlamps, main-beam headlamps or fog lamps lit. A vehicle stopped on a road in a built-up area must not have its main-beam headlamps and fog lamps lit, unless fog lamps are used instead of dipped-beam headlamps. A vehicle parked on a road in a built-up area must not have its dipped-beam headlamps, main-beam headlamps or fog lamps lit. A vehicle stopped on the left side of a road in a built-up area must not have its dipped-beam headlamps lit.

(6) In a built-up area, instead of the front, rear and side position lamps specified in subsection (4) of this section, parking lamps on both sides or on the side of the traffic may be used if:

- 1) the power-driven vehicle is not longer than six metres and not wider than two metres;
- 2) the power-driven vehicle has no trailer.

(7) The requirements of subsections (4) and (6) of this section do not extend to stopped and parked vehicles that are:

- 1) on a road lighted in such a way that the vehicle can be noticed at sufficient distance;
- 2) outside a carriageway and paved shoulder;
- 3) cycles, mini mopeds, mopeds or two-wheeled motorcycles without a sidecar and without a battery in a built-up area at the edge of a carriageway;
- 4) in a calm traffic area.

§ 41. Use of main-beam headlamps

(1) Main-beam headlamps may be used when driving at night-time or in the event of poor visibility.

(2) When a vehicle is following closely behind another vehicle, main-beam headlamps may be blinked for a short time to give a warning of the intention to overtake.

(3) Main-beam headlamps may not be used if:

- 1) the lighting of the road is sufficient to enable the driver to see clearly for at least 300 metres;
- 2) the distance to the vehicle approaching from the opposite direction is such that the lamps may dazzle its driver;
- 3) they start illuminating the vehicle driving in front;
- 4) they may dazzle other drivers, including the drivers on a waterway or railway running alongside the road. When waiting for the opportunity to traverse a level crossing, drivers may not dazzle the drivers of railway vehicles.

§ 42. Use of fog lamps

(1) Front fog lamps together with headlamps may be lit when driving in poor visibility due to fog, rain or snowfall.

(2) Front fog lamps may be used as a substitute to dipped-beam headlamps in the event specified in subsection 40 (1) of this Act.

(3) Rear fog lamps may only be used when driving on roads outside a built-up area in poor visibility due to fog, rain or snowfall or when snow, dust or mud lifted by the wind caused by driving considerably deteriorates the visibility of the rear lamps.

§ 43. Use of spot lights

Spot lights installed on a vehicle, which are designed to illuminate the workplace, may be lit only in upon performing a work assignment. They must not dazzle other drivers.

§ 44. Yellow flashing lamp

(1) A yellow flashing lamp must be installed and lit:

1) on vehicles performing road maintenance tasks and vehicles performing urgent tasks on the road (hereinafter *maintenance vehicle*);

2) on vehicles used for special carriage in accordance with a legal instrument established on the basis of subsection 34¹ (7) of this Act;

3) on self-driving delivery robots in the event specified in subsection 151³ (6) of this Act.

(2) If there is a risk that other road users may fail to notice a vehicle in good time or a vehicle presents a hazard or obstructs other road users, the flashing lamp may be installed and lit on the vehicle moving and performing works on the road for the following operations and situations:

1) operations to give assistance on the road by a power-driven vehicle designated for such purpose;

2) driving an agricultural or forest tractor or a vehicle with a speed limit or with trailers that, cargo included, are wider than 2.55 metres;

3) driving a power-driven vehicle whose design speed does not exceed 40 kilometres per hour.

§ 45. Location of vehicle while driving

(1) On a carriageway with road surface marking and separate lanes, the driver must drive within the borders of their lane.

(2) On a two-way carriageway with the total width of three lanes with road surface marking it is prohibited to drive onto the leftmost (oncoming) lane. The middle lane may be used only for overtaking or rounding and it must be used for changing the lane before making a left turn or a U-turn.

(3) On a two-way carriageway with the total width of four or more lanes it is not allowed to drive on the oncoming lane.

(4) A safety island or another similar structure separating the directions of traffic must be passed on the right.

(5) A vehicle with the maximum speed of 40 kilometres per hour or that, for some other reason not depending on the traffic flow, cannot drive faster, must drive on the rightmost lane. This requirement does not apply:

1) when the vehicle is overtaking a vehicle driving in front;

2) when the vehicle is about to make a left turn or a U-turn;

3) to a maintenance vehicle performing maintenance work.

(6) On a carriageway in a built-up area it is allowed to drive on any lane appropriate to the direction of traffic, provided that the requirements of § 37 of this Act are met.

