ROAD ADMINISTRATION

YEARBOOK 2013

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DEAR YEARBOOK USER,

2013 has been a revolutionary year for the Estonian Road Administration. Changes in the organization have left their mark but we work for the future and it is still early to count the chickens before they hatch. As of January 1st last year, all support units – financial and administrative department, IT, public relations, personnel management, and legal department - of ERA were centralized and the so-called service based organizational structure was implemented. The new Civil Service Act entering into force on April 1st re-determined the legal status of officials and created prerequisites for changing the career system elements of civil service as well as creating a new wage system.

On one hand, disclosure of remuneration of officials has created a pressure for harmonization of wages in the Road Administration – the salaries of comparable positions have historically differed, especially amongst senior engineers. A new Estonian Road Administration's strategy for 2013 to 2015 was approved in March 2013. Our new mission stipulates that the Road Administration shall develop safe and well-functioning traffic environment and our vision is to become a highly valued competence centre for road users and partners. 2013 priorities were also considered definite and measurable purposes but one should understand that we had no comparative basis for the new indications. The last year was indeed a special year; we tested indicators and created a basis for permanent and systematic result-oriented management.

We measure customer satisfaction. We are interested in satisfaction with our service quality in the road maintenance field and traffic management during construction periods in the construction field. Service quality is observed also in our traffic register bureaus.

Financial goals include efficient use of the budgetary and EU funds. For instance, last year we set a goal to eliminate 45 places dangerous for trafficking and eliminated 55. One goal was also to organise 50% of 2014 procurement volume already by the end of 2013 to externalise the workload of own personnel as well as give construction partners some time to prepare.

Measuring the employee satisfaction is also important. In 2013, this was done in the Estonian Road Administration for the first time. Together with our new strategy, we also approved the new ERA values like openness, concern, orientation towards results and professionalism. Managers assessed the conformity of employee behaviour to those values in the course of the new evaluation system.

Creation of Road Management Plan (RMP) for the years of 2014 to 2020 should be considered to have symbolical meaning; it took a lot of time and energy. Unlike earlier, this RMP was drawn analysing Estonian road network as a whole. Utmost attention upon considering the road conditions has been paid to preserving the roads and reconstructing and constructing shall be continued according to the possibilities. It is worthwhile mentioning here that funding of roads is becoming more and more sustainable; European funding is decreasing a little but total volume of investments is increasing. It would be

too much to depend on European funding alone. One of the important goals is to reduce the number of basic and secondary roads in band and very bad condition by 10% by the year of 2020.

Preparatory works took place in the fields of traffic safety and public transportation for switching to customer e-channels. We carried out an IT procurement so our partners can start developing those services. We have thoroughly reviewed the principles of informing citizens about Road Administration's offered services and developments. We are open to criticism and have turned our face towards the citizens.

The public transportation field acquire 59 new economic buses that are more comfortable for the passengers.

The number of traffic register operations remained stabile. There were over 129000 ownership changes and more than 70 000 initial registrations. More than 33500 traffic theory tests and 36400 practical driving tests were taken and 61000 driving licences granted.

As for road maintenance, the focus of 2013 remained on road condition requirements. Maintenance contracts are entered on new basis. We also executed supervision on roads of local municipalities in 27 municipalities and 74 road sections – 166 proceedings in total, which is higher than ever before.

And finally yet importantly – objects. When we measure the volume of realized objects, we find out that 237 million euros has been invested into roads from October 2012 to November 2013. This includes the Pärnu and Viitna bypasses, Tartu postal house, Jõhvi, Haljala and Luige traffic junctions, Ülemiste crossing (which was not lead by the Road Administration) and Aruvalla – Kose major development on Tallinn – Tartu road. I believe there shall not be investments in such volume in the future – they shall rather be distributed over a longer time-period.

All given objects fell into the period of difficult economic situation and it is good to say that the State had a hand in employment, which, perhaps, helped us over recession easier. The total volume of road construction and road works in 2013 exceeded the year of 2012 by 220 km (1819 km). However, I would like to remind that the goal is to reach 2200 kilometres to keep our roads in driving condition. The investment committee system launched last year allows us to use funds as wisely as possible.

We entered the year of 2014 with a thorough action plan with clear criteria and expectations. But, about that – the next year.

Aivo Adamson,
Director General

GENERAL INTRODUCTION

The Estonian Road Administration (ERA) is a government agency operating within the administrative area of the Ministry of Economic Affairs and Communications with management functions executing state supervision, implementing state policy and offering public services on basis and to extent prescribed by law.

On the basis and to the extent prescribed by law, the ERA performs the implementation of state policy and development programmes, management functions, state supervision, administrative supervision and applies the enforcement powers of the state in the field of road management, traffic safety, public transport and the environmental safety of vehicles and manages the register of vehicles, tachograph cards, driving licences and other documents prescribed by law.

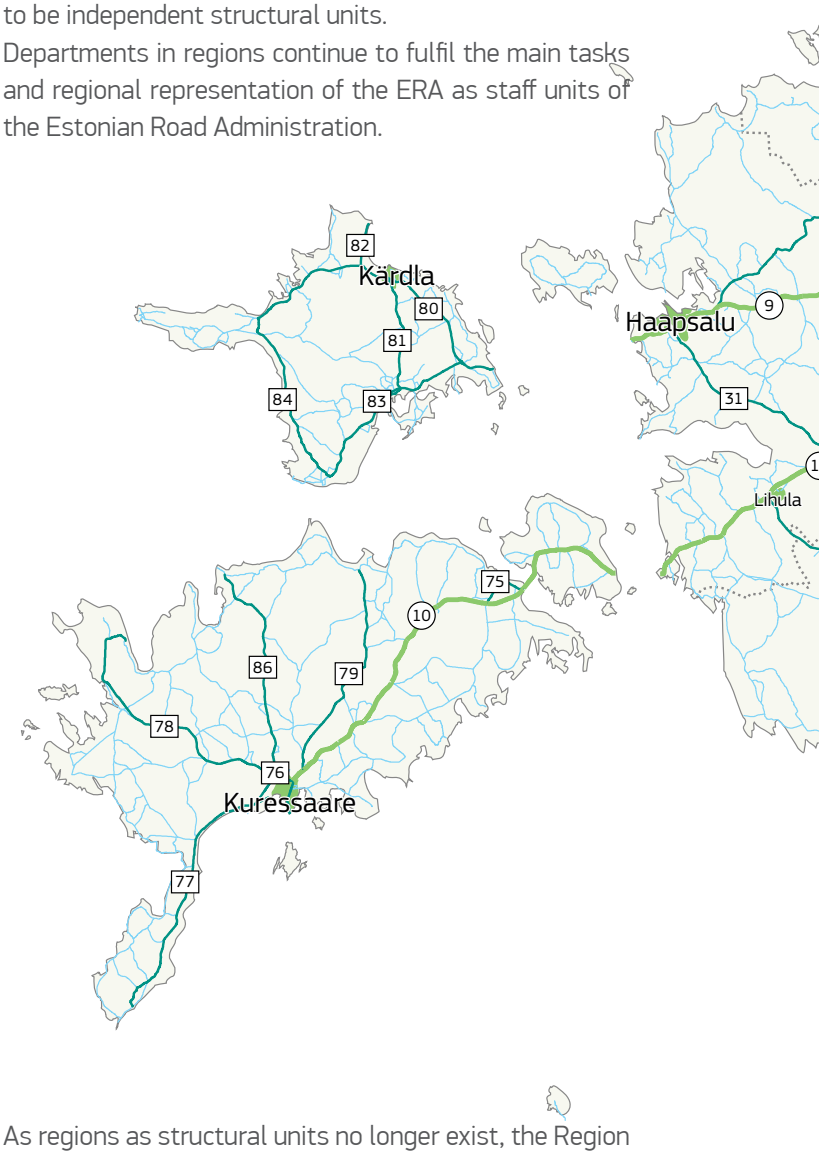
THE MAIN FUNCTIONS OF THE ROAD ADMINISTRATION ARE:

- Road management and creation of conditions for safe traffic on national roads;
- Increasing traffic safety and reducing harmful environmental impact of vehicles;
- Organisation of traffic and public transport;
- Organisation of state supervision over compliance with the requirements established by legislation regulating ERA's area of activity and applying enforcement powers of the state;
- Keeping state registers of roads, vehicles and public transport, maintaining the system of stationary automated speed cameras;
- Participation in development of legislation regulating ERA's area of activity and making proposals for amending and supplementing the legislation, participation in working out the terminology connected with ERA's area of activity;
- Participating in elaboration of policies, strategies and development plans and preparation and implementation of international projects in ERA's area of activity;
- Implementing state policies and development plans in ERA's area of activity.

Estonian Road Administration's main areas of activities have been divided into three main areas managed by three Deputy Director Generals of respective fields pursuant to challenges and requirements of the following years.

THE STRUCTURAL UNITS OF ERA ARE DEPARTMENTS, SERVICES, AND BUREAUS.

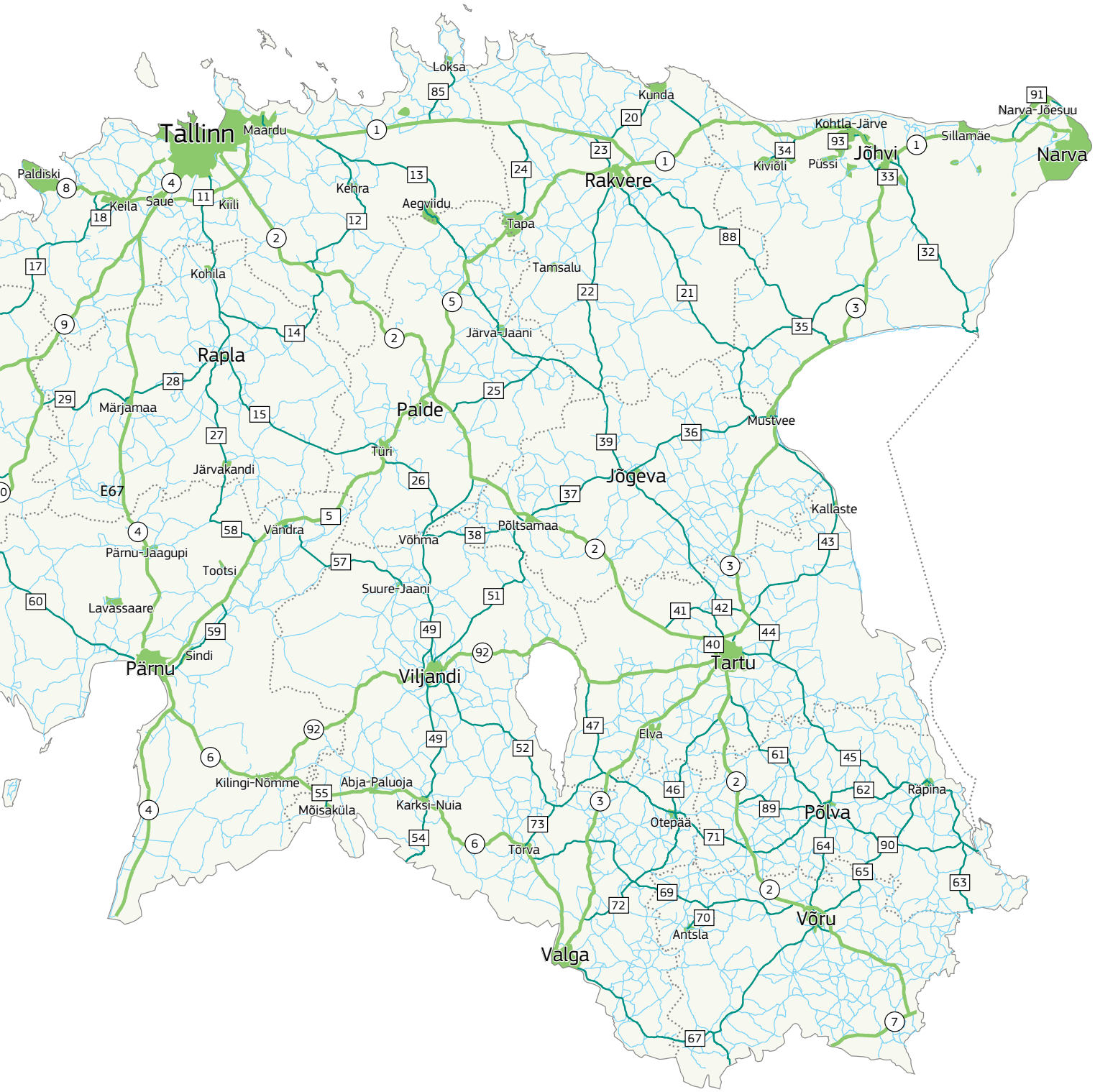
With enforcement of the Statutes of ERA on April 1st 2013, the East, South, West, and North Regions seized to be independent structural units.
Departments in regions continue to fulfil the main tasks and regional representation of the ERA as staff units of the Estonian Road Administration.



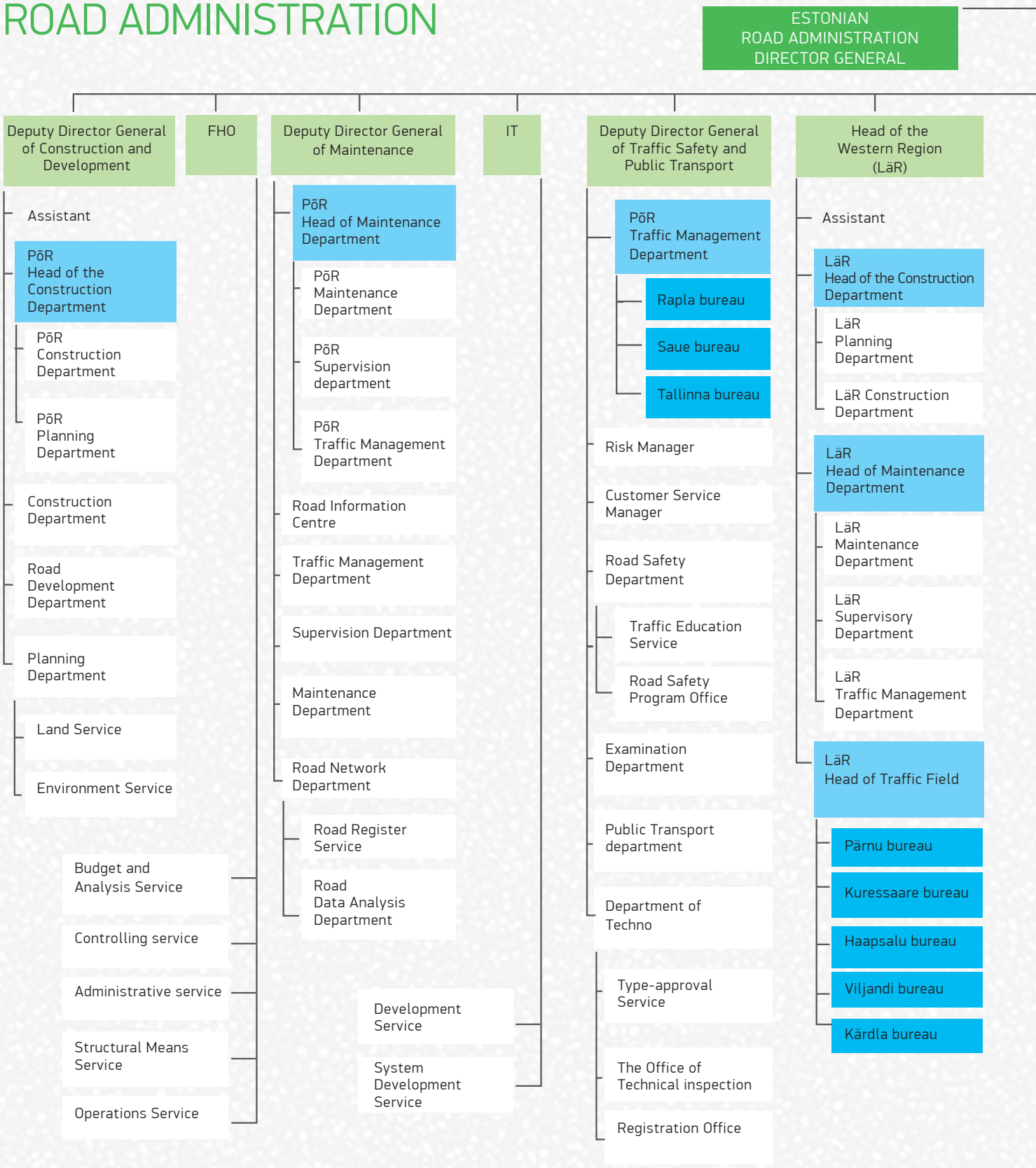
As regions as structural units no longer exist, the Region Directors have been renamed as Region Managers. Work of the Northern Region is coordinated by the Deputy Director Generals and the work of structural units in Eastern, Western and Southern regions is managed through area managers and structural unit managers of regions.

ESTONIAN NATIONAL ROADS

Main road
Basic road
Secondary road

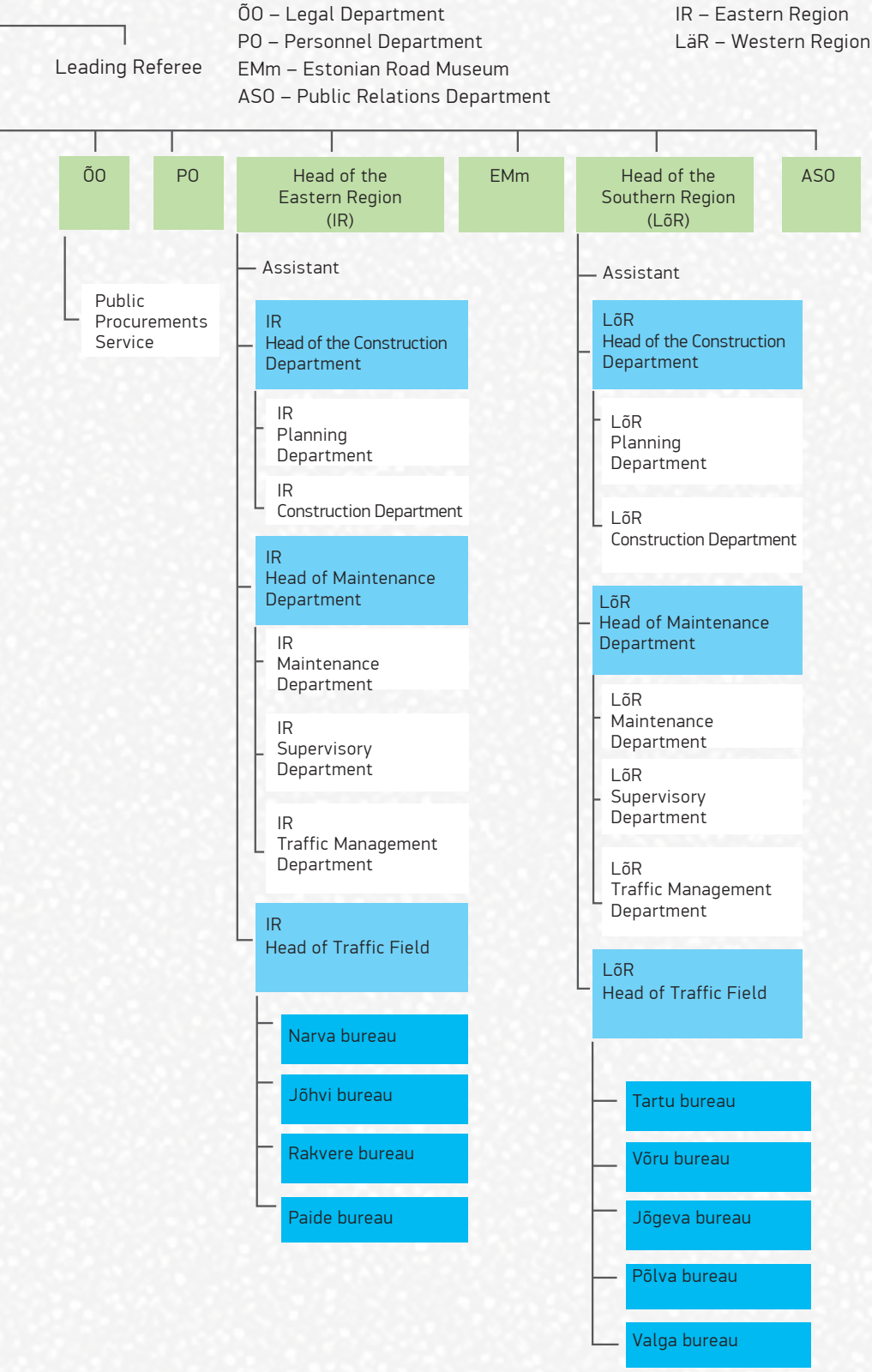


STRUCTURE OF THE ESTONIAN ROAD ADMINISTRATION



FHO – Finance and Administrative Department
IT – Infotechnology Department
ÕO – Legal Department
PO – Personnel Department
EMm – Estonian Road Museum
ASO – Public Relations Department

PõR – Northern Region
LõR – Southern Region
IR – Eastern Region
LäR – Western Region



PERSONNEL

Several projects launched in 2012 in the country and ERA changing the functioning of the organisation as well as its different operation principles realised in 2013.

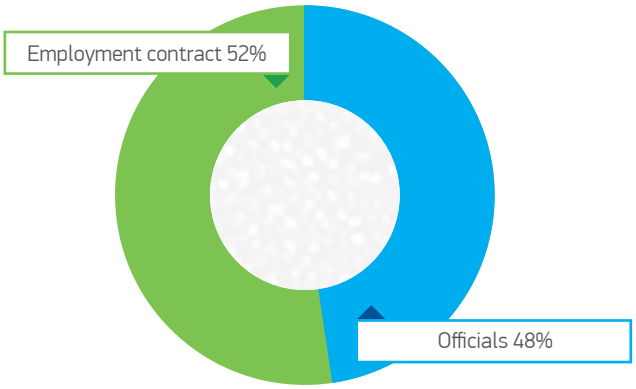
All support services were centralised as of January 1st. Support specialists of regions were gathered under the personnel, legal, infotechnology, public relations, administrative and financial departments of the centre and consolidation of the budgeting, salary, public procurement and other processes continued.

The new Civil Service Act became valid on April 1st and determined officials on new basis, created prerequisites for changing the elements of civil service career system incl. creation of a new wage system that considers the labour market, personal responsibility, and competitiveness of the position.

