ESTONIAN ROAD ADMINISTRATION

ANNUAL REPORT **2011**

DEAR READER

While for the whole of Estonia the most memorable thing in 2011 was switching to euro, what the ERA remembered most was the extraordinarily long winter. That winter allowed us to use six ice roads during the second half of March – earlier, such opportunity has never been granted us by weather conditions.

By that time the last stage of building Pärnu bypass was finally reached, which had been a worrisome site for about a year. Namely, on March 16 the ERA submitted to the representatives of Latvian company SIA Binders and Estonian company AS KOGER & PARNERID the application for the termination of their contracts concerning the 1st and 2nd stage of the construction. With the new builder which was made up of Lemminkäinen Eesti AS, AS TREF and AS Teede REV-2 consortium a contract was concluded at the beginning of September for the completion of the object and the construction work continued in autumn.

In the middle of April another long process was solved: the ERA concluded a design and construction contract with the representatives of Nordecon AS and Ramboll Eesti AS for the design and construction of Aruvalla–Kose section, which had not been achieved so far for about two years. The reason for this was a dispute which lately has become quite a fad of a business.

In May, the ERA succeeded in two pretty different areas that vividly describe the extent of work of the administration. On May 9 the representatives of Lemminkäinen Eesti AS and AS Teede Tehnokeskus the design and construction contract for Haljala separate-grade junction was concluded with which it was agreed that together with the junction another section of Tallinn–Narva road that meets the requirements if class I will be built. At the end of the month, on May 31, the ERA signed a contract with the Czech company Iveco Czech Republic a. s. for the purchase of 110 county and city buses, which was financed by the amounts accruing from CO2 quota on the basis of the trading contract concluded by the Republic of Estonia and The Kingdom of Spain.

Before Midsummer, on June 20, the last 9.2 km gravel road section of the beach road in Saaremaa from Asuka to Võhma was covered with dust-free

Front cover photo: Andi Roost (object: Nasva bridge)

paving. This completed the work that had lasted for decades and now the entire length of the road along the northern shore of the island is dust-free.

During all these events the ERA lived in the course of the 1st half of the year under the pressure of making the amendments of the new Traffic Act known and supplementing the Traffic Register. On the same day the opportunity to submit simple inquiries at out hope page was activated. Now the licence plate checking the make and model of the vehicle, the limits entered in the Traffic Register and the registered pledges, the time of initial registration and the validity of technical certificates.

The most important events of the 2nd half of the year were mainly related to road construction. Apart from the above-mentioned Pärnu bypass completion contract, the joint offer of Nordecon and Järva Teed for the construction of Luige grade-separate crossing of Tallinn ringroad was signed at the beginning of September. At the end of the month, the construction contract with AS Teede REV-2 and OÜ Tilts Eesti branch was signed for Jõhvi junction, on the basis of which the old decrepit overpass will be replaced with a new double overpass.

On October 17, at the border of Estonia and Latvia, sections constructed on the road between Lilli, Rūijena and Valmiera within the framework of cross border cooperation of two states are surely a precedent, because in the course of one project 14 km of road was renovated on either side of the border. This year, in 2012 we expect a continuation of this cross border cooperation. We plan to renovate the next section from Kilingi-Nõmme across Jäärja up to Latvian border and an equally long section up to Mazsalacan. At the end of October the last stage of Pärnu bypass, the new Liivi section of Papiniidu extension was opened for traffic.

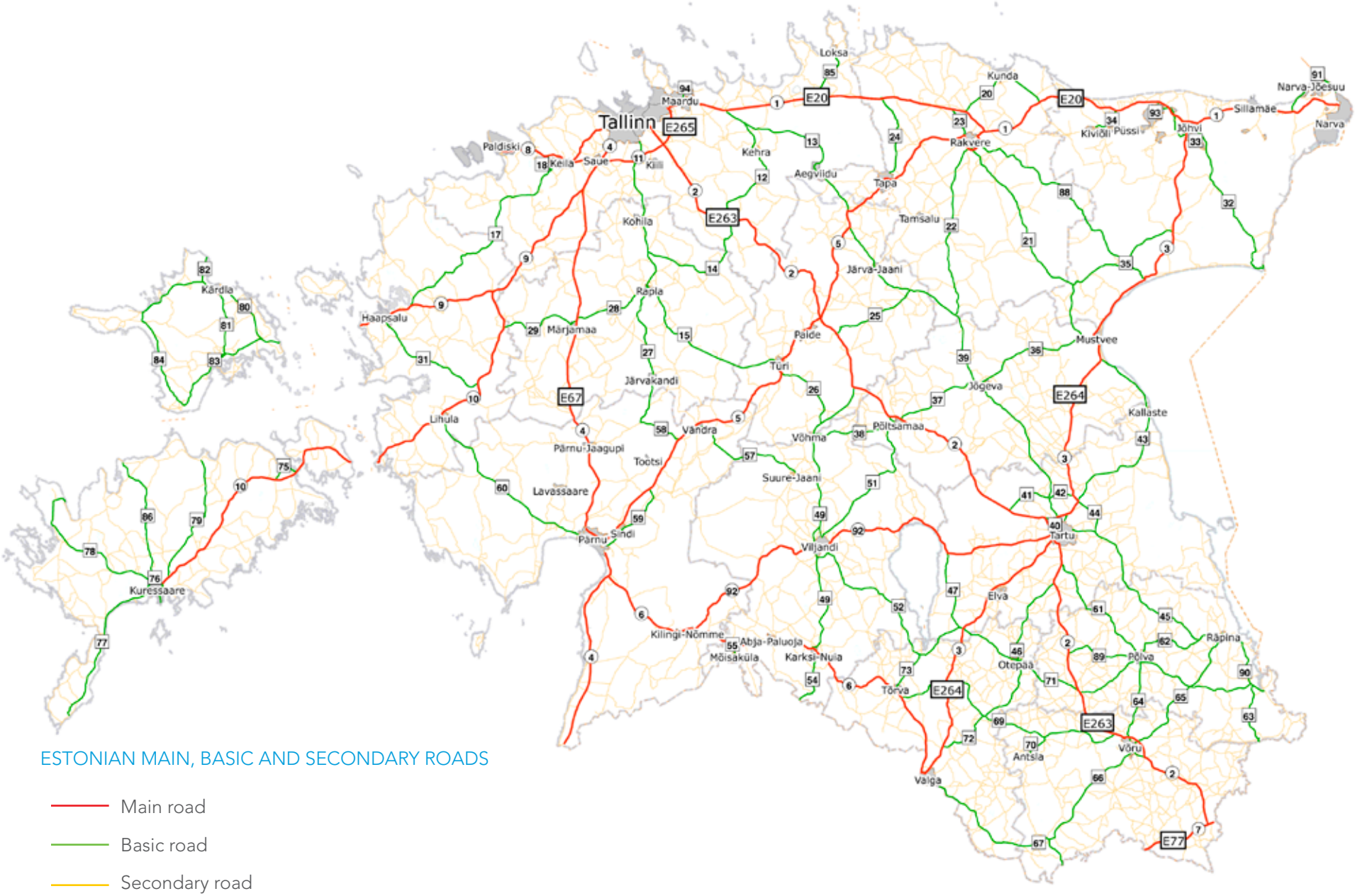
On November 9, the ERA concluded a contract with AS Alarmtec for purchasing mounting of 10 stationary automatic speed cameras on Tallinn–Narva road. So far, such cameras have only been installed on Tallinn–Tartu and Tallinn–Pärnu road. On November 24 the building of the Kaarepere junction between Jõgeva and Tartu was completed, in the course of which an at-grade railway intersection was replaced with a modern road overpass.

All together in 2011, 273 km paved roads were built, which is more than was built during the two previous seasons. Also the 71 km of cycling and pedestrian roads exceeds the same indicator of two previous years. A bit less than during the last year dust-free pavement (222 km) was built, gravel roads (332 km) were repaired and surface dressing (994 km) was performed. Besides, 31 bridges and overpasses were repaired. It may be said that the Estonian road network has developed quicker than general well-being and if we touch upon the shortness of resources, then this is unfortunately the trouble of maintenance of secondary roads. This is an area that has to be currently financed.

Good things occur by means of cooperation and consistent activities. The ERA thanks all its employees and cooperation partners and wishes everybody success in the following years.

For more information about the ERA consult the following pages.

Have a good read!



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.

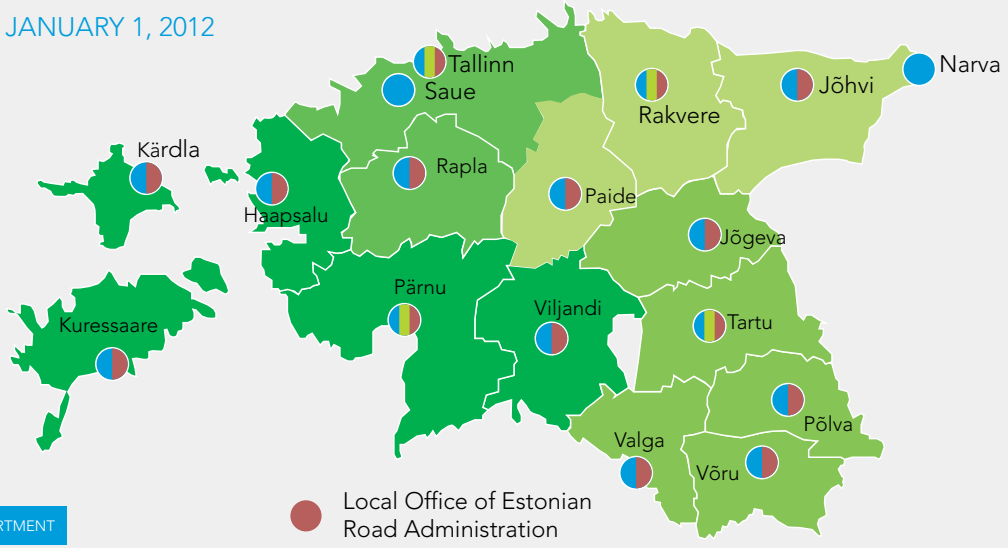
ESTONIAN ROAD MUSEUM

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.

STRUCTURE OF THE ESTONIAN ROAD ADMINISTRATION AS OF JANUARY 1, 2012



- ESTONIAN ROAD ADMINISTRATION
  - Director General
    - Counsellors
    - Administrative Assistant
    - Senior Assistant
    - PUBLIC RELATIONS DEPARTMENT
    - INTERNAL AUDIT DEPARTMENT
    - FINANCE DEPARTMENT
    - NORTH REGION — Director
    - SOUTH REGION — Director
    - WEST REGION — Director
    - EAST REGION — Director
    - ESTONIAN ROAD MUSEUM
    - CONSTRUCTION — Deputy Director General
      - CONSTRUCTION DEPARTMENT
      - PLANNING DEPARTMENT
        - Land Division
        - Registry Division
    - ROAD MAINTENANCE — Deputy Director General
      - ROAD MAINTENANCE DEPARTMENT
        - Supervisory Division
        - Research Division
      - TRAFFIC MANAGEMENT DEPARTMENT
      - ROAD INFORMATION DEPARTMENT
      - STRUCTURAL FUNDS DEPARTMENT
    - TRAFFIC SAFETY — Deputy Director General
      - EXAMINATION DEPARTMENT
      - TRAFFIC SAFETY DEPARTMENT
        - Traffic Education Division
        - Traffic Safety Program Division
    - TRAFFIC REGISTRY AND PUBLIC TRANSPORT — Deputy Director General
      - REGISTRATION DEPARTMENT
      - TECHNICAL DEPARTMENT
        - Type-approval and Certificate Division
        - Technical Inspection Division
      - PUBLIC TRANSPORT DEPARTMENT
    - ADMINISTRATION — Deputy Director General
      - ADMINISTRATIVE DEPARTMENT
      - INFOTECHNOLOGY DEPARTMENT
      - PERSONNEL DEPARTMENT
      - LEGAL 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.

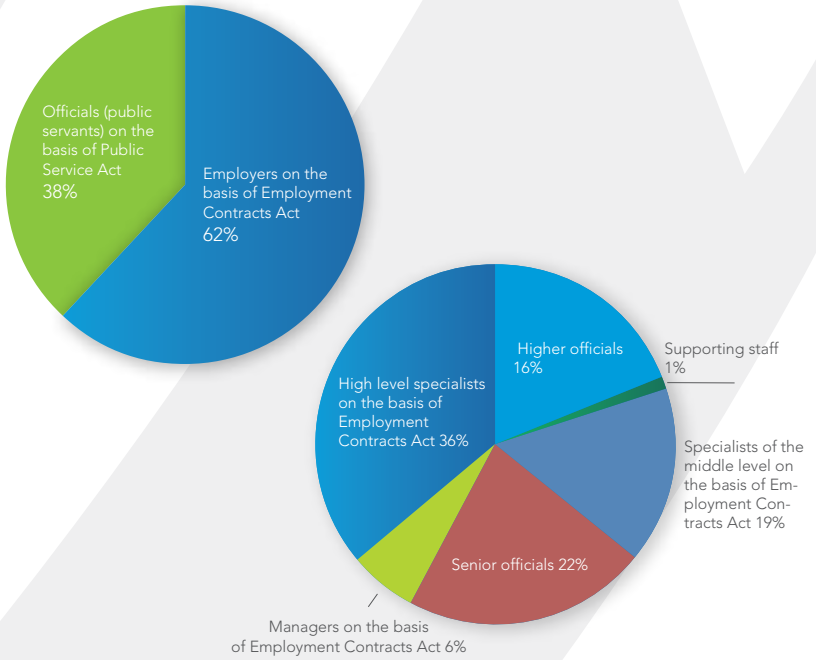
The first stage foresaw consolidation of personnel and payroll accounting within the Road Administration, beginning from 1.July 2010. For the ERA it meant utilization of uniform software in financial, personnel and payroll accounting, and consolidation of all personnel and payroll accounting processes 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 2007 - 2011

PERSONNEL AS OF 31.12.2011



FOREIGN RELATIONS IN 2011

The ERA is a member of many international organizations.* 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.**

The Vehicle Register administered by the ERA is connected with several international information systems. In 2011, representatives of the ERA made two presentations in Mexico at the World Road Association (PIARC) congress with the world`s largest audience of road and transport specialists.

On May 31, the representatives of the ERA and the Czech company Iveco Czech Republic signed a contract for purchasing 110 buses of Iveco IRISBUS Crossway type financed from the funds obtained on the basis of the trading agreement of CO_2 emission quota concluded between the Republic of Estonia and the Kingdom of Spain in autumn.

As a joint project of Estonia and Latvia, a reconstructed segment of Karksi-Nuia – Lilli – Ruhja/Rujiena – Valmiera road was opened in 2011 with Latvian and Finnish representatives taking part in the event. The joint project became possible due to the fact that having joined the Schengen visa zone at the end of 2007, Estonia was granted access to all national roads near Estonian southern border which had been closed so far.

The chairing country of the Baltic Road Association during 2009–2011 was Lithuania. During that period the ERA participated in the regular sessions of the BRA Council as well as other regular events in Lithuania. In cooperation with the Baltic Road Association, the Baltic Journal of Road and Bridge Engineering is being published. The journal is rapidly becoming known within the academic world.

In 2011, ERA worked in close cooperation with the Nordic Road Association. Based on the Memorandum of Understanding between the Baltic Road Association (BRA) and Nordic Road Association (NRA), and agreements made with the road administrations of Denmark, Iceland, Norway, Sweden and Finland, common activities have continued in the field of research, technology, training and other areas. The BRA and NRA have exchanged a lot of information about the reforms that have been under way.

In August, a joint workshop with the project managers of Latvian Road Administration took place, and in September, a workshop of road museums (incl. Poland) was held within the framework of the NordBalt project. The representatives of ERA took part in the Nordic countries bridge workshop in Copenhagen and made presentations at the 4th joint workshop on reconstruction in Åland.

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, Lithuania and Russia.

* RF – 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).

** 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).

ROAD NETWORK

ROADS

The length of national roads as of January 1, 2012 is 16 443 kilometres, i.e. 28.1% of the total length of the Estonian road network, which is 58 487 kilometres. The length of E-roads[1] in Estonia is 995 km.

The total length of national roads decreased by 57 kilometres during the year. The length of main roads and basic roads remained the same, but the length of secondary roads and other national roads increased by 5 kilometres. The main decrease of the road length (by 62 km) was due to the fact that ramps and connecting roads were excluded from the list of national roads. Of the national roads, 1603 km (9.7%) are main roads, 2400 km (14.6%) are basic roads and 12 440 km (75.3%) are secondary roads and other national roads. The length of paved roads increased by 223 km compared to the same date of the previous year (January 1). The total length of paved roads is 10 657 km or 64.8% of the total length of national roads. Most of this increase is due to the paving of gravel roads. The density of national roads is 379 km per 1000 km². The density of the entire registered road network per 1000 km² of the territory in Estonia is 1345 km. There are 945 bridges on national roads with the total length of 22 476 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 of data on all public roads. This web based database contains data about both national roads and local roads and is available at http://teeregister.riik.ee. The ERA is the authorized processor of the register and responsible for maintaining it. The ERA supplies data about national roads and local governments supply data about local roads.

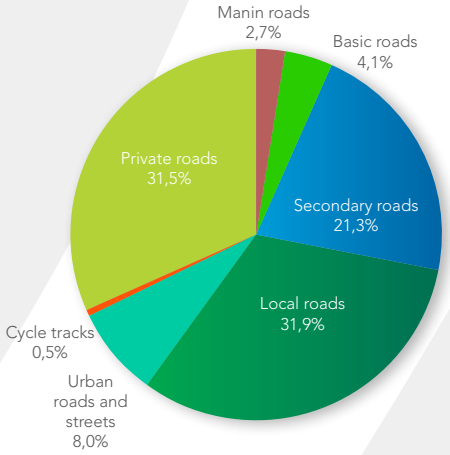
The data of the National Road Databank is updated and new data is continuously inserted on the basis of acceptance certificates of road work and the results of additional inventories. In cooperation with the Land Board, a layer of the national road network is in use on the basic map of Estonia.

The creation of an analogous map layer for local roads will soon be available. For visualizing the data of the road databank on the map, there is a map interface in the geodetic portal (X-GIS) of the Land Board, which currently allows displaying the data of national roads.

[1] European roads accepted and systematized into international road network by UNECE (United Nations Economic Commission for Europe).

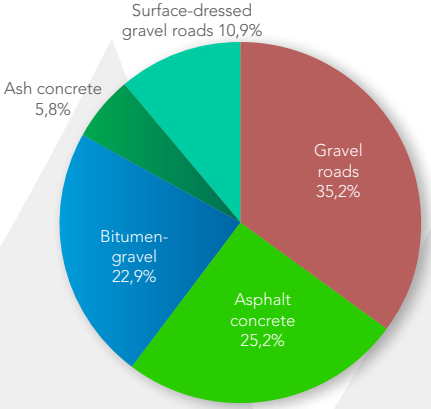
ROAD NETWORK

Draw 1



TYPES OF PAVEMENT ON NATIONAL ROADS

Draw 2



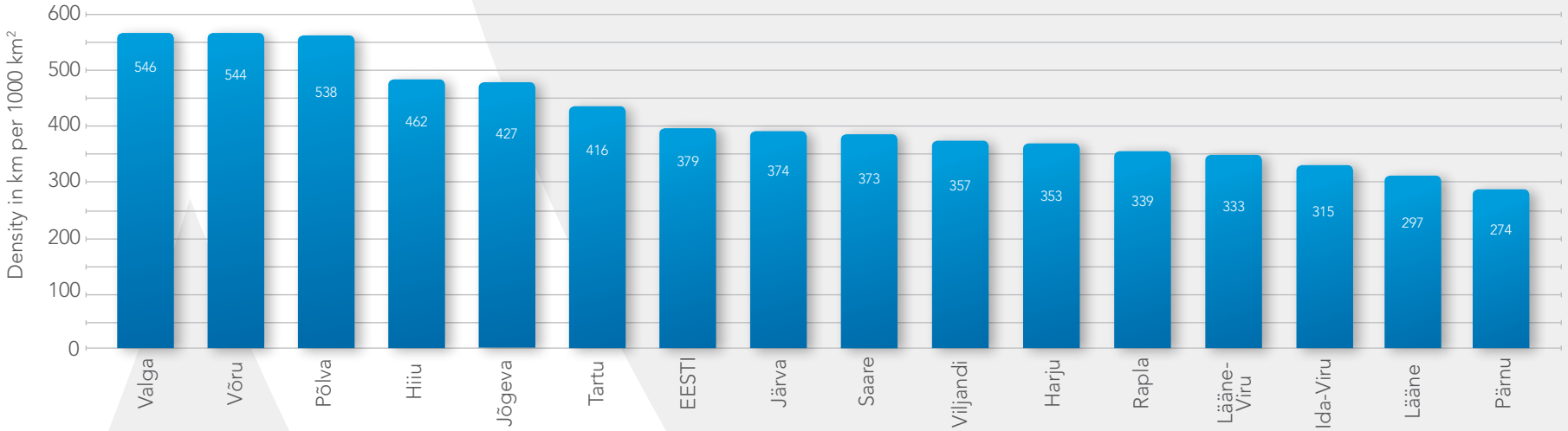
National roads	16443 km
• Manin roads	1603 km
• Basic roads	2400 km
• Secondary roads	12440 km
Local roads	23647 km
• Urban roads	18689 km
• streets	4744 km
• Cycle tracks	214 km
• Private roads*	18398 km
Total:	**58487 km**

Asphalt concrete	4152 km
Bitumen-gravel	3769 km
Ash concrete	949 km
Surface-dressed gravel roads	1787 km
Cobblestone surface	1 km
Gravel roads	5785 km
Total:	**16443 km**

Notes

Road Network as of 01.01.2011 according to the Statistical Office of Estonia

DENSITY OF NATIONAL ROADS BY COUNTIES



SHARE OF PAVED NATIONAL ROADS BY COUNTIES IN 2011

ROAD NETWORK BY ADMINISTRATIVE TERRITORIES AS OF JANUARY 1, 2011

County	Total	Including								Paved roads			
		Concrete	Asphalt concrete	Bitumen-gravel	Ash concrete	Surface-dressed gravel roads	Gob-blestone surface	Gravel roads	Unsur-faced road	January 1, 2011		January 1, 2012	
										km	%	km	%
Harju	1 529,458	3,725	606,799	392,694	102,009	255,795	0,000	168,436	0,000	1374,162	84,9	1361,022	89,0
Hiiu	472,838	0,000	37,307	209,267	0,000	61,713	0,000	164,551	0,000	305,988	63,6	308,287	65,2
Ida-Viru	920,234	0,000	429,964	80,663	47,312	133,657	0,000	228,025	0,613	669,068	70,1	691,596	75,2
Jõgeva	1 112,474	0,000	138,301	323,675	93,532	87,084	0,000	469,882	0,000	638,700	57,3	642,592	57,8
Järva	919,133	0,000	315,240	75,589	58,941	144,602	0,000	324,761	0,000	588,731	61,0	594,372	64,7
Lääne	751,598	0,000	172,555	150,515	9,809	199,086	0,445	219,188	0,000	520,715	66,9	532,410	70,8
Lääne-Viru	1 206,719	0,000	586,496	198,618	358,778	55,971	0,000	6,856	0,000	1197,551	98,4	1199,863	99,4
Põlva	1 164,607	0,000	130,268	370,248	5,287	36,319	0,000	622,485	0,000	542,495	44,3	542,122	46,5
Pärnu	1 428,094	0,000	369,831	259,331	28,932	162,729	0,000	606,586	0,685	808,590	54,9	820,823	57,5
Rapla	1 010,174	0,000	248,622	195,347	88,144	122,720	0,110	355,231	0,000	631,834	59,8	654,943	64,8
Saare	1 090,833	0,000	82,211	437,586	0,000	238,553	0,000	332,483	0,000	746,209	65,8	758,350	69,5
Tartu	1 245,691	0,000	328,189	329,184	17,433	81,882	0,000	480,762	8,241	756,445	59,2	756,688	60,7
Valga	1 115,195	0,000	178,240	269,112	43,500	30,139	0,000	576,562	17,642	493,509	44,2	520,991	46,7
Viljandi	1 221,128	0,000	198,893	283,559	13,842	141,662	0,000	583,172	0,000	601,853	48,1	637,956	52,2
Võru	1 254,510	0,000	325,678	193,465	81,037	35,290	0,000	619,040	0,000	616,088	47,3	635,470	50,7
TOTAL:	16 442,686	3,725	4 148,594	3 768,853	948,556	1 787,202	0,555	5 758,020	27,181	10 491,938	63,6	10 657,485	64,8
Ramps and connectong roads	69,624	0	62,95	5,334	0,333	1,007	0	0	0	65,377	98,6	69,6	100,0

Pavement	2007		2008		2009		2010		2011	
	km	%	km	%	km	%	km	%	km	%
Asphalt concrete	3 753	22,8	3 900	23,7	4 039	24,5	4 116	24,9	4 152	25,3
Bitumen-gravel	3 907	23,7	3 855	23,4	3 780	22,9	3 798	23,0	3 769	22,9
Ash concrete	936	5,7	929	5,6	948	5,8	948	5,8	949	5,8
Surface-dressed gravel roads	1 084	6,6	1 238	7,5	1 420	8,6	1 629	9,9	1 787	10,9
Cobblestone surface					1	0,0	1	0,0	1	0,0
Paved roads total	9 679	58,7	9 922	60,2	10 188	61,9	10 492	63,6	10 657	64,8
Gravel roads	6 786	41,2	6 565	39,8	6 284	38,1	6 008	36,4	5 785	35,2
TOTAL:	16 465	100,0	16 487	100,0	16 472	100,0	16 500	100,0	16 443	100,0

ROAD NETWORK BY ADMINISTRATIVE TERRITORIES

km

County	Manin roads					Basic roads					Secondary roads				
	Total	Paved roads				Total	Paved roads				Total	Paved roads			
		01.01.2011		01.01.2012			01.01.2011		01.01.2012			01.01.2011		01.01.2012	
		km	%	km	%		km	%	km	%		km	%	km	%
Harju	251,707	251,707	100	251,707	100	164,792	164,9	100	164,792	100	1112,959	924,4	83,7	944,523	84,9
Hiiu	0	0	100	0	100	139,98	139,98	100	139,98	100	332,858	165,965	49,8	168,307	50,6
Ida-Viru	152,146	152,124	100	152,146	100	158,763	158,731	100	158,763	100	609,325	349,717	57,7	380,687	62,5
Jõgeva	78,793	78,793	100	78,793	100	158,426	158,426	100	158,426	100	875,255	398,344	45,5	405,373	46,3
Järva	126,858	126,858	100	126,858	100	114,683	114,683	100	114,683	100	677,592	341,749	50,5	352,831	52,1
Lääne	106,739	106,739	100	106,739	100	74,807	74,807	100	74,807	100	570,052	339,04	59,4	350,864	61,5
Lääne-Viru	110,476	110,476	100	110,476	100	211,816	211,909	100	211,816	100	884,427	872,717	98,7	877,571	99,2
Põlva	31,029	31,029	100	31,029	100	252,858	252,858	100	252,858	100	880,72	257,371	29,2	258,235	29,3
Pärnu	217,32	217,32	100	217,32	100	108,552	108,538	100	108,552	100	1102,222	480,127	43,6	494,951	44,9
Rapla	48,07	48,07	100	48,07	100	163,418	163,418	100	163,418	100	798,686	420,037	52,6	443,455	55,5
Saare	73,338	73,338	100	73,338	100	185,578	182,55	98,4	182,609	98,4	831,917	489,456	58,8	502,403	60,4
Tartu	150,998	150,998	100	150,998	100	174,761	174,761	100	174,761	100	919,932	426,008	46,2	430,929	46,8
Valga	87,952	87,91	100	87,952	100	164,504	164,504	100	164,504	100	862,739	241,095	27,9	268,535	31,1
Viljandi	96,353	96,353	100	96,353	100	206,612	192,822	93,2	206,612	100	918,163	310,409	33,8	334,991	36,5
Võru	71,265	71,233	100	71,265	100	120,521	120,542	100	120,521	100	1062,724	423,749	39,9	443,684	41,7
TOTAL:	1 603,044	1 602,948	100	1 603,044	100	2 400,071	2 383,429	99,3	2 397,102	99,9	12 439,571	6 440,184	51,8	6 657,339	53,5

BRIDGES

In 2011, the 4-year cycle of Bridge Management System (BMS) continued on the bridges located on national roads.

