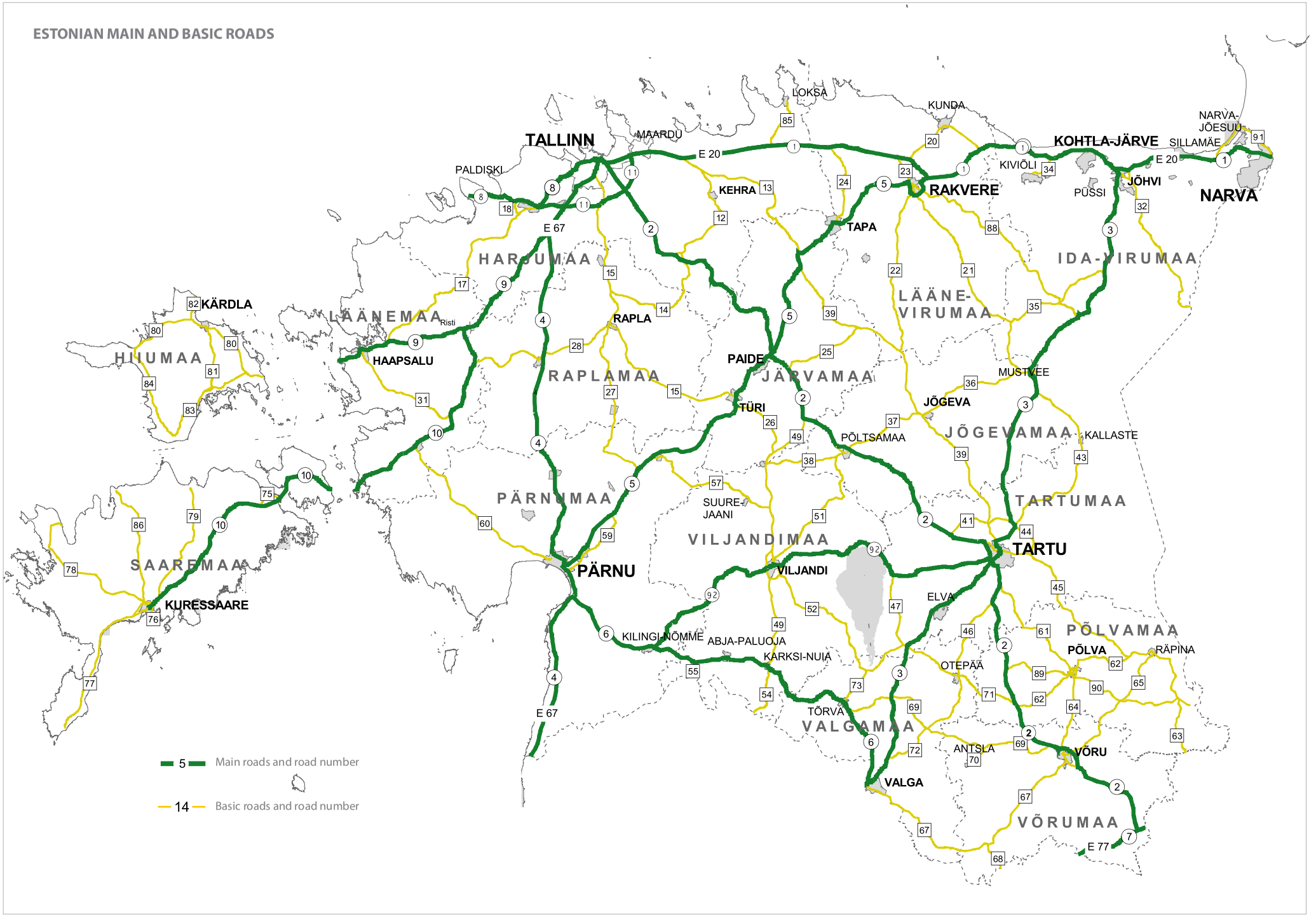
ESTONIAN NATIONAL ROAD ADMINISTRATION

2004

ESTONIAN NATIONAL
ROAD ADMINISTRATION

ANNUAL REPORT
2004

ESTONIAN MAIN AND BASIC ROADS



CONTENTS

FOREWORD

DEAR READER

This Annual Report of 2004 gives you an overview of the activities of the Estonian National Road Administration upon the management of national roads in 2004.

The report differs considerably from its predecessors right in its form in order to make reading more handy and interesting.

The report has been structured logically for road employees, i.e. what is our road network like, how much money was allocated for the management of such a road network and how much money was spent, what is the result of such an activity both, in the condition of roads and traffic safety. In addition to the list presented above, the report includes also interesting statistics concerning roads.

The year 2004 can be briefly characterised as a good year as compared to the previous ones.

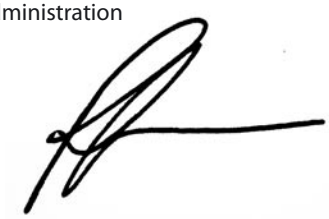
However, there were also problems, which solution turned out to be impossible. It is pleasing that the volumes of the constructed and repaired pavements, surface dressing and the repairs of gravel roads increased. The stabilisation of the number of persons killed in traffic as compared to the increase of the number of vehicles and traffic intensity may also be considered a good result.

No significant changes took place as for the reorganisation of the road management organisation and the role of business. Although this subject was discussed, it is practical at present to stay at the established level.

But you can read in more detail about it, when you turn over the pages of the report in your hand.

Enjoy your reading!

Yours sincerely
Riho Sõrmus
Director General of the Estonian National Road Administration



ESTONIAN NATIONAL ROAD ADMINISTRATION

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Estonian National Road Administration (ENRA) is a government agency, which operates within the administrative area of the Ministry of Economic Affairs and Communications, has a directing function, exercises state supervision and applies enforcement powers of the state on the basis and to the extent prescribed by law.

The main functions of the Estonian National Road Administration are:

• organising road management and creating conditions for safe traffic on the roads in the state ownership;

• exercising state supervision over the compliance with the requirements established by legislation regulating the ENRA's area of activity and, where necessary, applying enforcement powers of the state;

• participating in the development of the legislation regulating the ENRA's area of activity and making recommendations for amending and supplementing legislation, including improving Estonian terminology;

• participating in the development of policies, strategies, and development plans in the ENRA's area of activity;

• preparing and implementing projects in the ENRA's area of activity, including participating in the preparation and implementation of international projects.

The following state agencies are under the administration of the Estonian National Road Administration:

Harju Road Office (from January 1, 2005 ENRA's local agency – the Road Administration of Northern Region)
• Kagu Road Office
• Pärnu Road Office
• Saarte Road Office
• Tartu Road Office
• Viru Road Office

The ENRA and road offices act pursuant to the laws of the Republic of Estonia, international conventions and agreements acceded by the Republic of Estonia, requirements, regulations and orders of the Government of the Republic, regulations and directives of the Minister of Economic Affairs and Communications, and the Statutes of the Estonian national road administration; and also applicable regulations of other ministers.

ROAD OFFICES

A road office is a state agency administered by the ENRA and operating in the counties forming its administrative region.

Road office's area of activities includes:

• road management of national roads on the basis of the road management plan and the approved budget;

• administration of national roads and other state property transferred into the control of the road office;

• creation of conditions for safe traffic on national roads;

• surveillance of the management of national roads and creation of conditions for safe traffic;

• management of quarries and extraction of mineral materials;

• submission of proposals to the ENRA for general construction supervision on road management works of all public roads.

A respective county department of a road office operates in the counties, where road maintenance is performed by an operator.

A road office in its county of location and a department in its county of location issues permits, consents and approvals, performs owner surveillance on maintenance of roads and road management works not requiring a plan, submits proposals for preparing road management plans, organises and coordinates activities related to traffic control and traffic safety on national roads, counsels management of local roads and streets and private roads. In addition, a road office performs other works prescribed by the Statutes.

As of January 1, 2005 the North Regional Road Administration and 5 road offices comprised 10 departments, 14 road master areas and 10 road foreman sites.

MAANTEEHOIUORGANISATSIOONI REFORM

The road management organisation reform was started in 2000 with an objective to separate the functions of the customer and the contractor, to employ more private companies in road management, and to increase the administrative capacity of road offices as state agencies.

By the beginning of 2005 there was one local agency of the Road Administration in Estonia - the regional road administration and 5 regional road offices that administer national roads in two or three counties:

Road Administration of Northern Region, established on January 1, 2005 in place of Harju Road Office, which had terminated its activities. Orders all the road management works. Departments in Harju, Järva and Rapla counties;

Tartu Road Office,
established on July 1, 2002.
Territory – Tartu and Jõgeva counties.
Performs maintenance works in Tartu county, a department in Jõgeva county;

Kagu Road Office,
established on November 1, 2002.
Territory – Võru, Põlva and Valga counties.
Performs maintenance works in Võru county, departments in Põlva and Valga counties;

Saarte Road Office,
established on December 1, 2002.
Territory – Saare and Hiiu counties.
Performs maintenance works in Saare county, department in Hiiu county;

Pärnu Road Office,
established on January 1, 2003. Territory – Pärnu, Lääne and Viljandi counties. Performs maintenance works in Pärnu county, departments in Viljandi and Lääne counties.

Viru Road Office,
Established on April 1, 2003. Territory – Lääne and Ida-Viru counties. Performs maintenance works in Lääne-Viru county, department in Ida-Viru county.

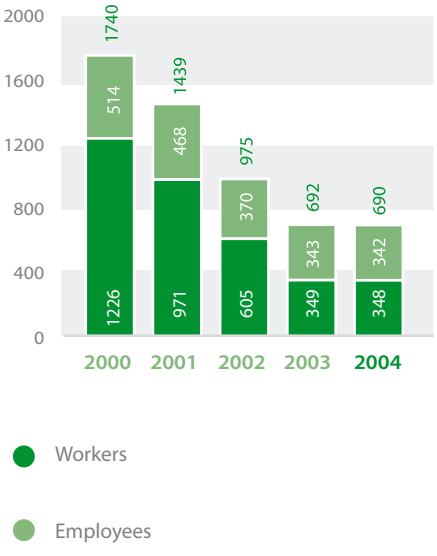
PERSONNEL

The number of the personnel of the Estonian National Road Administration and the state agencies administered by the ENRA has decreased by 1050 people (60%) since the year 2000, as a result of the road management organisation reform.

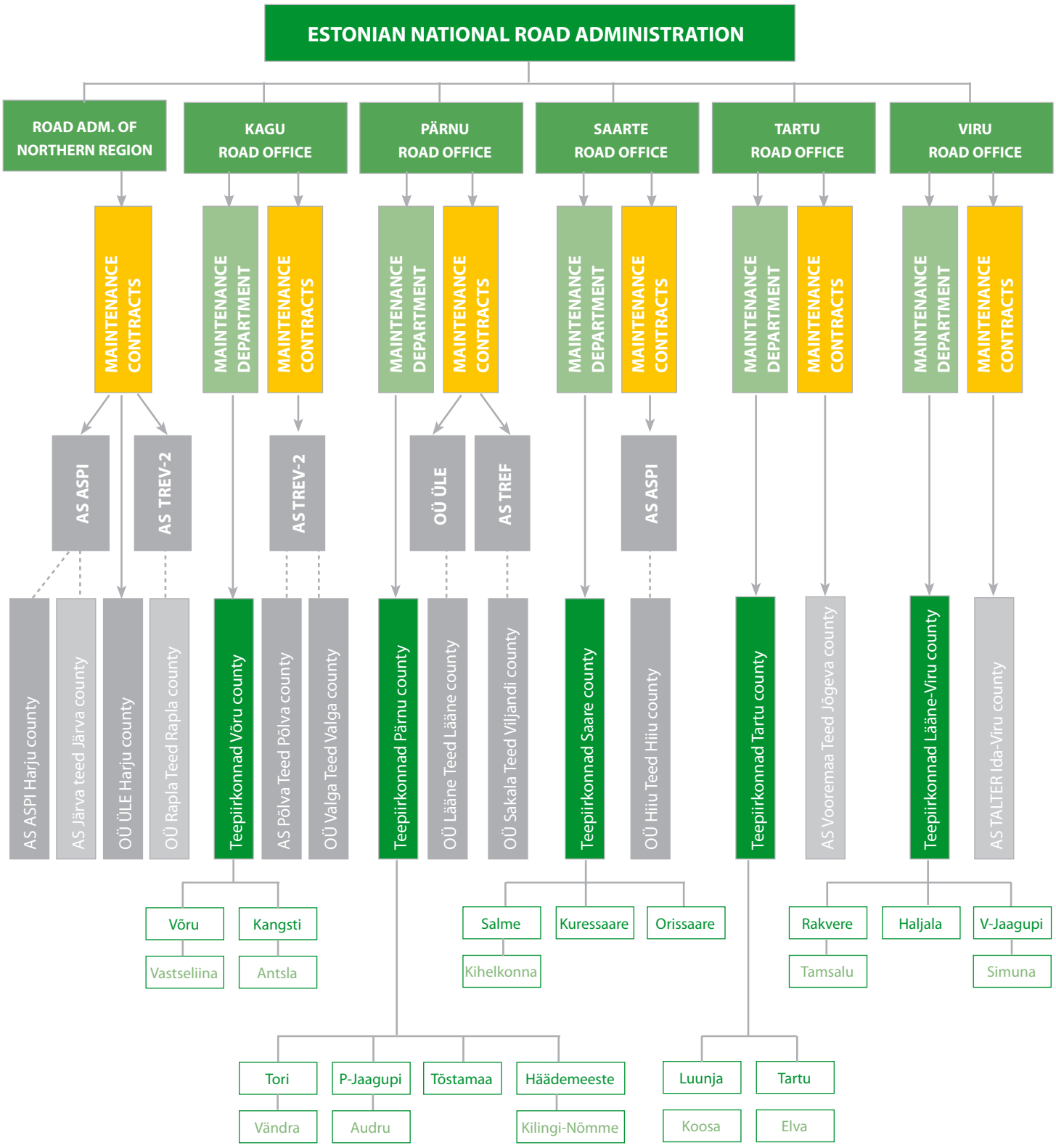
Since the reform was practically completed by the beginning of the year 2004, the number of personnel decreased only by 2 persons as compared to the year 2003. At the end of the year the total number of personnel in road offices and the Estonian National Road Administration was 690 (including 84 employees in the ENRA), from among them 348 (50.4%) workers, 324 (46.9%) managers and specialists and 18 (2.7%) office workers and support staff.

From among the managers and specialists 87 persons (25.4%) are licensed road and civil engineers, 41 (12%) road and civil technicians, 113 (33.0%) licensed specialists of other professions and 101 (29.6%) persons without specialised professional training.

NUMBER OF PERSONNEL IN 2000-2004



MAANTEEHOIU ORGANISATSIOON



FOREIGN RELATIONS

On May 1, 2004 the Estonian National Road Administration was accepted as member of the Conference of European Directors of Roads (CEDR).

ENRA is a member of the International Road Federation (IRF), the World Road Association (PIARC), and the Baltic Road Association (BRA). ENRA is an active partner in PIARC working in committees TC 3.4 (winter road maintenance), 4.1 (database of roads) and 4.3 (road pavements) and has started to participate in World Interchange Network (WIN), dealing in a complex manner with the issues of winter road maintenance, the quality management of road pavements, pavement rehabilitation, HDM-4, and other topical road management issues. The regular conference of the Nordic Road Association (NRA) was held in June 2004 in Copenhagen (Denmark), which was also attended by the delegation of Estonian road specialists. A large number of road specialists attended also the trade fair for road equipment and technology BAUMA in Munich (Germany) and the Technical Conference of Nordic Roads in Vaasa (Finland).

An entirely innovative step was joining the programme "Partners For Roads" initiated by the Dutch. The programme was meant for all the road employees of the new countries, which have acceded the European Union, for further development of the scientific-technical knowledge.

The co-operation with the Standing European Road Weather Commission (SIRWEC), which member Estonia became in the year 2000, was continued in the period 2001-2004.

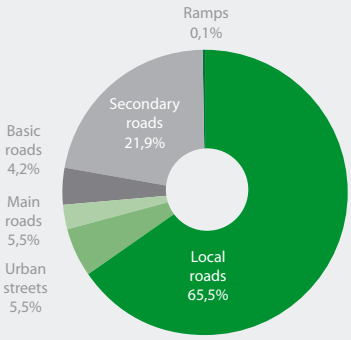
The contacts with Nordic road specialists in the field of scientific and technical issues, training, etc. based on the Memorandum of Understanding between the Baltic (BRA) and the Nordic (NRA) road associations were continued, including the contacts with the road administrations of Denmark, Norway, Sweden and Finland in the frames of direct cooperation agreements. Co-operation of BRA and NRA continued by organising professional seminars in the framework of the NORDBALT project.

The state of Estonia is represented through the ENRA with the VIA BALTICA (the Pan-European Corridor 1) project in developments of Trans-European Transport Network.

Real-time information is provided on roads as a collective project of Finland, Estonia, Latvia, Lithuania and Russia. Poland has also shown serious interest in joining the project.

ROAD NETWORK

ROAD NETWORK



National roads	16 459 km
Main roads	1 601 km
Basic roads	2 380 km
Secondary roads	12 435 km
Ramps and connecting roads	43 km
Local and private roads	37 188 km
Urban roads and streets	3 153 km
TOTAL:	56 800 km

Note: Local, private and other roads and streets as of 01.01.2004 according to the Statistical Office of Estonia.

ROADS

The total length of national roads as of 01.01.2005 was 16459 kilometres i.e. 29.0% of the total length of the Estonian road network, which is 56800 kilometres.

The length of the main roads increased by 10 kilometres in connection with entering the streets of the towns of Pärnu, Paldiski and Valga in the register of national roads. The length of secondary roads decreased due to the transfer of those roads to local governments.

The national roads comprise 1601 km (9.7%) of main roads, 2380 km (14.5%) of basic roads, 12435 km (75.5%) of secondary roads and 43 km (0.3%) of ramps and connection roads being part of junctions.

The length of paved roads increased by 97 km as compared to the last year and it is 8694 km, i.e. 52.8% of the total length of the national roads.

The density of national roads is 380 km per 1000 km2 (excluding the area of cities) and the density of all registered roads is 1313 km per 1000 km2. There are 923 bridges on national roads with the total length of 21085 m, including 4 wooden bridges with the total length of 56 m. The number of wooden bridges decreased by 2 as compared to the year 2003 due to reconstruction into reinforced concrete bridges.

According to the Statistical Office of Estonia (as of 01.01.2004) the total length of non-national roads was 37188 km, including 18750 km of local roads, 6141 km of forestry roads, 8861 km of private roads and 3436 of other roads. Urban streets formed 3153 km.

Data about national roads are maintained in the Register of National Roads (pursuant to the Statutes of keeping the Register of National Roads).

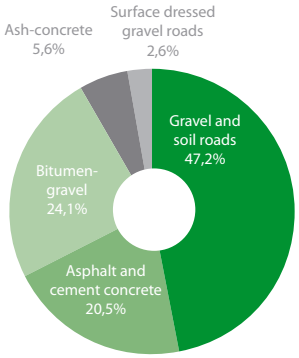
Pursuant to the Amendment to the Roads Act a National Road Register is being formed on the basis of the Register of National Roads, which will include data both, about national roads and all the other roads.

In 2003 the development of a new web-based database was started, in 2004 the programme was improved, which enables adding the data of local roads.

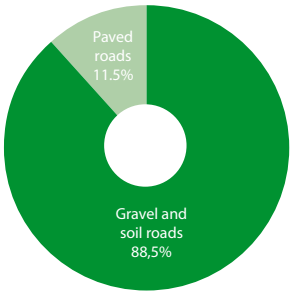
As of January 1, 2005 the main data of both, national roads and local roads (excluding some bigger towns), have been entered in the new web-based road register and the use of the new road register will start from 2005.