The staff of the Estonian Road Administration is divided as follows after enforcement of the new Civil Service Act:

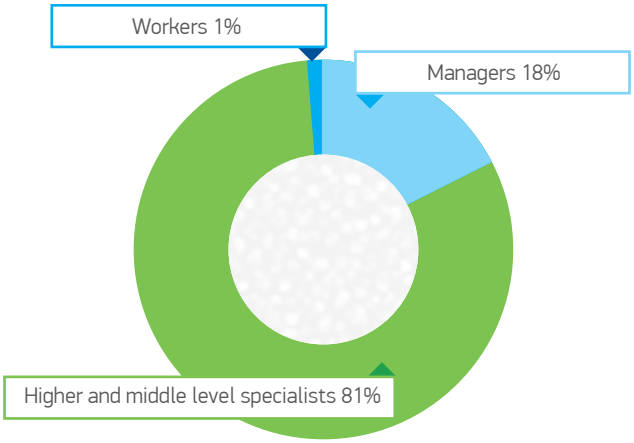
EMPLOYES IN TOTAL 516

- 246 officials
- 270 employees under employment contract



OFFICIALS ARE DIVIDED INTO:

- 90 managers
- 419 higher and middle level specialists
- 7 workers



As of 1.04.2013, all posts of the ERA departments, incl. posts fulfilling main functions of regions, through which official authority is executed and decisions of which have non-administrative jurisdiction, are civil service posts. Persons working under an employment contract are employees on posts executing support functions in the financial, personnel, legal, infotechnology, operations, administration and public relations fields, and tasks otherwise supporting execution of official authority.

As the year ended, the Structural Fund Service of the Road Administration fulfilling tasks related to transport investments and implementation unit of development of transport infrastructure of regional importance was eliminated and the functions were given to the Technical Inspectorate with the Government of the Republic Decision as of 2014.

The big picture of personnel was influenced by significantly larger staff turnover than before; the staff turnover in the organisation for 2013 was 11%. In total, 76

new colleagues were employed by the Estonian Road Administration to fulfil the tasks of employees leaving employment and new tasks of posts created pursuant to the Administration's strategy.

INTERNATIONAL COOPERATION 2013

The goal of ERA in international cooperation is to share and develop professional competence within its area of activity. The Estonian Road Administration is a member of several international field organisations and a cooperation partner of several international organisation and association.

The Estonian Road Administration represents the Republic of Estonia in the World Road Association (PIARC) and international Association of European Vehicles and Driver Registration Authorities (EReg). ERA is also a member of Conference of European Directors for Roads (CEDR), Baltic Road Association (BRA), international European Car and Driving License Information System (EUCARIS), International Motor Vehicle Inspection Committee (CITA), Confederations of Organizations in Road Transport Enforcement (CORTE) and Commission Internationale des Examens de Conduite Automobile (CIECA). We also cooperate with the Standing International Road Weather Commission (SIRWEC).

During the year, ERA welcomed road and transport delegations from different countries such as Lithuania, Azerbaijan, Moldova, Georgia and others. Cooperation memorandum with the representatives of Moldova Road Administration was signed with the Ministry of Transport of Moldova in June.

On April 20 – 30, the Road Administration organised the World Road Association PIARC's international terminology committee's conference in Estonia.

In August, the Estonian Road Administration was granted presidency of BRA for the years of 2014 – 2017 during the XXVII Baltic Road Conference in Vilnius where the ERA made 12 presentations and led four conference sessions; the Tallinn University of Technology also participated as a member of the scientific committee. On October 3rd and 4th, meeting of the Estonian, Latvian and Lithuanian managing group was held in Tallinn.

Within the frame of international cooperation, the ERA participated in several joint projects like INTERREG, EnPI, ESTLARUS TRAFFIC, etc and on September 11th, the reconstructed Kilingi-Nõmme – Mazsalaca road section was opened within the frames of INTERREG project of Estonia and Latvia.

Joint seminar of Road Museums of Nordic and Baltic countries took place on September 11 – 14 within the frames Nordic countries cooperation.

On October 1st, the ERA participated in organisation of the International Music Day and offered a programme of events to the customers in its Traffic Register Bureau in Tallinn.

As a member of the Baltic Road Association (BRA), the ERA manages the joint project website of Finland, Estonia, Latvia, Lithuania and Russia www.balticroads.net that provides road information in real time. In cooperation with the BRA the scientific road magazine „The Baltic Journal of Road and Bridge Engineering" has been published.

In cooperation with the CEDR, regular collaboration took place on governing board and executive board as well as working group levels. Conclusions were made at the CEDR governing board meeting held in Helsinki on September 18-20 where international workshop was organised for young specialists for the 10th anniversary of the CEDR. Among other things the ERA made an input to the CEDR-s published book of European roads and into the CEDR strategic plan up to 2017 in the innovation work group.

The ERA was invited to participate in meetings of different EU expert working groups like type approval of vehicles, special vehicles, driving licence committee, traffic safety and the EUROSTAT in-service trainer programme.

In April, an expert of ERA was invited to the Latvian road evaluation committee in Riga. The ERA received an invitation to an international conference in Kharkiv National Road-Transport University for an expert presentation; traffic safety programme presentation of Estonia was presented in May in Riigikogu on a traffic safety seminar organised in Tallinn, Estonia, by the ETSC European Transport Safety Council. The ERA field expert was invited to Georgia to participate in an international road conference organised by the Regional Development and Transport Ministry in September and to a traffic safety seminar in Warsaw in October.

Field information and competence was shared in cooperation with international traffic safety organisations EUCARIS, EReg, CORTE and others. The ERA participated in a cooperation seminar on requirements for granting the profession of Finnish and Estonian motor vehicle driving teacher and drivers' training that took place in Finland.

Presidency of the Baltic Road Association was granted to the Estonian Road Administration for the years of 2014 – 2017 after the international XXVIII conference in August in Vilnius.

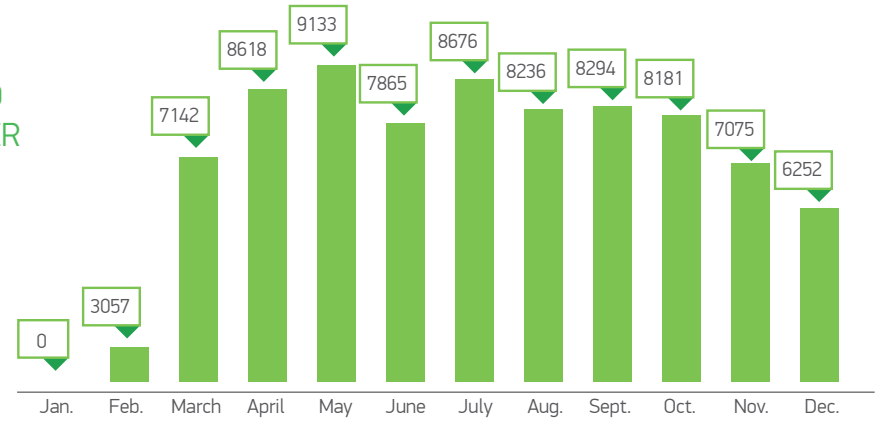
ROAD INFORMATION CENTRE

The functions of the Road Information Centre are informing the public, road users and institutions involved in management of accidents and emergencies about road conditions on national roads, important changes in traffic management and offering immediate information on changes in traffic management caused by natural disasters or traffic accidents to road users. Additionally to road users, the Road Information Centre also advises the clients of the ERA traffic register. During 2013, the Road Information Centre formed into ERA's unit with the largest amount of client contacts with contacts reaching over 100 000.

In February 2013, the Road Information Centre launched advisory service via information number of the traffic register 620 1200. The purpose of the service is to offer advice on professional level to the users of the traffic register services and save the working time of the ERA's specialists. The traffic register information telephone number 620 1200 advise over 82 000 clients in less than a year.

CALLS ANSWERED AT THE ROAD INFORMATION CENTRE'S NUMBER 620 1200
YEAR 2013

TOTAL 82,529



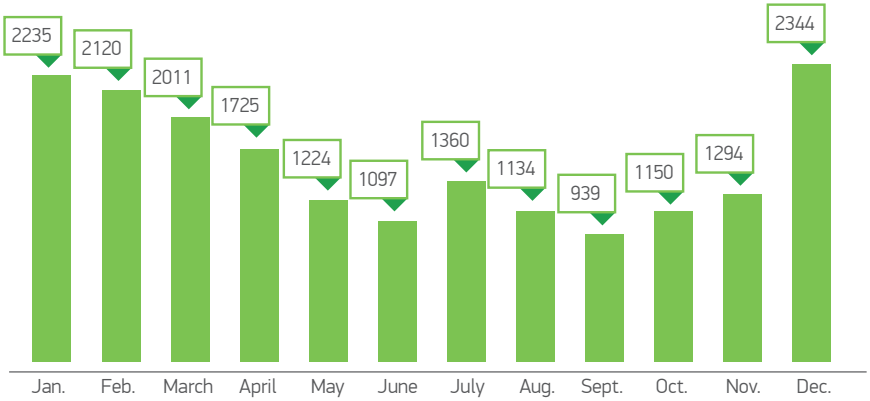
The road information short number 1510 open around the clock serviced over 18 000 calls in 2013. 12% less calls were taken than in 2012. The amount of calls depends on weather conditions and road problems of the given year. By calling the short number, road users forward information about risk on road and problems of road maintenance or traffic management.

Received information is forwarded to the road maintenance companies and ERA specialists. The number also answers to simple information enquiries and forwards the clients to the relevant specialists of the ERA.

CALLS ANSWERED AT THE ROAD INFORMATION CENTRE'S SHORT NUMBER
YEAR 2013

TOTAL 18633

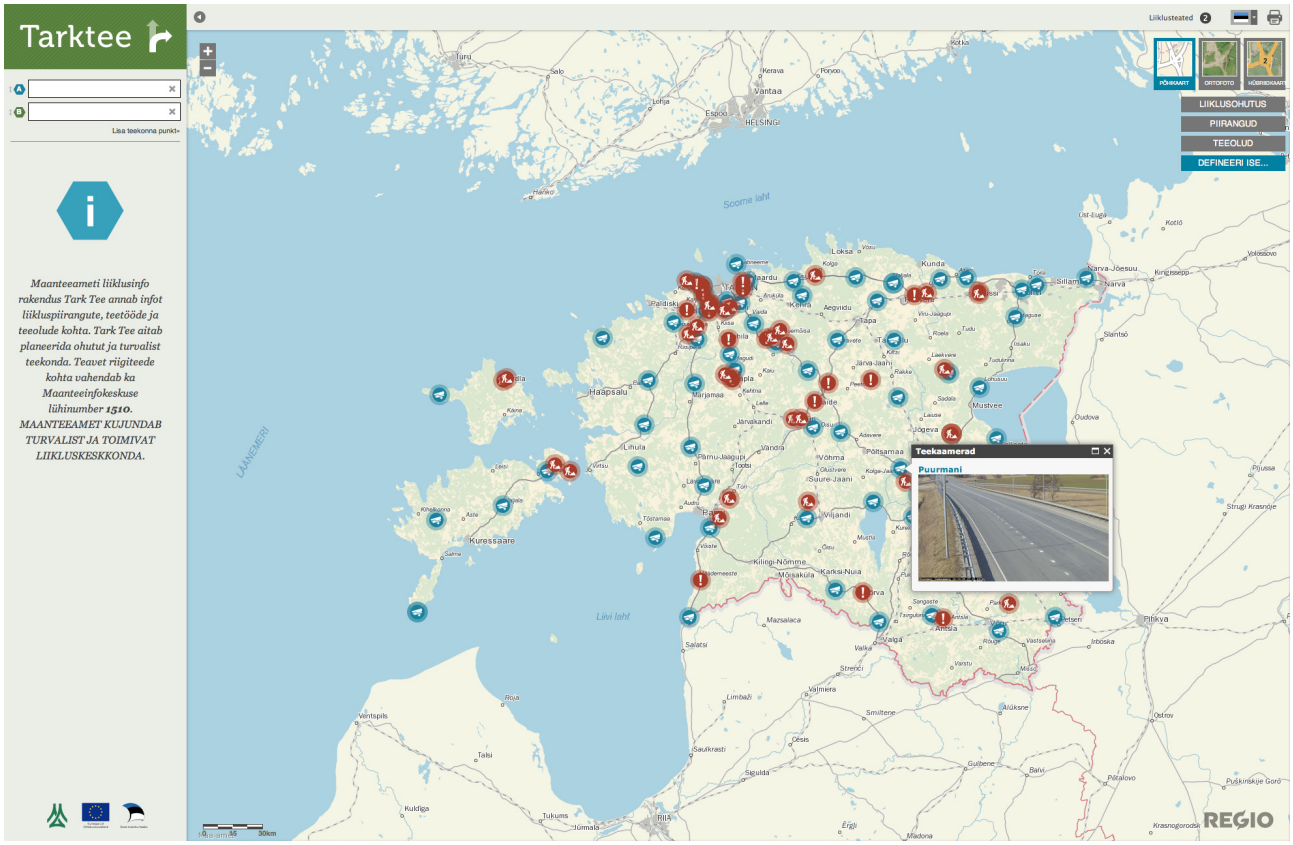
TOTAL CONTACTS 101162



Road Information Centre also prepares daily traffic announcements for the media. The announcements include information about road conditions and traffic restrictions. These announcements are broadcasted by the larger radio and television channels as well as web portals. Information received from the Rescue Board or the police about traffic accidents that disturb or completely stop the traffic is published immediately.

Development of traffic information handling and transfer software was launched in 2013. The future application "Mikis" shall speed up information handling processes and improve information exchange both on organisational level and with partners.

Substantially supplemented traffic information portal "Tarktee" (Smart Road) gathering different traffic information into one environment was opened at the end of 2013. The new "Tarktee" is an intuitively usable information portal with modern design and usable with equipment with different operating systems.



In 2013. opened significantly upgraded traffic information portal "Tarktee," which collects various traffic information in one environment.

ROAD NETWORK EXISTING ROADS

The total length of national roads as of January 1st 2014 is 16 489 kilometres which makes 28,0% of the total length of the Estonian road network (58 787 kilometres). Length of E-roads* in Estonia is 995 km.

Compared to 2012, the total length of national roads increased by 20.5 kilometres of which the length of main roads decreased by 0.1 kilometres, basic roads increased by 2.0 kilometres and the length of secondary and other national roads increased by 18.6 kilometres. The increase in the length of main and basic roads mostly resulted to the fact that the road sections related to Pärnu bypass construction were included to the list of national roads and increase in the length of basic roads mostly came from construction of new secondary road sections during construction objects of main and basic roads.

1607 km (9.7%) of national roads are main roads, 2406 km (14.6%) are basic roads and 12476 km (75.7%) are secondary roads and other national roads.

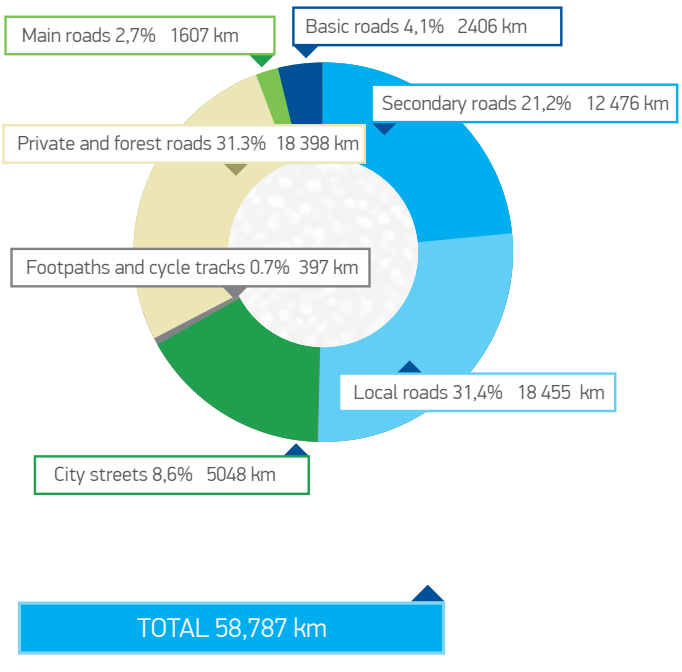
Compared to the previous year, the length of paved roads increased by 229 km and reached 11,078 km, which makes 67.2% of the total length of national roads. The increase was mainly due to paving of gravel roads.

The density of national roads is 364 km per 100 km2 and the density of the entire registered road network is 1300 km per 1000 km2 of the territory. There are 983 bridges on national roads with the total length of 23,136 m including 2 wooden bridges with the total length of 30 m.

Pursuant to the Roads Act there is a National Road Databank for collecting, processing, maintaining and publication data about all public roads. The web-based database contains data on both national roads and local roads and is available for everyone at the address http://teeregister.riik.ee. The Road Administration is the responsible and authorised processor of the register. The ERA presents information to the Road Databank about national roads and local governments about local roads.

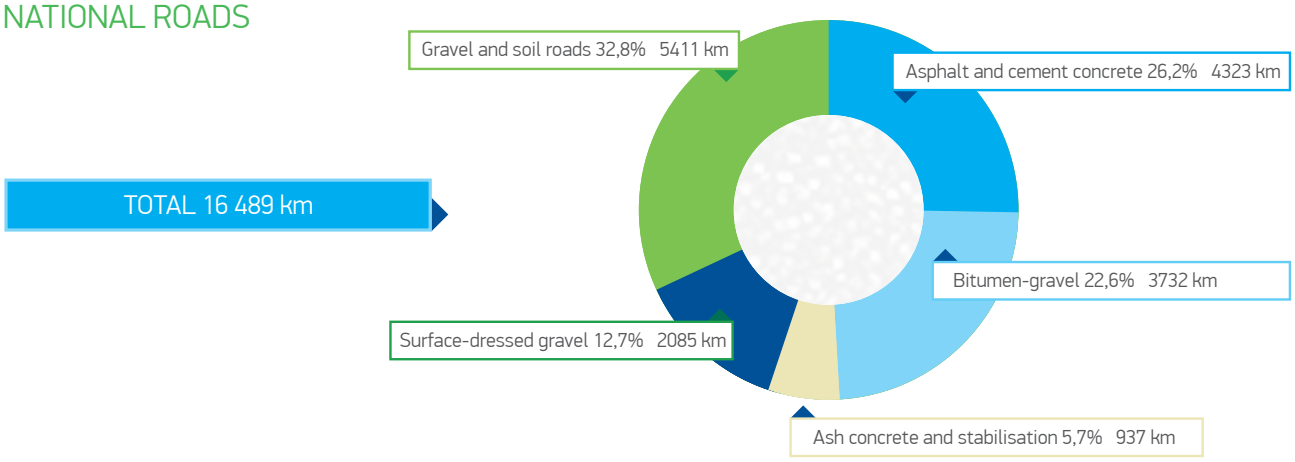
Supplementing of information and adding new data to the Road Database takes place constantly based on acceptance certificates of road works and additional inventories. In cooperation with the Land Board, a layer of national roads based on Estonian basic map is used. Creation of a similar map layer of local roads is nearly completed. The Road Administration's map application is used in the X-GIS geodetic portal of the Land Board to visualise the data of the Road Database, which currently enables to view data about national roads, and soon also data about local roads.

EXISTING ROADS AS OF 1.01.2014



*(as a remark European roads beloning to international, accepted and systemised by UNECE (United Nations Economic Commission for Europe))

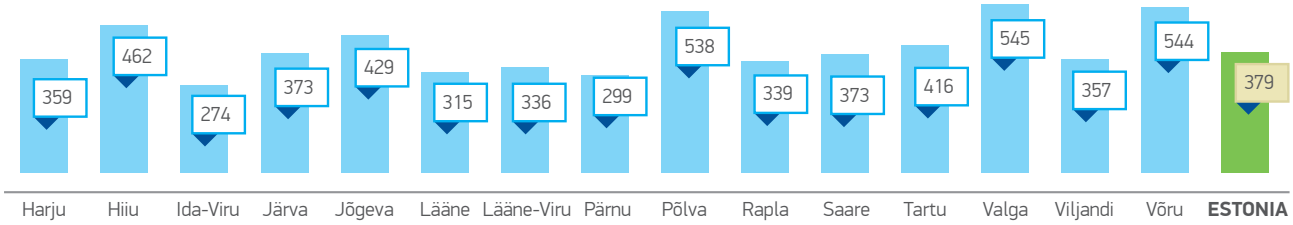
PAVEMENT TYPES ON NATIONAL ROADS



EXISTING NATIONAL ROADS BY COUNTIES AS OF 1.01.2014

COUNTY	INCLUDING									PAVED ROADS			
	TOTAL	CEMENT CONCRETE	ASPHALT CONCRETE	TARMAC	ASH CONCRETE AND STABILISING	COATED WITH GRAVEL AND RAP	STONE PAVEMENT	GRAVEL ROAD	EARTH-TRACK	1. JANUARY 2013		1. JANUARY 2014	
										KM	%	KM	%
Harju	**1 554,778**	0,232	669,709	370,998	95,426	297,01	0	121,403	0	1378,587	89,9	1433,375	92,2
Hiiu	**472,838**	0	37,680	208,847	0	70,735	0	155,576	0	311,392	65,9	317,262	67,1
Ida-Viru	**920,279**	0	431,731	79,874	47,746	142,318	0	217,997	0,613	701,635	76,2	701,669	76,2
Jõgeva	**1 117,896**	0	149,477	323,135	93,51	96,101	0	455,673	0	655,404	58,6	662,223	59,2
Järva	**916,966**	0	313,603	77,007	58,875	173,651	0	293,83	0	608,544	66,3	623,136	68,0
Lääne	**751,561**	0	177,578	145,456	9,809	222,233	0,445	196,04	0	546,708	72,7	555,521	73,9
L-Viru	**1 217,377**	0	596,522	198,133	358,471	56,21	0	8,041	0	1208,546	99,3	1209,336	99,3
Põlva	**1 165,081**	0	150,891	358,107	5,287	36,056	0	614,74	0	543,983	46,7	550,341	47,2
Pärnu	**1 437,838**	0	393,896	258,934	24,471	245,562	0	514,29	0,685	870,06	60,5	922,863	64,2
Rapla	**1 010,243**	0	250,886	192,483	88,144	142,798	0,11	335,822	0	664,204	65,7	674,421	66,8
Saare	**1 090,718**	0	86,79	431,971	0	290,333	0	281,624	0	779,251	71,4	809,094	74,2
Tartu	**1 244,115**	0	338,489	338,461	17,433	81,877	0	462,159	5,696	760,62	61,1	776,260	62,4
Valga	**1 114,887**	0	178,761	269,074	43,500	29,844	0	576,066	17,642	521,142	46,7	521,179	46,7
Viljandi	**1 220,425**	0	216,510	267,742	13,778	165,36	0	557,035	0	647,517	53,0	663,390	54,4
Võru	**1 254,087**	0	330,765	211,813	81,015	34,693	0	595,801	0	650,951	51,9	658,286	52,5
KOKKU:	**16 489,089**	**0,232**	**4 323,288**	**3 732,035**	**937,465**	**2 084,781**	**0,555**	**5 386,097**	**24,636**	**10 848,544**	**65,9**	**11 078,356**	**67,2**
Ramps and connection roads	86,192	0,000	78,689	5,247	0,333	1,289	0,000	0,634	0,000	73,604	99,8	85,558	99,3

DENSITY OF NATIONAL ROADS BY COUNTIES PER KM/1000 KM^2



BRIDGES

As of December 31st 2013, there were 983 bridges on national roads crossed by 1.35 million vehicles daily.