(7) On a road outside a built-up area one must drive as close to the right edge of the carriageway as possible without endangering other road users, unless indicated otherwise by a traffic control device.

(8) If a carriageway outside a built-up area has several marked lanes on the side appropriate to the direction of traffic, the lanes on the left may be used only if the lanes on the right are occupied. In such an event it is prohibited to drive on the oncoming lane.

(9) A trackless vehicle may, without obstructing tram traffic, drive or stop on a tramway track appropriate to the direction of traffic and at grade with the carriageway only if the number of lanes for trackless vehicles is not signposted. If the vehicle obstructs tram traffic, the driver must free the tramway track. A driver approaching from the opposite direction must make it possible for the driver of a vehicle turning left to free the tramway track.

(10) A trackless vehicle must drive on the oncoming tramway track.

(11) An emergency response vehicle may drive on a sidewalk, footpath, cycle lane, cycle track, cycle and pedestrian track, safety island and dividing strip as well as park in places where parking

and stopping is prohibited, or park on a sidewalk, footpath, cycle lane, cycle track, cycle and pedestrian track, safety island and dividing strip, provided that official duties are being performed and it is not possible to perform them on the carriageway. The driver of an emergency vehicle must, upon driving and stopping the vehicle or upon parking the vehicle ensure the safety of traffic and the stopped or parked vehicle must not disturb other road users.

(12) A power-driven vehicle may drive on the shoulder only in the events specified in subsections 20 (2) and 20 (7), subsection 48 (3), clause 52 (2) 3), subsection 53 (4) and subsection 54 (2) of this Act.

(13) Without obtaining permission from the owner or possessor of land, a vehicle must not drive onto green areas or earth-tracks developed into such by traffic on green areas or off-road in places not designated for the traffic of power-driven vehicles.

(14) A vehicle turning onto a road that is signposted as a road for variable direction traffic must take the rightmost lane. The driver may move to the lanes located towards the left only after they have ascertained that it is allowed to drive on such lanes in the direction appropriate to the direction of traffic.

§ 46. Separation and lateral distance

(1) Depending on the speed of the vehicle and the road and weather conditions, the driver of a vehicle moving behind another vehicle must keep at a sufficient distance from the other vehicle to avoid collision if the vehicle in front should suddenly slow down or stop.

(2) Under normal conditions, the time required to cover the distance between vehicles moving after one another must be at least two seconds on roads in built-up areas and at least three seconds on roads outside built-up areas. This requirement does not apply when a vehicle exits its lane for overtaking and has indicated this manoeuvre by winking a direction-indication lamp.

(3) The driver must keep a safe lateral distance when driving.

(4) On a road outside a built-up area that has one lane appropriate to the direction of traffic, the driver not driving at the maximum speed allowed on such section of road must keep a separation distance that is sufficient to enable the overtaking vehicles to move back to the lane where they were previously. This requirement does not apply if the driver is preparing to overtake, the traffic is dense or overtaking is not allowed on this road section.

§ 47. Changing traffic lanes and traffic lines

(1) When the drivers of vehicles driving side by side mutually change lanes and lines, the driver on the left must give way to the driver on the right.

(2) On a road that has more than two lanes with road surface marking on the side appropriate to the direction of traffic, it is not allowed for drivers to overtake the vehicle in front when the traffic is dense and all lanes are equally full.

§ 48. Turns

(1) Before turning left or making a U-turn, the driver must move in good time near the edge of the left side of the carriageway appropriate to the direction of traffic and, before turning right, to the right side of the carriageway appropriate to the direction of traffic or to the lane designated for such turn by a traffic control device.

(2) When making a turn on an intersection, the driver must drive in such a way as to not enter the oncoming traffic lane when exiting the intersection of carriageways.

(3) If, due to the turning radius of the vehicle or the condition of the road, the driver is not able to make a turn on an intersection or on a road between intersections as provided for in subsections (1) and (2) of this section and subsection 45 (3) of this Act, it is allowed to derogate from these requirements, including driving onto the shoulder, provided that by doing so the driver does not endanger or obstruct other road users or damage the track bed of the road.

(4) If the road has a deceleration lane, the driver intending to make a turn must move onto that lane in good time and slow down once they are on such lane.

(5) If the road has an acceleration lane, the driver entering the road must first drive on that lane and give way to the vehicles driving on the road when joining the traffic flow.

(6) Outside a built-up area it is allowed to make a left turn or a U-turn on a road with a dividing strip only in a place signposted as such.