TYPES OF PAVEMENT ON ESTONIAN ROADS

NATIONAL ROADS



OTHER ROADS AND STREETS



Asphalt and cement concrete	3 382 km
Bitumen-gravel	3 963 km
Ash concrete	926 km
Surface-dressed gravel roads	423 km
Gravel and soil roads	7 765 km
TOTAL:	16 459 km

Paved roads and streets	4 632 km
Gravel and soil roads, streets	35 708 km
TOTAL:	40 340 km

NATIONAL ROADS BY COUNTIES OF JANUARY 1, 2005

in km-s

County	TOTAL	Including							Paved roads			
		Cement concrete	Asphalt concrete	Bitumen-gravel	Ash-concrete	Surface dressed gravel r.	Gravel roads	Soil roads	1. January, 2004		1. January, 2005	
									km	share %	km	share %
Harju	1 546 ,944	3,725	454,816	513,923	113,566	19,046	441,868	0,000	1 096,248	71,0	1 105,076	71,4
Hiiu	473,124	0,000	14,580	234,300	0,000	23,444	200,800	0,000	269,389	56,9	272,324	57,6
Ida-Viru	917,604	0,000	387,459	81,331	48,007	63,014	329,826	7,967	580,124	63,3	579,811	63,2
Jõgeva	1 109,559	0,000	75,319	376,068	93,899	6,074	558,199	0,000	549,544	49,5	551,360	49,7
Järva	972,491	0,000	280,683	82,919	66,697	70,940	471,252	0,000	500,088	51,4	501,239	51,5
Lääne	748,981	0,000	158,550	175,932	0,000	53,042	361,457	0,000	383,682	51,4	387,524	51,7
Lääne-Viru	1 160,637	0,000	567,359	197,323	351,107	30,998	13,850	0,000	1 147,316	98,9	1 146,787	98,8
Põlva	1 155,090	0,000	62,190	342,672	5,287	3,867	741,074	0,000	402,289	34,8	414,016	35,8
Pärnu	1 432,416	0,000	303,734	282,389	18,429	70,026	757,153	0,685	659,707	46,2	674,578	47,1
Rapla	1 010,561	0,000	226,837	165,047	86,780	1,093	530,804	0,000	477,152	47,0	479,757	47,5
Saare	1 087,704	0,000	20,087	499,388	0,000	34,076	534,153	0,000	534,623	49,2	553,551	50,9
Tartu	1 254,318	0,000	267,342	313,713	17,433	18,906	615,986	20,938	604,343	48,2	617,394	49,2
Valga	1 116,839	0,000	104,275	279,497	30,411	2,188	681,916	18,552	405,612	36,4	416,371	37,3
Viljandi	1 223,200	0,000	140,269	318,399	13,902	24,856	725,774	0,000	491,334	40,2	497,426	40,7
Võru	1 249,951	0,000	314,937	99,846	81,043	1,420	752,705	0,000	495,790	39,7	497,246	39,8
TOTAL:	16 459,419	3,725	3 378,437	3 962,747	926,561	422,990	7 716,817	48,142	8 597,241	52,3	8 694,460	52,8
incl. ramps, connecting roads	43,361	0,000	37,712	4,338	0,221	0,109	0,981	0,000	41,658	97,5	42,380	97,7

MAIN ROADS BY COUNTIES AS OF JANUARY 1, 2005

in km-s

County	TOTAL	Including							Paved roads			
		Cement concrete	Asphalt concrete	Bitumen-gravel	Ash-concrete	Surface dressed gravel r.	Gravel roads	Soil roads	1. January, 2004		1. January, 2005	
									km	share %	km	share %
Harju	250 729	3,725	235,797	11,207	0,000	0,000	0,000	0,000	249,264	100,0	250,729	100,0
Hiiu	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,0	0,000	0,0
Ida-Viru	151,056	0,000	148,565	2,491	0,000	0,000	0,000	0,000	150,458	100,0	151,056	100,0
Jõgeva	78,786	0,000	61,577	17,209	0 ,000	0,000	0,000	0,000	78,786	100,0	78,786	100,0
Järva	133,641	0,000	133,604	0,037	0,000	0,000	0,000	0,000	133,600	100,0	133,641	100,0
Lääne	106,692	0,000	91,515	15,177	0,000	0,000	0,000	0,000	106,692	100,0	106,692	100,0
Lääne-Viru	104,183	0,000	104,183	0,000	0,000	0,000	0,000	0,000	104,183	100,0	104,183	100,0
Põlva	31,029	0,000	31,029	0,000	0,000	0,000	0,000	0,000	31,029	100,0	31,029	100,0
Pärnu	217,222	0,000	193,798	23,424	0,000	0,000	0,000	0,000	211,538	100,0	217,222	100,0
Rapla	48,070	0,000	48,070	0,000	0,000	0,000	0,000	0,000	48,070	100,0	48,070	100,0
Saare	73,338	0,000	19,216	54,122	0,000	0,000	0,000	0,000	73,338	100,0	73,338	100,0
Tartu	151,047	0,000	117,490	33,557	0,000	0,000	0,000	0,000	151,047	100,0	151,047	100,0
Valga	87,806	0,000	57,359	30,447	0,000	0,000	0,000	0,000	85,959	100,0	87,806	100,0
Viljandi	96,347	0,000	45,122	51,225	0,000	0,000	0,000	0,000	96,347	100,0	96,347	100,0
Võru	70,636	0,000	70,636	0,000	0,000	0,000	0,000	0,000	70,636	100,0	70,636	100,0
TOTAL:	1 600,582	3,725	1 357,961	238,896	0,000	0,000	0,000	0,000	1 590,947	100,0	1 600,582	100,0

BASIC ROADS BY COUNTIES AS OF JANUARY 1, 2005

in km-s

County	TOTAL	Including							Paved roads			
		Cement concrete	Asphalt concrete	Bitumen-gravel	Ash-concrete	Surface dressed gravel r.	Gravel roads	Soil roads	1. January, 2004		1. January, 2005	
									km	share %	km	share %
Harju	161,470	0,000	76,749	71,921	12,800	0,000	0,000	0,000	161,470	100,0	161,470	100,0
Hiiu	139,980	0,000	14,550	122,245	0,000	3,185	0,000	0,000	139,980	100,0	139,980	100,0
Ida-Viru	145,377	0,000	41,981	30,235	27,838	11,037	34,286	0,000	111,044	76,4	111,091	76,4
Jõgeva	158,393	0,000	6,401	151,992	0,000	0,000	0,000	0,000	158,393	100,0	158,393	100,0
Järva	121,677	0,000	73,301	28,871	2,784	16,721	0,000	0,000	121,070	100,0	121,677	100,0
Lääne	74,812	0,000	28,881	45,931	0,000	0,000	0,000	0,000	74,812	100,0	74,812	100,0
Lääne-Viru	205,016	0,000	172,342	23,866	6,860	0,000	1,948	0,000	203,068	99,0	203,068	99,0
Põlva	252,830	0,000	29,829	218,385	4,616	0,000	0,000	0,000	241,065	95,8	252,830	100,0
Pärnu	108,538	0,000	45,577	62,961	0,000	0,000	0,000	0,000	108,538	100,0	108,538	100,0
Rapla	163,574	0,000	112,551	40,735	10,288	0,000	0,000	0,000	164,181	100,0	163,574	100,0
Saare	185,498	0,000	0,163	148,085	0,000	10,088	27,162	0,000	149,259	80,5	158,336	85,4
Tartu	172,980	0,000	74,416	98,564	0,000	0,000	0,000	0,000	172,909	100,0	172,980	100,0
Valga	164,460	0,000	14,484	146,776	3,200	0,000	0,000	0,000	157,736	95,9	164,460	100,0
Viljandi	207,229	0,000	32,343	151,945	0,000	0,434	22,507	0,000	184,288	88,9	184,722	89,1
Võru	118,578	0,000	96,570	22,008	0,000	0,000	0,000	0,000	118,578	100,0	118,578	100,0
TOTAL:	2 380,412	0,000	820,138	1 364,520	68,386	41,465	85,903	0,000	2 266,391	95,3	2 294,509	96,4

SECONDARY ROADS BY COUNTIES AS OF JANUARY 1, 2005

in km-s

County	TOTAL	Including							Paved roads			
		Cement concrete	Asphalt concrete	Bitumen-gravel	Ash-concrete	Surface dressed gravel r.	Gravel roads	Soil roads	1. January, 2004		1. January, 2005	
									km	share %	km	share %
Harju	1 107,302	0,000	114,827	430,795	100,766	19,046	441,868	0,000	658,494	59,6	665,434	60,1
Hiiu	333,144	0,000	0,030	112,055	0,000	20,259	200,800	0,000	129,409	38,8	132,344	39,7
Ida-Viru	619,834	0,000	196,583	48,605	20,169	51,868	294,642	7,967	318,183	51,4	317,225	51,2
Jõgeva	870,595	0,000	6,690	205,733	93,899	6,074	558,199	0,000	310,580	35,7	312,396	35,9
Järva	717,173	0,000	73,778	54,011	63,913	54,219	471,252	0,000	245,418	34,2	245,921	34,3
Lääne	567,477	0,000	38,154	114,824	0,000	53,042	361,457	0,000	202,178	35,7	206,020	36,3
Lääne-Viru	849,375	0,000	289,196	173,253	344,026	30,998	11,902	0,000	838,002	98,7	837,473	98,6
Põlva	870,112	0,000	1,332	123,251	0,671	3,867	740,991	0,000	128,332	14,7	129,121	14,8
Pärnu	1 104,069	0,000	62,172	195,604	18,429	70,026	757,153	0,685	338,259	30,5	346,231	31,4
Rapla	798,917	0,000	66,216	124,312	76,492	1,093	530,804	0,000	264,901	33,0	268,113	33,6
Saare	828,457	0,000	0,708	296,770	0,000	23,988	506,991	0,000	311,615	37,6	321,466	38,8
Tartu	926,102	0,000	71,437	181,402	17,433	18,906	615,986	20,938	276,109	29,8	289,178	31,2
Valga	864,573	0,000	32,432	102,274	27,211	2,188	681,916	18,552	161,917	18,7	164,105	19,0
Viljandi	917,477	0,000	61,620	114,266	13,902	24,422	703,267	0,000	208,552	22,7	214,210	23,3
Võru	1 060,457	0,000	147,451	77,838	81,043	1,420	752,705	0,000	306,296	28,9	307,752	29,0
TOTAL:	12 435,064	0,000	1 162,626	2 354,993	857,954	381,416	7 629,933	48,142	4 698,245	37,8	4 756,989	38,3

BRIDGES ON NATIONAL ROADS BY COUNTIES

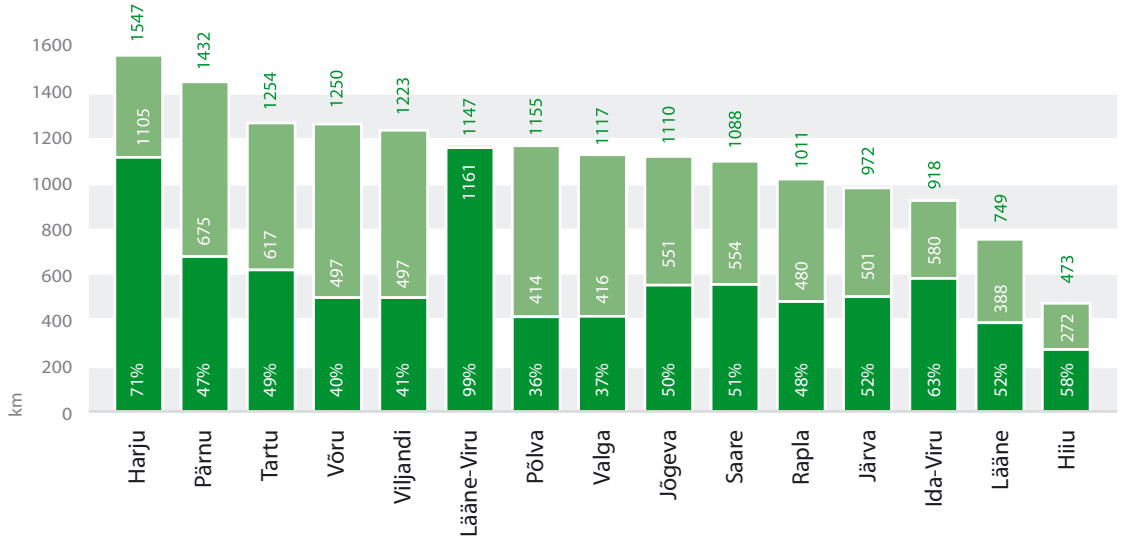
County	Total		Including						Incl. wooden bridges	
			Main roads		Basic roads		Secondary roads		(on secondary roads)	
	pc	metres	pc	metres	pc	metres	pc	metres	pc	metres
Harju	135	4 127,4	58	2 296,4	10	298,8	67	1 532,2	1	7,3
Hiiu	15	116,6	0	0,0	10	89,1	5	27,6	0	0,0
Ida-Viru	60	1 137,5	20	317,3	12	301,8	28	518,4	0	0,0
Jõgeva	54	1 427,0	9	283,4	9	418,3	36	725,3	0	0,0
Järva	45	639,9	14	208,7	7	73,2	24	358,1	1	18,9
Lääne	43	1 127,4	9	394,7	10	97,7	24	635,0	1	13,0
Lääne-Viru	48	1 141,0	11	406,0	13	265,0	24	470,0	0	0,0
Põlva	58	1 149,6	0	0,0	18	469,5	40	680,1	0	0,0
Pärnu	123	2 773,9	17	607,8	12	457,1	94	1 709,0	0	0,0
Rapla	66	1 685,5	5	176,2	11	303,1	50	1 206,2	0	0,0
Saare	38	303,0	4	31,2	7	70,2	27	201,6	0	0,0
Tartu	45	1 476,2	9	838,9	10	170,9	26	466,4	0	0,0
Valga	55	1 093,8	7	134,0	15	333,3	33	626,5	1	17,2
Viljandi	70	1 247,5	13	231,0	13	322,6	44	693,9	0	0,0
Võru	68	1 639,1	7	219,6	13	442,0	48	977,5	0	0,0
TOTAL:	923	21 085,3	183	6 145,2	170	4 112,4	570	10 827,8	4	56,3

TYPES OF PAVEMENTS ON NATIONAL ROADS IN 2000-2004

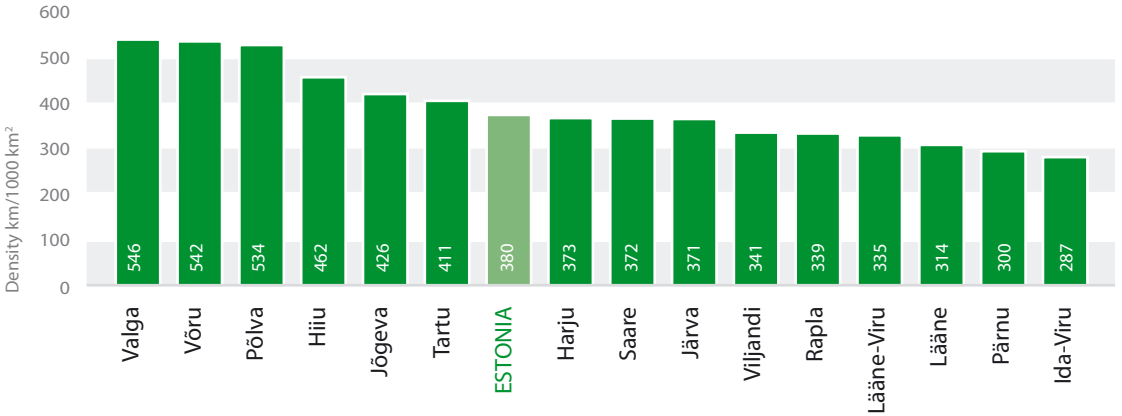
in km-s and percentage

Year	2000		2001		2002		2003		2004	
Pavement	km	%	km	%	km	%	km	%	km	%
Asphalt and cement concrete	3 240	19,7	3 261	19,9	3 302	20,1	3 354	20,4	3 382	20,5
Bitumen-gravel	4 020	24,5	4 002	24,4	3 995	24,3	3 971	24,1	3 962	24,1
Ash-concrete	924	5,6	928	5,6	927	5,6	927	5,6	927	5,6
Surface-dressed gravel roads	276	1,7	283	1,7	298	1,8	345	2,1	423	2,6
Total paved roads	8 460	51,5	8 474	51,6	8 522	51,8	8 597	52,3	8 694	52,8
Gravel and soil roads	7 974	48,5	7 961	48,4	7 921	48,2	7 855	47,7	7 765	47,2
TOTAL:	16 434	100,0	16 435	100,0	16 443	100,0	16 452	100,0	16 459	100,0

SHARE OF PAVED NATIONAL ROADS BY COUNTIES IN 2004



DENSITY OF NATIONAL ROADS



ROAD SURFACE CONDITION

ROAD SURFACE CONDITION

CONDITION OF ROAD SURFACE AND BRIDGES

Measurements of road surface evenness (IRI – International Roughness Index) and inventorying of defects on paved roads have been performed since 1995. Load bearing capacity has been measured since 1996 and rut depth since 2001. These four indicators of the road surface condition mentioned above and in addition the traffic safety of the roads are the main indicators of PMS (Pavement Management System).

Data about the road surface condition are a part of the database of the Register of National Roads. The development of PMS in Estonia started in 1997 and in 1998 a PMS group was established in the Estonian Rational Road Administration, which deals with PMS analysis and inventories the defects on paved roads.

Two analysing programmes (EPMS and HDM-4) are used upon PMS analysis. EPMS is a programme, which enables to compare and rank the road sections or objects in need of repairs, proceeding from the indicators of the road surface condition and the cost-effectiveness of the first year.

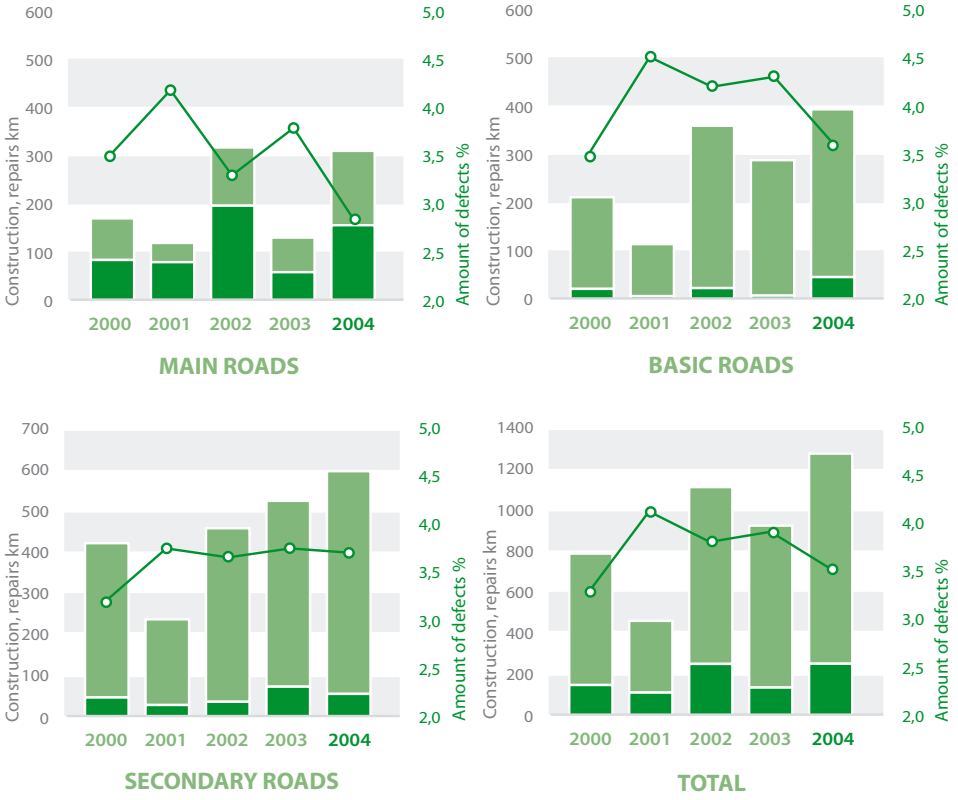
HDM-4 is a programme with which profitability calculations are made at the strategic, programme and project levels.

On the diagrams of the development of defects it can be seen that the amount of defects is clearly dependent on the volumes of construction, repair and surface dressing works of pavements, i.e. the amount of defects decreases in case of a bigger volume of works. The decreasing tendency is more noticeable on main roads, where the traffic density is considerably bigger, but where the biggest amount of funds has been directed to in the last years.