Many bridges have been added to the road network during the last years. This has not happened due to major objects but is related to reconstruction of one-opening pipe bridges of smaller binocular/trinocular culverts with the purpose to ensure higher capacity of culverts located on smaller rivers and road crossings. Reconstruction of such culvers shall continue during the next few years since the old concrete culverts are depreciating and the Estonian winters clearly showed that their capacity is not sufficient. The decrease so far as well as today are due to reconstruction of type-plan small bridges into culverts with large openings that do not yet belong to the bridges list (opening length under 3m).

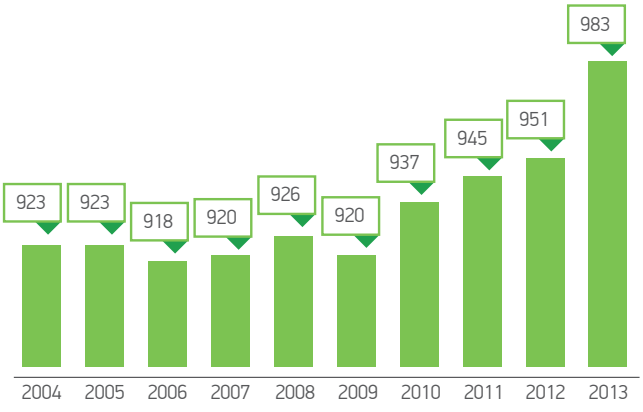
Evaluation of the condition of bridges continued in 2013 using Pontis software programme. Additionally to documenting damages of bridge elements, audit measurement tests were done and additional information and photographs were added to the respective database bms.teed.ee.

2010 – 205 bridges in the Northern Region of the ERA were inspected
2011 – 289 bridges in the Western Region of the ERA were inspected.
2012 – 286 bridges in the Southern Region of the ERA were inspected.
163 bridges in the Eastern Region and 66 bridges in the other regions in the administrative territory of the Road Administration were inspected in 2013.

BMS analysis output shows that the amount of bridges requiring repairing/substitution has decreased from 453 bridges in 2007 to 314 bridges in 2013. The BMS analysis showed that the price offered by Pontis can be remarkably different in the context on one bridge since the prices of specific bridge works are difficult to estimate but the estimated cost of the whole bridge network is, however, relatively accurate (estimated cost of 141 bridges differed from reality by 2.2%).

Improvement of bridge network condition and reconstruction of depreciated culverts shall continue.

NUMBRE OF BRIDGES DURING DIFFERENT YEARS



EXISTING BRIDGES OF NATIONAL ROADS BY COUNTIES AS OF 1.01.2014

COUNTY	TOTAL		MAIN ROADS		BASIC ROADS		SECONDARY ROADS		INCLUDING WOODEN BRIDGES	
	PCS	OTHERS	PCS	OTHERS	PCS	OTHERS	PCS	OTHERS	PCS	OTHERS
Harju	163	4 820	72	2546	15	456	76	1812		
Hiiu	16	119			11	91	5	28		
Ida-Viru	66	2 077	22	1036	14	429	30	612		
Jõgeva	54	1 527	10	357	9	493	35	677		
Järva	48	1 012	20	518	5	65	23	429		
Lääne	41	1 103	9	392	9	93	23	618	1	13
L-Viru	53	1 315	13	501	15	356	25	459		
Põlva	59	1 081			21	451	38	629		
Pärnu	124	2 761	22	621	15	535	87	1604		
Rapla	68	1 680	5	177	11	288	52	1215		
Saare	38	305	4	31	7	72	27	202		
Tartu	51	1 449	14	911	13	183	24	355		
Valga	56	1 016	7	108	16	301	33	607	1	17
Viljandi	72	1 243	14	261	13	292	45	690		
Võru	74	1 628	7	199	14	443	53	987		
TOTAL:	**983**	**23136**	**219**	**7657**	**188**	**4548**	**576**	**10931**	**2**	**30**

BMS output of the analysis it is known that the repair / replacement of bridges in need of a number of 2007 compared to the year 453 dropped 314 bridge to the bridge in 2013.

ENVIRONMENTAL MEASURES

CONSTRUCTION OF NOISE BARRIERS

The two major construction projects completed in 2013 (Tallinn – Tartu – Võru – Luhamaa road's Aruvalla – Kose section and II construction area of Tartu western bypass) brought along construction of the most high-volume noise reduction measure in Estonian history. The number of noise barriers of the national roads network increased by 27 objects in total length of 7294 metres. It must be noted that in road construction, noise barrier panels manufactured from local plastic waste were used on Aruvalla – Kose section for the first time.

ARUVALLA-KOSE

Total Of 6739 meters of noise barriers were constructed on the Aruvalla – Kose section on Tallinn – Tartu – Võru – Luhamaa road to protect residential houses by the road. Different solutions were used to construct the noise barriers using noise barrier walls, ridges and their combinations. Noise barrier panels manufactured in Estonia from plastic waste by Plastrex OÜ were used to construct 2261 metres of noise barrier. Wooden modules manufactured by the German company R. Kohlhauer gmbH were used for construction of 3434 meters and Plexiglas for 118 meters. 926 meters of pure soil ridges were constructed. The height of the constructed noise barriers from road pavement level remains between 3 – 4.5 meters, 2 meters on bridges and viaducts. Noise barriers offer relief to 32 residential buildings by the road. The relief measures were designed by Ramboll Eesti AS and constructed by Nordecon AS. The total cost of noise barriers amounted to 1,965,136 euros, VAT exclusive.

TARTU WESTERN BYPASS

The Tartu western bypass on Tallinn – Tartu – Võru – Luhamaa road includes the road section from Ilmatsalu roundabout to Uhti junction located mostly on the territories of Tartu city and Tähtvere and Ülenurme rural municipalities adjacent to several residential areas. Reconstruction of the bypass is divided into six construction areas and the second construction stage (construction area IV) was completed in 2013. 5 noise barrier objects with the total length of 555 meters were completed during reconstruction to protect 5 residential buildings. Three objects were constructed of elements filled with rock wool and covered with perforated aluminium plate (Polish manufacturer KANE Aluminium), two are found as soil ridges. The height of noise barriers varies from three to four meters. Noise barriers were designed by Tinter-Projekt OÜ and constructed by Nordecon AS. Total cost of the noise barriers was 180,000 euros plus VAT. Reconstruction of Tartu western bypass will continue in 2014 and more noise reduction means will be added.

In total, Estonian Road Administration has constructed 60 noise barrier objects with the total length of 21,608 meters on national roads within 1998-2014.

NOISE REDUCTION ACTION PLAN FOR 2014–2018

In 2013, the ERA draw an "Action Plan for Reducing Noise in Ambient Air of Road Sections Used by Over Three Million Vehicles a Year 2014 – 2018" based on the results of the strategic environmental noise map (2012).

The obligation of drawing an action plan for reducing noise comes from the EU environmental noise directive 2002/49/EC (principles of which have been transposed and enforced with the Ambient Air Protection Act) with the purpose to avoid, prevent or reduce damages due to exposure to environmental noise, including disturbance, in the order of their priority.

This is a strategic document where the ERA stipulates its goals in relieving noise situations exceeding the requirements within the following five years.

The noise map drawn in 2012 handled 158 km of national roads and 238 situations in need of improvement were detected. Inhabitation of these areas is approximately 960 persons. Solutions have been already found for some situations or they shall be solved within the frames of the road projects of the coming years.

However, 177 situations (involving 692 persons) are still in need of additional improvement. To remedy the situ-

ation, the action plan foresees construction of 78 noise barrier objects and the total cost of the measure is estimated to be approximately 23.5 million euros. For improvement, priority order has been drawn per one person based on application rate. Pursuant to the Maintenance Plan of National Roads 2014-2020, an average of 2 million euros per year is foreseen for noise reduction. So, alleviation of all top priority situations will take over 10 years. The action plan is revised and updated once in every five years. Implementation of the action plan has started and construction of the first noise barriers are to be constructed on Tallinn-Pärnu-Ikla road in Kanama village, Saku rural municipality, Harju county and Sauga town in Pärnu county in 2014.

WILDLIFE MEASURES

Construction of the Aruvalla-Kose road section on Tallinn-Tartu-Võru-Luhamaa road into a four-lane road brought about a major necessity for reducing environmental impact also for wildlife.
The road section crosses several green networks of Harjumaa and on kilometre 34 also migratory routes of moose. Important conflict locations between wildlife and constructed object of infrastructure were determined during the pre-project, in the course of assessment of environmental impacts. Alleviating measures were engaged to prevent large and small game and amphibians from accessing roads and guiding them through passageways.
For the first time in Estonia, ecoduct for large game was constructed to ensure safe migration.
The first barriers and tunnels for amphibians were finished at Saula junction. For construction of amphibian barriers, recycled plastic profiles manufactured by Plastrex were used similar to several noise barriers.

Three tunnels of 1.4 m diameter have been constructed for small game at Saula grade separated junction longitudinal to the Pirita River that ensures movement of animals in the Pirita river green corridor. One game tunnel with diameter of 1 meter has been constructed in Liiva village. Additional movement possibilities are ensured with shore paths under bridges by Pirita and Kuivajõe rivers.
For ensuring save spring migration possibility for amphibians to their spawning ground, 3 tunnels were constructed at Saula grade separated junction that connect Pirita river with their spawning ground in backwater. To guide the animals into tunnels and prevent them from accessing the road, extensive barriers were installed.
The experts assessing environmental impacts located an important migratory route and crossing of moose in north-south direction on road's 34th kilometre at the crossing with Kolu green corridor based on observations and statements of local game wardens.
For safe preservation of the migration corridor, ecoduct with four openings on steel frames was constructed.
Width of the ecoduct in 30 meters in the middle and it becomes wider at the ends. For reducing the interfering impact of traffic, the ecoduct edges have 2-metres high plank fences that shield the light of vehicle lights and suppress noise. To create natural appearance, the ecoduct features several lumber ridges that will be furbished with local bush and tree species.
Game using the ecoduct has already been spotted right after completion of the ecoduct.

Fencing has been widely used on Aruvalla-Kose road sections with forests and for guiding game to the passageways. In total, 6759 meters of large game protection class fences in height of 2.2 meters was installed.
9 spots for jumping back to the forest have been constructed for animals the road outside of game fences by accident.

WILDLIFE CONSTRUCTIONS OF ARUVALLA-KOSE ROAD SECTION

CONSTRUCTION	AMOUNT PC/m
Amphibian tunnels	3
Amphibian barriers	1241
Small game tunnels	4
Small game barriers	445
Game fence	6759
Back-jumping spots	9
Ecodudct	1

CONDITION OF ROAD SURFACES

The comfort level of using a road can be established by measuring road surface roughness. Road surface roughness (IRI – International Roughness Index) has been measured on national roads and defects on paved roads inventoried 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 fur indicators of road surface condition together with traffic volumes are the main indicators of the PMS (Pavement Management System). As innovation since 2011, measurements of (macro and mega) texture of road surface were started, performed alongside the measurement of road surface roughness with a new and more precise laser appliance.

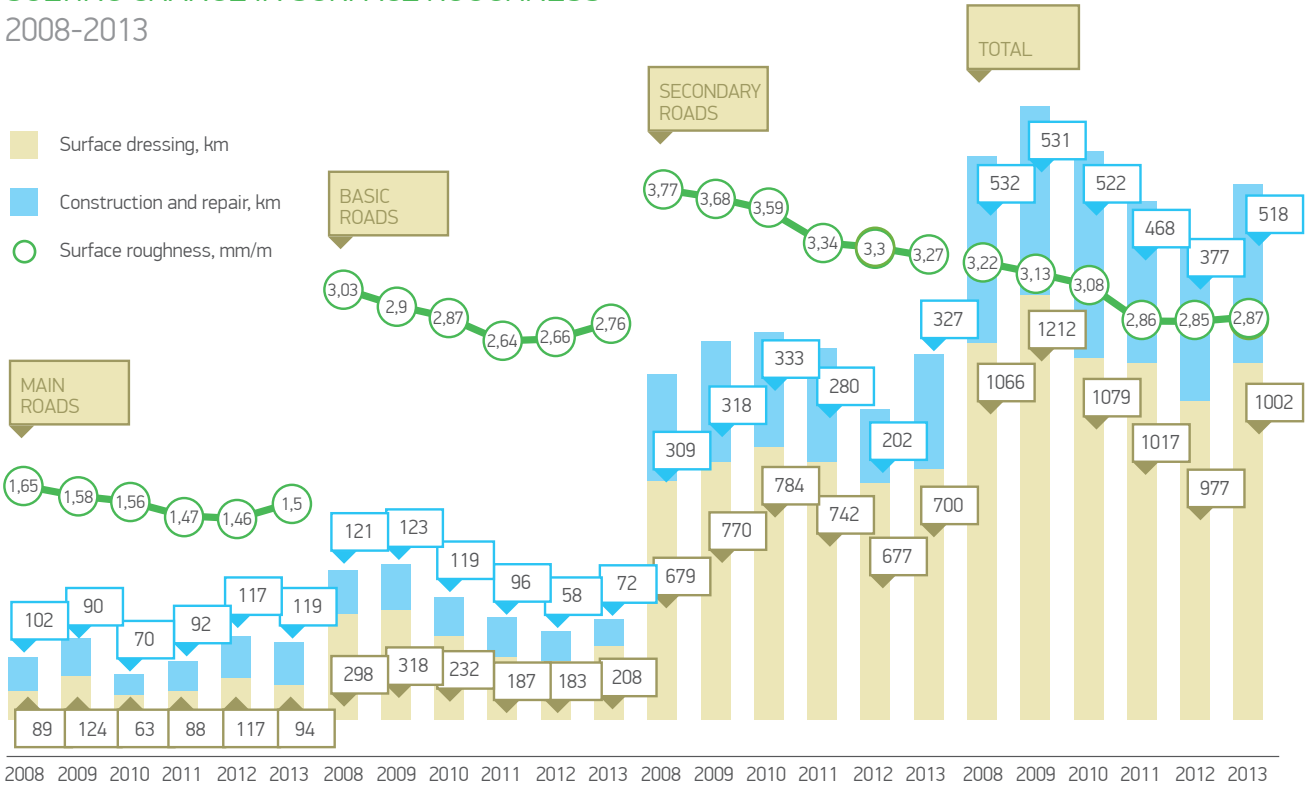
Data about road surface condition is a part of information in the national Road Databank and is publicly available.

Two kinds of software, EPMS and HDM-4, are used by ERA for analysing the condition of road surface (ranking of condition, need for repairs, cost-benefit calculations, etc). EPMS is special software developed in Estonia for analysing road surface condition and HDM-4 is international software designed for cost-benefit analysis.

The comfort level of using a road can be established by measuring road surface roughness and trafficking on uneven roads means low driving comfort and larger indirect costs for a road user.

The average IRI value for the whole network of paved national roads improved during the years of 2008-2013 as a result of maintaining the levels of financial means for road maintenance and repair and reasonable planning of repair objects. The average roughness of main roads is satisfactory and mainly pavement repair works are done there. The average roughness values of basic and secondary roads are, however, still too high and improvement slower than desired. This means that reconstruction and construction volumes on these roads must be increased.

PAVEMENT CONSTRUCTION, REPAIR, AND SURFACE DRESSING WORKS AND THE RESULTING CHANGE IN SURFACE ROUGHNESS 2008-2013



ROAD ADMINISTRATION BUDGET

The Road Administration budget consists of funds for road management, funds for the work of the former Motor Vehicle Registration Centre, financial means necessary for the work of the Road Administration and structural aid for national roads and local municipalities (road objects of the cities of Tallinn and Tartu).

In the state budget, the total funds for road management must amount to at least 75 % of the fuel excise tax (except for fuels with fiscal marking, natural gas and other fuels) 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.

Additionally, the budget also includes structural assistance for the municipalities and profit accruing from the economic activities of the ERA resulting from issuing transport permits, sales of materials from quarries, etc.

For reconstruction of national roads, financial support has been received from the EU Cohesion fund (CF) and INTERREG programme. The basis for the utilisation of foreign support is the strategic plans approved by the Government of the Republic for the projects financed by the European Union in 2007-2013 (II period).

With the support of the CF, it is possible to finance the development of roads that belong to the trans-European transport network (TEN-T). In Estonia, six roads are part of this network, accounting for a total of 6 % of the overall length of national roads:

- E67 (road nor 4) Tallinn-Pärnu-Ikla,
- E20 (road no 1) Tallinn-Narva,
- E263 (road no 2) Tallinn-Tartu-Võru-Luhamaa,
- E264 (road no 3) Jõhvi-Tartu-Valga,
- E265 (road no 11) Tallinn roundabout together with (road no 8) Tallinn-Paldiski road.

The State Budget Act of 2013 with regard to the ERA was approved by Order No. 525 of the Government of the Republic of 20 December 2011 for 264.4 million Euros. Budget costs include operating costs (personnel and management) and investments, forecast expenditure on local government projects which are financed through the Road Administration (financial beneficiary) and the means are written into our budget (reconstruction of Ülemiste junction in Tallinn and Eastern roundabout connecting Tallinn-Tartu-Luhamaa and Jõhvi-Tartu-Valga roads. The operating costs cover road maintenance work, aimed at ensuring the required service level of the roads and creating comfortable and safe conditions for the road users throughout the year. Operating costs also include costs for maintaining the organisation and calculated costs of the operations of the Traffic Register. Investment funds are used for development of the road network (construction of new roads and bridges, grade-separated junctions, etc) and for repairing roads and bridges with the purpose of restoring the quality that has decreased due to wear and tear.

Additionally to development and maintenance of the road network, investment means are also used for traffic management and inspection on roads (development of the traffic supervision system, traffic count, installation of road weather stations, and development of the Traffic Register Information System) and development of necessary computer software.

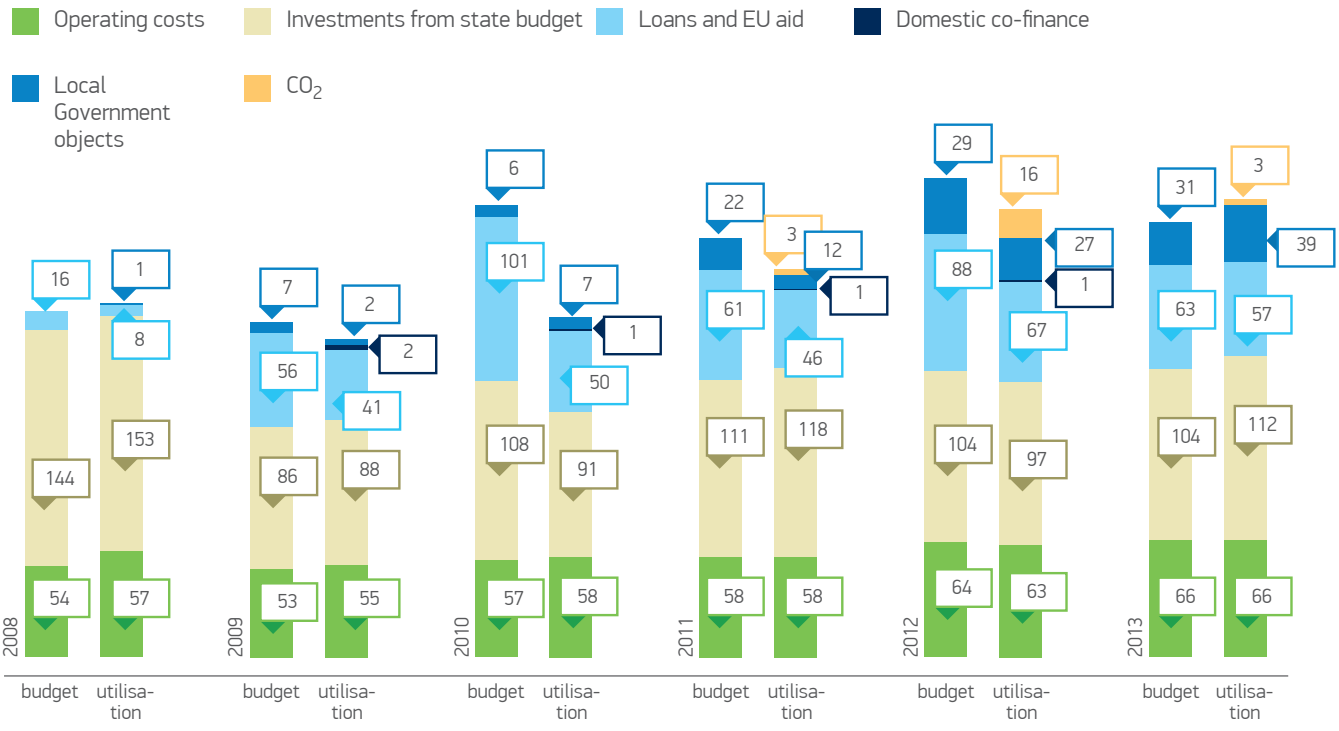
According to the principle of distributing road management funds, the resources at the disposal of the ERA in 2013 also included structural assistance from the EU and co-financing of certain objects supported from the funds, as well as resources for other important state-financed objects of main roads. The rest of the resources for repairing other main, basic, and secondary roads and the major part of the operating costs (incl. road maintenance) remained at the disposal of regional road administrations.

(Remark: Allocation and usage of funds by items of expenditure as well as more detailed division of right of use is available in table “Road Maintenance Funds 2013).

FUNDS ALLOCATED FOR ROAD MANAGEMENT AND THEIR DYNAMICS IN 2008 – 2013, MILLION EUROS

YEAR	BUDGET		USED MEANS						
	TOTAL	LOANS AND AID	TOTAL	OPERATING COSTS	INVESTMENTS: FROM STATE BUDGET	INVESTMENTS: LOANS AND EU AID	INVESTMENTS: DOMESTIC CO-FINANCING	INVESTMENTS: LOCAL GOV. OBJECTS	INVESTMENTS: CO2 BUSES
2008	**214,232**	16,234	**218,961**	56,881	153,324	7,989		0,767	
2009	**202,536**	62,058	**187,261**	54,581	87,687	40,584	1,917	2,493	
2010	**271,241**	106,605	**206,179**	58,224	91,202	49,595	0,639	6,519	
2011	**251,818**	83,523	**237,616**	58,198	117,774	45,790	1,135	11,786	2,933
2012	**285,780**	117,025	**271,830**	63,081	97,176	66,770	1,675	27,162	15,966
2013	**264,372**	93,709	**277,053**	66,268	112,200	56,971	0,050	39,042	2,522

Remarks: **1**. State budgetary means also include earnings. **2.** Used means include funds transferred from 2012. **3**. The Motor Vehicle Registration Centre merged with the ERA as of 01.07.09, and the table also includes their financial funds for the II half of the year.



