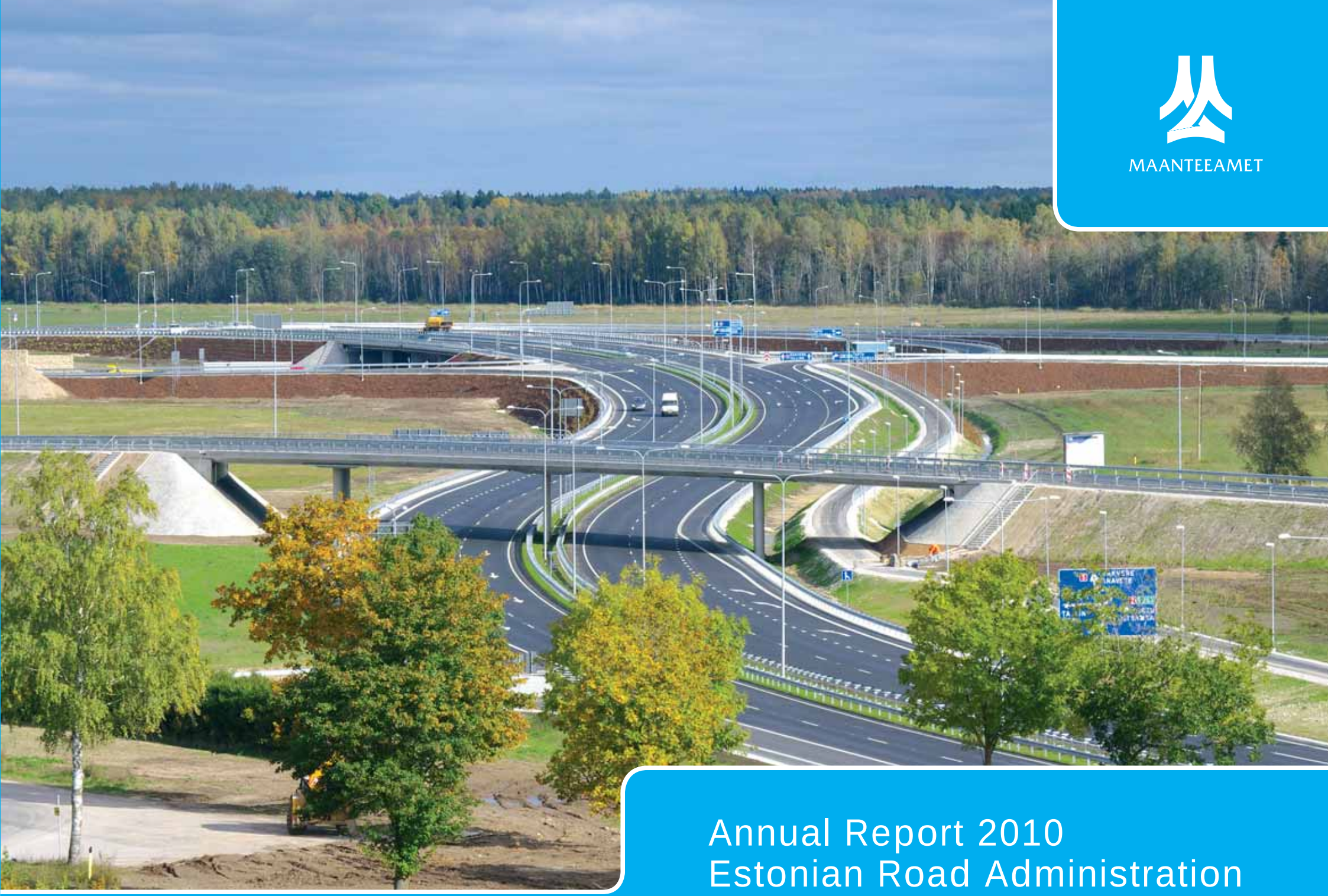


MAANTEEAMET

Annual Report 2010
Estonian Road Administration

Dear Reader,

The year 2010 has been full of events and activities for the Estonian Road Administration and given us valuable experiences. The year began with heavy snowfalls and ended with snowstorms. However, meanwhile there was a heat period of record lenght in summertime.

Heavy snowfalls tested our winter maintenance capacity and although the roads are never in a perfect condition in winter, we can generally be satisfied with the winter maintenance level of national roads. Snowstorms at the end of the year, on the other hand, brought out shortcomings in our activities, which mainly concern cooperation and communication problems between different institutions.

Mention should be made of the new information system ARIS2, launched in April. At the end of the year transactions in the Vehicle Register increased almost to the level before the ecomomic crisis, after a relatively inactive period.

Estonian economy in general started to recover from the crisis: activity in the construction area increased and the market situation improved. In investment area the improvement was still slow. The amount of road construction works, however, was the greatest of all times: several big projects were under construction, some in the initial, some in the final stage.

It became complicated to successfully implement projects for which bidding was made during the ecomomic crisis. A considerable rise of the prices of strategic building materials on the world market and too optimistic assessments of constructors became a problem.

Greater competition on the road construction market has made it difficult to select a suitable contracting partner for large-scale public procurement projects. It is also more and more difficult to conclude a bulky public procurement contract without disputes and, moreover, have it performed duely and of the required quality.

In June, an original out-door exhibition „Roadtime“ („Teeaeg”) was opened in the Road Museum. It will remain there permanently to illustrate the history of Estonian roads. Historical road environment, a traffic campus, a unique horse-driven post-coach, historical road construction equipment etc. are represented there.

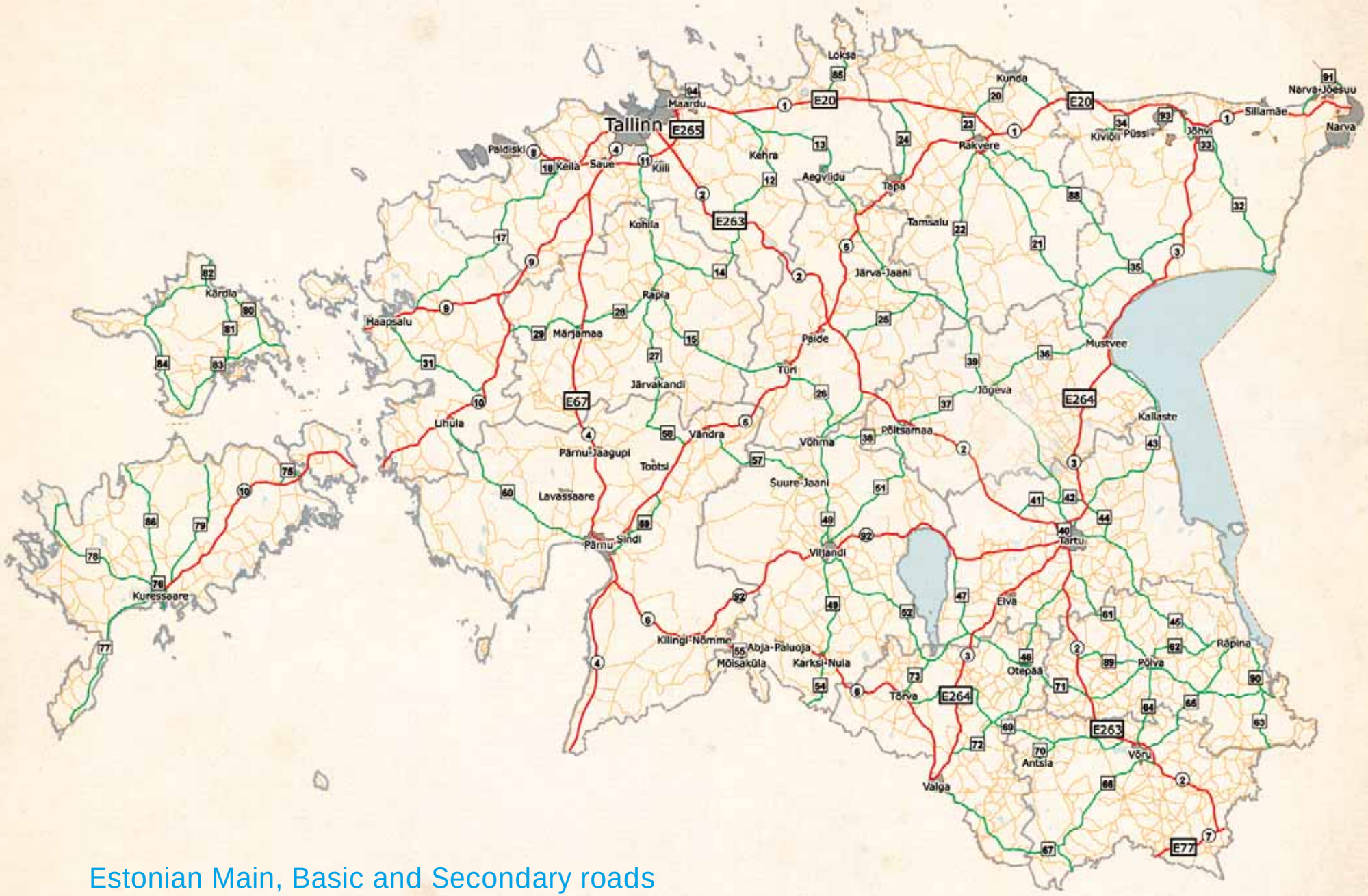
In August the most expensive road construction project of all times in Estonia - Kukruse-Jõhvi secton was completed. That road section was notorious for fatal accidents, 2-3 fatalities per year during the last decade.

At the beginning of October the most important road junction in Central Estonia - Mäo bypass was opened. It was a great step towards updating the road network of that region as well as enhancing the development of the region in general. The construction of Mäo bypass was publicly recognized by the award of the most important achievement of the year in Järvamaa („Järvamaa aasta tegu 2010”). By the end of the year, the repair project of Narva Sõpruse bridge, in which international companies successfully cooperated, was duely completed.

On 16. Dec. the Estonian parliament approved of the new Traffic Act, which had been elaborated by the ERA and which will be enforced on 1. July. In traffic safety the previous year was better than we had expected, the number of fatalities decreased by one fifth compared to the year 2009. The following pages will give more information about the activities of the ERA.

Enjoy the reading!

Tamur Tsäkko
Director General of the Estonian Road Administration



Estonian Main, Basic and Secondary roads

Main road Basic road Secondary road

Table of Contents

Estonian Road Administration

The Estonian Road Administration (ERA) is a government agency operating within the administrative area of the Ministry of Economic Affairs and Communications. It has a management function, it carries out state supervision, applies the enforcement powers of the state and provides public services on the basis and to the extent prescribed by law.

In performing its duties the ERA represents the state. Its activities are based on the legal acts of the Republic of Estonia and the European Union, international treaties which bind the Republic of Estonia, the regulations and orders of the government of the Republic, the regulations and directives of the Minister of Economic Affairs and Communications and the statutes of the ERA, as well as the relevant regulations of other ministers.

The ERA carries out implementation of the state policy and development plans, management functions and state supervision within the scope of the duties prescribed by law; applies enforcement powers of the state in the area of road management, traffic safety, public transport and environmental safety of vehicles, keeps the register of vehicles, tachograph cards, driving licences and other documents prescribed by law.

The main functions of the Road Administration are:

1) road management and creation of conditions for safe traffic on national roads;
2) improvement of traffic safety and reduction of harmful environmental impact of vehicles;
3) organization of traffic and public transport;
4) state supervision over compliance with the provisions of legal acts within its area of activity and implementation of the enforcement powers of the state;
5) management of the National Road Databank, the Vehicle Register and the Public Transport Information System;
6) participation in the development of the legislation regulating its area of activity and making recommendations for amendments in the legislation as well as participation in working out the terminology connected with its area of activity;
7) participation in the elaboration of policies, strategies, and development plans in its area of activity and participation in the preparation and implementation of international projects;
8) implementation of the state policy and development plans in the field of traffic safety and environmental safety of vehicles, and required management of the register of vehicles, tachograph cards, driving licences and other documents prescribed by law.

The structural units of the ERA are departments and regions. A region is a regional structural unit. A region implements the state policy and development plans within its area of activity, has a management function and carries out state supervision and enforcement powers in road management, traffic safety, environmental safety of vehicles and manages the register of vehicles, tachograph cards, driving licences and other documents prescribed by law.

The regions are:

1) the Northern Region with the area of activity in Harju and Rapla county;
2) the Southern Region with the area of activity in Jõgeva, Põlva, Tartu, Valga and Võru county;
3) the Western Region with the area of activity in Hiiu, Lääne, Pärnu, Saare and Viljandi county;
4) the Eastern Region with the area of activity in Ida-Viru, Järva and Lääne-Viru county.

Estonian Road Museum

The Estonian Road Museum, established in 2002, is situated in the former Varbuse Post Station by a historic Tartu-Võru post road in Põlvamaa. The mission of the Estonian Road Museum is to offer educating and entertaining activities to certain target groups on the basis of the developing and expanding road history databank and specific topic based road data. With the support of the European Regional Development Fund, new open-air areas offering attractive educational and recreation facilities for visitors were opened in the summer of 2010.

Road Information Centre.

Since 1997 the Road Administration supplies road users with information about road and traffic conditions via the Road Information Centre. The information includes current road conditions on national roads, traffic restrictions and changes in traffic organization. Offering information services is based on contracts with private entrepreneurs. The Road Information Centre (tel. 1510) works around the clock.

Merger of Estonian Road Administration and Its Local Institutions

In 2009 the Estonian Road Administration and the Motor Vehicle Registration Centre were merged in view of increasing the efficiency and reducing operating costs.

At the beginning of 2010 the Ministry of Economic Affairs and Communications initiated the merger of the Road Administration and its local institutions as well. Two specialists with PhD in economics – Ants Kikas and Kostel Gerndorf analysed the merger of the local institutions of the Road Administration in 2008 and came to a conclusion that there were no convincing arguments for restructuring local road institutions into regional departments.At the beginning of 2010 the initial data for the analysis had changed, which had reduced possible negative influences. To a great extent, the merger decision was also made due to the consolidation plan of financial, personnel and payroll accounting at the Ministry of Economic Affairs and Communications.

For an ordinary citizen consuming public services there is now one single partner – the Road Administration. The client can get the necessary service in every county centre in Estonia and there is no need to apply to different local road institutions.

Local road institutions were merged into the structural units of the Road Administration, which ensures their direct contact and better cooperation. The Road Administration has one budget, which enables flexible transfer of resources into essential areas.

The merged institution enables to plan the activities of different areas more efficiently, considering the general interests of the state. For example in planning road repairs and maintenance, it is possible to consider the needs of public transport and direct heavy vehicles to alternative roads.

The merged institution has more capacity to coordinate the development of different areas, and as a result, the preparation, implementation and supervision of the projects of EU Structural Funds has improved.

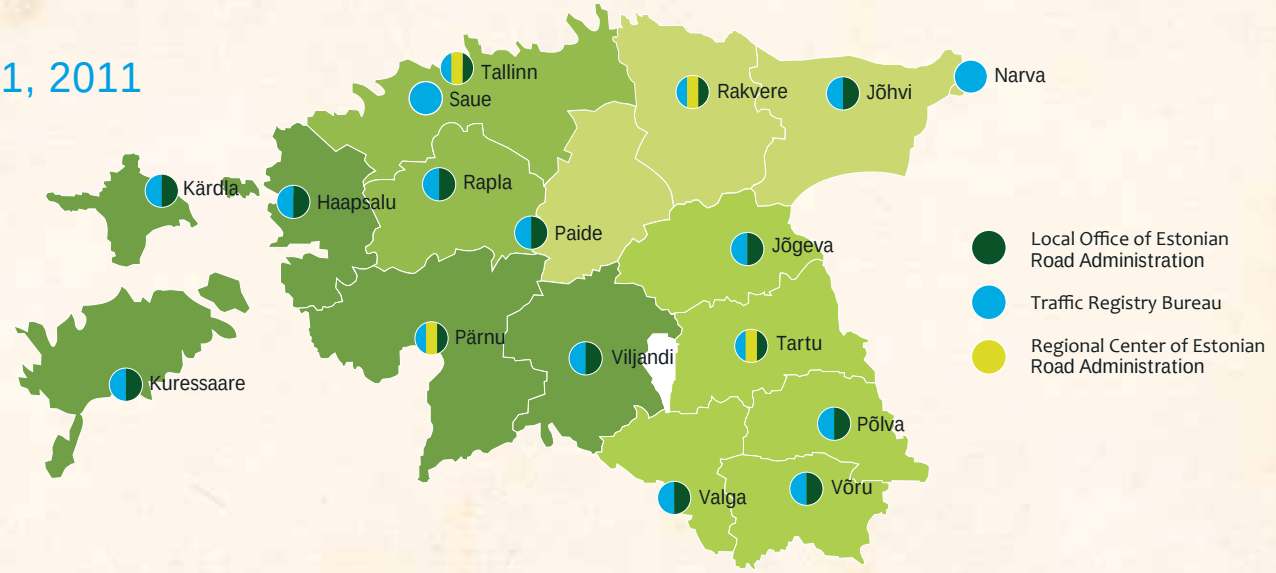
A bigger institution can handle additional tasks. In the future, the Road Administration may undertake, besides coordination of county level bus transport, also coordination of other public transport lines within Estonia.

After the merger, the two-level management structure of the Road Adaministration was retained, which means that there is one central institution and subordinated regional units. The division of the main tasks between them remained broadly the same.

Consolidation of Auxiliary Services

In December 2009, the government of the Republic of Estonia decided to consolidate the financial, personnel and payroll accounting of all state agencies into one common information system by the year 2013, at the latest. An Auxiliary Service Centre was set up at the Ministry of Economic Affairs and Communications, which took over the financial, personnel and payroll accounting of all state agencies on 1. Jan. 2011. According to the schedule, the personnel and payroll accounting of the Road Administration has been part of the common system since 1. July 2010. On that date the personnel and payroll accounting was transfered to the central institution of the Road Administration. On 1. Jan. 2011 the Auxiliary Service Centre of the Ministry took over the financial, personnel and payroll accounting of the Road Administration.

Structure of the Estonian Road Administration | As of January 1, 2011



NORTH REGION — Director

SOUTH REGION — Director

WEST REGION — Director

EAST REGION — Director

ESTONIAN ROAD MUSEUM — Head of Department

ESTONIAN ROAD ADMINISTRATION

Director General

Counsellors
Assistant to Director General
Assistant Adviser

PUBLIC RELATIONS DEPARTMENT — Head of Department

INTERNAL AUDIT DEPARTMENT — Head of Department

FINANCE DEPARTMENT — Head of Department

CONSTRUCTION
Deputy Director General

- CONSTRUCTION DEPARTMENT — Head of Department
- PLANNING DEPARTMENT — Head of Department
  - Land Division
  - Registry Division

ROAD MAINTENANCE
Deputy Director General

- ROAD MAINTENANCE DEPARTMENT — Head of Department
  - Supervisory Division
  - Research Division
- TRAFFIC MANAGEMENT DEPARTMENT — Head of Department
- STRUCTURAL FUNDS DEPARTMENT — Head of Department

TRAFFIC SAFETY
Deputy Director General

- EXAMINATION DEPRTMENT — Head of Department
- TRAFFIC SAFETY DEPARTMENT — Head of Department
  - Traffic Education Division
  - Traffic Safety Program Division

TRAFFIC REGISTRY AND PUBLIC TRANSPORT
Deputy Director General

- REGISTRATION DEPARTMENT — Head of Department
- TECHNICAL DEPARTMENT — Head of Department
  - Type-approval and Certification Division
  - Technical Inspection Division
- PUBLIC TRANSPORT DEPARTMENT — Head of Department

ADMINISTRATION
Deputy Director General

- ADMINISTRATIVE DEPARTMENT — Head of Department
- INFOTECHNOLOGY AND REGISTRY DEPARTMENT — Head of Department
- PERSONNEL DEPARTMENT — Head of Department
- LEGAL DEPARTMENT — Head of Department
  - Procurement Division

Personnel

The structural organization of the Road Administration was changed on 1.July 2009, when the Road Administration and its local administrative institutions were merged with the Motor Vehicle Registration Centre. Work continued in the form of five independent institutions: the Estonian Road Administration, the Road Administration of the Northern Region, the Road Administration of the Southern Region, the Road Administration of the Eastern Region and the Road Administration of the Western Region.

The year 2010 brought more changes: in accordance with the joint decision of the government of the republic, the Ministry of Finances and the Ministry of Economic Affairs and Communications, the first stage of the consolidation process of auxiliary services was started.

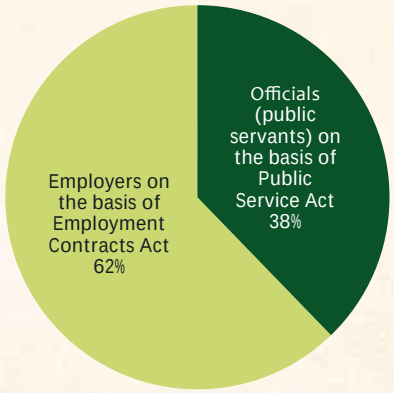
The first stage foresaw consolidation of personnel and payroll accounting within the Road Administration, beginning from 1.July 2010. For the ERA it meant utilization of uniform software in financial, personnel and payroll accounting, and consolidation of all personnel and payroll accounting processes into one institution – the ERA - instead of five institutions. For Regional Road Administrations it meant the end of the obligation of personnel and payroll accounting and the usage of relevant software.

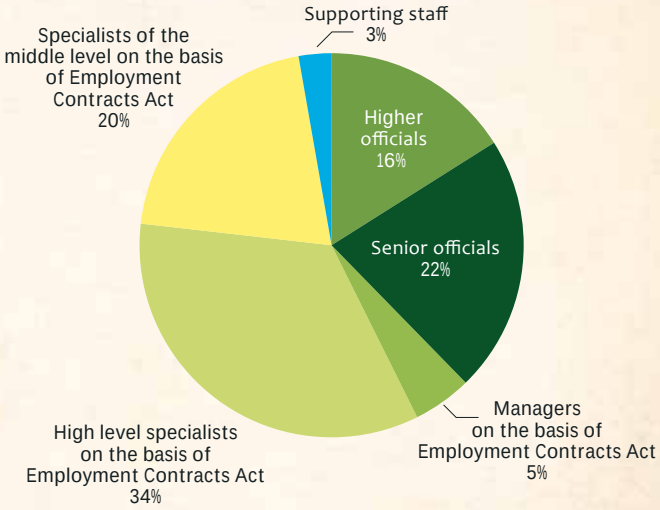
During the second stage of the process, on 1.Jan. 2011, personnel and payroll accounting was consolidated at the Auxiliary Service Centre of the state agencies at the Ministry of Economic Affairs and Communications.

For the whole organisation utilization of uniform software SAP in personnel accounting gave a better overview of personnel resources and the need to work out general principles.This was a practical advantage of the merger of the ERA and its local institutions at the beginning of 2010, the aim of which was to make their work and usage of resources more effective.

Number of personnel in 2006 – 2010

Personnel as of 31.12.2010





Foreign Relations

The ERA is a member of many international organizations[1]. In several of them (BRA, CEDR, PIARC) the ERA has voting rights in the management body, and in others it has a representative in professional committees which deal with topical problems of road management and registers. In addition, the ERA has cooperation partners among other organisations[2].

The Baltic Road Association (BRA) is a regional road organisation comprising three Baltic countries. Its main aim is to coordinate the activities of road specialists as well as represent them internationally, if necessary. The chairing country of the BRA during 2009 – 2010 was Lithuania. In that period the ERA participated in the regular sessions of the BRA Council as well as other regular events in Lithuania.

Until the end of the year 2010 the ERA participated in the programme „Partners for Roads", initiated by the Netherlands. In the framework of the programme, the ERA cooperated with the Norwegian Road Administration in the field of road database management. Based on the Memorandum of Understanding between the Baltic and Nordic Road Associations, and agreements made with the road administrations of Norway, Sweden, Finland and Denmark, cooperation with the Nordic road specialists in the field of research, technology, training and other areas is continuing. Information regarding management reforms has been exchanged and joint follow-up workshops of the project NORDBALT have taken place.

At the end of 2007 Estonia joined the Schengen visa zone, thus, access to all national roads near the southern border of Estonia, which had been closed so far, has been granted. The conditions of the connecting roads of Estonia and Latvia are continuously being improved. The Estonian-Latvian joint project - the construction of Lilli-Ruhja (Rūjena) road started in 2010.

The Estonian delegation had an honour to make a presentation at the World Road Association (PIARC) conference to the world`s largest audience of road and transport specialists in Quebeck, Canada. The representatives of the ERA participated in the sessions of the Transport Research Arena (TRA III) scientific conference in Brussels and in the International Road Federation (IRF) conference in Lisbon.

In 2010 there was close cooperation with the Finnish Transport Agency and the Finnish Road Association, the organizers of the Winter Road Congress in Lahti, in February 2010, where one presentation was about Road Maintenance in Estonia. Estonian delegations at regional level participated in the former as well as in the Jyväskylä conference „Väylät ja liikenne".

Following the appointment of Siim Kallas (Vice President of the European Commission) as the European Commissioner for Transport, the development of the road network in the north - south direction in all Baltic countries as well as in Poland (Via Baltica) has speeded up.

The ERA administers the web-site www.balticroads.net, where road information in real time is provided within the framework of the joint project of Finland, Estonia, Latvia,

1 *IRF – International Road Federation, PIARC – World Road Association, CEDR – Conference of European Road Directors, BRA – Baltic Road Association, EReg – an organization coordinating registration of vehicles and issuing of driving licences, EUCARIS – vehicle registration information system, CITA – International Motor Vehicle Inspection Committee, CORTE – Confederation of Organizations in Road Transport Enforcement, CIECA – International Commission dealing with granting driving rights of motor vehicles and developing examination procedure (Commission Internationale des Examens de Conduite Automobile).*

2 *SIRWEC – International Commission of Road Meteorology, TachoNet – information system of tachograph cards, MVWG – Motor Vehicle Working Group, WP29 – Working Party 29 (international working group based in Brussels, dealing with standardizing requirements for motor vehicles).*

Lithuania and Russia. Through the Baltic Road Association, the ERA is involved with the publication of The Baltic Journal of Road and Bridge Engineering.