By studying the diagrams of the changes in evenness improvement can also be observed on the main roads, but a slight deterioration can be noticed in the part of the whole network of paved national roads, which shows that there are no sufficient funds for the construction, repairs and maintenance of the pavements of the whole road network yet. The biggest deterioration of surface evenness takes place on basic roads.

The bridge network management system BMS has been introduced practically in Estonia since 2003, when the Technical Centre of Estonian Roads Ltd. performed the first inspections of bridges. As a result of positive feedback 100 road bridges, which were in the worst condition, were inspected in Estonia in 2004. The main objective of BMS is to obtain a detailed survey of the bridges in need of repairs, to assess the general needs of repair, to prepare the ranking of the objects of repair, to plan the expenditures for repairs, etc. The work is going on and the aim is to bring the data of all the bridges administered by the Estonian National Road Administration into compliance with the requirements of BMS by the end of the year 2007.

CONSTRUCTION, REPAIRS AND SURFACE DRESSING OF PAVEMENTS CARRIED OUT IN 2000-2004 AND THE CHANGE OF THE AMOUNT OF DEFECTS PROCEEDING FROM THIS



CONSTRUCTION, REPAIRS AND SURFACE DRESSING OF PAVEMENTS CARRIESD OUT IN 2000-2004 AND THE CHANGE OF THE SURFACE EVENNESS PROCEEDING FROM THIS

ROAD MANAGEMENT FUNDS

ROAD MANAGEMENT FUNDS

ROAD MANAGEMENT FUNDS

Pursuant to the Roads Act, from 2003 a sum equivalent to 75% of the fuel excise duty, which, according to the estimation of the Ministry of Finance, would have formed 1800 million kroons in 2004, shall be prescribed for financing national roads. According to the principles valid so far this maximum rate included also state budget and loan funds. However, from 2003 upon drafting the state budget all the sources of financing - allocations from the budget, loans, EU assistance and own funds – shall be included in the estimated rate of the financing of national roads. Thus, the bigger the share of foreign assistance is, the smaller is the part directed to roads from fuel excise duty.

According to the estimations the actual amount of the state budget, directed to roads from fuel excise duty, is between 31 – 45%, depending on the volume of assistance in different years. Up to the accession to the European Union Estonia had a possibility to apply for support for the development of main roads within the framework of ISPA assistance programme of the European Union.

From accession to the European Union Estonia and other European countries, whose gross domestic product is below 90% of the average of the European Union, may apply for support for the development of the environment and transport infrastructure from the Cohesion Fund (CF) of the European Union.

The projects of the transport and environment infrastructure with the value starting from 10 million euros are financed from this Fund. In the transport sector support may be applied in the amount of up to 85% of the project value for those roads, harbours, airports and railways, which belong to the trans-European transport network TEN-T. Thus, E20 Tallinn-Narva, E67 Tallinn-Pärnu-Ikla, Tallinn-Tartu-Võru-Luhamaa, Jõhvi-Tartu-Valga and Tallinn-Paldiski roads and Tallinn ringroad can be developed with the assistance of the CF. In 2004-2006 the European Commission will allocate 309 million euros (4.8 billion kroons) for the construction and repairs of roads.

After accession to the European Union Estonia got an opportunity to apply for funds for the repairs and construction of national roads, in addition to ISPA and Cohesion Fund, also from the European Regional Development Fund (ERDF).
For this budget period of the EU, the years 2004-2006, 557million kroons (418 million kroons by ERDF) have been allocated for the action "Development of the Infrastructure of Transport" in the area of administration of the Ministry of Economic Affairs and Communications, from which the projects of the development of the network of national roads and the improvement of the environment significant from the point of view of regional development shall be financed by 303 million kroons (227 by ERDF). The rate of EU support is 75% of the project value, whereto 25% of co-financing by Estonia will be added. The ERDF funds may be used for the repairs of basic roads and secondary roads and for the construction of pavements on gravel roads. The basis for the utilization of foreign assist-

ance is the strategic plan "Projects financed by EU in 2002-2007" approved by the European Commission and the Ministry of Finance. In case of the utilization of foreign assistance it is necessary to guarantee co-financing from the state budget.

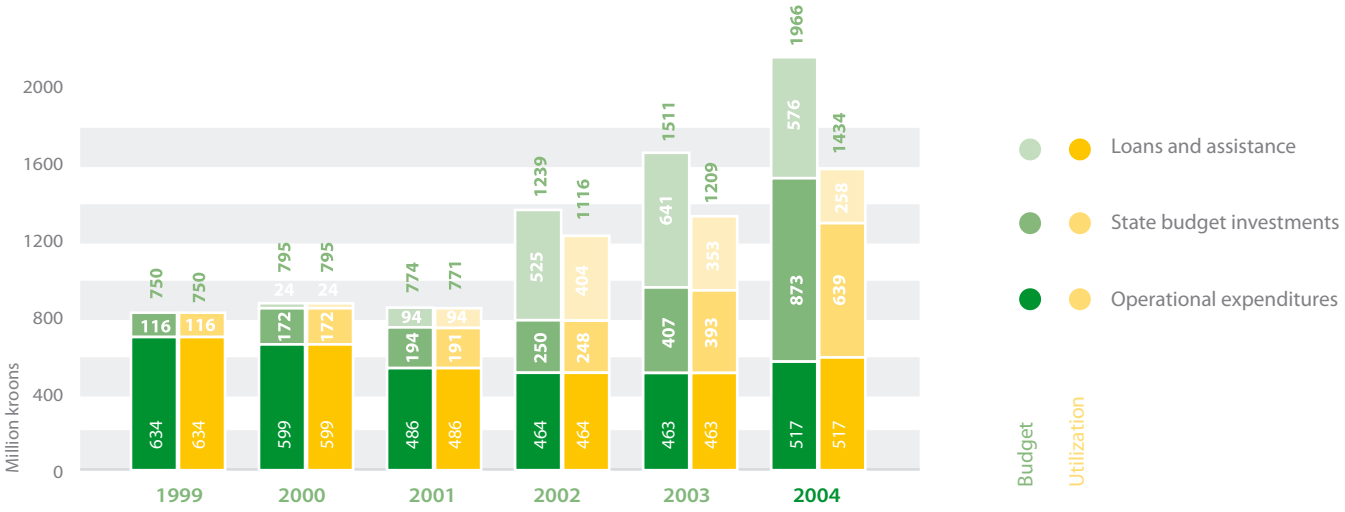
At first 1842.5 million kroons were allocated to the Estonian National Road Administration from the state budget of 2004 together with assistance. In connection with the bigger amount of the receipts than estimated, 123.9 million kroons were allocated additionally from the supplementary budget. The total amount of allocated funds was 1966.3 million kroons. From this 576.0 kroons was EU assistance (ISPA, CF and ERDF).

The funds of he road offices formed 730.3 kroons of the total amount planned for road management. Since the supplementary budget, with which additional investment funds were allocated for the repairs and surface dressing of gravel roads, was approved only at the end of the year, it was not possible to realise it to the full extent. 61.8 kroons remained unused. In 2004 state budget funds formed 1219.9 million kroons from the road management funds planned for the Estonian national road administration, including EU assistance in the amount of 576.0 million kroons. 725.6 million kroons were actually used. 775.3 million kroons of investment funds, including 516.3 million kroons of EU assistance, remained unused.

FUNDS ALLOCATED FOR ROAD MANAGEMENT AND THEIR DYNAMICS IN 1999-2004

Million kroons

Year	Planned funds		Recieved funds in total	From this		
	Total	Including loans and assistance		State budget		Loans and assistance
				Working costs	Investments	
1999	750	-	750	634	116	-
2000	795	24	795	599	172	24
2001	777	94	774	486	194	94
2002	1 239	525	1 116	464	248	404
2003	1 511	641	1 209	463	393	353
2004	1 966	576	1 434	537	639	258



ROAD MANAGEMENT FUNDS OF 2004

Th. of kroons

	Planned funds	Recieved funds (cash expenditure)	%
ASSIGNMENTS IN TOTAL	2 252 368,7	1 434 384,3	63,7
From state budget of 2004	1 374 215,8	1 049 244,0	76,4
Eu assistance	576 023,2	68 535,1	11,9
Interests of foreign assistance		3 810,6	
From government reserve	446,9	303,0	67,8
Owners' income of 2004	16 077,4	36 948,9	229,8
Funds transferred from 2003	285 605,4	275 542,7	96,5
From state budget	*80 673,3*	*80 113,7*	*99,3*
Eu assistance	*199 229,9*	*189 726,8*	*95,2*
Owner's income	*5 702,2*	*5 702,2*	*100,0*
FOR THE EXPENDITURES IN TOTAL	2 252 368,7	1 434 384,3	63,7
1. In the use of ENRA state institutions in total	750 042,8	708 792,3	94,5
Including:			
1.1. Kinnitatud riigieelarvest, kokku	745 240,1	704 133,5	94,5
Sealhulgas:			
Staff costs	102 802,5	102 684,4	99,9
Administration costs	350 753,6	350 731,6	100,0
Investments	276 734,0	214 911,6	77,7
Acquisition of machinery and equipment	*11 664,0*	*4 001,0*	*34,3*
Repairs of roads and buildings	*265 070,0*	*210 910,6*	*79,6*
owner's income	14 950,0	35 805,9	239,5
1.1.1. Road Offices in total	745 240,1	704 133,5	94,5
Including:			
Harju Road Office	180 365,9	164 287,1	91,1
Kagu Road Office	152 051,8	149 996,1	98,6
Pärnu Road Office	143 534,0	135 372,2	94,3
Saarte Road Office	67 421,5	70 430,4	104,5
Tartu Road Office	100 583,8	87 904,9	87,4
Viru Road Office	101 283,1	96 142,8	94,9
1.2. From Government reserve	446,9	303,0	67,8
For registration of land into state ownership	446,9	303,0	67,8
1.3. Owner's income transferred from 2003	4 355,8	4 355,8	100,0
2. In the use of the ENRA's central office in total	1 502 325,9	725 592,0	48,3
Including:			
2.1. Investments in total	1 172 643,2	407 381,7	34,7
Including:			
For the construction and reconstruction of roads	1 160 613,2	402 358,3	34,7
Purchase of land	10 000,0	3 022,8	30,2
Acquisition of it software and hardware	1 530,0	1 500,6	98,1
Reconstruction of buildings	500,0	500,0	100,0
2.2. Staff costs	18 414,4	18 095,6	98,3
2.3. Administration costs	28 891,3	27 784,8	96,2
2.4. Owner's income	1 127,4	1 143,0	101,4
2.5. Funds transferred from 2003	281 249,6	271 186,9	96,4
Including:			
For the construction and reconstruction of roads and	279 325,3	269 262,6	96,4
For the reconstruction of buildings	566,2	566,2	100,0
Owner's income for acquisition	900,0	900,0	100,0
Owner's income staff and administration costs	458,1	458,1	100,0

UTILIZATION OF THE FUNDS ALLOCATED FOR THE MANAGEMENT OF NATIONAL ROADS

Th. of kroons

	Funds in total			Including Road Offices		
	Planned funds	Utilization	Share %	Planned funds	Utilization	Share %
PLANNED FUNDS IN TOTAL (cash expenditure)	2 252 369	1 434 384		750 043	708 792	
USED FUNDS IN TOTAL (actual expenditure)	2 252 369	1 420 643		750 043	695 051	
Including:						
1. ROADS	2 061 318	1 234 354	86,9	640 946	579 577	83,4
1.1. Roads operation	349 256	351 679	24,8	349 256	350 785	50,5
Including:						
Summer service of paved roads		145 492			144 890	
Summer service of gravel roads		80 644			80 644	
Upkeep of road structures		3 935			3 935	
Winter service		121 608			121 316	
1.2. Rehabilitation repairs	1 443 453	745 158	52,5	241 182	199 237	28,7
Including:						
Repairs of paved roads	1 215 521	557 094		20 862	19 295	
Surface re-dressing	116 845	108 589		109 949	101 693	
Upkeep of road structures	107 349	75 637		107 349	75 603	
Winter service	3 738	3 838		3 022	2 646	
1.3. Construction and reconstruction	268 609	137 517	9,7	50 508	29 555	4,3
Including:						
Roads	235 392	118 254		32 655	16 996	
Road structures	33 217	19 263		17 853	12 559	
2. BUILDINGS	12 770	9 741	0,7	11 704	8 675	1,2
Including:						
Repairs in road master areas and centres	6 181	4 872		6 181	4 872	
Construction and reconstruction works in road master areas and centres	6 589	4 869		5 523	3 803	
3. ACQUISITION	13 953	5 879	0,4	12 023	4 001	0,6
Machinery and vehicles	11 864	4 166		11 664	3 966	
Information technology	1 530	1 501				
Inventory	559	212		359	35	
4. TRAFFIC EDUCATION	10 441	10 374	0,7	460	393	0,1
5. OTHER EXPENDITURE (maintaining, designing, etc.)	131 648	117 329	8,3	65 157	61 940	8,9
6. FOR TRANSFER OF LAND FROM	447	303	0,0	447	303	0,0
RESERVE FUND INTO STATE OWNERSHIP						
7. OWN FUNDS	21 792	42 663	3,0	19 306	40 162	5,8

Notes: 1. Utilization has been indicated in actual expenses together with the residue of building materials in stock bought last year.

ROAD MANAGEMENT WORKS

ROAD MANAGEMENT WORKS

ROAD MANAGEMENT WORKS

The priorities of road management works, which determine the order of the importance of works in order to ensure safe and convenient traffic conditions for road users within the limits of the existing funds all the year round, are as follows:

• Maintenance of national roads;

• Repairs of international main roads - projects related to foreign assistance funds;

• Preservation of the existing pavements - surface dressing and repairs of gravel roads;

• Repairs of the asphalt pavements of main and basic roads and repairs of bridges;

• Construction of pavements on gravel roads.

MAINTENANCE OF NATIONAL ROADS

The maintenance of national roads is conducted in accordance with the requirements for the state of roads approved on December 17, 2002 by regulation No. 45 of the Minister of Economic Affairs and Communications.

The regulation establishes requirements for the state of roads in terms of road surface, shoulders, road marking, side visibility and provision of public services and amenities depending on the importance of the road and traffic density and defines 4 service levels of the state of roads.

The total of 351.7 million kroons (including 234.6 million kroons, i.e. 66.7 % by companies under maintenance contracts) was spent on road maintenance. 121.6 million kroons was spent on winter service and 230.1 kroons on summer service. Operation costs per 1 road kilometre amounted to 21.3 thousand kroons (19.9 thousand kroons in 2003; 14.7 thousand kroons in 2002).

During the year no changes took place as for the performers of maintenance.

Maintenance is performed by companies on 10292.5 kilometres of roads, i.e. 62.5% of the road network, which is divided between the companies as follows:

• AS Teede REV-2, 3283.9 km – 19.9%
Works are carried out by
subsidiary companies
OÜ Rapla Teed in Rapla county,
AS Põlva Teed in Põlva county and
OÜ Valga Teed in Valga county;
• AS TALTER, 933.4 km –5.7%
in Ida-Viru county;
• AS TREF, 1243.9 km – 7.6%
Works are carried out by the
subsidiary company
OÜ Sakala Teed in Viljandi county;
• AS ASPI, 2136.4 km – 13.0% in Keila area
of Harju county and subsidiary companies
OÜ Hiiu Teed in Hiiu county,
AS Järva Teed in Järva county;
• AS Vooremaa Teed,
1195.1 km – 6.7% in Jõgeva county;
• AS ÜLE, 1589.9 km – 9.6%
in Kose and Kuusalu area of Harju
county and the subsidiary company
OÜ Lääne Teed in Lääne county.
Road Offices shall carry out the maintenance of 6166.9 kilometres of roads, which forms 37.5% of the road network, as follows:

• Kagu Teedevalitsus,
1246.1 km – 7.6%, in Võru county;
• Viru Teedevalitsus,
1148.0 km – 7.0%, in Lääne-Viru county;
• Tartu Teedevalitsus,
1253.8 km – 7.6%, in Taru county;
• Saarte Teedevalitsus,
1087.7 km – 6.6%, in Saare county;
• Pärnu Teedevalitsus,
1431.3 km – 8.7%, in Pärnu county.

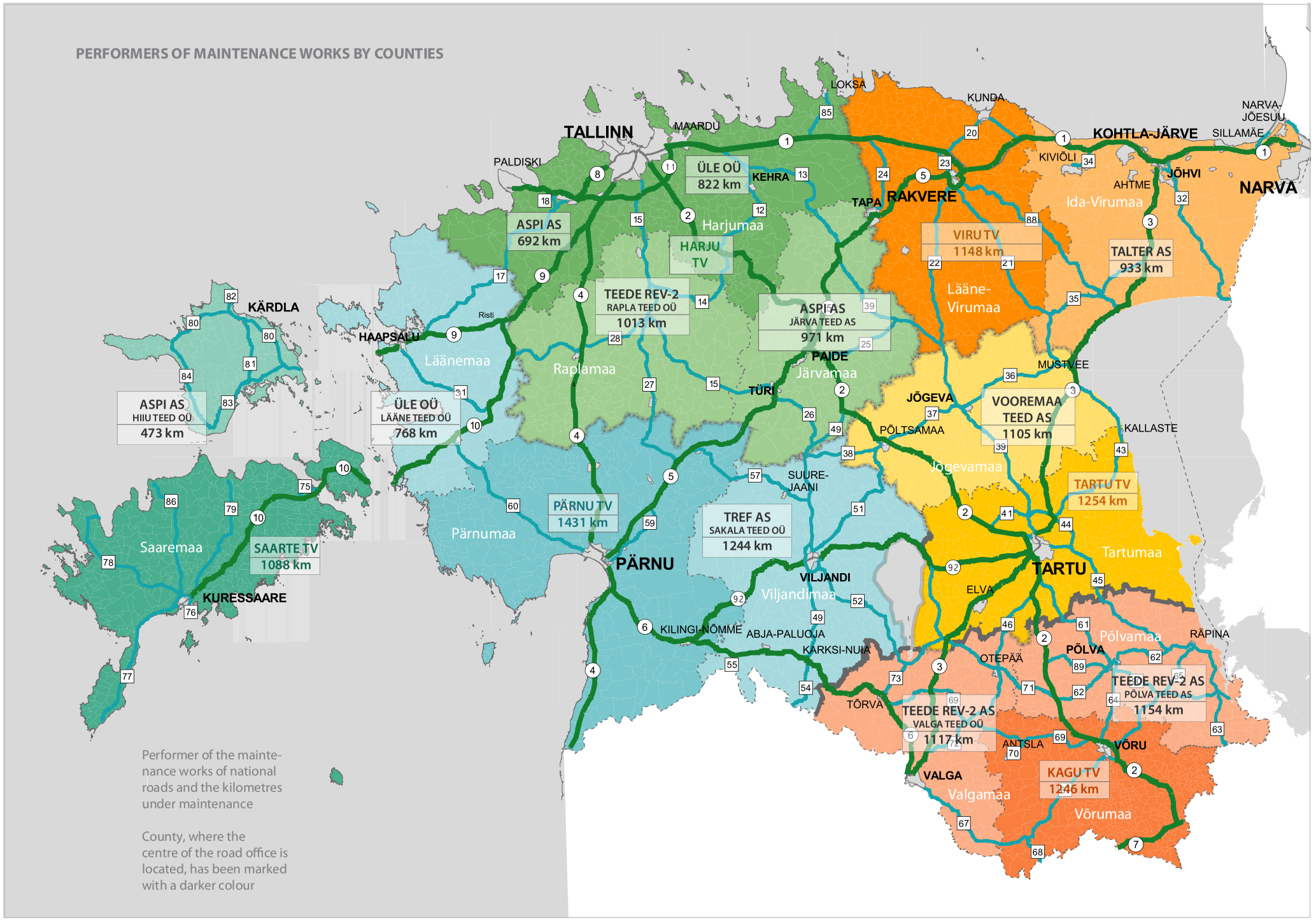
The year was remarkable from the point of view of road maintenance due to the fact that the five-year term of the first maintenance contracts expired at the end of the year and new public procurements were carried out, as a result of which new contracts were concluded for the performance of maintenance works in Põlva county and in Kuusalu area of the RA of Northern Region with AS Teede REV-2 and OÜ ÜLE respectively. The companies are the same as in the previous period, but the content of the new maintenance contracts is considerably more thorough; the object of contract, the terms and conditions for carrying out maintenance have been specified in more detail, the obligations, rights and liability of the parties, etc. have been described in more detail.