§ 49. Reversing and U-turn

(1) Any driver wishing to make a U-turn or to reverse must do so without endangering or impeding other road-users. If necessary, the help of another person must be used.

(2) On a one-way road, reversing in the direction not appropriate to the direction of traffic is allowed only for a manoeuvre and without reversing to an intersection.

(3) A U-turn is not allowed:

- 1) on a pedestrian crossing;
- 2) on a level crossing;
- 3) in a place of limited visibility.

§ 50. Choosing driving speed

(1) The driver must observe the speed limit specified in § 15 of this Act.

(2) The speed limit of 90 kilometres per hour must not be exceeded during driving practice or by drivers carrying a provisional driving licence or having the limited right to drive.

(3) The driver must adapt the speed of their vehicle to the situation but must not exceed the speed limit. The driver must:

1) when choosing the speed, take into account their driving experience, road conditions, state of the road and the vehicle, peculiarities of any goods carried, weather conditions, density of the traffic and other traffic conditions so that they are able to stop the vehicle within the range of visibility in front of the vehicle and without hitting any obstacle that can reasonably be expected to be on the road;

2) reduce the speed and, if necessary, stop if the conditions so require, especially if visibility is poor;

3) when switching over from the main-beam headlamps to dipped-beam headlamps, adapt the speed of the vehicle to the new range of visibility;

4) reduce the speed so as to avoid lifting up water, mud, gravel or any other such material that may bring damage to other road users and to avoid or reduce lifting up dust to road users and residential areas adjacent to the road.

(4) The driver must drive at a sufficiently low speed and, if necessary, stop if they pass:

- 1) a child on the road or near the road;
- 2) a children's bus on the road that has emergency lamps lit;
- 3) a blind pedestrian with a white cane or a guide dog;
- 4) a pedestrian when it is apparent that their movement is impeded or disturbed due to disability or illness;
- 5) a tram appropriate to the direction of traffic, that is standing or is about to stop at a tram stop;
- 6) an emergency or a road service vehicle with a flashing lamp.

(5) The driver must not exceed:

- 1) the design speed of the vehicle. The speed of a road train or a machine train may not exceed the design speed of any vehicle in its composition;
- 2) the speed limit specified on the maximum speed sign;
- 3) the speed allowed by a traffic control device.

(6) The maximum speed sign specified in clause 2) of subsection (5) of this section must be mounted on the rear of the vehicle visible to the vehicle driving behind it, if the maximum speed of the vehicle, except a self-balancing vehicle, mini moped or moped, must be lower than the speed specified in clause 15 (1) 1) of this Act. A power-driven vehicle and road train, except a moped, that may not or cannot drive faster than 40 kilometres per hour, must have a low-speed vehicle sign mounted on the rear of the vehicle either on the left edge or in the middle.

(7) The driver must not:

- 1) obstruct other vehicles by driving at an unjustifiably low speed;
- 2) apply the brakes abruptly, unless necessary for ensuring safety.

§ 51. Overtaking

(1) Drivers overtaking a vehicle moving in front must do so on the left. If a vehicle moving in front clearly intends to turn left or make a U-turn, overtaking must be effected on the right.

(2) A driver overtaking a tram must do so on the right. If a tramway track lies near to the right edge of the side appropriate to the direction of traffic, overtaking the tram must be effected on the left.

- (3) Before overtaking, the driver must make sure that:
- 1) no driver who is behind them has begun to overtake;
 - 2) the driver in front of them in the same lane has not given a warning of their intention to turn left;
 - 3) that overtaking will not endanger or interfere with other road users;
 - 4) the lane that they will enter is free over a sufficient distance;
 - 5) the relative speed of the two vehicles allows for overtaking within a sufficiently short time;
 - 6) it will be possible, without inconvenience to the driver overtaken, to resume the position in the previous lane.
- (4) If, during overtaking, an obstacle or a traffic hazard that the driver could not foresee or was not able to properly assess before starting to overtake, the driver must abort the overtaking.

§ 52. Prohibition to overtake

- (1) The drivers must not overtake by using the lane for oncoming traffic:
- 1) if the requirements specified in subsection 51 (3) of this Act are not met;
 - 2) on a road section with limited visibility;
 - 3) at an intersection and in their immediate vicinity on a road emerging into the intersection, except at intersections where drivers approaching from other directions have the obligation to give way;
 - 4) on a level crossing and in its immediate vicinity before the level crossing;
 - 5) on an unregulated pedestrian crossing.
- (2) The driver must not overtake in lanes appropriate to the direction of traffic:
- 1) on a road section of limited visibility where the lanes on the side appropriate to the direction of traffic are not marked on the road surface or the road surface marking is not visible;
 - 2) on an unregulated pedestrian crossing;
 - 3) on a deceleration or acceleration lane and by using the shoulder or a lay-by for a public transport vehicle stop, unless a vehicle making a left turn or a U-turn is overtaken on the right.