The ERA represents Estonia in international projects related to the Pan European Transport Corridor 1. In cooperation with Sweden Tallinn-Keila-Paldiski-Kapellskäri road has been included in the European E-road network under the number E-265, indicated in the Road Register since 1. Jan. 2010.

In the field of driving licences and examinations, the ERA actively participated in the activities of the CIECA and CORTE working groups in 2010. CIECA membership has enabled the ERA to participate in various CIECA projects, which have contributed to the development of the driving examination procedure as well preparation of examiners.

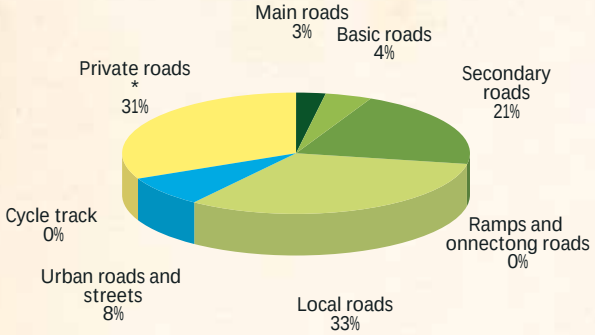
The Vehicle Register administered by the ERA is connected with several international information systems. In order to ensure safety, integrity and reliability of the digital tachograph (gauge) system, all EU institutions that issue tachograph cards exchange electronic information by means of an international informtion system TachoNet. Twenty-eight countries in Europe, Estonia included, have joined the system.

In order to prevent registration of stolen vehicles and deceit in connection with registration certificates and driving licences, the Vehicle Register has been interfaced both with Schengen and EUCARIS information systems, which allows to check the validity of documents while registering a vehicle or exchanging a driving licence in EU member states.

The Association EReg operates as a roof organization, whose working groups aim to standardize activities of EU member states in solving problems with vehicle registration and issuing of driving licences.

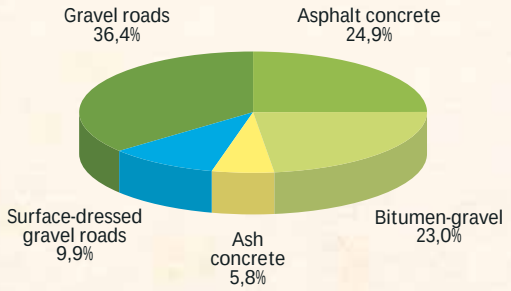
Cooperation concerning technical requirements for vehicles is carried out in working groups of CITA, MVWG and WP29.

Road Network



Road Network

National roads	16 500 km
Manin roads	1 603 km
Basic roads	2 401 km
Secondary roads	12 430 km
Ramps and connecting roads	66 km
Local roads	23 514 km
Urban roads and	18 578 km
streets	4 676 km
Cycle track	260 km
Private roads*	18 398 km
Total	**58 412 km**



Types of pavement on national roads

Asphalt concrete	4 116 km
Bitumen-gravel	3 798 km
Ash concrete	948 km
Surface-dressed gravel roads	1 629 km
Cobblestone surface	1 km
Gravel roads	6 008 km
Total	**16 500 km**

Remark: road Network as of 01.01.2011 according to the Statistical Office of Estonia

Roads

The total length of national roads as of January 1, 2011 is 16 000 kilometres, i.e. 28.2% of the total length of the Estonian road network, which is 58 412 kilometres. The length of E-roads[3] in Estonia is 995 km.

The lenght of national roads increased by 28,1 kilometres, which brought about the increase of main roads by 0,7 km, basic roads by 3 km, and ramps and connecting roads by 14,5 km.

The greatest changes took place due to the construction of Kukruse-Jõhvi and Mäo bypasses as 1 class roads, which, in turn, brought about the construction of collector roads and reconstruction of other adjacent roads.

Smaller changes in road lenght were caused by reconstruction of junctions.

National roads are comprised of main roads - 1603 km (9,7%), basic roads - 2401 km (14,6%), secondary roads - 12 430 km (75,3%) and ramps and connecting roads - 66 km (0,4%).

The length of paved roads increased by 304 km compared to the previous year and is currently 10 482 km, i.e. 63.6 % of the total length of national roads. Most of this increase has been caused by paving of gravel roads.

The density of national roads is 380 km per 1000 km2 and the density of the entire registered road network is 1345 km per 1000 km2 of the territory.

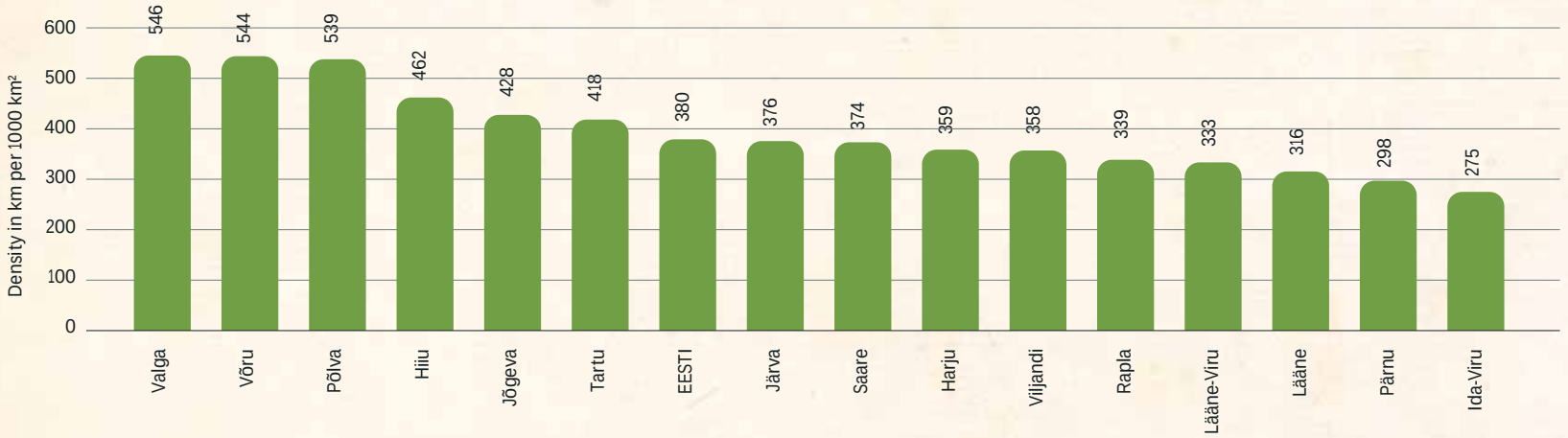
There are 938 bridges on national roads with the total length of 22 323 m, including three wooden bridges with the total length of 37 m.

Pursuant to the Road Act there is a National Road Databank for collecting, processing, maintaining and making available data on all public roads. This web based database contains data about both national roads and local roads and is publicly available at http://teeregister.riik.ee. The Road Administration is the authorized processor of the register and responsible for maintaining it. The ERA supplies data about national roads and local governments about local roads.

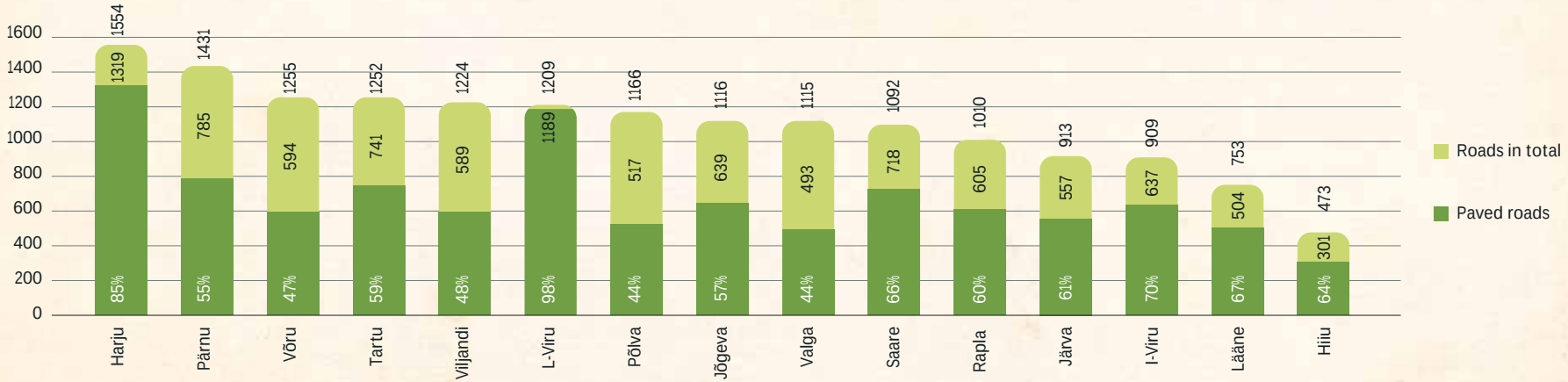
Data are constantly updated and new data inserted on the basis of acceptance certificates of road works and new inventories. In cooperation with the Land Board, a special layer for the national road network has been created on the basic map of Estonia. An analogous map layer for local roads will soon be available. For visualizing the data, there is a map interface of the road databank in the geodetic portal of the Land Board, which currently allows to see the data about national roads. A similar interface will enable to visualize local roads, as soon as the map layer is ready.

3 European roads accepted and systematized into international road network by UNECE (United Nations Economic Commission for Europe)

Density of national roads by counties



Share of paved national roads by counties in 2010



Types of national roads pavements by administrative territories as of January 1, 2011

km

County	Total	Including								Paved roads			
		Concrete	Asphalt concrete	Bitumen-gravel	Ash concrete	Surface-dressed gravel roads	Gob-blestone surface	Gravel roads	Unsurfaced road	January 1, 2010		January 1, 2011	
										km	%	km	%
Harju	1 554,791	3,725	593,526	427,304	103,737	245,870	0,000	180,629	0,000	1319,196	84,9	1374,162	88,4
Hiiu	473,006	0,000	37,370	210,876	0,000	57,742	0,000	167,018	0,000	300,802	63,6	305,988	64,7
Ida-Viru	926,671	0,000	434,459	81,598	47,933	105,078	0,000	256,990	0,613	636,784	70,1	669,068	72,2
Jõgeva	1 115,611	0,000	131,849	327,744	93,681	85,426	0,000	476,911	0,000	638,700	57,3	638,700	57,3
Järva	923,725	0,000	319,517	75,596	58,941	134,677	0,000	334,994	0,000	557,088	61,0	588,731	63,7
Lääne	752,101	0,000	172,816	150,732	9,809	186,913	0,445	231,386	0,000	503,972	66,9	520,715	69,2
L-Viru	1 208,997	0,000	587,666	199,321	355,360	55,204	0,000	11,446	0,000	1189,277	98,4	1197,551	99,1
Põlva	1 165,844	0,000	129,429	371,460	5,287	36,319	0,000	623,349	0,000	516,787	44,3	542,495	46,5
Pärnu	1 430,646	0,000	362,581	269,180	28,932	147,897	0,000	621,371	0,685	784,777	54,9	808,590	56,5
Rapla	1 010,277	0,000	248,123	196,900	88,366	98,335	0,110	378,443	0,000	604,605	59,8	631,834	62,5
Saare	1 091,639	0,000	77,602	443,001	0,000	225,606	0,000	345,430	0,000	718,496	65,8	746,209	68,4
Tartu	1 252,394	0,000	332,653	324,477	17,433	81,882	0,000	487,708	8,241	741,284	59,2	756,445	60,4
Valga	1 115,274	0,000	160,290	262,601	43,500	27,118	0,000	604,123	17,642	492,737	44,2	493,509	44,3
Viljandi	1 223,687	0,000	198,876	283,959	13,842	105,176	0,000	621,834	0,000	588,933	48,1	601,853	49,2
Võru	1 255,093	0,000	325,754	173,809	81,037	35,488	0,000	639,005	0,000	594,089	47,3	616,088	49,1
Total:	16 499,756	3,725	4 112,511	3 798,558	947,858	1 628,731	0,555	5 980,637	27,181	10 187,527	61,8	10 491,938	63,6
Ramps and connecting roads	66,275	0	59,759	5,288	0,221	0,109	0	0,898	0	50,842	98,3	65,377	98,6

Types of main roads pavements by administrative territories as of January 1, 2011

km

County	Total	Including								Paved roads			
		Concrete	Asphalt concrete	Bitumen-gravel	Ash concrete	Surface-dressed gravel roads	Gobblestone surface	Gravel roads	Unsurfaced road	January 1, 2010		January 1, 2011	
										km	%	km	%
Harju	**251,707**	3,725	240,133	7,849	0,000	0,000	0,000	0,000	0,000	251,707	100,0	251,707	100,0
Hiiu	**0,000**									0,000			
Ida-Viru	**152,124**	0,000	149,049	3,075	0,000	0,000	0,000	0,000	0,000	150,954	100,0	152,124	100,0
Jõgeva	**78,793**	0,000	73,791	5,002	0,000	0,000	0,000	0,000	0,000	78,793	100,0	78,793	100,0
Järva	**126,858**	0,000	126,858	0,000	0,000	0,000	0,000	0,000	0,000	127,332	100,0	126,858	100,0
Lääne	**106,739**	0,000	100,137	6,602	0,000	0,000	0,000	0,000	0,000	106,692	100,0	106,739	100,0
L-Viru	**110,476**	0,000	110,476	0,000	0,000	0,000	0,000	0,000	0,000	110,476	100,0	110,476	100,0
Põlva	**31,029**	0,000	31,029	0,000	0,000	0,000	0,000	0,000	0,000	31,029	100,0	31,029	100,0
Pärnu	**217,320**	0,000	208,987	8,333	0,000	0,000	0,000	0,000	0,000	217,320	100,0	217,320	100,0
Rapla	**48,070**	0,000	48,070	0,000	0,000	0,000	0,000	0,000	0,000	48,070	100,0	48,070	100,0
Saare	**73,338**	0,000	48,700	24,638	0,000	0,000	0,000	0,000	0,000	73,338	100,0	73,338	100,0
Tartu	**150,998**	0,000	136,998	14,000	0,000	0,000	0,000	0,000	0,000	150,998	100,0	150,998	100,0
Valga	**87,910**	0,000	87,910	0,000	0,000	0,000	0,000	0,000	0,000	87,910	100,0	87,910	100,0
Viljandi	**96,353**	0,000	69,483	26,870	0,000	0,000	0,000	0,000	0,000	96,353	100,0	96,353	100,0
Võru	**71,233**	0,000	71,233	0,000	0,000	0,000	0,000	0,000	0,000	71,233	100,0	71,233	100,0
Total:	**1 602,948**	**3,725**	**1 502,854**	**96,369**	**0,000**	**0,000**	**0,000**	**0,000**	**0,000**	**1 602,205**	**100,0**	**1 602,948**	**100,0**

Types of basic roads pavements by administrative territories as of January 1, 2011

km

County	Total	Including								Paved roads			
		Concrete	Asphalt concrete	Bitumen-gravel	Ash concrete	Surface-dressed gravel roads	Gobblestone surface	Gravel roads	Unsurfaced road	January 1, 2010		January 1, 2011	
										km	%	km	%
Harju	164,900	0,000	100,177	52,183	12,540	0,000	0,000	0,000	0,000	164,909	100,0	164,900	100,0
Hiiu	139,980	0,000	33,053	103,348	0,000	3,579	0,000	0,000	0,000	139,980	100,0	139,980	100,0
Ida-Viru	158,731	0,000	79,644	30,211	27,764	21,112	0,000	0,000	0,000	138,718	93,2	158,731	100,0
Jõgeva	158,426	0,000	40,229	118,197	0,000	0,000	0,000	0,000	0,000	158,426	100,0	158,426	100,0
Järva	114,683	0,000	106,636	6,683	0,016	1,348	0,000	0,000	0,000	114,683	100,0	114,683	100,0
Lääne	74,807	0,000	29,585	40,428	4,794	0,000	0,000	0,000	0,000	74,807	100,0	74,807	100,0
L-Viru	211,909	0,000	182,949	22,100	6,860	0,000	0,000	0,000	0,000	211,864	100,0	211,909	100,0
Põlva	252,858	0,000	70,807	177,435	4,616	0,000	0,000	0,000	0,000	252,869	100,0	252,858	100,0
Pärnu	108,538	0,000	60,853	47,685	0,000	0,000	0,000	0,000	0,000	108,538	100,0	108,538	100,0
Rapla	163,418	0,000	123,583	29,569	10,266	0,000	0,000	0,000	0,000	163,418	100,0	163,418	100,0
Saare	185,519	0,000	16,066	127,536	0,000	38,948	0,000	2,969	0,000	168,385	90,8	182,550	98,4
Tartu	174,761	0,000	104,171	70,590	0,000	0,000	0,000	0,000	0,000	174,784	100,0	174,761	100,0
Valga	164,504	0,000	32,807	128,497	3,200	0,000	0,000	0,000	0,000	164,428	100,0	164,504	100,0
Viljandi	206,797	0,000	51,553	139,387	0,000	1,882	0,000	13,975	0,000	192,875	93,2	192,822	93,2
Võru	120,542	0,000	98,534	22,008	0,000	0,000	0,000	0,000	0,000	120,554	100,0	120,542	100,0
Total:	**2 400,373**	**0,000**	**1130,647**	**1 115,857**	**70,056**	**66,869**	**0,000**	**16,944**	**0,000**	**2349,238**	**98,3**	**2 383,429**	**99,3**

Types of secondary roads pavements by administrative territories as of January 1, 2011

km

County	Total	Including								Paved roads			
		Concrete	Asphalt concrete	Bitumen-gravel	Ash concrete	Surface-dressed gravel roads	Gobblestone surface	Gravel roads	Unsurfaced road	January 1, 2010		January 1, 2011	
										km	%	km	%
Harju	1 105,029	0,000	221,513	365,820	91,197	245,870	0,000	180,629	0,000	869,897	78,7	924,400	83,7
Hiiu	332,983	0,000	4,274	107,528	0,000	54,163	0,000	167,018	0,000	160,779	48,3	165,965	49,8
Ida-Viru	606,422	0,000	197,379	48,312	20,169	83,857	0,000	256,092	0,613	346,673	57,1	349,717	57,7
Jõgeva	875,255	0,000	15,749	203,488	93,681	85,426	0,000	476,911	0,000	398,344	45,5	398,344	45,5
Järva	676,743	0,000	80,582	68,913	58,925	133,329	0,000	334,994	0,000	314,912	47,0	341,749	50,5
Lääne	570,426	0,000	42,965	103,702	5,015	186,913	0,445	231,386	0,000	322,473	56,4	339,040	59,4
L-Viru	884,163	0,000	292,130	177,104	348,279	55,204	0,000	11,446	0,000	864,594	97,8	872,717	98,7
Põlva	880,720	0,000	27,360	193,021	0,671	36,319	0,000	623,349	0,000	231,736	26,3	257,371	29,2
Pärnu	1 102,183	0,000	90,536	212,762	28,932	147,897	0,000	621,371	0,685	456,432	41,4	480,127	43,6
Rapla	798,480	0,000	76,212	167,280	78,100	98,335	0,110	378,443	0,000	392,775	49,2	420,037	52,6
Saare	831,917	0,000	12,242	290,556	0,000	186,658	0,000	342,461	0,000	475,940	57,2	489,456	58,8
Tartu	921,957	0,000	86,956	239,737	17,433	81,882	0,000	487,708	8,241	410,824	44,6	426,008	46,2
Valga	862,860	0,000	39,573	134,104	40,300	27,118	0,000	604,123	17,642	240,399	27,9	241,095	27,9
Viljandi	918,268	0,000	76,357	116,916	13,842	103,294	0,000	607,859	0,000	297,442	32,4	310,409	33,8
Võru	1 062,754	0,000	155,423	151,801	81,037	35,488	0,000	639,005	0,000	402,022	37,8	423,749	39,9
Total:	**12 430,160**	**0,000**	**1 419,251**	**2 581,044**	**877,581**	**1 561,753**	**0,555**	**5 962,795**	**27,181**	**6 185,242**	**49,8**	**6 440,184**	**51,8**

Road Network

Types of pavements on national roads 2006 – 2010

Year	2006		2007		2008		2009		2010	
Pavement	**km**	**%**	**km**	**%**	**km**	**%**	**km**	**%**	**km**	**%**
Asphalt concrete	3 661	22,2	3 753	22,8	3 900	23,7	4 039	24,5	4 116	24,9
Bitumen-gravel	3 906	23,7	3 907	23,7	3 855	23,4	3 780	22,9	3 798	23,0
Ash-concrete	932	5,7	936	5,7	929	5,6	948	5,8	948	5,7
Surface-dressed gravel roads	869	5,3	1 084	6,6	1 238	7,5	1 420	8,6	1 629	9,9
Stone roads							1	0,0	1	0,0
Total paved roads	**9 368**	**56,9**	**9 679**	**58,7**	**9 922**	**60,2**	**10 188**	**61,9**	**10 492**	**63,6**
Gravel roads	7 111	43,2	6 786	41,2	6 565	39,8	6 284	38,1	6 008	36,4
Total:	**16 479**	**100,0**	**16 465**	**100,0**	**16 487**	**100,0**	**16 472**	**100,0**	**16 500**	**100,0**

Share of bridges by counties as of January 1, 2011

County	Total		Including						Including wooden bridges	
			Main roads		Basic roads		Secondary roads		(secondary roads)	
	Q	lenght (m)	Q	lenght (m)	Q	lenght (m)	Q	lenght (m)	Q	lenght (m)
Harju	141	4 498	59	2 395	11	305	71	1 798	1	7
Hiiu	16	119		0	11	91	5	28		
Ida-Viru	66	1 906	21	810	14	429	31	667		
Jõgeva	53	1 451	10	357	8	420	35	674		
Järva	48	1 009	20	518	5	65	23	426		
Lääne	41	1 101	9	392	9	93	23	616	1	13
Lääne-Viru	49	1 120	11	406	14	262	24	452		
Põlva	57	1 112		0	19	447	38	665		
Pärnu	115	2 672	15	590	12	456	88	1 626		
Rapla	66	1 665	5	177	11	288	50	1 200		
Saare	38	304	4	31	7	70	27	203		
Tartu	47	1 393	11	849	12	179	24	365		
Valga	56	1 029	7	108	16	301	33	620	1	17
Viljandi	71	1 300	13	256	12	288	46	756		
Võru	74	1 644	7	199	14	443	53	1 002		
Total:	**938**	**22323**	**192**	**7088**	**175**	**4137**	**571**	**11098**	**3**	**37**

Condition of Road Surfaces

Measurements of road surface roughness (according to the *International Roughness Index*, IRI) have been carried out and inventories of defects on paved roads have been made since 1995. The load bearing capacity (FWD) of the roads has been measured since 1996 and rut depth since 2001. These four indicators of road surface condition together with the traffic volume are the main indicators of the PMS (*Pavement Management System*).

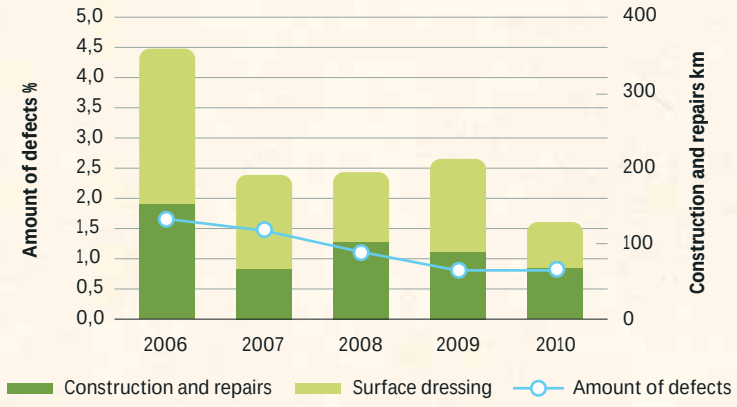
Data about the condition of road surface is a part of the data in the National Road Databank and is publicly available. Two kinds of software - EPMS and HDM-4 are used for analysing the condition of road surface (priority, need for repairs, cost-benefit analysis etc.). EPMS is a special software developed in Estonia for analysing the condition of road surface and HDM-4 is an international software for cost-benefit analysis.

The diagrams of changes in the amount of defects during the years 2006–2010 show a constant decrease until 2010. However, now the tendency has stopped. Although the total amount of repairs (surface dressing included) has had a positive effect on the average amount of defects, considering the results of the previous year, it seems that further decrease in the amount of defects can be achieved only by increasing the yearly amount of repairs. On main roads, which have been best financed, the defects have decreased on account of construction of new pavements. On basic and secondary roads, where less new pavement has been constructed, defects have decreased mostly due to increased surface dressing.

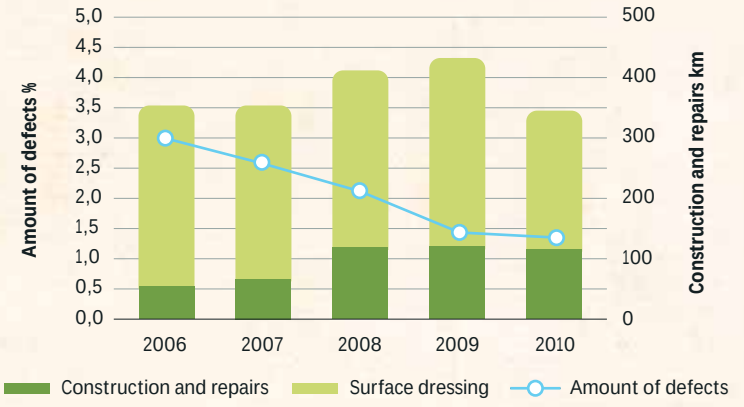
IRI graphs show improvement for all road types, although at a lower speed. The average IRI value for the whole network of paved national roads improved in the years 2006–2010, as financing of construction, repairs and maintenance of pavements remained on the same level and repair sites were rationally chosen. While the average roughness index of main roads is satisfactory, the same cannot be said about basic and secondary roads, and improvement is slower than expected. For the road user that means less driving comfort on basic and secondary roads and great indirect expenses.