Remarks: **1.** Overflow is caused by the overflow of earnings. **2.** Budget is without transferred funds, utilised resources are altogether. **3.** Since II half of 2009, data is together with Motor Vehicle Registration Centre.

ROAD ADMINISTRATION BUDGET

ROAD MANAGEMENT FUNDS
2013 COVER SOURCES

	APPROVED RUNDS (THOUSAND EUROS))	RECEIVED MONETARY MEANS (cash expenditure) (thousand euros)	SHARE (PERCENT)
FUNDS, TOT AL	**285 871,6**	**277 052,9**	**96,9**
from 2013 state budget	**264 372,4**	**255 956,6**	**96,8**
revenue of the state budget	169 645,6	155 659,5	91,8
owner's income	967,4	1 712,1	177,0
EU aid	62 867,3	52 303,2	83,2
local government projects	30 842,1	39 041,6	126,6
CO_2		2 522,2	
domestic co-finance	50,0	50,0	100,0
other sources		4 668,0	
funds transferred from 2012	**21 499,2**	**21 096,3**	**98,1**
revenue of the state budget	21 499,2	21 096,3	98,1

ROAD MANAGEMENT FUNDS
2013 COVER SOURCES

	APPROVED RUNDS (THOUSAND EUROS))	RECEIVED MONETARY MEANS (cash expenditure) (thousand euros)	SHARE (PERCENT)
EXPENSES, TOTAL	**285 871,6**	**277 052,9**	**96,9**
Approved from state budget, total	**264 372,3**	**255 956,6**	**96,8**
Investments, total (state budget + foreign aid)	167 361,1	144 298,4	86,2
Repair and design of roads and facilities	163 197,7	142 472,2	87,3
Purchase of land	1 898,6	444,7	23,4
Other investments	2 264,8	1 381,5	61,0
Staff costs	10 944,6	10 608,7	96,9
Administration costs	52 217,9	51 681,4	99,0
ARK operating costs	1 597,8	1 289,8	80,7
Earmarking (membership fees)	91,4	84,4	92,3
Owner's income	967,4	1 712,1	177,0
Domestic targeted financing, OSAMA T, near-border objects	350,0	4 718,0	1348,0
Objects of local governments	30 842,1	39 041,6	126,6
From CO_2 quota		2 522,2	
Other expenses			
Approved budget of ERA's central office	**119 258,5**	**111 650,6**	**93,6**
Budgets of ERA Regions (construction and maintenance of roads)	**145 113,9**	**144 306,0**	**99,4**
ERA Northern Region	32 223,5	29 418,0	91,3
ERA Eastern Region	28 702,0	25 698,4	89,5
ERA Southern Region	44 710,2	47 994,8	107,3
ERA Western Region	39 478,2	41 194,8	104,3
Funds transferred from 2012.a state budget	**21 499,3**	**21 096,3**	**98,1**
Operating expenses	1 587,1	1 587,1	100,0
Investments	19 912,2	19 509,2	98,0
ERA central office	10 310,9	9 907,9	96,1
ERA Northern Region	2 376,6	2 376,6	100,0
ERA Eastern Region	4 526,9	4 526,9	100,0
ERA Southern Region	2 291,4	2 291,4	100,0
ERA Western Region	1 993,5	1 993,5	100,0

UTILISATION OF FUNDS ALLOCATED FOR MANAGEMENT OF NATIONAL ROADS IN 2013

	APPROVED RUNDS (THOUSAND EUROS))	RECEIVED MONETARY MEANS (cash expenditure) (thousand euros)	SHARE (PERCENT)
FUNDS, TOTAL	**285 871,6**	**277 052,9**	
ROADS	**226 786,6**	**210 768,7**	**76,1**
Road maintenance	47 314,0	47 205,1	17,0
Road repairs	85 080,4	85 557,3	30,9
Repairs of paved roads	51 122,8	52 040,6	
Surface re-dressings	15 353,7	15 281,9	
Repairs of gravel roads	10 507,5	10 281,5	
Repairs of road structures	8 096,4	7 953,3	
Construction and reconstruction	94 392,2	78 006,3	28,2
Construction of paved roads	82 419,0	66 531,5	
Construction of pavements to gravel roads	5 993,2	5 824,1	
Reconstruction of locations dangerous for trafficking	5 980,0	5 650,7	
FOR BUILDINGS	**401,3**	**346,7**	**0,1**
FOR ACQUISITIONS	**2 373,3**	**1 544,7**	**0,6**
Machinery and vehicles	289,6	287,9	
Information technology	1 066,6	846,0	
Inventory	29,2	25,6	
Traffic supervision system, automated traffic counting system and road weather stations	987,9	385,2	
PLANNING	2 589,7	1 699,7	0,6
ACQUISITON OF LAND AND LAND READJUSTMENT	2 888,4	1 434,4	0,5
TRAFFIC EDUCATION	1 021,2	1 058,3	0,4
OTHER EXPENSES (maintenance expenses, etc)	15 679,10	15 010,2	5,4
RESEARCH	633,3	540,1	0,2
OWN FUNDS**	967,4	1 712,1	0,6
ARK production costs	1 597,8	1 289,8	0,5
APPROPRIATIONS	91,4	84,4	0,0
Local governments' projects	30 842,1	39 041,6	14,1
CO2 buses	0,0	2 522,2	0,9

*.Approved funds include funds transferred from 2012. Foreign aid is transferred with 0.
** Expenses paid from own income, excl. road works.

MAINTENANCE OF NATIONAL ROADS

IN 2013

The results of the "Opinion Survey on Public Services Offered by the Estonian Road Administration" showed that 65% of respondents assessed their satisfaction with road maintenance in summer with 7 points of 10; same points were given to winter maintenance by 48% of the respondents. These percentages can be considered high but our purpose is, of course, to increase satisfaction.

42.3 million euros were used for road maintenance. 16.2 million euros of the above amount were used for winter and 26.1 for summer maintenance. Maintenance cost per 1 kilometre of national road was 2567 euros (2693 euros in 2012 and 2350 euros in 2011.

As the result of a public procurement, road maintenance contractor in Rapla County changed. As of 1.06.2013, joint tenderers AS Leonhard Weiss Viater Ehitus and OÜ Warran Safety provide services in the Rapla and Märjamaa region.

The maintenance contractors are divided as follows:

- AS TREV-2 Grupp, 2279.9 km – 13.8%. Works are executed by subsidiary AS Kagu Teed in Põlva and Valga Counties;
- Lemminkäinen Eesti AS, 935.5 km – 5.7 %. Works are executed by the Virumaa department in Ida-Viru County;
- OÜ Sakala Teed, 1 241.1 km – 7.5%, operates in Viljandi County;
- Nordecon AS, 2 071.8 km – 12.6%. Works done by a department in Keila area of Harju County and subsidiaries OÜ Hiiu Teed in Hiiu County and AS Järva Teed in Järva County;
- AS Vooremaa Teed, 1110.9 km – 6.7%, operates in Jõgeva County;
- AS Üle, 1 613.8 km – 9.8%. Works done by the company itself in Kose and Kuusalu areas of Harju County and by the subsidiary OÜ Lääne Teed in Lääne County;
- AS Eesti Teed, 6 218.3 km – 37.7%, operates in Lääne-Viru, Pärnu, Saare, Tartu and Võru Counties;
- Joint tenderers AS Leonhard Weiss Viater Ehitus and OÜ Warren Safety, 1014.5 km – 6.2 %. Operates in Rapla area 533 km (representative of joint tenderers AS Leonhard Weiss Viater Ehitus) and Märjamaa area 481.6 km (representative of joint tenderers OÜ Warren Safety).

42.3 million euros were used for road maintenance. 16.2 million euros of the above amount were used for winter and 26.1 for summer maintenance. Maintenance cost per 1 kilometre of national road was 2567 euros (2693 euros in 2012 and 2350 euros in 2011.

MAINTENANCE OF NATIONAL ROADS

IN 2013

INFORMATION SYSTEM OF ROAD WEATHER STATIONS

IN 2013

The development of the information system of road weather stations continued in 2013; 12 new road cameras and a new electronic road sign with changeable entries was installed at Koidula border post road no 63 Karisilla-Petseri. As of end of the year 2013, the information system of road weather stations included 63 road weather stations, 82 road cameras and 4 electronic road signs with changeable entries.

WINTER ROADS

IN 2013

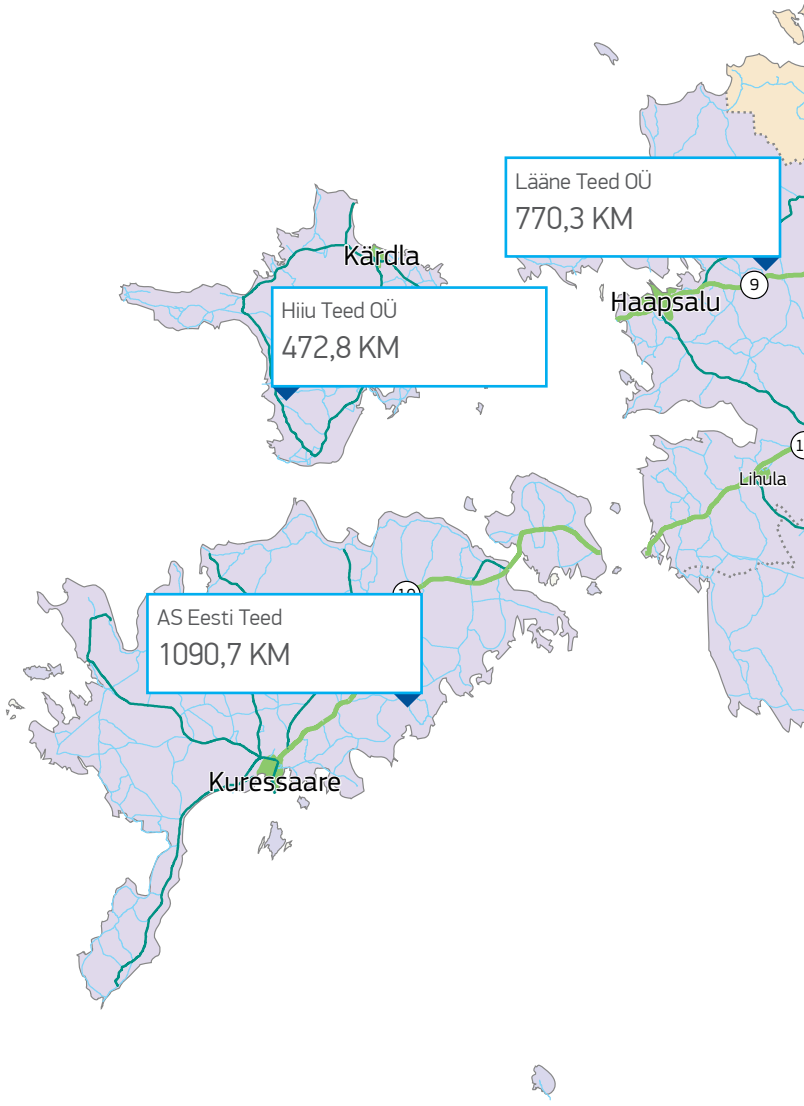
In total, 142.0 thousand euros was spent on survey, construction, and maintenance of winter roads. During official opening times, the winter roads were used by 33,545 vehicles including the 19,979 vehicles of Haapsalu-Noarootsi. Crossing price for one vehicle was 4.2 €.

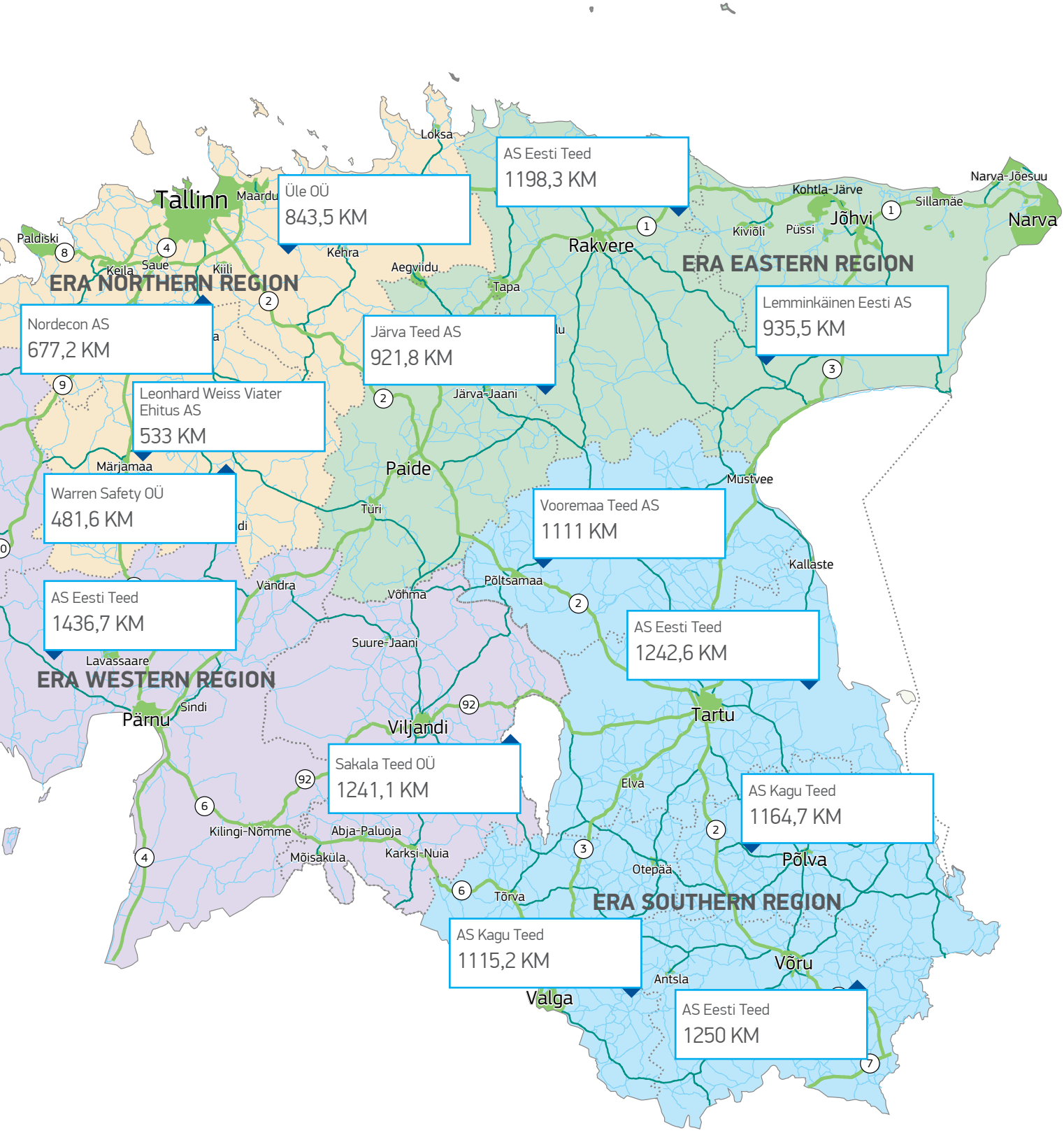
Out of six winter roads organised by the Road Administration, the year of 2013 enabled to open three for traffic:

- Haapsalu-Noarootsi; length 3.9 km; open days 77; built by OÜ Paralepa Sadam.
- Rohuküla-Sviby; length 10.2 km; open days 62; built by OÜ Lääne Teed.
- Munalaiu-Kihnu; length 12.0 km; open days 26; built by AS Eesti Teed.

The Tärkma-Triigi, Heltermaa-Rohuküla and Kuivastu-Virtsu winter roads were surveyed, but the weather conditions were not suitable for opening the roads for traffic.

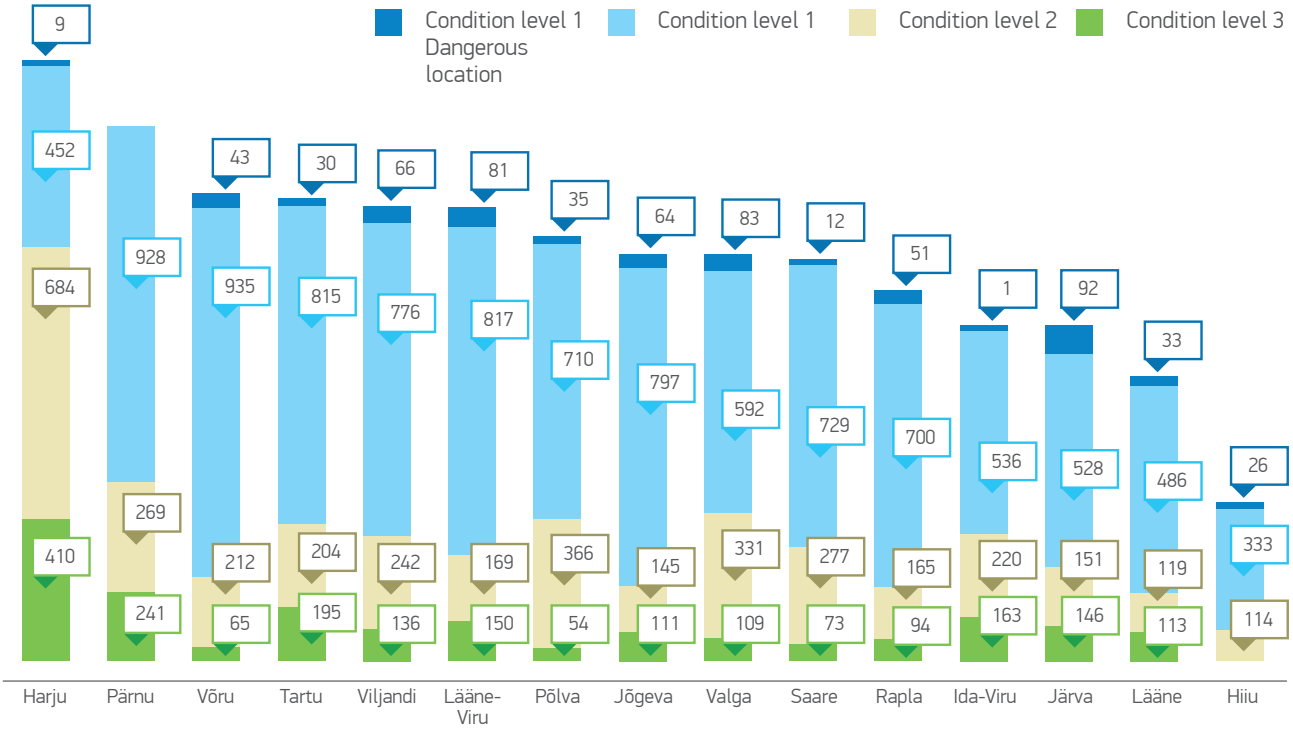
DISTRIBUTION OF MAINTENANCE WORK ACCORDING TO COUNTIES BY SERVICE PROVIDERS




Loksa
Tallinn
Maardu
Üle OÜ
843,5 KM
AS Eesti Teed
1198,3 KM
Narva-Jõesuu
Kohtla-Järve
Sillamäe
Jõhvi
Narva
Paldiski
Keila
Saue
Kiili
Kehra
Aegviidu
Rakvere
Kiviõli
Püssi
ERA NORTHERN REGION
ERA EASTERN REGION
Tapa
Nordecon AS
677,2 KM
Lemminkäinen Eesti AS
935,5 KM
Järva Teed AS
921,8 KM
Järva-Jaani
Leonhard Weiss Viater Ehitus AS
533 KM
Märjamaa
Paide
Mustvee
Warren Safety OÜ
481,6 KM
Türi
Vooremaa Teed AS
1111 KM
Kallaste
Vändra
Võhma
Põltsamaa
AS Eesti Teed
1436,7 KM
AS Eesti Teed
1242,6 KM
Suure-Jaani
Lavassaare
ERA WESTERN REGION
Sindi
Pärnu
Viljandi
Tartu
Sakala Teed OÜ
1241,1 KM
Elva
AS Kagu Teed
1164,7 KM
Kilingi-Nõmme
Abja-Paluoja
Karksi-Nuia
Mõisaküla
Otepää
Põlva
Tõrva
ERA SOUTHERN REGION
AS Kagu Teed
1115,2 KM
Võru
Antsla
Valga
AS Eesti Teed
1250 KM

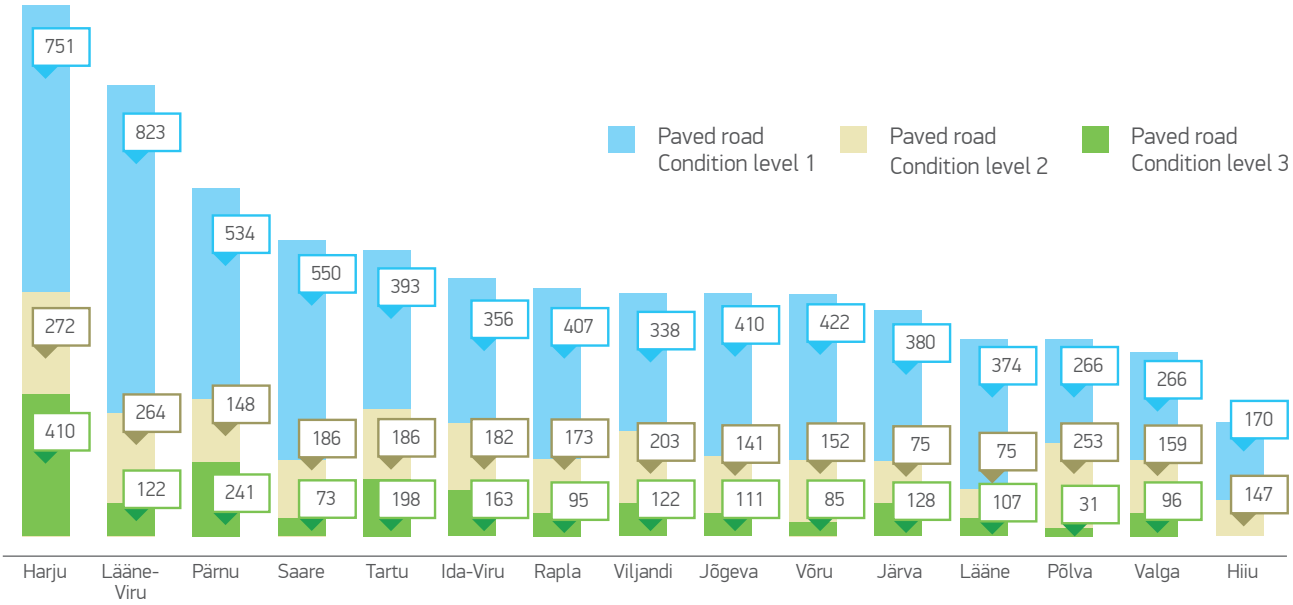
DIVISION OF ROADS BY MAINTENANCE CONDITION LEVELS KM

WINTER MAINTENANCE KM



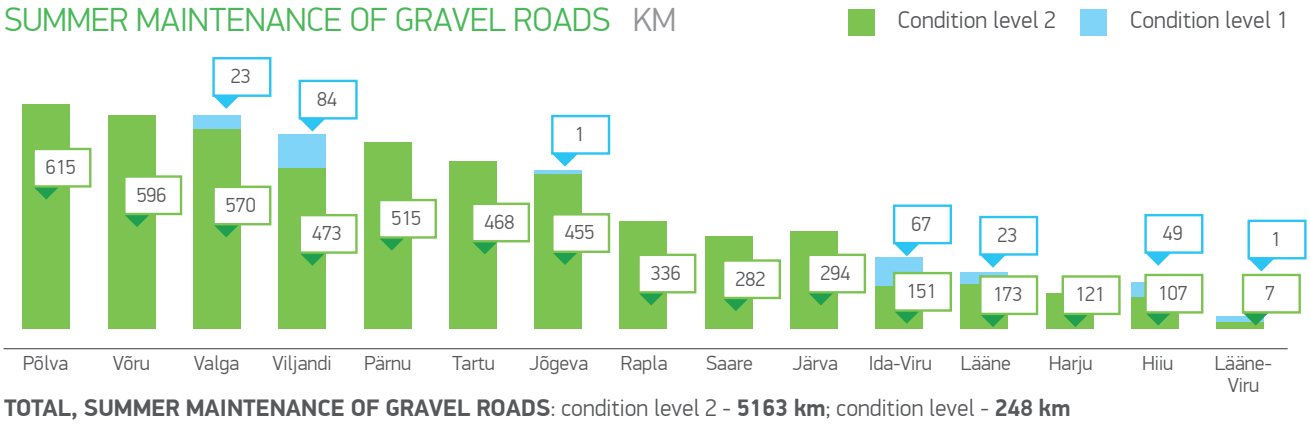
TOTAL, WINTER MAINTENANCE: condition level 3 - **2060 km**; 2 - **3668 km**; 1 -**10134 km**; condition level 1, dangerous locations – **626 km**