§ 53. Mutual obligations of drivers when overtaking

- (1) The driver of a vehicle overtaking another vehicle must keep a safe separation and lateral distance to the vehicle being overtaken.
- (2) The driver whose vehicle is overtaken on the left must, taking into account the traffic situation, keep as much as possible to the right and not obstruct the overtaking vehicle by increasing the speed or in some other way.
- (3) If the driver who has aborted an overtaking wishes to return to the lane appropriate to the direction of traffic, the drivers following them must enable it.
- (4) If, owing to the narrowness, profile or condition of the carriageway, taken in conjunction with the density of oncoming traffic, a vehicle that is slow or bulky or is required to observe the speed limit cannot be safely overtaken, the driver of such vehicle must slow down and, if necessary, pull in to the side as soon as possible in order to allow vehicles following them to safely overtake.

§ 54. Passing

- (1) Passing on oncoming traffic must be effected on the right. Drivers turning left in opposite directions at an intersection may pass each other on the left, exercising extra care.
- (2) When passing an oncoming vehicle on a narrow carriageway, one must keep as much to the right as possible and pull onto the shoulder, if necessary.
- (3) If passing is difficult due to an obstacle, the driver having the obstacle in front of them must give way.
- (4) On a downhill road signposted as such, the driver moving downhill must give way in the event of an obstacle.
- (5) Overtaking vehicles on the side appropriate to the direction of traffic is prohibited in the events specified in clauses 52 (2) 1) and 2) of this Act.

§ 55. Derogation from overtaking, passing and rounding

Overtaking, passing or rounding a slowly moving or standing maintenance vehicle with a flashing or revolving yellow lamp working on the road or a standing emergency vehicle with a flashing or revolving blue lamp is allowed without endangering other road users or persons

working on the road on the right or on the left, depending on the situation, and the road surface marking prohibiting overtaking may be crossed in this situation.

§ 56. General requirements for crossing intersection

(1) The driver approaching an intersection must exercise such extra care as may be appropriate to local traffic conditions. The driver must drive at such a speed as to be able to stop to allow vehicles having the right of way to pass.

(2) The driver must not enter an intersection of carriageways if the density of traffic is such that they will probably be required to stop at the intersection, thereby obstructing other road users.

§ 57. Driving at unregulated intersection

(1) The driver driving on a non-priority road must give way to a driver approaching an intersection or driving at the intersection along the priority road or a right-of-way road, regardless of their driving direction.

(2) If the direction of the priority road or the right of way road changes, the driver driving on the priority road or the right-of-way road must give way to the driver of a vehicle approaching from the right or being on the same road on the right-hand side. Drivers driving on a non-priority road must do the same in respect of each other.

(3) If the driver does not know whether they are driving on a priority road, right-of-way road or non-priority road, the driver must behave as if they were driving on a non-priority road.

(4) When emerging from a single-lane road to a multi-lane road, the driver must give way to drivers driving on the multi-lane road.

§ 58. Driving on regulated intersection

(1) The driver who has entered an intersection when the traffic light signal allowing them to proceed was illuminated must clear the intersection in the direction in which they wish to proceed, regardless of the signals of other traffic lights on the intersection. However, if there is a stop line or a stop line sign at any of the traffic lights on the intersection, they must follow the signals of such traffic lights.

(2) When the permitting signal of the traffic lights illuminates, the driver must give way to a drivers who is about to complete traversing of the intersection and to a pedestrian still on the carriageway.

(3) The driver must stop ahead of the stop line or the stop line sign if the signal of the traffic light or the direction given by an authorised official prohibits advancement. In the absence of such signal or direction it is allowed, without obstructing pedestrians, to drive up to the edge of the intersecting carriageway.

(4) If the driver is moving in the direction shown by the permitting green additional arrowhead of the traffic light at the time when the red or amber main signals are illuminated, they must give way to drivers approaching from any other direction.

(5) If the right-turn lane at an intersection is separated from the rest of the carriageway by a safety island and there is no traffic light on the right hand side before the intersection, the right turn must be made regardless of the signals of the traffic lights on the intersection, giving way to a driver approaching from any other direction.