The existing maintenance contracts were amended in accordance with the expiry of periods specified in contracts.

The supervision of road maintenance is carried out pursuant to the instructions for the supervision of road maintenance established on July 1, 2003 on equal bases, independent of the form of ownership of the performer of road maintenance and supervision. According to the principle of the instructions, assessment is mainly carried out visually and in case of the arising of dissenting opinions measurements are used as far as it is possible. In order to decrease the subjectivity of assessment by increasing the share of measurements, a number of measurements of the friction coefficient have been made during the last winters with an aim to establish the required values of friction coefficients in winter in the requirements for the state of roads next year.

In order to get feedback from road users about driving conditions on the roads in winter, an inquiry has been started by distributing the relevant leaflets among people driving vehicles. The inquiry is a repetitive study (the previous study was carried out in winter 2002 – 2003). The aim of the study was to assess driving conditions on national roads in winter and winter service from the point of view of the road user and to obtain an overview of the changes in satisfaction within two years. Final conclusions can be discussed in spring 2005.

No new road weather information systems were installed in 2004, only the necessary spare parts were purchased. The maintenance of the system was continued on the bases of the maintenance contract upgraded each year, the performer of the maintenance is still the Technical Center of Estonian roads Ltd. The quality of maintenance and the general performance of the system have improved constantly; if 3-4 years ago it was customary that interruption of work could appear in two to three or more road weather information systems simultaneously, then now such a situation is exceptional.

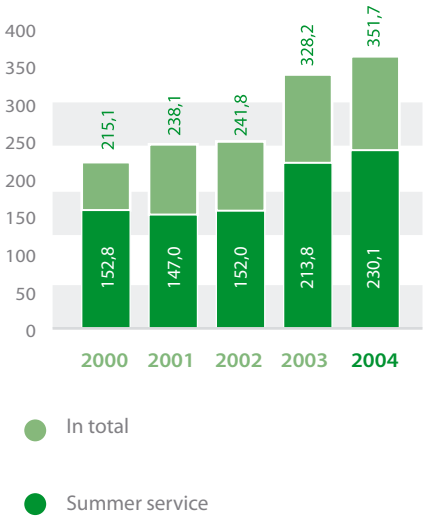

PERFORMERS OF MAINTENANCE WORKS BY COUNTIES
TALLINN
MAARDU
LOKSA
KUNDA
NARVA-JÕESUU
SILLAMÄE
KOHTLA-JÄRVE
NARVA
PALDISKI
KEHRA
TAPA
RAKVERE
KIVIÕLI
AHTME
JÕHVI
Ida-Virumaa
ÜLE OÜ
822 km
ASPI AS
692 km
Harjumaa
HARJU TV
VIRU TV
1148 km
TALTER AS
933 km
Lääne-Virumaa
KÄRDLA
HAAPSALU
Risti
Läänemaa
TEEDE REV-2
RAPLA TEED OÜ
1013 km
ASPI AS
JÄRVA TEED AS
971 km
Raplamaa
PAIDE
Järvamaa
TÜRI
MUSTVEE
JÕGEVA
VOOREMAA TEED AS
1105 km
PÕLTSAMAA
KALLASTE
Jõgevamaa
ASPI AS
HIIU TEED OÜ
473 km
ÜLE OÜ
LÄÄNE TEED OÜ
768 km
SUURE-JAANI
TARTU TV
1254 km
PÄRNU TV
1431 km
TREF AS
SAKALA TEED OÜ
1244 km
Pärnumaa
Tartumaa
Saaremaa
SAARTE TV
1088 km
PÄRNU
TARTU
VILJANDI
Viljandimaa
ELVA
KURESSAARE
KILINGI-NÕMME
ABJA-PALUOJA
KARKSI-NUIA
OTEPÄÄ
Pölvamaa
RÄPINA
PÕLVA
TEEDE REV-2 AS
PÕLVA TEED AS
1154 km
TÕRVA
TEEDE REV-2 AS
VALGA TEED OÜ
1117 km
ANTSLA
VÕRU
KAGU TV
1246 km
VALGA
Valgamaa
Võrumaa
Performer of the maintenance works of national roads and the kilometres under maintenance
County, where the centre of the road office is located, has been marked with a darker colour

NATIONAL ROADS BY PERFORMERS OF MAINTENANCE

Administering Road Offices and Performers of maintenance	Roads in total	Including				From this								
						Paved					Gravel and soil roa ds			
							Including					Including		
		Main roads	Basic roads	Ramps	Secondary roads	Total	Main roads	Basic roads	Ramps	Secondary roads	Total	Basic roads	Ramps	Secondary roads
Administered by RA of Northern Region*	3 498,528	412,482	430,345	27,443	2 628,258	2 049,145	412,482	430,345	27,443	1 178,875	1 449,383	0,000	0,000	1 449,383
OÜ ÜLE in Harju county	822,140	110,006	105,539	18,357	588,238	593,107	110,006	105,539	18,357	359,205	229,033	0,000	0,000	229,033
AS ASPI Harju county	692,494	111,224	55,456	9,086	516,728	482,105	111,224	55,456	9,086	306,339	210,389	0,000	0,000	210,389
AS Järva Teed in Järva county	970,761	143,182	103,944	0,000	723,635	492,344	143,182	103,944	0,000	245,218	478,417	0,000	0,000	478,417
OÜ Rapla Teed in Rapla county	1 013,133	48,070	165,406	0,000	799,657	481,589	48,070	165,406	0,000	268,113	531,544	0,000	0,000	531,544
Administered by Kagu Road Office	3 516,859	189,471	535,868	1,399	2 790,121	1 327,633	189,471	535,868	1,316	600,978	2 189,226	0,000	0,083	2 189,143
Kagu TV in Võru county	1 246,097	70,636	118,578	0,280	1 056,603	498,056	70,636	118,578	0,280	308,562	748,041	0,000	0,000	748,041
AS Põlva Teed in Põlva county	1 153,641	31,029	252,830	1,119	868,663	413,206	31,029	252,830	1,036	128,311	740,435	0,000	0,083	740,352
OÜ Valga Teed in Valga county	1 117,121	87,806	164,460	0,000	864,855	416,371	87,806	164,460	0,000	164,105	700,750	0,000	0,000	700,750
Administered by Pärnu Road Office	3 442,881	440,219	406,955	4,734	2 590,973	1 596,882	440,219	384,448	4,734	767,481	1 845,999	22,507	0,000	1 823,492
Pärnu TV in Pärnu county	1 431,291	217,222	108,538	2,587	1 102,944	674,578	217,222	108,538	2,587	346,231	756,713	0,000	0,000	756,713
OÜ Lääne Teed in Lääne county	767,714	126,650	73,587	0,000	567,477	406,257	126,650	73,587	0,000	206,020	361,457	0,000	0,000	361,457
OÜ Sakala Teed in Viljandi county	1 243,876	96,347	224,830	2,147	920,552	516,047	96,347	202,323	2,147	215,230	727,829	22,507	0,000	705,322
Administered by Saarte Road Office	1 560,828	73,338	325,478	0,411	1 161,601	825,875	73,338	298,316	0,411	453,810	734,953	27,162	0,000	707,791
Saarte TV in Saare county	1 087,704	73,338	185,498	0,411	828,457	553,551	73,338	158,336	0,411	321,466	534,153	27,162	0,000	506,991
OÜ Hiiu in Teed Hiiu county	473,124	0,000	139,980	0,000	333,144	272,324	0,000	139,980	0,000	132,344	200,800	0,000	0,000	200,800
Administered by Tartu Road Office	2 358,938	229,833	326,162	5,974	1 796,969	1 159,724	229,833	326,162	5,974	597,755	1 199,214	0,000	0,000	1 199,214
Tartu TV in Tartu county	1 253,836	149,788	171,518	4,189	928,341	615,155	149,788	171,518	4,189	289,660	638,681	0,000	0,000	638,681
AS Vooremaa Teed in Jõgeva county	1 105,102	80,045	154,644	1,785	868,628	544,569	80,045	154,644	1,785	308,095	560,533	0,000	0,000	560,533
Administered by Viru Road Office	2 081,385	255,239	355,604	3,400	1 467,142	1 735,201	255,239	319,370	2,502	1 158,090	346,184	36,234	0,898	309,052
Viru TV in L-Viru county	1 147,999	104,183	203,068	2,063	838,685	1 147,999	104,183	203,068	2,063	838,685	0,000	0,000	0,000	0,000
AS TALTER in I-Viru county	933,386	151,056	152,536	1,337	628,457	587,202	151,056	116,302	0,439	319,405	346,184	36,234	0,898	309,052
TOTAL :	16 459,419	1 600,582	2 380,412	43,361	12 435,064	8 694,460	1 600,582	2 294,509	42,380	4 756,989	7 764,959	85,903	0,981	7 678,075

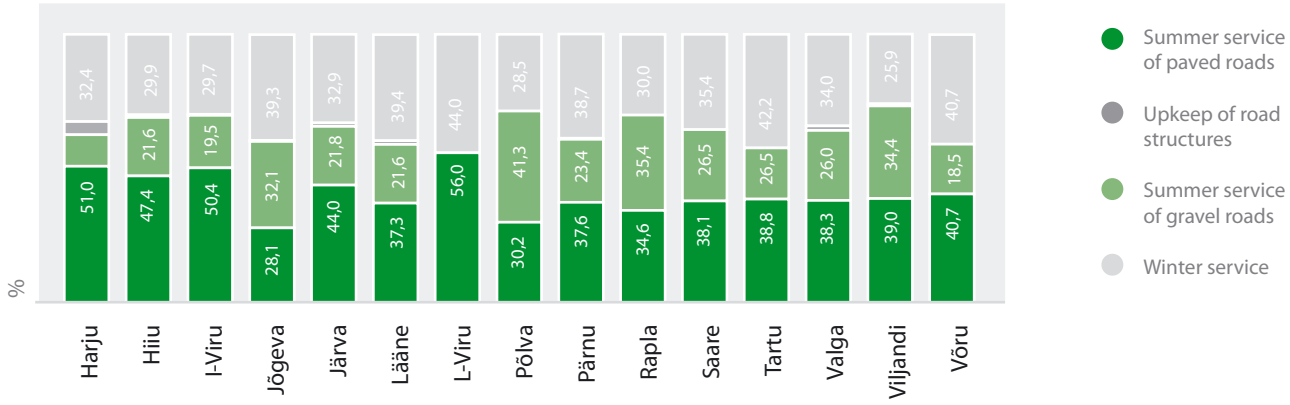
EXPENDITURES FOR ROAD OPERATION IN 2000 - 2004

	Expenditures (million kroons)				
	2000	2001	2002	2003	2004
In total	215,1	238,1	241,8	328,2	351,7
Including:					
Summer service					
million kroons	152,8	147,0	152,0	213,8	230,1
%	*71,0*	*61,7*	*62,9*	*65,1*	*65,4*
Winter service					
million kroons	62,3	91,1	89,8	114,4	121,6
%	*29,0*	*38,3*	*37,1*	*34,9*	*34,6*

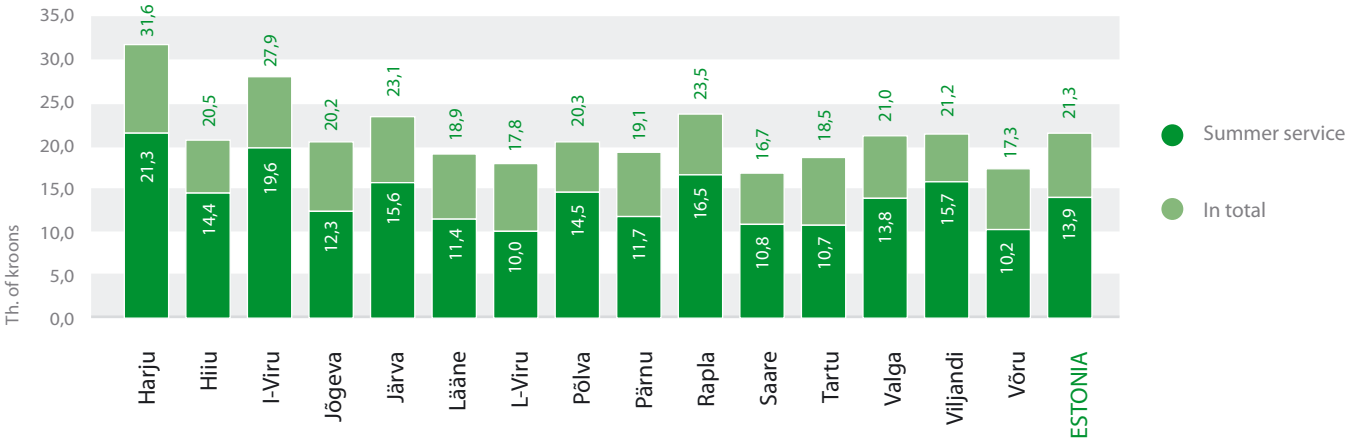


Note:
1. From the total amount of 351.7 million kroons in 2004 the operational works in amount of 234.6 million kroons (66.7%) have been performed by contracts.
2. The increase of the maintenance cost since 2003 is due to the establishment of the new regulation, which increased the requirements for the service levels.

ROAD OPERATION COSTS BY COUNTIES

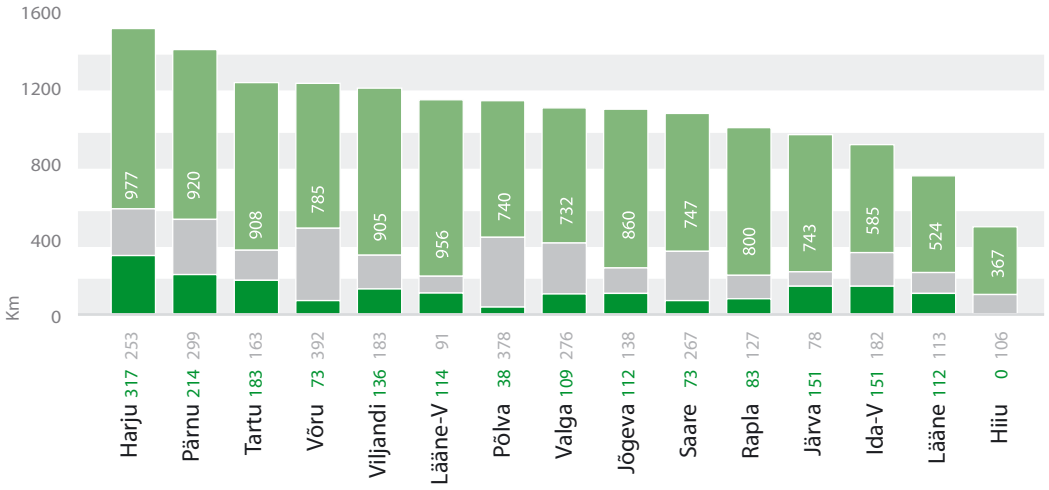


OPERATION COSTS PER 1 ROAD KILOMETRE (THOUSAND KROONS)



AMOUNT OF ROADS IN COUNTIES BY SERVICE LEVELS

WINTER SERVICE



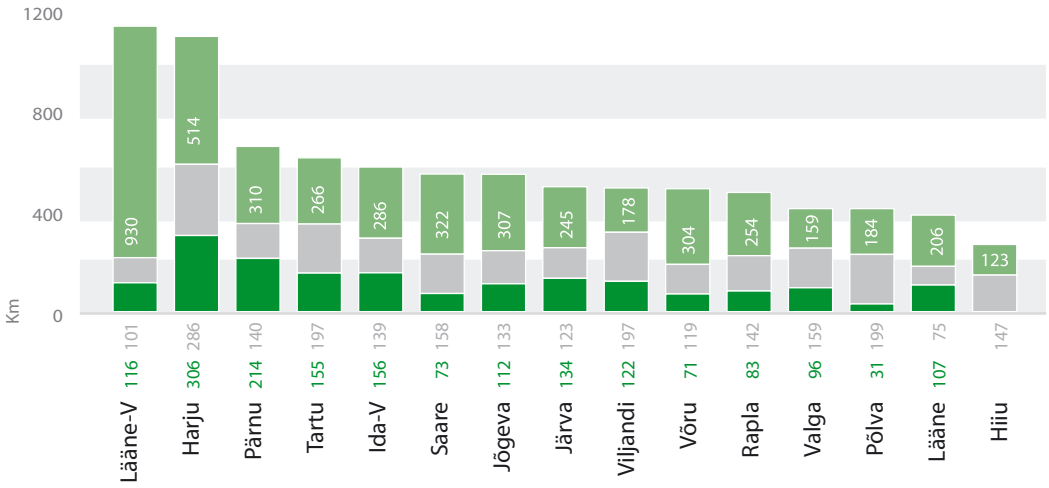
Standard level 1

Standard level 2

Standard level 3

Total amount by service levels:
Standard level 3 - 1866 km;
Standard level 2 - 3046 km;
Standard level 1 - 11548 km

SUMMER SERVICE OF PAVED ROADS



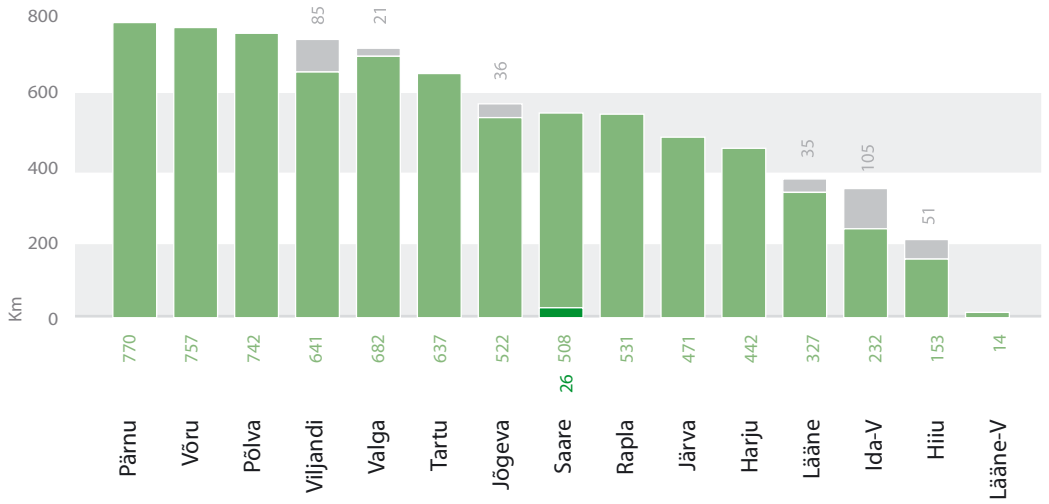
Standard level 1

Standard level 2

Standard level 3 ja 4

Total amount by service levels:
Standard level 4 - 10 km;
Standard level 3 - 1764 km;
Standard level 2 - 2313 km;
Standard level 1 - 4586 km

SUMMER SERVICE OF GRAVEL ROADS



Standard level 1

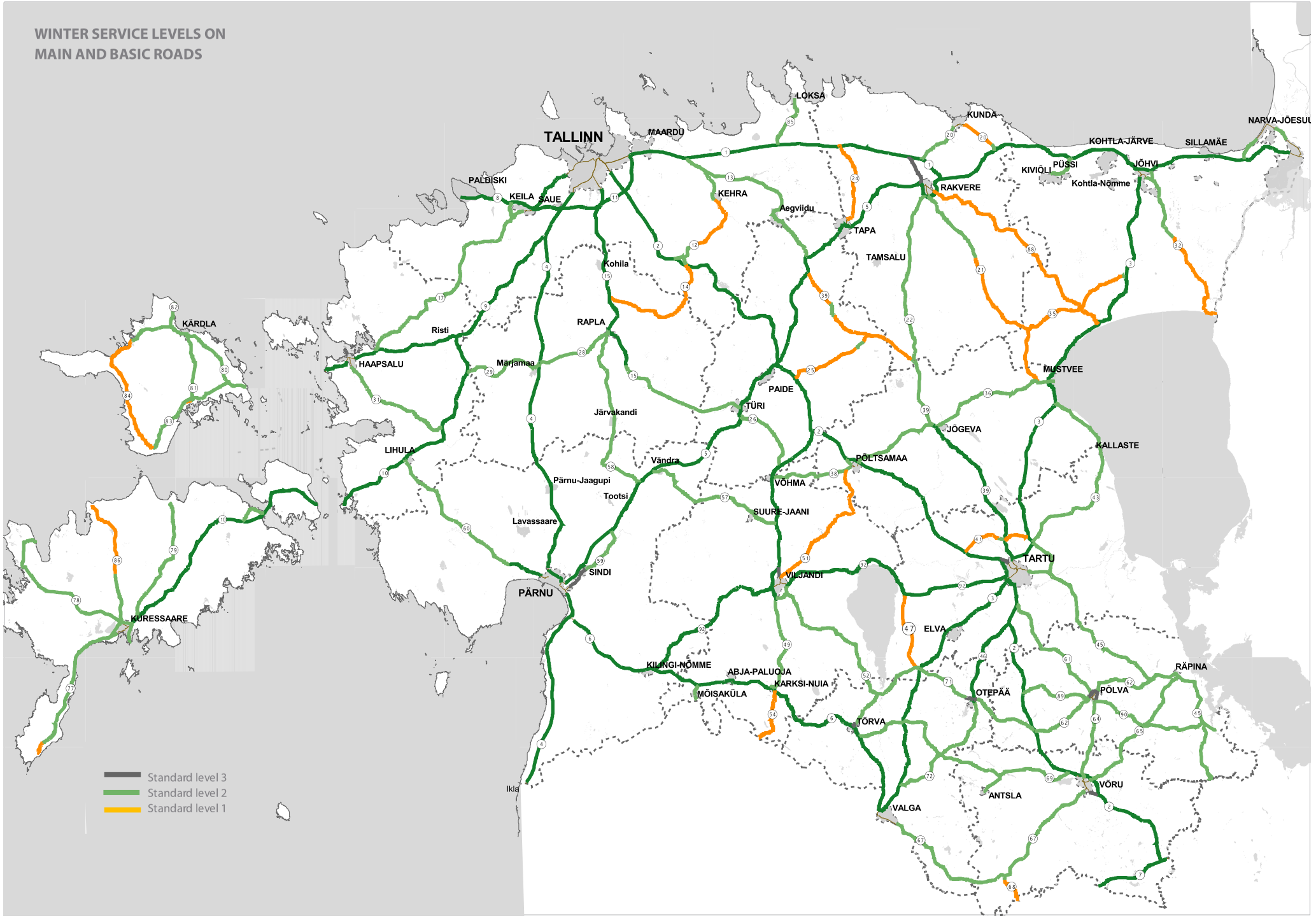
Standard level 2

Standard level 3

Total amount by service levels:
Standard level 3 - 26 km;
Standard level 2 - 7427 km;
Standard level 1 - 333 km

Note: The standard service level 4 is defined as the highest level of the state of roads.