SUMMER MAINTENANCE OF PAVED ROADS KM



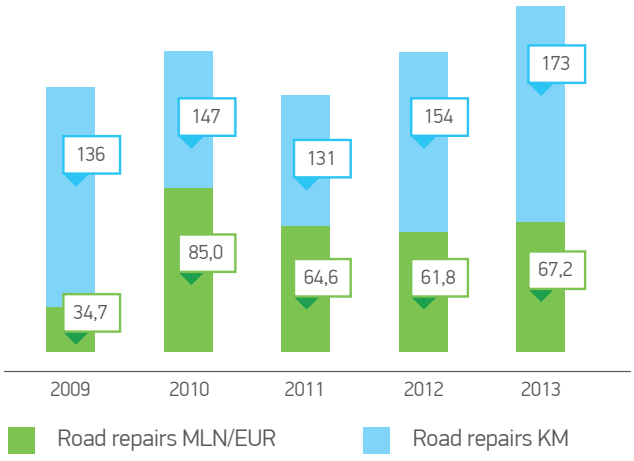
TOTAL, SUMMER MAINTENANCE OF PAVED ROADS: condition level 3 - **1982 km**; 2 - **2656 km**; 1 - **6440 km**

SUMMER MAINTENANCE OF GRAVEL ROADS KM

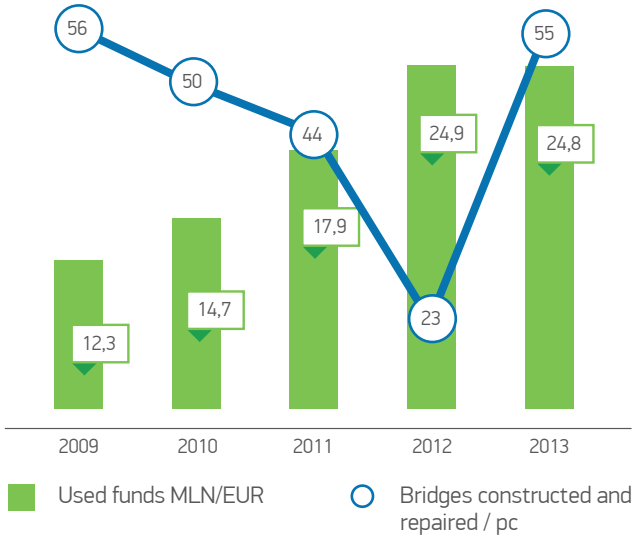


TOTAL, SUMMER MAINTENANCE OF GRAVEL ROADS: condition level 2 - **5163 km**; condition level - **248 km**

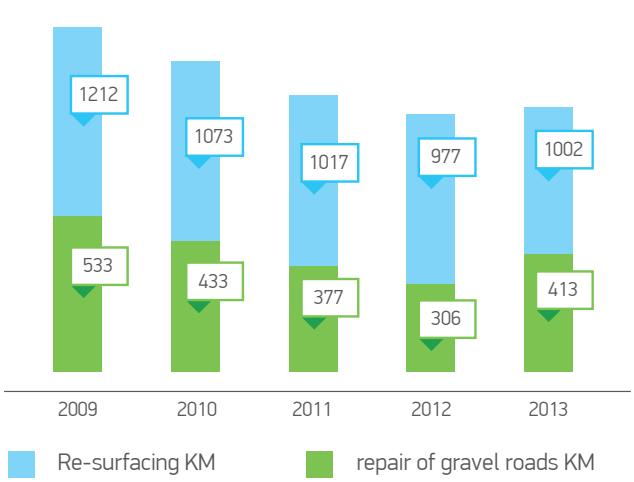
ROAD REPAIRS MLN/EUR CONSTRUCTION/RECONSTRUCTION OF ROADS AND PAVEMENTS KM



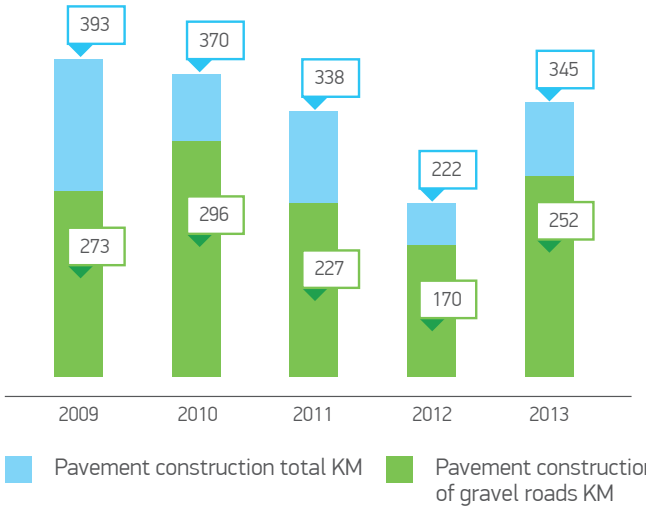
CONSTRUCTION, RECONSTRUCTION AND REPAIR OF BRIDGES AND VIADUCTS



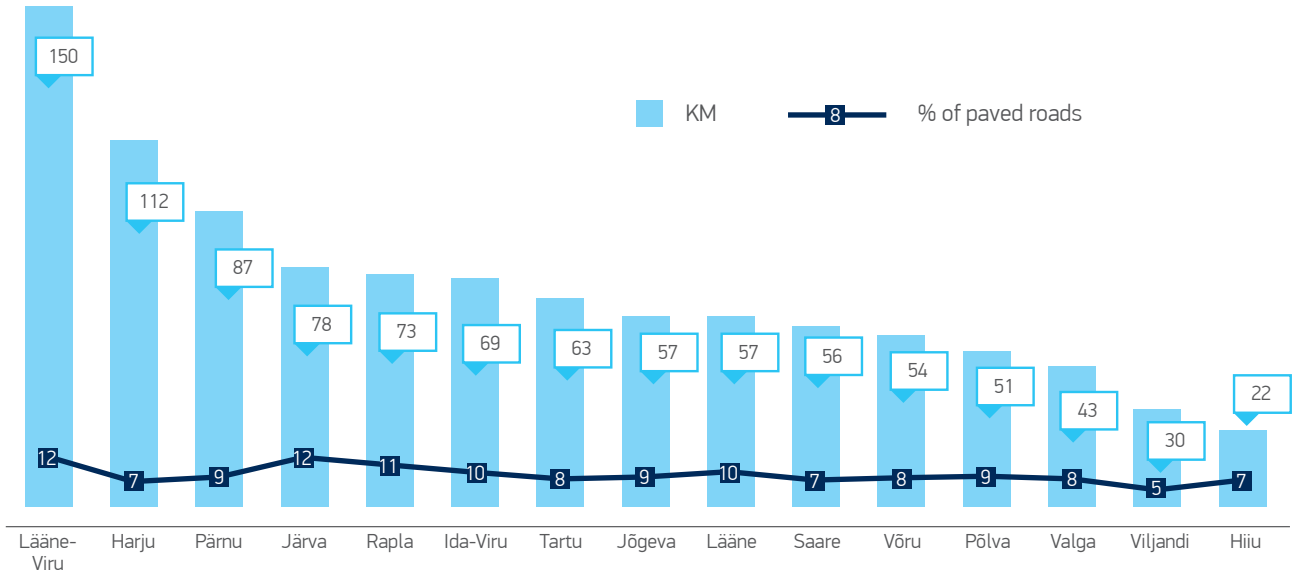
RE-SURFACING AND REPAIR OF GRAVEL ROADS KM



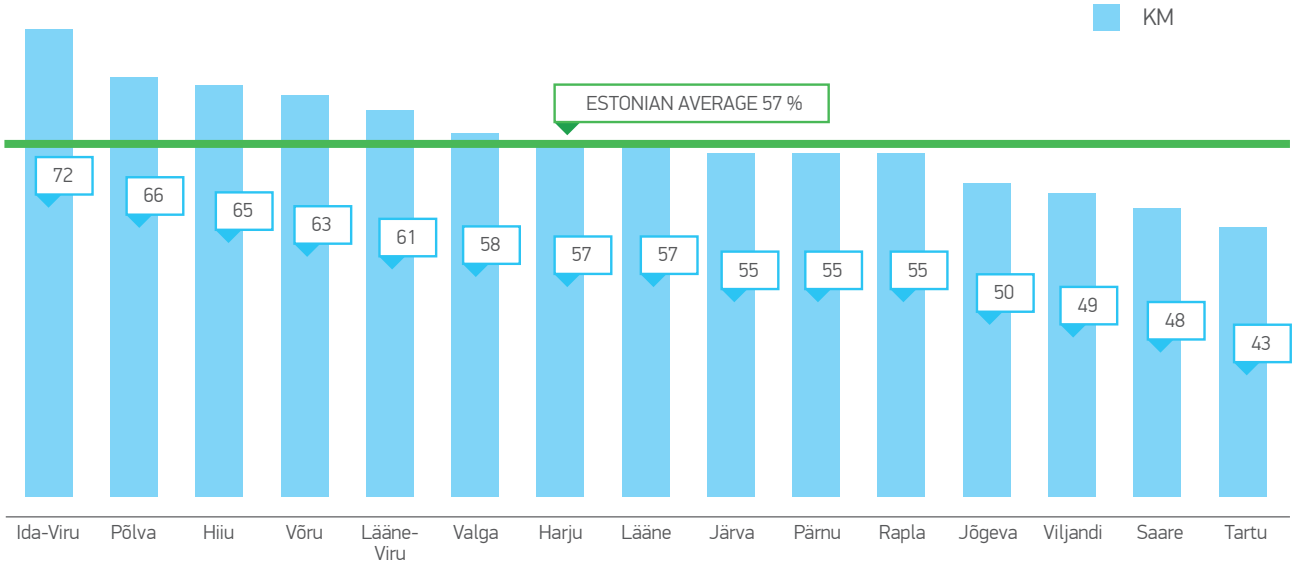
PAVEMENT CONSTRUCTION IN TOTAL INCLUDING PAVEMENT OF GRAVEL ROADS KM



PAVEMENT SURFACING BY COUNTIES IN 2013



PAVEMENT SURFACING OF ROADS BY COUNTIES, PERCENTAGE OF TOTAL PAVED ROAD LENGTH 2008-2013



CONSTRUCTION, REPAIR AND MAINTENANCE WORK ON NATIONAL ROADS, TOTAL

JOB NAME	UNIT	TOTAL VOLUME (KM)	MAIN ROADS	BASIC ROADS	SECONDARY ROADS
Construction of roads and pavements	**th. euros**	**97 672,7**	**60 819,4**	**12 007,3**	**24 846,0**
Pavements constructed	**th. euros / km**	**87 072,4 / 345,3**	**56 644,6 / 17,4**	**8 035,1 / 28,4**	**22 392,7 / 299,5**
of which:					
asphalt concrete pavements	th. euros / km	80 587,1 / 111,6	56 644,6 / 17,4	8 035,1/ 28,4	15 907,4 / 65,8
other pavements mixed with adhesives in mixer or on road	th. euros / km	1 838,3 / 36,5			1 838,3 / 36,5
milled material pavements	th. euros / km	1 286,4 / 70,6			1 286,4 / 70,6
surfaced gravel roads	th. euros / km	3 360,6 / 126,6			3 360,6 / 126,6
Lighting, light traffic roads and noise barriers constructed	**th. euros**	**10 600,3**	**4 174,8**	**3 972,2**	**2 453,3**
Construction and reconstruction of bridges, viaducts and tunnels	**th. euros**	**20 953,9**	**15 811,7**	**2 530,2**	**2 612,0**
bridges	pc	22	9	3	10
viaducts and tunnels	pc	16	14	1	1
Road repairs*	**th. euros**	**67 164,5**	**13 540,4**	**24 929,6**	**28 694,5**
Pavements repaired	**th. euros / km**	**41 831,5 / 172,8**	**11 770,0 / 101,7**	**20 860,6 / 43,3**	**9 200,9 / 27,8**
of which:					
asphalt concrete pavements	th. euros / km	39 618,8 / 159,8	11 770,0 / 101,7	20 769,4 / 42,9	7 079,4 / 15,2
other pavements mixed with adhesives in mixer or on road	th. euros / km	2 212,7 / 13,0		91,2 / 0,4	2 121,5 / 12,6
repaired gravel roads	**th. euros / km**	**10 440,8 / 413,4**			**10 440,8 / 413,4**
re-surfacing	**th. euros / km**	**14 892,2 / 1001,8**	**1 770,4 / 94,3**	**4 069,0 / 207,4**	**9 052,8 / 700,1**
Repair of bridges, viaducts and tunnels	**th. euros**	**3 613,9**	**671,9 / 2**	**217,1**	**2 724,9**
bridges	**pc /m**	17	2	1	14
viaducts and tunnels	**pc /m**				
Road repair **	**th. euros**	**42 312,2**	**10 533,4**	**7 863,8**	**23 262,3**
of which:					
summer maintenance	th. euros	25 460,8	5 924,0	4 641,8	14 895,0
winter maintenance	th. euros	16 198,7	4 609,4	3 222,0	8 367,3
maintenance of road structures **	th. euros	652,7			
Road construction, repairs and maintenance in total	**th. euros**	**231 717,2**	**101 376,8**	**47 548,0**	**82 139,7**
Design	**th. euros**	**1 736,5**			
Quarry maintenance work	**th. euros**	**85,4**			
Construction, repairs and maintenance in total	**th. euros**	**233 539,1**			

Remarks: 1. Reflects all works financed from state budget (own income) and EU aid;
2. *Road repairs include periodic maintenance work under maintenance contracts;

ROAD CONSTRUCTION, REPAIR, AND MAINTENANCE VOLUMES 2009-2013

JOB NAME	FUNDS USED / THOUSAND EUROS					ROADS REIPAIRED AND CONSTRUCTEED (KM) BRIDGES (PC/M)				
	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
Construction of roads and pavements	**71 699**	**56 904**	**75 547**	**89 893**	**97 673**					
of which:										
pavements constructed	**71 699**	**56 904**	**75 443**	**89 893**	**87 073**	**394,1**	**369,8**	**337,9**	**222,5**	**345,3**
asphalt concrete pavements	64 686	48 933	68 473	85 270	80 587	168,9	79,0	113,1	52,8	111,6
other pavements mixed with adhesives in mixer or on road	4 806	5 817	4 063	2 268	3 125	153,0	235,9	153,6	92,6	107,1
milled material pavements	2 207	2 154	2 907	2 355	3 361	72,2	54,9	71,2	77,1	126,6
constructed gravel roads			**104**					**2,2**		
lighting, light traffic roads and noise barriers constructed					**10 600**					
Construction and reconstruction of bridges, viaducts and tunnels	**9 021**	**7 900**	**11 603**	**19 673**	**20 954**					
bridges			3108,716	7822	6 003	19	16	16	7	22
viaducts and tunnels			8494,342	11851	14 951	1	12	7	2	16
Road repairs	**34 708**	**64 986**	**64 571**	**61 825**	**67 165**					
pavements repaired	**12 099**	**41 970**	**42 027**	**38 172**	**41 832**	**136,9**	**146,9**	**130,7**	**154,3**	**172,8**
of which:										
asphalt concrete pavements	**10 745**	38 935	40 516	38 076	39 619	118,6	123,9	118,5	154,3	159,8
other pavements mixed in mixer or on road	**1 354**	3 036	1 511	96	2 213	18,3	23,0	12,2		13,0
repaired gravel roads	**9 092**	**8 971**	**9 057**	**9 114**	**10 441**	**532,6**	**433,5**	**377,2**	**306,0**	**413,4**
re-surfacing	**13 516**	**14 045**	**13 487**	**14 539**	**14 892**	**1212,0**	**1072,6**	**1017,4**	**976,9**	**1001,8**
Repair of bridges, viaducts and tunnels	**3 273**	**6 782**	**6 298**	**5 233**	**3 614**					
bridges			5143,1	4 378	3 553	33	22	20	13	17
viaducts and tunnels			1155,271	855	61	4		1	1	
Road maintenance	**39 156**	**37 829**	**38 643**	**44 349**	**42 312**					
of which:										
summer maintenance	26 464	25 232	25 678	28 614	26 113					
winter maintenance	12 693	12 597	12 965	15 735	16 199					
Road construction, repairs and maintenance in total	**157 857**	**174 401**	**196 662**	**220 973**	**231 718**					

MAJOR ROAD CONSTRUCTION OBJECTS COMPLETED IN 2013

The first of the major objects, Luige grade separated junction of Tallinn bypass, was completed in summer, after which landscaping and marking were finished, traffic control devices installed, fence constructed and deficiencies eliminated that had become evident during winter.

The cost of the Construction Contract of **Luige grade separated junction** signed by the ERA and the representatives of joint tenderers Nordecon and Järva teed on 7. September 2011 was 11,766,288 euros and 85% of that amount came from the Cohesion Fund of the European Union. In the course of the works, the 3-kilometres long section of Luige junction was turned into four-lane (2+2) road with central reserve corresponding to the requirements for I class roads. Within the same road section, one overpass for traffic and one overpass for pedestrians and cyclists were constructed over the Tallinn roundabout, which substituted the previous crossings of the bypass and Tallinn-Rapla-Türi basic road.

2 km of divided footpath and 1.5 km of noise barrier wall were also constructed. The warranty period of the object is 5 years and supervision was done by Ramboll Eesti AS.

Kilingi-Nõmme – Mazsalaca reconstructed road section on the Estonian and Latvian border constructed pursuant to the Estonia-Latvia programme was opened on September 11th. Reconstruction cost was 4,630,882 euros and 57% of funds came from the EU Regional Development Fund.

Pursuant to the contract entered by the ERA and representatives of OÜ Valga Teed on 3. April 2012, the 16.2 km road section taking from Kilingi-Nõmme to state border through Kiisa (km 0.529 – 16.728) and the 17.4 km road section on Latvian side from the state border to Mazsalaca (km 0.0-17.436) were reconstructed so the nearly 34 km long road between Kilingi-Nõmme and Mazsalaca got a brand new appearance. The road section on Latvian side was ready in November 2012 as planned and the road section on Estonian side in August 2013, a little earlier than planned.

The Tartu western bypass IV construction area, i.e. Postimaja junction.

On the Estonian side, the existing gravel road was completely constructed into road of dust free pavement according to the triple surfacing method and the steepest curves of the road section were also straightened. On Latvian side, the gravel road part, which made half of the length of the whole road section, was constructed into dust free paved road like in Estonia, the existing asphalt concrete pavement was repaired on the rest of the road section; the road section was also a bit widened. Trenches were dug and culverts fixed.

A new **Jõhvi junction** was festively opened on October 18th, contractual cost of which was 10,371,555 euros. Construction was financed in full by the EU Cohesion Fund. Contractors of the object were joint tenderers AS Teede REV-2 and OÜ Tilts Eesti Filiaal, supervision was executed by AS Taalri Varahaldus.

Construction of the new junction started in autumn of 2011 and the construction of foundations for intermediate pillars of the first part of the parallel overpass featuring a 7.5 metres wide and 246 metres long lane was started in February 2012 (overpass was opened for trafficking in November of the same year. The second part of the parallel overpass was ready in October 2013. Demolition of the previous overpass constructed in 1977 took place in two stages due to which it was possible to uphold trafficking for the whole construction period. 5000 tons of different asphalt mixtures were used for constructing the Jõhvi junction and the parallel overpass took nearly 6000 cubic metres of concrete.

Approximately three kilometres of piping and utility networks were laid down during the construction.

The new **Aruvalla-Kose road section** on Tallinn-Tartu road was festively opened on November 18th, construction of which cost 54,181,883 euros. 85% of funding came from the EU Cohesion Fund.

Traffic directions of the constructed road section (km 26.7- 40.0) are separated by a 6 metres wide central reserve and the 13.3 km long road section features three grade separated junctions (Siniallika, Kolu and Kuivajõe, respectively on 29.7, 32.9 and 37.2 kilometres) and two grade separated crossings (Kurena and Liiva on 35.2 and 39,2 kilometres). Two Kuivajõe junction overpasses and pedestrian bridge, Kurena crossing and ecoduct on km 33.8 for wildlife run over the main road, Additionally, 20.1 km of collecting roads, 7.1 km of footpaths and cycle tracks, light traffic tunnel on km 28 and 6.9 km of noise barriers were constructed. The object was designed by Ramboll Eesti AS and constructed by Nordecon AS; the warranty period is 5 years.

The 34 km long road connecting Kilingi-Nõmme and Mazsalaca got a new face. Latvian youth stroke up a dance on opening of the reconstructed road section.

The Tartu western bypass IV construction area, i.e. Postimaja junction, was opened on November 22nd 2013. This junction created a safe entry to Tartu for those coming from the directions of Tallinn and Southern Estonia. With construction of the junction of Tartu Postimaja as apart of it gave a safe entry to those entering Tartu from the directions of Tallinn and Southern Estonia. As for the ERA part, construction cost nearly 18.6 million euros, 85% of which was funded by the EU Cohesion Fund.