Systematic inspection of bridges on national roads started with the 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 photographs were taken.

In order to maintain a uniform basis for comparison, the bridges of only one region are inspected every year. The website dedicated to this subject has recently been updated and contains the databank information of all nearly thousand bridges located on national roads, the damaged bridge elements and inspections photographs. The database at http://bms.teed.ee is being continuously supplemented. The assessment of the condition of every bridge according to its elements (beams, columns, hand-rails, etc.) has made it possible to create a copious database which is essential for ensuring the consistency of assessment.

Last year, 289 bridges in the area of administration of the Western Region of the ERA were inspected. Since during the past ten years considerably more funds have been allocated for the repairs of the bridges, their condition has noticeably improved. While in 2007 the average condition index of bridges was 72.7%, in 2011 it was already 84.8%. The condition of the bridges on the main and basic roads is fairly similar and their condition index is almost the same (87.4% and 87.8%, respectively). The bridges on secondary roads are in a somewhat poorer condition – their average condition index is 80.9%. During recent years, an average of 32 bridges have been repaired or replaced every year, which is somewhat more than was recommended in the course of the BMS analysis in 2007.

SHARE OF BRIDGES BY COUNTIES AS OF JANUARY 1, 2012

County	Total		Main roads		Basic roads		Secondary roads		Including wooden bridges (secondary roads)	
	Q	lenght (m)	Q	lenght (m)	Q	lenght (m)	Q	lenght (m)	Q	lenght (m)
Harju	149	4 743	64	2 524	13	391	72	1 828	1	7
Hiiu	16	119			11	91	5	28		
Ida-Viru	65	1 848	21	807	14	429	30	612		
Jõgeva	53	1 454	10	357	8	420	35	677		
Järva	48	1 009	20	518	5	65	23	426		
Lääne	41	1 103	9	392	9	93	23	618	1	13
Lääne-Viru	49	1 123	11	406	14	262	24	455		
Põlva	57	1 092			19	447	38	645		
Pärnu	114	2 669	15	590	12	456	87	1 623		
Rapla	67	1 662	5	177	11	288	51	1 197		
Saare	38	297	4	31	7	72	27	194		
Tartu	47	1 396	11	849	12	179	24	368		
Valga	56	1 027	7	108	16	301	33	618	1	17
Viljandi	71	1 301	13	256	12	288	46	757		
Võru	74	1 633	7	199	14	442	53	992		
TOTAL:	945	22476	197	7214	177	4224	571	11038	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 structure of the roads has been measured since 1996 and rut depth of the surface since 2001. These four indicators of road surface condition together with the traffic volume are the main indicators of the PMS (Pavement Management System).

As an innovation since 2011, measurements of the texture (macro- and megatexture) of road surface have been started, which are performed together with the measurement of road surface roughness. For this, a new, more precise laser appliance is used.

Data about the condition of road surfaces is part of the information in the National Road Databank and is publicly available. The ERA uses two kinds of software, EPMS and HDM-4 for analysing the condition of road surface (ranking of condition, need for repairs, cost-benefit calculations etc.). EPMS is a special software developed in Estonia for analysing road surface condition and HDM-4 is an international software for cost-benefit analysis.

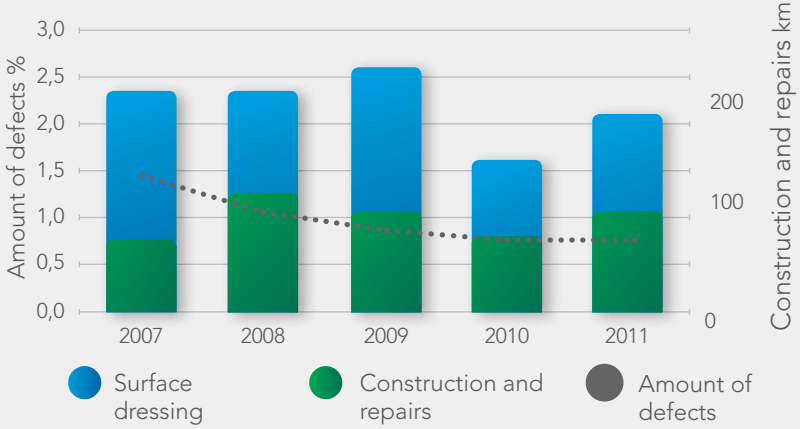
The diagrams of changes in the amount of defects during the years 2007–2011 show a constant decrease until 2009. However, now the tendency has stopped. The total amount of repairs (including surface dressing) during 2005–2011 has had a notable effect on the decrease of the average amount of defects, but considering the results of the previous year, it seems that with the present volume of repairs, the level has been reached which is not likely to decrease any further.

On main roads, which have been best financed, the amount of defects has decreased on account of construction of new pavements. On basic and secondary roads, where less new pavement has been constructed, the amount of defects has decreased mostly due to increased surface dressing.

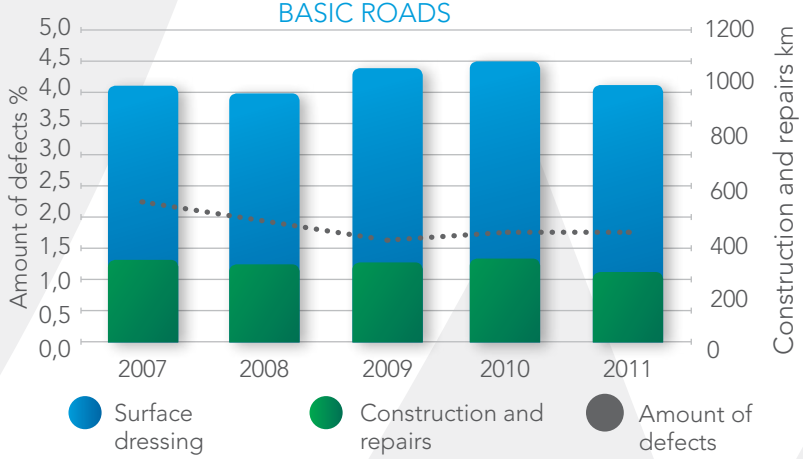
IRI graphs show the improvement of this indicator on all types of roads but in comparison with the years 2005–2007 the speed of improvement is somewhat slower. The average IRI value for the whole network of paved national roads improved in the years 2007–2011 because the financing of construction, repairs and maintenance of pavements has remained the same and repair sites have been rationally chosen. While the average roughness of main roads is satisfactory, the average level of roughness of basic and secondary roads is still too high and the speed of improvement of the situation leaves a lot to be desired. For the user of basic and secondary roads that means less driving comfort and large indirect expenses.

CONSTRUCTION, REPAIRS AND SURFACE DRESSING OF PAVEMENTS CARRIED OUT IN 2007 – 2011 AND THE RESULTING CHANGE IN THE AMOUNT OF DEFECTS

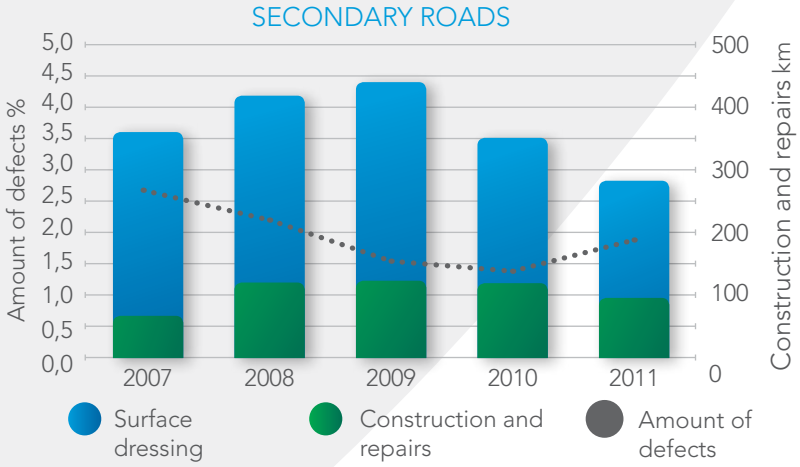
MAIN ROADS



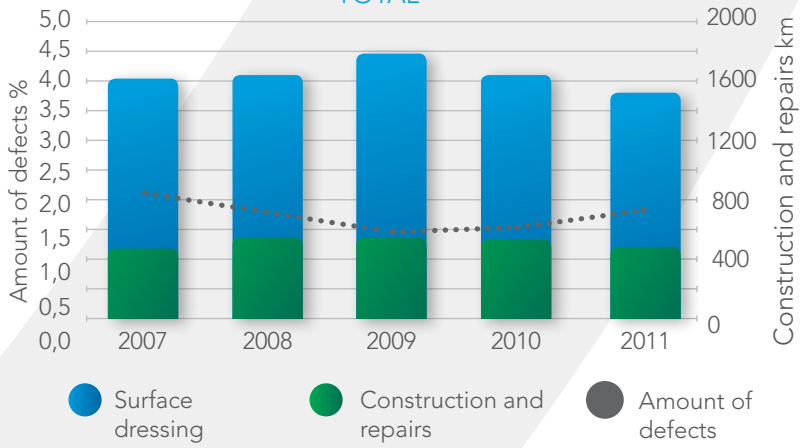
BASIC ROADS



SECONDARY ROADS

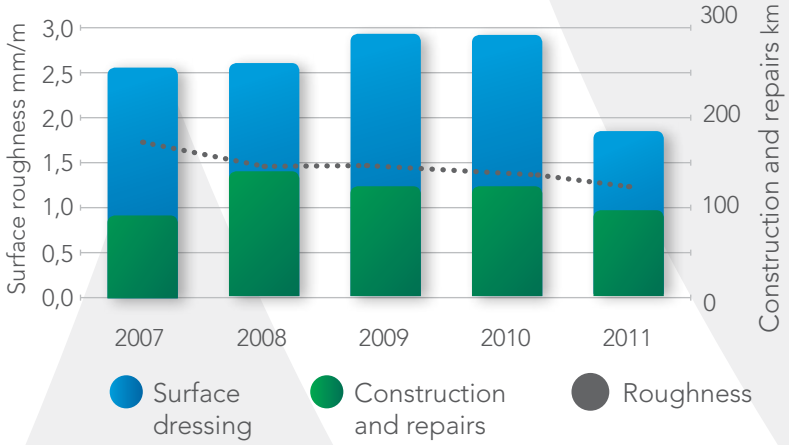


TOTAL

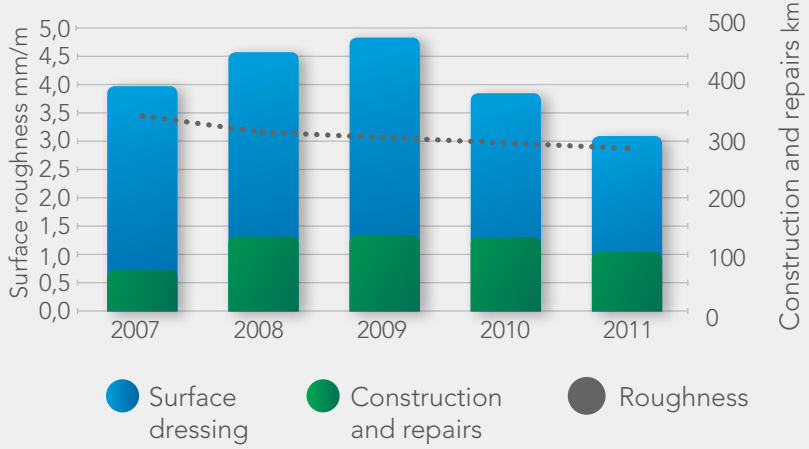


CONSTRUCTION, REPAIRS AND SURFACE DRESSING OF PAVEMENTS CARRIED OUT IN 2007 – 2011 AND THE RESULTING CHANGE IN THE SURFACE ROUGHNESS

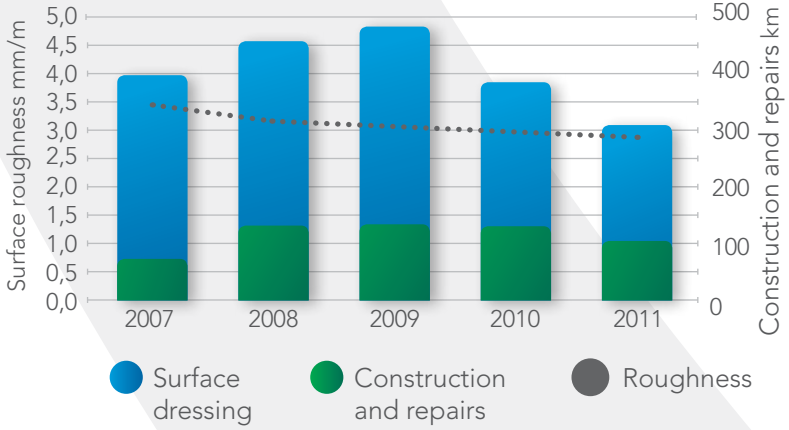
MAIN ROADS



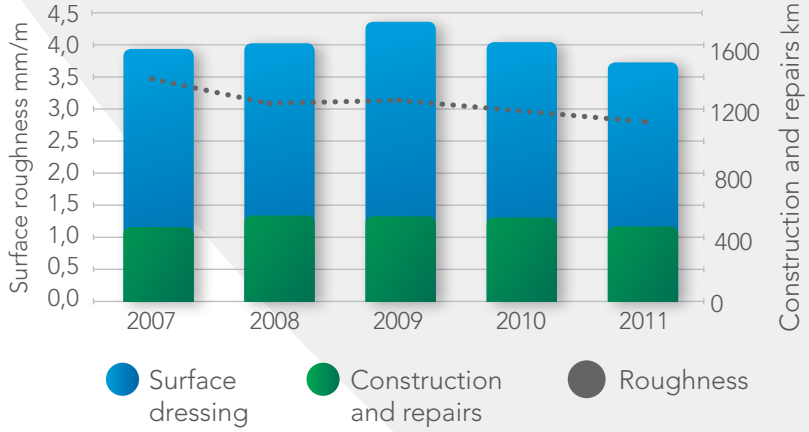
BASIC ROADS



SECONDARY ROADS



TOTAL



ROAD ADMINISTRATION BUDGET

The Road Administration budget consists of finances for road management and finances for the work of the former Motor Vehicle Registration Centre. In the state budget, the total funds for road management must amount to at least 75% of the fuel excise tax (except fuels with fiscal marking) and 25% of the intended accrual of the fuel excise tax imposed on fuels with fiscal marking. The distribution of the funds between national and local roads is determined by the Road Act.

Apart from the fixed rate from the fuel excise tax established by law, profit accruing from economic activities of the ERA has been taken into consideration beginning from 2009. Profit from economic activities consists of the rent of quarries, other lease and rental income and income from the issue of transport permits for large-scale and/or heavy motor transport. For the receipt of most of such income expenses have been incurred or the condition of the roads was impaired, which means that in its essence this is turnover. Pursuant to State Fees Act, the budget line of the economic activities of the ERA also includes state fees from the operations of Traffic Register, collected upon the issue of line permits for carriage by bus and driving licences of motor vehicles, trains and recreational crafts.

To finance the reconstruction of national roads it has been possible to apply for support from the EU Cohesion Fund (CF), the European Regional Development Fund (ERF) and the INTERREG programme. The basis for utilisation of foreign support are the strategic plans approved by the Government of the Republic for the projects financed by the European Union in 2002–2007 (the 1st period) and 2007–2013 (the 2nd period).

With the support of the CF, it is possible to finance the development of those roads which belong to the trans-European transport network (TEN-T). In Estonia, six roads belong to this network and make up a total of 6% of the overall length of national roads. These are the following roads:

- 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 together with Tallinn–Paldiski road (road No. 8).

With the support of ERF, it is possible to finance the development of all other roads that do not belong to the TEN-T network.

The amount of INTERREG support is marginal compared to the funds of other organisations and its use is limited to cross-border cooperation programmes. In 2011, within the framework of the cooperation programme „Estonia-Latvia Programme 2001–2013" bridge financing was effected, in the course if which the Karksi-Nuia – Lilli road construction was completed.

The State Budget Act of 2011 with regard to ERA was approved by the order No. 500 of 28 December 2010 of the Government of the Republic in the amount of 250.5 million euros. The amount also includes the supports of the EU.

The budget costs are divided into operating costs (personnel and management costs) and investments, and contain also the forecast expenditure on the local government projects (the reconstruction of Ülemiste crossing in Tallinn and the eastern ringroad connecting the Tallinn–Tartu–Luhamaa road and the Jõhvi–Tartu–Valga road). The local government projects are financed from the budget of Road Administration as the final beneficiary. Operating costs cover road maintenance work, the aim of which is to ensure the required service level of the roads and to create comfortable and safe conditions for road users all year round. Operating costs also include the expenses of maintaining the organisation and the calculated costs of the operations of Traffic Register.

Investment funds are used for the development of 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 that has dropped due to wear and tear. Apart from the development and maintenance of road network, the investment costs also contain the expenses for the organisation and supervision of road traffic (the development of automatic speed control system, traffic count, the instalment of road weather stations, the development of the Traffic Register information system) and the development of relevant computer software.

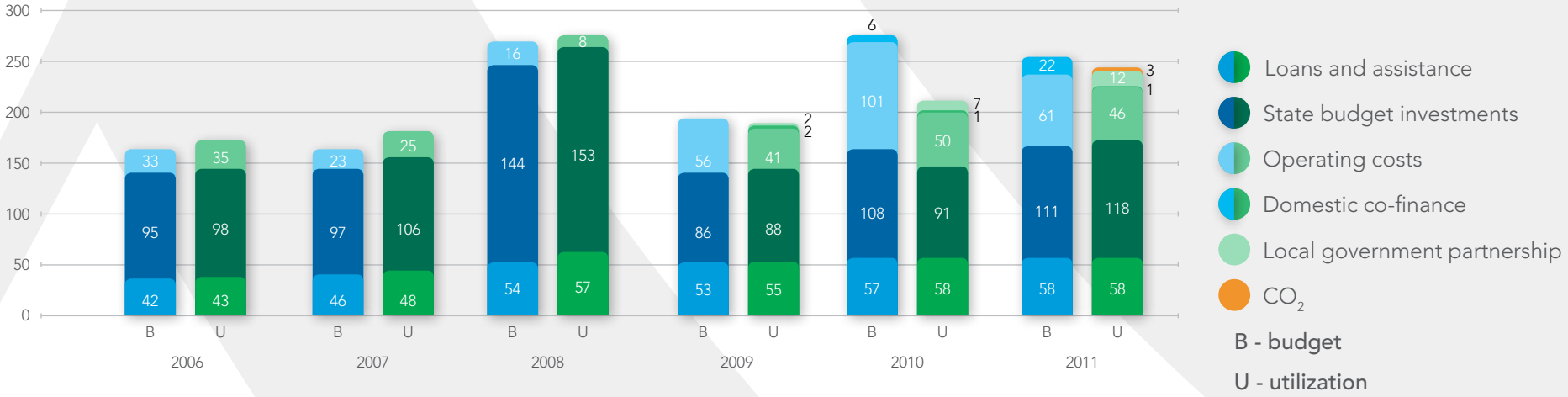
In 2011, according the principle of distributing the road management funds, the ERA had at its disposal also the resources meant for financing essential main road projects from the EU funds and state budget. The rest of the resources for repairing other main, basic and secondary roads and the main part of operating costs (including road maintenance) remained at the disposal of regional road administrations.

For the overview of the allocations and utilisation of funds and classifications of expenses, as well as for more detailed distribution of the right to use the funds by the ERA and regional agencies see the tables on the following pages.