Construction, Repairs and Surface Dressing of Pavements Carried Out in 2006 – 2010 and the Resulting Change in the Amount of Defects

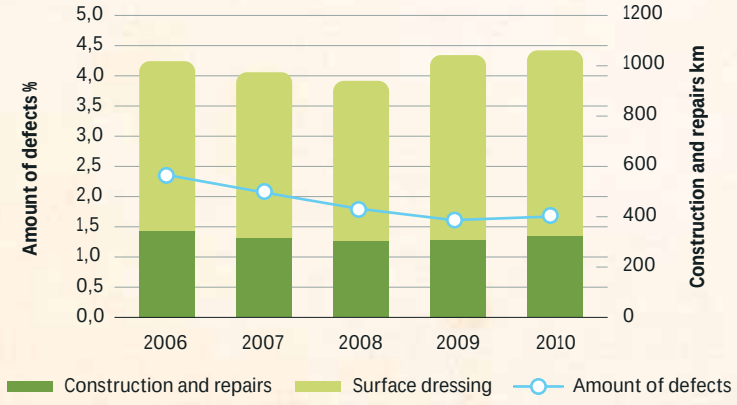
Main roads



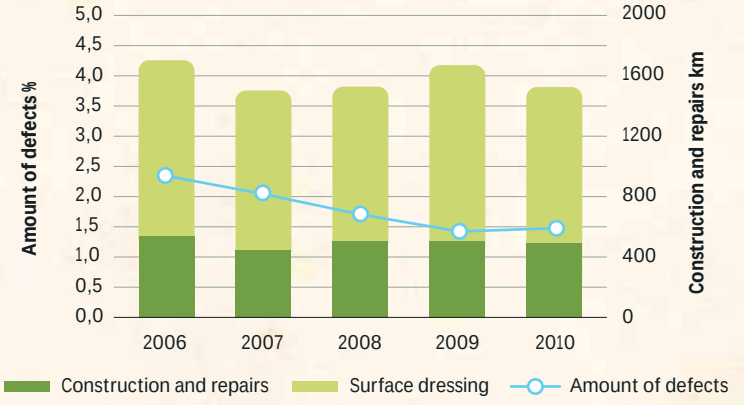
Basic roads



Secondary roads

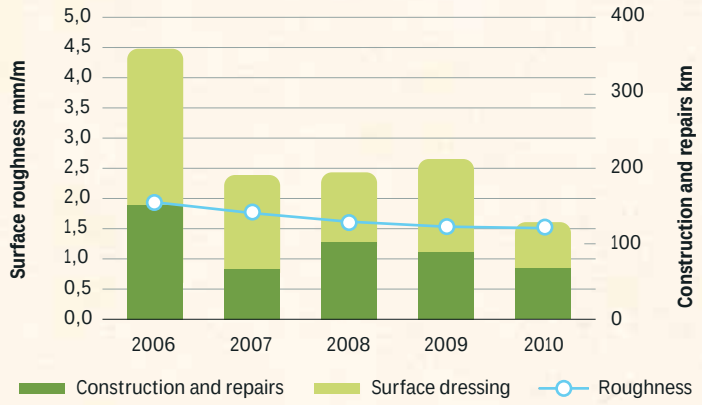


Total

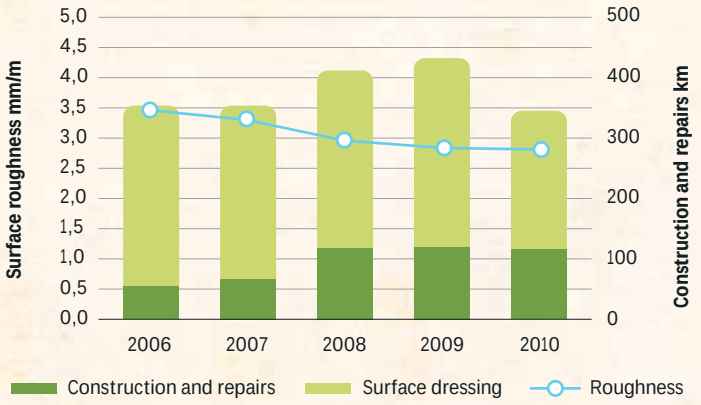


Construction, Repairs and Surface Dressing of Pavements Carried Out in 2006 – 2010 and the Resulting Change in the Surface Roughness

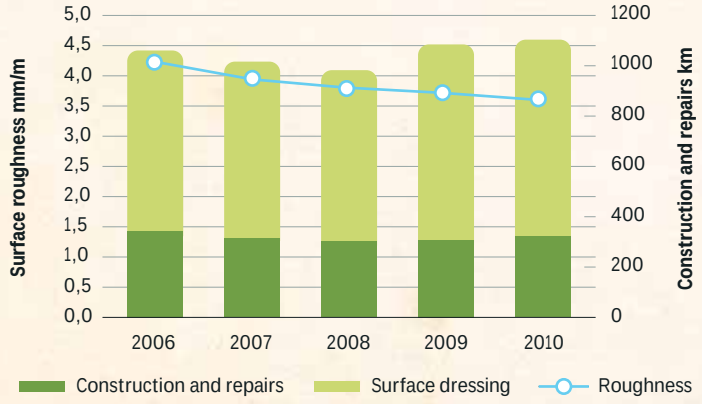
Main roads



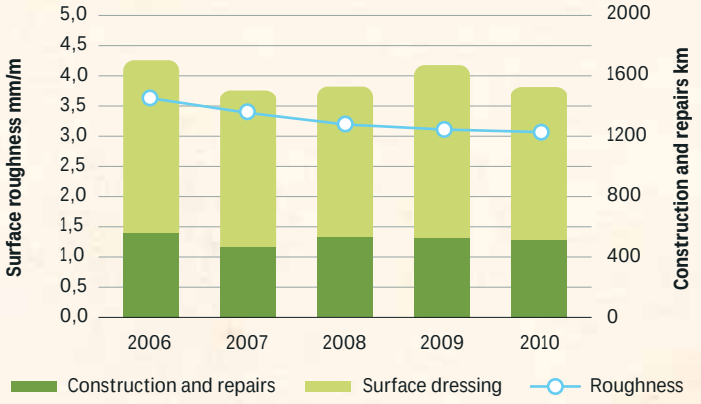
Basic roads



Secondary roads



Total



Road Administration Budget

The Road Administration budget consists of finances for road management and finances for the work of the Motor Vehicle Registration Centre.

In the state budget the funds for road management shall amount to at least 75% of the fuel excise tax (except fuels with fiscal marking) and 25% of the fuel excise tax imposed on fuels with fiscal marking. Distribution of the funds between national and local roads is determined by the Road Act. In addition to the fixed rate from the fuel excise tax established by law, profit from the economic activities of the ERA is taken into consideration. The latter includes compensation of costs incurred to the road owner by extraordinary usage of a road or transportation of an extraordinary cargo, rent and compensation of expenses related to quarries, payments by insurance companies. All those proceeds can be used to cover the expenses.

To finance reconstruction of national roads, it has been possible to apply for support to the EU Cohesion Fund (CF), the Regional Development Fund (ERF) and the INTERREG programme. The basis for utilisation of foreign support are the strategic plans approved by the government for the projects financed by the EU in 2002–2007 (I) and 2007-2013 (II).

With the support of the Cohesion Fund it is possible to finance the development of those six roads which belong to the trans-European transport network TEN-T and make up 6% of the total length of the Estonian national road network:

- E67 (road No. 4), Tallinn-Pärnu-Ikla road,
- E20 (road No. 1), Tallinn-Narva road,
- E263 (road No. 2), Tallinn-Tartu-Võru-Luhamaa road,
- E264 (road No. 3), Jõhvi-Tartu-Valga road,
- E265 (road No. 11), Tallinn ringroad (road No. 8) together with Tallinn-Paldiski road.

With the support of the Regional Development Fund it is possible to finance the development of all other national roads. The share of the INTERREG support is marginal compared to other funds and its usage is limited to

cross-border cooperation programmes. In 2010 such a cooperation programme was „Estonian-Latvian Programme 2001–2013", which enabled to finance Karksi -Nuia -Lilli bridge construction.The 2010 ERA Budget Law was approved by the order of the government of the Republic No. 585 (29.Dec.2009) with the total amount of 4244,5 million EEK, which includes EU support as well. The budget costs are divided into operating costs (personnel and management costs) and investments. Those costs also include local government projects which are financed from the ERA budget (construction of Veerenni – Filtri connecting road in Tallinn, reconstruction of Ülemiste junction in Tallinn). Operating costs cover road maintenance works, the aim of which is to ensure the required service level of the roads and to create comfortable and safe traffic conditions for road users all year round.

Operating costs also include the expenses of maintaining the institution. Investment funds are used for the development of the road network (construction of new roads and bridges, construction of grade separated junctions etc.) as well as for road and bridge repairs with the aim of restoring their quality, which has dropped due to the wear and tear. In addition to the development of the road network, investment funds are used for organization and supervision of traffic (development of the automatic speed control system, traffic count, instalment of road weather stations, development of the information system of the Vehicle Register) and development of computer software. According to the principles of distribution of road management resources, in 2010 the ERA had at its disposal the resources for financing essential main road projects from the EU funds and the state budget. The rest of the resources for repairing other main, basic and secondary roads and resources for operating costs (including road maintenance) remained at the disposal of regional road administrations.

(See: Table „Road management Resources in 2010" for allocation and utilization of funds and classification of expenses, as well as distribution of the funds between the ERA and its regional institutions.)

Road Management Funds of 2010

thousand kroons

	Planned funds	Received funds (cash expenditure)	%
ASSIGNMENTS IN TOTAL	**4 293 152,0**	**3 225 907,7**	**75,1**
including:			
from the state budget of 2010	**4 243 931,6**	**3 176 860,4**	**74,9**
revenue of the state budget	2 565 873,9	2 262 691,6	88,2
owner's income	11 195,0	42 124,5	376,3
EU assistance	1 574 362,6	760 922,0	48,3
local government partnership	87 500,0	99 428,8	113,6
local government co-finance	0	3 081,3	
domestic co-finance	5 000,0	8 612,0	172,2
- funds transferred from 2009	**49 220,3**	**49 047,2**	**99,6**
revenue of the state budget	30 416,2	30 416,2	100,0
owner's income	1 949,3	1 944,6	99,8
EU assistance	14 665,2	14 665,2	100,0
local government partnership	1 283,0	1 283,0	100,0
share of ARK	906,5	738,0	81,4
FOR THE EXPENDITURES IN TOTAL	**4 293 151,9**	**3 225 907,7**	**75,1**
including:			
1. In the use of ENRA state institutions in total	**1 784 146,0**	**1 766 459,0**	**99,0**
including:			
1.1.From the state budget in total	1 780 255,7	1 762 568,7	99,0
including:			
- staff costs (I half year)	51 238,9	51 238,9	100,0
- administration costs	644 479,7	640 917,9	99,4
- investments	1 074 452,8	1 031 245,2	96,0
repairs of roads	1 066 476,7	1 023 707,3	96,0
acquisition of machinery and equipment	1 805,4	1 760,6	97,5
acquisition of information technology	75,6	75,6	100,0
buildings	6 094,9	5 701,5	93,5
- owner's income	8 650,0	30 041,8	347,3
- domestic co-finance		7 789,6	
- other sources	1 434,2	1 335,1	93,1

thousand kroons

	Planned funds	Received funds (cash expenditure)	%
1.1.1. State agencies in total	1 780 255,8	1 762 568,8	99,0
including:			
Road Administration of the Northern Region	370 721,4	364 317,8	98,3
Road Administration of the Eastern Region	331 837,0	308 405,8	92,9
Road Administration of the Southern Region	567 957,3	562 464,7	99,0
Road Administration of the Western Region	509 740,2	527 380,5	103,5
1.2. Funds transferred from 2009	3 890,2	3 890,2	100,0
revenue of the state budget	1 483,7	1 483,7	100,0
owner's income	1 123,6	1 123,6	100,0
domestic co-finance	1 283,0	1 283,0	100,0
2. In the use of the ENRA's Central Office in total	**2 509 005,9**	**1 459 448,7**	**58,2**
including:			
2.1. Investments in total	2 175 419,4	1 122 097,7	51,6
including:			
for the construction and reconstruction of roads	2 133 658,5	1 104 979,4	51,8
projection	14 000,0	12 061,7	
purchase of land	15 933,3	28,5	0,2
acquisition of IT software and hardware	11 522,7	5 028,0	43,6
acquisition of vehicles	305,000		0,0
2.2. Staff costs	92 478,8	92 186,0	99,7
2.3. Administration costs	86 105,3	76 680,8	89,1
2.4. Earmarking (membership fee)	1 150,0	1 150,0	100,0
2.5. Owner's income	2 545,0	12 082,7	474,8
2.6 ARK information system TRAFFIC and public transport planning	18 477,3	7 584,2	41,0
2.7. local government partnership	87 500,0	102 510,2	117,2
2.8. Funds transferred from 2009	45 330,1	45 157,0	99,6
including:			
land consolidation	15 984,0	15 984,0	100,0
for construction and reconstruction of roads	20 310,4	20 310,4	100,0
aut. speed control system	2 159,5	2 159,5	100,0
information system software	353,4	353,4	100,0
Staff and administration costs	4 790,5	4 790,5	100,0
ARK resources	906,5	738,1	81,4
owner's income	825,8	821,1	99,4

Utilization of the Funds Allocated for the Management of National Roads

thousand kroons

	Funds in total			incl. Road Offices		
	Planned funds	Utilization	Share %	Planned funds	Utilization	Share %
USED FUNDS IN TOTAL	**4 293 152**	**3 244 710**	**100**	**1 784 146**	**1 671 456**	**100,0**
including:						
1. ROADS	**3 757 400**	**2 728 782**	**84**	**1 632 646**	**1 606 113**	**96,1**
1.1. Road operation	**593 498**	**591 898**	**18**	**593 498**	**591 898**	**35,4**
including:						
- summer service of paved roads	0	264 789			264 789	
- summer service of gravel roads	0	116 529			116 529	
- upkeep of road structures	0	13 481			13 481	
- winter service	0	197 099			197 099	
1.2. Rehabilitation repairs	**1 259 163**	**1 122 926**	**34,6**	**800 343**	**687 392**	**41,1**
including:						
- repairs of paved roads	772 588	656 693		360 117	263 394	
- surface re-dressing	237 629	219 755		237 629	219 755	
- repairs of gravel roads	140 868	140 362		140 868	140 362	
- repairs of road structures	108 079	106 116		61 729	63 881	
1.3. Construction and reconstruction	**1 904 739**	**1 013 958**	**31,3**	**238 805**	**326 823**	**19,5**
including:						
- roads	1 766 031	890 353		190 499	293 619	
- road structures	138 708	123 605		48 307	33 204	
2. BUILDINGS	**6 095**	**5 887**	**0,2**	**6 095**	**5 887**	**0,4**
including:						
- repairs in road master areas and centres	5 895	5 887		5 895	5 887	
- construction and reconstruction				200		
ehituseks ja ümberehituseks	200					
				1 881	1 837	
3. ACQUISITION	**25 256**	**13 389**	**0**	**1 805**	**1 761**	**0,1**
- machinery and vehicles	1 805	1 761				
- information technology	12 811	5 954		76	76	
- inventory	381	76		76	76	
- acquisition of road and weather information system	10 260	5 598				

thousand kroons

	Funds in total			incl. Road Offices		
	Planned funds	Utilization	Share %	Planned funds	Utilization	Share %
5. LAND CONSOLIDATION	**31 917**	**16 165**	**0,5**		**153**	
6. TRAFFIC EDUCATION	**15 261**	**14 939**	**0,5**	**2 213**	**2 213**	**0,1**
7. OTHER EXPENDITURE (maintaining, designing, etc.)	**245 779**	**237 991**	**7,3**	**101 663**	**99 700**	**0,0**
8. OWN FUNDS	**13 145**	**35 616**	**1,1**	**9 774**	**31 522**	**1,9**
9. Earmarking	**25 000**	**22 034**	**0,7**			**0,0**
10. ARK index economics/ production costs variable costs	**1 770**	**1 671**	**0,1**	**620**	**521**	**0,0**
11. Public transport planning	**11 560**	**4 869**	**0,2**			**0,0**
12. Local government partnership	**87 500**	**102 510**	**3,2**			

Notes:

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

Maintenance of National Roads in 2010

The requirements for the service level of national roads did not change in 2010. Maintenance is carried out in accordance with the requirements for the service levels of roads established by Regulation No. 45 of the Minister of Economic Affairs and Communications (2003) .

Distribution of the roads between the performers of service operations is the following:

- AS TREV-2 Grupp – 3296 km (20%). Service operations are performed by the subsidiaries OÜ Rapla Teed (Rapla County), AS Põlva Teed (Põlva County) and OÜ Valga Teed (Valga County).
- Since 23. Dec. 2009 Lemminkäinen Eesti AS (former AS TALTER) – 941,825 km (5.7%). Service operations in Ida-Viru County are performed by Virumaa department.
- OÜ Sakala Teed – 1244,363 km (7.5%) in Viljandi County.
- Since 31. Dec. 2010 Nordecon Infra AS (former Nordecon Infra AS, AS ASPI) – 2089,148 km (12.7%). Service operations are performed by its department (Harju County, Keila region) and by the subsidiaries OÜ Hiiu Teed (Hiiu County), and AS Järva Teed (Järva County).
- AS Vooremaa Teed – 1111,262 km (6.7%) in Jõgeva County.
- AS Üle – 1603,891 km (9.7%). Service operations are performed by AS Üle (Harju County, Kose and Kuusalu region) and its subsidiary OÜ Lääne Teed (Lääne County).
- AS Võrumaa Teed – 1250,988 km (7.6%) in Võru County.
- AS Pärnumaa Teed – 1429,521 km (8.7%) in Pärnu County.
- AS Saaremaa Teed – 1091,639 km (6.6%) in Saare County.
- AS Tartumaa Teed – 1250,960 km (7.6%) in Tartu County.
- AS Virumaa Teed – 1189,885 km (7.2%) in Lääne-Viru County.

The total maintenance budget was 591,9 million EEK, whereas 197,1 million EEK was spent on winter service and 394,8 million EEK on summer service. Maintenance costs per 1 km were 35 900 EEK (in 2009 it was 37 200 EEK, in 2008 - 35 800 EEK).

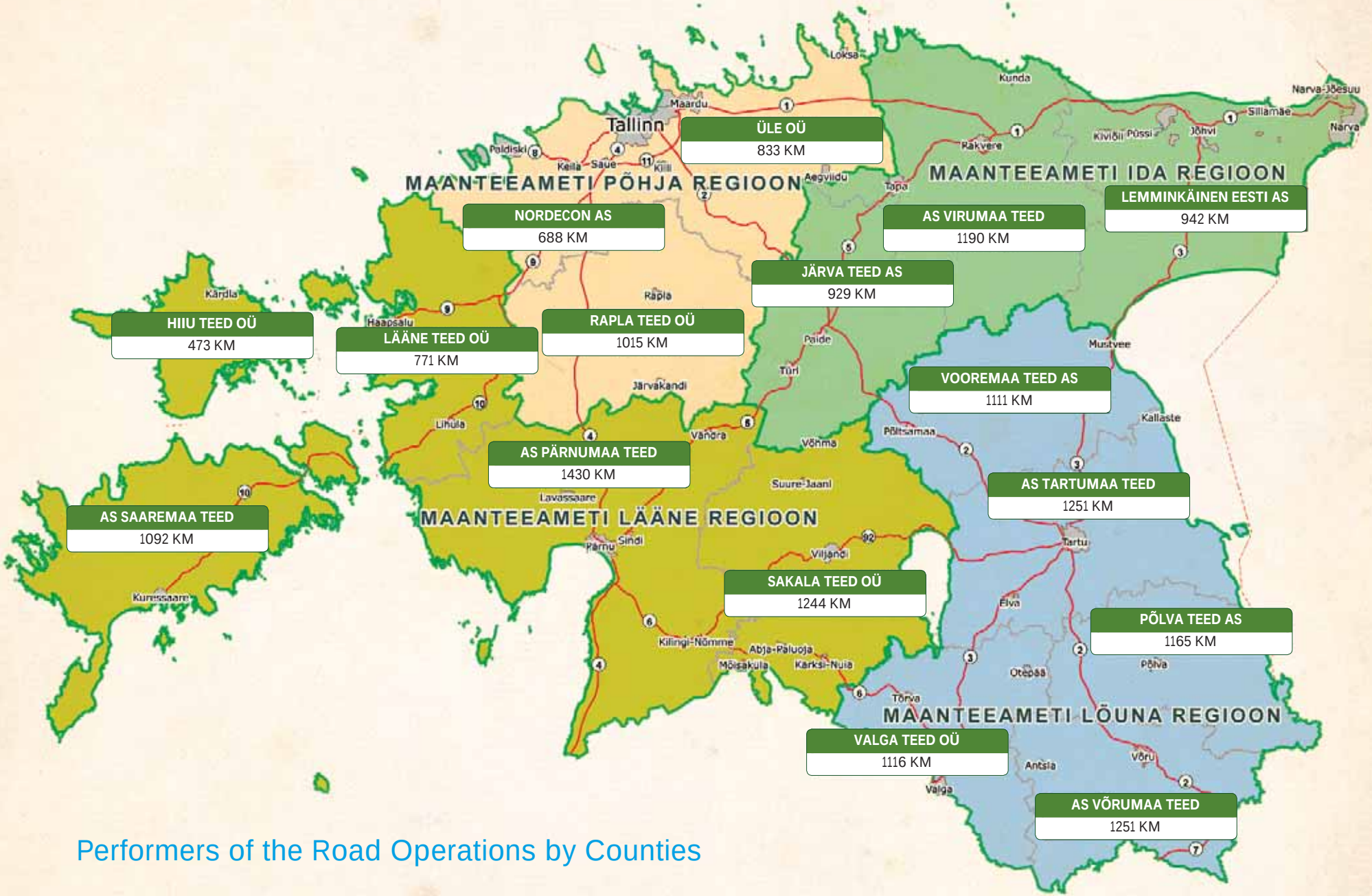
In 2010 machinery was transferred to the state limited companies by equity financing. That ended preparations for the sale of the shares of AS Saaremaa Teed, AS Võrumaa Teed and AS Virumaa Teed.

Ice Roads

From among the six ice roads managed by the ERA, in 2010 it was possible to open four:

- Rohuküla-Sviby – was open for 15 days, the performer of the work - Lääne Teed OÜ;
- Haapsalu-Noarootsi – was open for 29 days, the performer of the work - Paralepa Sadam OÜ;
- Heltermaa-Rohuküla – was open for 11 days, the performer of the work - Hiiu Teed OÜ;
- Tärkma-Jõiste – was open for 16 days, the performer of the work - Saaremaa Teed AS.

Preliminary work for opening Lao-Kihnu and Virtsu-Kuivastu ice roads was done, but the roads could not be opened. 2,3 million EEK was spent on the construction of the ice roads, they were used by 17214 vehicles during official opening times, which makes 133 EEK per vehicle.