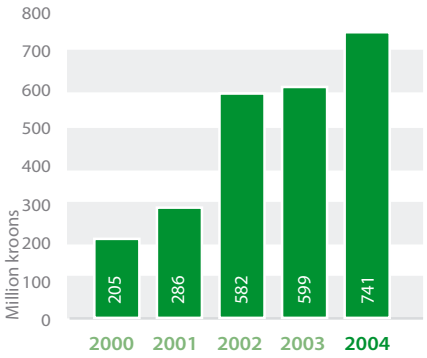
WINTER SERVICE LEVELS ON MAIN AND BASIC ROADS



REPAIRS OF MAIN ROADS

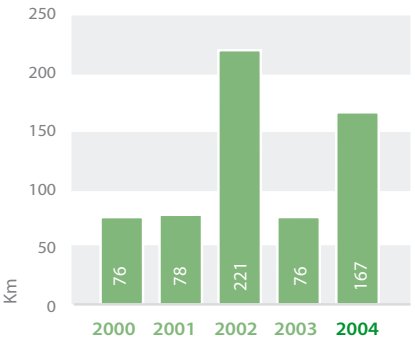
From among the objects of the repairs of main roads the most important one was the completion of the project Via Baltica II, which was started in 2003 within the framework of ISPA assistance programme of the European Union. The total cost of the project was 474.1 million kroons, from which 75% was financed by the European Union by non-repayable aid and 25% by the Republic of Estonia. From the funds of 411.4 million kroons planned for 2004 262.8 million kroons was paid out. The rest will be transferred to the year 2005, when it will be paid as final balance of the project. Rehabilitation repairs of 120.4 km of pavement were carried out in the course of the works including 76.5 km on Tallinn-Narva road in Lääne- and Ida-Viru counties and 43.9 km on Tallinn-Pärnu-Ikla road in Rapla and Pärnu counties. With the repairs more convenient and safe driving conditions were created for road users and the bearing capacity of the carriageway was increased. Geotextile was used for strengthening the embankment; geonet was installed under the pavement to increase the strength of the pavement. Sidewalks were constructed, drainage systems were repaired. 4 smaller bridges were reconstructed into metal culverts. New traffic control devices were installed, pavement was marked, reflecting pavement markings, roadside marking posts and safety barriers were installed.

The rehabilitation repairs of Tallinn-Tartu-Luhamaa road, which was started within the framework of MP loan programme in 2000, continued from state budget funds. The total of 5 road sections with the total length of 37.8 km in Harju, Järva, Jõgeva and Tartu counties were repaired. In the course of the repairs the road area, drainage systems were reconditioned, traffic control devices, reflecting pavement markings and roadside marking posts were installed. For the first time steel fabric installed under the pavement was used on road sections with a small bearing capacity. Surface re-dressing was carried out in the range of 32 km; traffic safety was improved by the reconstruction of junctions and the installation of lighting within the framework of the same project.



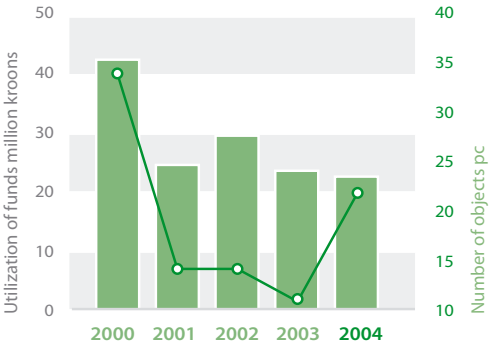
REPAIRS OF BASIC AND SECONDARY ROADS

In 2004 contracts were concluded for six objects financed from ERDF for the repairs of basic and secondary roads. Works were started on a 8.7 km section of Risti-Virtsu-Kuivastu-Kuressaare road in Saare county, on a 15.0 km section of Tartu-Viljandi-Kilingi-Nõmme road in Pärnu county and on a 10.3 km section of the same road in Viljandi county, 3.9 km section of Jägala-Käravete road in Järva county, 3.3 km section of Viimsi-Randvere road in Harju county and 14.8 km section of Tartu-Jõgeva-Aravete road in Jõgeva county. Since the projects were started in the second half of the year due to the delay of the necessary legislation, the completion of the objects was postponed to the year 2005.
90.1 million kroons was utilized from the 176 million kroons planned for 2004. A 7.4 km long Võru-Joosu road section on Võru-Põlva road was repaired from state budget funds. In the course of the construction Väimela bridge was reconstructed into a metal culvert and Poti concrete bridge was replaced by a pipe-bridge. In the range of 5.1 km an illuminated sidewalk and cycle track together with Kirumpää overpass with the original structure were built beside the road.



BRIDGES

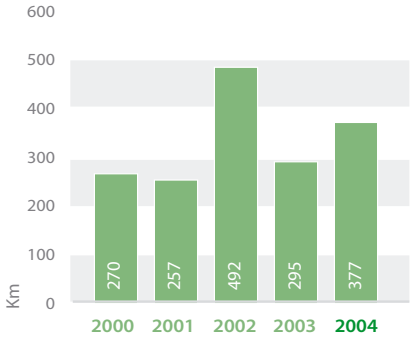
The total of 21 bridges were reconstructed and repaired. In addition to the reconstruction of the bridges accompanying the bigger objects of construction and repairs, the construction of Räpina bridge in Põlva county was completed from the investment funds of the state budget. Kiisa bridge in Harju county, Vastse-Roosa bridge in Võru county, Leevi bridge in Põlva county, Navesti bridge in Viljandi county, Punapea bridge in Saare county and Roodu bridge in Ida-Viru county were reconstructed from the funds of Road Offices. Rutikvere wooden bridge was reconstructed in Jõgeva county, Viltukalda bridge was reconstructed into a metal pipe bridge in Lääne-Viru county.



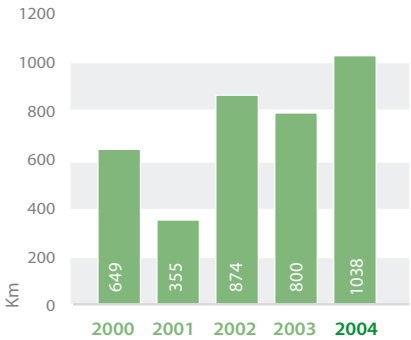
SURFACE RE-DRESSING AND REPAIRS OF GRAVEL ROADS

Since for the first time investment funds were allocated to road offices from the state budget for surface dressing and repairs of gravel roads, the volume of these works increased as compared to the previous years, however, the level necessary for the preservation of pavements has not been achieved. Surface re-dressing was carried out on the total of 1038 km and 377 km of gravel roads were repaired.

REPAIRS OF GRAVEL ROADS
In 2000-2004

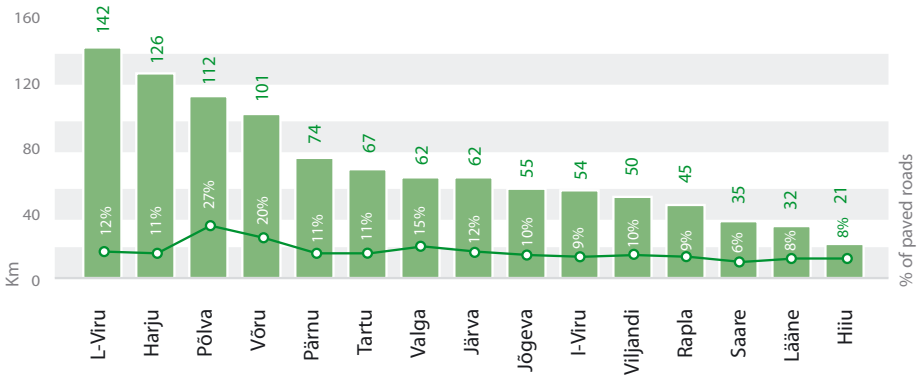


SURFACE RE-DRESSING
In 2000-2004



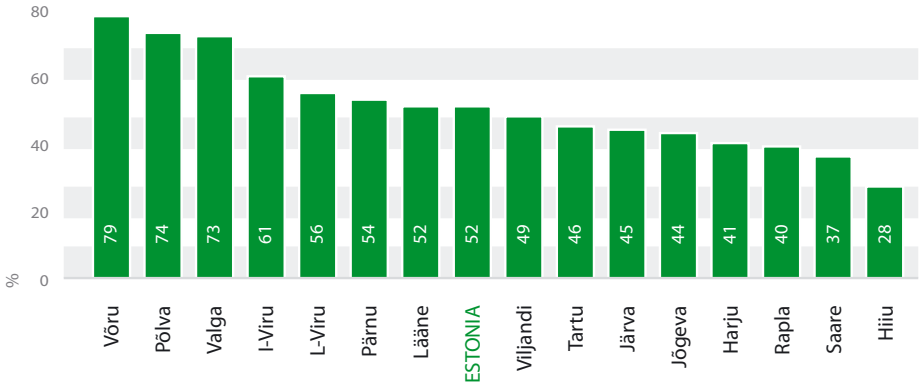
SURFACE DRESSING ON NATIONAL ROADS BY COUNTIES

In 2004



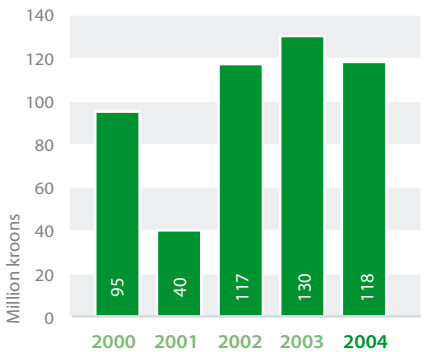
SURFACE DRESSING

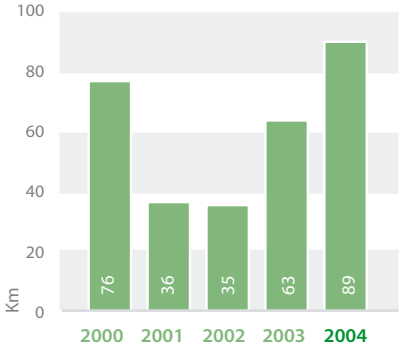
In 1999-2004 (% of the total length of paved roads in the county)



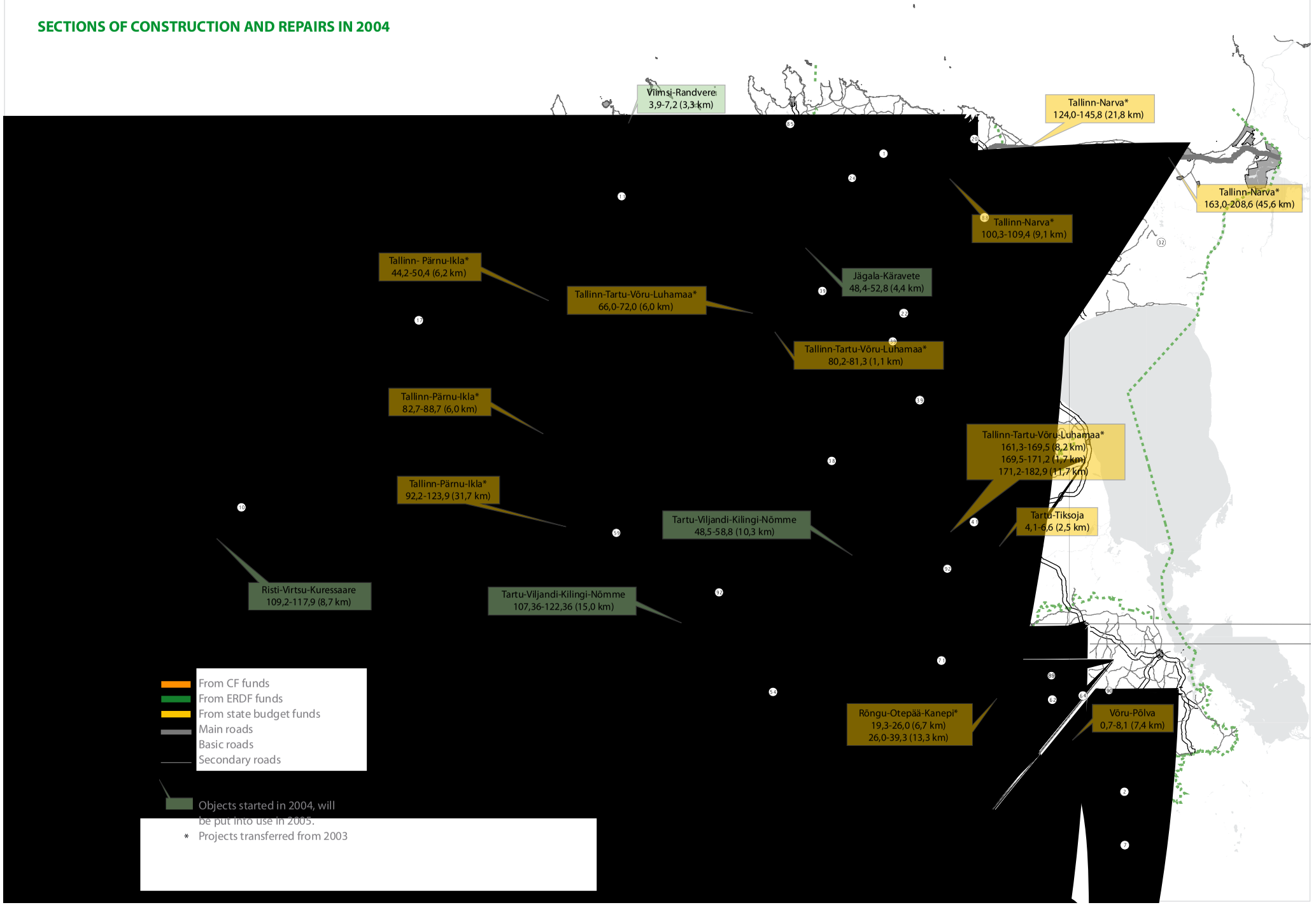
PAVEMENTS ON GRAVEL ROADS

The total of 89.4 km of pavements were constructed on gravel roads. The biggest object was a 20.0 km long section on Rõngu-Otepää-Kanepi road in Põlva and Valga county, including 2.4 km with asphalt concrete pavement and 17.6 km with mixed bituminous surface, constructed from the funds of the overall project of the repairs of national roads. 19.2 km of pavements were constructed by double surface dressing on smaller sections in several counties. 50.2 km of pavements were constructed from the funds in the use of Road Offices, including 18.0 km with double surface dressing and 30.5 km of several bituminous mix-road surfaces. As a new solution the cut rubble left over from the rehabilitation repairs of pavements has been used for the construction of pavements, which was later twice surface dressed.