FUNDS ALLOCATED FOR ROAD MANAGEMENT AND THEIR DYNAMICS IN 2006 - 2011

million euros

Year	Budget		Utilization						
	Total	Including loans and assistance	Total	*From this*					
				Operating	Investments				
					State budget	Including loans and assistance	domestic co-finance	local government partnership	CO_2 bus
2006	170,069	33,298	175,885	43,460	97,849	34,576	0	0	0
2007	165,979	22,816	179,720	48,317	106,477	24,734	0,192	0	0
2008	214,232	16,234	218,961	56,881	153,324	7,989	0	0,767	0
2009	202,536	62,058	187,261	54,581	87,687	40,584	1,917	2,493	0
2010	271,241	106,605	206,179	58,224	91,202	49,595	0,639	6,519	0
2011	251,818	83,523	237,616	58,198	117,774	45,790	1,135	11,786	2,933



ROAD MANAGEMENT FUNDS OF 2011

thousand euros

	Planned funds	Received funds (cash expenditure)	%
ASSIGNMENTS IN TOTAL	**270 998,7**	**237 615,9**	**87,7**
including:			
- from the state budget of 2011	251 817,7	218 490,4	86,8
- revenue of the state budget	167 353,4	143 938,2	86,0
- owner's income	941,0	1 117,1	118,7
- EU assistance	61 313,9	57 581,4	93,9
- local government partnership	22 209,3	11 786,0	53,1
- CO_2		2 933,3	
- domestic co-finance		1 134,4	
- funds transferred from 2010	19 181,0	19 125,5	99,7
- revenue of the state budget	19 181,0	19 125,5	99,7
FOR THE EXPENDITURES IN TOTAL	**270 998,7**	**237 615,9**	**87,7**
including:			
1. In the use of ENRA state institutions in total	**144 852,1**	**145 443,6**	**100,4**
including:			
1.1.From the state budget in total	**139 925,2**	**140 516,7**	**100,4**
including:			
- staff costs	6 309,0	6 288,5	99,7
- administration costs	41 297,1	40 807,8	98,8
- investments	91 484,0	90 483,5	98,9
repairs of roads	89 224,8	88 984,2	99,7
projection	1 645,7	1 227,2	74,6
purchase of land	504,2	184,5	36,6
- buildings	109,3	87,6	80,1
- owner's income	745,2	836,9	112,3
- domestic co-finance, INTERREG ja CO_2		2 011,9	
- other sources	89,9	88,2	98,1
1.1.1. State agencies in total	**139 925,2**	**140 516,7**	**100,4**
including:			
- Northern Region	30 128,7	29 667,8	98,5
- Eastern Region	27 260,0	26 674,4	97,9
- Southern Region	43 971,2	43 902,7	99,8
- Western Region	38 565,2	40 271,8	104,4

thousand euros

	Planned funds	Received funds (cash expenditure)	%
1.2. Funds transferred from 2010	**4 926,9**	**4 926,9**	**100,0**
- administration costs	227,6	227,6	100,0
- investments	4 699,2	4 699,2	100,0
2. In the use of the ENRA's Central Office in total	**126 146,6**	**92 172,3**	**73,1**
including:			
2.1. Investments in total	**80 134,6**	**56 592,5**	**70,6**
including:			
- for the construction and reconstruction of roads	74 245,3	49 829,1	67,1
- projection	1 111,6	719,0	
- purchase of land	3 478,8	2 421,9	69,6
- acquisition of IT software and hardware	945,9	386,8	40,9
- acquisition of vehicles	33,4	29,5	88,4
- Public transport planning	319,6	281,1	88,0
- CO_2 Bus		2 925,0	
2.2. Staff costs	**3 725,7**	**3 563,0**	**95,6**
2.3. Administration costs	**5 542,4**	**5 667,3**	**102,3**
2.4. Earmarking (membership fee)	**84,7**	**84,7**	**100,0**
2.5. Owner's income	**195,8**	**280,2**	**143,1**
2.6. Local government partnership	**22 209,3**	**11 786,0**	**53,1**
2.7. Funds transferred from 2010	**14 254,1**	**14 198,6**	**99,6**
including:			
- administration costs	443,3	407,0	91,8
- investments	13 810,8	13 791,6	99,9
including:			
- land consolidation	1 016,5	1 016,5	100,0
- for construction and reconstruction of roads	12 359,8	12 349,6	99,9
- aut. speed control system	317,1	308,0	97,1
- information system software	98,0	98,0	100,0
- Staff and administration costs	19,5	19,5	100,0

UTILIZATION OF THE FUNDS ALLOCATED FOR THE MANAGEMENT OF NATIONAL ROADS

thousand euros

	Funds in total			incl. Road Offices		
	Planned funds	Utilization	Share %	Planned funds	Utilization	Share %
USED FUNDS IN TOTAL	**270 998,7**	**238 922,8**	**100,0**	**144 852,1**	**147 814,3**	**100,0**
including:						
1. ROADS	**219 354,4**	**196 662,2**	**82,3**	**132 873,2**	**136 177,1**	**92,1**
1.1. Road operation	**38 813,9**	**38 642,7**	**16,2**	**38 813,9**	**38 642,7**	**26,1**
including:						
- summer service of paved roads		17 468,1			17 468,1	
- summer service of gravel roads		7 605,8			7 605,8	
- upkeep of road structures		603,6			603,6	
- winter service		12 965,3			12 965,3	
1.2. Rehabilitation repairs	**73 029,9**	**70 869,6**	**29,7**	**59 398,5**	**60 503,4**	**40,9**
including:						
- repairs of paved roads	44 196,9	42 027,5		31 498,0	32 093,9	
- surface re-dressing	13 329,9	13 487,3		13 329,9	13 487,3	
- repairs of gravel roads	9 065,9	9 056,4		9 065,9	9 056,4	
- repairs of road structures	6 437,2	6 298,4		5 504,6	5 865,8	
1.3. Construction and reconstruction	**107 510,6**	**87 149,9**	**36,5**	**34 660,9**	**37 031,0**	**25,1**
including:						
- roads	90 744,6	75 546,9		31 310,0	34 211,4	
- road structures	16 766,0	11 603,1		3 350,9	2 819,6	
2. BUILDINGS	**144,6**	**122,9**	**0,1**	**134,4**	**112,7**	**0,1**
including:						
- repairs in road master areas and centres	144,6	122,9	0,0	134,4	112,7	
- construction and reconstruction						
3. ACQUISITION	**1 406,5**	**834,5**	**0,3**	**2,9**	**2,9**	**0,0**
- machinery and vehicles	2,9	2,9		2,9	2,9	
- information technology	436,7	329,8				
- inventory	42,7	38,8				
- acquisition of road and weather information system	924,3	463,0				

thousand euros

	Funds in total			incl. Road Offices		
	Planned funds	Utilization	Share %	Planned funds	Utilization	Share %
4. PROJECTON	3 143,8	3 157,2	1,3	1 908,3	1 808,3	1,2
5. LAND CONSOLIDATION	4 999,6	3 622,9	1,5	504,2	184,5	0,1
6. TRAFFIC EDUCATION	1 014,3	1 016,4	0,4	155,8	157,9	0,1
7. OTHER EXPENDITURE (maintaining, designing, etc.)	14 747,6	14 432,5	6,0	8 495,8	8 501,8	5,8
8. Research	1 000,8	1 207,8	0,5			
9. OWN FUNDS	941,0	1 117,1	0,5	745,2	836,9	0,6
10. Earmarking	116,9	116,9	0,0	32,2	32,2	0,0
11. ARK production costs	1 597,8	1 627,1	0,7			0,0
12. Public transport planning	322,1	286,0	0,1			0,0
13. Local government partnership	22 209,3	11 786,0	4,9			
14. CO2 Bus	0,0	2 933,3	1,2			

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

MAINTENANCE OF NATIONAL ROADS IN 2011

The distribution of maintenance work of national roads between the performers of service operations was the following:

- AS TREV-2 Grupp – 3294 km (20%). Service operations are performed by AS TREV-2 Grupp in Rapla County and by its subsidiaries AS Põlva Teed in Põlva County and OÜ Valga Teed in Valga County.
- Lemminkäinen Eesti AS – 935 km (5.7%). In Ida-Viru County, service operations are performed by the Virumaa department of the company.
- OÜ Sakala Teed – 1242 km (7.6%). Service operations are performed in Viljandi County.
- Nordecon AS – 2074 km (12.6%). Service operations are performed by a department of Nordecon AS in the Keila region of Harju County, and by its subsidiaries OÜ Hiiu Teed in Hiiu County and AS Järva Teed in Järva County.
- AS Vooremaa Teed –1108 km (6.7%). Service operations are performed in Jõgeva County.
- AS Üle – 1589 km (9.7%). Service operations are performed by AS Üle in the Kose and Kuusalu regions of Harju County, and by its subsidiary OÜ Lääne Teed in Lääne County.
- AS Võrumaa Teed – 1250 km (7.6%). Service operations are performed in Võru County.
- AS Pärnumaa Teed – 1427 km (8.7%). Service operations are performed in Pärnu County.
- AS Saaremaa Teed – 1091 km (6.6%). Service operations are performed in Saare County.
- AS Tartumaa Teed – 1244 km (7.6%). Service operations are performed in Tartu County.
- AS Virumaa Teed – 1188 km (7.2%). Service operations are performed in Lääne-Viru County.

In 2011, 38.6 million euros was used for road maintenance. 13 million euros of that was spent on winter service and 25.6 million euros on summer service. Maintenance costs per 1 kilometre of national roads were 2350 euros (in 2010 – 2300 euros, and in 2009 – 2380 euros).

ICE ROADS 2011

The ERA manages six ice roads, and in 2011 it was possible to open all of them:

- Haapsalu–Noarootsi ice road with the length of 3.5 km was built by OÜ Paralepa Sadam and open for 51 days,
- Rohuküla–Sviby ice road with the length of 9.5 km was built by OÜ Lääne Teed and open for 34 days,
- Tärkma–Triigi ice road with the length of 18–22 km was built by AS Saaremaa Teed and open for 26 days,
- Heltermaa–Rohuküla ice road with the length of 25 km was built by AS Hiiu Teed and open for 32 days,
- Munalaiu–Kihnu ice road with the length of 12 km was built by AS Pärnumaa Teed and open for 25 days,
- Kuivastu–Virtsu ice road with the length of 10–12 km was built by AS Saaremaa Teed and open for 24 days.

278 410 euros was spent on the building of ice roads. During the time the roads were officially opened, a total of 55 663 vehicles used the ice roads, which means that the price of a crossing of one vehicle was 5 euros.

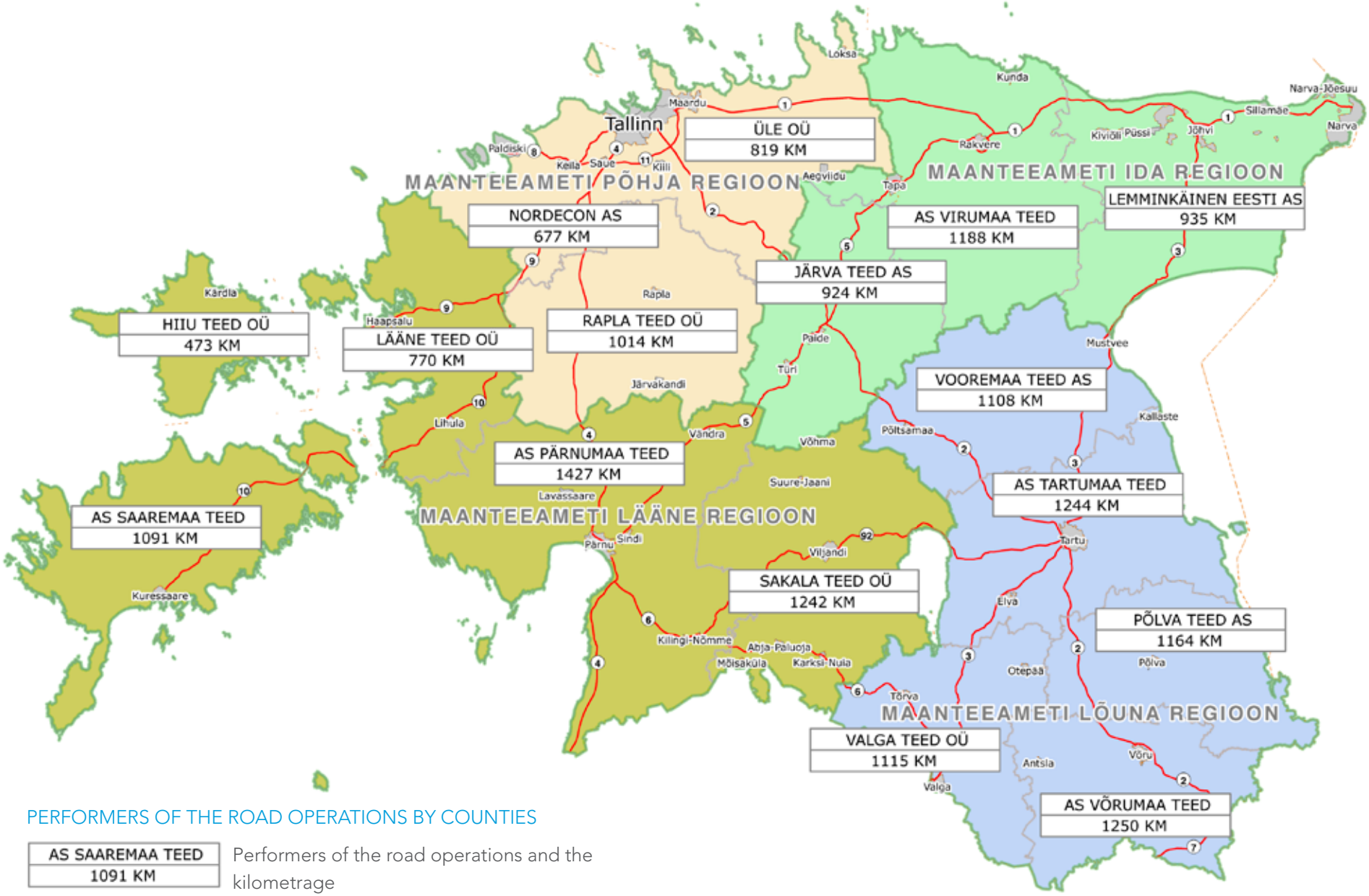
THE INFORMATION SYSTEM OF ROAD WEATHER STATIONS

The development of the information system of road weather stations continued in 2011 with the mounting of 11 new road cameras. Apart from that, three road cameras (in Jüri, Kangru and Valjala) began showing the picture in real time.

The biggest innovation was the replacement of modems in all weather stations. From now on, the information from the stations will be received every 10 minutes and the quality of the communication is also better.

At the end of 2011, the information system of road weather stations consisted of 60 road weather stations, 43 road cameras and four VMS signs.


SCANIA



PERFORMERS OF THE ROAD OPERATIONS BY COUNTIES

AS SAAREMAA TEED
1091 KM

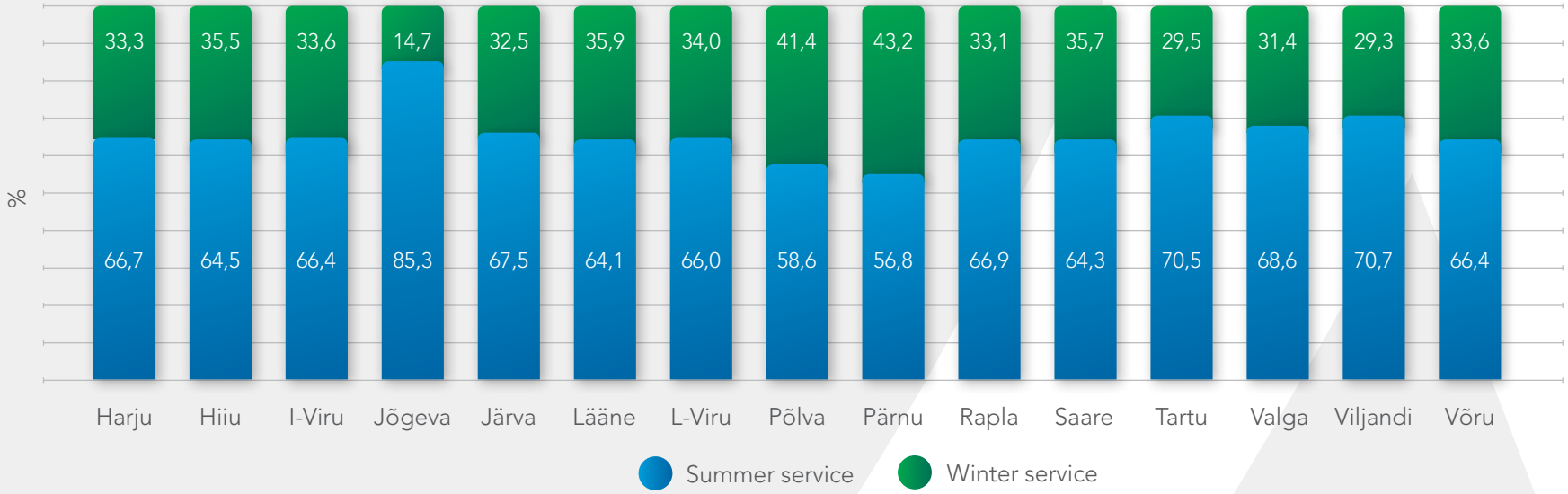
Performers of the road operations and the kilometrage

PERFORMERS OF ROAD SERVICE OPERATIONS ON NATIONAL ROADS

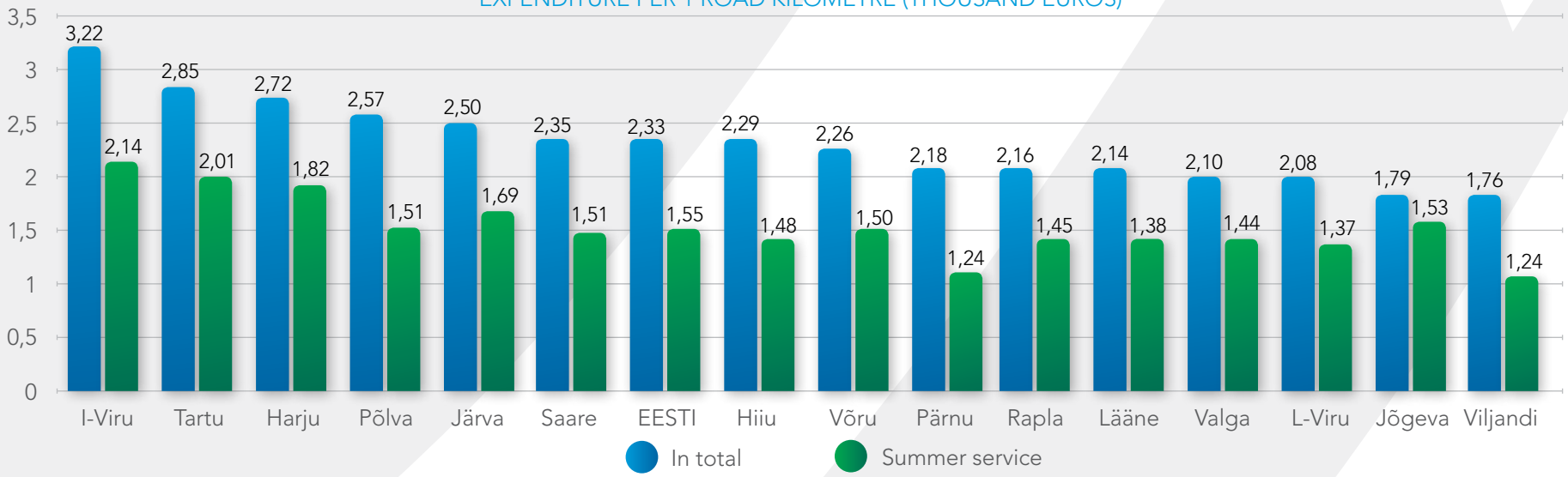
km

Performers of the road operations	Roads in total	Including			From this							Ramps and connecting roads
		Main Roads	Basic roads	Ramps	Paved roads				Gravel roads			
					Total	Including			Total	Including		
						Main roads	Basic roads	Secondary roads		Basic roads	Secondary roads	
Road Administration of Northern Region	**2 509,801**	**270,278**	**329,474**	**1 910,049**	**1 986,134**	**270,278**	**329,474**	**1 386,382**	**523,667**	**0,000**	**523,667**	**40,314**
NORDECON AS	676,663	112,499	55,456	508,708	565,845	112,499	55,456	397,890	110,818	0,000	110,818	11,864
RAPLA TEED OÜ	1 014,481	48,070	165,245	801,166	656,093	48,070	165,245	442,778	358,388	0,000	358,388	0,597
ÜLE OÜ	818,657	109,709	108,773	600,175	764,196	109,709	108,773	545,714	54,461	0,000	54,461	27,853
Road Administration of Western Region	**5 002,780**	**513,708**	**731,910**	**3 757,162**	**3 095,158**	**513,708**	**728,941**	**1 852,509**	**1 907,622**	**2,969**	**1 904,653**	**5,950**
AS PÄRNUMAA TEED	1 426,975	217,320	108,552	1 101,103	820,823	217,320	108,552	494,951	606,152	0,000	606,152	2,605
AS SAAREMAA TEED	1 090,833	73,338	185,578	831,917	758,350	73,338	182,609	502,403	332,483	2,969	329,514	0,865
HIIU TEED OÜ	472,838	0,000	139,980	332,858	308,287	0,000	139,980	168,307	164,551	0,000	164,551	0,043
LÄÄNE TEED OÜ	770,336	126,697	73,587	570,052	551,148	126,697	73,587	350,864	219,188	0,000	219,188	0,168
SAKALA TEED OÜ	1 241,798	96,353	224,213	921,232	656,550	96,353	224,213	335,984	585,248	0,000	585,248	2,269
Road Administration of Southern Region	**5 882,447**	**420,037**	**865,859**	**4 596,551**	**3 088,790**	**420,037**	**865,859**	**1 802,894**	**2 793,657**	**0,000**	**2 793,657**	**9,778**
AS TARTUMAA TEED	1 244,207	149,739	173,299	921,169	755,800	149,739	173,299	432,762	488,407	0,000	488,407	4,678
AS VÕRUMAA TEED	1 250,405	71,265	120,521	1 058,619	636,190	71,265	120,521	444,404	614,215	0,000	614,215	0,726
PÕLVA TEED AS	1 164,233	31,029	252,858	880,346	534,926	31,029	252,858	251,039	629,307	0,000	629,307	1,237
VALGA TEED OÜ	1 115,477	87,952	164,504	863,021	521,620	87,952	164,504	269,164	593,857	0,000	593,857	0
VOOREMAA TEED AS	1 108,125	80,052	154,677	873,396	640,254	80,052	154,677	405,525	467,871	0,000	467,871	3,137
Road Administration of Eastern Region	**3 046,922**	**398,335**	**472,828**	**2 175,759**	**2 486,667**	**398,335**	**472,828**	**1 615,504**	**560,255**	**0,000**	**560,255**	**13,582**
AS VIRUMAA TEED	1 187,607	110,476	203,083	874,048	1 187,607	110,476	203,083	874,048	0,000	0,000	0,000	2,744
JÄRVA TEED AS	923,949	136,399	103,807	683,743	592,332	136,399	103,807	352,126	331,617	0,000	331,617	4,289
LEMMINKÄINEN EESTI AS	935,366	151,460	165,938	617,968	706,728	151,460	165,938	389,330	228,638	0,000	228,638	6,549
TOTAL	**16 441,950**	**1 602,358**	**2 400,071**	**12 439,521**	**10 656,749**	**1 602,358**	**2 397,102**	**6 657,289**	**5 785,201**	**2,969**	**5 782,232**	**69,624**