During the construction works of IV construction area from Variku overpass to Lemmatsi junction in Ülenurme Rural Municipality, 2.17 kilometres of main road was renovated out of which 1.77 km was constructed into a 2+2 lane road with a barrier. The 51 meters long railroad viaduct and 41 meters long road overpass created one grade separated crossing with the railroad and one grade separated junction. As the result of reconstruction works, the traffic users obtained 5.9 kilometres of ramp and collecting roads and 5.2 kilometres of footpaths and cycle tracks.
Additionally, 570 m of noise barrier walls and ridges and 16.5 km of rainwater drainage utility lines were constructed and 23 km of kerbs were installed.

The Postimaja junction is important for ensuring the safety of pedestrians and cyclists but also increases road safety for vehicle drivers since the construction works enabled to eliminate one of the most dangerous spots in the Tartu region – the Tõrvandi railroad crossing. During reconstruction of Lemmatsi and Rehepapi roads, both roads got a footpath and a cycling track, new rainwater utility line system was found, street illumination installed, new asphalt concrete pavement laid and additional road signs and signposts installed. The main contractor of the construction works was AS Nordecon, owner supervision was executed by AS Taalri Varahaldus.

When compared to the previous year, paved road construction and repairs increased (224 km; 203 km in 2012), dust free pavement of gravel roads increased (181 km; 158 km in 2012), surfacing increased (1051.6 km, last year 848 km), gravel road repairing increased (362 km, last year 290 km) and the total volume of constructed and repaired roads also increased (1819 km, last year 1599 km). 43 km of footpaths and cycling tracks (last year 39 km) and 50 bridges and overpasses (last year 37) were constructed.

SATISFACTION OF BICYCLISTS WITH DRIVING CONDITIONS ON ESTONIAN ROADS

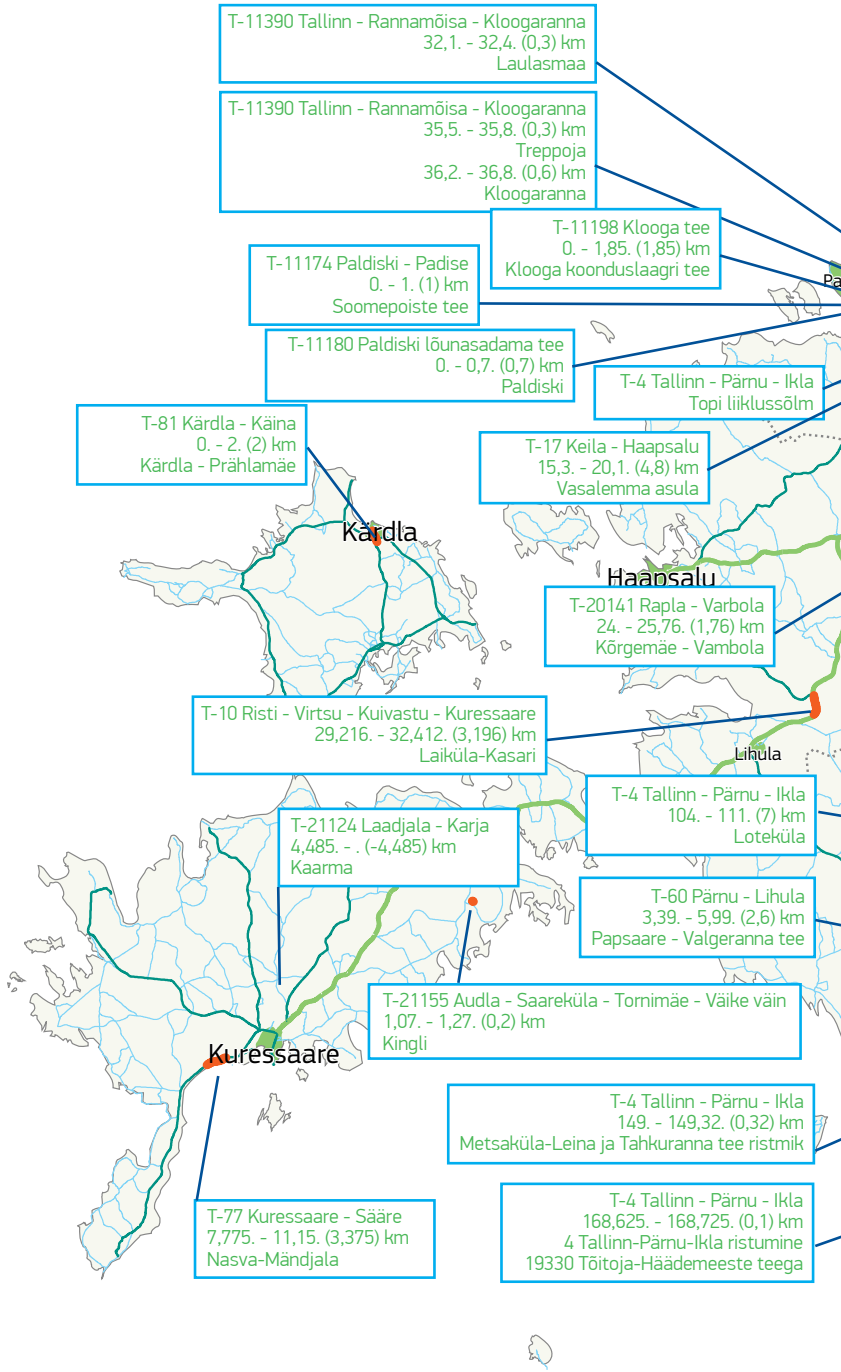
IN 2013

Cycling has become a considerable and convenient travelling option next to motor vehicles and public transport. Due to this, the trafficking picture on Estonian roads has become more colourful within the last years. The "Satisfaction of Bicyclists with Driving Conditions on Estonian Roads 2013" study organised by the ERA shows that the cyclists are generally satisfied with cycling conditions (60% of respondents) but Estonian roads and streets are not safe for them – this is the opinion of six cyclists out of ten.

Residents of rural areas using bicycles as transport means for getting to work, shop, and school are more critical. Low safety is also illustrated by the fact that only 43% of all responding cyclists consider themselves to be equal partners of vehicle drivers.

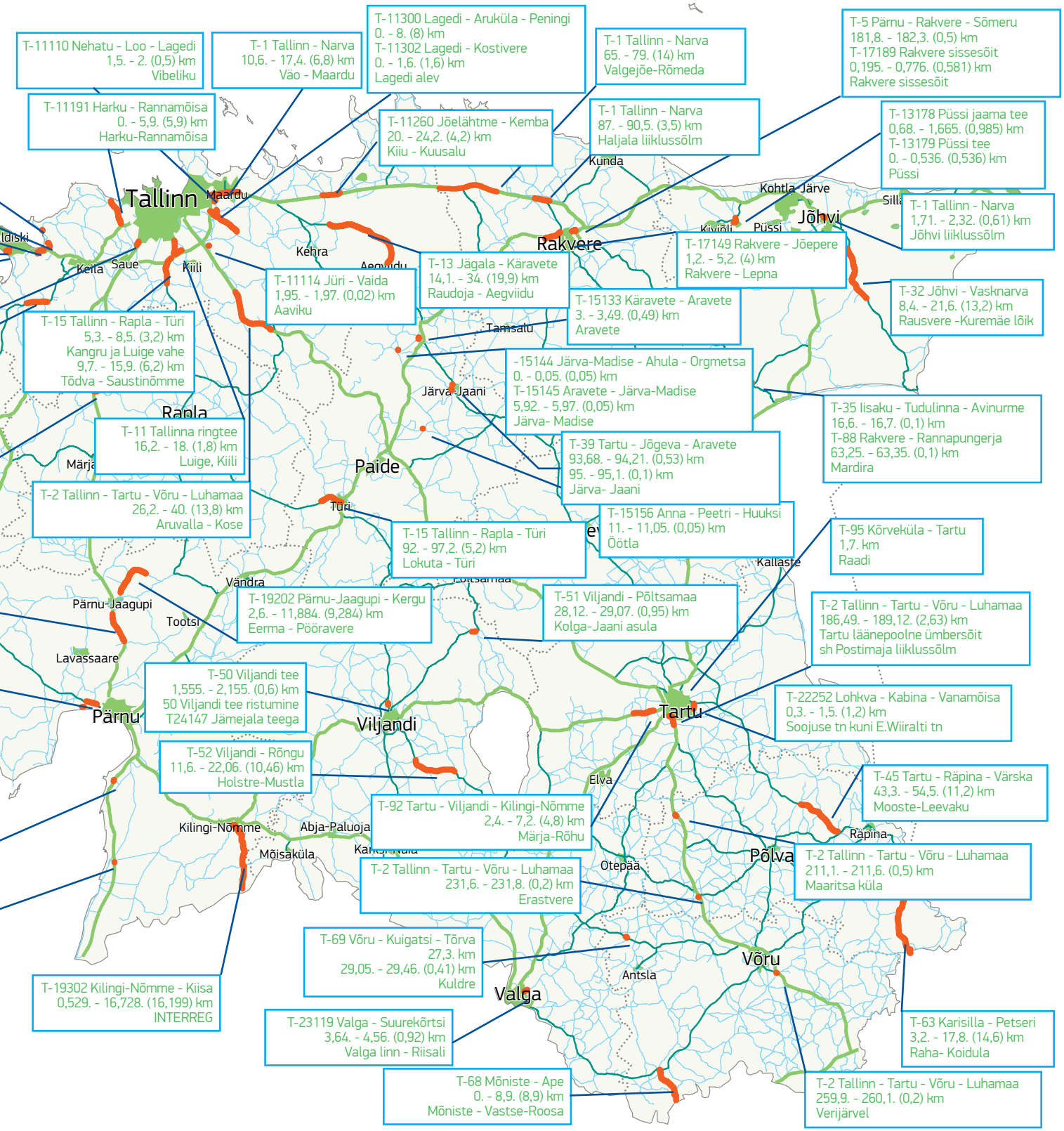
The major risk for bicyclists is the general low trafficking culture, i.e. low consideration of road users towards other road users (58% of respondents). Bicyclists themselves believe that they would be safer if there were more cycling tracks, roads would be wider, shoulders in better condition and markings were better and more visible. Cyclists themselves should wear helmets, reflectors, bright-coloured safety vests. Respective notification campaigns are also necessary.

Analysis of traffic accidents involving cyclists showed that the number of cycling accidents increases in May-June mostly in cities and amongst younger schoolchildren. Middle-aged and senior cyclists get into accidents more often during the second half of summer. The highest risk of cycling accidents is that of children aged 10-13 years living outside of major cities. For cyclists, the most problematic issue is crossing roads on junctions without traffic lights.



MAJOR RECONSTRUCTIONS OF NATIONAL ROADS

IN 2013



ESTONIAN ROAD MUSEUM

2013 was a successful and thrilling year for the Road Museum. A total of 35 000 persons visited the museum, the number of foreign visitors increased.

As if appreciation for work done so far, the yellow National Geographic magazine's window was festively opened in the Road Museum in summer together with the Postitee. Each window of 21 windows in three Southern Estonian counties tells a story about a special place next to Russia and Latvia and at the border of the European Union to where the urban and industrial world does not yet reach.

This continuously high interest puts the museum in front of a pleasant obligation to engage in constant improvement of exposition, renewal of events and special programmes.

COLLECTIONS AND SCIENTIFIC ACTIVITIES

2077 items were added to the museum's collection and by the end of the year the total number of items reached to 33 000.

In spring, the museum called upon people to share their memories about purchasing cars in Soviet Estonia. The goal was to gain information about black market of used cars in Soviet Estonia: how vehicles were bought, sold, and exchanged. Collecting memories was one part of the larger research project executed by the Road Museum - "Distribution and Availability of Passenger Cars in Soviet Estonia".
A total of approximately half a hundred writings were received, they are yet to be worked through more thoroughly.

Collecting of car training materials this year brought several training stands, models unveiling the work of mechanisms, posters, etc to the museum. Additionally a collection of Soviet Union manufactured car models and a special type of horse sleigh was donated to the museum. And, a motorbike Tuula-200 is also worth mention-


Risti jaam 0.5 km. I kl.
Reval 198 km
Narva 192 km
Põltsamaa 62 km
69 km Tartu тарту
61 km Viljandi вилянди
Pärnu пярну 118 km
Viljandi вилянди 52 km

ing – this made the collection of most well-known Tuula models complete.

Moskvitš 407 belonging to the Road Museum veteran Mr Gross filled the gap of 1960ies in the museum's car collection. At the end of the year we acquired a car-shop of 1990ies, the so-called "lavka", that shall provide services to the Teeaeg (Road Age) visitors during the next season.

The pearl of restoration works of 2013 turned out to be a 1961 motorcycle Kovrovets 15 A. The last owner of the piece had rebuilt the motorcycle a lot, cut, and removed details. A so-to-say donor motorcycle was found to repair the bike and replace missing parts. Most of restoration works were done in the museum. Now, the motorcycle can be regarded 98% original.

Another interesting work was partial restoration and conservation of an apothecary-shopping cart. The cart is a sales counter on wheels from the fifties, last used in Võsu apothecary. The completed work was used as an exhibit of Road Age.

There was one more small and unique addition to the Road Age environment. Quite a peculiar contest was organised to find the grandest chuckhole of Estonia. It was found right in front of Jeti Ice Hall in Tallinn. The winner was a cute heart-shaped pothole. Photo competition was a part of Road Museum's renewing exposition environment Road Age introducing road damage types and their reasons.

A little due to this activity, discussions started again with the focus over disintegrating road pavement from a wider perspective. The discussion enabled to speak about the impact of traffic load, weather, maintenance and time over roads and what we can do ourselves to decrease the amount of holes (studded tires, more public transport, driving routes of cargo vehicles, etc).
This slightly self-ironic hole-event brought about recognition to the museum also from colleagues. The "road hole contest" was selected as one of the Deed of the Year of Road Administration.

EXHIBITIONS AND PROGRAMMES

Besides collecting and preservation, museum's task is also to show what has been collected and to do that not only during regular open hours of the museum but also through different events.

The museum's open-air environment Teeaeg started work in full speed on May 1st offering joy with a seasonal exhibition "Brought by Road". A special timetravel on road to innovations brought to Estonia awaited visitors in the historic road room. After all, roads have been the main means of distributing new inventions and ideas throughout time. Acceptance of innovations did not always come easily, some have taken a lot of time and getting used to – whether it is a simple grain like rye, skill to inoculate or celebrate a birthday as an important event.

The European Night of Museums 2013 was titled "People in the Night". According to the theme, the Road Museum brought colourful stories of famous persons about their cars to the visitors. Additionally the museum presented the passenger car Pobeda GAZ-M-20 that the famous Estonian composer Gustav Ernesaks owned and preferred to a fancy Volga.

One of the most important summer events has always been the Post Station Day. When the museum has been full of old and buzzy machinery, this time bicycles were shown. Varbuse Horse Postal Station took the visitors into the year of 1913, to a summer party of Warbuse Bicyclists.

Reviving important events and taking visitors back in time into a new environment has always been considered as one of the peculiarities of the Road Museum. Museum's birthday on July 28th was not any different. The party took place in 1969 when friendly amateur contest took place between the Varbuse Road Supervisory area of Põlva Road Authority hobbyists and Häädemeeste Road Supervisory area of Pärnu Road Authority hobbyists. A long table was laid out for participants, guests were welcomed by snappy tape recorder music, and party was kept up by a local women ensemble, accordion player, and folk dancers.

Postal Road Revelry held for the second time this summer included the Road Museum to the mutual family with other Postal Road companies. The main goal of the merry family day was to notify the visitors that the road sec-

tion with dignified history and states as the most beautiful asphalt road of Estonia offers a colourful palette of different services. Additionally to the Estonian Road Museum and Põlva Peasant Museum, the road section also features different lodging and catering spots, hiking trails, beautiful gardens, cosy family businesses and even an airport. This event was recognised as the best cooperation project of the year by non-profit associations of Põlvamaa.

Even though summer theatre did not take place this summer in the Postal Office courtyard, all younger museum visitors still had the option to see the children play "Ennemuistsed jutud" by theatre Miksteater.

For the fourth time already, the summer season ended with the Grandparents Day. IZ motorcycles drove to Varbuse this day to celebrate passing of 85 years as of the birth of the first IZ model.

The autumn period featured traditional traffic day for seniors, Fathers' Day programmes and road history conference that took place in Viljandi and formed a part of events dedicated to the 95th birthday of the Road Administration.

The year ended with the Christmas programme "Valguse tee" (Road of Light). 300 Cristmas wayfarers discussed different natural lighting sources and why humans started to use artificial lighting sources, what has been the story of their development and how they help people in their everyday life.

TRAFFIC EDUCATION

The Road Museum continuously develops the tradition to combine history and traffic education in their programmes. After all, a museum environment offers a perfect opportunity for that.

Safe traffic day took place on May 7th and was meant for 4th to 6th grade students. This is the age when children take their bicycler examinations. The reason for choosing this topic was that children do pass the examination for a driving licence of a bicycle in good colours but they still go driving in a high-spirited manner without thinking about traffic safety. Traffic city of the museum enabled to try out driving skills, see if bikes have all the reflectors necessary for safe trafficking and whether these are correctly mounted. Young bicycle drivers were also reminded hot to fasten helmets correctly and what may happen otherwise.

The family traffic day in summer was a grand birthday party because several traffic safety pillars celebrated their anniversaries. 75 years has passed since using the "Sebra" (zebra, pedestrian crossing), 40 years has passed since the first safety belt manufactured by Norma and 125 since bicycle tire was introduces. So the jubilee wind of events celebrated in the museum in 2013 floated even into traffic programmes.

The traffic day in May continued in September with the traditional traffic week "I Want and Can Move Safely in Traffic". Students were able to test themselves behind the wheel of a roadster, practice for bicycle exam on the museum's "wag" route and gain more information about how to stay safe in traffic.

TRAFFIC COUNT

IN 2013

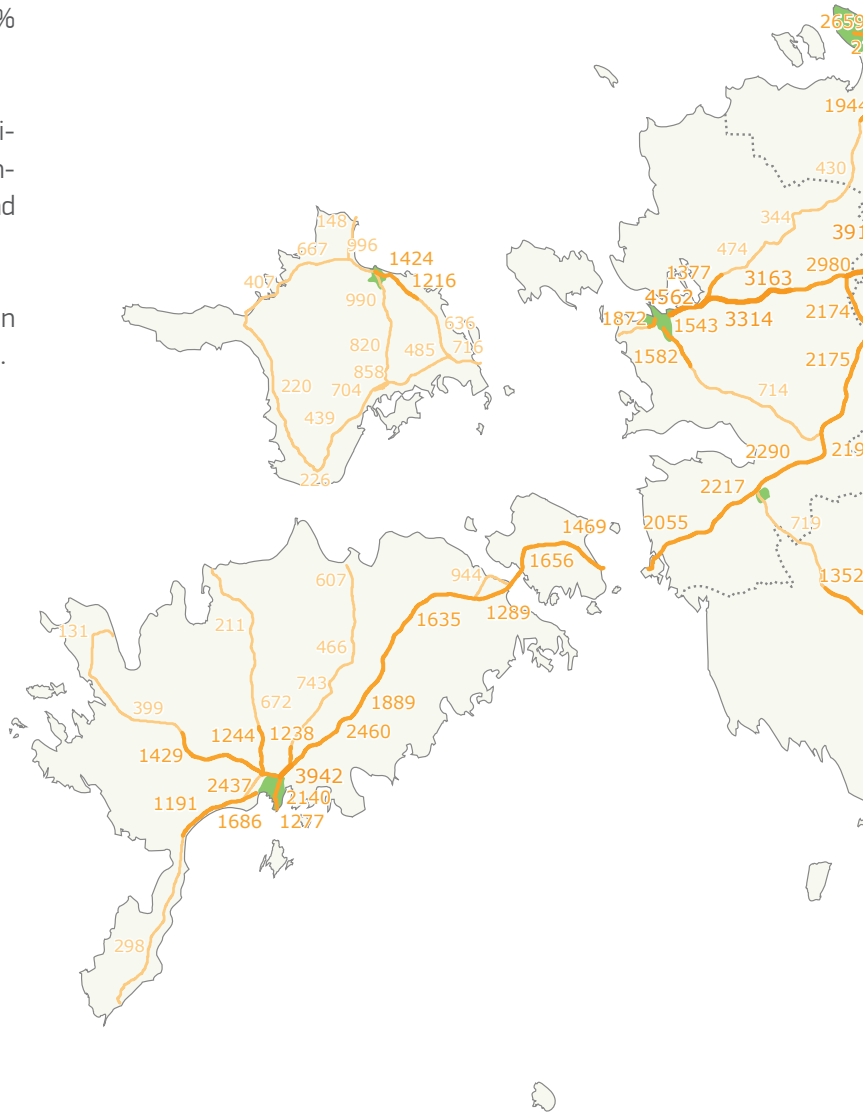
Changes in Estonian economy reflect directly also in the results of traffic counting. While the traffic volume increased steadily during 1998-2007 reaching to approximately 6-10 percent a year on main and basic roads, the traffic count during 2008-2010 decreased and turned slightly upwards again in 2011 (growth 0.5%). When compared to 2011, traffic volume increased on national roads by 0.1% in 2012 and 2.0% in 2013 when compared to 2012.