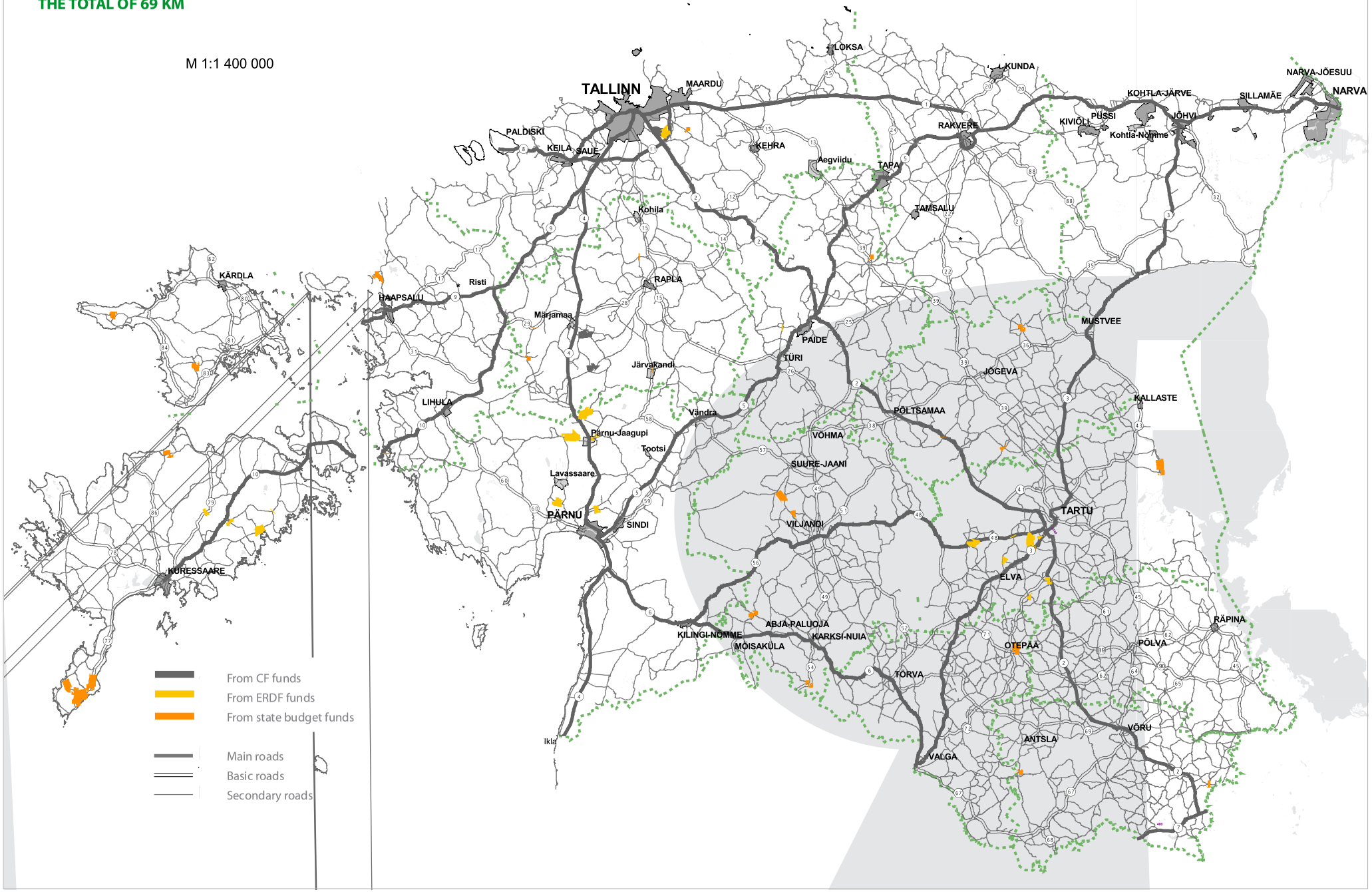


SECTIONS OF CONSTRUCTION AND REPAIRS IN 2004



CONSTRUCTION OF PAVEMENTS ON GRAVEL ROADS IN 2004
THE TOTAL OF 69 KM

M 1:1 400 000



ROAD CONSTRUCTION, REPAIRS AND OPERATION ON NATIONAL ROADS IN TOTAL

Activities	Unit	Volume in total	Including		
			Main roads	Basic roads	Secondary roads
1. Road construction	thousands of kroons	118 253,8	8 024,1	82 309,6	27 920,1
Including:					
a) Construction of pavements	thousands of kroons	118 253,8	8 024,1	82 309,6	27 920,1
	km	89,4	-	35,7	53,7
From this:					
Asphalt concrete surfaces	thousands of kroons	34 198,6	7 719,8	24 717,9	1 760,9
	km	3,3	-	3,3	-
Mixed-in-plant surfaces	th. of kroons	62 190,3	-	52 116,5	10 073,8
	km	18,4	-	17,6	0,8
Mixed-in-place surfaces (bit.-gravel, stabil., penetration)	th. of kroons	8 414,8	304,3	597,8	7 512,7
	km	30,5	-	-	30,5
Surface dressing of gravel roads	th. of kroons	13 450,1	-	4 877,4	8 572,7
	km	37,2	-	14,8	22,4
b) Construction of gravel roads	th. of kroons	-	-	-	-
	km	-	-	-	-
2. Construction and reconstruction of bridges	th. of kroons	19 600,4	2 123,5	6 065,8	11 411,1
Bridges	tk/m	15/380 2	4/17 9	4/142 2	7/220 1
Viaducts	tk/m	-	-	-	-
3. Road repairs	th. of kroons	741 320,2	497 362,4	101 497,9	142 459,9
a) Pavements	km	167,3	156,2	10,1	1,0
From this:					
Asphalt concrete overlays	th. of kroons	547 904,0	471 180,8	57 005,6	19 717,6
	km	167,3	156,2	10,1	1,0
Mixed-in-plant surfaces	th. of kroons	970,0	-	14,7	955,3
	km	-	-	-	-
Mixed-in-plant surfaces (m/k, stabiliseerimine, immutus)	th. of kroons	8 219,9	-	5 207,9	3 012,0
	km	-	-	-	-
b) Gravel roads	th. of kroons	75 636,8	-	991,6	74 645,2
	km	377,4	-	-	377,4
c) Surface re-dressing	th. of kroons	108 589,5	26 181,6	38 278,1	44 129,8
	km	1038,1	154,8	337,7	545,6
4. Repairs of bridges	th. of kroons	3 501,1	854,9	622,2	2 024,0
Bridges	tk/m	6/95 7	-	-	6/95 7
Viaducts	tk/m	-	-	-	-
5. Road operation	th. of kroons	351 679,7	92 893,9	81 973,6	176 812,2
From this:					
Summer service	th. of kroons	230 071,2	52 437,2	49 973,9	127 660,1
Winter service	th. of kroons	121 608,5	40 456,7	31 999,7	49 152,1
Road construction, repairs and operation in total	th. of kroons	1 234 355,2	601 258,8	272 469,1	360 627,3

ROAD CONSTRUCTION, REPAIRS AND OPERATION BY COUNTIES

County / Activities	Unit	Harju	Hiiu	I-Viru	Jõgeva	Järva	Lääne	L-Viru	Põlva	Pärnu	Rapla	Saare	Tartu	Valga	Viljandi	Võru	IN TOTAL
1. Road Construction	th. of kroons	4973	882	1839	492	-	561	194	43772	1400	12029	7546	5784	23133	1310	14339	118254
	km	-	2, 7	-	1, 7	-	2, 4	-	13, 8	16, 1	4, 6	19, 0	12, 1	9, 8	5, 7	1, 5	89, 4
Asphalt concrete surfaces	th. of kroons	4973	-	1839	-	-	-	194	10990	514	-	176	3016	473	320	11704	34199
	km	-	-	-	-	-	-	-	2, 4	-	-	-	-	0, 9	-	-	3, 3
Mixed-in-plant surfaces	th. of kroons	-	-	-	71	-	-	-	32276	-	9915	88	-	19840	-	-	62190
	km	-	-	-	-	-	-	-	10, 9	-	-	0, 8	-	6, 7	-	-	18, 4
Mixed-in-place surfaces	th. of kroons	-	-	-	-	-	-	-	120	886	2115	282	2067	902	-	2043	8415
	km	-	-	-	-	-	-	-	0, 1	16, 1	4, 6	1, 2	8, 5	-	-	-	30, 5
Surface dressing of gravel roads	th. of kroons	-	882	-	421	-	561	-	385	-	-	7000	701	1918	990	592	13450
	km	-	2, 7	-	1, 7	-	2, 4	-	0, 4	-	-	17, 0	3, 6	2, 2	5, 7	1, 5	37, 2
2. Construction and reconstruc-tion of bridges	th. of kroons	1768	-	1672	1588	1557	-	1344	3210	474	412	1377	-	-	1885	4313	19600
Reconstructed bridges	pc	1	-	2	1	-	-	2	2	1	1	1	-	-	1	3	15
	m	44, 0	-	29, 2	42, 5	-	-	8, 1	98, 4	5, 3	4, 9	12, 4	-	-	45, 0	90, 4	380, 2

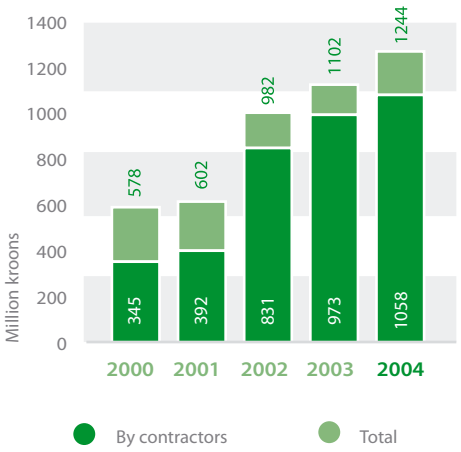
3.Repairs of roads	th. of kroons	62405	7008	159245	18833	27902	10651	36367	29466	104159	35599	37076	111879	15544	36637	48549	741320
Asphalt concrete ja ülekatted	th. of kroons	38234	-	152108	7481	15986	-	26095	9859	87157	25328	27409	100477	-	21247	36523	547904
	km	6,6	-	67,4	-	7,2	-	9,2	0,2	32,9	12,5	-	23,9	-	-	7,4	167,3
Mixed-in-plant surfaces	th. of kroons	-	-	-	621	-	-	-	-	-	349	-	-	-	-	-	970
	km	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
Mixed-in-place surfaces	th. of kroons	-	773	-	1362	-	-	-	2180	-	-	1997	-	474	-	1434	8220
	km	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0,0
Gravel roads	th. of kroons	7416	3742	1013	3051	3785	7232	-	6524	8999	4411	4545	2689	9355	8298	4577	75637
	km	38,0	19,3	12,1	12,4	11,6	40,3	-	12,1	51,7	30,1	41,0	22,7	19,4	29,2	37,5	377,4
Surface re-dressing	th. of kroons	16755	2493	6124	6318	8131	3419	10272	10903	8003	5511	3125	8713	5715	7092	6015	108589
	km	126,2	21,3	54,0	54,3	62,0	32,1	142,4	112,3	73,6	44,5	35,4	67,4	61,6	50,0	101,0	1038,1
4. Repairs of bridges	th. of kroons	855	-	134	-	-	-	-	524	1826	-	-	-	162	-	-	3501
Repaired bridges	pc	-	-	1	-	-	-	-	1	3	-	-	-	1	-	-	6
	m	-	-	48,8	-	-	-	-	6,0	30,3	-	-	-	10,6	-	-	95,7
5.Road operation	th. of kroons	49228	9990	25598	22442	22482	14375	20655	23459	27382	23767	18170	23180	23466	25922	21564	351680
Summer service	th. of kroons	33348	7103	18029	13612	15123	8573	11608	16775	16745	16682	11715	13377	15460	19154	12768	230072
Winter service	th. of kroons	15880	2887	7569	8830	7359	5802	9047	6684	10637	7085	6455	9803	8006	6768	8796	121608
Works in total	th. of kroons	119229	17880	188488	43355	51941	25587	58560	100431	135241	71807	64169	140843	62305	65754	88765	1234355

VOLUMES OF ROAD CONSTRUCTION, REPAIRS AND OPERATION IN 2000 - 2004

Activities	Utilization of funds th. of kroons					Construction and repairs of roads - km bridges - pc/m				
	2000	2001	2002	2003	2004	2000	2001	2002	2003	2004
1. Road construction	95 310	40 206	117 268	129 720	118 254					
Including:										
a) Construction of paved roads	93 541	36 628	117 268	129 631	118 254	75,7	35,8	34,9	63,2	89,4
Asphalt concrete surfaces	55 681	18 714	99 461	111 980	34 199	28,4	11,4	5,8	14,8	3,3
Mixed-in-plant surfaces	22 699	7 888	7 710	-	62 190	24,4	8,4	7,7	-	18,4
Mixed-in-place surfaces (bit.-Gravel, stabil., Penetr.)	13 210	9 694	3 320	5 769	8 415	12,4	13,6	2,7	7,5	30,5
Surface dressing of gravel roads	1 951	332	6 777	11 882	13 450	10,5	2,4	18,7	40,9	37,2
b) Construction of gravel roads	1 769	3 578	-	89	-	-	23,6	-	-	
2. Construction and reconstruction of bridges and viaducts	33 704	10 182	11 623	19 151	19 600					
Bridges						19/613 2	5/187 4	5/131 7	6/90 5	15/380 2
Viaducts						-	-	-	-	
3. Road repairs	205 412	286 046	582 269	598 959	741 320					
Including:										
Asphalt concrete surfaces	143 290	236 909	471 232	495 554	547 904	76,0	77,4	221,1	75,0	167,3
Mixed-in-plant surfaces	619	247	149	810	970	-	-	-	-	-
Mixed-in-place surfaces (bit.-Gravel,stabil., Penetr.)	546	1 802	-	4 828	8 220	-	1,0	-	1,0	-
Gravel roads	12 972	22 342	38 364	21 045	75 637	269,9	256,7	492,3	294,5	377,4
Surface re-dressing	47 985	24 746	72 524	76 721	108 589	649,3	354,5	873,5	799,9	1038,1
4. Repairs of bridges and viaducts	9 104	14 344	18 095	4 395	3 501					
Bridges						13/779,0	9/190,6	9/218,6	5/127,0	6/95,7
Viaducts						2/149,7	5/298,2	2/85,0	-	-
5. Road operation	215 064	238 149	241 793	328 187	351 680					
Including:										
Summer service	152 802	147 021	151 980	213 812	230 071					
Winter service	62 262	91 128	89 813	114 375	121 609					
Construction, repairs and operation in total	558 594	588 927	971 048	1 080 412	1 234 355					

SHARE OF THE WORKS PERFORMED BY CONTRACTORS

		Expenditures (thousands of kroons)				
		2000	2001	2002	2003	2004
Construction, repairs and maintenace in total		578 233	602 095	982 434	1 101 585	1 244 096
Performed by contractors	thousands of kroons	344 666	391 658	830 874	973 169	1 058 216
	%	59,6	65,0	84,6	88,1	85,0



Note: In 2004 the share of construction and repairs performed by contractors was 92.1 %, the share of maintenance performed by contractors was 66.7 %

ROAD TRAFFIC

ROAD TRAFFIC

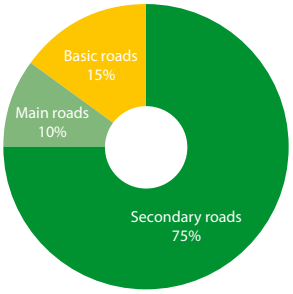
TRAFFIC

Traffic count on main and basic roads was conducted similarly with the previous years. The count was conducted by the Technical Center of Estonian Roads Ltd.. Traffic count of secondary roads is conducted by local road agencies. Traffic was enumerated on main and basic roads in 48 stationary counting points on main and basic roads and in 185 movable counting points.

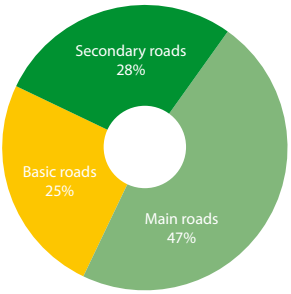
In stationary counting points data were collected all the year round, in movable points in spring, summer and autumn. As compared to 2003 the increase of traffic density on Estonian roads has taken a significant leap – 9.7% on main roads, which is the biggest of the last five years and 6.6% on basic roads.

The average traffic density in 2004 was 3520 vehicles a day on main roads and 1240 vehicles a day on basic roads. The road section with the biggest density in Estonia is located on Tallinn-Pärnu-Ikla road at the border of the city of Tallinn, where the traffic density is 27680 vehicles per day. Earlier it was on Tallinn-Narva road for many years. Since the traffic enumeration instructions valid so far is from the year 1996 and thus, outdated, a working group of the Estonian National Road Administration in co-operation with the specialists of the Technical Center of Estonian Roads Ltd. and the Tallinn Technical University initiated the development of a new traffic enumeration instructions. The traffic performance has been determined in co-operation with the Tallinn Technical University from 1995. It can be seen from the attached diagrams that although the main roads form only 9.7% of the national roads, 47% of the traffic performance falls on them.

TRAFFIC ERFORMANCE ON NATIONAL ROADS IN 2004



NATIONAL ROADS



PERFORMANCE

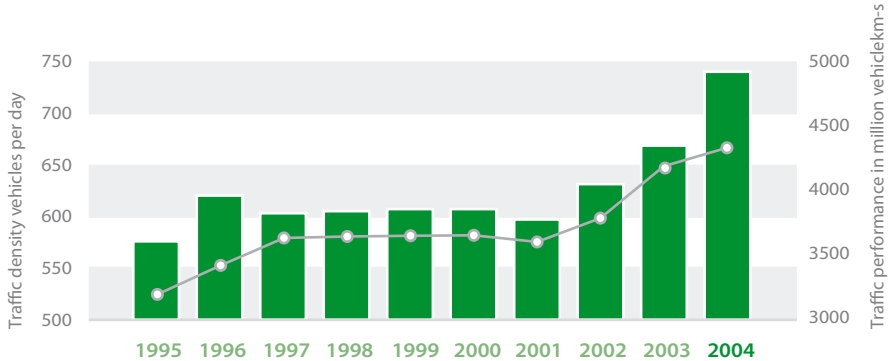
NUMBER OF VEHICLES IN 1988-2004

Year	Number in total	Including			Vehicles per 1000 inhabitants	
		Lorries	Buses	Cars	Vehicles in total	Cars
1988	262012	45201	7805	209006	167	134
1989	278288	45631	7742	224915	177	143
1990	297469	47295	8202	241972	190	154
1991	328591	58877	8628	261086	211	168
1992	354606	62728	8409	283469	189	188
1993	389059	62971	8663	317425	210	215
1994	440198	61124	6918	372156	232	257
1995	456051	65598	7009	383444	258	269
1996	484731	71304	6829	406598	295	289
1997	510740	76605	6457	427678	309	307
1998	537877	80617	6306	450954	332	278
1999	545926	81030	6196	458700	398	334
2000	552061	82119	6059	463883	404	339
2001	493349	80535	5542	407272	362	299
2002	486182	80179	5306	400697	359	295
2003	522776	83430	5364	433982	387	321
2004	562199	85732	5284	471183	417	350

Note: The decrease of the number of vehicles since 2001 is due to the compiling of the register.

AVERAGE TRAFFIC DENSITY AND OVERALL TRAFFIC PERFORMANCE ON NATIONAL ROADS IN1995-2004

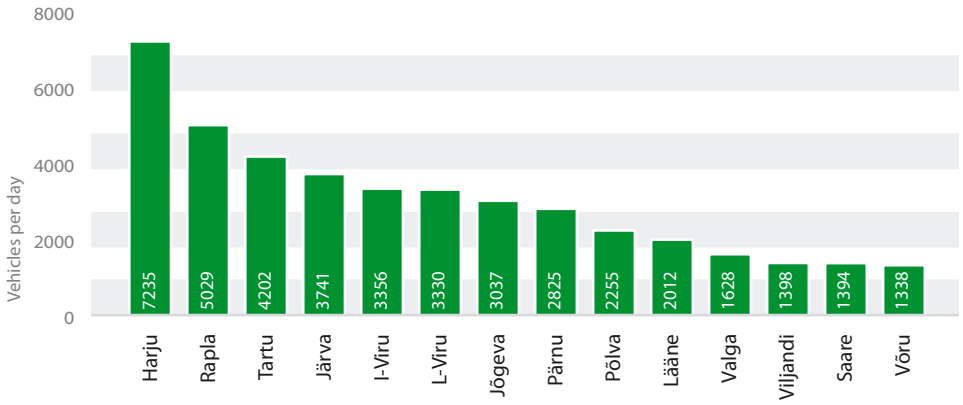
	Density (vehicles per day)				Performance
	Main roads	Basic roads	Secondary roads	National roads on average	Million vehiclekm-s a year
1995	2 490	1 008	269	577	3 159
1996	2 636	1 092	293	621	3 399
1997	2 610	1 054	299	604	3 626
1998	2 811	1 187	254	606	3 638
1999	2 866	1 142	253	608	3 644
2000	2 965	1 096	251	608	3 648
2001	2 888	1 082	237	598	3 593
2002	3 062	1 182	241	632	3 790
2003	3 229	1 156	250	669	4 219
2004	3 520	1 240	277	740	4 372