§ 59. Traversing level crossing

(1) The driver must exercise extra care when approaching a level crossing. The driver must drive at such a speed that they are able to bring the vehicle smoothly to a halt, if necessary, at the place specified in subsection (2) of this section.

(2) In order to give way to an approaching railway vehicle and in the events specified in § 60 of this Act, the driver must stop in front of the barrier, or in the absence thereof, at least five metres from the first rail, or in the event of an appropriate road sign, in front of it.

(3) If a level crossing is not equipped with a barrier or light signals, no driver may enter it without making sure that no railway vehicle is approaching.

(4) The following vehicles may traverse a level crossing only upon approval of the owner or possessor of the railway:

1) a vehicle, road train or machine train, laden or unladen, the width of which is more than five meters, height more than 4.5 meters or length more than 24 meters;

- 2) a power-driven vehicle, the design speed of which is less than eight kilometres per hour;
- 3) a crawler-type vehicle.

(5) The approval granted by the owner or possessor of railway specified in subsection (4) of this section may be in the written or electronic form. In the event of an electronic approval, the driver of the vehicle must present the approval on a data medium or make it possible for the official exercising state supervision to access the electronic approval in another way.

§ 60. Restrictions on traversing level crossing

The driver must not:

- 1) traverse a level crossing if they may be forced to stop on it;
- 2) traverse the railway outside a level crossing;
- 3) transport over a level crossing agricultural, road, construction or other such equipment without fixing it in the transport position, or a coupling mechanism that may damage the level crossing.

Division 6 Additional Requirements for Driver of Power-driven Vehicle

§ 61. Emergency stopping

(1) In the event of an emergency stopping in a place where stopping or parking is prohibited or if the vehicle brought to an emergency stopping, or its cargo fallen or flown or dropped off onto the carriageway cannot be removed from the carriageway without help, the driver must indicate the vehicle by switching on emergency lights or placing a warning triangle on the road as provided in subsection 39 (9) of this Act, immediately notify the police or the owner or the possessor of the road and take measures to quickly eliminate the danger or reduce its harmful effects.

(2) In the event of an emergency stopping on level crossings, the driver must see to it that people leave the vehicles, and do everything possible to free the level crossing. If it is impossible to free the level crossing from the traffic obstacle, the driver must stay by their vehicle and when seeing a railway vehicle coming, quickly approach it, giving a stop signal by making circles with arms. At night-time, a lit source of light, a reflex reflector or a similar object must be held in hand.

(3) On a motorway and on a road where the speed limit is over 90 kilometres per hour, a power-driven vehicle brought to an emergency stopping must have emergency lamps on and be removed from the carriageway. If it is impossible to remove the vehicle from the carriageway, a warning triangle must be placed on the road at least 100 metres rearward from the vehicle.

§ 62. Drawing of power-driven vehicle

(1) A power-driven vehicle that does not have a trailer may draw a power-driven vehicle. A two-wheeled vehicle must not be drawn or used for drawing.

(2) Only a driver with the right to drive vehicles of the same category as the vehicle being drawn may be at the wheel of a drawn vehicle.

(3) The speed of the drawn vehicle may not exceed the speed limit specified in clause 15 (1) 4) of this Act.

(4) A flexible hitch must leave a distance of five to eight metres between the vehicles and the middle part thereof must be marked so that it is clearly visible. The length of a direct hitch may not exceed five metres. It is not allowed to use a chain for drawing.

(5) A power-driven vehicle with malfunctioning brakes must be drawn either with a direct hitch or in such a way that it is partly resting on the vehicle drawing it.

(6) A power-driven vehicle, road train or machine train that is being drawn must always have emergency lamps switched on. In the absence of emergency lamps or if they do not function, a warning triangle must be fixed in a visible place on the drawn power-driven vehicle, road train or machine train.

(7) Only if a direct hitch that guarantees the steerability of a drawn power-driven vehicle, road train or machine train is used a driver does not need to be present in the drawn power-driven vehicle, road train or machine train.

(8) There may be passengers in the driver's compartment of a drawn power-driven vehicle and in a drawn automobile only if there is a driver at the wheel of the drawn vehicle.

(9) There must not be any people on the vehicle bed of the drawing power-driven vehicle or in the vehicle partly resting on it.

(10) Drawing is prohibited:

- 1) on a motorway. If the need for drawing appears on a motorway, by way of exception, drawing may be performed until the nearest turn-off;
- 2) with a flexible hitch – on glare ice or if the drawn power-driven vehicle, road train or machine train has a malfunctioning steering wheel or malfunctioning brakes;
- 3) with a rod-shaped direct hitch – if the power-driven vehicle, road train or machine train has a malfunctioning steering wheel;
- 4) with any type of direct hitch – if the laden mass of a power-driven vehicle, road train or machine exceeds that of the drawing vehicle and the drawn power-driven vehicle has malfunctioning brakes;
- 5) if more than one power-driven vehicle, road train or machine train is being drawn at a time;
- 6) if the coupling device of a drawn road train or machine train is malfunctioning.