Performers of the Road Operations by Counties

AS SAAREMAA TEED
1092 KM

Performers of the road operations and the kilometrage

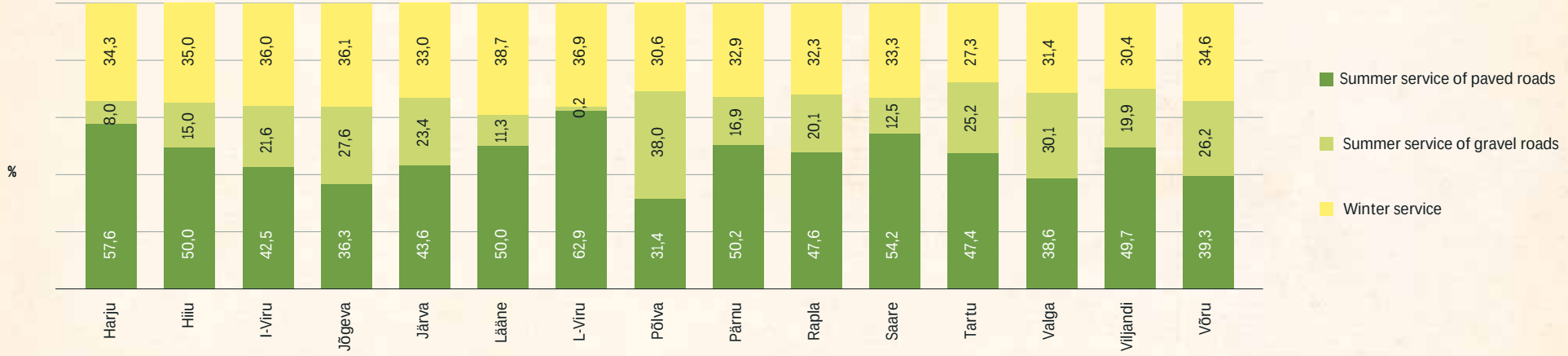
Performers of road service operations on national roads

km

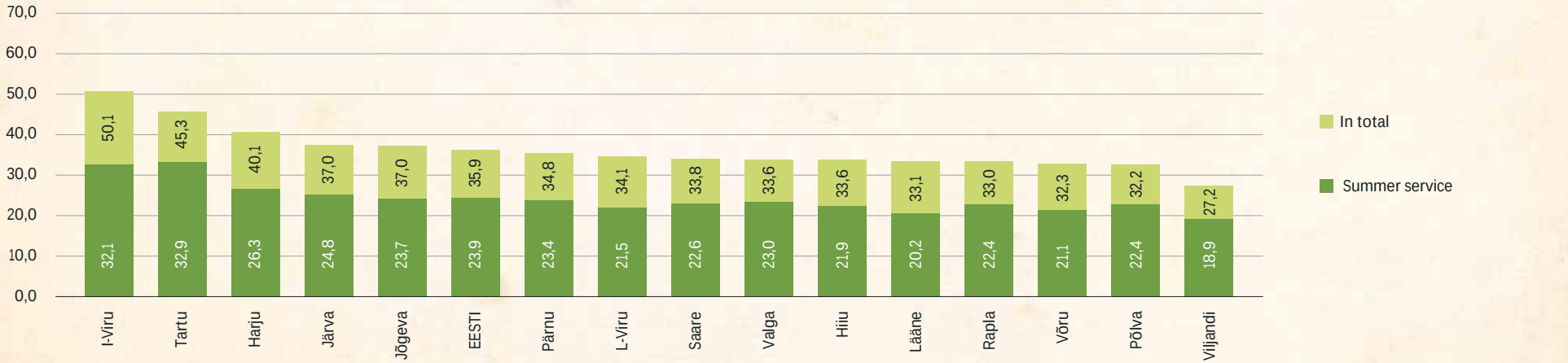
Performers of the road operations	Roads in total	Including				From this								
						Paved roads					Gravel roads			
							Including					Including		
		Main Roads	Basic roads	Ramps	Second-ary roads	Total	Main roads	Basic roads	Ramps	Second-ary roads	Total	Basic roads	Ramps	Second-ary roads
Administered by Road Admin-istration of Northern Region	**2 535,237**	**270,278**	**329,582**	**33,464**	**1 901,913**	**1 977,871**	**270,278**	**329,582**	**33,464**	**1 344,547**	**557,366**	**0,000**	**0,000**	**557,366**
NORDECON INFRA AS	687,601	112,499	55,456	10,938	508,708	575,525	112,499	55,456	10,938	396,632	112,076	0,000	0,000	112,076
RAPLA TEED OÜ	1 014,584	48,070	165,245	0,309	800,960	632,984	48,070	165,245	0,309	419,360	381,600	0,000	0,000	381,600
ÜLE OÜ	833,052	109,709	108,881	22,217	592,245	769,362	109,709	108,881	22,217	528,555	63,690	0,000	0,000	63,690
Administered by Road Admin-istration of Western Region	**5 009,368**	**513,708**	**732,022**	**5,911**	**3 757,727**	**3 020,687**	**513,708**	**715,078**	**5,911**	**1 785,990**	**1 988,681**	**16,944**	**0,000**	**1 971,737**
AS PÄRNUMAA TEED	1 429,521	217,320	108,538	2,605	1 101,058	808,590	217,320	108,538	2,605	480,127	620,931	0,000	0,000	620,931
AS SAAREMAA TEED	1 091,639	73,338	185,519	0,865	831,917	746,209	73,338	182,550	0,865	489,456	345,430	2,969	0,000	342,461
HIIU TEED OÜ	473,006	0,000	139,980	0,043	332,983	305,988	0,000	139,980	0,043	165,965	167,018	0,000	0,000	167,018
LÄÄNE TEED OÜ	770,839	126,697	73,587	0,129	570,426	539,453	126,697	73,587	0,129	339,040	231,386	0,000	0,000	231,386
SAKALA TEED OÜ	1 244,363	96,353	224,398	2,269	921,343	620,447	96,353	210,423	2,269	311,402	623,916	13,975	0,000	609,941
Administered by Road Admin-istration of Southern Region	**5 894,236**	**419,963**	**865,880**	**9,616**	**4 598,777**	**3 038,214**	**419,963**	**865,880**	**9,616**	**1 742,755**	**2 856,022**	**0,000**	**0,000**	**2 856,022**
AS TARTUMAA TEED	1 250,960	149,739	173,299	4,678	923,244	755,607	149,739	173,299	4,678	427,891	495,353	0,000	0,000	495,353
AS VÕRUMAA TEED	1 250,988	71,233	120,542	0,564	1 058,649	616,808	71,233	120,542	0,564	424,469	634,180	0,000	0,000	634,180
POLVA TEED AS	1 165,470	31,029	252,858	1,237	880,346	535,299	31,029	252,858	1,237	250,175	630,171	0,000	0,000	630,171
VALGA TEED OÜ	1 115,556	87,910	164,504	0,000	863,142	494,138	87,910	164,504	0,000	241,724	621,418	0,000	0,000	621,418
VOOREMAA TEED AS	1 111,262	80,052	154,677	3,137	873,396	636,362	80,052	154,677	3,137	398,496	474,900	0,000	0,000	474,900
Administered by Road Admin-istration of Eastern Region	**3 060,251**	**398,335**	**472,889**	**17,284**	**2 171,743**	**2 454,502**	**398,335**	**472,889**	**16,386**	**1 566,892**	**605,749**	**0,000**	**0,898**	**604,851**
AS VIRUMAA TEED	1 189,885	110,476	203,176	2,449	873,784	1 184,699	110,476	203,176	2,449	868,598	5,186	0,000	0,000	5,186
JÄRVA TEED AS	928,541	136,399	103,807	5,441	682,894	586,691	136,399	103,807	5,441	341,044	341,850	0,000	0,000	341,850
LEMMINKÄINEN EESTI AS	941,825	151,460	165,906	9,394	615,065	683,112	151,460	165,906	8,496	357,250	258,713	0,000	0,898	257,815
Total	**16 499,092**	**1 602,284**	**2 400,373**	**66,275**	**12 430,160**	**10 491,274**	**1 602,284**	**2 383,429**	**65,377**	**6 440,184**	**6 007,818**	**16,944**	**0,898**	**5 989,976**

Expenditure on Road Service Operations

Expenditure on road service operations by counties

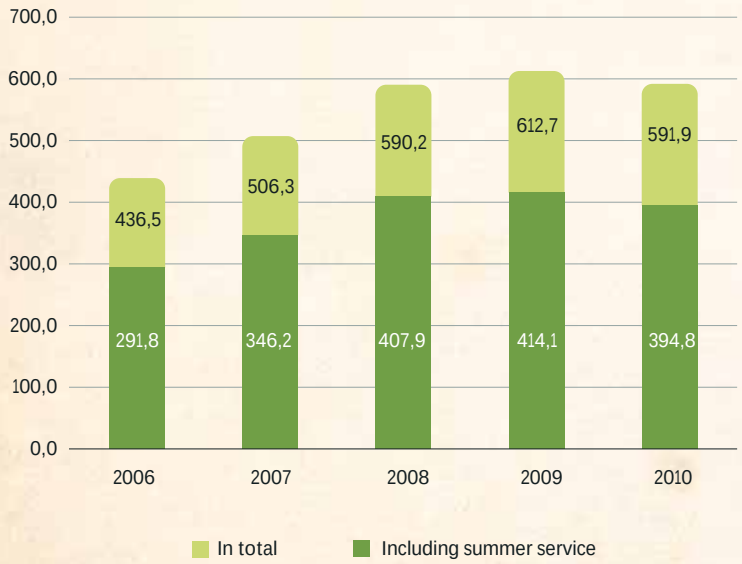


Expenditure per 1 road kilometre



Expenditure on Road Service Operations in 2006 – 2010

	Expenditure (million kroons)				
	2006	**2007**	**2008**	**2009**	**2010**
In total	**436,5**	**506,3**	**590,2**	**612,7**	**591,9**
Including					
Summer service					
Million kroons	**291,8**	**346,2**	**407,9**	**414,1**	**394,8**
%	66,8	68,4	69,1	67,6	66,7
Winter service					
Million kroons	**144,7**	**160,1**	**182,3**	**198,6**	**197,1**
%	33,2	31,6	30,9	32,4	33,3

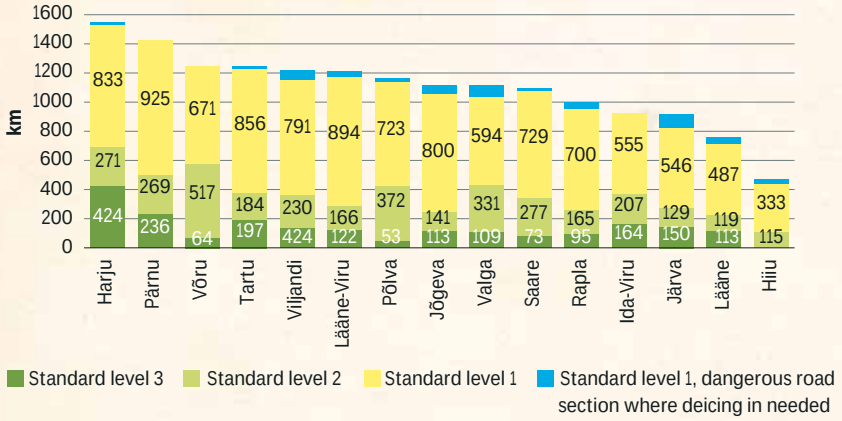


Standard Winter Service Levels on Main and Basic Roads

Service level 1 Service level 2 Service level 3

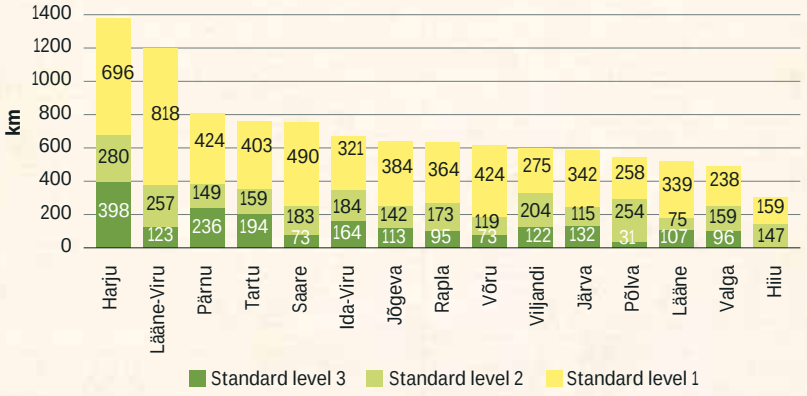
Service Levels of Roads in Counties

Winter service



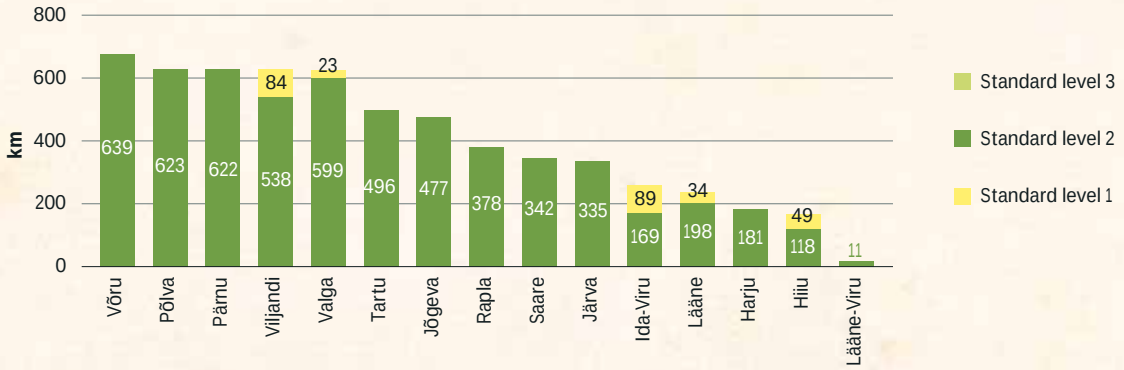
Total amount by service levels: Standard level 3 - 2050 km; 2 - 3494 km; 1 - 10436 km; Standard level 1 (dangerous road section where deicing in needed) 519 km

Summer service of paved roads



Total amount by service levels: Standard level 3 - 1957 km; 2 - 2599 km; 1 - 5935 km

Summer service of gravel roads



Total amount by service levels: Standard level 3 -3 km; 2 - 5727 km; 1 - 278 km

Surveys Among Road Users about Road Conditions on National Roads in 2010

One of the main tasks of the ERA is road management and creation of safe traffic conditions on roads. To achieve that aim, it is essential to get feedback from road users. Since 2002, the ERA has conducted surveys of the drivers` satisfaction with the driving conditions on national roads.

The growth of road users` satisfaction is one of the aims of the ERA in the coming years.

In 2010 the Road Administration carried out two surveys - about 2009/2010 winter road conditions (at the beginning of March) and about summer driving conditions (at the end of summer).

In general, winter road conditions of 2009/2010 were considered to be good. 69% of respondents found the road conditions good or excellent (in 2009 the corresponding number was 66% and in 2008 - 65%). The best ratings were given to the main roads Tallinn-Narva, Tallinn-Tartu-Võru-Luhamaa and Tallinn-Pärnu-Ikla, the conditions of which were considered good or excellent by 72% of respondents. The conditions of other bigger roads were also found good or excellent in the winter of 2009/2010 (58% of respondents). At the same time, the conditions of smaller roads were considered a lot worse (55% of respondents said they were bad or very bad and 26% of respondents considered them good). The reasons the respondents gave for their bad or very bad assessment were: snowy, slippery roads with wheel tracks, which made driving hard and overtaking dangerous.

The timing of winter service operations (snowploughing and anti-skid treatment) was considered good or very good by 66% of respondents. That means satisfaction has considerably grown compared to the previous year (52%), despite heavy snowfalls this winter.

The survey revealed that the most popular source of traffic information in winter is the radio (48% of respondents use it). The radio has been the favourite source during all surveys. It was followed by television (37%), and friends and acquaintances (15%). Information on road conditions (under Road Information) is available on the homepage of the ERA (www.mnt.ee) at 6 in the morning all year round, and in winter at 16.00 p.m. in addition. It is also possible to see the photos taken by 32 road cameras on the main roads. 78% of respondents were aware of the information on the ERA homepage.

The summer survey revealed that 88% of drivers considered the driving conditions in summer good or very good. In 2009 the corresponding number was 83% and in 2008 - 79%. Satisfaction was greater with the main roads Tallinn-Narva, Tallinn-Tartu-Võru-Luhamaa, Tallinn-Pärnu-Ikla -81%, (in 2009 - 79%, 2008 - 75%). In general drivers were satisfied with other main roads as well - 78% (in 2009 - 76%, 2008 - 68%). Fewer respondents - 58% were satisfied with the conditions of smaller roads (in 2009 - 54% and in 2008 - 45%).

The road users` opinion was asked about summer road maintenance in 2010, which includes the repair of holes and cracks, mowing of roadsides, maintenance of road signs etc. The majority of drivers were satisfied (80%), which shows satisfaction has grown by 27% compared to the year 2008 and 12% compared to the year 2009.

Information about road conditions is important in summer as well. Drivers were asked to assess the availability of information about road conditions, repairs and load restrictions in summer. In most cases the respondents found it easily available. Information about repairs and detours was considered good or very good by 78% of respondents (in 2009 by 70%). The share of dissatisfied drivers has remained roughly the same. In the summer of 2010 it was 14% and in 2009 -15%. It was considered necessary to spread road information in Russian as well.

The radio was the most popular source of information as before. The drivers wish that radio channels would provide information at certain times of the day, so that they could count on that. The importance of television news programmes as a road information source has doubled (in 2010 - 33%, but in 2009 - 14%). Almost one third of drivers considered a special radio station for road users the most comfortable source of road information.

Although satisfaction of road users is comparatively high, it does not mean that the ERA can make concessions on road maintenance. The activities of the ERA must be consumer-oriented. Together

with the improvement of road conditions, the needs and expectations of the road users grow as well, which should be an incentive for the ERA in road maintenance in future.

Road Surveys

Last year there were several surveys concerning road constructions and materials: the load bearing capacity of roads, additives in asphalt mixes and crushed limestone was analysed. The most extraordinary was the survey of possible pollution caused by Noarootsi ice road and an expert opinion, based on the analyses of ice surface, on the environmental impact of vehicles using the ice road.

By observing the construction of foundation layers of unbound mixes on Töngi-Aranküla road, a method of taking samples from unbound mixes was worked out, which enables the orderer of the work to get an objective overview of the quality of the layer.

In 2010 sensors were installed in the embankment to analyse the load bearing capacity of the road and register the freezing of the construction. Closer correlation between the load bearing capacity and the freezing of the construction need further investigation.

In autumn, a Commission of Road Surveys was set up as a coordinative and advisory body of the ERA. The main aim of the commission is to coordinate the ERA road surveys, tests, reasearch and development, and to order instructions and normative documents for the surveys, as well as to coordinate spreading of the information in connection with the surveys.

Thematic Planning

Preparations for thematic planning started in 2008. During the following year cooperation agreements were made between county governments and the ERA. Thematic planning involves roads which belong to the trans-European transport network (TEN-T). For thematic planning a lot of surveys and analyses are made (traffic survey, traffic safety analysis, cost-benefit analysis etc.) and the strategic assessment of environmental impact (KSH) is carried out. The results of those surveys, analyses and KSH form the basis of thematic planning.

Thematic planning involves the following main roads and road sections:

- E20, Tallinn-Narva road (Jõhvi-Narva road section, km 163–208);
- E263, Tallinn-Tartu-Võru-Luhamaa road (Mäo-Tartu road section, km 92–183);
- E67, Tallinn-Pärnu-Ikla road (Tallinn-Häädemeeste road section, km 12–170).

The aims of thematic planning

- Ascertaining the alignment of the road and road structures according to the requirements for the I class road, considering environmental restrictions.
- Determinig land utilization principles in the transport corridor encompassed by planning.
- Creating the basis for road construction projects.
- Creating the basis for general and detailed planning.

Utilization of European Regional Development Fund

In 2010, ten road sections encompassing 71,1 km of national roads with the total cost of 325 million EEK were reconstructed in the framework of a combined project financed 100% by the European Regional Development Fund (ERDF). Information boards set up by relevant road sections show they were reconstructed with the EU support. The projects were carried out in cooperation with the ERA and its regional institutions.

Road sections repaired with the support of the ERDF in 2010

- Road No. 15, Tallinn-Rapla-Türi, km 37–43,2. Ordered by the Northern Regional Road Administration. The work lasted from July 2009 till June 2010 and was performed by OÜ Rapla Teed and AS Teede REV-2. The total cost of the project was 2 718 571,32 euros.
- Road No. 17120, Sämi-Sonda-Kiviõli, km 12,834–23,147. Ordered by the Eastern Regional Road Administration. The work lasted from July 2009 till July 2010 and was performed by Nordecon Infra AS. The total cost of the project was 2 897 941,03 euros.
- Road No. 20, Põdruse-Kunda-Pada, km 0–7. Ordered by the Eastern Regional Road Administration. The work lasted from July 2009 till July 2010 and was performed by Nordecon Infra AS. The total cost of the project was 2 484 356,99 euros.
- Road No. 26, Türi-Arkma, km 2,957–8,476. Ordered by the Eastern Regional Road Administration. The work lasted from Sept. 2009 till Sept. 2010 and was performed by Nordecon Infra AS. The total cost of the project was 1 724 121,48 euros.

Road No. 26, Türi-Arkma, km 2,957–8,476.

- Road No. 66, Võru-Verijärve, km 2,702–6,205, and Road No. 67, Võru-Mõniste-Valga, km 2,456–4,125. Ordered by the Southern Regional Road Administration. The work lasted from Sept. 2009 till Nov. 2010 and was performed by AS Tref. The total cost of the project was 3 151 402,81 euros.
- Road No. 11251, Viimsi-Rohuneeme, km 0–1,1, and Road No. 11250, Viimsi-Randvere, km 7,2–11. Ordered by the Northern Regional Road Administration. The work lasted from Sept. 2009 till Oct. 2010 and was performed by Lemminkäinen Eesti AS. The total cost of the project was 2 173 557,88 euros.
- Road No. 6, Valga-Uulu, km 106,6–119,2. Ordered by the Western Regional Road Administration. The work lasted from Febr. 2010 till Oct. 2010 and was performed by AS Tref. The total cost of the project was 2 531 637,54 euros.
- Road No. 23, Haljala-Rakvere, km 0,335–8,245. Ordered by the Eastern Regional Road Administration. The work lasted from March 2010 till Oct. 2010 and was performed by Lemminkäinen Eesti AS. The total cost of the project was 2 250 313,82 euros.
- Road No. 9, Ääsmäe-Haapsalu-Rohuküla, km 64,460–70,416. Ordered by the Western Regional Road Administration. The work lasted from April 2010 till Nov. 2010 and was performed by Tallinna Teede AS. The total cost of the project was 4 148 947,75 euros.

Road No. 9, Ääsmäe-Haapsalu-Rohuküla, km 64,46–70,416.

- Road No. 62, Kanepi-Leevaku, km 21,745–25,25, and Road No. 18162, Himmaste-Rasina, km 0–1,5. Ordered by the Southern Regional Road Administration. The work lasted from May 2010 till Nov. 2010 and was performed by AS Põlva Teed. The total cost of the project was 2 629 912,72 euros.

Design and Construction of Mäo Bypass

Mäo junction in central Estonia became an important road junction already centuries ago. Together with the growth of traffic volume and development of technology it acquired its present measures and gained importance.

In 2003 preparations for the design and construction of Mäo bypass began. On 2. Nov. 2007 state procurement for the design and construction of the bypass was proclaimed.

On 26. May 2008 joint tenderers Nordecon Infra AS, Nordecon International AS and EA Reng AS signed a contract with the ERA for the design and construction of the bypass. Pursuant to the contract the bypass had to be completed in Oct. 2010. The total cost of the project together with VAT was 471 345 663 EEK, whereas 78% of it were the resources of the EU Cohesion Fund. The construction supervision contract was made with the joint tenderers Ramboll Eesti AS, Ramboll Finland OY and Finnroad OY.

During the construction of the bypass, Tallinn-Tartu-Võru-Luhamaa road was reconstructed as the I class 2 + 2 lane road with a separating strip. At the beginning of the section (km 84,98), the road turns left, where a 5 kilometre long new section begins. The greatest distance from the former road is 840 m. On km 91 the new road joins the former road again. As a result, the distance from Tallinn to Tartu shortened by 690 m, as well as the length of the journey. The most important result is smooth and safe traffic flow.

Pärnu-Rakvere-Sõmeru road turns right at the beginning of the new section and runs 1,8 km along the new section, joining the former road 300 m after the main ditch in the direction of Rakvere. That road section was partly designed and constructed as a 2 + 2 lane road with a separating strip.

Mäo bypass consists of two split-level intersections and two intersections:

- intersection B2, where the new section of Pärnu-Rakvere-Sõmeru road crosses the new section of Mäo bypass;
- intersection B4, which joins the new section of Mäo bypass with the former road in the direction of Tartu;
- intersection B1, which enables the local traffic of Tarbja village to pass underneath the the new section of Mäo bypass;
- intersection B5, where the new section of Pärnu-Rakvere-Sõmeru road passes underneath the former Tallinn-Tartu road.

According to the design project the y-interchanges of the ramps of intersections B2 and B4 start from the main road and discharge into the main road from the right. This ensures maximum comfort and smoothness of traffic flow on Mäo bypass, which is the road section with the greatest traffic volume.

The design solution of Mäo bypass separates local traffic from traversing traffic along Tallinn-Tartu-Võru-Luhamaa road. Local traffic uses a 4,1 km long section of the former road together with several new collector roads.

The Mäo bypass contract also set forth the design and construction of 4,5 km of bicycle and pedestrian roads, which are located on the right hand side of the new section of Pärnu-Rakvere-Sõmeru road and in the vicinity of the split-level intersection B5, where Pärnu-Rakvere-Sõmeru road crosses the former Tallinn-Tartu road. In addition, a new section of a bicycle and pedestrian road was constructed between the networks of Mäo bicycle and pedestrian roads and Türi-Paide-Sillaotsa bicycle and pedestrian roads. Bus terminal areas were also built in the Mäo triangle.

2,4 km of noise barriers of different design were erected to reduce the level of noise and pollution. Remote-control street lighting systems were installed, which enable to use cost-effective night regime.

Culvets and drainage systems were built throughout the site. To prevent greater wash, straw mats were placed on higher slopes, in addition, drain pipes were constructed.

Traffic signs, direction signs, mark posts and crash barriers were set up together with remote control lifting gates at U-turns for maintenance purposes, and road marking was done.

Roads and road structures constructed under the Mäo bypass contract:

- E263/T2 Tallinn-Tartu-Võru-Luhamaa road – 6,2 km,
- T5 Pärnu-Rakvere-Sõmeru road – 2,6 km,
- collector roads – 4,5 km,
- bicycle and pedestrian roads – 4,5 km,
- ramps of split-level intersections – 2,5 km,
- viaducts – 4,
- a bridge across the Vodja river – 1,
- noise barriers – 2,4 km.


RAKVERE
TALLINN
TARTU
PÕLTSAMAA
E 263

Kukruse-Jõhvi Road Section

Tallinn-Narva road (E20) runs 212 km from the west to the east, from Tallinn to Narva. The total length of the trans-European transport corridor (E20) is 1880 km. It begins at Shannoni airport in Ireland and ends in Petersburg in Russia. The reconstructed road section is located in North-Eastern Estonia on the territories of Kohtla-Järve, Jõhvi and Kohtla rural municipalities, between the town of Kohtla-Järve and Jõhvi on Tallinn-Narva road km 155,9–163,2. In Kohtla-Järve there are over 45 000 inhabitants and in Jõhvi over 12 000. The traffic volume on that road section was 11 000 vehicles per day in 2009 and it is expected to increase up to 19 384 vehicles per day by 2020.

Kukruse-Jõhvi road section on Tallinn-Narva road km 155,9–163,2 was reconstructed as a four-lane road. In building a new embankment, a high trensile geogrid was used to prevent sinking, which could be caused by a former mine underneath. Three split-level intersections were constructed (near Kukruse, at Kukruse-Tammiku crossroads and at the beginning of the entrance road to Jõhvi), one intersection near Aiandi, two pedestrian bridges near Kukruse manor-house and Valge Hobu pub. Along the whole section pedestrian roads and collector roads were built. Lighting was installed on the greatest part of the main road and along all pedestrian roads. In addition, noise barriers were erected and landscape design works were performed, trees and bushes were planted to improve the road environment. In order to reduce noise and pollution, the new road section was constructed outside Kukruse residential area.

The warranty period of the road section is five years.

The draft reconstruction project of Kukruse ja Jõhvi road section was made by Halcrow Group Ltd and a German company Dorch Consult in cooperation with ETP Group. Experts from Germany, Finland and Estonia were also involved. The technical project was drawn up by AS Teede Tehnocentre in cooperation with a German company SEIB Ingenieur-Consult GmbH & Co. KG.

The ERA made the construction supervision contract with Ramboll Eesti AS on 31. May 2007, which included carrying out an expert analysis. The cost of the contract was 19,9 million EEK, together with VAT. The expert analysis started on 1. June, 2007. After that the road project was modified according to the recommendations of the expert analysis and finally approved by the general director of the ERA.

On 1. May, 2008. public procurement was proclaimed to find a constructor. On 9. Oct. 2009. the construction contract was signed by the ERA, according to which Kukruse-Jõhvi road section had to be completed by the end of Oct. 2010. The construction started on 2. March. The contract was made with Lemminkäinen Eesti AS, Tref AS, K-Most AS and Teede REV-2 AS. The cost of the contract was 628 240 676,86 EEK, which included VAT and expenses for extraordinary works. The final cost was 603 486 020,39 EEK. The reconstruction of Kukruse-Jõhvi road section was carried out in the frames of the EU Cohesion Fund project No. CCI 2002 EE 16 P PA 002. The warranty period is five years.