EXPENDITURE ON ROAD SERVICE OPERATIONS BY COUNTIES

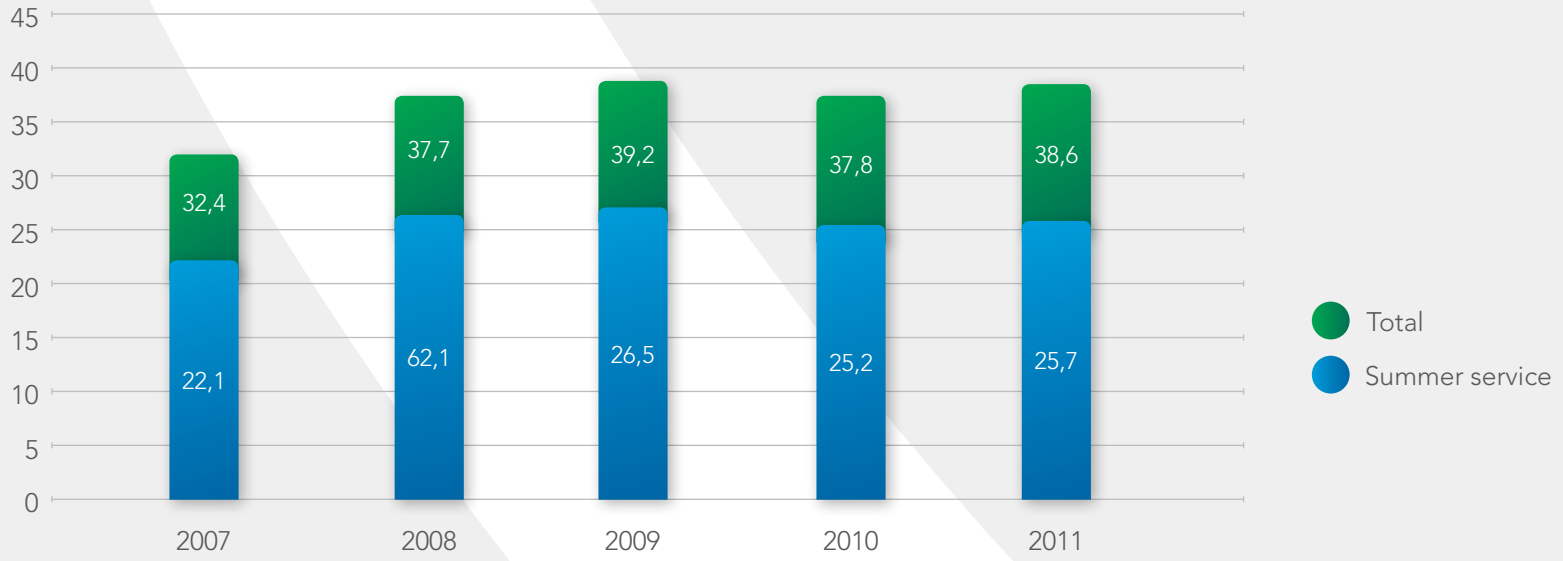


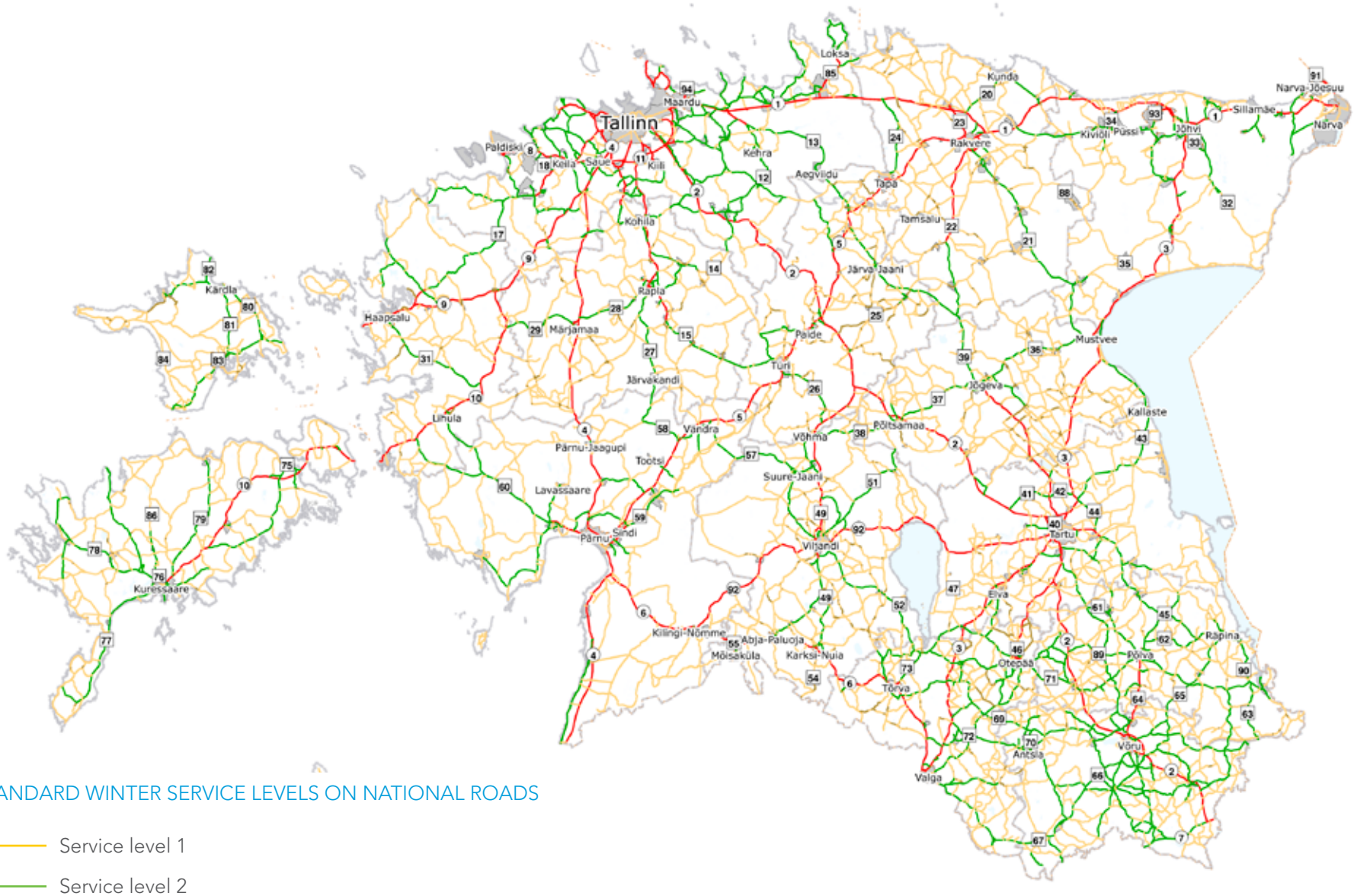
EXPENDITURE PER 1 ROAD KILOMETRE (THOUSAND EUROS)



EXPENDITURE ON ROAD SERVICE OPERATIONS IN 2007 – 2011

	Expenditure (million euros)				
	2007	2008	2009	2010	2011
In total	**32,358**	**37,721**	**39,159**	**37,829**	**38,643**
Including					
Summer service					
Million euros	22,126	26,070	26,466	25,232	25,678
%	68,4	69,1	67,6	66,7	66,4
Winter service					
Million euros	10,232	11,651	12,693	12,597	12,965
%	31,6	30,9	32,4	33,3	33,6

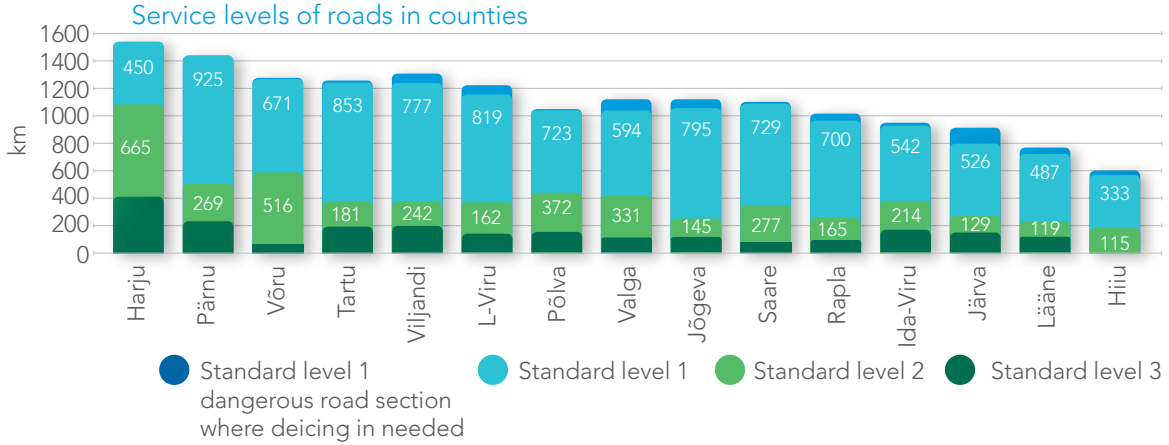




STANDARD WINTER SERVICE LEVELS ON NATIONAL ROADS

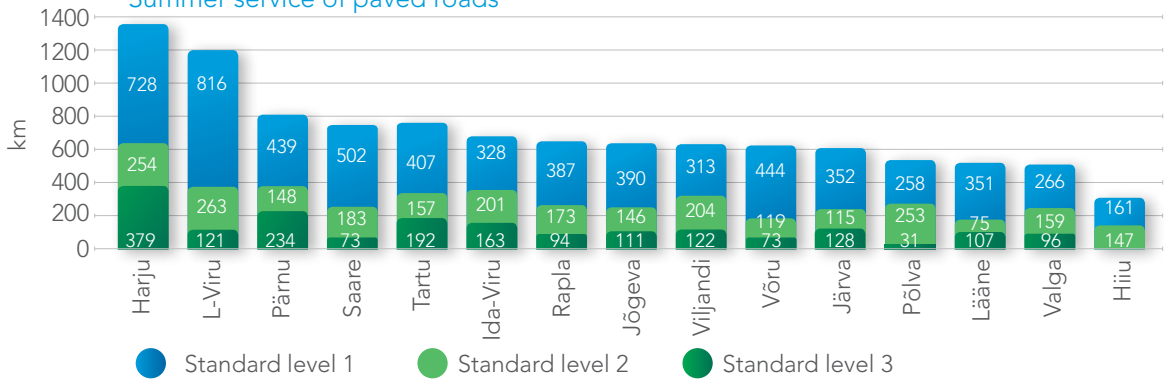
- Service level 1
- Service level 2
- Service level 3

Service levels of roads in counties



Total amount by service levels:
3 - 2045km; 2 - 3901km; 1 - 9924km

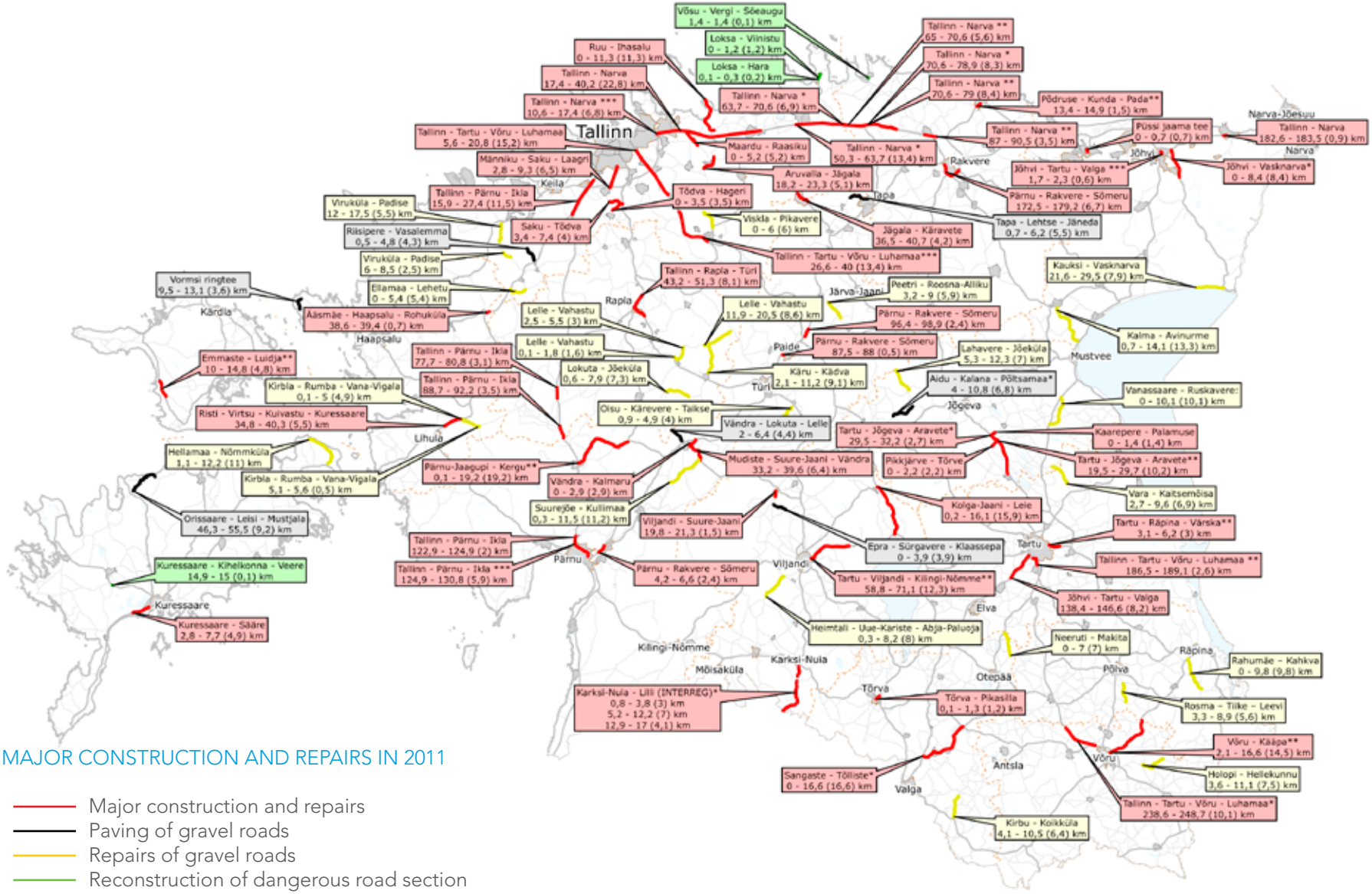
Summer service of paved roads



Total amount by service levels:
3 - 1924km; 2 - 2595km; 1 - 6142km

Summer service of gravel roads

Total amount by service levels:
3 -3 km; 2 - 5521 km; 1 - 257km



MAJOR CONSTRUCTION AND REPAIRS IN 2011

- Major construction and repairs
- Paving of gravel roads
- Repairs of gravel roads
- Reconstruction of dangerous road section

*** continued from 2010 and in 2012

** continued in 2012

* continued from 2010

ROAD CONSTRUCTION, REPAIRS AND OPERATIONS ON NATIONAL ROADS IN TOTAL

thousand euros

Activities	Unit	Volume in total	Main roads	Basic roads	Secondary roads
1. Road construction	**eur**	**75 546,8**	**35 987,8**	**18 842,8**	**20 716,2**
Including:					
a) Construction of paved roads	eur	75 443,0	35 987,8	18 842,8	20 612,4
	km	337,6	16,4	63,5	257,8
From this by the types of surfaces:					
- asphalt concrete	eur	68 472,8	35 987,8	18 037,2	14 447,8
	km	113,1	16,4	49,6	47,1
- mix in plant and place	eur	4 063,4			4 063,1
	km	153,7			153,7
- surface dressing of gravel roads	eur	2 907,1		805,6	2 101,5
	km	70,8		13,9	57,0
b) Construction of gravel roads	eur	103,8			103,8
	km	2,2			2,2
2.Construction and reconstruction of bridges	**eur**	**11 603,1**	**6 048,7**	**4 026,8**	**1 527,6**
- reconstructed bridges	pc/m	16/559,1	6/309,63	2/48,5	8/200,99
- reconstructed overpasses	pc/m	7/216,5	4/57,6	3/158,9	
3. Repairs of roads	**eur**	**64 571,2**	**24 761,3**	**17 125,0**	**22 685,0**
a) repairs of pavements	eur	42 027,5	23 199,1	13 812,8	5 015,6
	km	130,8	75,5	32,7	22,5
From this by the types of surfaces:					
- asphalt concrete overlays	eur	40 516,4	23 199,1	12 703,7	4 613,6
	km	118,5	75,5	27,5	15,5
- mix in plant and place	eur	1 511,1		1 109,1	402,0
(bitumen-gravel, stabilization, macadam)	km	12,2		5,2	7,0
b) repairs of gravel roads	eur	9 056,4			9 056,4
	km	377,2			377,2
c) surface dressing	eur	**13 487,3**	**1 562,2**	**3 312,2**	**8 613,0**
	km	1017,4	88,6	186,9	742,0
4. Repairs of bridges	**eur**	**6 298,4**	**1 433,4**	**2 100,5**	**2 764,5**
- repaired bridges	pc/m	20/479,67	2/90,15	5/134,19	13/255,33
- repaired overpasses	pc/m	1/203		1/203	
5.Road operations	**eur**	**38 642,7**	**9 993,1**	**8 733,3**	**19 916,3**
From this:					
- summer service	eur	25 677,4	5 988,1	5 017,2	14 672,1
- winter service	eur	12 965,3	4 005,0	3 716,1	5 244,2
Road construction, repairs and operations in total	**eur**	**196 662,3**	**78 224,3**	**50 828,5**	**67 609,5**
projection		**3 157,2**			
Repairs of buildings	**eur**	**124,5**			
Construction, repairs and operations in total	**eur**	**199 944,0**	**78 224,3**	**50 828,5**	**67 609,5**

ROAD CONSTRUCTION, REPAIRS AND OPERATIONS IN 2007-2011

Activities	Expenditures thousands of eur					Construction and repairs of roads - km bridges - pc/m				
	2007	2008	2009	2010	2011	2007	2008	2009	2010	2011
1.Road construction	**37 271**	**47 143**	**71 699**	**56 904**	**75 547**					
Including:										
a) construction of paved roads	37 181	45 316	71 699	56 904	75 443	319,70	264,2	394,1	369,8	337,9
From this by the types of surfaces:										
- asphalt concrete	27 758	34 271	64 686	48 933	68 473	34,60	43,5	168,9	79,0	113,1
- mix in plant an place	6 974	7 979	4 806	5 817	4 063	200,50	132,2	153,0	235,9	153,6
- surface dressing of gravel roads	2 449	3 066	2 207	2 154	2 907	84,60	88,5	72,2	54,9	71,2
b) construction of gravel roads	90	1 826			104		13,6			2,2
2.Construction and reconstruction of bridges	**13 084**	**5 937**	**9 021**	**7 900**	**11603**					
- reconstructed bridges					3109	20/445,8	13/315	19/170,7	16/ 247,6	16/559,12
- reconstructed overpasses					8494	3/123	3 /308	1/58,2	12/ 542,52	7/216,5
3. Repairs of roads	**72 994**	**80 591**	**34 708**	**64 986**	**64 571**					
Including:										
a) repairs of pavements	55 624	56 466	12 099	41 970	42 027	143,00	268,5	136,9	146,9	130,7
From this by the types of surfaces:										
- asphalt concrete	53 335	54 769	10 745	38 935	40 516	130,30	250,6	118,6	123,9	118,5
- mix in plant and place	2 289	1 697	1 354	3 036	1 511	12,70	17,9	18,3	23,0	12,2
b) repairs of gravel roads	3 845	8 363	9 092	8 971	9 057	202,40	330,9	532,6	433,5	377,2
c) surface dressing	13 525	15 762	13 516	14 045	13 487	1108,80	1065,8	1212,0	1072,6	1017,4
4.Repairs of bridges and overpasses	**2 703**	**8 513**	**3 273**	**6 782**	**6 298**					
- repaired bridges					5 143	15/286,6	17/ 279,4	33/761,73	22/765,4	20/479,67
- repaired overpasses					**1 155**	1/111	2/ 262	4/282,8		1/203
5.Road operations	**32 356**	**37 723**	**39 156**	**37 829**	**38 643**					
Including:										
- summer service	22 126	26 071	26 464	25 232	25 678					
- winter service	10 230	11 652	12 693	12 597	12 965					
Construction, repairs and operations in total	**158 408**	**179 907**	**157 857**	**174 401**	**196 662**					

PAVEMENT OF GRAVEL ROADS

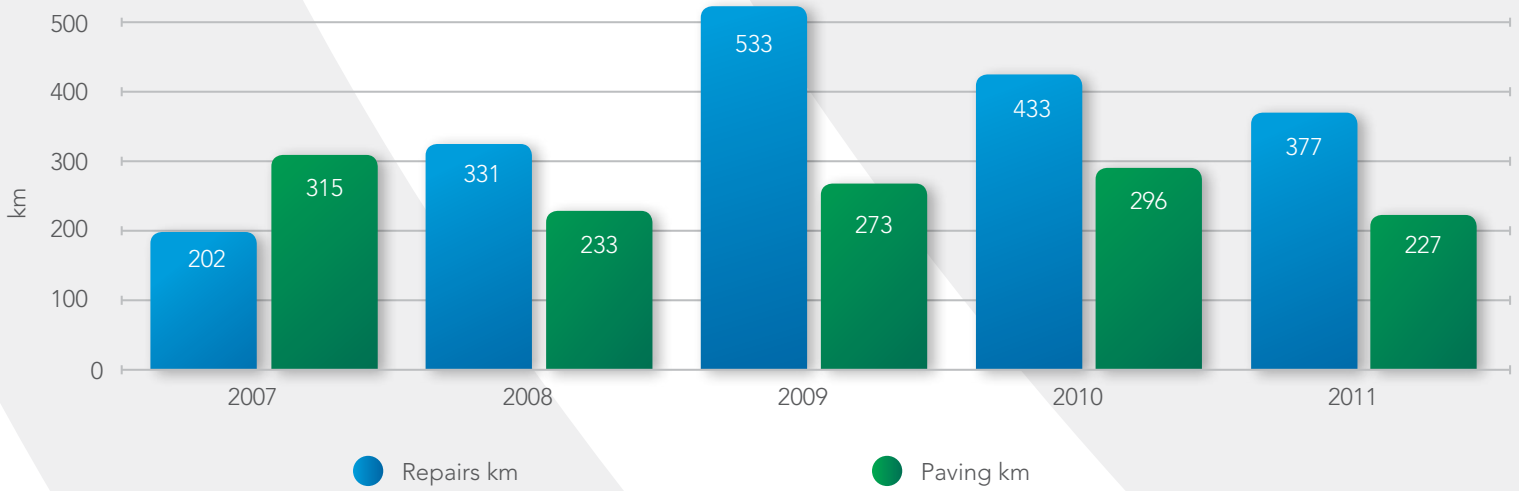
In 2011, 227 km of pavement was built on the gravel road sections with larger traffic volume. Mostly light cheap solutions were used: mild asphalt from restoration repairs (92,9 km) and double surface dressing of gravel roads (70,8 km).

Most pavement work was done in Viljandi County (39 km), Valga County (27 km), Rapla County (24 km), Ida-Viru County (22 km) and Võru County (20 km).

As road sections Karksi-Nuia–Lilli, Lüganuse–Oandu–Tudu, Arula–Pringi, Arula–Sihva, Nõo–Kambja and Kolga-Jaani–Leie sections can be named.

From year to year the share of gravel roads in the national roads network has been diminishing. As of 01.01.2012 the gravel roads made up 35,2% of Estonian national roads or 5786 km of the total 16 443 km of national roads.

REPAIRS AND PAVING OF GRAVEL ROADS



THE PAPINIIDU EXTENSION OF PÄRNU BYPASS

On April 16, 2010, the ERA proclaimed the construction procurement for the Papiniidu extension of Pärnu bypass. On August 13 of the same year, a construction contract was concluded with two Estonian construction companies, Tallinna Teede AS and Merko Ehitus AS, according to which a new, a 2.13-km-long road section between Papiniidu bridge and Riga road was to be completed by the autumn of 2011.

The construction of the Papiniidu extension of Pärnu bypass includes building a connecting road between Papiniidu bridge and Riga road and is a part of the master construction project of Pärnu bypass. The main purpose of the design of Pärnu bypass is to improve safety, traffic conditions and road environment, as well as to develop the connections of trans-European transport network TEN-T and bring Pärnu bypass into conformity with valid standards.

In the course of the work that began in September 2010, a two-lane section that joins Riga road near Papiniidu bridge and the railway station was built along a totally new route, which runs parallel to the railway and the Pärnu river.

On the Papiniidu extension of Pärnu bypass, a new 2.13-km-long section with 1+1 lanes was built between Papiniidu bridge and Riga road. Likewise, a 280-m-long section of Papiniidu street, a 910 metres long section of Riga road and a 255-m-long section of Paide road were reconstructed. In addition to that, 3.16 km of bicycle and pedestrian roads, two bicycle and pedestrian tunnels and three at-grade traffic lights intersections were constructed: Papiniidu extension with Papiniidu street, Papiniidu extension with Riga road and Riga road with Paide road.

Papiniidu extension is the last stage of the 4-stage construction project of Pärnu bypass, but it was completed before the first stage (Ehitajate street) and the second stage (western connecting road) were finished. During the two first stages it was necessary to arrange a new procurement due to the work stoppage of the builder, which caused the postponement of the final date of the contract by about a year.

On October 30, 2011, the new Liivi street section of Papiniidu extension was opened for traffic. Other city streets that were related to the building of Papiniidu extension had been open for traffic during the entire construction period. On the new, 1.5-km-long section between Papiniidu street and Riga road the speed limit is 70 km/h, on other sections 50 km/h.

The price of the construction operations was 95.4 million kroons, 80% of which was obtained from the European Union Cohesion Fund.

KARKSI-NUIA – LILLI – VALMIERA ROAD SECTION

It is known that in the 1930ies there was a plan to develop the Tallinn–Riga road along the route of Rapla–Türi–Viljandi–Karksi-Nuia–Lilli–Valmiera. However, after the war the preferences changed. Due to scarce opportunities, in Estonia the section that took longest to be constructed was the national road No. 54 (Karksi-Nuia–Lilli), and in Latvia the 7.8-km- long section from Kööna (Latvian Koņi) to the Estonian border of the national road No. P-17 (Valmiera–Ruhja–the border of Estonia and Latvia).

It is interesting to point out that it was along this road, covered with gravel at that time, that the Baltic Way (a chain of people holding hands) lined up between the capitals of three Baltic countries aspiring for independence. The hope to build a paved section between the kilometres 0.82 and 16.975 of the Karksi-Nuia–Lilli road appeared when information was received about the initiation of a cross-border cooperation programme of Estonia and Latvia.

In January 2008, the Western Region of the ERA (the then Pärnu Road Administration) convened the first business meeting in the Karksi-Nuia municipal hall. Together with the people of Latvian Vidzeme Road Region it was firmly decided to start preparations for applying for the programme support funds. The support had to constitute 85% of the total cost of the project, which was a wonderful opportunity to obtain money from outside the state budget in order to lay down the dust-free pavement of the road. The Karksi rural municipality, which had sought the opportunity to build that road for years, was an active participant in the process.

The Western Region of the ERA became the leading partner of the project. In the course of the project it was intended, on the Estonian side, to straighten, repair and bring under light paving by means of triple surface dressing of loose-fill material of 14 km of a worn gravel road from Karksi-Nuia to Lilli. On the Latvian side, similar work was intended on the 7.8-km-long section (from Kööna (Koņi) to the Estonian border) of road No. P-17 (Valmiera–Ruhja–Estonian border), and also the repair of the broken asphalt paving on the 6.4 km long road section from the Säde (Latvian Seda) river into the direction of Ruhja.