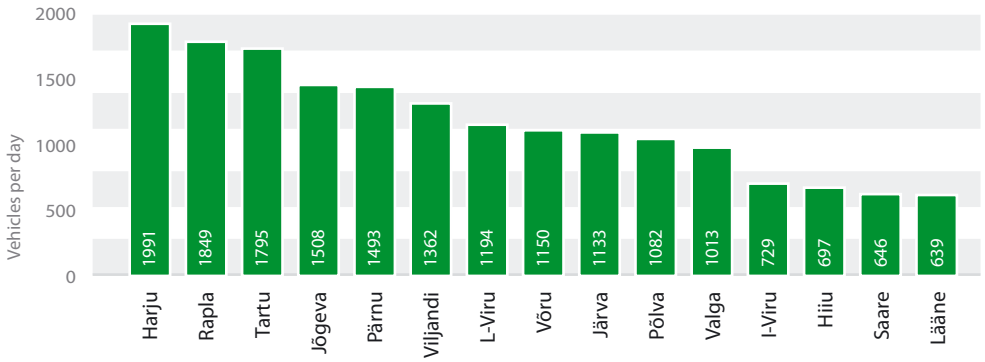
AVERAGE TRAFFIC DENSITY IN COUNTIES

per 1 km

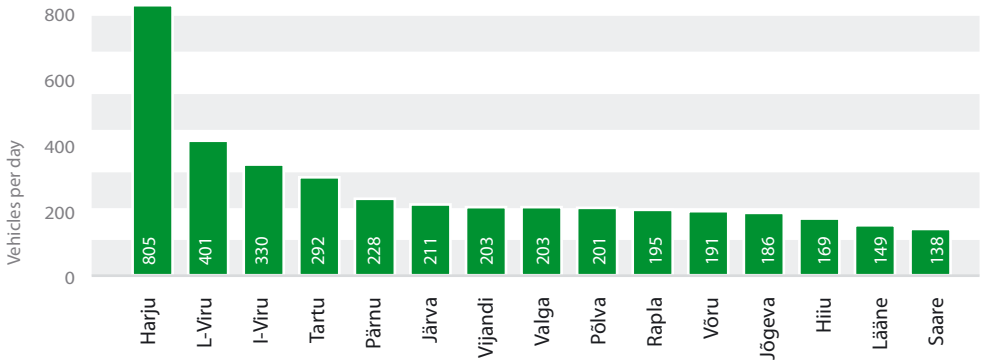
MAIN ROADS

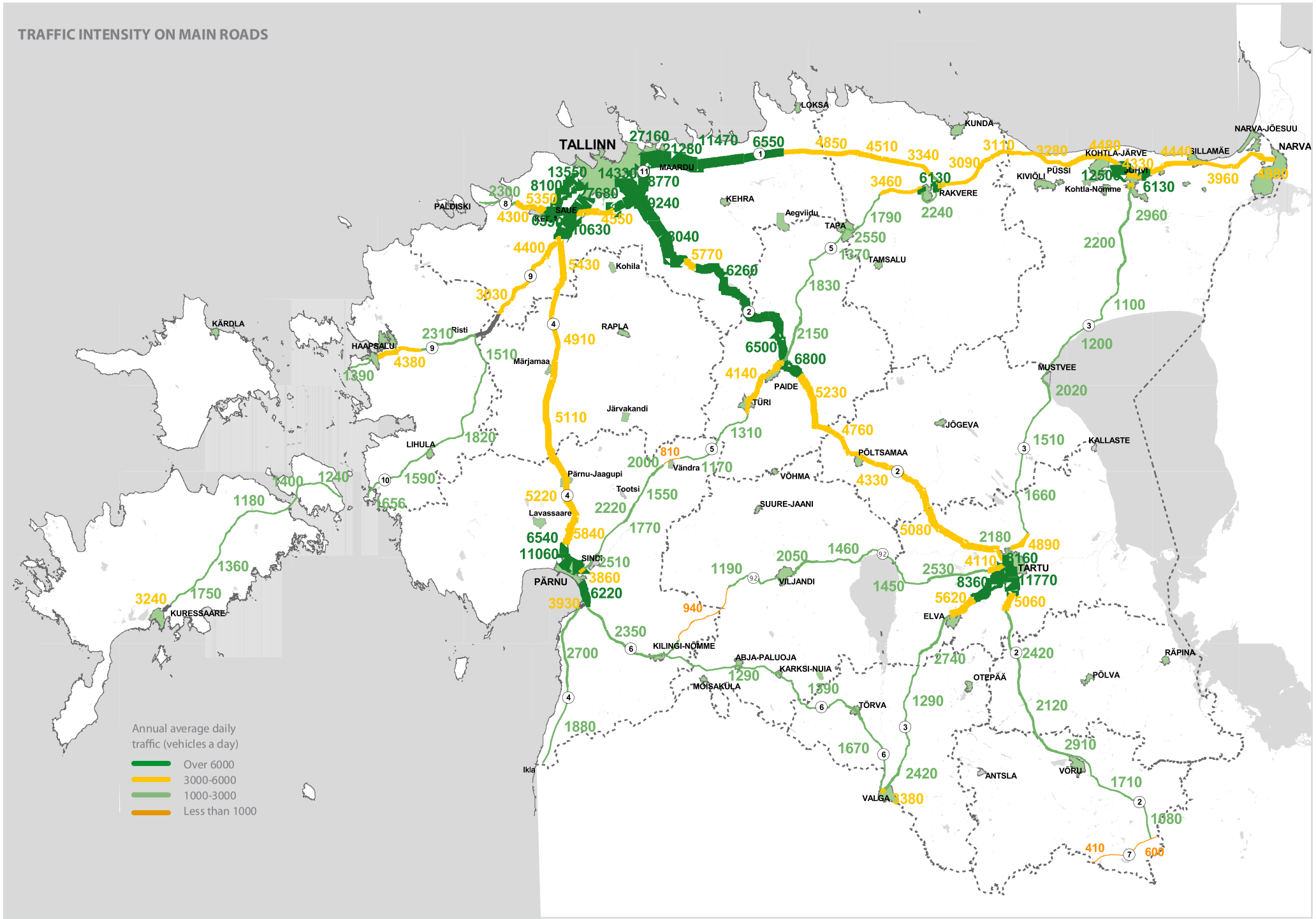


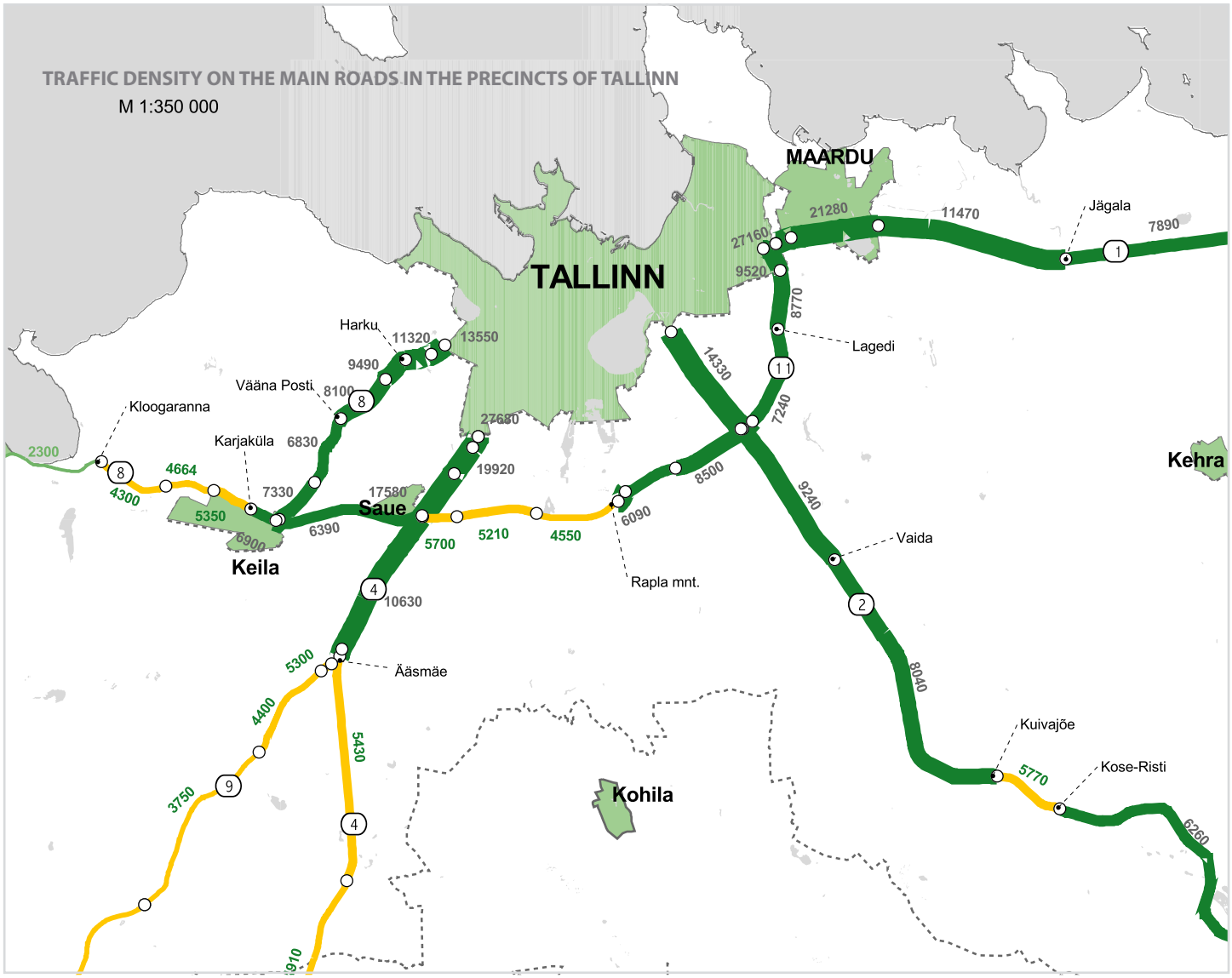
BASIC ROADS



SECONDARY ROADS

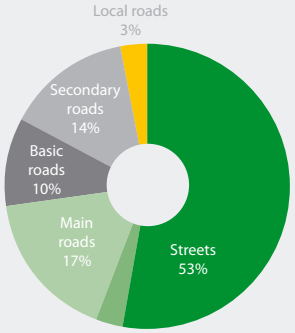



TRAFFIC INTENSITY ON MAIN ROADS
TALLINN
LOKSA
KUNDA
NARVA-JÕESUU
NARVA
SILLAMÄE
KOHTLA-JÄRVE
JÕHVI
KIVIÕLI
PÜSSI
Kohtla-Nõmme
RAKVERE
KEHRA
Aegviidu
TAPA
TAMSALU
PALDISKI
SAUE
MAARDU
Kohila
RAPLA
KÄRDLA
HAAPSALU
Risti
Märjamaa
Järvakandi
PAIDE
TÜRI
JÕGEVA
MUSTVEE
KALLASTE
LIHULA
Pärnu-Jaagupi
Tootsi
Lavassaare
Vändra
VÕHMA
PÕLTSAMAA
SUURE-JAANI
SINDI
PÄRNU
VILJANDI
TARTU
ELVA
KURESSAARE
KILINGI-NÕMME
ABJA-PALUOJA
KARKSI-NUIA
MÕISAKÜLA
TÕRVA
OTEPÄÄ
PÕLVA
RÄPINA
ANTSLA
VÕRU
VALGA
Ikla
Annual average daily traffic (vehicles a day)
Over 6000
3000-6000
1000-3000
Less than 1000

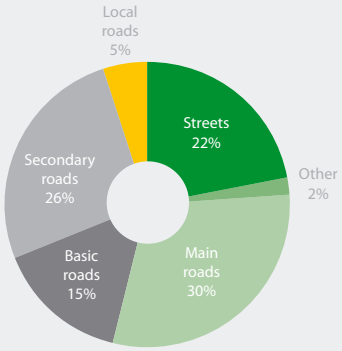

TRAFFIC DENSITY ON THE MAIN ROADS IN THE PRECINCTS OF TALLINN
M 1:350 000
MAARDU
TALLINN
21280
11470
Jägala
7890
27160
9520
8770
Lagedi
Harku
11320
13550
9490
Vääna Posti
8100
Kloogaranna
2300
Karjaküla
6830
27680
19920
14330
7240
Kehra
4664
4300
7330
17580
Saue
8500
9240
5350
6390
5700
5210
4550
6090
Vaida
6900
Keila
Rapla mnt.
10630
5300
Ääsmäe
8040
4400
5430
Kuivajõe
3750
5770
Kose-Risti
Kohila
6260
910
TRAFFIC DENSITY ON THE MAIN ROADS IN THE PRECINCTS OF TARTU
M 1:350 000
5080
1810
1890
Aovere-Kallaste
Tiksoja
3420
4890
1460
3630
8160
Tartu
Ilmatsalu ring
Viljandi mnt. ring
4110
11520
14880
Valga mnt ring
Puhja
2530
2830
Haage
8360
9060
11770
1450
11000
6970
Nõo
8680
Reola-Põlva
5620
5060
Kulbilohu
2760
Tatra-Otepää
2640
Elva
2160
2420
2740
2420

TRAFFIC SAFETY

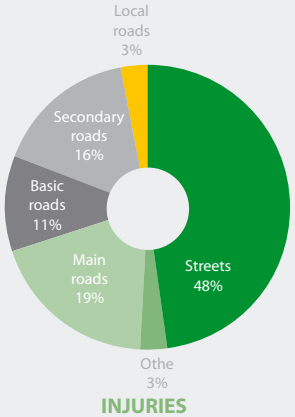
TRAFFIC SAFETY



TRAFFIC ACCIDENTS



FATALITIES



INJURIES

TRAFFIC ACCIDENTS

On the basis of the results of 2004 we can say that the activities of the Estonian National Road Administration in the field of traffic education in accordance with the Estonian National Traffic Safety Programme have been successful. Changes for the better can be noticed in the behaviour of road users, traffic has become safer to some extent in Estonia.

The total of 2238 accidents with casualties occurred, where 170 people were killed and 2872 injured. The number of cars increased to 350 cars per 1000 people (in 2003 the relevant indicator was 321), the data of traffic surveys indicate that traffic density on roads is growing.

As compared to the two previous years the number of accidents with injuries and also the number of people killed decreased in 2004 in Jõgeva county and the town of Pärnu. The number of people killed decreased also in Järva, Lääne, Tartu, Viljandi and Võru counties. The biggest relative increase of the number of accidents as compared to the average indicators of the two previous years was registered in Harju county (46%) and the town of Narva (36%).

The decrease of the number of people killed in the two last years has been achieved by the decrease of the number of intoxicated drivers among the drivers involved in traffic accidents. If in 2002 68 persons were killed in accidents, where intoxicated drivers of motor vehicles were involved, in 2004 38 people lost their lives in such accidents. Intoxicated drivers were involved in 17% of all the registered traffic accidents with injuries; in 2002 this indicator amounted to 22%. At the same time it appears from the statistics of police raids that drunken drivers have not disappeared from the roads – from among the drivers of motor vehicles involved in traffic 1.9% were intoxicated, in 2002 there were 3.3% of such drivers. 449 drunken drivers were involved in traffic accidents (412 in 2003), 390 of them (375 in 2003) drove a motor vehicle.

The situation with light road-users has become a great problem. Their share in the total amount of the people killed has grown up to 41%. The total of 70 pedestrians and cyclists or moped drivers were killed. 614 (584 in 2003) collisions of motor vehicles with pedestrians forming 27% of the total number of accidents were registered. Every fourth pedestrian accident on the road was a fatal one, 2/3 of all the pedestrian accidents occurred in the five biggest towns in Estonia. In Tallinn the number of killed pedestrians has increased already for the last four years, 18 of the 20 road users, who were killed there in 2004, were pedestrians. Pedestrian accidents converge more and more clearly to the junctions of the capital, pedestrian crossings and public transport vehicle stops, where approximately 2/3 of all the pedestrian accidents of the capital were registered. The cases of crossing roads at places not intended for that purpose have decreased, at the same time accidents on pedestrian crossings regulated by traffic lights have become more frequent. For years there were problems with children, who had just started school, but last years pedestrian accidents caused by teenagers have become more frequent. Half of the all the pedestrian accidents were caused by vehicle drivers, making a mistake to some extent more frequently in urban traffic. 2/3 of pedestrian accidents on rural roads took place in the dark, where the casualties were mainly pedestrians without reflex

reflectors. 24 (23 in 2003) pedestrians were killed on the roads in the dark. The share of pedestrian accidents is the biggest on Jõhvi-Tartu-Valga road and Tallinn ring road.

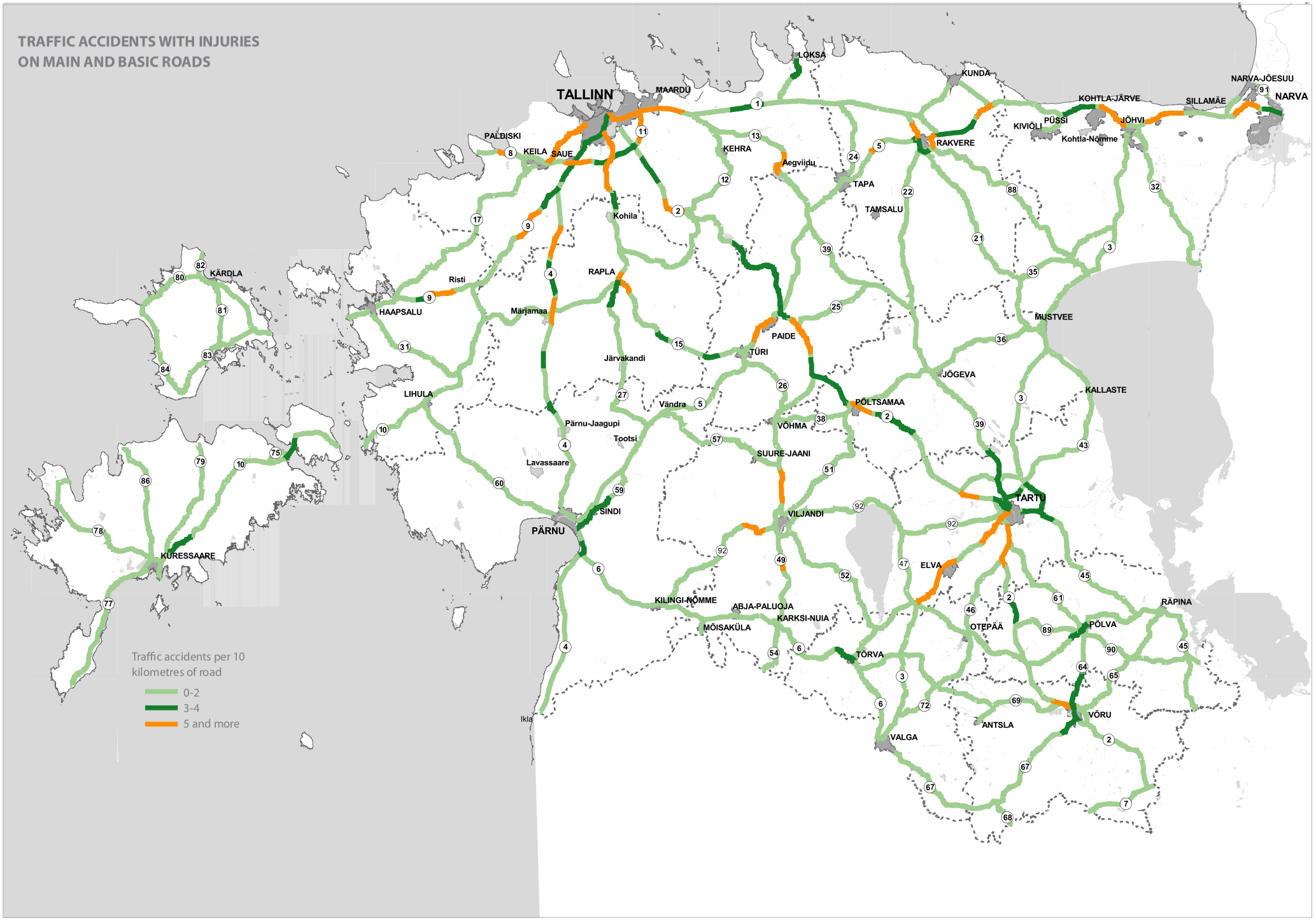
Cyclists or moped drivers were involved in 279 (230 in 2003) accidents, 10 (17 in 2003) of the cyclists were killed and 256 (198 in 2003) were injured. Cyclist accidents have become a problem primarily among up to 15-year-old children, who formed one fifth of all the injured cyclists. Conflicts between pedestrians and cyclists have become more frequent. The main mistake of cyclists is disregarding the required signal before manoeuvres and mistakes on crossings.

Nearly 1/4 of all the accidents with injured persons were one-vehicle accidents. In the total of 535 accidents (517 in 2003) 41 (40 in 2003) people were killed and 796 (797 in 2003) were injured – the main problem was over-speeding and overestimating ones abilities especially in winter weather conditions and in the dark. Beginners and inexperienced drivers are more frequently involved in accidents. 41% of the drivers, who drove out of the road, had consumed alcohol. The number of such type of accidents decreased significantly in 2003 on account of drunken drivers. In 2004 there was no significant change.