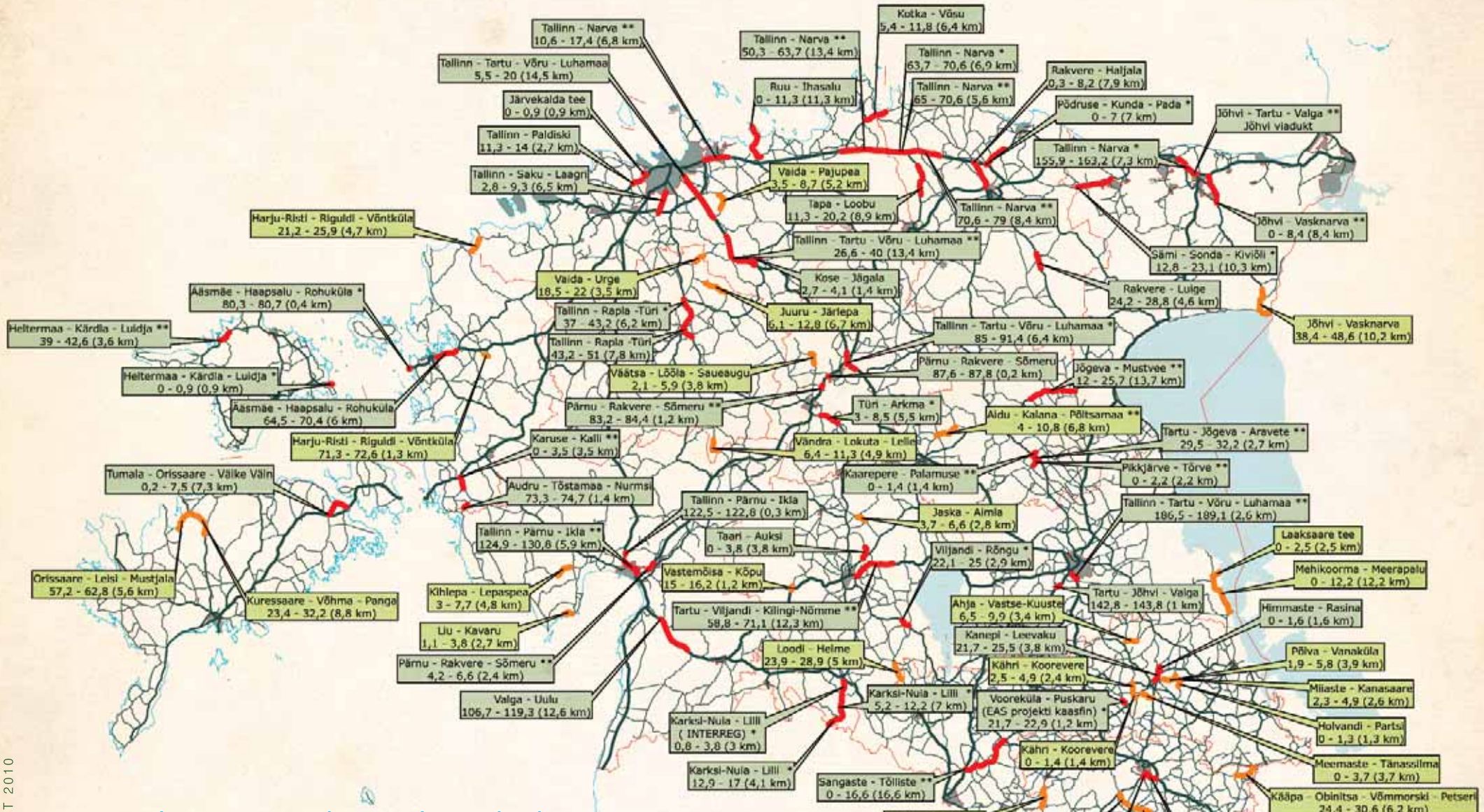
The reconstructed Kukruse-Jõhvi road section is located above former mines, as oil-shale mining in that region was carried out from the beginning of the 20. century until 1960-ies. The width of the oil-shale layer was 1,6–3,5 m. Most of the mining area has been filled. The passages of the mines are not filled, only supported by poles, and may therefore collapse. The ceiling of the passages is at the depth of 3–14 metres from the ground.

The ERA prescribed that a special high trensile geogrid, 1350 kN/m of longitudinal resistance and 135 kN/m of transversal resistance had to be laid under the embankment to ensure sufficient load capacity of the embankment and stability of the road construction, and avoid possible sinking. The contractors laid 332 850 m of high trensile geogrid, which makes the road section a unique one in the world. To prevent sinking of the ground, viaducts were constructed on concrete poles which stand in the passages of the mine.

On 30. June 2009, a 4 x 4 x 5 m collapse was discovered on the northern side of the road which was being built under Tammiku viaduct. It occurred in a Karst region, which also weakened the load bearing capacity of the ceiling of the mine passage. As there were two access and transport tunnels near by, it was feared that the geogrid will not be able to support the road in a Karst region. It was decided to support the ceiling of the access and transport tunnel with concrete cones. Along the tunnel, holes with the diametre of 630 mm were drilled after every 7 metres, through which concrete mix was bumped into the passages. 27 cones were constructed.

On 18. Nov. 2009, in the course of road works on Kukruse-Jõhvi road section, human bones and items of cultural value were found under Tallinn-Narva road, 270 m south-east of Kukruse manor-house. During preliminary archeological investigation from 21.–23. Nov. 2009, it was ascertained that a late iron-age cemetery (12.–13. century) of great archeological value had been found. The ERA financed archeological excavations by Muinaslabor OÜ, which lasted from Dec. 2009 till Jan. 2010 . The cemetery was discovered when the driver of the excavator noticed a bronze knife sheath. After that several items and bones were excavated: swords, clay dishes, ornaments, tools and coins. Archeologists found a cremation funeral place and a road with cartwheel tracks from the 18. century.

Photo: contractors Lemminkäinen Eesti AS, Teede Rev-2 AS, Tref AS ja K-Most AS.



Major construction and repairs in 2010

- Repairs of pavements
- Paving of gravel roads
- Main road
- Basic road
- Secondary road
- County border
- * continued from 2009
- ** continued in 2011

Road construction, repairs and operations on national roads in total

million kroons

Activities	Unit	Volume in total	including		
			Main roads	Basic roads	Secondary roads
1. Road construction	kroons	**890,3**	**537,3**	**118,0**	**235,0**
Including:					
a) Construction of paved roads	kroons	**890,3**	**537,3**	**118,0**	**235,0**
	km	***369,8***	***29,3***	***47,2***	***293,3***
From this by the types of surfaces:					
- asphalt concrete	kroons	765,6	537,3	99,8	128,5
	km	*79,0*	*29,3*	*22,9*	*26,8*
- mix in plant and place	kroons	91,0		0,1	90,9
	km	*235,9*			*235,9*
- surface dressing of gravel roads	kroons	33,7		18,1	15,6
	km	*54,9*		*24,3*	*30,6*
b) Construction of gravel roads	kroons				
	km				
2.Construction and reconstruction of bridges	kroons	**123,6**	**95,9**	**2,4**	**25,3**
- reconstructed bridges	*pc/m*	*16/247,6*	*7/177,21*	*4/25,22*	*5/45,17*
- reconstructed overpasses	*pc/m*	*12/542,52*	*12/542,52*		
3. Repairs of roads	kroons	**1 016,8**	**218,9**	**387,1**	**410,8**
a) repairs of pavements	kroons	**656,7**	**202,1**	**325,8**	**128,8**
	km	***146,9***	***38,8***	***71,7***	***36,4***
From this by the types of surfaces:					
- asphalt concrete overlays	kroons	609,2	202,1	293,6	113,5
	km	*123,9*	*38,8*	*61,1*	*24,0*
- mix in plant and place (bitumen-gravel, stabilization, macadam)	kroons	47,5		32,2	15,3
	km	*23,0*		*10,6*	*12,4*

million kroons

Activities	Unit	Volume in total	including		
			Main roads	Basic roads	Secondary roads
b) repairs of gravel roads	kroons	**140,4**		**1,0**	**139,4**
	km	*433,5*		*10,2*	*423,3*
c) surface dressing	kroons	**219,7**	**16,8**	**60,3**	**142,6**
	km	***1072,6***	***63,5***	***232,4***	***776,7***
4. Repairs of bridges	kroons	106,1	49,0	18,2	38,9
- repaired bridges	*pc/m*	*22/ 765,4*	*2/ 226,6*	*2 / 125,9*	*18 /412,9*
- repaired overpasses	*pc/m*				
5.Road operations	kroons	**591,9**	**155,4**	**132,3**	**304,2**
From this:					
- summer service	kroons	394,8	91,9	79,6	223,3
- winter service	kroons	197,1	63,5	52,7	80,9
Road construction, repairs and					
operations in total	kroons	**2 728,7**	**1 056,5**	**658,0**	**1 014,2**
Repairs of buildings	kroons	**5,9**			
Construction, repairs and					
operations in total	kroons	**2 734,6**	**1 056,5**	**658,0**	**1 014,2**

Road Construction, Repairs and Operations by County

County / Activities		Harju	Hiiu	I-Viru	Jõgeva	Järva	Lääne	L-Viru	Põlva	Pärnu	Rapla	Saare	Tartu	Valga	Vil-jandi	Võru	Total
1. Road construction	th.of kroons	**95 316**	**33 220**	**319 751**	**2 765**	**171 685**	**13 094**	**14 662**	**28 695**	**96 383**	**11 424**	**37 094**	**23 461**	**2 914**	**26 906**	**12 983**	**890 353**
a) construction of paved roads	th.of kroons	**95 316**	**33 220**	**319 751**	**2 765**	**171 685**	**13 094**	**14 662**	**28 695**	**96 383**	**11 424**	**37 094**	**23 461**	**2 914**	**26 906**	**12 983**	**890 353**
	km	**63,912**	**14,134**	**53,792**	**0,100**	**39,647**	**18,145**		**26,451**	**28,797**	**31,958**	**36,319**	**15,439**	**0,794**	**13,973**	**21,974**	**369,8**
- asphalt concrete	th.of kroons	**81 693**	**30 568**	**314 688**	**1 445**	**165 306**	**7 579**	**13 607**	**17 369**	**91 408**	**2 129**	**27 560**	**1 632**	**2 818**	**4 582**	**3 246**	**765 630**
	km	**7,087**	**4,709**	**28,619**	**0,100**	**18,309**	**0,623**	**0,453**	**6,038**	**1,903**	**0,850**	**8,706**	**0,160**	**0,289**	**1,007**	**0,161**	**79,0**
																	0
- mix in plant and place	th.of kroons				**931**				**11 326**		**915**		**21 708**		**1 950**		**36 830**
	km					**0,116**			**20,413**		**2,356**		**14,731**			**0,108**	**37,7**
																	0
- paving with mild asphalt	th.of kroons	**13 623**	**2 050**	**3 071**	**389**	**6 379**	**4 327**	**1 055**		**4 975**	**7 573**	**795**	**121**	**96**		**9 737**	**54 191**
	km	56,825	8,680	14,752		21,222	14,874	3,923		26,894	26,253	2,024	0,548	0,505		21,705	**198,2**
																	0
- surface dressing of gravel roads	th.of kroons		**602**	**1 992**			**1 188**				**807**	**8 739**			**20 374**		**33 702**
	km		0,745	10,421			2,648				2,499	25,589			12,966		**54,9**
																	0
b) Construction of gravel roads	th.of kroons																**0**
	km																**0,0**
2. Construction and reconstruction of bridges and overpasses	th.of kroons	**16 281**	**784**	**48 718**	**1 291**	**17 195**	**3 357**	**2 833**	**359**	**21 847**	**1 946**	**1 354**	**201**	**0**	**1 333**	**6 106**	**123 605**
- bridges	th.of kroons	**8 792**	**784**	**26 785**	**1 291**	**1 947**		**2 833**	**359**		**1 946**	**1 354**	**201**		**1 333**	**6 106**	**53 731**
	pc	1	1	4	1	2	1	1	1			1			2	1	**16**
	m	22,3	7,0	139,6	3,4	34,6	8,2	3,3	6,6			11,0			8,5	3,0	**247,6**
- overpasses	th.of kroons	**7 489**		**21 933**		**15 248**	**3 357**			**21 847**							**69 874**
	pc			*5,0*		*6,0*	*1,0*										**12**
	m			*272,1*		*266,0*	*4,4*										**542,5**
3. Repairs of roads	th.of kroons	**170 221**	**12 100**	**80 669**	**29 250**	**55 997**	**87 193**	**121 348**	**69 862**	**74 396**	**40 630**	**25 781**	**34 545**	**56 764**	**74 713**	**83 341**	**1 016 810**
a) repairs of pavements	th.of kroons	**135 797**	**243**	**61 154**	**2 006**	**43 736**	**68 795**	**95 961**	**42 996**	**39 613**	**21 264**	**0**	**10 406**	**33 662**	**41 878**	**59 183**	**656 694**
	km	32,638	1,133	13,343	13,696	11,077	9,319	19,606	5,778	12,600	6,295	0,000	1,409	0,095	14,211	5,676	**146,9**
- asphalt concrete	th.of kroons	**135 797**	**144**	**60 771**	**2 006**	**42 853**	**65 452**	**95 961**	**42 996**	**39 613**	**21 264**		**10 406**	**31 900**	**848**	**59 183**	**609 194**
	km	32,638	0,010	10,343	13,696	7,477	6,863	19,606	5,778	12,600	6,295		1,409	0,095	1,426	5,676	**123,9**
- mix in plant and place	th.of kroons		**99**	**383**		**883**	**3 343**							**1 762**	**41 030**		**47 500**
	km		1,123	3,000		3,600	2,456								12,785		**23,0**
b) repairs of gravel roads	th.of kroons	**14 322**	**2 402**	**1 867**	**12 695**	**546**	**9 812**		**11 415**	**18 164**	**10 908**	**10 804**	**9 823**	**7 910**	**19 335**	**10 358**	**140 361**
	km	42,624	8,710	20,934	30,452	2,500	31,278		26,597	59,039	76,606	25,351	19,660	24,500	45,481	19,731	**433,463**

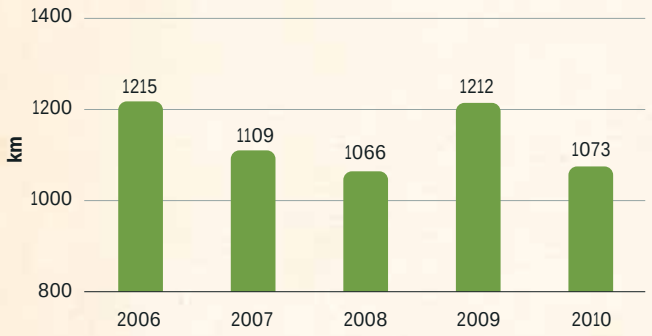
County / Activities		Harju	Hiiu	I-Viru	Jõgeva	Järva	Lääne	L-Viru	Põlva	Pärnu	Rapla	Saare	Tartu	Valga	Vil-jandi	Võru	Total
c) surface dressing	th.of kroons	**20 102**	**9 455**	**17 648**	**14 549**	**11 715**	**8 586**	**25 387**	**15 451**	**16 619**	**8 458**	**14 977**	**14 316**	**15 192**	**13 500**	**13 800**	**219 755**
	km	130,976	41,076	105,696	54,017	52,846	55,771	119,202	65,156	89,685	39,203	67,460	61,151	58,248	64,851	67,270	**1072,6**
4. Repairs of bridges and overpasses	th.of kroons	**8 543**	**440**	**19 386**	**16 703**	**2 397**	**0**	**756**	**4 981**	**35 405**	**7 333**	**0**	**45**	**6 571**	**3 556**	**0**	**106 116**
- repaired bridges	th.of kroons	**8 543**	**440**	**19 386**	**16 703**	**2 397**		**756**	**4 981**	**35 405**	**7 333**		**45**	**6 571**	**3 556**		**106 116**
	pc	*5*	*1*	*1*	*1*	*1*			*2*	*4*	*4*			*1*	*2*		***22***
	m	*118,8*	*5,8*	*162,0*	*64,6*	*7,3*			*102,2*	*74,5*	*54,6*			*120,1*	*55,6*		***765,4***
- repaired overpasses	th.of kroons																**0**
	pc																**0**
	m																**0,0**
5. Road operations	th.of kroons	**62 336**	**15 894**	**46 375**	**41 293**	**34 205**	**24 860**	**41 200**	**37 546**	**49 822**	**33 361**	**36 950**	**56 696**	**37 502**	**33 294**	**40 564**	**591 898**
- summer service	th.of kroons	**39 819**	**9 973**	**29 493**	**25 504**	**21 771**	**14 018**	**25 993**	**25 356**	**31 179**	**21 928**	**23 340**	**40 402**	**25 215**	**21 519**	**25 808**	**381 318**
paved roads	th.of kroons	**34 833**	**7 612**	**19 460**	**14 094**	**13 747**	**11 219**	**25 899**	**11 028**	**22 774**	**15 254**	**18 747**	**26 100**	**13 947**	**14 880**	**15 195**	**264 789**
gravel roads	th.of kroons	**4 986**	**2 361**	**10 033**	**11 410**	**8 024**	**2 799**	**94**	**14 328**	**8 405**	**6 674**	**4 593**	**14 302**	**11 268**	**6 639**	**10 613**	**116 529**
- winter service	th.of kroons	**21 426**	**5 544**	**16 650**	**14 892**	**11 325**	**9 634**	**15 207**	**11 466**	**16 373**	**10 781**	**12 316**	**15 532**	**11 794**	**10 110**	**14 049**	**197 099**
- service of bridges and overpasses	th.of kroons	**1 091**	**377**	**232**	**897**	**1 109**	**1 208**		**724**	**2 270**	**652**	**1 294**	**762**	**493**	**1 665**	**707**	**13 481**
Total	th.of kroons	**352697**	**62438**	**514899**	**91302**	**281479**	**128504**	**180799**	**141443**	**277853**	**94694**	**101179**	**114948**	**103751**	**139802**	**142994**	**2728782**

Road construction, repairs and service operations in 2006 - 2010

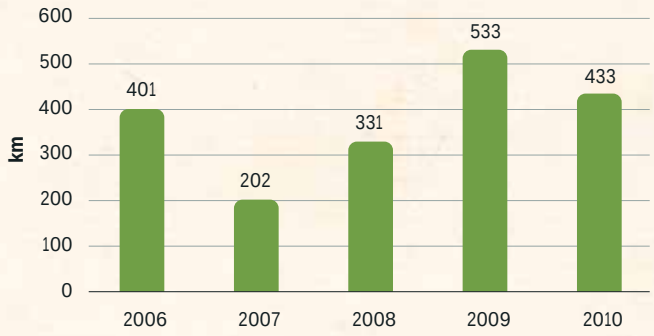
Activities	Expenditures thousands of kroons					Construction and repairs of roads – km bridges – pc/m				
	2006	2007	2008	2009	2010	2006	2007	2008	2009	2010
1. Road construction	**419 994**	**583 170**	**737 627**	**1 121 846**	**890 353**					
Including:										
a) Construction of paved roads	**416 416**	**581 757**	**709 049**	**1 121 846**	**890 353**	**333,9**	**319,7**	**264,2**	**394,1**	**369,8**
Asphalt concrete	213 453	434 325	536 229	1 012 115	765 630	20,5	34,6	43,5	168,9	79,0
Mix in plant and site	143 481	109 120	124 845	75 194	91 021	208,1	200,5	132,2	153,0	235,9
Surface dressing of gravel roads	59 482	38 312	47 975	34 537	33 702	105,3	84,6	88,5	72,2	54,9
b) Construction of gravel roads	**3 578**	**1 413**	**28 578**			**10,9**		**13,6**		
2. Construction and reconstruction of bridges	**95 494**	**204 720**	**92 889**	**141 150**	**123 605**					
Reconstructed bridges						11/166,2	20/445,8	13/315	19/170,7	16/ 247,6
Reconstructed overpasses						3/15,0	3/123	3 /308	1/58,2	12/ 542,52
3. Repairs of roads	**1 476 715**	**1 142 073**	**1 260 976**	**543 055**	**1 016 810**					
a) Repairs of pavements	**1 180 620**	**870 288**	**883 505**	**189 312**	**656 694**	**235,2**	**143,0**	**268,5**	**136,9**	**146,9**
Including										
Asphalt concrete	1 177 326	834 478	856 947	168 125	609 194	235,0	130,3	250,6	118,6	123,9
Mix in plant and site	3 294	35 810	26 558	21 187	47 500	0,2	12,7	17,9	18,3	23,0
b) Repairs of gravel roads	76 301	60 166	130 848	142 265	140 361	401,2	202,4	330,9	532,6	433,5
c) Surface dressing	219 794	211 619	246 623	211 478	219 755	1215,0	1108,8	1065,8	1212,0	1072,6
4. Repairs of bridges and overpasses	**44 088**	**42 293**	**133 207**	**51 214**	**106 116**					
Bridges						12/536,5	15/286,6	17/ 279,4	33/761,73	22/765,4
Overpasses							1/111	2/ 262	4/282,8	
5. Road operations	**436 468**	**506 254**	**590 235**	**612 661**	**591 898**					
Including										
Summer service	291 748	346 194	407 923	414 066	394 799					
Winter service	144 720	160 060	182 312	198 595	197 099					
Total	1 234 355	1 983 621	2 814 934	2 814 934	2 728 782					

Repairs of Pavements

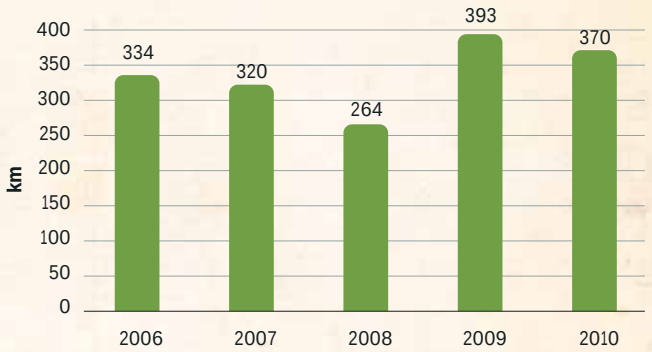
Surface dressing



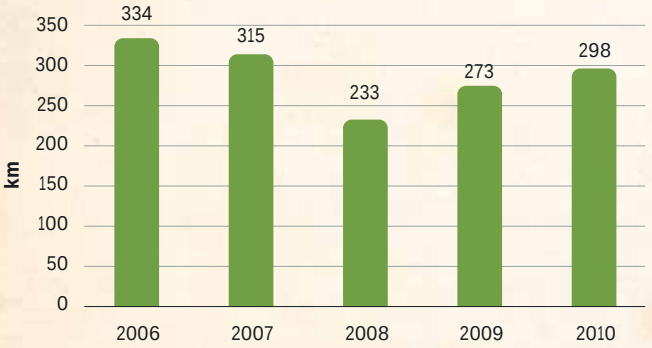
Repairs of gravel roads



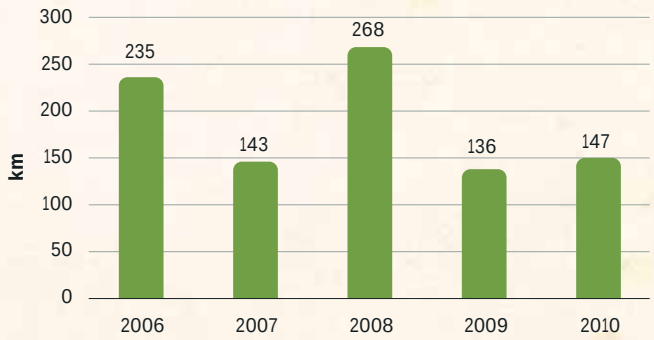
Paving in total



Paving of gravel roads



Repairs of pavements

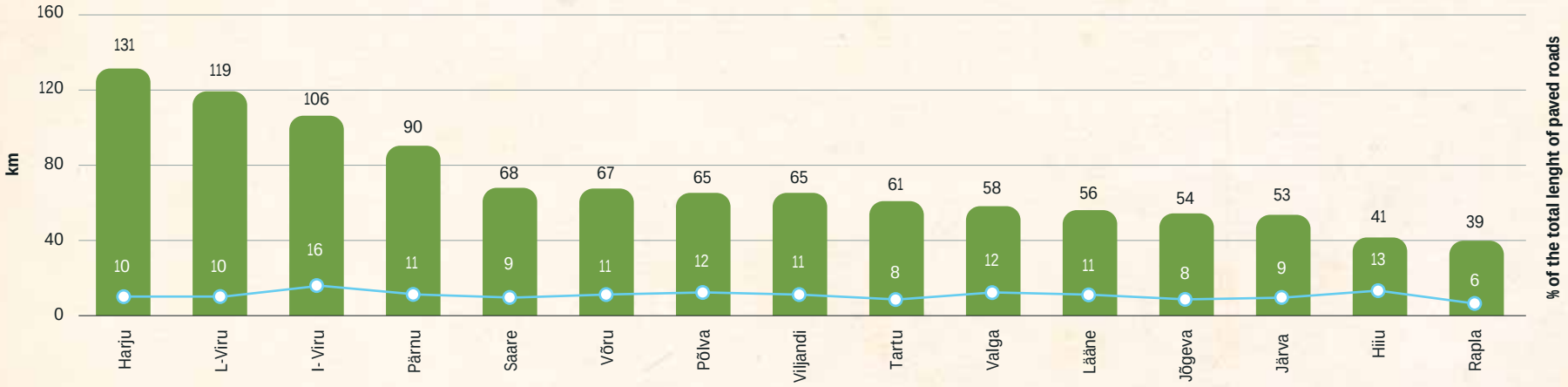


Share of works performed by contractors

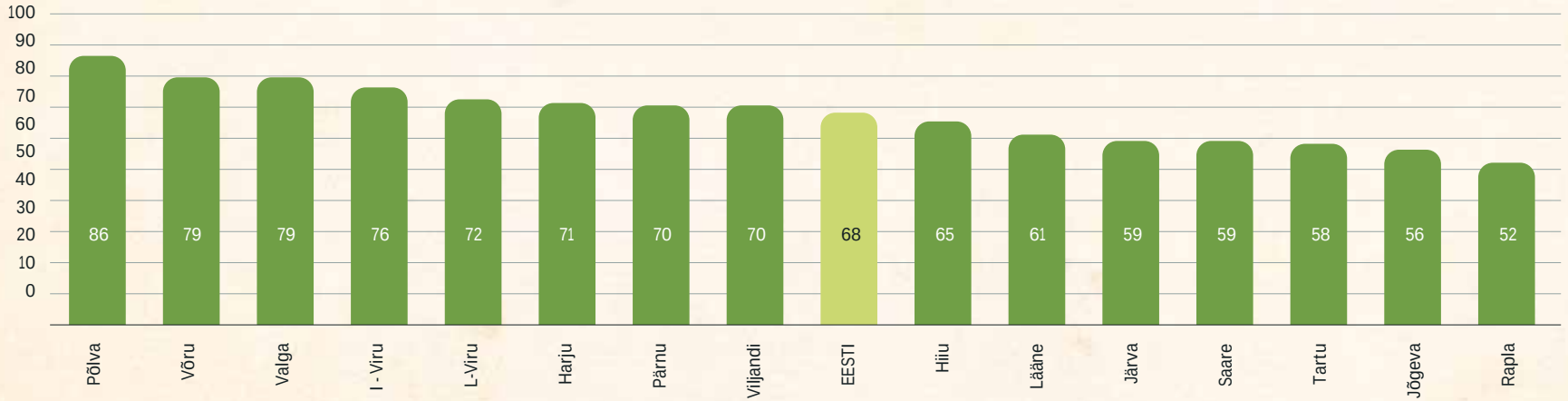
	expenditure (billions of kroons)				
	2006	**2007**	**2008**	**2009**	**2010**
Construction, repairs and service operations in total	**2,5**	**2,5**	**2,8**	**2,5**	**2,7**
Performed by contractors	2,2	2,2	2,6	2,5	2,7
%	*87,6*	*90,2*	*91,4*	*100,0*	*100,0*

Surface Dressing by Counties

In 2010



During the period 2005-2010 (% of the total lenght of paved roads in the county)



Bridges

In 2010 another 4-year cycle of bridge inspection (Bridge Management System, BMS) began on national roads. The database of bridges is compiled and analysed with the help of software Pontis.