§ 63. Haulage of towed equipment

(1) Speed limit upon haulage of towed equipment must not exceed the speed limit permitted in clause 15 (1) 5) of this Act.

(2) Upon haulage of towed equipment, the towed equipment or interchangeable towed equipment must be equipped with stop lamps, rear direction-indication lamps, rear position lamps, trailer's rear red reflex-reflectors with the shape of an equilateral triangle, the low-speed vehicle signs and maximum speed signs.

(3) The coupling device must meet the requirements specified in subsection 73 (11) of this Act.

(4) There must be no people on the load platform or on any other part of the towed equipment or interchangeable towed equipment.

(5) No more than one item of towed equipment or interchangeable towed equipment may be hauled at a time.

(6) The mass of the towed equipment or that of interchangeable towed equipment must not exceed the requirements specified in subsection 73 (11) of this Act.

(7) Towed equipment or interchangeable towed equipment must comply with the roadworthiness requirements established by the manufacturer.

§ 64. Traffic in calm traffic area

(1) In a calm traffic area, a pedestrian can move around and a child can play in the entire calm traffic area, but they must not unnecessarily obstruct drivers.

(2) In a calm traffic area, the speed of a power-driven vehicle must not exceed the speed limit specified in clause 15 (1) 6) of this Act.

(3) The driver must not endanger or obstruct a pedestrian in calm traffic area; if necessary, the vehicle must be stopped.

(4) A power-driven vehicle may enter a calm traffic area only for standing or parking.

(5) Only a category A and B as well as subcategory D1 power-driven vehicle may be parked in a calm traffic area. Parking is allowed only in indicated parking spaces or, in their absence, on the road, at a place where parking does not obstruct pedestrians and not make the traffic of other vehicles impossible.

§ 65. Traffic on ice road

(1) Driving on an ice road is allowed only in the daylight when visibility is no less than 300 metres.

(2) On an ice road, the driver must observe the instructions for using the ice road displayed at the start of the ice road and the regulations given by the surveillance service staff.

(3) The driver must enter an ice road only at a place specially indicated for this purpose.

(4) On an ice road, the doors of a vehicle must be easily opened.

(5) The driver and passengers must not wear a seat belt.

(6) There must be a minimal interval of two minutes between vehicles entering an ice road.

(7) The distance between vehicles on an ice road must be no less than 250 metres. Overtaking a vehicle driving in front, passing a vehicle and a two-way traffic on the same carriageway is prohibited.

(8) Stopping on an ice road is allowed only in the event of an emergency. A vehicle brought to an emergency stopping must be removed from ice as soon as possible. If this is impossible, the ice road surveillance service must be notified thereof.

(9) The maximum permissible mass of a vehicle taking an ice road must be determined by the surveillance staff, depending on the ice and weather conditions.

(10) The maximum speed limit must be determined by the surveillance staff, depending on the ice and weather conditions.

(11) It is prohibited to turn off an ice road.

(12) If the ice condition does not allow for further driving, the driver must immediately turn back and warn other drivers on the ice road as well as the surveillance staff of bad road conditions. If possible, a return lane must be used for turning back.

(13) In the event there appears a danger of ice road cracking, passengers will have to leave the vehicle when required by the driver. The driver may continue driving alone; the driver's door must be left open.

(14) Ice road surveillance service must be immediately informed of all the dangerous changes, unmarked dangers or stopped vehicles on the ice road.

(15) The mass of the cargo transported on an ice road must be indicated in the documentation of the cargo. Surveillance service staff members may check the laden mass of a vehicle by weighing.

(15¹) The requirements for the making and maintenance of a public ice road will be established by a regulation of the minister responsible for the field.

(15²) The maker of an ice road organises the maintenance of the ice road and must establish conditions for safe use of the ice road made by it.

§ 66. Traffic on motorway

On a motorway, it is prohibited to:

- 1) walk as a pedestrian, walk with a pet or animal or ride a cycle, moped or vehicle with a design speed under 40 kilometres per hour;
- 2) stop or park outside of a designated area;
- 3) drive a category C power-driven vehicle or a road train longer than seven metres on a lane other than the two right-hand lanes of the motorway that has three or more lanes;
- 4) make a U-turn, drive over the dividing strip and at any place where it is disrupted;
- 5) reverse.