The partner the Western Region of the ERA was the Latvian Ministry of Transport, which delegated part of the authority to the Latvian Road Administration.

On May 13, 2009 the EU Monitoring Mission made the decision to finance the project of Karksi-Nuia – Säde (Seda) river with up to 5.176 million euros from the European Regional Development Fond (ERF). On September 11 of the same year the Ministry of Internal Affairs and the Western Region of the ERA signed a support agreement, which opened the way for the selection of the contractor.

CONSTRUCTION WORK STARTED IN 2010

After the international procurement organised by the Western Region of the ERA as the leading partner of the joint project, the construction contract was concluded with Valga Teed OÜ, Põlva Teed OÜ, Rapla Teed OÜ and Kolm Teed OÜ who had presented a joint tender. Valga Teed OÜ was elected the representative of the consortium and the contract was signed on July 8, 2010. The supervision procurement was won by Taalri Varahaldus AS. The procurement of the administrative management of the project was won by Advisio OÜ, the main task of whom was (and is to this day) collecting, checking and piecing together of the work reports documentation to the Contracting Authority, who presents it after each half-year period to the Ministry of Internal Affairs for primary-level inspection.

As the result of open adjudication the total cost of the joint project of the two countries was 3 194 786.60 euros, of which the cost of the work on Estonian side was 1 657 865.16 euros and that on the Latvian side 1 536 921.40 euros. From this amount both partners covered 15% of the costs by self-financing. For Estonia the opportunity of receiving bridge financing form the Ministry of Finance to cover the current costs and returnable upon the receipt of the support from the European Regional Development Fund was extremely helpful.

The 14-km-long handsome road section with light paving that was built in Estonia was certified as suitable for operation by the approval committee on September 29, 2011. In Latvia, the 7.8 km of road with light paving and the 6.4 km of repaired asphalt road became operable in the November of the same year. The total length of the roads built in the course of the joint project was 28.2 km and they were ceremonially opened with Estonian and Latvian choirs performing in the Lilli border point on October 17, 2011.

COOPERATION CONTINUES

Thanks to the funds of the ERF used within the Estonian and Latvian cross-border cooperation programme it was possible to improve the living conditions of the roadside dwellers by covering a 22-km-long road section in the border region of the two countries with a dust-free light paving and also make the connection between both countries more efficient.

As a continuation of what has been done and at the initiative of the Latvian Road Administration, the next Estonian and Latvian cooperation programme, led by the Western Region of the ERA and the Vidzeme Road Region of the Latvian Ministry of Transport, has reached the phase of construction procurement. The object of the project is the Kilingi-Nõmme–Kiisa–Mazsalaca road with the total length of 33.6 km where the leading partner is the Western Region of the ERA.

Another joint project of Latvian Vidzeme Road Region and the South Region of the ERA is currently being started in order to repair the road from Mõniste to Ape. Within the framework of cross-border cooperation, the South Region of the ERA has also begun work on a project involving Värska–Petseri road.

THE BUILDING OF KAAREPERE OVERPASS MADE CROSSING THE RAILWAY SAFER

Extensive road construction in Kaarepere was finished in the autumn of 2011. The junction was ceremonially opened on November 24. A total of 5.46 million euros was spent on the overpass built instead of the former at-grade railway intersections, on about 2 km of bicycle and pedestrian roads and a parking lot. 80% of the building of Kaarepere junction was financed by the European Union Cohesion Fund.

Kaarepere overpass is a unique structure in Estonia and it is important both for the road and railway traffic. Thanks to this, driving along Piibe road became safer and more comfortable.

As the result of this project, three at-grade railway intersections were eliminated. On the Tartu–Jõgeva–Aravete support road a 73 m long and 11 m wide overpass was built and the route of Pikkjärve–Tõrve and Kaarepere–Palamuse road was changed, so that the vehicles can now reach the support road without crossing the railway. A total of 7.2 km of roads were reconstructed.

Apart from that, 1.8 km of bicycle and pedestrian roads supplied with four benches were built in Kaarepere and Pikkjärve village. A parking lot was built next to Kaarepere railway station. Out of the milled asphalt left over from the road work the dust-free paving was laid down on two sections of Jõgeva County roads: 3.4 km of Mullavere–Visusti road and 1.3 km of Luua–Vaidavere road.

80% of the expenses of building Kaarepere junction were covered by the European Union Cohesion Fund, 383 000 euros come from AS EVR Infra and the rest from the ERA.

The construction was commissioned by the Southern Region of the ERA. The preliminary design and the initial technical design were prepared by OÜ Reaalprojekt. The design procurement was won by the joint tender presented by AS Nordecon and AS Ramboll Eesti. The overpass was designed by AS Ramboll Eesti. The technical design prepared by OÜ Reaalprojekt was adjusted and the construction work was performed by AS Nordecon. The owner supervision was performed by AS Taalri Varahaldus.

ROAD SURVEYS IN 2011

At the initiative of the ERA Commission of Road Surveys the ERA concluded cooperation agreements with Tallinn University of Technology and Tallinn University of Applied Sciences for research and development work in 2011. These documents state the wish of the ERA to build stronger ties with research institutions and the need to involve more intellectual potential in the development of road management. The broader interest of the parties to the agreement is to ensure the tuition of road engineers about state-of-the-art technologies.

In 2010, sensors were installed in the embankment to analyse the load bearing capacity of the road and register the freezing of road construction. Based on the surveys of 2011, a significant amount of information has been gathered about the course and extent of freezing of the constructions, which showed, for instance, that the extent of freezing during the cold weather of the beginning of the year was 2 metres. On the basis of the survey information proposals were made to amend the regulation of the winter carriage of exceptional loads, since the indirect measurement of air temperature was replaced by direct measurement of the freezing of road construction.

At the end of the year, the long-awaited pavement calculation programme KAP was completed, due to which the pavements will henceforth be dimensioned with the help of uniform contemporary software. KAP is available as freeware on the homepage of the ERA.

Within the framework of the research and development cooperation agreement, the first test project was conducted in Tallinn University of Applied Sciences about the comparative testing of foundations of igneous rock and limestone. The tests showed that crushed limestone was weaker than crushed igneous rock, which means that the resistance of the former to dynamic loading is smaller. In the nearest future the ERA intends to continue the research of crushed stone foundation layers in order to determine the temporal resistance of the limestone foundations of old roads.

A survey ordered by the ERA „The estimation of the cost of strengthening national roads and bridges based on the possibility of year-round traffic of 52 tonnes heavy loads" was completed. In this, the length of roads in need of strengthening for 52-tonne-heavy vehicles was thoroughly analysed on the basis of paving design experience of Finland and Scandinavian countries and the necessary investment amounts were calculated. Assuming that the present road network and bridges meet the valid requirements, the strengthening of national roads and bridges would need an investment of 766 million euros. According to the cost-benefit analysis the discount expenses of the 10-year investment period exceed the income of the 25-year monitoring period about five times.

ESTONIAN ROAD MUSEUM

The topics of public interest that were displayed as a consistent exposition at the beginning of 2011 made the museum a thriving and successful venue during the summer months. A total of about 36 000 people visited the Road Museum. The steadily growing number of visitors during the recent three years proves that the museum surely has exciting material for those interested in the history of roads.

An innovative and absorbing open air exposition "The Time of the Road" was opened in 2010 and is being constantly updated and improved in order to grant a different experience every time a visitor chances to come by. The fact that „The Time of the Road" has been recognised with renowned prizes (for instance, the title of the Innovator of Tourism awarded by Enterprise Estonia in 2011) on the local, national and international level has increased the interest of the public in the museum and made it aware of its activities. An equally significant role is being played by the year-round events and theme days.

THE SEASON SHOW AND RESEARCH ACTIVITIES

The summer show at the beginning of the exposition of the Road Museum „The Time of the Road" focused on travelling in Soviet Estonia. The show broadened the outlook of the visitors by being entertaining and offering a chance to engage in fun activities. The main part of the show consisted of 14 stands introducing travel opportunities. By means of photographs and texts the visitors were shown how and where people could travel during that period and what a traveller would take along on his or her trip.

The research activities of the museum concentrated on the history of roads and traffic. The main topics of research were the peasants' roads obligation and the possibilities of moving around in the 19th century, the changes in everyday life of the people brought along by the spread and development of motor vehicle transport, the research into the historic route between Tallinn and Tartu and the legacy of Estonian bridges.

THE TALLINN–TARTU ROAD SHOW „186"

The aim of the show „186" was to introduce the history of Estonia's most important road and show that there is still a remarkable amount of cultural and historical heritage next to the modern motorway.

The show consists of 16 roadside information stands, which are supplemented by three large information stands in Kärevere, Kükita and Kose. Flyers with the description of historic objects and a cross-word can be picked up at petrol stations and cafeterias along the Tallinn–Tartu road and in the SEBE buses that travel this route.

COLLECTIONS

In the course of 2011, 6825 items were added to the collections of the museum. This number contains the acquisition of new exposition items as well as systematising and registering of earlier items in the database named MUIS. At the end of the year the collections of the museum had a total of 25 611 exposition items.

The museum supplemented its object collection with several machines: we acquired a caterpillar bulldozer of the type T-100, an air-sleigh and motorbike models named Minsk. The collection of model road maintenance machines constructed by Boris Upine and telling a story of the development of Estonian technological inventiveness is a very rare exposition object. It consists of seven models with moving parts manufactured by Upine, two of which are powered by electricity. Of the horse-drawn vehicles the museum acquired a sleigh painted in imitation of wood pattern, and the museum's post-station section was enlarged by the acquisition of a postman's horn and a number of writing implements.

The friends of the museum donated such items as, for instance, a scooter named Tulits, a pre-war camouflaging tarpaulin, old road signs, photographic and archival material and all sorts of smaller items and souvenirs. The auxiliary collection was supplemented by various measuring and weighing appliances, horse supplies and a beehive. The auxiliary collection also acquired photo albums reflecting the activities of the clubs of vintage cars.

PROGRAMMES AND TRAFFIC EDUCATION

Apart from the current programmes related to „The Time of the Road" exposition a number of exciting events and theme days were organised in the museum.

It is already a tradition to open the season in May with a post-station day. Since we have already had several opportunities to see four-wheeled vintage cars in our museum, then this time the focus was on scooters and motorbikes. During the same month the Road Museum took part in the country-wide museum night entitled „Treasures in the Night", to which we contributed the opening of our season show.

In June a series of events bearing the title „You Can Also Do It This Way" was started, where the focus was on the alternative and little-known ways of mobility.

The 115th anniversary of the first public presentation of a motor vehicle in Estonia was marked by a contest named „The Pride of the Road". The aim of the event was to draw attention and recognise extraordinary vehicles travelling on our roads.

The thing that drew the most media attention was the last event of the summer, the grandparents' day in September. The main theme of the event was the birthday of the motor car Moskvich.

The year of traffic education was marked by taking into account the seasonal as well as ERA's own traffic safety campaigns. Kids from pre-school age to basic school seniors are expected to take part in the traffic safety programmes. The Road Museum has a tradition of organising such traffic safety events as the day of traffic safety for school children in May, the traffic day for families in June and the traffic week for schoolchildren in September.

TRAFFIC COUNT IN 2011

In 2011, the network of stationary counting points was supplemented by a new counting point on the road to the port of Muuga. By the end of the year, there were a total of 112 counting points in Estonia, which measure the number, class and speed of vehicles.

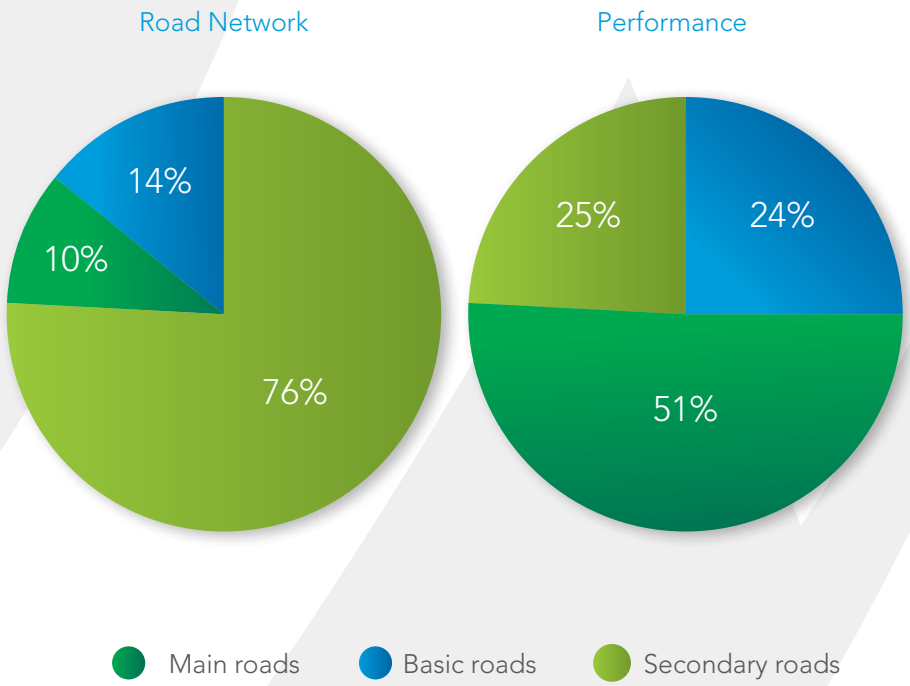
Changes in the economy of Estonia are directly reflected in the results of the traffic count. While in the years 1998–2007 the traffic volume steadily increased by about 6–10% per year on main and basic roads, then in the years 2008–2010 the traffic volume decreased and in 2011 showed a slightly rising tendency again.

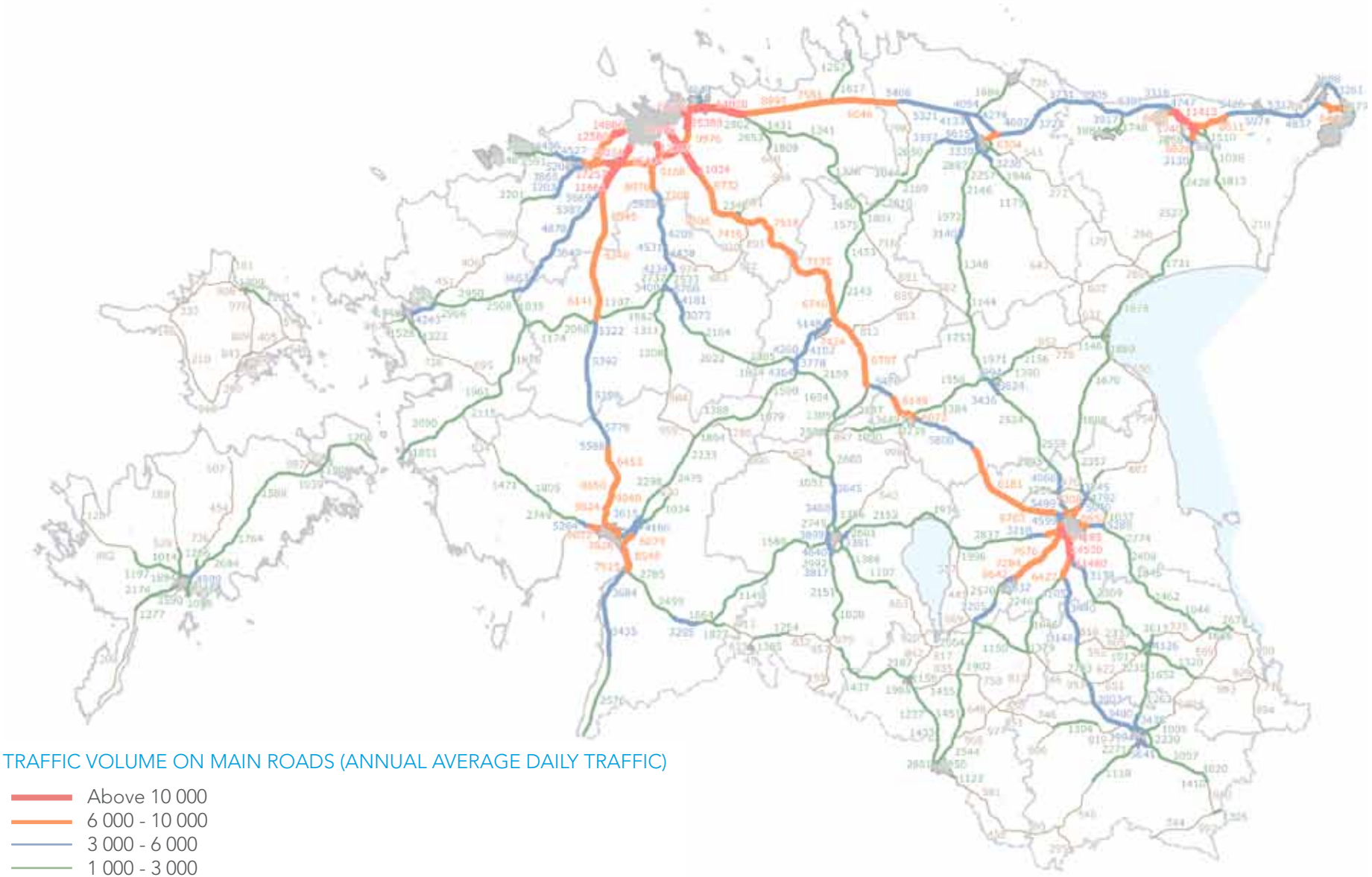
Compared to the year 2010, the traffic volume of 2011 increased by 0.5% on national roads, with the 2.5% increase on main roads and 1.3% on basic roads. On the secondary roads, however, the traffic volume decreased by 3.5%.

The road section with the greatest traffic volume continued to be at the city boundary of Tallinn on the Tallinn–Pärnu–Ikla road. On this section km 13.0–13.7, the average traffic volume of the year was 29 034 vehicles per day.
In 2011, the communication equipment of stationary counting points was upgraded, which now allows to collect traffic count data and information about congestions in all stationary counting points every 15 minutes. In the summer of 2012, it is intended to make this information available to the public on the homepage of the ERA.

By the end of 2012, actual traffic count on all traffic count sections of national roads will have been completed. The aim of this is to apply traffic modelling and ensure that from the beginning 2013, it would be possible to considerably reduce the volume of hose vehicle counting as compared to the present level.

TRAFFIC PERFORMANCE ON NATIONAL ROADS IN 2011





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

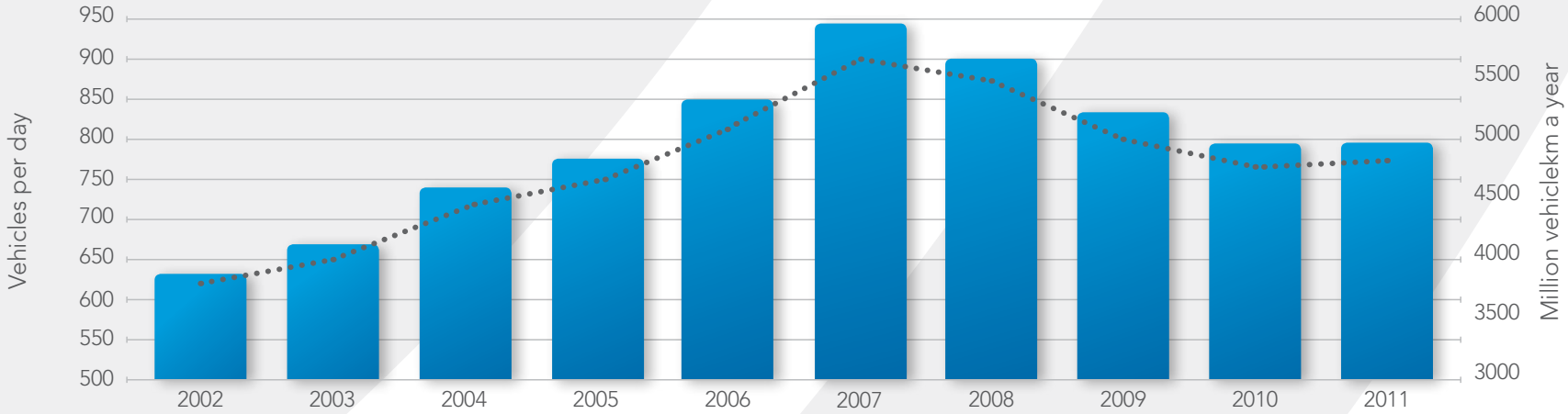
CLASSIFICATION OF VEHICLES BY ADMINISTRATIVE TERRITORIES AS OF JANUARY 1, 2012

County	Passenger cars		Buses		Goods vehicles		Motorcycles		Trailers	
	Total	Incl private	Total	Incl private	Total	Incl private	Total	Incl private	Total	Incl private
Harjumaa	214 281	139 338	1 648	138	33 405	6 887	7 963	6 753	23 478	10 455
incl Tallinn	145 867	91 692	1 302	72	22 893	3 722	4 803	3 917	14 614	5 503
Hiiumaa	6 495	5 404	24	8	963	437	369	339	997	698
incl Kärdla	2 062	1 653	4	1	429	133	108	99	372	208
Ida-Virumaa	52 513	44 653	671	75	5 621	2 053	1 189	1 084	4 321	2 561
incl Narva	17 289	15 296	123	31	1 488	503	332	303	1 048	545
incl Kohtla-Järve	12 624	10 724	359	11	1 050	383	185	174	781	515
incl Jõhvi	4 647	3 428	46	3	744	174	115	103	475	256
Jõgevamaa	17 646	14 259	122	33	2 569	1 118	908	845	2 542	1 822
incl Jõgeva	3 127	1 988	21	10	446	127	119	108	329	219
Järvamaa	16 577	13 523	70	25	2 351	900	719	667	2 067	1 403
incl Paide	3 701	2 879	14	7	467	131	151	130	439	262
Läänemaa	14 587	10 808	76	17	2 423	767	570	535	1 898	1 359
incl Haapsalu	5 602	3 609	26	4	1 158	174	186	165	619	428
Lääne-Virumaa	29 872	23 951	226	22	4 823	1 896	1 198	1104	4 013	2 516
incl Rakvere	7 437	5 580	110	5	1 194	361	279	251	1 007	629
Põlvamaa	18 775	16 198	83	33	2 514	1 251	903	867	2 262	1 625
incl Põlva	3 718	3 052	20	3	668	170	181	173	587	307
Pärnumaa	38 710	30 525	121	23	6 017	2 259	1 876	1 713	5 390	3 332
incl Pärnu	16 006	11 949	56	8	2 392	642	733	644	2 078	1 101
Raplamaa	18 971	15 477	113	37	2 769	1 212	886	816	2 497	1 649
incl Rapla	2 524	1 923	39	1	374	93	117	106	386	195
Saaremaa	18 690	15 119	95	14	2 599	1 094	1 035	938	2 965	2 111
incl Kuressaare	7 066	5 420	50	0	1 110	284	322	283	1 217	775
Tartumaa	61 055	47 374	461	44	9 173	2 680	2 564	2 278	9 279	4 988
incl Tartu	36 430	27 151	360	23	5 429	1 159	1 420	1 231	5 598	2 596
Valgamaa	16 132	13 825	52	14	2 204	1 005	635	586	2 013	1 422
incl Valga	5 578	4 894	11	3	790	307	180	168	628	456
Viljandimaa	25 827	21 267	242	49	3 664	1 667	1 322	1 233	3 373	2 463
incl Viljandi	8 780	6 824	158	16	1 373	413	462	417	1 173	766
Võrumaa	19 777	17 057	147	39	2 910	1 382	734	672	2 463	1 686
incl Võru	6 589	5 478	20	3	1 060	344	252	221	866	501
Uncrossed	4 107	3 474	5	5	332	286	346	332	391	315
Total:	**574 015**	**432 252**	**4 156**	**576**	**84 337**	**26 894**	**23 217**	**20 762**	**69 949**	**40 405**