Systematic inspection of bridges on national roads started with inspection of 100 bridges in the worst condition by AS Teede Tehnokeskus in 2004. The first complete cycle lasted from 2005–2007: damaged bridge elements were registered, test measurements of dimensions were made and over 16 500 photos were taken and recorded. Assessment of the condition of every bridge according to the bridge elements (beams, columns, hand-rails etc.) enables to create a bulky database necessary for consistent assessment.

205 bridges in the area of administration of the Road Administration of the Northern Region were inspected in 2010. Since that cycle, the bridges of one region are inspected during one year, which increases the reliability of comparative data. On the web-page http://bms.teed.ee the data about all 937 bridges (the number may slightly vary every year) are collected and will be supplemented with the registered data of inspected bridges, damaged bridge elements and inspection photos in the future as well. The necessary passwords for this limited access web-page can be obtained from the ERA.

The greatest construction and repair projects in 2010 were Papiniidu bridge in Pärnu, the bridges of Mäo bypass, the bridges of Kukruse-Jõhvi and Sõpruse bridge in Narva. The latter can be considered the most complicated project of recent years because of its complicated technical problems and time-consuming paper-work.

Environmental Measures

Construction of noise barriers

In 2010, in the course of two great projects – the construction of Kukruse-Jõhvi road section and Mäo bypass, several new noise barriers were constructed with the total length of 3702 metres.

Four noise barriers with the total length of 2422 metres were erected during the reconstruction of Kukruse-Jõhvi road section on Tallinn-Narva road. The height of the noise barriers is 3 metres from the surface of the road. As noise reducing elements, modules with aluminium cover, produced by a German company Schütte were used. The noise barriers were built by a consortium of Talter AS, Tref AS, K-Most AS and Teede REV-2 AS. The total cost of the construction of noise barriers together with VAT was 16,9 million EEK.

Four noise barriers with the total length of 2422 metres were also erected during the construction of Mäo bypass on Tallinn-Tartu-Võru-Luhamaa road. The height of the noise barriers is 4 metres from the surface of the road and they consist of an embankment together with a limestone and timber wall. The noise barriers were designed by AS K & H, which also prepared the preliminary landscaping project of the bypass. The timber parts follow the model of Vaida-Aruvalla noise barriers and the usage of limestone is part of the identity of the region and the materials used in Paide – the regional centre. Natural materials help revive the monotonous traffic corridor and make it part of the surrounding environment. The technical project of the noise barriers was elaborated by EA Reng AS and Nordecon Infra AS and barriers were built by Nordecon Infra AS. The total cost of the noise barriers together with VAT was 9,47 million EEK.

Assessment of environmental impact

The assessment of the environmental impact of the activities outlined by the preliminary design project of Mõigu intersection (km 4,4–6,6) on Tallinn-Tartu-Võru-Luhamaa road was approved by the Environmental Board of Harju-Järva-Rapla region. The section is located within Mõigu settlement, starting from the border of Tallinn and extending to the intersection of the future small Tallinn ringroad. Due to the vicinity of residential areas, the undesirable environmental factors were noise and pollution and the impact on social environment. Another important aspect is the vicinity of Lake Ülemiste and the need to protect it as the reservoire of Tallinn drinking water from negative environmental impact such as inflow of polluted rainwater as well as possible accidents. The environmental impact report outlines several protective measures, which have been taken into consideration in the preliminary project. These include, among other things, safe direction and purification of polluted rainwater and erection of noise barriers to protect the inhabitants of Mõigu settlement.

For the assessment of the environmental impact of the preliminary project of Tallinn-Paldiski road, the movement of bats hibernating in Vääna-Posti, their permanent place of residence, was monitored in 2010 in cooperation with the Environmental Board. The field works of the monitoring lasted from April till November and the method of line-count and point-count with ultrasound detectors was used. The database includes also the results of random observations and the counts at the cave. The total number of the bats and the species were counted on the road section. Five species were registered during the observation.

The results of the monitoring show that in spring-time bats used two main flight corridors to cross the road. The greatest flight density for all species was up to 1,5 bats per hour in

spring and up to 2,5 bats per hour in autumn. The bats` need to cross the road is most probably connected with the quarry across the road, where they go to drink. The present road does not have a great impact, as no dead bats were found on the road during the monitoring period.

In autumn, there were much fewer bats in the vicinity of the road. At that time additional monitoring at the cave by point-count method was rearranged, and its results indicate that the autumn flight direction of the bats registered in front of the cave was the west and north-west. It is probable that the aim of those flights was to find food near the Vääna river or the neighbouring fields, or movement towards the hibernating cave in Humala region. The present results of the monitoring fail to show any connection with the road 2B.

Summary and recommendations for the reconstruction project of Tallinn-Paldiski road.

The results of the monitoring of bats indicate that four aspects must be observed in connection with widening the road:

a) facilities making overflight across the road easier must be erected on the ascertained flight corridors according to the recommendations of the report and considering their technical feasibility;
b) lighting of the road on sections I–IV should not be allowed;
c) it is advisable to surround the road with high greenery or a barrier to prevent noise and light pollution in the permanent place of residence of the bats;
d) monitoring after the reconstruction of the road is needed.

Rainwater collectors on Kukruse-Jõhvi section

During the reconstruction of Kukruse-Jõhvi section of Tallinn-Narva road, for the first time in Estonia, huge pools and ponds were constructed to collect rainwater from the road surface.

The collection of rainwater was necessitated by a pecularity of the locality – the said road section is situated on former mine passages and it was necessary to prevent formation of ravines and thus pollution of groundwater and other water bodies by pollutants from the road. A system consisting of 7 parts was built on the section, each containing a rainwater collection pond and an evaporation pool.

Traffic Count in 2010

The statistics on the number of vehicles using the roads is the basis for determining the required maintenance level, designing new roads and taking several road safety measures. Traffic counts have taken place for decades, although, in the modern sense, we can talk about traffic counts since 1990-ies, when the first automatic counters were set up on the roads.

In 2010 the development of the network of stationary counting points was continued and nine new counting points were set up. By the end of the year there were 111 counting points all over Estonia to establish the number, class and speed of vehicles.

Changes in Estonian economy are directly reflected in the results of traffic count as well. While in the years 1998–2007 traffic volume steadily increased by 6–10% per year on main and basic roads, then in the years 2008–2010 the traffic volume decreased. Compared to the year 2009, in 2010 traffic volume decreased by 4,2% on national roads, whereas the decrease on main roads was 4%, on basic roads 3,7% and on secondary roads 6,3%.

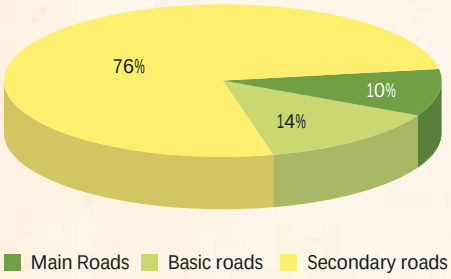
The road section with the greatest traffic volume in Estonia is on Tallinn-Pärnu-Ikla road km 13–13,7, where the yearly average traffic volume was 30 317 vehicles per day. On the basis of traffic count, the yearly average traffic volume on main roads decreased most of all - by 25% - on Risti-Virtsu section of Risti-Virtsu-Kuivastu-Kuressaare road.

In 2011 the ERA plans to renew the communication devices of stationary counting points, which will enable to collect traffic count data and information about congestions every 15 minutes.

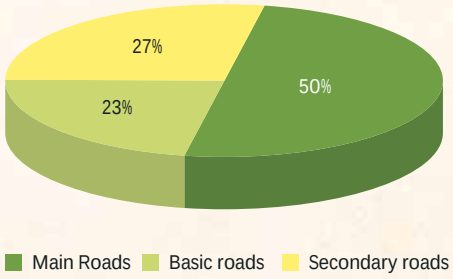
By the end of 2012, actual traffic count on all traffic count sections of national roads will have been completed, enabling to apply traffic modelling to the full extent. As a result, beginning with 2013, it will be possible to considerably reduce the amount of periodic traffic count.

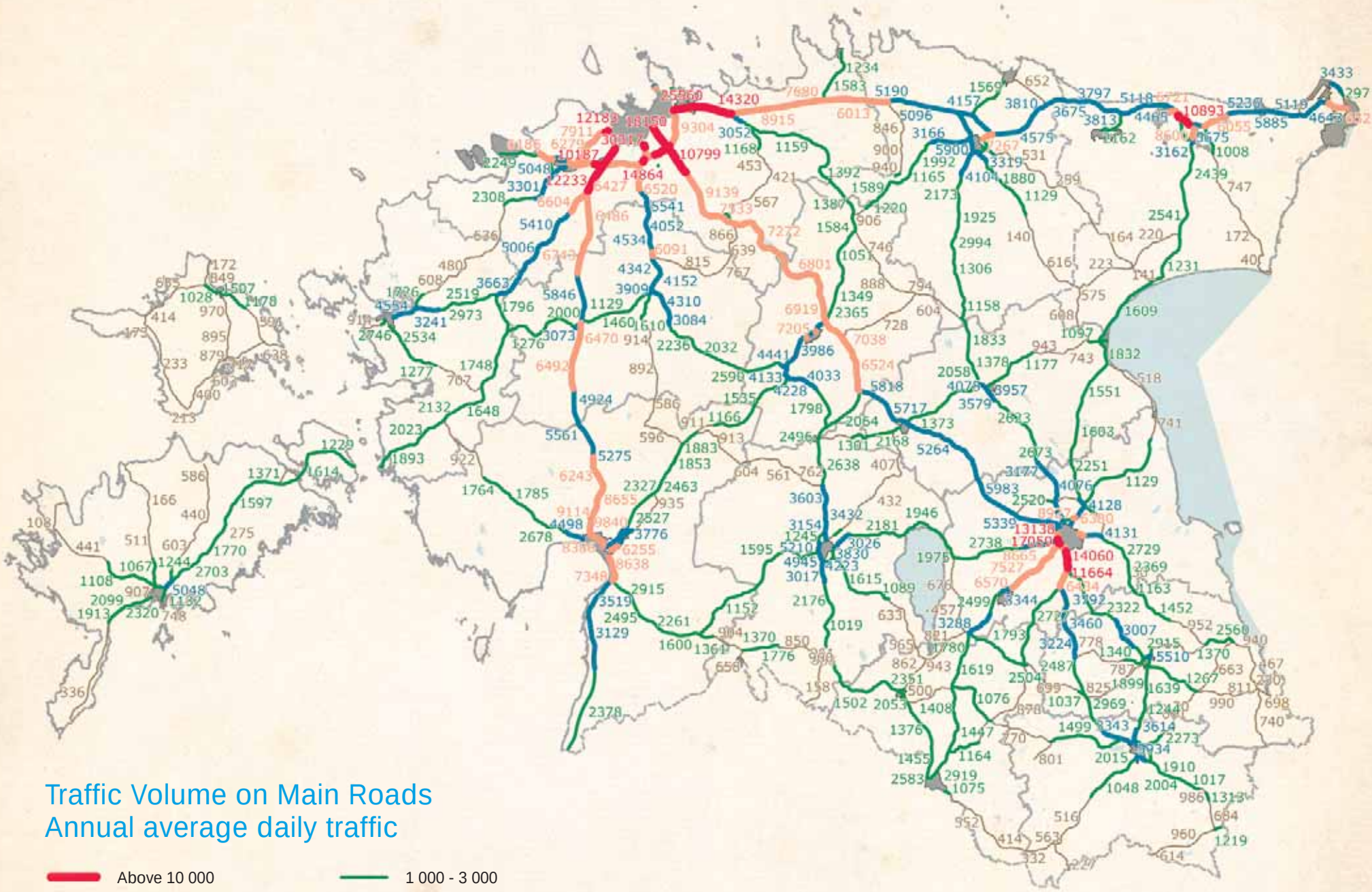
Traffic performance on national roads in 2010

Road Network



Performance





Traffic Volume on Main Roads
Annual average daily traffic

- Above 10 000
- 6 000 - 10 000
- 3 000 - 6 000
- 1 000 - 3 000
- Below 1 000

Classification of vehicles by administrative territories as of January 1, 2011

County	Passenger cars		Buses		Goods vehicles		Motorcycles		Trailers	
	Total	Incl private	Total	Incl private	Total	Incl private	Total	Incl private	Total	Incl private
Harjumaa	194486	123441	1602	140	31185	6234	6284	5192	21548	9309
incl Tallinn	132906	80722	1269	74	21599	3320	3741	2962	13671	4866
Hiiumaa	6889	5692	24	10	1003	468	347	324	989	699
incl Kärdla	2242	1797	3	1	445	140	110	102	374	217
Ida-Virumaa	52461	44366	630	75	5569	2079	962	880	4114	2433
incl Narva	16923	14913	112	24	1436	508	244	218	990	511
incl Kohtla-Järve	12778	10791	309	13	1034	398	140	130	740	502
incl Jõhvi	4756	3503	63	4	746	191	105	96	459	250
Jõgevamaa	18336	14442	130	29	2627	1126	821	758	2399	1747
incl Jõgeva	3466	2020	17	9	543	118	122	114	320	219
Järvamaa	16632	13324	71	23	2339	906	676	620	2000	1354
incl Paide	3770	2869	20	7	493	141	141	123	448	255
Läänemaa	15006	11180	88	19	2389	787	572	533	1835	1342
incl Haapsalu	5647	3733	35	4	1148	182	174	154	584	412
Lääne-Virumaa	29959	23717	228	23	4689	1902	1058	967	3769	2384
incl Rakvere	7433	5509	31	6	1164	369	242	211	966	613
Põlvamaa	20380	17337	81	33	2622	1364	888	847	2219	1630
incl Põlva	4323	3507	20	4	669	205	176	169	552	308
Pärnumaa	38181	29760	129	25	5874	2198	1644	1485	5105	3182
incl Pärnu	15680	11540	69	10	2352	620	623	532	1986	1057
Raplamaa	19160	15490	114	39	2714	1230	796	727	2365	1584
incl Rapla	2529	1901	40	2	395	101	116	102	366	187
Saaremaa	18983	15240	98	16	2544	1089	932	838	2819	2032
incl Kuressaare	7178	5478	53	3	1110	291	296	253	1197	779
Tartumaa	57664	44227	546	43	8876	2544	2064	1801	8566	4558
incl Tartu	34445	25399	450	21	5250	1099	1152	980	5158	2375
Valgamaa	16268	13827	51	15	2144	995	590	544	1897	1364
incl Valga	5642	4903	10	4	790	307	169	156	601	440
Viljandimaa	25985	21218	235	49	3577	1653	1199	1114	3190	2349
incl Viljandi	9048	6977	151	17	1373	421	422	377	1144	759
Võrumaa	19978	17097	139	39	2815	1334	636	585	2335	1605
incl Võru	6877	5698	19	3	1018	354	249	224	773	494
Uncrossed	2316	1991	1	1	237	198	202	194	315	224
Total:	552684	412349	4167	579	81204	26107	19671	17409	65465	37796

Average Traffic Volume and Overall Traffic Performance on Natural Roads in 2001-2010

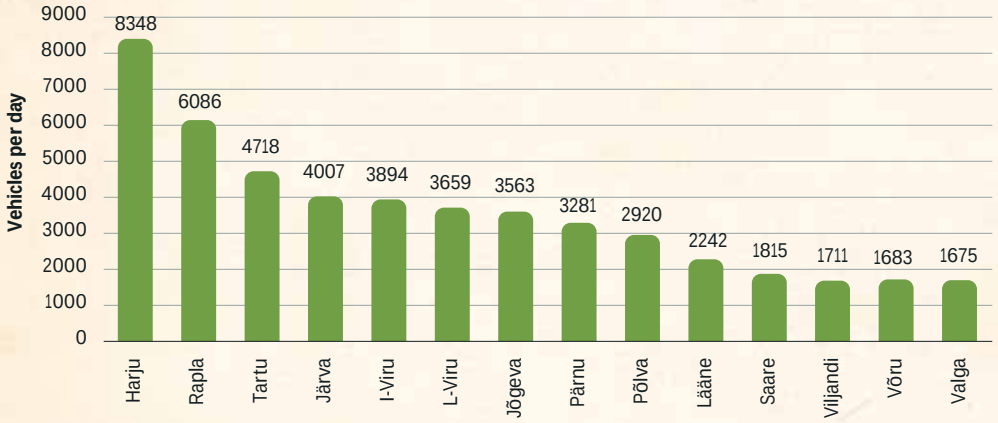
	Traffic volume				Performance
	Main rods	Basic roads	Secondary roads	National roads on average	Million vehiclekm a year
2001	2 888	1 082	237	598	3 593
2002	3 062	1 182	241	632	3 790
2003	3 229	1 156	250	669	4 019
2004	3 534	1 238	277	740	4 372
2005	3 808	1 279	291	776	4 663
2006	4 190	1 440	303	850	5 113
2007	4 741	1 589	334	945	5 676
2008	4 552	1 418	334	901	5 422
2009	4 255	1 325	301	834	5 013
2010	4 058	1 277	283	795	4 788

Number of vehicles

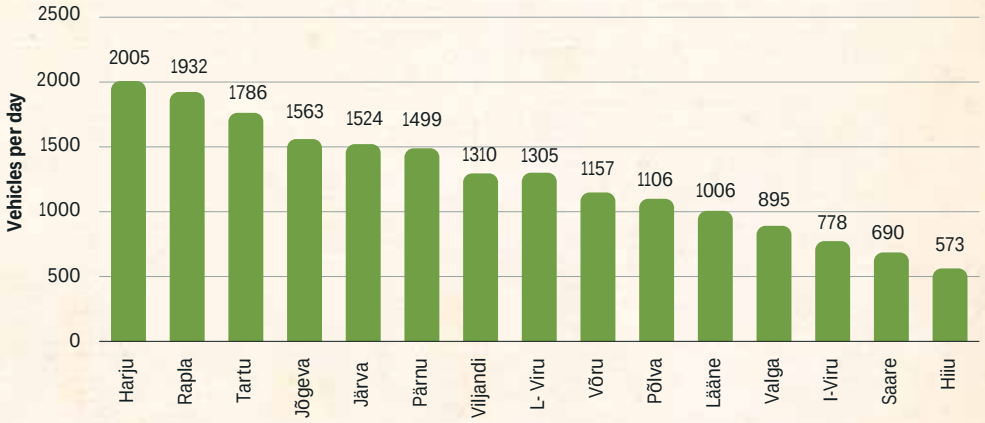
Number in total		Including			Vehicles per 1000 inhabitants	
		Goods vehicles	Buses	Passenger cars	vehicles in total	passenger cars
1994	**440198**	61124	6918	372156	**304**	257
1995	**456051**	65598	7009	383444	**320**	269
1996	**484731**	71304	6829	406598	**345**	289
1997	**510740**	76605	6457	427678	**367**	307
1998	**537877**	80617	6306	450954	**390**	327
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
2005	**585175**	86201	5194	493780	**435**	367
2006	**652250**	92860	5378	554012	**486**	413
2007	**608356**	80280	4310	523766	**454**	391
2008	**639472**	83350	4292	551830	**477**	412
2009	**630920**	81111	4117	545692	**471**	407
2010	**638055**	81204	4167	552684	**476**	412

Average Traffic Volume in Counties per 1 km

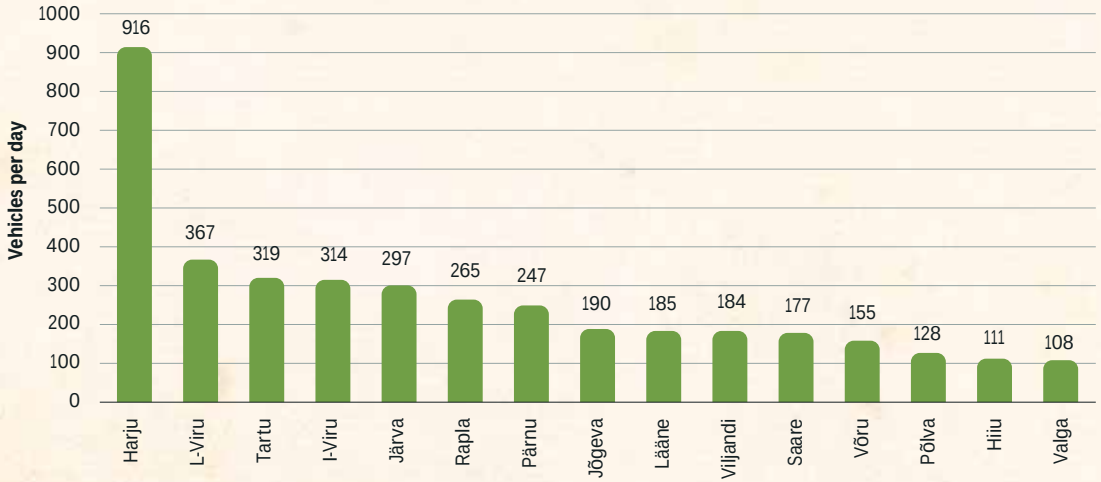
Main roads



Basic roads



Secondary roads



Passenger Cars First Registered in Traffic Register in 2010 (Top15)

By make	2 010	2 009	2 008	2 007	2 006	2 005	2 004	2 003	2 002	2 001	2 000	1 999	1 998	1 997	1 996	1 995	1 994	1 993	1 992	1 991	1 990	Older	Total
VOLKSWAGEN	593	17	92	309	268	133	99	94	93	149	218	318	351	340	329	247	171	56	37	22	17	32	3985
FORD	583	12	41	100	87	66	73	73	154	147	220	314	178	167	86	45	30	9	5	5	14	18	2427
TOYOTA	1313	20	48	140	107	71	85	74	78	42	56	29	30	16	9	6	9	2	5	8	8	21	2177
AUDI	147	31	51	149	166	104	73	49	77	85	132	165	190	156	158	127	59	36	29	20	3	12	2019
VOLVO	204	13	35	147	133	114	103	121	151	119	191	174	117	100	65	18	18	7	11	1	0	18	1860
BMW	126	54	46	123	89	75	86	112	102	92	121	118	117	91	84	58	39	25	25	17	11	32	1643
MERCEDES-BENZ	208	55	33	114	107	82	53	66	81	67	80	84	94	77	61	41	32	34	24	23	18	64	1498
RENAULT	1104	2	5	7	6	16	23	30	24	25	22	26	28	18	5	4	5	4	3	0	1	1	1359
OPEL	300	2	19	49	46	27	47	41	61	72	141	168	112	97	60	40	22	19	12	6	1	5	1347
ŠKODA	1047	5	13	17	20	19	7	9	9	8	13	15	5	1	0	0	0	0	0	0	0	1	1189
HONDA	663	9	16	24	17	33	27	20	17	6	11	17	9	13	7	6	4	3	3	0	3	3	911
NISSAN	452	2	6	8	19	19	38	36	27	35	36	33	30	22	18	9	8	12	10	7	6	2	835
PEUGEOT	585	5	9	13	6	14	10	16	7	12	8	13	6	12	9	3	5	1	2	1	3	6	746
MAZDA	275	5	18	25	27	15	24	13	17	23	42	54	48	26	18	9	18	7	13	6	0	5	688
MITSUBISHI	216	3	4	17	13	16	10	10	15	41	56	65	43	35	25	25	4	15	10	7	6	10	646

New passenger cars first registered in 2010

Make	Number
TOYOTA	1297
RENAULT	1103
ŠKODA	1043
HONDA	660
PEUGEOT	580
VOLKSWAGEN	578
FORD	577
SUBARU	492
CITROEN	487
NISSAN	450
HYUNDAI	379
DACIA	309
KIA	303
OPEL	298

Make	Number
MAZDA	273
MITSUBISHI	214
VOLVO	200
MERCEDES-BENZ	184
AUDI	133
SEAT	118
BMW	104
SUZUKI	95
LEXUS	86
CHRYSLER	65
CHEVROLET	58
DODGE	41
LAND ROVER	26
JEEP	22