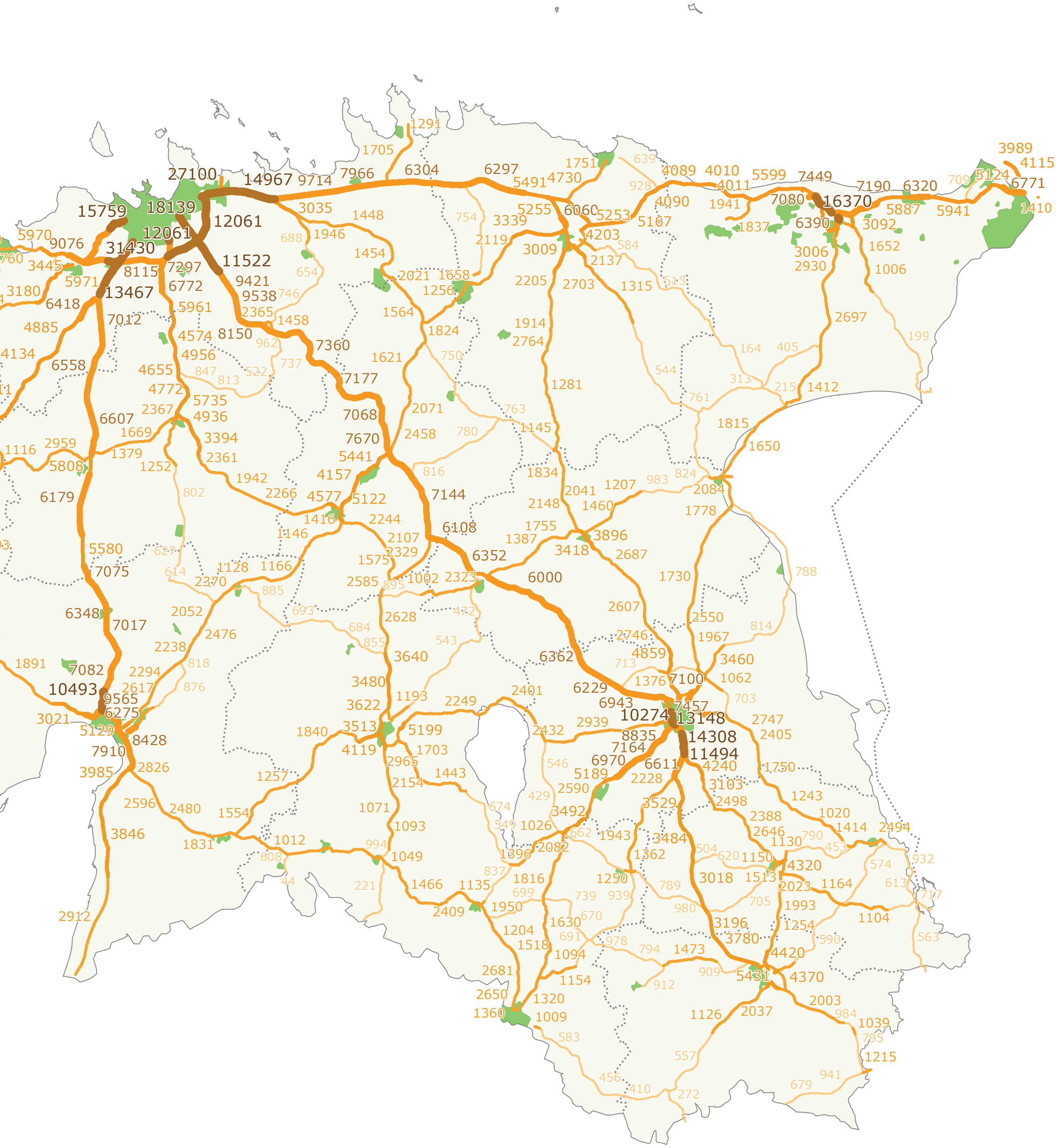
The road section with the highest traffic volume continues to be the city border area of Tallinn on the Tallinn-Pärnu-Ikla road – average yearly traffic volume of road section 13.0-13.7 km was 31,430 vehicles daily.

1 new stationary counting point Loo was constructed in 2013, which is the only 6-lane counting point in Estonia.

AVERAGE DAILY TRAFFIC VOLUME ANNUALLY
VEHICLES PER DAY

- 10 000 or more vehicles per day
- 6000 - 9999 vehicles per day
- 3000 - 5999 vehicles per day
- 1000 - 2999 vehicles per day
- Less than 1000 vehicles per day

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1116
2959
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2361
5441
5808
1252
4157
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1128
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814
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2746
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1967
2238
543
3640
6362
4859
1891
713
3460
7082
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2294
1376
7100
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10493
2617
876
3480
1193
2401
6229
9565
2249
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3021
6943
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7457
10274
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13148
5129
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8428
1840
5199
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2939
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14308
4119
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7910
11494
2965
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6970
6611
4240
3985
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1443
5189
2228
2154
3103
1257
2590
429
1243
2596
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1071
674
3529
2498
1554
3492
2388
1020
1093
1026
549
1943
2646
3846
662
3484
1414
2494
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1012
994
1130
790
453
1396
2082
504
620
1150
608
1049
1362
574
932
44
837
4320
221
1466
1135
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3018
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2023
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613
717
1950
2409
705
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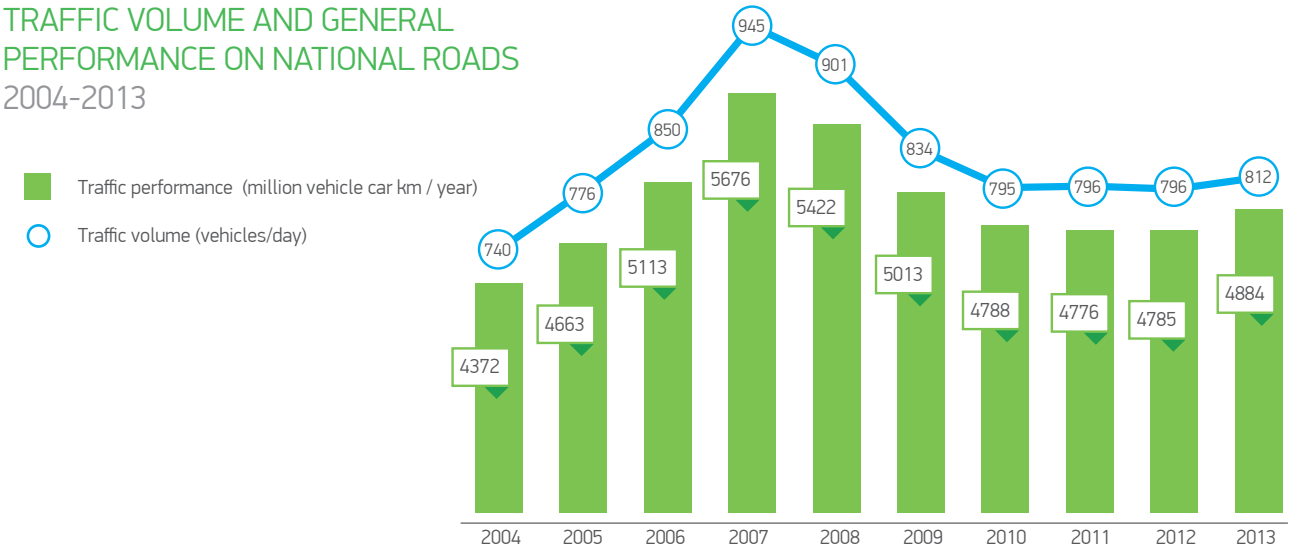
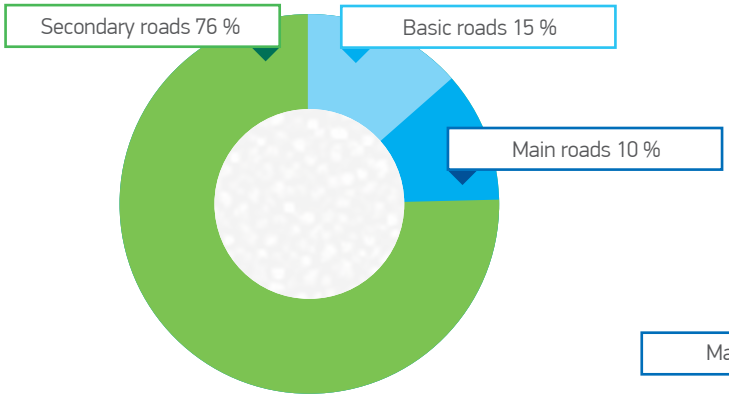
TRAFFIC VOLUME AND GENERAL PERFORMANCE ON NATIONAL ROADS 2004-2013

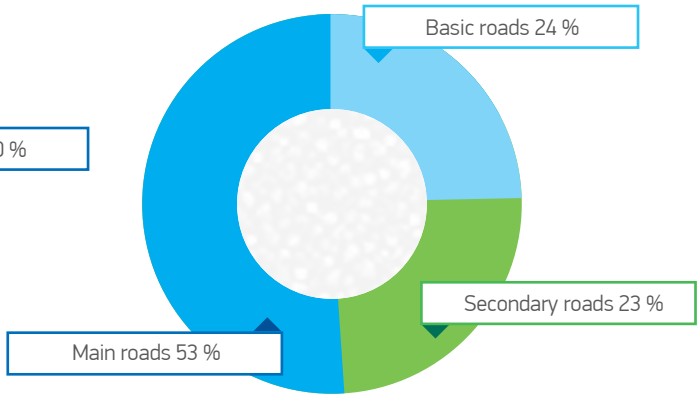


TRAFFIC PERFORMANCE DIVISION ON NATIONAL ROADS IN 2013

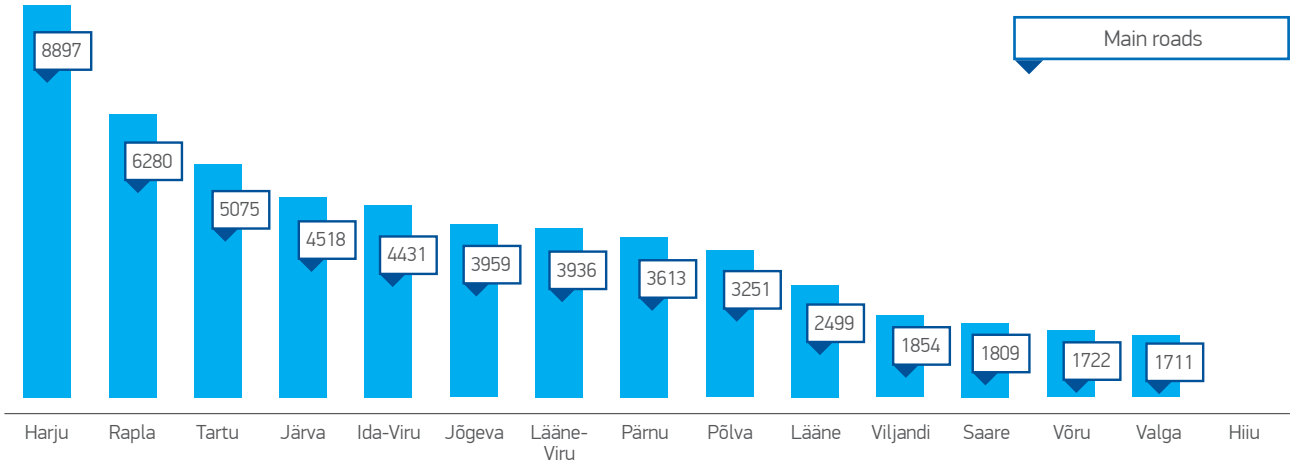
Division of national roads



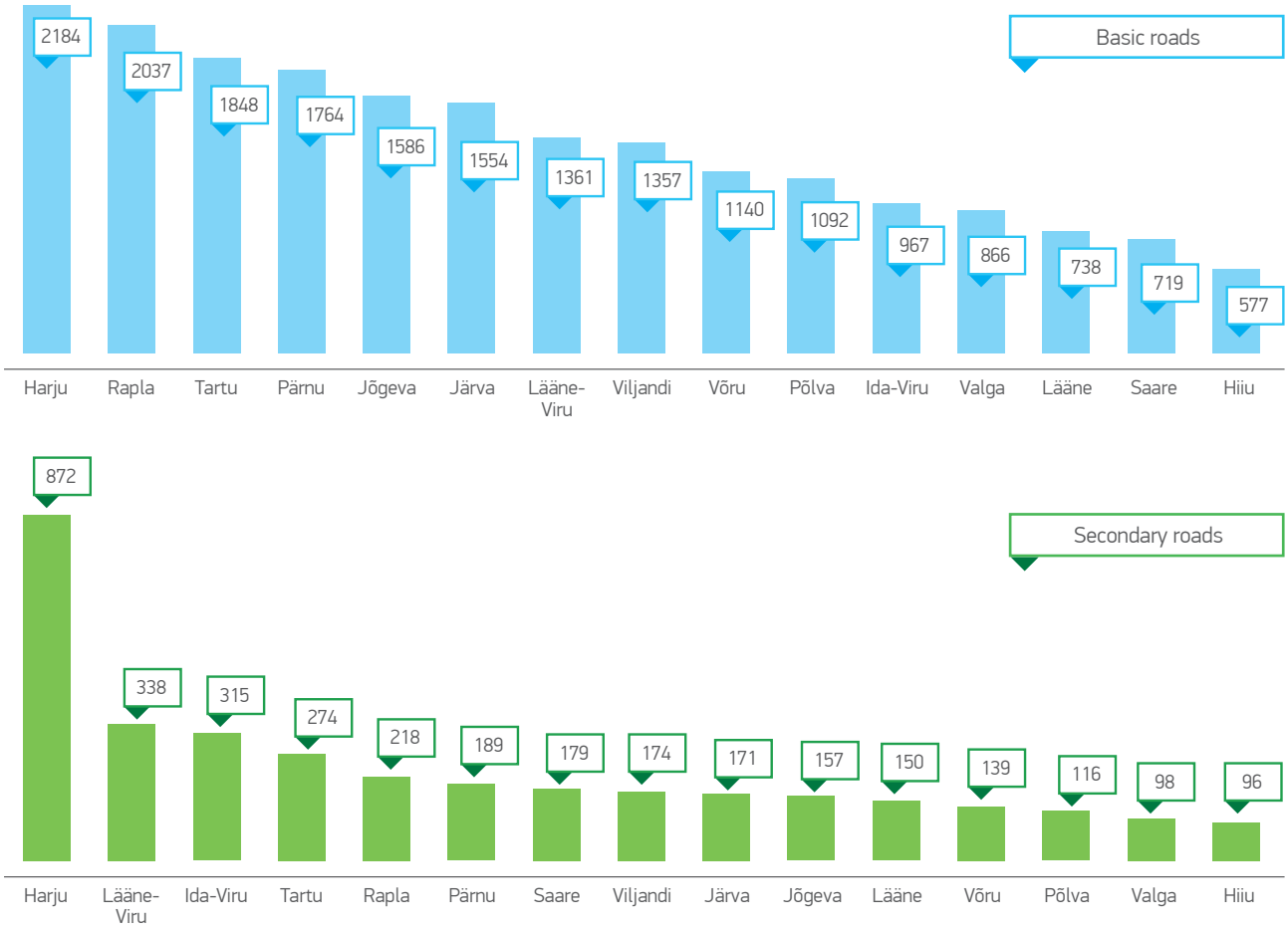
Traffic performance



AVERAGE TRAFFIC VOLUME IN COUNTIES PER 1 KM



AVERAGE TRAFFIC VOLUMES IN COUNTIES PER 1 KM



ROADWORTHINESS TEST TYPES 1.01.2013-31.12.2013

INSPECTION GROUP	INSPECTION CLASS	AMOUNT OF ROAD-WORTHI-NESS TESTS	GOOD CONDITION	REPEATED	AMOUNT OF VEHICLES	AGE OF VEHICLES	REPETITIVE %
ADR International	ADR International	277	275	2	273	5	0,72
ADR International	ADR International duplicate	5	5	0	5	6	0,00
ADR International	ADR International repetitive	1	1	0	1	9	0,00
ADR International	ADR International extension	861	832	27	823	7	3,14
ADR Domestic	ADR Domestic	92	82	10	89	12	10,87
ADR Domestic	ADR Domestic repetitive	10	10	0	10	13	0,00
ADR Domestic	ADR Domestic extension	156	145	11	151	15	7,05
Emergency vehicle	Alarm	987	979	8	974	13	0,81
Emergency vehicle	Alarm repetitive	4	4	0	4	26	0,00
Regular	Duplicate	21	21	0	21	8	0,00
Regular	Extraordinary	745	650	95	648	15	12,75
Regular	Repetitive	36466	36019	446	35845	15	1,22
Regular	Regular	428185	385991	41954	413340	14	9,80
International	International	5101	4930	171	4979	6	3,35
International	International duplicate	75	75	0	74	6	0,00
International	International repetitive	8	8	0	8	9	0,00
International	International extending	11603	11188	412	10938	7	3,55
Certificate	Euro3	2083	1970	113	1967	9	5,42
Certificate	Euro3 duplicate	3	3	0	3	9	0,00
Certificate	Euro3 repetitive	10	10	0	10	10	0,00
Certificate	Euro4	2327	2249	77	2237	6	3,31
Certificate	Euro4 duplicate	10	10	0	10	6	0,00
Certificate	Euro4 repetitive	11	11	0	11	8	0,00
Certificate	Euro5	5374	5286	86	5174	3	1,60
Certificate	Euro5 duplicate	43	43	0	42	4	0,00
Certificate	Euro5 repetitive	10	10	0	10	4	0,00
Certificate	Certificate	1508	1470	38	1462	4	2,52
Certificate	Certificate duplicate	6	6	0	6	4	0,00
Certificate	Certificate repetitive	2	2	0	2	11	0,00
Taxi	Taxi	3689	3636	52	3498	10	1,41
Taxi	Taxi duplicate	16	16	0	16	8	0,00
Taxi	Taxi repetitive	22	22	0	22	9	0,00
Vehicle for driving practice and examination	Vehicle for driving practice and examination	983	956	27	948	9	2,75
Vehicle for driving practice and examination	Vehicle for driving practice and examination duplicate	1	1	0	1	13	0,00
Vehicle for driving practice and examination	Vehicle for driving practice and examination repetitive	6	6	0	6	11	0,00
TOTAL		**500701**	**456922**	**43529**	**483608**	**13**	**8,69**

MANUFACTURING YEARS OF VEHICLES PASSING ROADWORTHINESS TEST 1.01.2013-31.12.2013
MANUFACTURING YEARS 2013-1977

MANUFACTURING YEAR OF THE VEHICLE	ROADWORTHINESS TESTS			REGULAR ROADWORTHINESS TESTS				AMOUNJT OF VEHICLES	AVERAGE HODOMETER INDICATION
	TOTAL	IN ORDER	REPETITIVE	TOTAL	IN ORDER	REPETITIVE	REPETITIVE %		
2013	3556	3552	4	71	69	2	2,82	1864	67 625
2012	7836	7713	119	4209	4121	84	2,00	4153	68 644
2011	7953	7722	223	4961	4778	175	3,53	4656	100 787
2010	11100	10882	212	9968	9773	189	1,90	9702	96 289
2009	8452	8211	236	7584	7362	217	2,86	7321	117 447
2008	29733	28645	1074	25967	24981	973	3,75	24874	142 036
2007	34307	32688	1598	29417	27957	1441	4,90	27749	167 248
2006	28442	26908	1516	25278	23847	1416	5,60	23752	183 872
2005	21426	19962	1457	19524	18129	1388	7,11	18045	200 892
2004	23682	21785	1888	22221	20395	1817	8,18	20374	200 834
2003	16219	14953	1259	14940	13740	1195	8,00	13694	233 206
2002	23013	20830	2177	21844	19747	2091	9,57	19186	220 701
2001	28808	26121	2681	27859	25205	2648	9,51	24341	231 407
2000	30041	27096	2937	29144	26251	2885	9,90	25317	236 220
1999	30401	27240	3150	29707	26578	3118	10,50	25641	244 339
1998	30272	26910	3345	29560	26235	3308	11,19	25425	245 725
1997	27978	24699	3263	27396	24150	3230	11,79	23398	248 697
1996	23401	20574	2815	23034	20228	2794	12,13	19625	250 736
1995	20504	17920	2577	20276	17700	2569	12,67	17238	249 690
1994	18013	15727	2279	17833	15552	2274	12,75	15124	251 233
1993	14976	12927	2042	14849	12804	2038	13,72	12548	246 644
1992	14723	12780	1936	14578	12642	1929	13,23	12353	250 890
1991	10842	9475	1359	10731	9371	1352	12,60	9193	246 985
1990	7231	6359	860	7123	6256	855	12,00	6126	231 853
1989	5571	4961	603	5500	4891	602	10,95	4801	226 426
1988	4654	4185	463	4595	4129	461	10,03	4046	224 690
1987	3453	3114	335	3397	3061	332	9,77	3013	221 686
1986	2618	2382	236	2584	2349	235	9,09	2318	205 475
1985	2262	2078	183	2227	2047	179	8,04	2012	180 533
1984	1446	1344	101	1425	1323	101	7,09	1309	162 464
1983	1174	1064	110	1151	1041	110	9,56	1029	151 153
1982	1003	907	96	980	886	94	9,59	876	139 447
1981	704	643	61	688	627	61	8,87	622	126 942
1980	668	619	49	654	606	48	7,34	594	102 572
1979	603	555	48	588	540	48	8,16	529	105 589
1978	486	450	36	472	436	36	7,63	435	93 516
1977	380	348	32	371	339	32	8,63	333	77 691

MANUFACTURING YEARS OF VEHICLES PASSING ROADWORTHINESS TEST 1.01.2013-31.12.2013

MANUFACTURING YEARS 1976-1940

MANUFACTURING YEAR OF THE VEHICLE	ROADWORTHINESS TESTS			REGULAR ROADWORTHINESS TESTS				AMOUNJT OF VEHICLES	AVERAGE HODOMETER INDICATION
	TOTAL	IN ORDER	REPETITIVE	TOTAL	IN ORDER	REPETITIVE	REPETITIVE %		
1976	379	348	30	368	337	30	8,15	337	79 102
1975	368	337	30	363	332	30	8,26	333	63 185
1974	327	299	27	321	293	27	8,41	290	61 261
1973	308	278	30	300	271	29	9,67	262	56 816
1972	215	204	11	202	191	11	5,45	191	73 812
1971	135	126	9	132	123	9	6,82	123	68 875
1970	113	106	7	109	102	7	6,42	101	50 048
1969	88	83	4	86	81	4	4,65	79	43 393
1968	81	80	1	81	80	1	1,23	79	50 223
1967	100	95	4	98	93	4	4,08	90	40 875
1966	66	59	6	65	58	6	9,23	60	67 172
1965	72	70	2	71	69	2	2,82	68	44 177
1964	56	55	1	55	54	1	1,82	54	37 290
1963	45	44	1	44	43	1	2,27	43	49 724
1962	55	55	0	55	55	0	0,00	55	34 117
1961	46	45	1	45	44	1	2,22	44	38 397
1960	42	41	1	42	41	1	2,38	41	38 148
1959	44	43	1	44	43	1	2,27	42	29 865
1958	26	24	1	26	24	1	3,85	24	46 923
1957	17	16	0	17	16	0	0,00	17	40 479
1956	22	21	1	22	21	1	4,55	21	28 833
1955	30	29	1	30	29	1	3,33	29	33 732
1954	15	15	0	15	15	0	0,00	15	25 884
1953	16	16	0	16	16	0	0,00	16	27 595
1952	7	7	0	7	7	0	0,00	7	37 527
1951	8	8	0	8	8	0	0,00	8	11 979
1950	11	11	0	11	11	0	0,00	11	27 266
1949	12	12	0	12	12	0	0,00	12	34 588
1948	8	8	0	8	8	0	0,00	8	15 446
1947	6	6	0	6	6	0	0,00	6	58 068
1946	2	2	0	2	2	0	0,00	2	4 956 777
1945	2	2	0	2	2	0	0,00	2	19 837
1944	5	5	0	5	5	0	0,00	5	17 536
1943	5	5	0	5	5	0	0,00	5	19 246
1942	3	3	0	3	3	0	0,00	3	36 982
1941	1	1	0	1	1	0	0,00	1	263
1940	5	5	0	5	5	0	0,00	5	24 864