AVERAGE TRAFFIC VOLUME AND OVERALL TRAFFIC PERFORMANCE ON NATIONAL ROADS IN 2002-2011

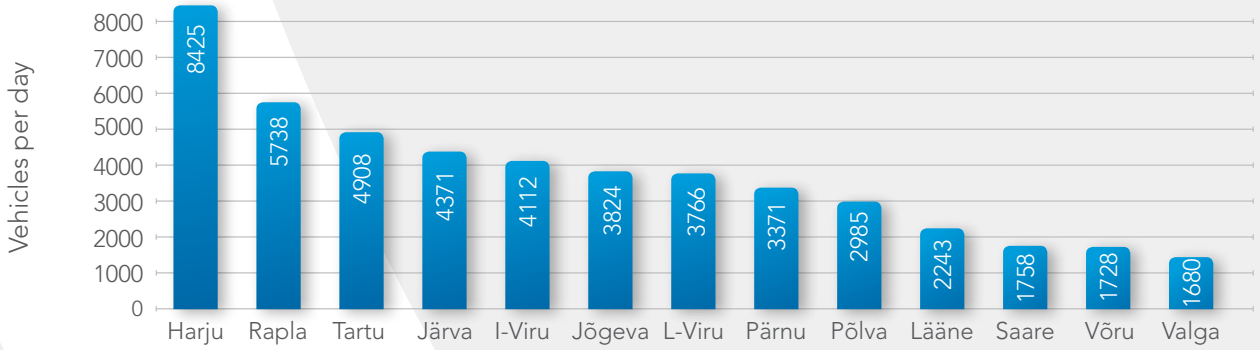
	Traffic volume				Performance
	Main rods	Basic roads	Secondary roads	National roads on average	mln vehiclekm a year
2002	3 062	1 182	241	632	3 790
2003	3 229	1 156	250	669	4 019
2004	3 534	1 238	277	740	4 372
2005	3 808	1 279	291	776	4 663
2006	4 190	1 440	303	850	5 113
2007	4 741	1 589	334	945	5 676
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
2011	4 153	1 285	269	796	4 776

AVERAGE TRAFFIC VOLUME AND OVERALL TRAFFIC PERFORMANCE ON NATIONAL ROADS IN 2002-2011

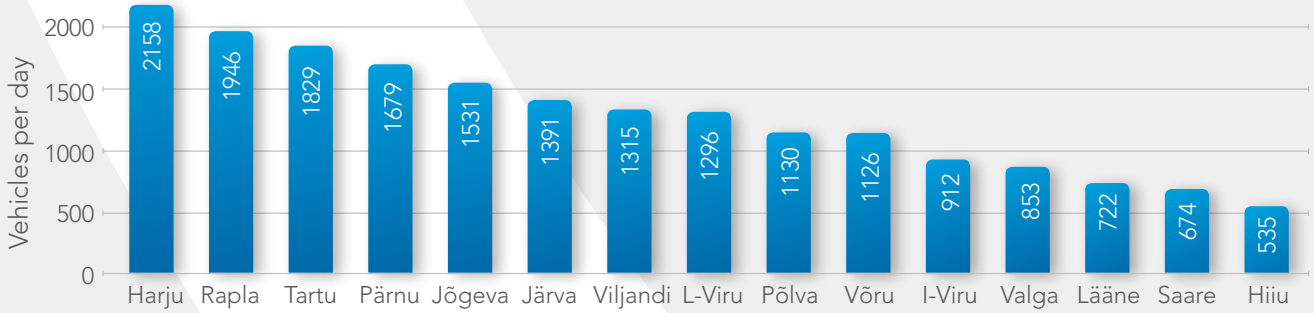


AVERAGE TRAFFIC VOLUME IN COUNTIES PER 1 KM

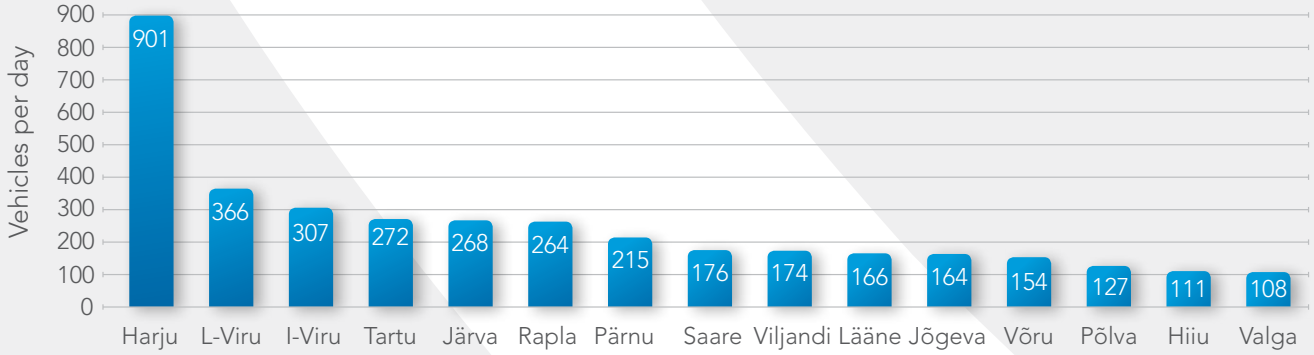
Main roads



Basic roads



Secondary roads



PASSENGER CARS FIRST REGISTERED IN TRAFFIC REGISTER IN 2011 (TOP15)

By make	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999	1998	1997	1996	1995	1994	1993	1992	1991	Older	Total
VOLKSWAGEN	1602	48	93	376	448	266	178	175	125	178	254	444	513	479	362	357	185	142	39	35	17	40	**6356**
FORD	837	21	54	255	218	106	111	138	196	233	208	277	321	184	124	49	21	19	5	3	12	26	**3418**
AUDI	240	81	90	321	386	177	173	104	114	121	156	232	233	270	221	232	120	44	21	24	13	29	**3402**
TOYOTA	1778	42	53	135	266	147	114	103	129	89	64	49	42	35	20	10	13	8	6	11	3	23	**3140**
VOLVO	381	28	42	177	300	185	161	177	206	255	194	238	204	169	117	67	15	9	6	4	7	26	**2968**
BMW	297	109	82	201	214	106	149	141	149	169	172	196	174	138	110	116	55	42	26	20	16	38	**2720**
OPEL	687	5	25	70	80	145	52	66	88	95	128	211	186	129	88	62	35	25	9	12	3	5	**2206**
ŠKODA	1814	5	33	36	65	28	26	10	16	22	17	14	15	11	6	0	1	0	0	1	0	0	**2120**
MERCEDES-BENZ	252	135	70	124	169	146	100	86	105	95	104	134	118	96	64	62	35	31	30	34	25	84	**2099**
PEUGEOT	1256	39	8	15	19	24	26	11	14	11	24	33	26	22	11	16	8	7	0	4	2	8	**1584**
NISSAN	1042	6	3	24	25	26	47	55	65	43	47	47	25	24	20	16	9	12	3	8	5	9	**1561**
RENAULT	1132	4	6	15	17	20	26	31	39	47	35	47	25	28	26	12	10	2	4	2	4	0	**1532**
HONDA	951	15	17	28	52	29	25	24	20	17	13	23	30	13	16	5	9	5	4	5	1	4	**1306**
MITSUBISHI	495	12	4	12	27	16	20	26	24	26	40	57	55	53	31	18	13	8	7	5	4	15	**968**
HYUNDAI	749	7	4	14	18	16	16	22	16	29	20	21	12	10	1	0	0	0	0	0	0	0	**955**

CLASSIFICATION OF VEHICLES BY TYPE OF FUEL AS OF JANUARY 1, 2012

Type of fuel	Total	Passenger cars	Goods vehicles	Buses	Motorcycles
Petrol	462 271	420 073	18 750	250	23 198
Diesel-Fuel	223 306	153 850	65 543	3 899	14
Gas-Powered	80	31	42	7	0
Electric-Powered	68	61	2	0	5
Total	**685 725**	**574 015**	**84 337**	**4 156**	**23 217**

BY CHASSIS TYPE

Chassis type	Number
Station wagon	19294
Hatchback	9358
Saloon	8480
Multi-purpose vehicle	6051
Coupe	742
Convertible	353
Caravan	84
Special purpose	24
Sports car	16
Limousine	9
Pick-up	1
	44412

BY DOORS

Doors	Number
5	31824
4	10050
3	1708
2	821
0	7
1	2
	44412

BY POWER (KW)

Power (kW)	Number
below 59	2929
60 - 74	6460
75 - 99	13810
100 - 124	12107
125 - 149	4542
150 - 199	3170
200 - 249	948
250 - 299	257
300 - 399	149
400	3
405	2
408	15
412	9
423	2
426	2
449	2
450	2
456	2
588	1
	44412

BY COLOUR

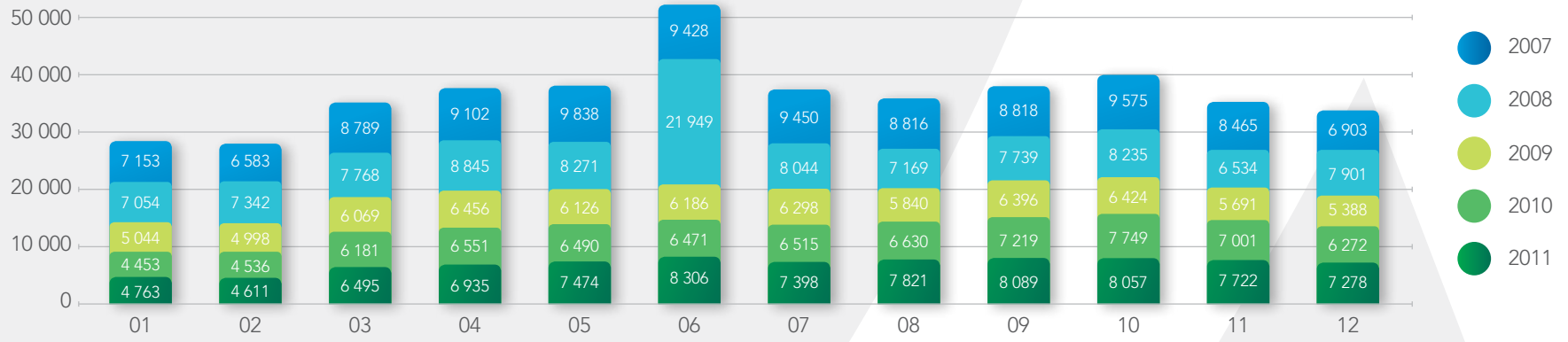
Colour	Number
black	9596
grey	6588
silver	5481
dark blue	3321
white	2828
red	2622
blue	2474
dark grey	2454
green	1373
brown	1328
beige	1265
dark green	1210
light grey	1050
dark red	846
light blue	460
violet	359
light green	249
dark brown	204
golden	203
orange	**149**
yellow	141
light beige	140
light brown	48
light yellow	10
pink	6
uncrossed	3
light red	2
dark yellow	2
	44412

BY CAPACITY (CM^3)

Capacity (cm^3)	Number
below 950	110
951 - 1150	300
1151 - 1250	1859
1251 - 1350	571
1351 - 1450	2544
1451 - 1550	1208
1551 - 1650	6403
1651 - 1750	516
1751 - 1850	3625
1851 - 1950	4117
1951 - 2150	9166
2151 - 2350	1905
2351 - 2550	5264
2551 - 2750	608
2751 - 2950	1167
2951 - 3450	3476
3451 - 3950	496
3951 - 4950	724
4951 - 5950	251
over 5951	**102**
	44412

PASSENGER CARS FIRST REGISTERED IN 2011

MONTHLY TRANSFER OF PASSENGER CAR OWNERSHIP DURING 2007 – 2011



NEW PASSENGER CARS FIRST REGISTERED IN 2011

ŠKODA	1805
TOYOTA	1743
VOLKSWAGEN	1579
PEUGEOT	1255
RENAULT	1132
NISSAN	1024
HONDA	948
FORD	831
SUBARU	753
HYUNDAI	734
OPEL	680
CITROEN	593
MITSUBISHI	495
KIA	470
DACIA	389
VOLVO	355
SEAT	314
SUZUKI	292
MAZDA	263
BMW	249
CHEVROLET	216
AUDI	215
MERCEDES-BENZ	197
JEEP	107
FIAT	102
LEXUS	87
LAND ROVER	56
PORSCHE	45
MINI	21
SAAB	17
ALFA ROMEO	16
CHRYSLER	15
DODGE	14
JAGUAR	9
FIAT ADRIA	7
INFINITI	6
CADILLAC	4
BENTLEY	3
FIAT MCLOUIS	3
LOTUS	3
LAMBORGHINI	2
ASTON MARTIN	1
CHAUSSON RIGANO	1
FERRARI	1
FIAT DETHLEFFS	1
FIAT TRIGANO	1
FORD RIMOR	1
IVECO	1
MASERATI	1
MERCEDES-BENZ ADRIA	1
TOTAL	**17 058**

VEHICLES SUBMITTED TO TECHNICAL INSPECTION BY BUREAUS JAN 1, 2011 – DEC 31, 2011.

Region	Total inspections			Periodical technical inspections				Number of cehicles	Average age of vehicles
	Total	Pass the inspection	Fail the inspection	Total	Pass the inspection	Fail the inspection	Inspection failure %		
Haapsalu	7 086	6 301	779	6 874	6 090	778	11,32	6 083	12
Jõgeva	13 710	12 693	1 016	13 428	12 411	1 016	7,57	12 205	14
Jõhvi	25 394	23 290	2 102	23 906	21 837	2 067	8,65	21 413	13
Kuressaare	12 364	11 324	1 038	12 227	11 189	1 036	8,47	11 087	13
Kärdla	4 117	3 822	294	4 012	3 717	294	7,33	3 669	14
Narva	15 284	14 175	1 108	14 124	13 018	1 105	7,82	12 753	13
Paide	13 927	13 111	816	13 371	12 558	813	6,08	12 435	13
Põlva	13 158	11 733	1 417	12 773	11 348	1 417	11,09	11 210	13
Pärnu	36 471	33 723	2 733	34 263	31 520	2 728	7,96	31 143	12
Rakvere	24 204	22 389	1 810	23 324	21 540	1 782	7,64	21 255	13
Rapla	7 380	6 986	384	7 003	6 609	384	5,48	6 556	12
Saue	60 180	55 849	4 299	49 784	45 966	3 793	7,62	46 642	11
Tallinn	144 057	131 490	12 479	134 261	121 922	12 252	9,13	120 830	10
Tartu	61 220	55 833	5 280	57 010	51 880	5 027	8,82	51 417	12
Valga	13 262	12 174	1 085	12 839	11 753	1 083	8,44	11 639	14
Viljandi	19 102	17 809	1 290	18 768	17 475	1 290	6,87	17 279	13
Võru	11 565	10 749	809	11 004	10 188	809	7,35	10 067	13
Total:	**482 481**	**443 451**	**38 739**	**448 971**	**411 021**	**37 674**	**8,39**	**407 683**	**12**

TOP10 DEFECTS 2011

Group of defects	Type of defects	Number of defects
Identification and equipment	Other equipment	37 453
Braking equipment	Service, secondary, parking braking performance and efficiency	20 111
Lamps and Reflectors	Headlamps	19 656
Chassis and chassis attachment	Chassis	19 446
Lamps and Reflectors	Rear registration plate lamp	19 289
Chassis and chassis attachment	Corrosion	16 664
Lamps and Reflectors	Front and rear position lamps, side marker lamps and end outline marker lamps	15 759
Axles	Axles	15 281
Chassis and chassis attachment	Exhaust pupes and silencers	13 546
Nuisance	Petrol engine controlled by an advance emission control system emissions	9 061

BUSES PURCHASED FOR EMISSION QUOTAS

On May 31, 2011 the representatives of the ERA and the Czech company Iveco Czech Republic a. s. signed a contract based on which Estonia purchased 110 buses of Iveco Irisbus Crossway type for a total price of 18.86 million euros. The purchase of the buses is financed from the funds obtained on the basis of the trading agreement of assigned emission amounts concluded in autumn between Estonia and the Kingdom of Spain.

According to the agreement, the ERA received 52 buses in November and December of 2011 and the rest is expected to arrive in the third quarter of 2012. On December 14, 2011, the ERA delivered ten Iveco Irisbus Crossway low-floor buses of the first batch to Tallinn Bus Company. The rest of the buses received in 2011 were assigned to the service of Ida-Viru County lines at the beginning of 2012.

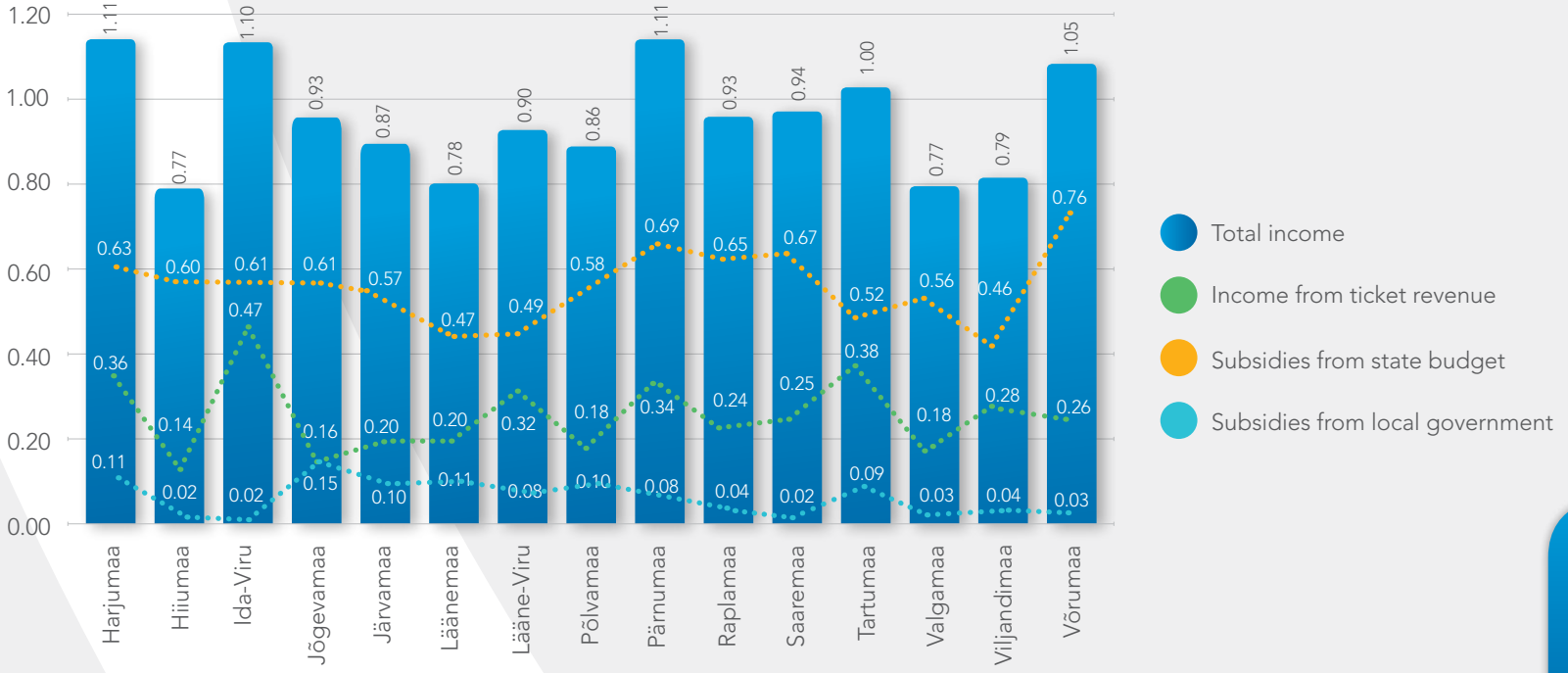
The 58 buses that will be delivered to the ERA at the end of 2012 are intended for the service of Harju County public lines beginning from 2013.

All the purchased buses are supplied with air conditioning and equipment that facilitates the access of people with disabilities. In the buses of county lines, the comfort of the travellers will be ensured by somewhat more space between the seats.

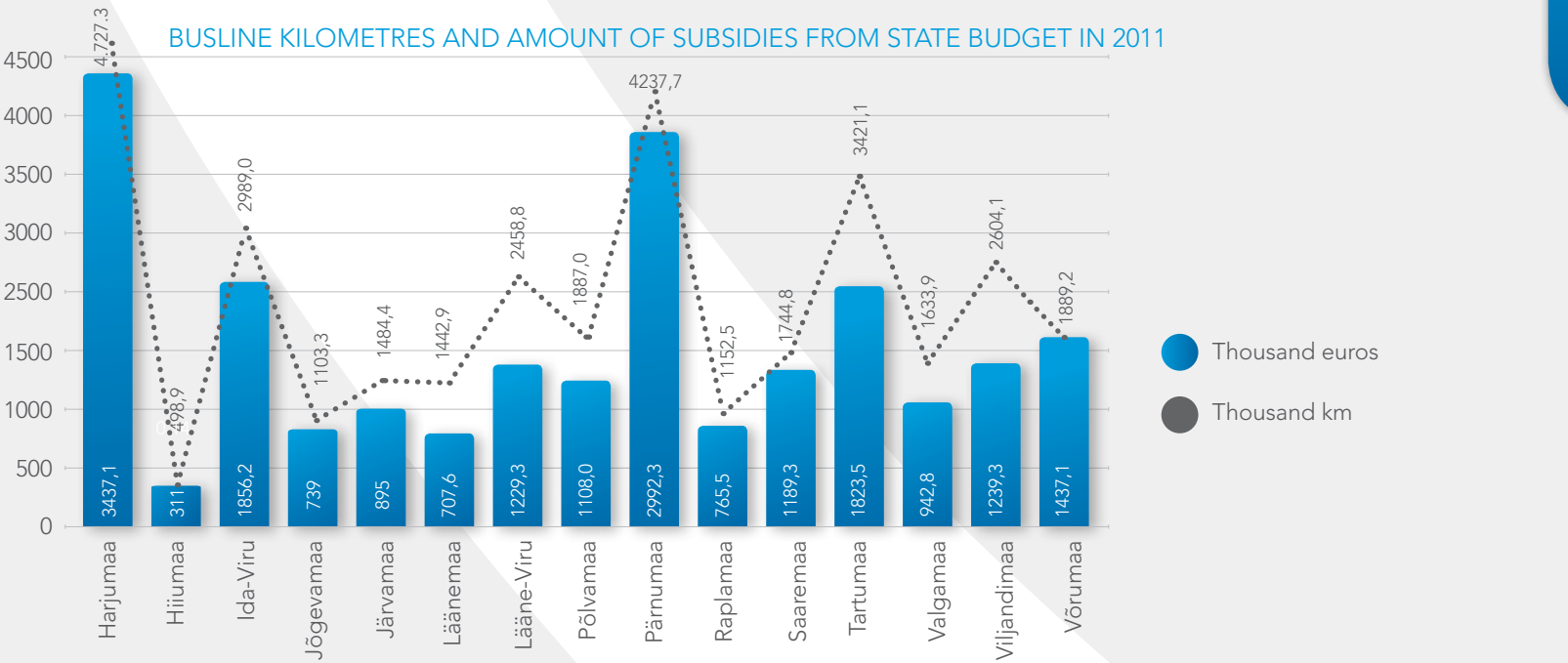
When setting the technical requirements for the purchased buses, a lot of attention was paid to the environmental protection, the issues of warranty and accessories, as well as the fact that the vehicles would be suitable for use in the northern climate. The Iveco Irisbus buses meet the environmentally friendly requirements of the limit standard of exhaust gases, which is higher than the EURO 5 limit standard obligatory in Europe at present.

The purchase of the buses was made due to the green investment scheme applied on the basis of the contract concluded between Estonia and Spain, the aim of which is to reduce the emission of greenhouse gases in the transport sector. In connection with this, the ERA undertakes to estimate the reduction of negative environmental influence achieved as the result of using these buses. The new buses will surely be environmentally friendlier than the average buses used on the county lines so far. In addition, the harmful environmental influence will be reduced when people start preferring comfortable bus rides to travelling by private cars.

TOTAL INCOME OF A CARRIER ON PUBLIC REGIONAL BUSLINES (EUROS PER KM)



BUSLINE KILOMETRES AND AMOUNT OF SUBSIDIES FROM STATE BUDGET IN 2011



IN 2011 A NEW TRAFFIC ACT WAS ADOPTED

On December 31, 2010 the act amending the Traffic Act and acts related to it entered into force. The new Traffic Act together with amendments took effect as of July 1, 2011.

In January 2011 the ERA published a brochure about the new amended and supplemented requirements of the Traffic Act. Above all, it deals with traffic regulations the knowledge of and the adherence to which are essential for safety. The brochure provides short comments on the regulations and references to the relevant sections and subsections of the Traffic Act.

It also introduces the most important new traffic signs and road markings by explaining their meaning. In the brochure, information is presented by topics and the material can be easily found by the drivers, passengers, pedestrians and two-wheel vehicle riders. The regulations concerning safety equipment and travelling with children are presented in a separate section.

In 2010, the ERA also opened its new homepage (www.mnt.ee/liiklusseadus2011/) where information about the amendments of the traffic Act that entered into force in 2011 are available. The amendments are introduced by 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 of the law.

In 2011, the ERA continued informing the public about the new Traffic Act and compiling informative materials.

Prior to and during the implementation of the Traffic Act the greatest tasks of the ERA were related to informing the public, which means that the information about the amendments had to be brought to the knowledge of people. The implementation of the Traffic Act did not cause problems, but in the future it is necessary to study how the amendments have influenced the traffic situation.