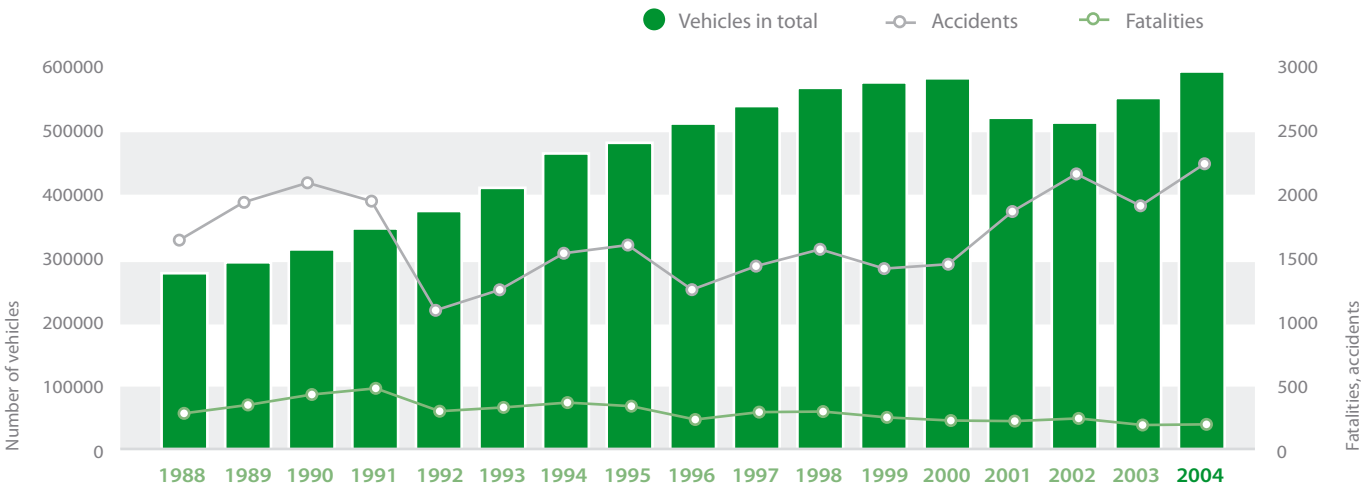
668 (505 in 2003) collisions between motor vehicles were registered and 1014 (807 in 2003) drivers and passengers were injured. The number of accidents has increased approximately by one third both, on urban and rural roads, however, fatalities occur usually only on roads with more dense traffic and bigger driving speeds. The main causes of collisions were ignoring the rules on the crossroads, using inappropriate driving speeds, mistakes when passing, changing lanes or turning. The decrease of the number of persons killed in these accidents has also been achieved mainly on account of the decrease of the number of drunken drivers. The bigger share of accidents in the first and last quarter of the year indicates also the inability of the drivers upon driving in winter conditions and in the dark. 214 (220 in 2003) up to 15-year-old pedestrians and drivers of vehicles were involved in traffic accidents, 134 (142 in 2003) of them caused the accidents themselves. 7 (5 in 2003) children were killed and 207 (206 in 2003) children were injured as independent road users. The youngest motor vehicle driver, who caused an accident, was 12 years old. Intoxication was ascertained on two young motor vehicle drivers, the youngest of whom was 14 years of age, and two pedestrians. Children are more and more frequently involved in traffic accidents while driving a bicycle, a moped, a motorcycle or a roller. Almost every fourth traffic accidents, where children were involved, was a bicycle accident. 73% of the traffic accidents, where children were involved, occurred in towns, incl. 33% in Tallinn. The number of children, who were injured while they were travelling as passengers in cars, is still big. The level of the use of children's security equipment is low like before. The relevant research carried out by the Scientific Centre of Traffic Safety in 2004 showed that only 30-40% of the children, who would need special security equipment, used it. In 2004 1 (3 in 2003) up to 15-year-old child was killed and 132 (136 in 2003) up to 15-year-old children were injured while driving in a car, 90 (67 in 2003) of them were fastened by a seatbelt as required. The older a child is, the less often he or she uses a seatbelt. The total of 317 (355 in 2003) children were injured and 9 (8 in 2003) were killed in traffic accidents.

17% of accidents were registered and 30% of all the casualties of traffic accidents were killed on main roads, which form only 2.8% of the total road network. Altogether 372 (269 in 2003) traffic accidents were registered, where 51 (62 in 2003) people were killed and 560 (415 in 2003) were injured. Almost every eighth traffic accident on a main road was fatal and every third person killed was a light road-user. The highest number of accidents is on Tallinn–Narva road in Ida-Viru county and on Tallinn–Tartu–Võru–Luhamaa road in Tartu and Järva counties.

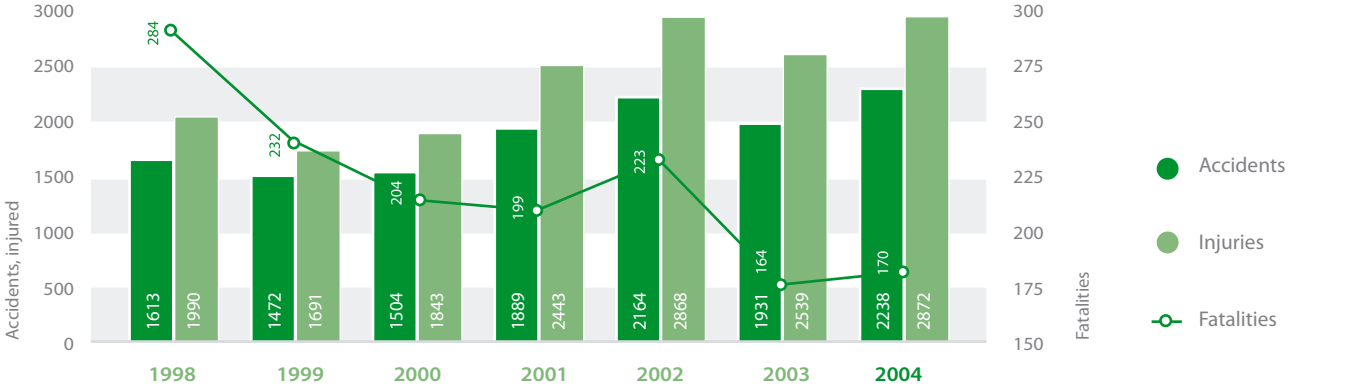
In the field of traffic studies a draft of the new Traffic Act was prepared, a large-scale traffic monitoring as well as monitoring of driving speeds was carried out. Possibilities to decrease the number of traffic accidents with light road-users and the number of casualties in them were explored. Expert committee for determining the causes of serious accidents continued work. Attitudes of road-users toward zebra crossings, also the use of working and rest time in the Estonian road transport agencies was studied. The study about the practicality of permitting a right turn with the red traffic light was completed. Evaluation was received to the safety of level crossings, also, two road sections, which may cause a traffic hazard, were audited from the point of view of traffic safety, from among which one was located on Tallinn-Pärnu-Ikla and the other one on Tallinn-Tartu-Luhamaa road. The pilot project of traffic accident positioning (GPS) was spread over Estonia, as a result of which all the traffic accidents with injured persons registered in the state in 2000-2003 were mapped subsequently. Due to launch of police data system Polis implementation of new traffic accidents data processing system was continued. The development variants of the national traffic accidents data processing system were considered, preparations started for the joining of Estonia with the Pan-European electronic database of traffic accidents CARE.


TRAFFIC ACCIDENTS WITH INJURIES
ON MAIN AND BASIC ROADS
TALLINN
MAARDU
LOKSA
KUNDA
NARVA-JÕESUUD
NARVA
KOHTLA-JÄRVE
SILLAMÄE
KIVIÕLI
PÜSSI
JÕHVI
Kohtla-Nõmme
RAKVERE
PALDISKI
KEILA
SAUE
KEHRA
Aegviidu
TAPA
TAMSALU
Kohila
RAPLA
Risti
HAAPSALU
Märjamaa
KÄRDLA
LIHULA
Järvakandi
PAIDE
TÜRI
MUSTVEE
JÕGEVA
KALLASTE
PÕLTSAMAA
VÕHMA
Vändra
Pärnu-Jaagupi
Tootsi
Lavassaare
SUURE-JAANI
PÄRNU
SINDI
VILJANDI
TARTU
ELVA
KURESSAARE
KILINGI-NÕMME
ABJA-PALUOJA
KARKSI-NUIA
MÕISAKÜLA
OTEPÄÄ
RÄPINA
PÕLVA
TÕRVA
VÕRU
ANTSLA
VALGA
Ikla
Traffic accidents per 10
kilometres of road
0-2
3-4
5 and more

NUMBER OF VEHICLES, TRAFFIC ACCIDENTS AND FATALITIES



TRAFFIV ACCIDENTS IN 1998-2004



TRAFFIC ACCIDENTS IN ESTONIA IN 1994-2004

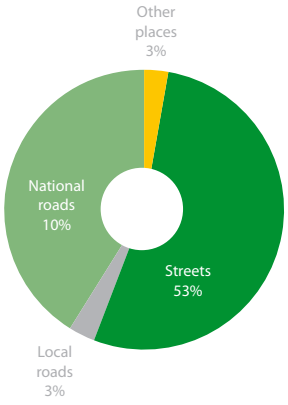
Ratio

	Ratio										
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Total traffic accidents	1584	1644	1318	1490	1613	1472	1504	1889	2164	1931	2238
1994=100%	*100,0*	*103,8*	*83,2*	*94,1*	*101,8*	*92,9*	*94,9*	*119,3*	*136,6*	*121,9*	*141,3*
Traffic accidents per 10 000 vehicles	36,0	36,0	27,2	29,2	30,0	27,0	27,2	38,3	44,5	36,9	39,8
Traffic accidents per 100 000 inhabitants	109,4	115,4	93,7	107,0	116,9	107,3	110,0	138,8	159,6	142,9	166,1
Fatalities	364	332	213	279	284	232	204	199	223	164	170
1994=100%	*100,0*	*91,2*	*58,5*	*76,6*	*78,0*	*63,7*	*56,0*	*54,7*	*61,3*	*45,1*	*46,7*
Fatalities per 10 000 vehicles	8,3	7,3	4,4	5,5	5,3	4,2	3,7	4,0	4,6	3,1	3,0
Fatalities per 100 000 inhabitants	25,1	23,3	15,1	20,0	20,6	16,9	14,9	14,6	16,4	12,1	12,6
Fatalities per 100 accidents	23,0	20,2	16,2	18,7	17,6	15,8	13,6	10,5	10,3	8,5	7,6
Fatalities per 100 injuries	19,9	17,5	13,8	15,2	14,3	13,7	11,1	8,1	7,8	6,5	5,9
Injuries	1832	1897	1547	1835	1990	1691	1843	2443	2868	2539	2872
1994=100%	*100,0*	*103,5*	*84,4*	*100,2*	*108,6*	*92,3*	*100,6*	*133,4*	*156,6*	*138,6*	*156,8*
Traffic accidents caused by drunken drivers	471	481	317	379	423	322	318	391	494	372	353
1994=100%	*100,0*	*102,1*	*67,3*	*80,5*	*89,8*	*68,4*	*67,5*	*83,0*	*104,9*	*79,0*	*74,9*

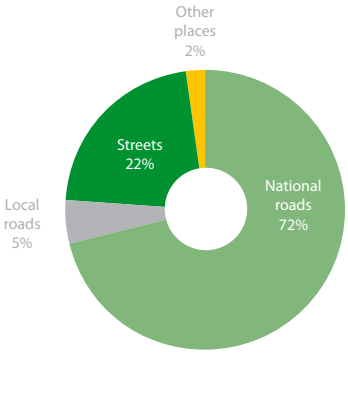
Notes: 1. The number of vehicles registered in the Motor Vehicle Registration Centre
2. Number of inhabitants registered in the Statistical Office

TRAFFIC ACCIDENTS BY TYPES

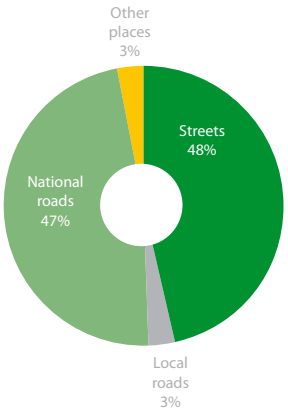
	Traffic accidents					Fatalities					Injuries				
	Total	Including				Total	Including				Total	Including			
		National roads	Local roads	Streets	Other places		National roads	Local roads	Streets	Other places		National roads	Local roads	Streets	Other places
TOTAL	2238	910	64	1191	73	170	122	8	37	3	2872	1338	86	1368	62
incl. in daytime	*1468*	*552*	*41*	*820*	*55*	*94*	*66*	*5*	*20*	*3*	*1874*	*822*	*58*	*936*	*48*
at night	*770*	*358*	*23*	*371*	*18*	*76*	*56*	*3*	*17*	*0*	*998*	*516*	*28*	*432*	*14*
By types															
Collision of motor vehicles with moving vehicles	919	373	22	514	10	58	56	0	2	0	1271	585	35	641	9
incl. with motor vehicle	*668*	*287*	*17*	*361*	*3*	*48*	*46*	*0*	*2*	*0*	*1014*	*504*	*25*	*482*	*0*
with motor/bycicle	*251*	*86*	*5*	*153*	*7*	*10*	*10*	*0*	*0*	*0*	*257*	*81*	*10*	*159*	*9*
Collision of motor vehicles with obstacle	72	47	3	20	2	1	1	0	0	0	91	65	3	21	1
incl. with standing vehicle	*27*	*14*	*1*	*12*	*0*	*1*	*1*	*0*	*0*	*0*	*31*	*17*	*1*	*13*	*1*
Collision with pedestrian	614	102	6	459	47	56	27	3	26	0	588	83	4	448	40
One-vehicle accident	535	369	30	127	9	41	32	3	5	1	796	564	40	180	6
Other accidents	98	19	3	71	5	14	6	2	4	2	126	41	4	78	7



TRAFFIC ACCIDENTS



FATALITIES



INJURIES

TRAFFIC ACCIDENTS IN 2002-2004

Counties, towns	Traffic accidents			Fatalities			Injured		
	2002	2003	2004	2002	2003	2004	2002	2003	2004
Towns in total	932	863	991	40	19	30	1107	986	1122
Including:									
Tallinn	617	590	662	27	13	20	740	672	737
Tartu	185	154	204	4	1	2	217	173	244
Pärnu	72	65	56	4	2	1	87	79	64
K-Järve	7	20	11	2	1	3	7	23	14
Narva	51	34	58	3	2	4	56	39	63
Counties in total	1232	1068	1247	183	145	140	1761	1553	1750
Including:									
Harjumaa	189	186	274	28	32	34	258	246	382
Hiiumaa	11	7	13	1	0	0	12	10	17
Ida-Virumaa	70	92	101	22	13	23	79	133	137
Jõgevamaa	82	67	46	13	10	4	138	108	69
Järvamaa	87	60	72	11	9	7	127	100	112
Läänemaa	37	45	45	5	6	4	47	64	59
Lääne-Virumaa	137	114	110	26	15	16	206	154	157
Põlvamaa	47	25	44	8	2	2	53	38	66
Pärnumaa	79	54	57	17	6	10	133	90	87
Raplamaa	78	49	67	8	14	9	114	65	110
Saaremaa	53	47	67	8	2	3	81	80	91
Tartumaa	148	133	147	17	19	13	215	193	200
Valgamaa	51	53	37	3	2	4	83	70	41
Viljandimaa	77	75	82	7	9	7	100	109	99
Võrumaa	86	61	85	9	6	4	115	93	123
TOTAL:	2164	1931	2238	223	164	170	2868	2539	2872
Comparison with the previos year (%)	14,5	-10,8	-15,9	12,1	-26,4	3,6	17,4	-11,5	13,1

TRAFFIC EDUCATION

TRAFFIC EDUCATION

The work of the Estonian National Road Administration in the field of traffic education is carried out pursuant to the Traffic Act and other legislation and is based on the plan presented in the Estonian National Traffic Safety Programme, the objectives of which are setting tasks influencing traffic safety on national, regional and local levels, influencing behavioural habits of road-users and decreasing of the number and the seriousness level of traffic accidents.

The priority of traffic education is to teach children, since the beliefs and behavioural habits, which are difficult to change later, are established in youth. In traffic education of children the most effective form is teaching as a systematic and purposeful process, where children acquire the knowledge, skills and habits necessary for safe traffic on the basis of the information communicated by teachers. Work with children shall be ensured in kindergartens and schools both in the theoretical and practical form and the prerequisite for its efficiency is consistency. A study programme with traffic topics, its systematic handling, training and skills of teachers and the existence of the necessary teaching material are a guarantee for successful traffic education.

For the performance of traffic education the traffic safety department of the Estonian National Road Administration has compiled and given into the use of kindergartens, schools and other educational institutions more than 40 items of materials in the field of traffic education, which have been described in the traffic education catalogue.

Another important work direction is the organisation of the in-service training of kindergarten- and school-teachers in the field of traffic safety, which is carried out in co-operation with the educational institutions organising teacher-training and local governments. In 2004 the relevant training was completed by 485 general education school and kindergarten teachers. The use of methodological materials, the methodology of teaching children in everyday traffic environment and ensuring of the safety of a children's group while moving on the road and crossing a road are handled in the training.

As thematic projects every year in autumn III-IV year pupils are taught how to move safely in traffic in the dark and in spring there is a competition "Vigurvänt" for 10-12-year-old children motivating the acquisition of the knowledge necessary for bicyclists.

The department of traffic safety communicates the relevant information in order to change the attitudes and traffic behaviour of adults, to form public opinion and guarantee up-to-date traffic message in everyday environment. Mass media and also other information channels are used actively for issuing information in the field of traffic safety. Exhibitions and public events accompanied by information about traffic behaviour are of great importance in the regional projects of traffic education. In several areas the campaign form has justified itself, where, in order to achieve the set objectives, a system of different measures applied simultaneously has been orientated at a definite target group, which efficiency can be measured. According to polls the noticeability of campaigns is between 70-90%. 80-95% of the questioned persons consider the campaigns necessary. According to the monitoring (polls and observations) the average increment of the attitudes is between 3-6%. Although the result of a single campaign may not be expressed right away in the decrease of the number of traffic accidents, the measured result of almost every campaign has indicated a positive change of attitudes, which has been aimed at with the campaign message and, which is at the same time a prerequisite of the decrease of the number of traffic accidents.

The following traffic safety campaigns took place in 2004:
The campaign "You are not alone in traffic. Take others into account!" (April) carried out in the framework of the international traffic safety week in the member states of the United Nations Economic Commission for Europe, which was directed at reduc-

ing the signs of aggressive driving style in the traffic behaviour of drivers.
The campaign "Drive hardheaded!" (June-July). The campaign is included in the long-term programme of the informative work of the department of traffic safety and also many media organisations take part in it at their own initiative. In addition to media information the aim of the department of traffic safety within the framework of the campaign for the prevention of drunken driving is to offer the possibility of the use of breathanalysers free of charge to the visitors of music events connected with the consumption of alcohol and through this reduce the likelihood of driving a motor vehicle in a drunken state after the event.

The campaign "Let man across the street!" (September). The time of carrying out the campaign is connected with the beginning of studies in general education schools. The aim of the campaign is to inform about the hazards connected with crossing a road and increasing of the carefulness of drivers, when approaching an unregulated pedestrian crossing.

Although the polls and observations after the campaign indicate the improvement of the behaviour of the drivers of motor vehicles, the number of collisions with pedestrians on pedestrian crossings is big. This is facilitated by overspeeding in urban conditions and the hazardousness of pedestrian crossing plans – the location of pedestrian crossings on wide streets with four or more lanes, often without traffic islands and in places, where the drivers' attention is diverged due to observing of several different traffic situations.
The campaign "Dare to wear a reflex reflector!" for promoting the use of pedestrian reflex reflectors (October-December). The campaigns directed at the use of reflex reflectors organised since 1997 have given a real measurable result both, in the part of the increase of the use of reflex reflectors each year and the decrease of the number of accidents in the dark with serious consequences. In addition to the media campaign, practical training is organised for the people living in rural areas and teachers about the necessity of the use of reflex reflectors; the persons, who attend the training get a reflex reflector free of charge.

The traffic safety campaigns organised by the Estonian National Road Administration have been carried out and the desired result has been achieved thanks to the co-operation of several agencies, media organisations and companies. Also, the fact that the Police Board has focussed its traffic supervision on the topics concerning the campaign, co-operation with the Association of Estonian Broadcasters upon spreading the message in the electronic media and the assistance of Estonian Post upon improving the availability of reflex reflectors in rural settlements through the post offices and post points there have been positive.