Make	Number
FIAT	21
PORSCHE	21
SAAB	21
JAGUAR	8
MINI	8
ALFA ROMEO	7
LADA	5
SSANGYONG	4
CADILLAC	3
FERRARI	3
AMG HUMMER	2
INFINITI	2
MERCEDES-AMG	2
OMAVALMISTATUD	2

Make	Number
ASTON MARTIN	1
FIAT CAPRON	1
FIAT DETHLEFFS	1
FORD HOBBY	1
LAMBORGHINI	1
LOTUS	1
MASERATI	1
ROLLS-ROYCE	1
SHUANGHUAN	1
ZHONGHUA	1
	10294

Classification of vehicles by type of fuel

Type of fuel	Total	Passen-ger cars	Goods vehi-cles	Buses	Motor-cycles
Petrol	**454247**	415578	18733	269	19667
Diesel-Fuel	**203432**	137082	62451	3896	3
Gas-Powered	**39**	19	18	2	0
Electric-Powered	**8**	5	2	0	1
	657726	**552684**	**81204**	**4167**	**19671**

Passenger Cars First Registered in 2010

By chassis type

Chassis type	Number
Station wagon	11428
Hatchback	6224
Saloon	6072
Multi-purpose vehicle	4097
Coupe	675
Convertible	246
Caravan	57
Special purpose	18
Sports car	14
Limousine	6
Pick-up	1
	28838

By power (kw)

Power (kw)	Number
below 59	2397
60 - 74	4881
75 - 99	8574
100 - 124	7661
125 - 149	2737
150 - 199	1786
200 - 249	537
250 - 299	175
300 - 399	77
400	3
403	1
404	1
408	1
412	4
420	2
426	1
	28838

By colour

Colour	Number
black	5676
grey	4027
silver	3757
dark blue	2506
red	1955
blue	1569
dark grey	1550
white	1400
dark green	1051
green	976
light grey	941
beige	880
dark red	714
brown	416
light blue	336
violet	295
light green	228
golden	175
dark brown	101
yellow	85
light beige	79
orange	78
light brown	29
pink	6
light yellow	3
light red	3
uncrossed	2
	28838

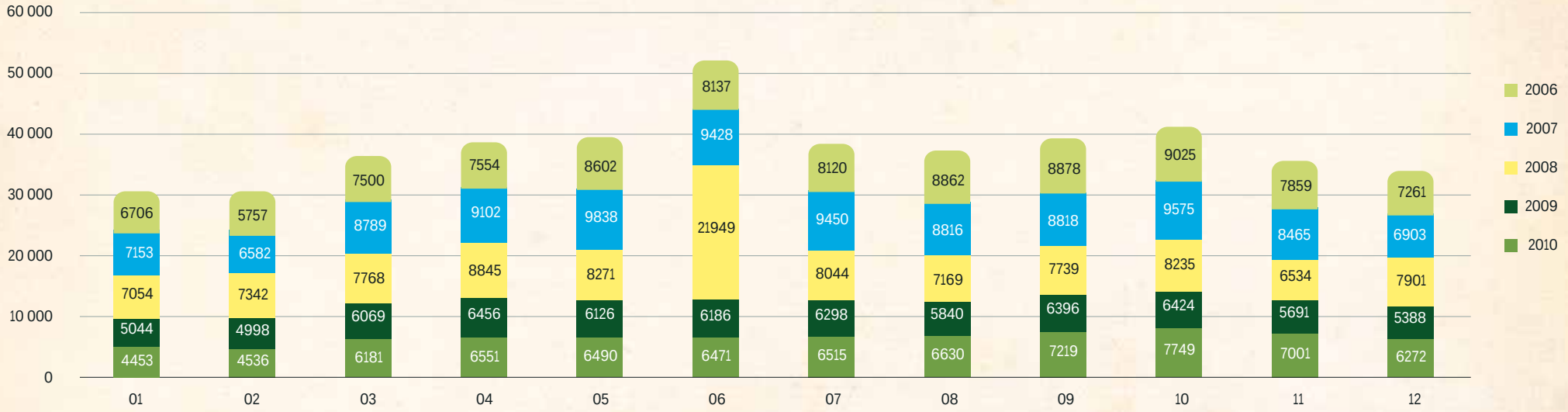
By capacity (cm³)

Capacity (cm³)	Number
below 950	46
951 - 1150	227
1151 - 1250	808
1251 - 1350	424
1351 - 1450	1528
1451 - 1550	1261
1551 - 1650	4058
1651 - 1750	239
1751 - 1850	2841
1851 - 1950	2721
1951 - 2150	5623
2151 - 2350	1219
2351 - 2550	3672
2551 - 2750	412
2751 - 2950	739
2951 - 3450	1841
3451 - 3950	332
3951 - 4950	546
4951 - 5950	212
over 5951	89
	28838

By doors

Doors	Number
5	19740
4	7058
3	1388
2	622
0	27
1	2
6	1
	28838

Monthly transfer of passenger car ownership during 2006 – 2010

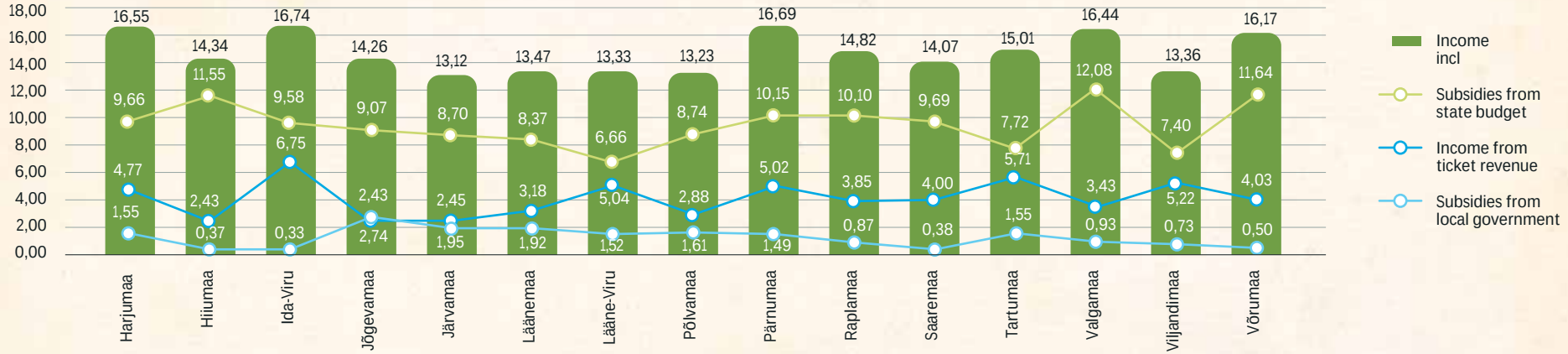


Vehicles submitted to technical inspection by bureaus Jan 1, 2010 – Dec 31, 2010.

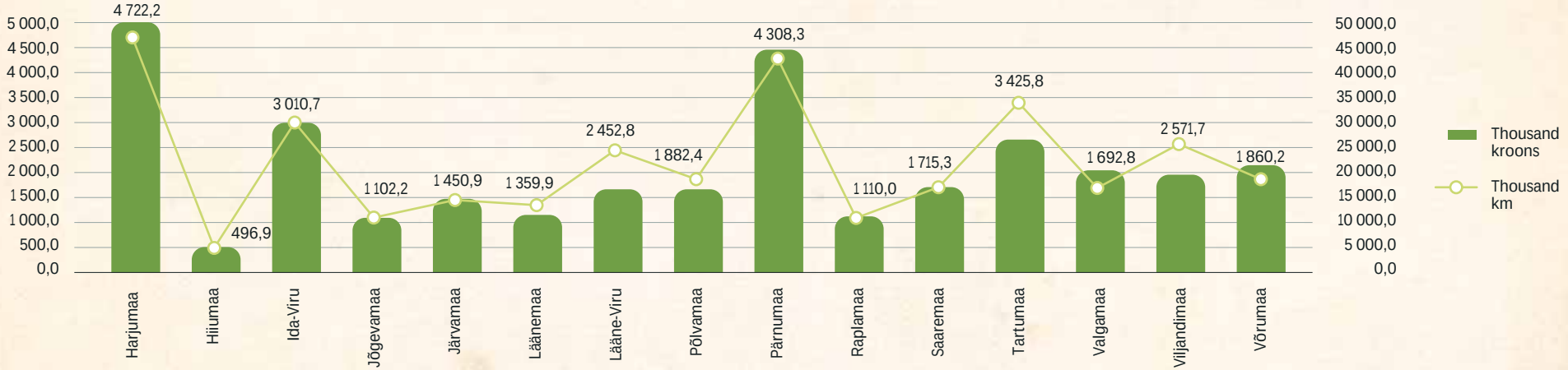
Region	Total inspections			Periodical Technical Inspections				Number of vehicles	Average age of vehicles
	Total	Pass the inspection	Fail the inspection	Total	Pass the inspection	Fail the inspection	Inspection failure %		
Haapsalu	6217	5521	684	5992	5299	682	11,38	5265	12
Hiiumaa	4008	3741	264	3893	3626	264	6,78	3561	14
Jõgeva	13132	12040	1089	12807	11715	1089	8,50	11569	13
Jõhvi	24597	22513	2073	23102	21048	2053	8,89	20612	12
Kuressaare	11820	10730	1084	11735	10646	1083	9,23	10566	13
Narva	14864	13503	1355	13809	12456	1349	9,77	12122	13
Paide	13450	12663	785	12891	12105	784	6,08	11976	13
Pärnu	35279	32521	2719	32782	30074	2694	8,22	29734	12
Põlva	12669	11160	1499	12248	10739	1499	12,24	10610	13
Rakvere	24090	22276	1793	22947	21157	1782	7,77	20859	13
Rapla	7331	6866	431	6930	6465	431	6,22	6408	12
Saue	59151	54001	4842	50107	45695	4371	8,72	45732	11
Tallinn	133815	122398	11216	124236	113101	11016	8,87	112059	10
Tartu	59136	53735	5168	54676	49537	4998	9,14	48962	11
Valga	13431	12170	1257	12986	11728	1254	9,66	11632	13
Viljandi	18178	16940	1232	17782	16546	1230	6,92	16380	13
Võru	11689	10590	1083	11004	9908	1082	9,83	9808	13
Total:	462857	423368	38574	429927	391845	37661	8,76	387855	12

Public Transport

Average income of a carrier on public regional buslines (kroons per km)



Busline kilometres and amount of subsidies from state budget in 2010



In 2010 a New Traffic Act was Passed

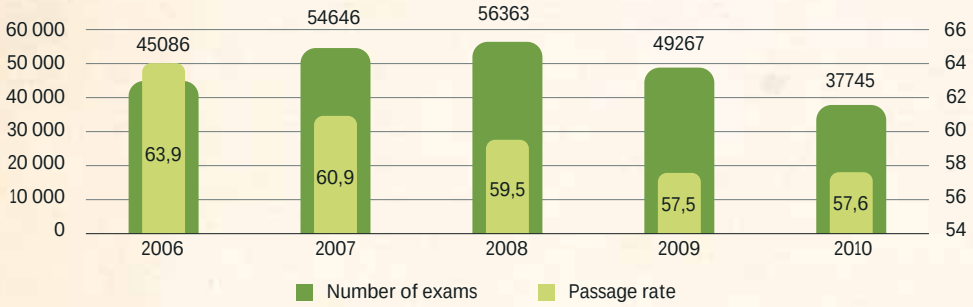
On 31.Dec. 2010 a new Traffic Act was passed and the Amendment Act of the laws related to that. The new Act will be enforced on 1. July 2011.
On 14. Sept. 2010 the ERA opened its new homepage (www.mnt.ee/liiklusseadus2011/), where information about the changes enforced by the new 2011 law is available. Changes are grouped under different topics, so that the road user can easily find the necessary information. The homepage is constantly supplemented by the ERA press releases about the amendments in the law.

Since Nov. 2010, the ERA homepage enables to watch video clips explaining the main changes in the new traffic law. These video clips can be watched in the YouTube environment as well: www.youtube.com/user/maanteeamet.
In addition to describing and explaining the changes in the new law, the homepage contains illustrative material which can be downloaded. There are tables comparing the wording of the old and the new law together with explanations. The homepage is available in Russian as well.

In Jan. 2011 the ERA produced a brochure about the new amended and supplemented requirements of the traffic law. Above all, traffic rules which are essential for safety are dealt with. The brochure provides short comments on the rules and references to the relevant sections and subsections in the law. It also introduces the most important new traffic signs and road markings by explaining their meaning. In the brochure, information is given by topics, which makes it easy for any road user to find the necessary information. The rules concerning safety equipment and children have been separately brought out.

In 2011 the ERA will continue informing the public about the new traffic law and compiling informative materials.

Exams



Number of driving exams and passage rates

Monthly numbers of driving exams in 2010 by bureaus

B-category exams

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Haapsalu	22	41	52	72	65	58		89	76	83	81	57	696
Hiiumaa	7	16	19	12	13	37		19	25	20	23	17	208
Jõgeva	27	19	28	32	36	50	50	31	48	40	57	51	469
Jõhvi	206	99	109	115	158	151	231	192	246	210	186	179	2082
Kures-saare	50	48	40	52	43	74	103		57	77	88	104	736
Narva	127	102	92	125	164	100	110	219	205	158	146	166	1714
Paide	94	89	129	108	139	99	107	146	200	139	185	177	1612
Pärnu	137	111	178	106	108	135	144	124	198	152	246	179	1818
Põlva	39	29	59	70	66	58		88	98	68	71	88	734
Rakvere	138	110	145	129	119	97	94	147	218	225	191	161	1774
Rapla	106	62	84	61	64	77	13	104	136	115	115	126	1063
Saue	256	225	331	261	276	269	354	206	288	338	1		2805
Tallinn	322	379	483	467	569	494	667	634	722	798	1223	1129	7887
Tartu	173	202	275	242	232	271	347	269	372	280	336	323	3322
Valga	19	29	41	42	50	21	60	37	50	34	34	54	471
Viljandi	63	67	80	73	73	80	7	96	130	94	127	105	995
Võru	54	39	61	67	60	68	66	85	62	42	62	82	748
Total	1840	1667	2206	2034	2235	2139	2353	2486	3131	2873	3172	2998	29134

Monthly numbers of theory exams in 2010 by bureaus

B-category exams

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Haapsalu	25	43	66	49	51	74		57	44	38	44	77	568
Hiiumaa	12	7	24	16	26	22	6	26	14	24	15	42	234
Jõgeva	14	23	37	25	45	37	19	22	44	35	31	57	389
Jõhvi	128	63	114	140	161	172	136	166	127	179	162	209	1757
Kures-saare	54	55	59	59	52	53	101	39	49	49	108	126	804
Narva	98	58	87	98	125	123	162	142	118	114	131	127	1383
Paide	74	71	99	84	75	64	118	99	61	76	123	117	1061
Pärnu	107	99	137	104	121	143	146	138	110	96	161	152	1514
Põlva	35	37	55	73	57	93		99	48	60	67	114	738
Rakvere	121	87	104	83	96	113	149	104	123	129	157	155	1421
Rapla	40	23	62	52	88	61	9	73	81	58	58	92	697
Saue	99	92	116	115	117	111	116	130	128	127	114	91	1356
Tallinn	404	427	517	485	548	590	640	678	553	554	770	907	7073
Tartu	194	222	232	253	298	306	300	295	266	284	285	386	3321
Valga	36	46	58	37	51	45	64	44	72	46	49	100	648
Viljandi	46	67	81	59	76	59	48	98	66	46	73	93	812
Võru	39	45	72	63	74	61	69	65	48	54	61	108	759
Total	1526	1465	1920	1795	2061	2127	2083	2275	1952	1969	2409	2953	24535

Estonian National Traffic Safety Programme 2003–2015

2010 was the 8th year of the Estonian National Traffic Safety Programme. The ultimate goal of the programme is to reduce the number of fatalities to 100 by 2015.

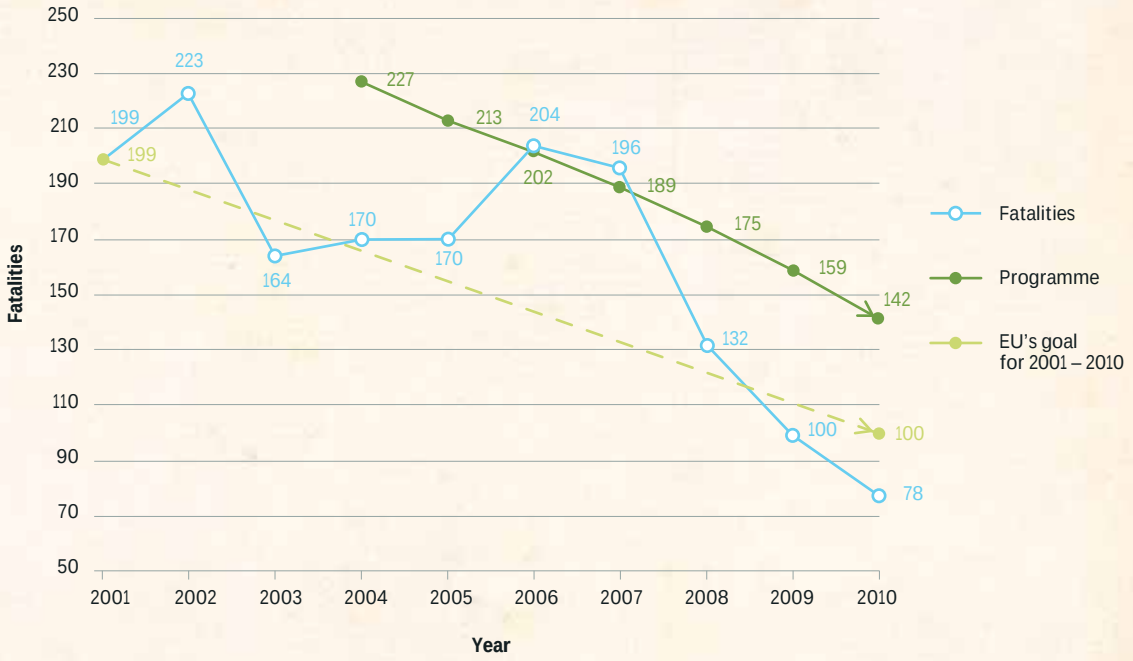
While before the start of the programme in 2002 there were 223 registered fatalities per year, in 2010 the number was only 78.

The change in the situation was not very smooth. In 2003 the number of fatalities decreased by approximately a quarter and during the following couple of years this level was retained. In 2006-2007 the number of fatalities again grew up to 200 per year and several aims of the programme were not fulfilled. The situation started to stabilize in 2008, during which the number of fatalities decreased by one third. During the following two years the number continued decreasing. The limit of fatalities for the year 2010 was 142, however, actually there were only 78 fatalities.

Both the ERA as well as the other parties involved in implementing the traffic safety programme continued their activities in 2010. National traffic supervision (for example automatic speed control), efforts towards safer infrastructure, regular technical inspection of vehicles, traffic education, updating the preparation system of motor vehicle drivers etc. - all contribute to the improvement of traffic safety.

The year 2010 was remarkable in traffic safety all over Europe as well, as conclusions were drawn about the 3rd stage of the EU traffic safety programme for 2001–2010 and the plan for the 4th stage was made public. During the 3rd stage all member states had to give their contribution in order to reduce the number of fatalities in the EU by one half by 2010. As for Estonia, the number of fatalities in 2001 was 199, but in 2010 only 78.

However, the results of the last years do not mean that no further efforts should be made to improve traffic safety in Estonia. Considering the aim of the 4th stage the EU traffic safety programme (2011–2020) to reduce the number of fatalities in the EU by one half by 2020, Estonia has to modify the aim set in our traffic safety programme accordingly. Therefore, a new long-term goal for the Estonian traffic safety programme is under consideration and the implementation plan for the 3rd stage of our traffic safety programme (2012–2015), which would take into account the trends and priorities of the EU programme, will be elaborated.



Speed Cameras

Speed Cameras on Tallinn-Tartu Road

As a measure of the traffic safety programme, stationary automatic speed cameras were installed on the road for the first time in Estonia in 2009. The cameras record the speed of the passing vehicles which exceed the speed limit, the place and the time of the violation and take a photo of the vehicle and the driver.

During the year 2009, 16 speed cameras were installed on an approximately 65 km long section of Tallinn-Tartu road. By the end of October, the measuring cabins of the cameras were set up, in November additional gearing and testing followed.

The complete system of speed cameras started work on 10. May 2010

In April 2010, at the meeting of the Traffic Commission at the Ministry of Economic Affairs and Communications, it was proclaimed that the complete system of speed cameras will start work on 10.May. Until that date, the speeding drivers got away only with a warning. The complete start of the system meant, in essence, that fining of the offenders started.

At the same time the Traffic Commission approved installation of more cameras. The possible locations were Narva-Jõhvi section on Tallinn-Narva road and a road section in Pärnu county on Tallinn-Pärnu road.

In Nov. 2010 eight cabins of speed cameras were installed on Tallinn-Pärnu road

Eight cabins of speed cameras were installed on the road section between the villages Pallika and Reiu in Pärnu county on Tallinn-Pärnu-Ikla road on 25. and 26. Nov.2010. During December some of the cameras from the cabins on Tallinn-Tartu road were transferred to Tallinn-Pärnu road and the system was tested.

On 22. Dec. all eight speed cameras on Tallinn-Pärnu-Ikla road (km 92 -142) began to measure the speed of the vehicles and record the offenders, which brought about their fining.

In the first half of 2011 the speed camera system will extend to a road section in Jõgevamaa on Tallinn-Tartu road

In the first half of 2011 five cabins of speed cameras are planned to be installed on Jõgevamaa section (km 122 -151) on Tallinn-Tartu road and one cabin is planned to be added on Harjumaa section of the same road. That will make all together 24 cabins of speed cameras on Tallinn-Tartu road. The cabins are used in rotation, i.e. cameras are regularly transferred.

In 2011 new speed cameras will be installed on Ida-Virumaa road section on Tallinn-Narva road

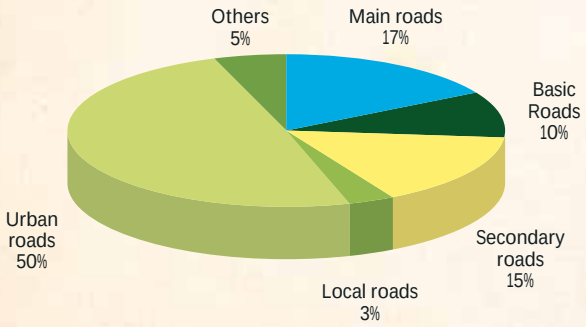
About 10 new speed cameras are planned to be procured and installed in Ida-Virumaa region on Tallinn-Narva road in 2011. The road section between Jõhvi and Narva continuously stands out for accidents with numerous casualties. The first speed cameras should reach Tallinn-Narva road in autumn 2011.

Overview of Traffic Safety in 2010

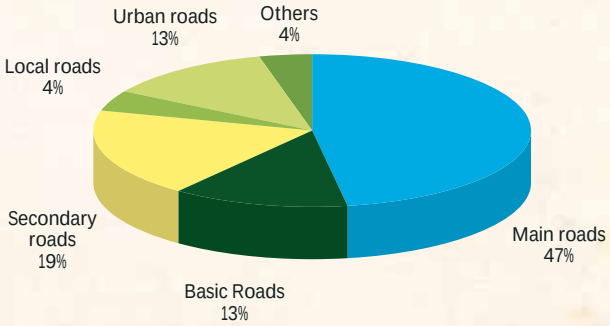
Traffic accidents

In 2010, the number of registered traffic accidents with casualties in Estonia was 1341 (in 2009 the number was 1505), whereas 78 people were killed and 1713 injured. For years Estonia together with Latvia and Lithuania was among the countries with the worst traffic safety in the EU, however, by now Estonia has achieved the average traffic safety level in the EU.