In order to publicize the amendments of the Traffic Act the information was disseminated through the media, the informative materials were distributed in the offices of the Vehicle Register, a specialised Internet homepage was opened, a number of training courses were conducted, etc. and people were sent more than 500 000 personal reminders. In addition, plenty of video materials were prepared, which were screened on the TV as well as the ERA homepage. These materials will be used as study aids in the driving schools.

Although the new Traffic Act brought about many changes for the pedestrians, cyclists and drivers, the general requirements and principles of the new act remained the same. The biggest changes concerned the use of safety appliances and the rules for cyclists and moped riders.

ESTONIAN NATIONAL TRAFFIC SAFETY PROGRAMME 2003–2015

The year 2011 was especially significant with regard to developing the traffic safety policy for the following four years. The Estonian National Traffic Safety Programme approved by the parliament in 2003 provides for three 4-year implementation stages, each of which is supplied with the detailed plan of activities. After the completion of the second stage, the division of the traffic safety programme initiated the development of the implementation plan for the third stage of the programme in the spring of 2011.

For this, a working group was convened, which consisted of relevant experts of the ministries, administrations, unions of municipal governments and research and educational institutions. Before the new measures were planned, a thorough analysis of traffic safety situation was performed and the results of the implementation plan of the previous period were evaluated. On the basis of the conclusions, the target level of the strategic goal of the Traffic Safety Programme was modified, but this was not the only change.

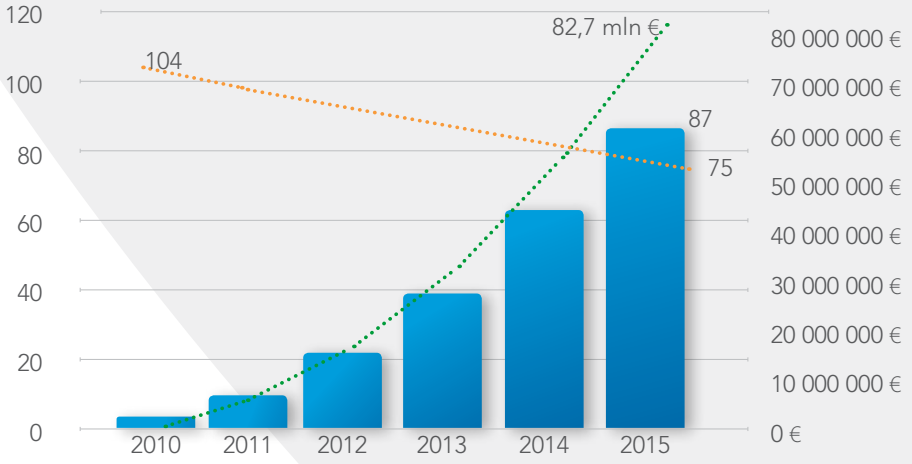
Similarly to many other small countries, Estonia is plagued by a certain statistical problem. Namely, it is impossible to perform an adequate evaluation of traffic safety situation and plan any improvement measures, if they are based solely on the absolute number of people who perished in traffic accidents. The smaller the absolute number of traffic fatalities becomes, the bigger the importance of the results of every single traffic accident appears to be, and because of that, the inaccuracy of the forecast of fatalities increases. In order to reduce the statistical influence of the number of fatalities of every single year, it was decided to use the average number for three years.

The modified strategic goal is to reduce the number of fatalities in comparison with the average number thereof in the years 2008–2010. By the year 2015 it is desirable to achieve the situation where not more than 75 people die in traffic accidents and where the number of the injured does not exceed 1500 people (as the average number for 2013–2015). By setting a high goal the results are expected to be better than previously.

On February 9, 2012 the Government of the Republic approved with its regulation No. 65 the implementation plan of the Traffic Safety Programme for the years 2012–2015. Its activities are planned on the principle that they would cover all three transport domains: the road user, the vehicle and the traffic environment. Based on the analysis of traffic accidents, the risk zones are determined for each domain, which are defined as sub-goals in order to make the target of the activities more accurate. The high risk zones or focal groups have been separately indicated and more activities are then dedicated to them. The implementation plan contains a total of 7 zones, 16 measures and 113 activities.

The results of the implementation plan and the achievement of the final goal depend to a large extent on the motivation, effort and cooperation of the parties to the programme. Therefore, the traffic safety programme division which acts as the coordinator of the National Traffic Safety Programme has assumed a significant task to create an efficient system of the management of traffic safety on the national as well as local level that would ensure the due realization of the plan.

The execution of the implementation plan enables to save about 87 lives within the next period. By this alone the expenses of the society can be reduced by about 83 million euros. To this, the saving of expenses may be added that arises from the reduction of the number of people seriously injured (see the following figure).



The supplemented full text of the National Traffic Safety Programme and the new implementation plan for the years 2012–2015 can be found on the homepage of the ERA.

EXAMINATIONS

On July 1, 2011 the hew Traffic Act entered into force, which brought about changes to the area of the right to drive a motor vehicle and conducting of examinations.

The new Traffic Act made the replacement of the initial driver's licence more in connections with violating the traffic regulations. If the owner of the initial driver's licence has a valid punishment for violating traffic regulations, he or she can only replace his or hers initial driver's licence after passing the traffic theory examination. If, however, the owner of the initial driver's licence has been deprived of the right to drive a motor vehicle, his or her right to drive and the initial driver's licence will be declared invalid. This person will be allowed to apply for the right to drive a motor vehicle and the new initial driver's licence only after he or she has passed a subsequent training and passing the traffic theory as well as driving examinations.

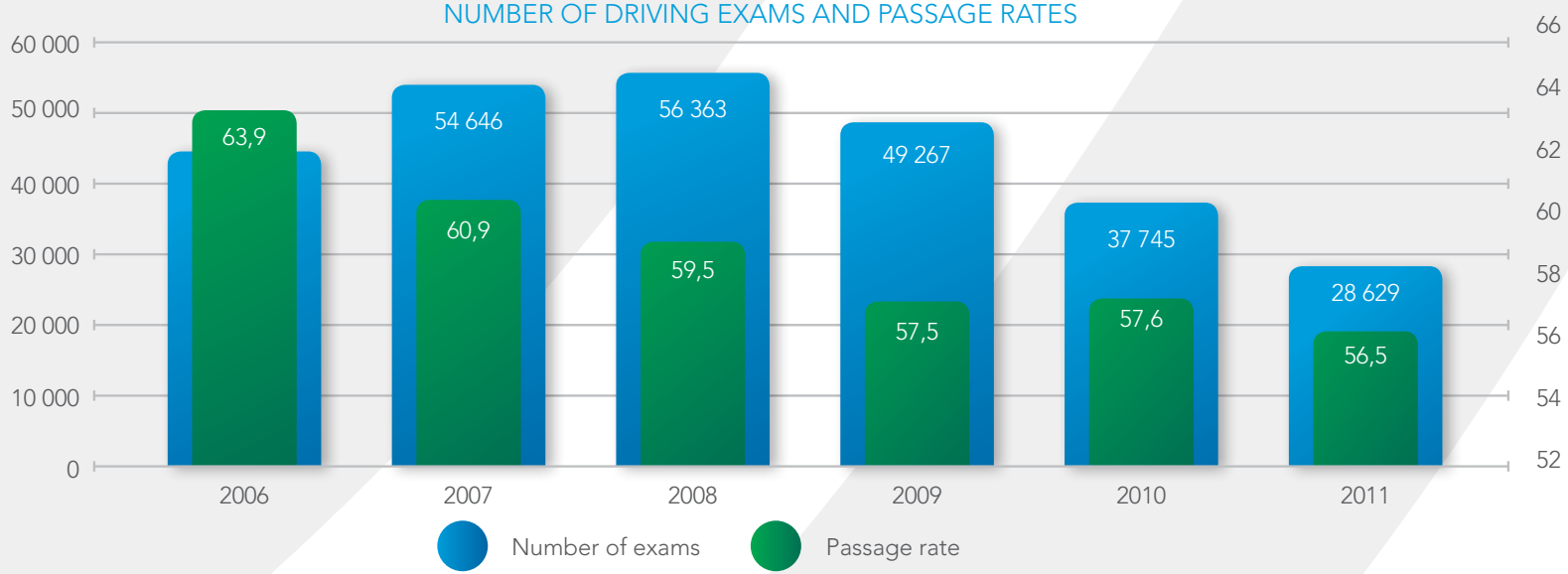
Beginning from July 1, 2011 it will be impossible to extend the expiry date of the initial driver's licence. The initial driver's licence is valid for two years and within this period the owner of the licence must pass new final stage training. If the owner of the initial driver's licence has not passed this training within the established period, he or she will not be issued a new initial driver's licence which would allow him or her to participate in traffic, as was the case so far.

The amendment of the Traffic Act has slackened the deadlines for the replacement of driver's licences. If the licence has expired and more than one year has passed since the expiry date, than according to the old Traffic Act passing the traffic theory and driving examinations used to be required. As of July 1, 2011 the exams have to be taken only if more than five years have passed from the expiry date of the driver's licence.

In 2012 the slippery road hazard avoidance training will be transferred to the initial stage of the driver's training. Before this change it might have happened that the people who had received the initial driver's licence had no experience of driving a motor vehicle on the ice because the respective training was conducted at the end of driver's training, i.e. when the person had already received the right to drive and he or she could participate in traffic. This circumstance may have had a bad effect on the driving safety in Estonia because due to its geographic situation our weather conditions change often during winter. And a young driver has to be able to drive his or her vehicle in the slippery road.

In order to make drivers familiar with the new Traffic Act the ERA has opened a special website at www.mnt.ee/liiklusseadus2011.

NUMBER OF DRIVING EXAMS AND PASSAGE RATES



MONTHLY NUMBERS OF DRIVING EXAMS IN 2011 BY BUREAUS (B-CATEGORY EXAMS)

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Haapsalu	27	43	52	53	58	104	0	55	27	38	32	22	511
Jõgeva	32	25	45	22	33	60	40	24	12	22	28	25	368
Jõhvi	94	71	110	99	117	180	216	123	130	73	92	61	1 366
Kuressaare	54	37	83	61	104	93	74	17	51	36	70	66	746
Kärdla	13	8	9	26	21	25	0	28	9	13	7	13	172
Narva	159	105	87	114	133	69	67	124	86	125	104	95	1 268
Paide	72	60	86	71	91	90	124	56	59	61	83	70	923
Põlva	40	49	36	45	71	0	64	45	20	30	33	32	465
Pärnu	117	103	143	138	115	108	138	119	120	93	106	108	1 408
Rakvere	80	89	118	94	118	93	141	124	82	79	74	78	1 170
Rapla	39	31	49	74	86	76	84	0	70	58	32	46	645
Saue	42	38	52	47	88	104	90	66	83	71	65	61	807
Tallinn	470	470	654	621	768	587	804	730	419	635	503	541	7 202
Tartu	195	200	244	257	281	312	379	236	177	204	233	264	2 982
Valga	33	40	64	31	74	77	75	50	36	25	33	37	575
Viljandi	58	45	86	57	72	77	83	91	70	46	62	58	805
Võru	46	51	55	53	77	69	96	74	53	50	52	50	726
Total	**1 571**	**1 465**	**1 973**	**1 863**	**2 307**	**2 124**	**2 475**	**1 962**	**1 504**	**1 659**	**1 609**	**1 627**	**22 139**

MONTHLY NUMBERS OF THEORY EXAMS IN 2011 BY BUREAUS (B-CATEGORY EXAMS)

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Haapsalu	62	53	70	60	89	75	8	101	103	89	86	80	876
Jõgeva	27	40	42	32	32	44	37	35	40	35	35	36	435
Jõhvi	186	91	150	156	188	150	182	178	241	162	168	154	2 006
Kuressaare	72	40	75	59	70	107	102	38	66	94	89	82	894
Kärdla	23	16	19	20	26	35	0	25	28	18	9	10	229
Narva	171	205	185	236	192	132	211	196	242	213	193	185	2 361
Paide	115	88	119	115	139	110	138	169	228	144	142	99	1 606
Põlva	63	41	50	40	75	0	66	58	112	66	71	51	693
Pärnu	197	185	159	182	143	132	167	197	188	187	224	172	2 133
Rakvere	186	129	176	183	123	78	93	116	196	274	249	119	1 922
Rapla	122	113	130	85	119	117	116	0	137	139	126	80	1 284
Saue	0	0	0	0	0	0	0	4	0	0	0	0	4
Tallinn	1 088	696	933	978	949	580	613	815	939	1007	999	1044	10 641
Tartu	262	181	267	262	271	261	333	306	385	328	292	283	3 431
Valga	44	29	33	31	42	45	82	42	77	41	47	45	558
Viljandi	74	52	89	75	71	94	95	83	126	123	114	62	1 058
Võru	66	53	52	54	63	74	87	89	98	68	54	61	819
Total	**2 758**	**2 012**	**2 549**	**2 568**	**2 592**	**2 034**	**2 330**	**2 452**	**3 206**	**2 988**	**2 898**	**2 563**	**30 950**

AN OVERVIEW OF THE TRAFFIC SAFETY SITUATION IN 2011

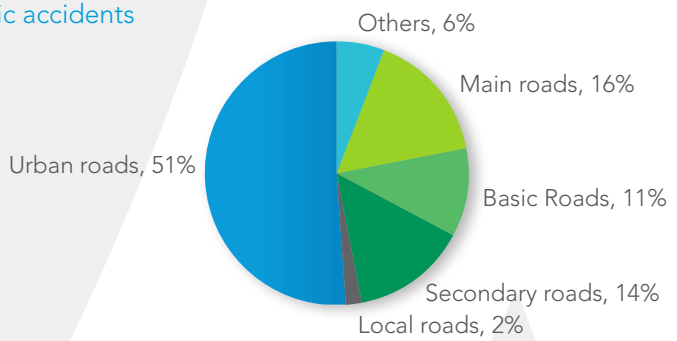
TRAFFIC ACCIDENTS

2011 was the ninth year for the traffic safety activities to be based on the National Traffic Safety Programme. While before the programme was started in 2002, there were 223 fatalities of traffic accidents registered in Estonia, in 2011 the number was 101.

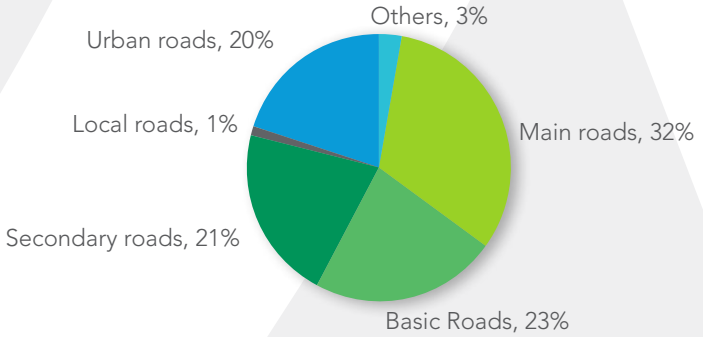
The change of the situation during the implementation of the programme has not been smooth. In 2003, the number of fatalities decreased by approximately a quarter and during the following couple of years this level was retained. In 2006–2007 the number of fatalities again grew up to 200 per year and several goals of the programme were not fulfilled. The situation turned for the better in 2008, during which the number decreased by one third. During the next two years the number continued decreasing, but in 2011 the number of fatalities increased again.

In 2011, a total of 1491 traffic accidents with fatalities and casualties (in 2010, the number was 1347) were registered in Estonia, in which 101 people died and 1876 were injured. While Estonia, Latvia and Lithuania have for years lagged behind the other European states with regard to their traffic safety, then by now Estonia has improved the situation and is on the average level of the European Union.

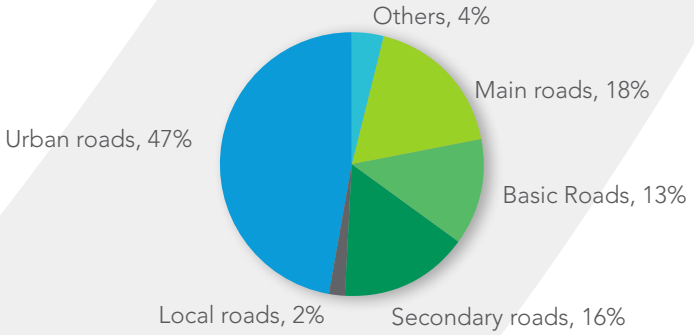
Traffic accidents



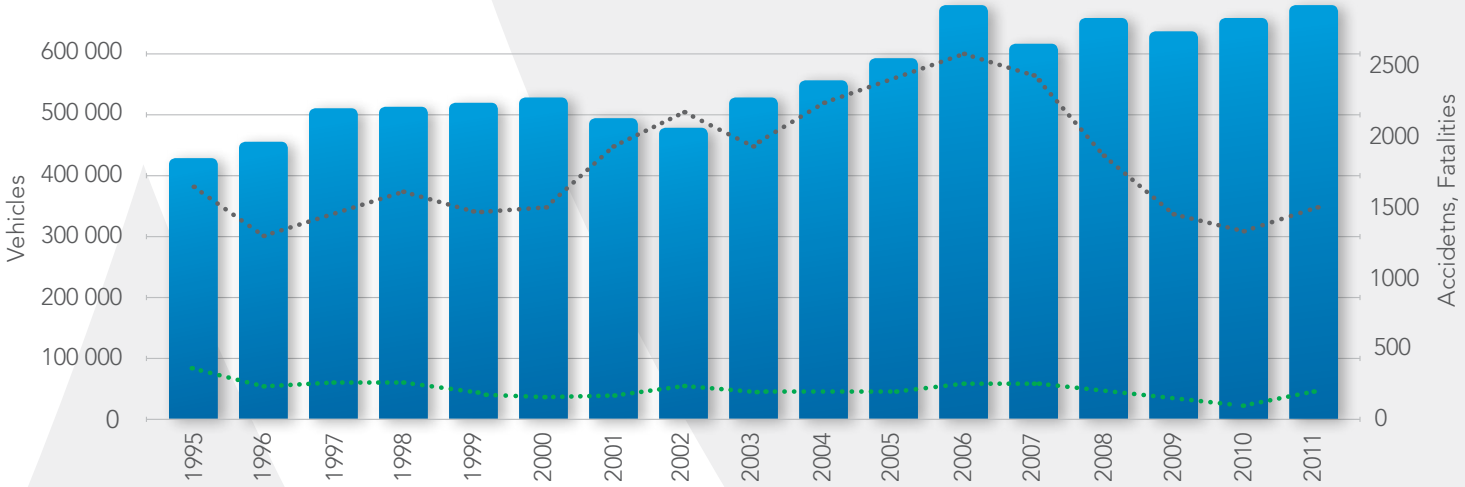
Fatalities



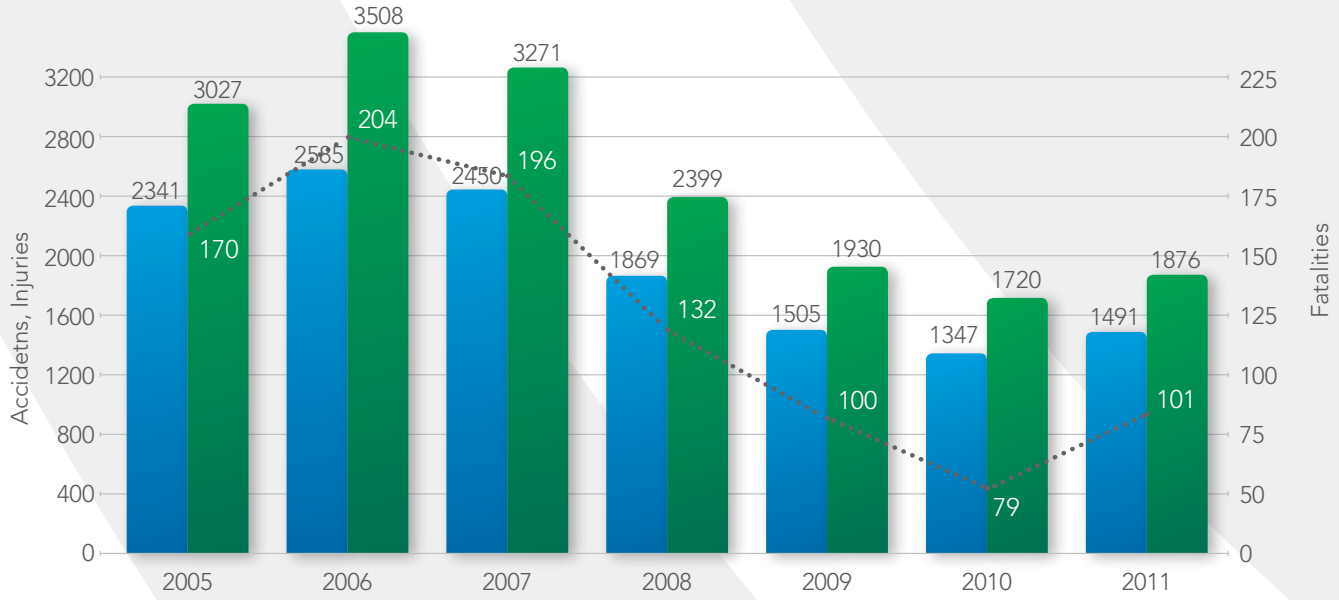
Injuries



VEHICLES, TRAFFIC ACCIDENTS AND FATALITIES 1995-2011



TRAFFIC ACCIDENTS IN 2005 – 2011



TRAFFIC ACCIDENTS IN ESTONIA IN 2001 – 2011

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Total	**1888**	**2164**	**1931**	**2244**	**2341**	**2585**	**2450**	**1869**	**1505**	**1347**	**1491**
2000=100%	100,0	114,6	102,3	118,9	124,0	136,9	129,8	99,0	79,7	71,3	79,0
Traffic accidents per 10 000 vehicles	38,3	44,5	36,9	39,9	40,0	39,6	40,3	29,2	23,9	21,1	22,4
Traffic accidents per 100 000 inhabitants	138,7	159,6	142,9	166,5	174,1	192,6	182,7	139,4	112,3	100,1	109,3
Fatalities	**199**	**223**	**164**	**170**	**170**	**204**	**196**	**132**	**100**	**79**	**101**
2000=100%	100,0	112,1	82,4	85,4	85,4	102,5	98,5	66,3	50,3	39,7	50,8
Fatalities per 10 000 vehicles	4,0	4,6	3,1	3,0	2,9	3,1	3,2	2,1	1,6	1,2	1,5
Fatalities per 100 000 inhabitants	14,6	16,4	12,1	12,6	12,6	15,2	14,6	9,8	7,5	5,8	7,4
Fatalities per 100 accidents	10,5	10,3	8,5	7,6	7,3	7,9	8,0	7,1	6,7	5,8	6,8
Fatalities per 100 injuries	8,1	7,8	6,5	5,9	5,6	5,8	6,0	5,5	5,2	4,6	5,4
Injuries	**2443**	**2868**	**2539**	**2875**	**3028**	**3508**	**3271**	**2398**	**1931**	**1720**	**1876**
2000=100%	100,0	117,4	103,9	117,7	123,9	143,6	133,9	98,2	79,0	70,4	76,8
Traffic accidents caused by drunken drivers	**400**	**503**	**400**	**409**	**442**	**541**	**552**	**391**	**280**	**179**	**178**
2000=100%	100,0	125,8	100,0	102,3	110,5	135,3	138,0	97,8	70,0	44,8	44,5

TRAFFIC ACCIDENTS BY TYPES

	Traffic accidents					Fatalities					Injuries				
	Total	Including				Total	Including				Total	Including			
		National roads	Local roads	Streets	Other places		National roads	Local roads	Streets	Other places		National roads	Local roads	Streets	Other places
Total	**1491**	**619**	**24**	**765**	**83**	**101**	**77**	**1**	**20**	**3**	**1876**	**874**	**39**	**878**	**85**
- Including in day time	1032	430	15	519	68	62	48	1	10	3	1293	616	20	588	69
- At night	459	189	9	246	15	39	29	0	10	0	583	258	19	290	16
By types															
Collision of motor vehicle with moving vehicle	408	215	3	185	5	33	30	0	1	0	648	385	6	251	6
Collision of motor vehicle with standing vehicle	21	8	0	9	4	0	0	0	0	0	33	17	0	12	4
Collision with pedestrian	399	38	2	310	49	26	11	0	12	3	388	31	3	308	46
One-vehicle accident	346	259	14	66	7	27	22	1	4	0	465	342	25	90	8
Bicycle accident	174	53	0	115	6	12	10	0	2	0	170	46	0	117	7
Moped accident	80	27	4	43	6	0	0	0	0	0	93	29	4	53	7
Other accident	63	19	1	37	6	3	4	0	1	0	79	24	1	47	7

TRAFFIC ACCIDENTS BY TYPE

The main problem at present is the safety of pedestrians: while 14 pedestrians lost their lives in traffic in 2010, in 2011 the number was 26. For years one of the main reasons of fatalities involving pedestrians was the fact that they were not wearing a reflector while moving outside built-up areas in the dark. As the result of constant informational activities and traffic monitoring, the number of accidents with pedestrians in the countryside during the dark hours of the day has no longer been growing. However, the situation is contrary in cities and towns where the frequency of accidents with pedestrians began to increase already in 2010.