§ 67. Traffic in tunnels

(1) Even if a tunnel is lit, the vehicle must have the main-beam headlamps or dipped-beam headlamps and the front, rear and side position lamps and the rear registration plate lamps switched on.

(2) Automobiles must keep a distance that is sufficient to enable to cover the distance in no less than two seconds under normal conditions. Category C and CE motor vehicles should keep a distance that is twice as long.

(3) If traffic is stopped in a tunnel, the distance between the stopped vehicles must be at least five metres.

(4) A driver may stop or park a vehicle in a tunnel only in the event of danger or an emergency stopping. In such an event, if possible, the driver must use a special designated area.

(5) In a tunnel, it is prohibited to:

- 1) reverse;
- 2) make a U-turn;
- 3) stop or park outside designated areas;
- 4) keep the motor of the vehicle running in the event of a lasting traffic obstacle.

§ 68. Special rights of driver with mobility disability and driver of vehicle servicing people with mobility disability or blind people

(1) A driver with a mobility disability and the driver of a vehicle servicing persons with a mobility disability or blind people may attach a parking card of a vehicle servicing people with a mobility disability or blind people to the front or rear window of their vehicle.

(2) If there is a parking card of a vehicle servicing people with a mobility disability or blind people, the driver having a mobility disability and the driver of the vehicle servicing people with a mobility disability or blind people may park the vehicle at their disposal on public paid parking places without charge.

(3) If a driver with a mobility disability and the driver of a vehicle servicing people with a mobility disability or blind people has a parking card of a vehicle servicing people with a mobility disability or blind people, the driver may:

1) stand and park in a built-up area where road signs prohibiting standing or parking apply, on the condition that the standing vehicle is located entirely on the sidewalk and that a strip of sidewalk of at least 1.5 metres wide is left for pedestrians to use. This permission does not apply on road sections marked with a line prohibiting stopping;

2) park in an area where road signs prohibiting apply, park in a car parks with limited parking time for longer than prescribed, and park on a road in a calm traffic area outside a car park in places where this does not obstruct pedestrians or render other vehicular traffic impossible.

(4) The driver of a vehicle servicing a person with a mobility disability or a blind person, whose vehicle displays a parking card, may stop in a built-up area where road signs prohibiting stopping apply, in order to pick up or set down the person with a mobility disability or the blind person.

Division 8 Additional Requirements for Driving Animal-drawn Vehicle and Riding Animals

§ 71. Additional requirements for driving animal-drawn vehicle and riding animals

(1) Draught, pack and saddle animals and cattle, individually or in herds, must have a driver who is able to guide the animals at all times, except at the entrance to a road in specifically signposted areas or car parks where the animal is securely tied.

(2) An animal-drawn vehicle, saddle animal and cattle may be driven by a person of at least ten years of age. A person of 10–14 years of age may drive an animal-drawn vehicle, saddle animal or cattle under the supervision of their legal guardian or an adult person authorised by the legal guardian.

(3) In a built-up area it is permitted to drive an animal-drawn vehicle in the far right lane of the carriageway, on the road outside a built-up area it is permitted on the shoulder, appropriate to the direction of traffic, or, in the absence of a shoulder or if it is unsuitable for travelling, it is permitted near the right-hand edge of the carriageway.

(4) When moving along the carriageway at night-time or in poor visibility, riders must display, on the side opposite to that appropriate to the direction of traffic, a white or selective-yellow light to the front and a red light to the rear or an amber light in both directions. A single device may display these lights. In a built-up area it is permitted to ride saddle animals as close to the right-hand edge of the carriageway or the lane reserved for public transport vehicles as possible. On roads outside built-up areas it is permitted to ride saddle animals on the shoulder, appropriate to the direction of traffic, or, in the absence of a shoulder or if it is unsuitable for travelling, it is permitted near the right-hand edge of the carriageway.

(5) Cattle may be driven only in daylight and as close to the right-hand edge of the road as possible, except for driving cattle that have got loose. When driving cattle that have got loose at night-time or in limited visibility, the driver must display, on the side opposite to that appropriate to the direction of traffic, a white or selective-yellow light to the front and a red light to the rear or an amber light in both directions. A single device may display these lights. There must be enough drivers to ensure safety and that the animals are kept together. If necessary, the animals must be split into groups.

(6) Cattle must not be:

1) driven on a paved road without the authorisation of the owner or the possessor of the road;

2) left unsupervised on a road;

3) driven across a railway or carriageway in places not intended for such purpose or at night-time or in poor visibility.