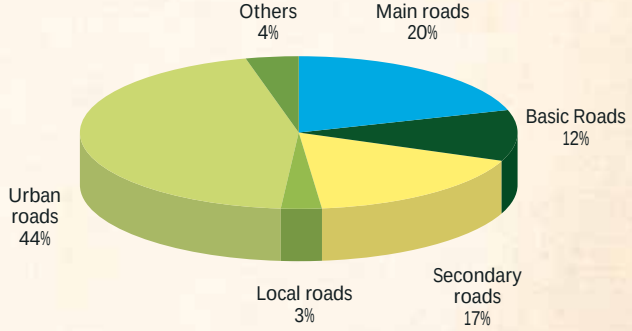
Traffic accidents



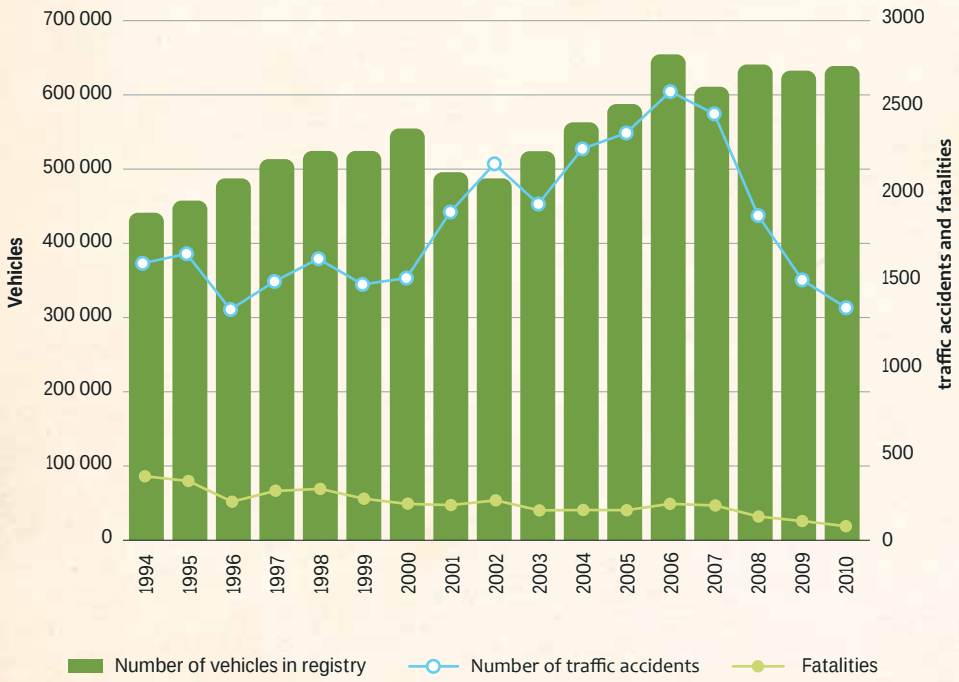
Fatalities



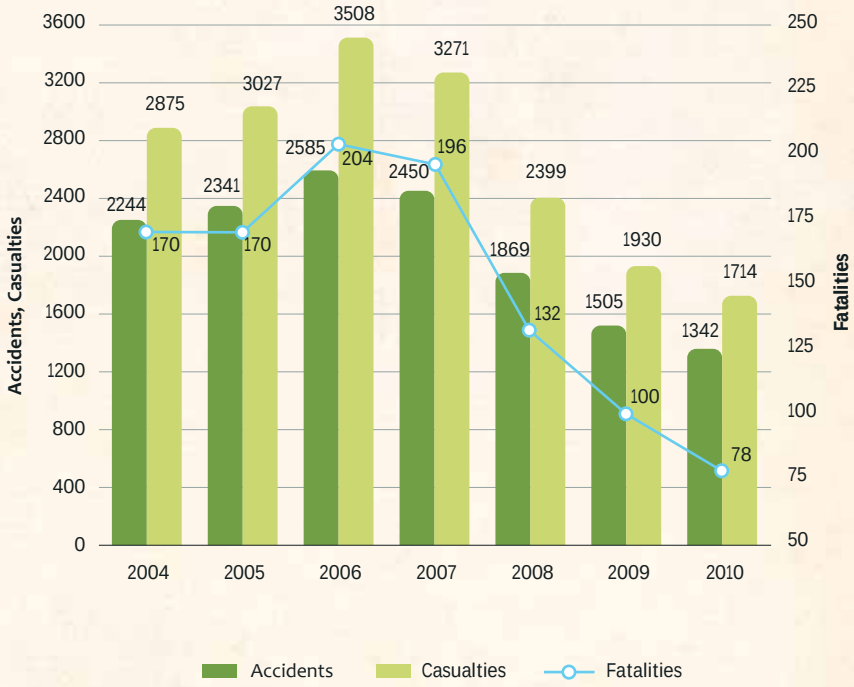
Casualties



Vehicles, traffic accidents and fatalities



Traffic accidents in 2004 – 2010



Traffic Accidents in Estonia in 2000 – 2010

By ratio

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Total	**1504**	**1888**	**2164**	**1931**	**2244**	**2341**	**2585**	**2450**	**1869**	**1505**	**1342**
2000=100%	*100,0*	*125,5*	*143,9*	*128,4*	*149,2*	*155,7*	*171,9*	*162,9*	*124,3*	*100,1*	*89,2*
Traffic accidents per 10 000 vehicles	27,2	38,3	44,5	36,9	39,9	40,0	39,6	40,3	29,2	23,8	21,0
Traffic accidents per 100 000 inhabitants	110,0	138,7	159,6	142,9	166,5	174,1	192,6	182,7	139,4	112,3	100,1
Fatalities	**204**	**199**	**223**	**164**	**170**	**170**	**204**	**196**	**132**	**100**	**78**
2000=100%	*100,0*	*70,1*	*78,5*	*57,7*	*59,9*	*59,9*	*71,8*	*69,0*	*46,5*	*35,2*	*27,5*
Fatalities per 10 000 vehicles	3,7	4,0	4,6	3,1	3,0	2,9	3,1	3,2	2,1	1,6	1,2
Fatalities per 100 000 inhabitants	14,9	14,6	16,4	12,1	12,6	12,6	15,2	14,6	9,8	7,5	5,8
Fatalities per 100 accidents	13,6	10,5	10,3	8,5	7,6	7,3	7,9	8,0	7,1	6,7	5,8
Fatalities per 100 injuries	11,1	8,1	7,8	6,5	5,9	5,6	5,8	6,0	5,5	5,2	4,5
Casualties	**1843**	**2443**	**2868**	**2539**	**2875**	**3028**	**3508**	**3271**	**2399**	**1930**	**1714**
2000=100%	*100,0*	*132,6*	*155,6*	*137,8*	*156,0*	*164,3*	*190,3*	*177,5*	*130,2*	*104,7*	*93,0*
Traffic accidents caused by drunken drivers	**318**	**393**	**495**	**394**	**398**	**431**	**518**	**521**	**347**	**247**	**151**
2000=100%	*100,0*	*123,6*	*155,7*	*123,9*	*125,2*	*135,5*	*162,9*	*163,8*	*109,1*	*77,7*	*47,5*

Data as of December 31, 2010

Traffic accidents by types

	Traffic accidents					Fatalities					Casualties				
		Including					Including					Including			
	Total	National roads	Local roads	Streets	Other places	Total	National roads	Local roads	Streets	Other places	Total	National roads	Local roads	Streets	Other places
Total	**1342**	562	44	665	71	**78**	62	3	10	3	**1714**	828	54	759	73
Including in day time	***963***	*396*	*31*	*483*	*53*	***54***	*41*	*1*	*9*	*3*	***1235***	*598*	*39*	*545*	*53*
At night	***379***	*166*	*13*	*182*	*18*	***24***	*21*	*2*	*1*	*0*	***479***	*230*	*15*	*214*	*20*
By types															
Collision of motor vehicles With moving vehicle	**632**	286	20	313	13	**43**	39	0	4	0	**872**	454	22	383	13
Including with motor vehicle	***425***	*221*	*8*	*196*	*0*	***33***	*33*	*0*	*0*	*0*	***663***	*390*	*10*	*263*	*0*
With motor/bicycle	***207***	*65*	*12*	*117*	*13*	***10***	*6*	*0*	*4*	*0*	***209***	*64*	*12*	*120*	*13*
Collision with motor vehicles With obstacle Including with standing vehicle	**11**	5	0	5	1	**0**	0	0	0	0	**15**	7	0	7	1
Collision with pedestrian	***337***	*41*	*3*	*254*	*39*	***13***	*6*	*0*	*5*	*2*	***340***	*39*	*4*	*259*	*38*
One-vehicle accident	**286**	204	17	52	13	**16**	14	1	0	1	**403**	297	26	64	16
Other accident	**76**	26	4	41	5	**6**	3	2	1	0	**84**	31	2	46	5

Types of traffic accidents

For years pedestrians and cyclists have been the main concern in traffic safety. Despite the general decrease of accidents and fatalities, the number of accidents and casualties concerning pedestrians did not considerably decrease during the year. However, the number of fatalities decreased by almost two times compared to 2009. The greatest dangers occur in urban traffic and at crossings not regulated by traffic lights.

Accidents with pedestrians outside the road have become more frequent, for example in parking places, petrol stations, yards, on road shoulders or footwalks where vehicles maneuver, as well as in situations where a pedestrian walks on the wrong side of a road. Accidents where a pedestrian was not crossing a road or street while the accident happened make up more than one third of the total number of accidents with pedestrians. Out of the 13 pedestrians who were killed in 2010, only 5 were crossing the road during the accident. Elderly pedestrians prevail among the fatalities. 6 pedestrians lost their lives walking along an unlighted road in dark time. One of them was wearing a reflector, but it didn´t help, as he stepped onto the road from behind a standing vehicle. That kind of accidents have fortunately constantly decreased in recent years. Two pedestrians who lost their lives were intoxicated.

There was a drastic increase in accidents with cyclists in 2009, mostly involving middle-aged people in rural areas. However, in 2010, their number fell to the previous level.
Alcohol had a great role in those accidents. While in 2009 every fourth adult cyclist involved in an accident was drunk (in rural areas even every third), in 2010 the percentage of accidents with drunk cyclists had dropped to 16% (in rural areas to around 20%).

Cycling is becoming more and more popular in urban areas, especially among young people. Thus, considerably more 14-34 year old people were involved in accidents in Tallinn, Tartu and Pärnu than before. The number of accidents with 10-13 year old cyclists in towns has not decreased either. Both primary school pupils and a little older ones cannot manage in traffic without traffic lights. The youngest injured cyclists were 6 years old.

While cycling is becoming more popular in bigger towns, in rural areas mopeds rule especially among up to 25 year old young people. At the same time accidents with 40-60 year old moped drivers have become more frequent in central and south-eastern counties of Estonia. In 2010 there were 82 accidents with mopeds, whereas there was 1 fatality and 89 casualties.

Although the traffic density on roads and streets has dereased to some extent, the number of fatalities caused by collisions of motor vehicles has not decreased. Three quarters of fatalities (25 people) occurred as a result of car collisions on the main roads in Estonia, the year before every second fatality (17 people) caused by car collisions took place on the main roads. The first and the last quarter of the year 2010 was especially tragic due to exceptionally difficult road and weather conditions and 16 people lost their lives.
Another problem is drivers`strange understanding of smooth and safe traffic on the roads. They are not used to driving in a row and keeping adequate distance or refraining from dangerour overtaking, especially in places where they need to enter the opposite lane. All together 424 car collisions were registered in 2010, there were 33 fatalities and 662 casualties. The year before there were 435 car collisions, 32 fatalities and 694 casualties. The share of sober drivers and fatalities in those accidents grew in 2010.

The greatest change in the accident statistics concerns single vehicle accidents. Due to economic crises there has been less drunk driving, which in turn has reduced the number of accidents caused by drunk drivers. In 2010 there were 286 accidents involving a single vehicle, in 2009 the number was 403. In 2010 the number of fatalities in such accidents was 16 and the number of casualties 403 (in 2009 the corresponding figures were 30 and 557).

Wearing a seat belt while driving or as a passanger has become a routine activity according to the survey of TNS Emor. 9 people out of 10 claim they always wear a seat belt while driving. In accidents involving passanger or freight cars 44 people were killed and 606 injured in 2010. About one third of them had not fastened the seat belt.

Overview of Traffic Safety in 2010

Accidents on roads

Although the main roads form less than 2,7% of the Estonian road network, one sixth of accidents with fatalities and casualties and about half of the victims were registered on them. All together there were 225 accidents in 2010 (in 2009 it was 250), in which 37 people were killed (in 2009 also 37) and 345 were injured (in 2009 it was 383). While all over Estonia the number of fatalities decreased by 22%, on the main roads it remained the same. The most tragic accidents are car collisions and there was even a slight increase in their number. In 123 such accidents (in 2009 - 117) 25 people lost their lives (in 2009 the number was 17). There were 63 single car accidents on the main roads (in 2009 - 72) and 4 lives were lost (in 2009 - 11).

Considering the lenght of the road and the traffic density, most of the accidents happened on the full lenght of Tallinna-Narva main road and on all the main road sections within Tartu county.

More important than the spot where the accident happens is the road user himself - his skills, abilities and the state of health. From among the 78 fatalities 39 people (every second) lost the life because of his own mistake or negligence, violation of traffic regulations or the decision to be a passanger in the car of an intoxicated driver.

Traffic accidents in 2008 – 2010

Counties, towns	Traffic accidents			Fatalities			Casualties		
	2008	2009	2010	2008	2009	2010	2008	2009	2010
Towns in total	**760**	**583**	**572**	**25**	**14**	**8**	**843**	**658**	**648**
Including:									
Tallinn	483	363	367	17	11	6	537	413	419
Tartu	161	145	117	3	2	0	172	160	129
Pärnu	65	38	55	1	0	1	79	45	64
K-Järve	21	12	12	0	1	1	27	13	12
Narva	30	25	21	4	0	0	28	27	24
Counties in total	**1109**	**922**	**770**	**107**	**86**	**70**	**1555**	**1272**	**1066**
Including:									
Harjumaa	215	177	138	16	14	15	291	256	186
Hiiumaa	13	12	7	1	1	1	17	15	6
Ida-Virumaa	72	62	59	10	10	9	124	75	79
Jõgevamaa	65	42	40	8	3	10	93	57	43
Järvamaa	64	65	47	9	9	7	88	106	66
Läänemaa	41	35	20	9	2	2	45	43	27
Lääne-Virumaa	104	83	77	10	14	4	142	110	97
Põlvamaa	39	40	41	2	3	2	60	63	63
Pärnumaa	79	81	58	16	8	2	110	98	98
Raplamaa	57	46	45	1	3	4	78	69	58
Saaremaa	58	54	27	4	2	0	79	80	34
Tartumaa	127	93	82	11	7	6	197	117	105
Valgamaa	54	34	31	3	4	4	69	50	46
Viljandimaa	80	51	50	6	1	2	110	76	84
Võrumaa	41	47	48	1	5	2	52	57	74
Total:	**1869**	**1505**	**1342**	**132**	**100**	**78**	**2398**	**1930**	**1714**
Comparison with the pervious year (%)	***-23,7***	***-19,5***	***-10,8***	***-32,6***	***-24,2***	***-22,0***	***-26,7***	***-19,5***	***-11,2***

Drunk drivers

Drunk drivers caused 150 traffic accidents with 12 fatalities and 225 casualties. Compared to the year 2009 the situation has considerably improved: in 2009 there were 248 traffic accidents with 28 fatalities and 352 casualties. Alcohol is still a problem, mainly among young drivers. Every second drunk driver involved in an accident was less than 30 years old and only one fourth of them was older than 40. Among drunk drivers involved in accidents there were 8 minors, the youngest of them were 16 years old. The most tragic accident in 2010 was also caused by a drunk minor without a driving licence. There were 3 fatalities and 4 casualties in this accident.

Police raids show that the share of drunk drivers in accidents has decreased year by year. In 2003 their share was 3%, in 2006 it was less than 1% and in 2010 it was 0,6%, which is the lowest rate over years.

If we add to drunk drivers intoxicated light vehicle drivers, the number of fatalities due to intoxication amounts to 17, which is more than one fifth of all fatalities. Whereas 6 car drivers, 1 motorcyclist, 2 pedestrians and 3 cyclists caused their own death, 4 victims were passangers in a drunk driver`s vehicle and 1 cyclist collided with the vehicle of a drunk driver.

(% of traffic accidents with casualties)

Traffic Education

Traffic Safety Campaigns

One of the most important tasks of traffic safety work in 2010 was to continue with campaigns which would affect the attitudes and behaviour of road users in a positive way. In spring a traffic safety campaign to promote the usage of the seat belt and chlidren`s safety equipment was organized. In summer a campaign to prevent drunk driving and promote observation the speed limit outside built-up areas followed.

An autumn campaign in connection with the beginning of the school year was renewed: the aim was a sort of social agreement between drivers and pedestrians, so that drivers would not exceed the speed limit and pedestrians would always cross the road in the right place. At the end of August, the Union of Parents and a representative of pupils concluded a traffic peace agreement, which was supported by Mrs. Evelin Ilves. The agreement was made for an unspecified term and all road users can join it on the address: www.liiklusrahu.ee.

the Traffic Peace campaign launch event

Within the autumn-winter reflector campaign the web site - helkur.ee – was developed, which enables to present reflectors via the Internet. Now it is possible to send reflectors to elderly people in the countryside as well. During the autumn-winter season of 2010, more than 6000 reflectors were bought and sent via helkur.ee.

At the beginning and at the end of the year there was a campaign over the radio to draw attention to winter road conditions - „Spare yourself and others, choose a reasonable speed“.

All traffic safety campaigns were organized in cooperation with the Police and Boarder Guard Board, which enhanced traffic control simultaneously with the campaign.

Workshop at the road safety exhibition in Harju County Museum

Traffic Safety Training

Traffic education all over Estonia is coordinated and directed by regional traffic safety departments. Uniform principles have been worked out, which are applied all over Estonia, for example in organizing traffic safety competitions for young cyclists („Dodger”), reflector trainings („Black Doll”), trainings for accompaning persons of children`s groups, training and information days, cooperation projects („Protect Yourself and Help Others“) and distributing training materials. Some activities differ in different regions.

A travelling exhibition of the Road Administration of the Northern Region „Traffic Education Through Ages“ has been circulating in Estonian museums already for three years. Last year almost 1000 children took part in the exciting traffic lessons in the Harjumaa Museum.

A traffic safety stand of the Northern Region was used during traditional public events such as „The Days of Towns and Rural Municipalities“, „The Child and the Family“, „The Days of the Sea“ and

„Direction Sign“. Special events organized for children were „Mini SOS”, „Here and There Throughout the Town“ and Juku`s Traffic Safety Mornings. The most important events for schoolchildren were „Traffic Hot Shot of Haabersti“, Cycle Expert“, „Dodger“ and a traffic safety camp of the project KEAT („Protect Yourself and Help Others“) in Muraste School. Traffic safety specialists also participated in new events, for example, the bicycle fair and the event „Let Us Do Somethong Good!“, which may develop into yearly events.

In 2010, the training of elderly drivers was undertaken for the first time and in cooperation with the Police Prefecture of the Northern Region, trainings for military servicemen

were organized. Closer cooperation with local governments and driving schools was established. A training for local government officials was organized for the first time, which was very well accepted, and is going to continue in the future. As a cooperation project , traffic safety video clips for cyclists were prepared, which are planned to be used in training young cyclists.

The greatest achievemnt of the Road Administration of the Eastern Region in 2010 was offering information to teachers of Ida-Virumaa schools and kindergartens about cooperation possibilities with the ERA, available trainings and training materials. As a result, activation of traffic education in Ida-Virumaal was considerable.

For the first time, in every county of the Eastern Region a training for kindergarten teachers was organized about the possibilities of integrating traffic education in the activities and the curriculum of the kindergarten, their informative excursions and involvement of parents in those activities. School teachers passed a training how to teach cycling and practical trainings of reflector usage.

„Black Doll“ test with the pupils of Jõhvi Gymnasium.

In 2010 cooperation improved with the Police Prefecture of the Eastern Region, the East–Estonian Rescue Service, the Lääne-Viru County Government, the National Defence League and the Estonian Red Cross. Joint traffic safety trainings were organized and preventive work at several public events was done, for example, at Lääne-Virumaa traffic safety conference „KEAT” („Protect Yourself and Help Others“), on a traffic safety family day „ Protect Your Home“ and at a traffic safety event on fathers`day (about 10 000 participants), on traffic safety days for the elderly and in social centres. In cooperation with the police a reflector test „Black Doll“ was carried out with 36 classes of school-children. During the year, two model traffic playgrounds were built in the region: one in a Narva kindergarten and the other in Vinni settlement.

In addition to traditional services (support for traffic education and training of teachers), the Southern Region of the ERA started to offer kindergartens the possibility of ordering a traffic education specialist from the ERA to carry out trainings in their institution. Last year 74 teachers were trained in 6 kindergartens and also trainings for parents were organized.

In order to support traffic education in schools and kindergartens and promote uniform requirements, project contests have been arranged for three years, where teachers participate in the project drafting training. During the training teachers draft their own traffic education projects and the best of them are selected and supported by the region. Last year 28 traffic education projects of schools and kinder-gartens were supported.

During the traffic education autumn conference „Roadtime“, in addition to interesting presentations and introduction of coopera-tion opportunities, there were practical workshops on the“ roads“ of the newly opened Estonian Road

In Sept. 2010 a traffic education conference „Traffic Education – Interesting?!“ was organized in South-Estonia. This was the first and the most large-scale event of the region with the support of several cooperation partners. Thanks to that event, interest in traffic education issues has increased and the competence and skills of the personnel in educational establishments have improved.

For better training of cyclists, 20 secondary schools had an opportunity to participate in the project of tricky elements, where during handicraft lessons 4.-9. form pupils made timber elements necessary for learning skilful cycling.

Widening of the cooperation network has been especially important. Here mention should be made of participation in the work of Injury and Health Councils and cooperation projects with them: „ Protect Yourself and Help Others“, „Zebra Project“, „ Clear Vision...?!“ and reflector trainings in schools. In cooperation with the Police and Border Guard Board and the Red Cross specialists of Tartumaa a traffic safety training project „Every 1 safely to form 12“ was carried out. Together with cooperation teams, Traffic Safety Days were organized for the first time in local governments in 2010.

The year was summed up with an event where people or organizations that had noticeably contributed to traffic education work were publicly recognized. Recognition was given in five categories: the teacher of the traffic education year in schools or kindergartens, the best traffic education event, the best local government of the traffic education year and the best cooperation partner of the traffic education year. In the Western Region of the ERA consistent traffic education work has been done for over 10 years. During those years cooperation has been established with many different partners from local governments, schools, kindergartens, the police, driving schools, the Red Cross, local Rescue Services etc. The greatest achievement is that the accompaning persons of kindergarten groups (kindergarten teachers) use reflector vests now. Thanks to that, they and the children, who also wear reflector vests, are clearly visible in traffic.

The greatest achievement of the year 2010 was establishing cooperation with the elderly. Traffic safety

The tricky track consists of at least 12 tricky elements.

information was distributed approximately among 700 elderly people from clubs, old people`s homes and social houses. A supportive cooperation partner was the Estonian Union of Pensioners`Associations, at the request of which traffic safety specialists participated in the Viljandi conference devoted to the Day of the Elderly in which 300 people all over Estonia took part.

Together with the Estonian Union of the Disabled, trainings among the disabled people were carried out. A model wheel-chair was constructed, which enables to move around in dark time and a synopsis of the new Traffic Act was drawn up. Information was spread all over Estonia about the campaign „Be Visible in a Wheel-Chair!“

Compared to the previous years more training materials were handed over to schools, kindergartens and driving schools. Besides the elderly, there were different training projects for cyclists, school and kindergarten teachers, parents, kindergarten children, pupils and students of every age group. Three new colourful model traffic playgrounds were built (in Käina kindergarten, Olustvere kindergarten and Haapsalu college) and one playground was renovated (in Viljandi).

National cycling competition „Dodger“

Every year the best young cyclists are found out on a traditional traffic safety competition „Dodger“, which started already at the end of the previous century. Preparations for the competition start in February-March, when schools start teaching traffic theory necessary for cycling and in spring the pupils acquire practical skills. When a cyclist has been prepared to manage in traffic, he has to pass an exam, after which he gets a licence.

After that he can compare his knowledge and skills with others by participating in the cycling competition „Dodger“. The first stage of the competition takes place in schools, where the best in theory and in passing a tricky track are found out. They can proceed at the county level and after that at the regional level. The regional competition includes other ineresting activities and is always a fun too. The winners are proud of the worthy awards and cups. In 2010 there were 26 county and regional competitions, where 156 4-member teams participated, the total number of participants was 861.

Summary

We cannot improve traffic behaviour by single measures, whether it is punishing the offenders, setting up speed cameras, liquidating dangerous places or informing and training people. It is a long-term process and requires consistent work with factors which affect human behaviour, it is essential to create preconditions for desired attitudes and behaviour.

The right behaviour of those who educate others is essential for successful traffic education. Only then can we develop the desired changes in the behaviour. Today a great majority of road users wear reflectors, reflector vests, helmets and seat belts. That kind of behaviour is responsible for fellow road users, and consistent informing and training has an important role here.

The theoretical knowledge of young cyclists is tested.

Chronology

January

On 15. January a regulation of the Ministry of Economic Affairs and Communications was enforced, which shortened the allowed term of usage of studded tyres by 45 days from 15.October till 31.March. Previously it was allowed from 1.October till 30.April. Depending on the weather conditions, it is possible to prolong the usage of studded tyres, but not longer than allowed previously, i.e. from 1.October till 30.April.

February

On 1. February Haapsalu Vehicle Register Centre opened new premises for serving clients in Uuemõisa, Tallinn rd. 70, on the premises of the Road Administration of the Western Region.

On 18. February the ERA signed the road construction contract of Loo-Maardu section.

March

On 8. March the ERA in cooperation with the Police and Border Guard Board launched a traffic safety campaign to explain the necessity of the seat belt „ Fasten the seat belt on the back seat!“

April

On 19. April the Vehicle Register started using a new information system ARIS2.

May

On 18. May Mäo bypass was fully opened to traffic on Tallinn-Tartu road.

June

Since 14. June the clients of the Vehicle Register Bureaus can subscribe to e-mails or SMS messages containing the Vehicle Register information briefs via the citizen web eesti.ee.

The briefing service is part of the new information system of the Vehicle Register, launched on 19.April.

On 28. June the ERA in cooperation with the Police and Border Guard Board launched a traffic safety campaign calling on people to choose a safe speed on highways and not to exceed the speed limit.

On 29. June there was a festive opening of the new exhibition environment of the Estonian Road Museum – Road Time.

July

On 1. July the ERA celebrated the first anniversary of the merger with the Vehicle Registration Centre.

On 1. July personnel and payroll accounting of the Northern, Eastern, Southern and Western Road Administrations was transferred to the central institution of the Road Administration and a new accounting program SAP was taken into usage. This was the first step toward implementation of the government decision to consolidate auxilliary services.

August

On 13. August the ERA signed the construction contract of Papiniidu extension of Pärnu bypass.

On 31. August there was a festive opening of Kukruse-Jõhvi road section near Jõhvi.

September

On 14. September the ERA opened the new homepage where information can be obtained about the amendments of the Traffic Act, which will be enforced on 1. July 2011.

October

On 1. October Mäo bypass - the most important road junction in Central Estonia was opened.

The lenght of paved roads increased by 304 km compared to the year 2009 and now amounts to 10 492 km, or 63,6% of the total lenght of national roads. The increase was mainly achieved on account of construction of pavements on gravel roads.

November

On 4. November the reconstructed Audru bridge (built in 1910) was opened on the 1. km. of Audru road.

On 26. November a conference on road history took place in the Estonian Road Museum.

December

On 6. December the ERA, for the first time, started transmission of real-time recording of a road section outside built-up areas in Kangru on Tallinn- Rapla-Viljandi road.

On 22. December 8 speed cameras started work on Tallinn-Pärnu-Ikla road (km 92-142).

On 31. December the repairs of Narva Sõpruse bridge ended as scheduled.

The number of fatalities in traffic dropped to the pre WW II level, whereas after unexpectedly good results of 2009, in 2010 it still decreased by more than one fifth.

Notes

Front cover photo: Taivo Möll (object: Mäo bypass, contractor Nordecon AS)

Back cover photo: contractors Lemminkäinen Eesti AS, Teede Rev-2 AS, Tref AS and K-Most AS (object: Kukruse-Jõhvi section)

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