In 2011, more pedestrians lost their lives in Tallinn, Tartu, Pärnu, Narva and Kohtla-Järve than elsewhere in Estonia taken together. Our main concern are accidents involving children and young adults, as well as the fact that on the roads inside built-up areas more accidents have occurred in the dark and that remarkably more pedestrians have had accidents at the intersections and crosswalks regulated by traffic lights. However, the safety of senior citizens has slightly improved, especially in the countryside.

Accidents involving cyclists that became more frequent in the second half of the year reduced their safety level by the end of 2011 to that of 2007: 12 cyclists died and 166 got injured in a total of 174 accidents. Cyclists who are 10–13 years of age are still at the greatest risk, but the number of accidents with those aged 35 and more has also grown very fast, in towns as well as outside them. It is remarkable that accidents with cyclists of the retirement age have become more frequent in large cities, above all Tallinn.

In spite of the increase in the total number of accidents with cyclists, the share of accidents at crosswalks and intersections has remained the same. Of the accidents with cyclists registered on the roads of built-up areas in 2011, 13% (18% in 2010) happened on crosswalks and 47% (54% in 2010) at the intersections. Cases of accidents in the countryside involving cyclists under the influence of alcohol have become more frequent. The youngest injured cyclist was 3 and the oldest 86 years old.

The statistics of single vehicle accidents also reflects changes: in 2011, 346 of such accidents were registered, which is one fifth more than in the previous year. In these accidents, 27 people were killed and 465 were injured (in 2010, 16 were killed and 403 were injured). Although according to the new Traffic Act a moped is also considered a motor vehicle, this analysis does not include moped casualties among other motor vehicle accidents.

Single vehicle accidents are always tightly correlated with drunk driving. It is certain that behind the extraordinarily small number of single vehicle accidents and fatalities in 2010 was the remarkable decrease of the number of drunk drivers in our traffic. The share of drunk drivers in single vehicle accidents continued to decrease in 2011: while in 2009 they caused 42% of single vehicle accidents and in 2010 this idicator was 35%, then in 2011 their share was only 30%. However, the number of sober drivers whose vehicles ended up unmanageable has increased. 75–80% of single vehicle accidents continue to be registered outside built-up areas.

The only larger type of accidents where the situation did not worsen in 2011 is the collisions of motor vehicles: 407 accidents and 33 fatalities is quite similar to the statistics of 2010 (424 accidents and 33 fatalities). Of the fatalities of 2011, 16 people were killed on the main roads of the country. The first and the last quarter of the year were especially tragic due to exceptionally difficult road and weather conditions in which 22 drivers lost their lives.

Another problem is the drivers' strange understanding of smooth and safe traffic on the roads. The drivers are not used to driving in a row and keeping adequate distance or refraining from dangerous overtaking, especially in places where they need to enter the opposite lane.

Wearing a seat belt while driving or as a passenger has become a routine activity according to the survey of TNS Emor. Nine people out of ten claim they always wear a seat belt while driving. In accidents involving passenger or freight cars a total of 56 people were killed and 1006 were injured in 2011, of whom at least 10% had not fastened the seat belt.

ACCIDENTS ON ROADS

Although the main roads form less than 3% of Estonian road network, approximately one sixth of accidents with fatalities and casualties and about one third of the victims killed in them were registered on these roads.

All together 240 accidents occurred in 2011 (in 2010 it was 225), in which 33 people were killed (37). This means that the risk of accidents on main roads has increased by 7% compared to 2010, although the number of fatalities has fallen.

While in 2011 an average of one accident with a fatality or casualty and 0.14 fatalities were registered per each 10 million car-kilometres on the main roads of the country, then on the Tallinn–Tartu–Luhamaa road in Võru County these numbers were 2.7 and 8. On the Pärnu–Rakvere road in Lääne-Viru County the number of accidents was 2.3, but no fatalities were registered there.

In one year the risk of accidents has grown mostly on the Tallinn–Tartu–Luhamaa road in Harju and Jõgeva County, an also on Tallinn ringroad. The situation has improved on the entire length of Tallinn–Pärnu–Ikla road and on all sections of main roads in Tartu County.

More important than the spot where the accident occurs is the road user himself – his or her skills, abilities and health condition. From among the 101 fatalities, 48 people or almost every second person lost their lives because of his or her own mistake or negligence, because he or she either violated traffic regulations or was knowingly a passenger in the car driven by an intoxicated driver.

TRAFFIC ACCIDENTS IN 2001 – 2011

Counties, towns	Traffic accidents			Fatalities			Injuries		
	2009	2010	2011	2009	2010	2011	2009	2010	2011
Towns in total	**583**	**579**	**669**	**14**	**8**	**22**	**659**	**657**	**761**
Including									
Tallinn	363	371	442	11	6	12	414	425	517
Tartu	145	118	119	2	0	4	160	130	133
Pärnu	38	55	62	0	1	2	45	64	61
Kohtla-Järve	12	12	14	1	1	2	13	12	17
Narva	25	23	32	0	0	2	27	26	33
Counties in total	**922**	**768**	**822**	**86**	**71**	**79**	**1272**	**1063**	**1115**
Including									
Harjumaa	177	136	163	14	16	16	256	182	206
Hiiumaa	12	7	13	1	1	4	15	6	16
Ida-Virumaa	62	60	56	10	9	10	75	80	72
Jõgevamaa	42	40	51	3	10	6	57	43	67
Järvamaa	65	47	54	9	7	5	106	66	67
Läänemaa	35	20	26	2	2	0	43	27	35
Lääne-Virumaa	83	77	74	14	4	3	110	97	96
Põlvamaa	40	41	35	3	2	3	63	63	56
Pärnumaa	81	58	63	8	2	4	98	98	80
Raplamaa	46	45	27	3	4	6	69	58	44
Saaremaa	54	27	36	2	0	3	80	34	50
Tartumaa	93	81	73	7	6	5	117	105	110
Valgamaa	34	31	35	4	4	3	50	46	60
Viljandimaa	51	50	59	1	2	6	76	84	84
Võrumaa	47	48	57	5	2	5	57	74	72
Total	**1505**	**1347**	**1491**	**100**	**79**	**101**	**1931**	**1720**	**1876**
Comparison with the pervious year (%)	-19,5	-10,5	10,7	-24,2	-21,0	27,8	-19,5	-10,9	9,1

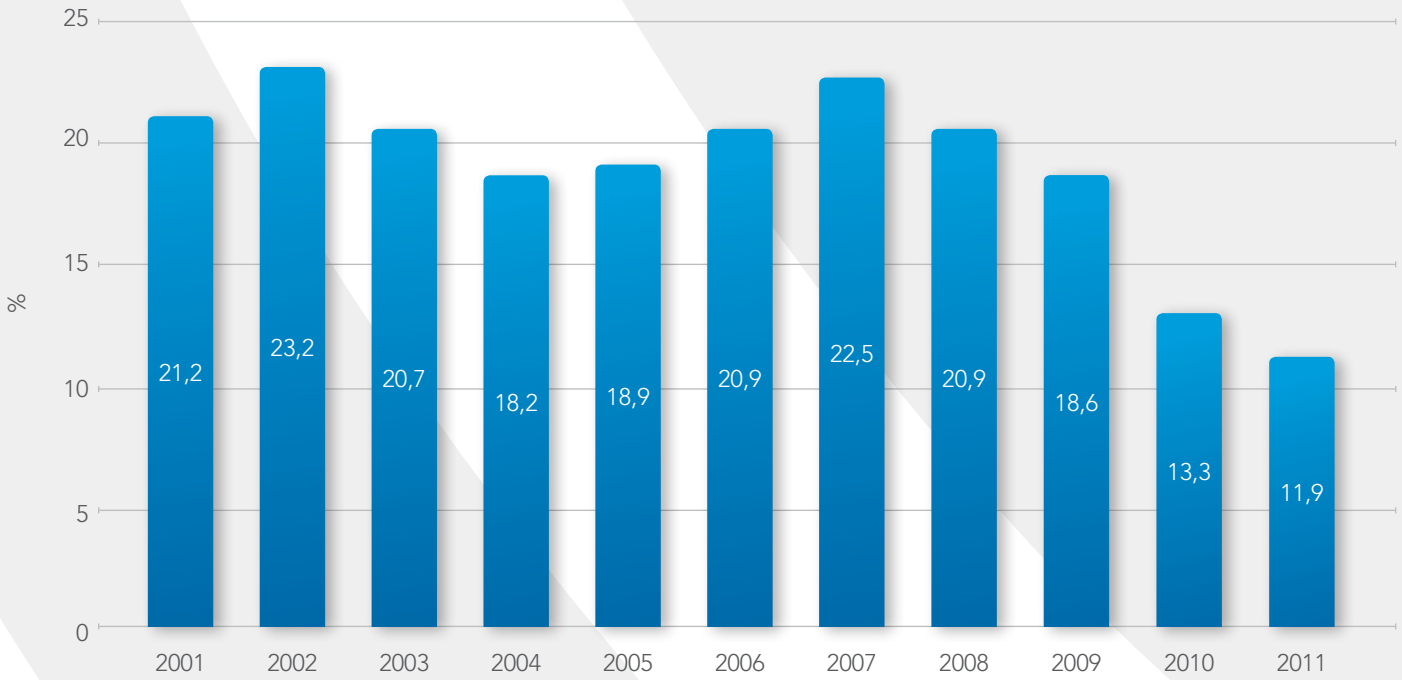
DRUNK DRIVERS

The number of accidents involving drunk drivers of motor vehicles has not significantly changed. There was a slight decrease in the number of registered accidents with drunken minors, whereas the number of 20–40-year-old drunk drivers increased just as much. However, in comparison with 2010, there number of drunken driving accidents in Tallinn and Jõgeva County increased by approximately one third. The situation has improved considerably in Põlva and Lääne County.

A total number of 180 traffic accidents involving intoxicated motor vehicle drivers (and moped riders) was registered in 2011 (in 2010 it was 179), in which 14 (16) people were killed and 257 (255) were injured. The youngest drunk driver who caused an accident was 14 years old. From among all drunken motor vehicle drivers 6 were minors.

If we add the intoxicated light vehicle riders and pedestrians to the drunken motor vehicle drivers, the number of people killed in accidents directly or indirectly related to alcohol amounts to 15. Of these, 8 passenger car drivers, one pedestrian and one cyclist caused their own deaths, 3 victims were passengers in the cars of drunk drivers and one cyclist and one pedestrian were killed by a vehicle driven by a drunk driver.

TRAFFIC ACCIDENTS CAUSED BY DRINK DRIVERS
(% OF TRAFFIC ACCIDENTS WITH CASUALTIES)



TRAFFIC EDUCATION

CONSISTENTLY FROM EARLY AGE

Learning begins when the world opens its doors. A human being can accumulate a multitude of facts and experiences. People are good by nature and their ability to differentiate good behaviour from bad is generally undistorted. But their behaviour … For some reason, the behaviour is sometimes at odds with the knowledge. Luckily, it is possible to influence a person's behaviour at any age.
In building up and influencing social behaviour an important keyword is consistency – and this is the determining factor in the traffic behaviour and education. That is why many activities have to be repeated year after year. For instance, already since 1997 the ERA and the police have cooperated every autumn in distributing the Traffic ABC books to children starting their first year at school. Through various media and other channels the population is being alerted to the need of wearing seat belts, reflectors and helmets and also to the consequences of drunk driving and the need to select the correct driving speed.

CONTINUING ACTIVITIES IN THE REGIONS OF THE ERA

One of the largest projects of 2011 in the Northern Region of the ERA was the contest for the 1st to 4th grade students entitled "Our Own Traffic Safety Book", in which around 900 children took part. In cooperation with the Discovery Centre Energy a project on traffic and physics entitled "Traffic This and That Way" was organised for the 7th grade students, in which 950 students took part. On the basis of children's reports made in the course of the projects the Children's Traffic Calendar of 2012 was compiled, the publication of which has already become a tradition. The Calendar is being used in every Estonian pre-school institution and in the 1st grades of school.

Traffic Calendar 2012 featuring children's reports and drawings

As cooperation projects for children and students the events named "Mini SOS" and "Here and There Throughout the Town" were organised, as well as "The Traffic Hot Shot of Haabersti", "Dodger", „Let Us Do Something Good!" and the traffic safety camps of the project KEAT ("Protect Yourself and Help Others") in Muraste and Rapla. The training of teachers as regulators of safe behaviour of children's groups on the road was also continued as was the introduction of teaching methods to the teachers. In cooperation with the Northern Police Prefecture the soldiers doing their service in the army and secondary school students also received training of safe behaviour in traffic. 54 trainings on the use of reflectors were arranged for the 4th grade students, which means that one fourth of all students of this age group in the countryside and small towns was included.

Cooperation with the driving schools was intensified, for instance two traffic safety information days were organised, which aroused a lot of interest and will henceforth be arranged on a regular basis. In 2011, the exhibition „Traffic Education through Time" was set up in Rapla, where theme events related to it were organised for children as well as elderly road users. Last year more attention was paid to the elderly people. Apart from organising the customary safety days for the elderly, the ERA participated with a traffic safety information stand in the Tallinn Day of Senior Citizens and the Festival of Senior Citizens.

The traffic campaigns were introduced during the Days of Towns and Rural Municipalities, at the event named Compass of Healthy Life, the bicycle fair, the event named Direction Sign and the fair named „The Child and the Family". In addition to these events, the stand of a revolving car was exhibited at many occasions organised by local governments.
The department of traffic education of the Northern Region of the ERA takes part in the work for the prevention of casualties in Harju and Rapla County and the working group named „The Safe City of Tallinn".

The Eastern Region of the ERA continued with the projects and training events that had proved to be successful in 2010. Also, the project named Tricky Elements was implemented. This was an idea obtained from the Southern region the aim of which is to make the bicycle training for schoolchildren more

efficient by giving the children an opportunity to prepare the accessories for learning the bike-riding tricks during their handicraft classes.

18 children's institutions took part in various cooperation projects of traffic education. For the first time training was offered to the officials of local governments and teachers of driving schools. The interest of Ida-Viru County in the traffic education of pre-school and school-going children has increased. The cooperation now also involves the leaders of young adults' clubs.

The teachers of children's institutions were again trained in the education of young cyclists, the wearing of the reflectors and the implementation of traffic education methods. Relevant trainings were also arranged for the elderly and the secondary school students.

To the previous good cooperation partners like the Eastern Police Prefecture, East-Estonian Rescue Service, Lääne-Viru County Government, The Viru Unit of the Defence Union and the Estonian Red Cross the traffic education sections of vehicle technical inspection stations were added. Of the cooperation projects the Lääne-Viru County safety workshop "The Statistics of Injuries in Lääne-Viru County", the all-family safety day „Protect your Home" and the traffic safety event on fathers' day with nearly 10 000 participants deserve to be mentioned, as well as traffic safety trainings for the elderly in the day and social centres. The cooperation project KEAT extended from Lääne-Viru and Järva County to include Ida-Viru County. 1235 schoolchildren participated in the reflector wearing training „Black Doll".

In 2011, three traffic playgrounds were built in cooperation with the region: in Narva kindergarten and the village of Vinni. In a customary manner the traffic questionnaire and the cycling competition Dodger were conducted.

The Western Region of the ERA continued with the traffic safety activities for all age and target groups which were successfully developed during previous years.

Special attention needs to be drawn to the fact that the Western Region is at present the only one where two counties participate in the Safe Community network. During a recent event on November 3, 2011 this international network awarded the title of a Safe Community to the Viljandi County, while some years ago this title was won by Lääne County. In the course of the years a working network has been assembled. But being a member of the network is not an aim in itself. The status of a Safe Community means the fulfilment of the obligation to its members by ensuring their safety. Safety is part of the good image of the community and helps to build up its good renown.

The Southern Region of the ERA organised a training for driving school teachers in cooperation with the TÕRU Study Centre in order to improve the quality of training for motor vehicle drivers. The training was supported by the European Social Fund, it involved 120 hours of learning and 22 motor vehicle driving teachers took part in it. As the graduation project of the training, the model training courses, lessons, projects and auxiliary material on teaching methods for driving schools were prepared.

Learning works equally well through the making of a study aid as through its use

Beginning from September and to the end of the year the kindergartens and schools of South-Estonia participated in the new project „The Traffic Wagon". In the course of this project, ten schools built a traffic education square from wooden blocks and other materials for ten kindergartens, which contain traffic signs, traffic lights and a crosswalk zebra. With the help of this study aid the traffic education themes can be presented in a more childlike way and the cycling skills can be improved. The project helps to promote cooperation of schools and kindergartens in the area of traffic education. The schools get an opportunity to make the handicrafts lessons more practical and receive an experience of volunteering, because young people helping with the project work on the volunteer basis.

On September 28, the second autumn conference of traffic education "Safe Traffic as a Tie of Generations" was held in the South Region of the ERA. The event focused on the traffic behaviour of young and elderly people. The participants attended workshops, were introduced to new safety appliances and looked at the traffic expositions of about 20 organisations. 107 people from such agencies as the ERA, local governments, educational establishments and other institutions took part in the conference.

For the third consecutive year, the Southern Region of the ERA recognised people and organisations that had made a significant contribution to traffic education. Recognition was given to five teachers, two local governments, three traffic safety events and four cooperation partners.

ONLINE ORDERING CENTRE

In order to make the main activities faster, simpler and more comfortable, it is necessary to have efficient support systems. That is why by September, the beginning of the school year, the ERA traffic education study and ordering centre was created with the help of information technology specialists. Whoever wishes to order materials needs only to go to the centre's homepage (http://tk.mnt.ee/) on his or her computer screen, choose the necessary products and add his or her contact information for the order to reach the ERA. The materials are pieced together and sent to the given address. During the four months that have passed since the activation of the system, 258 people have used this opportunity. They are mostly from the pre-school institutions, schools, driving schools and youth centres, and it is precisely to them that the study aids are intended for.

NEW STUDY AIDS

- The all-family theme book „Everyone on the Road". This 26-page-long brochure contains all the main traffic situations and themes and provides an opportunity to use the material in several ways.
- The information brochure on safe driving of children in the car. The good part of the printed copies was distributed through the maternity clinics.
- A study film „Kaspar". This 17-minute-long study film which is based on a true story tells a tale about the danger of driving in a drunken state.
- Study films about the training of cyclists and tests made with egg helmets. The films are available in the cyclists' training section of the ERA homepage.
- In connection with the amendments of the Traffic Act, 134 500 brochures "The Most Significant Changes and Updates of the Traffic Act, Effective from 01.07.2011, from the Point of View of Traffic Safety" were distributed to road users through various channels (109 500 of them in Estonian and 25 000 in Russian). In order to introduce the act, the ERA created the online portal http://www.mnt.ee/liiklusseadus2011/, which is still available to the visitors.
- For the first time, the Estonian Television aired an educational and entertaining series named "Street Cruisers". The series introduces the viewers to the new Traffic Act and the accompanying changes in the traffic regulations.

Tanel Leok during the filming of the traffic campaign „You'll Know Me by the Helmet"

TRAFFIC SAFETY CAMPAIGNS

One of the important parts of the division of traffic safety has always been the organisation of traffic safety campaigns which would positively influence the attitudes and behaviour of road users. The year 2011 was no different in this respect. The first campaign of the year focused on the necessity of wearing seat belts and use children's safety equipment.

Summer months brought about the customary traffic safety campaigns. The first was dedicated to preventing drunk driving and the second to adhering to the speed limits outside built-up areas.

These were followed by the autumn campaign for pedestrians in order to improve traffic safety in small towns. The timing of this campaign usually coincides with the beginning of school year. The late autumn campaign dedicated to wearing the reflectors was focused on caring about the road users' loved ones and the possibility of making them a gift of a reflector without leaving the computer.

In 2011, the website helkur.ee was accessible for the third and last year. During the past three years more than 15 000 reflectors have been sent to those who ordered them through the website. The project was ended by President Toomas Hendrik Ilves's recognition of all those who had sent reflectors through this website and those who had found a reflector in their mailbox and started wearing it.

During the last months of the year a message was aired on the radio reminding road users of the importance of choosing a safe speed suitable for winter time and asking the drivers to keep in mind the hazards of winter weather on the road.

A new campaign was organised to underscore the importance of wearing cyclists' helmets. As beginning from July 2011 the wearing of helmets became obligatory for young people under 16 years of age, the ERA started an extensive campaign on April 25 in order to inform people about this new requirement and enlarge the number of those who wear helmets while cycling. The media campaign „You'll Know Me by the Helmet" was mainly aimed at young people. Keeping in mind its main target group, the campaign involved an opinion leader whose task was to demonstrate to young people that wearing a helmet was not "dumb" or unattractive and that a helmet could be a trendy item of original design. This message was brought home to the target group by a top league motorbike rider Tanel Leok, who participated in the campaign as a volunteer. Leok's example, who enjoys cycling in his spare time, together with the offered opportunity of designing one's own helmet on the Internet surely improved the emotional involvement of the target group of the campaign. A total of 9343 young cyclists seized the opportunity of designing their helmets and 84 633 votes were given during the evaluation of the designs online.

CHRONOLOGY

JANUARY

On January 3, the ERA opened its upgraded home page.

On January 6, the exposition of the ERA Road Museum "The Time of the Road" was awarded the prize of the Product Developer of the Year. The title of the Product Developer of 2010 was given to Mairo Rääsk, the leader of the ERA Road Museum for the project of „The Time of the Road".

FEBRUARY

In February the ERA started distributing information booklets about the new Traffic Act.

MARCH

On March 4, the contract for the 1st stage of construction of Kroodi grade-separate crossing was signed.

On March 8, the European Commission confirmed the decision to finance the Aruvalla–Kose road section.

On March 14, the campaign „Buckle up on the Back Seat. Always!" began.

On March 16, the ERA informed the contractors about the termination of their contracts for the construction of Pärnu bypass.

APRIL

On April 15, the design and construction contract for the section of Aruvalla–Kose road was signed.

On April 15, the press briefing „Major Road Work of 2011 on National Roads" took place.

On April 25, the traffic safety campaign "You Will Know Me by the Helmet" began in order to promote the wearing of cyclist helmets and informing about the requirement to wear cyclist helmets for the under 16-year-old cyclists.

On April 26, the out of doors expositions of the ERA Road Museum were elected the Activity of the Year of Estonian Landscape Architecture of 2010.

MAY

On May 9, the design and construction contract for Haljala grade-separate junction was signed.

On May 31, the agreement for purchasing of buses on the basis of trading pollution quotas was concluded.

JUNE

On June 6, the traffic safety campaign "Drive while Sober " in order to refrain from drunk driving began.

On June 17, the Road Museum exposition „186" was opened, which introduces the history of Tallinn–Tartu road by means of 19 information stands.

On June 20, the Saaremaa beach road was completed at last – its full length was covered with dust-free paving.

JULY

On July 1, the new Traffic Act entered into force , which united the Traffic Act regulating the Estonian road traffic and the rules of Estonian traffic regulations.

On July 4,the traffic safety campaign 'the Lives of your Loved Ones are not for Testing' in order to refrain from exceeding speed limits outside built-up areas.

On July 5, the ERA opened the simple inquiry site for the registration data of vehicles.

AUGUST

On August 15, Liiapeksi–Loobu repaired road section was opened.

On August 29, the traffic safety campaign for choosing the safe driving speed within town limits and increasing of the safety of pedestrians 'Traffic Peace 2011' began.

SEPTEMBER

On September 1, the online ordering centre for the ERA traffic education study aids and distributable materials was activated.

On September 2, the Pärnu bypass completion contract was concluded.

On September 7, the construction contract for grade-separate Luige crossing was concluded.

On September 14, the Road Museum exposition "The Time of the Road" was awarded the Business Prize of 2011 at the contest for the title of „The Innovator of Tourism.

On September 28, the construction contract for Jõhvi junction was concluded.

OCTOBER

On October 12, the press briefing "Traffic Morning" took place.

On October 17, the road sections completed between Karksi-Nuia and Valmiera within the across the border cooperation programme.

On October 21, The press briefing summing up road work of 2011 took place.
On October 30, The Papiniidu extension was opened for traffic.

On October 31, the traffic safety campaign for the promotion of pedestrian reflectors "Your Reflector may save a Life!" began.

NOVEMBER

On November 9, The ERA concluded a contract for the mounting of 10 speed cameras on Tallinn–Narva road.

On November 24, the Kaarepere overpass made the crossing of railway safer.

On November 25, a road history conference took place in the ERA Road Museum with which the 93 anniversary of the ERA was marked.

DECEMBER

On December 14, 10 first buses purchased for the pollution quotas were delivered to transport companies.

Notes

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