§ 168. General duty to assist

(1) At the site of a traffic accident, every road user or passenger must assist, according to their skills, any person who needs assistance due to a traffic accident and inform the emergency centre immediately about such person.

(2) If at the site of a traffic accident the emergency centre cannot be informed about a person who needs assistance due to a traffic accident and the one cannot stay with the victim as well as if the injuries of the person who needs assistance due to a traffic accident do not require transporting them to the hospital in an ambulance, the driver must transport the victim to the nearest hospital in the safest manner possible.

(3) A road user or passenger must stay with the person who needs assistance due to a traffic accident, if it is safe, until the arrival of an ambulance, police or rescue service unit. If the victim is transported to the hospital in accordance with the procedure provided for in subsection (2) of this section, the road user or passenger must, at the request of the driver or victim, assist the driver in transporting the victim to the hospital, including being the escort, provided that it is safe.

§ 169. Behaviour of driver in event of traffic accident

(1) In the event of a traffic accident the driver involved must:

1) stop as quickly as possible, without causing an additional hazard thereby, and switch on the hazard warning lights. If the vehicle has no hazard warning lights or if the vehicle involved in the traffic accident is located at a place where the visibility is bad or limited, a warning triangle must be placed on the road in accordance with subsection 39 (9) of this Act;

2) ensure traffic safety at the site of the accident to the extent possible;

3) present a personal identification document at the request of another driver involved in the traffic accident.

(2) If a person has been injured or killed in a traffic accident, the driver must:

1) if actions specified in clauses 1) and 2) of subsection (1) of this section have not been performed at the site of the traffic accident, mark the site with a warning triangle in accordance with subsection 39 (9) of this Act and ensure traffic safety at the site of the accident to the extent possible;

2) inform the emergency centre about the traffic accident and act in accordance with the instructions received from there;

3) to the extent of their skills, provide first aid to people in need of medical attention;

4) write down the names and addresses of eye witnesses upon their consent.

(3) If the driver has fulfilled the requirements specified in subsection (2) of this section, but it is not possible to inform the emergency centre from the site and they cannot arrange the transportation of the victim to the hospital with an ambulance, the driver must transport the victim to the hospital, provided that transportation does not pose a risk for the victim. The driver transporting the victim must inform the person at the hospital accepting the victim of their name, contact information and vehicle number and return immediately to the site of the traffic accident.

(4) It is not required to report a traffic accident to the police if all the following requirements are met:

1) people were not injured in the traffic accident or the people involved in the traffic accident themselves do not require their health to be examined;

2) the driver(s) involved in the traffic accident and the person(s) who suffered damage agree on the liability upon assessment of the reasons of the incident;

3) the data of all the people involved in the traffic accident have been recorded in a manner allowing for later identification;

4) the person responsible for causing material damage is specified;

5) the driver(s) involved in the traffic accident and the person(s) who suffered damage have recorded the circumstances listed in clauses 2) to 4) in writing and have signed the report.

(5) In the event of disagreement, if the person(s) who sustained damage is (are) not known, the person causing material damage is not at the site of traffic accident or material damage occurred as a result of hitting an animal or avoiding it, the police must immediately be informed of the traffic accident and measures must be taken according to the instructions received from the police. If due to hitting a large game for the purposes of the Hunting Act no material damage has been caused but the large game has been injured or killed, the emergency centre must be informed and measures must be taken according to the orders received from them.

(6) Vehicles or objects involved in a traffic accident may only be moved before the police arrives at the site of the traffic accident if the victim is transported to the hospital or the accident has rendered other vehicular traffic impossible and if the position and traces of the vehicles and objects have been marked beforehand in the presence of witnesses.

(7) A driver involved in a traffic accident must not consume alcohol and other substances causing narcotic or psychotropic intoxication until the police have ascertained the circumstances of the traffic accident at the site of the traffic accident, except for medicinal products containing narcotic or psychotropic substances administered at the site of the event by the ambulance crew providing first aid or by the orders of another health by way of emergence care.

(8) In the event of a traffic accident involving a self-driving delivery robot, the controller or user of the self-driving delivery robot must take adequate measures to ensure the stopping of the self-driving delivery robot and that the self-driving delivery robot does not pose any further danger. If a person has been injured or killed in a traffic accident and the controller of a self-driving delivery robot can directly realise it via the self-driving delivery robot's camera or other similar device, the controller or user of the self-driving delivery robot must notify the Alarm Centre thereof and follow the instructions received from there.