MANUFACTURING YEARS OF VEHICLES PASSING ROADWORTHINESS TEST 1.01.2013-31.12.2013
MANUFACTURING YEARS 1939-1927

MANUFACTURING YEAR OF THE VEHICLE	ROADWORTHINESS TESTS			REGULAR ROADWORTHINESS TESTS				AMOUNJT OF VEHICLES	AVERAGE HODOMETER INDICATION
	TOTAL	IN ORDER	REPETITIVE	TOTAL	IN ORDER	REPETITIVE	REPETITIVE %		
1939	6	6	0	6	6	0	0,00	6	43 825
1938	7	7	0	7	7	0	0,00	7	50 511
1937	5	5	0	5	5	0	0,00	5	67 132
1936	4	4	0	4	4	0	0,00	4	53 579
1934	1	1	0	1	1	0	0,00	1	53 991
1932	1	1	0	1	1	0	0,00	1	68 527
1931	1	1	0	1	1	0	0,00	1	68 983
1929	1	1	0	1	1	0	0,00	1	39 978
1927	3	3	0	3	3	0	0,00	3	48 065
TOTAL	**500701**	**456922**	**43529**	**465417**	**422681**	**42495**	**9,13**	**416134**	**214 600**

CATEGORIES OF VEHICLES PASSING ROADWORTHINESS TEST 1.01.2013-31.12.2013

VEHICLE CATEGORY	ROADWORTHINESS TESTS			REGULAR ROADWORTHINESS TESTS				AMOUNJT OF VEHICLES	AGE OF VEHICLES
	TOTAL	IN ORDER	REPETITIVE	TOTAL	IN ORDER	REPETITIVE	REPETITIVE %		
L7e	234	232	2	234	232	2	0,85	232	5
M1	339796	305829	33829	334977	301083	33757	10,08	296408	14
M1G	18407	17140	1251	18350	17084	1250	6,81	16834	11
M2	1243	1145	98	1016	926	90	8,86	757	10
M3	5056	4566	482	4046	3579	459	11,34	2516	14
N1	35994	32822	3147	35924	32752	3147	8,76	31504	10
N1G	5781	5403	377	5766	5388	377	6,54	5174	8
N2	5442	4888	549	5108	4582	521	10,20	4582	19
N2G	422	391	31	370	340	30	8,11	338	21
N3	32785	30511	2255	18150	16421	1718	9,47	16725	11
N3G	196	185	11	145	134	11	7,59	136	14
O1	15943	15712	219	15942	15711	219	1,37	15713	12
O2	5038	4946	88	4995	4903	88	1,76	4887	13
O3	142	138	4	111	108	3	2,70	108	19
O4	24962	23886	1066	11223	10510	703	6,26	11299	9
TOTAL	**500701**	**456922**	**43529**	**465417**	**422681**	**42495**	**9,13**	**416151**	**13**

ROADWORTHINESS INSPECTION STATIONS 1.01.2013-31.12.2013

BUREAU CODE	INSPECTION STATION	ROADWORTHINESS TESTS			REGULAR ROADWORTHINESS TESTS				AMOUNJT OF VEHICLES	AGE OF VEHICLES
		TOTAL	IN ORDER	REPETITIVE	TOTAL	IN ORDER	REPETITIVE	REPETITIVE %		
Harjumaa	AK Tehno OÜ	896	831	65	834	773	61	7,31	780	14
Harjumaa	Auto Ülevaatuse OÜ	4073	3692	377	4014	3634	376	9,37	3610	14
Harjumaa	A-Ülevaatus OÜ (Maardu)	10482	9877	603	5708	5313	394	6,90	5889	11
Harjumaa	A-Ülevaatus OÜ (Rae)	12009	11372	635	7342	6846	494	6,73	7228	11
Harjumaa	BSN Auto OÜ	4289	3971	316	3781	3463	316	8,36	3449	12
Harjumaa	Eriala OÜ	6486	6008	477	6441	5963	477	7,41	6008	11
Harjumaa	E-Tehno OÜ (Saku)	2978	2672	306	2968	2662	306	10,31	2664	13
Harjumaa	Fameh OÜ	457	393	58	457	393	58	12,69	410	14
Harjumaa	JarmaAuto OÜ	1981	1784	197	1977	1780	197	9,96	1784	14
Harjumaa	Kava Auto OÜ	3771	3480	290	3757	3466	290	7,72	3461	13
Harjumaa	Keva AS	2859	2671	186	2637	2460	175	6,64	2448	15
Harjumaa	Sagro AS	3239	2790	449	3046	2598	448	14,71	2597	14
Harjumaa	Saue Auto AS	4303	3951	350	2949	2731	216	7,32	2943	11
Harjumaa	Tektoon-A OÜ	3347	3153	194	3346	3152	194	5,80	3148	15
Hiiumaa	Hiiu Autotrans OÜ	1806	1702	100	1706	1603	100	5,86	1583	16
Hiiumaa	Tähva OÜ	2419	2225	194	2405	2211	194	8,07	2200	15
Ida-Virumaa	Ambriss OÜ	7072	6389	683	6485	5842	643	9,92	5743	14
Ida-Virumaa	Auto Jõhvi AS	5216	4845	371	4243	3872	371	8,74	3772	13
Ida-Virumaa	E-Tehno OÜ (Kohtla-Järve)	3609	3143	466	3585	3119	466	13,00	3110	14
Ida-Virumaa	L Tehnoülevaatus OÜ	1910	1692	217	1904	1686	217	11,40	1693	14
Ida-Virumaa	Narva Auto AS	7365	6952	413	6486	6157	329	5,07	6032	15
Ida-Virumaa	Polven OÜ	1728	1631	97	1713	1617	96	5,60	1626	12
Ida-Virumaa	PolvenAuto OÜ	529	502	27	520	494	26	5,00	501	12
Ida-Virumaa	Tehnokonsult OÜ (Kohtla-Järve)	3436	3125	311	3430	3119	311	9,07	3107	14
Ida-Virumaa	Tehnorent OÜ	6496	6044	452	6096	5644	452	7,41	5628	14
Ida-Virumaa	Tehnorent OÜ	2874	2670	203	2748	2544	203	7,39	2555	14
Ida-Virumaa	Vlad Auto OÜ	2604	2388	216	2582	2366	216	8,37	2343	14
Jõgevamaa	Cartest OÜ	279	252	27	276	249	27	9,78	255	14
Jõgevamaa	Eltas Auto OÜ	3956	3568	388	3860	3475	385	9,97	3399	15
Jõgevamaa	Kate Tehnika OÜ	4230	3702	528	4216	3688	528	12,52	3701	15
Jõgevamaa	Siimusti Autoveod OÜ	6514	5933	581	6388	5807	581	9,10	5747	15
Järvamaa	Ahula TP	2997	2767	229	2994	2764	229	7,65	2771	15
Järvamaa	Ahula TP (Paide)	3571	3340	230	3217	2987	229	7,12	2967	14
Järvamaa	Amserv Paide	4216	4003	213	4171	3959	212	5,08	3949	13
Järvamaa	Assotrans AS	168	151	17	167	151	16	9,58	153	13
Järvamaa	Taure AS	3079	2882	197	3021	2824	197	6,52	2797	15
Läänemaa	Evereng OÜ	3904	3388	515	3884	3368	515	13,26	3404	14

BUREAU CODE	INSPECTION STATION	ROADWORTHINESS TESTS			REGULAR ROADWORTHINESS TESTS				AMOUNT OF VEHICLES	AGE OF VEHICLES
		TOTAL	IN ORDER	REPETITIVE	TOTAL	IN ORDER	REPETITIVE	REPETITIVE %		
Läänemaa	Trebelgon OÜ	3669	3310	353	3458	3103	349	10,09	3079	13
Lääne-Virumaa	A-Ülevaatus OÜ (Rakvere)	7406	6884	520	7048	6533	515	7,31	6452	15
Lääne-Virumaa	Egesten OÜ	5134	4747	386	4921	4544	376	7,64	4525	13
Lääne-Virumaa	I.S.P.K. Auto OÜ	3858	3610	248	3785	3537	248	6,55	3517	13
Lääne-Virumaa	Tehnokonsult OÜ (Rakvere)	5716	5206	507	5605	5096	506	9,03	5039	14
Lääne-Virumaa	Tehnokonsult OÜ (Tapa)	2023	1845	175	1988	1810	175	8,80	1834	14
Põlvamaa	A-Ülevaatus OÜ (Räpina)	1801	1593	203	1792	1585	202	11,27	1602	15
Põlvamaa	E-Tehno OÜ (Põlva)	6318	5625	693	6223	5530	693	11,14	5469	15
Põlvamaa	Haugas OÜ	5508	4805	700	5292	4589	700	13,23	4564	16
Pärnumaa	Amserv Pärnu	2508	2407	101	2459	2359	100	4,07	2354	11
Pärnumaa	Händel OÜ	2180	1972	207	2150	1942	207	9,63	1966	14
Pärnumaa	Koonga Tehno OÜ	4374	3940	434	4342	3908	434	10,00	3921	16
Pärnumaa	Lavi Autoteenindus OÜ	1219	1113	106	1219	1113	106	8,70	1098	16
Pärnumaa	T.Ü.V Mauri OÜ	2906	2625	281	2880	2599	281	9,76	2622	13
Pärnumaa	Tehnilise Ülevaatuse OÜ	10285	9359	909	9674	8749	908	9,39	8717	14
Pärnumaa	Tehnokuller AS (Papiniidu)	6592	6160	432	6392	5963	429	6,71	5959	12
Pärnumaa	Tehnokuller AS (Sauga)	6143	5641	496	5032	4532	494	9,82	4495	14
Raplamaa	Kohila Tehno OÜ	1620	1453	167	1620	1453	167	10,31	1472	13
Raplamaa	Tavs Auto OÜ	2574	2364	209	2540	2330	209	8,23	2332	14
Raplamaa	Thalia LV	4849	4618	227	4543	4312	227	5,00	4251	13
Saaremaa	AS GoBus (Saaremaa)	5578	5152	426	5464	5038	426	7,80	5001	16
Saaremaa	Metra AP OÜ	4769	4099	665	4736	4068	663	14,00	4096	14
Saaremaa	Tesman Auto OÜ	3054	2754	299	3034	2734	299	9,85	2743	13
Tallinn	ABC Tehno OÜ	4492	4089	403	4417	4014	403	9,12	4026	12
Tallinn	Amserv Tallinn	6656	6381	273	6539	6264	273	4,17	6278	9
Tallinn	A-Ülevaatus OÜ (Lasnamäe)	2831	2590	238	2812	2573	236	8,39	2585	11
Tallinn	A-Ülevaatus OÜ (Pelgulinna)	10118	9212	906	9043	8164	879	9,72	8231	13
Tallinn	BSN Auto (Betooni)	10067	9419	645	7000	6358	639	9,13	6321	11
Tallinn	BSN Auto Plus OÜ	531	455	76	522	446	76	14,56	468	12
Tallinn	Center Services OÜ	17354	15632	1722	15724	14153	1571	9,99	14133	13
Tallinn	E-Tehno OÜ (Tallinn)	7232	6478	745	7072	6320	743	10,51	6374	12
Tallinn	Hansamarks OÜ	2900	2565	335	2819	2485	334	11,85	2549	13
Tallinn	Hansamarks OÜ	5413	4782	626	5319	4691	623	11,71	4746	13
Tallinn	Jantech Grupp OÜ	4884	4426	458	4662	4209	453	9,72	4289	12
Tallinn	Maitene OÜ	3060	2652	408	3047	2639	408	13,39	2664	12
Tallinn	Pikaliiva Grupp OÜ	6570	6017	553	6447	5909	538	8,34	5954	11
Tallinn	Profdiagnostik OÜ	12261	10477	1778	12208	10425	1777	14,56	10752	10
Tallinn	Progates OÜ	3532	3091	438	3423	2984	436	12,74	3032	12
Tallinn	Revo H.V. OÜ	10185	9090	1093	9942	8847	1093	10,99	8762	14

BUREAU CODE	INSPECTION STATION	ROADWORTHINESS TESTS			REGULAR ROADWORTHINESS TESTS				AMOUNJT OF VEHICLES	AGE OF VEHICLES
		TOTAL	IN ORDER	REPETITIVE	TOTAL	IN ORDER	REPETITIVE	REPETITIVE %		
Tallinn	Tallinna Autobussikoondise AS	623	562	58	562	501	58	10,32	503	13
Tallinn	Tallinna Linnatranspordi AS	3234	2908	319	3033	2708	318	10,48	2614	13
Tallinn	Targa OÜ	10762	10254	506	8964	8467	495	5,52	8584	12
Tallinn	Tehnokonsult OÜ (Tallinn)	5674	5024	649	5552	4911	640	11,53	4984	11
Tallinn	Tehnotop OÜ	3005	2706	299	2970	2671	299	10,07	2699	12
Tallinn	Termaki Autopargi AS	3861	3440	413	3808	3388	412	10,82	3388	13
Tallinn	TRK Värvid OÜ	5349	4705	614	5283	4639	614	11,62	4634	12
Tallinn	Tulika Autokeskuse OÜ	4432	3952	477	3929	3449	477	12,14	3683	10
Tallinn	TÜV Eesti OÜ	6844	6317	526	6032	5508	523	8,67	5472	13
Tartumaa	A-Ekspert AS	5434	5150	272	5358	5074	272	5,08	5092	12
Tartumaa	Amserv Tartu	2079	1943	136	2035	1899	136	6,68	1930	13
Tartumaa	Autovedur OÜ	4574	4232	342	4155	3816	339	8,16	3765	14
Tartumaa	Autoveod-Tehnika AS	4028	3832	195	3230	3035	194	6,01	3058	11
Tartumaa	A-Ülevaatus OÜ (Jaama)	6023	5531	488	5949	5457	488	8,20	5507	13
Tartumaa	A-Ülevaatus OÜ (Tähe)	10638	9750	866	8519	7757	745	8,75	7765	12
Tartumaa	E-Tehno OÜ (Elva)	6344	5725	618	6327	5708	618	9,77	5663	15
Tartumaa	E-Tehno OÜ (Tartu Turu tn)	1224	1138	86	1216	1130	86	7,07	1125	13
Tartumaa	E-Tehno OÜ (Tartu)	10763	9844	917	10585	9667	916	8,65	9651	13
Tartumaa	Everfeld OÜ	620	543	77	620	543	77	12,42	557	12
Tartumaa	GoCarInspection OÜ	2400	2240	159	2346	2186	159	6,78	2222	14
Tartumaa	Kagu Sell OÜ	8105	7469	633	7885	7251	631	8,00	7178	15
Tartumaa	Käpp Grupp OÜ	8603	7573	1026	8522	7493	1025	12,03	7453	13
Tartumaa	Tehnokonsult OÜ (Tartu)	4021	3383	624	3980	3343	623	15,65	3370	13
Valgamaa	ORT Tehnoülevaatus OÜ	4390	3904	486	4377	3891	486	11,10	3884	16
Valgamaa	Valga Autoülevaatus OÜ	4694	4424	270	4682	4412	270	5,77	4384	15
Valgamaa	Valga Tehnoülevaatuse OÜ	3985	3656	320	3618	3289	320	8,84	3259	15
Viljandimaa	Achtman OÜ	611	563	48	611	563	48	7,86	555	16
Viljandimaa	Amserv Viljandi	4775	4408	367	4757	4390	367	7,71	4389	14
Viljandimaa	Nuia PMT AS	1213	1098	115	1210	1095	115	9,50	1092	16
Viljandimaa	Rael AS (Raua tn)	4430	3994	436	4364	3929	435	9,97	3941	15
Viljandimaa	Rael AS (Tallinna mnt)	5218	4921	297	4996	4699	297	5,94	4663	14
Viljandimaa	Siller Auto OÜ	3427	3156	271	3395	3124	271	7,98	3107	13
TOTAL		**500701**	**456922**	**43529**	**465417**	**422681**	**42495**	**9,13**	**423898**	**13**

VEHICLE MARKS THAT PASSED ROADWORTHINESS TEST 1.01.2013-31.12.2013; PLACES 1-37

VEHICLE MAKE	ROADWORTHINESS TESTS			REGULAR ROADWORTHINESS TESTS				AMOUNJT OF VEHICLES	AGE OF VEHICLES
	TOTAL	IN ORDER	REPETITIVE	TOTAL	IN ORDER	REPETITIVE	REPETITIVE %		
VOLKSWAGEN	65010	58430	6556	64308	57735	6549	10,18	56478	15
AUDI	39641	35632	4002	39463	35457	3999	10,13	34666	16
FORD	37737	33617	4104	37438	33321	4101	10,95	32731	14
OPEL	27135	24071	3059	26476	23420	3051	11,52	23075	14
TOYOTA	23969	22507	1448	23186	21743	1429	6,16	21673	10
BMW	22619	20282	2331	22539	20205	2328	10,33	19650	15
MERCEDES-BENZ	22445	20696	1738	21650	19918	1722	7,95	19377	14
VOLVO	15873	14483	1386	15733	14345	1384	8,80	14030	13
MAZDA	14079	12681	1393	13987	12591	1391	9,94	12427	12
PEUGEOT	13497	12106	1384	13401	12010	1384	10,33	11826	10
NISSAN	12779	11520	1256	12629	11372	1254	9,93	11220	12
HONDA	11838	10954	878	11797	10913	878	7,44	10803	11
CITROEN	11477	10380	1090	11446	10349	1090	9,52	10138	8
RENAULT	9287	8288	993	9189	8192	991	10,78	8050	9
MITSUBISHI	8535	7601	928	8505	7573	926	10,89	7372	14
CHRYSLER	6857	6079	774	6791	6014	773	11,38	5899	13
SKODA	6808	6342	460	6396	5930	460	7,19	5916	8
HYUNDAI	5093	4680	409	4989	4577	408	8,18	4559	9
VAZ	4977	4445	526	4977	4445	526	10,57	4371	28
SEAT	4262	3864	398	4218	3820	398	9,44	3755	11
KIA	4229	3812	415	4187	3771	414	9,89	3754	9
SAAB	3966	3593	372	3948	3575	372	9,42	3500	13
FIAT	3550	3152	396	3528	3130	396	11,22	3047	11
SUZUKI	3207	2888	318	3195	2876	318	9,95	2851	11
JEEP	2437	2208	224	2435	2206	224	9,20	2169	13
SUBARU	2276	2138	135	2250	2112	135	6,00	2088	9
CHEVROLET	2088	1901	182	2080	1893	182	8,75	1880	13
LADA	1558	1332	226	1558	1332	226	14,51	1325	12
LEXUS	1450	1377	72	1449	1376	72	4,97	1370	8
LAND ROVER	1301	1201	100	1300	1200	100	7,69	1176	12
DACIA	855	766	89	841	752	89	10,58	753	6
DODGE	643	581	60	641	579	60	9,36	562	12
GAZ	626	584	41	624	583	40	6,41	570	34
ALFA ROMEO	579	493	84	578	492	84	14,53	483	12
UAZ	529	472	57	528	471	57	10,80	453	28
IVECO	523	467	55	522	466	55	10,54	448	10
ISUZU	500	472	28	500	472	28	5,60	454	9

VEHICLE MARKS THAT PASSED ROADWORTHINESS TEST 1.01.2013-31.12.2013; PLACES 38-74

VEHICLE MAKE	ROADWORTHINESS TESTS			REGULAR ROADWORTHINESS TESTS				AMOUNJT OF VEHICLES	AGE OF VEHICLES
	TOTAL	IN ORDER	REPETITIVE	TOTAL	IN ORDER	REPETITIVE	REPETITIVE %		
AZLK	470	414	56	470	414	56	11,91	411	30
ROVER	450	382	68	449	381	68	15,14	373	15
DAEWOO-FSO	443	374	69	443	374	69	15,58	367	13
DAEWOO	408	341	66	407	340	66	16,22	334	13
JAGUAR	372	334	38	370	332	38	10,27	334	13
CADILLAC	362	329	32	362	329	32	8,84	325	16
IZ	343	297	46	343	297	46	13,41	295	28
PONTIAC	337	300	37	337	300	37	10,98	284	20
PORSCHE	279	264	15	279	264	15	5,38	263	11
MINI	220	202	18	220	202	18	8,18	203	8
LINCOLN	189	175	14	188	174	14	7,45	170	16
SSANGYONG	171	158	13	170	157	13	7,65	154	9
ZAZ	168	144	24	168	144	24	14,29	147	33
GMC	148	128	20	148	128	20	13,51	125	16
MCC	117	95	22	117	95	22	18,80	89	13
VIS	109	95	13	109	95	13	11,93	92	11
DAIHATSU	105	95	10	105	95	10	9,52	92	18
PLYMOUTH	97	89	8	96	88	8	8,33	84	19
BUICK	91	85	6	91	85	6	6,59	84	30
AMG HUMMER	68	65	3	68	65	3	4,41	65	7
LANCIA	66	60	6	65	59	6	9,23	57	16
INFINITI	63	61	2	63	61	2	3,17	61	8
MERCURY	40	33	6	40	33	6	15,00	33	24
OLDSMOBILE	38	33	5	38	33	5	13,16	30	27
MZMA	34	33	1	34	33	1	2,94	33	54
DATSUN	30	25	5	30	25	5	16,67	25	32
SMART	29	27	1	29	27	1	3,45	27	8
MASERATI	22	21	1	22	21	1	4,55	22	10
FIAT DETHLEFFS	20	19	1	20	19	1	5,00	19	14
RAF	19	17	2	19	17	2	10,53	17	28
ZHONGHUA	19	18	1	19	18	1	5,26	18	5
PROTON	18	16	2	18	16	2	11,11	16	15
ACURA	17	14	3	17	14	3	17,65	13	12
IVECO FIAT	16	14	2	16	14	2	12,50	13	25
MG	16	14	1	16	14	1	6,25	14	27
OMAVALMISTATUD	16	16	0	16	16	0	0,00	16	14
FERRARI	15	14	1	15	14	1	6,67	14	8

VEHICLE MARKS THAT PASSED ROADWORTHINESS TEST 1.01.2013-31.12.2013; PLACES 75-111

VEHICLE MAKE	ROADWORTHINESS TESTS			REGULAR ROADWORTHINESS TESTS				AMOUNJT OF VEHICLES	AGE OF VEHICLES
	TOTAL	IN ORDER	REPETITIVE	TOTAL	IN ORDER	REPETITIVE	REPETITIVE %		
BENTLEY	14	13	1	14	13	1	7,14	13	12
DAIMLER	13	12	1	13	12	1	7,69	11	17
LUAZ	12	12	0	12	12	0	0,00	11	26
GEO	11	10	1	11	10	1	9,09	10	19
ASTON MARTIN	10	10	0	10	10	0	0,00	10	7
EAGLE	10	8	2	10	8	2	20,00	8	20
VAUXHALL	10	10	0	10	10	0	0,00	10	23
AUSTIN	9	9	0	9	9	0	0,00	9	29
BEDFORD	8	6	2	8	6	2	25,00	6	34
SATURN	8	7	0	8	7	0	0,00	7	8
DAF	6	6	0	6	6	0	0,00	5	22
FIAT MOBILVETTA	6	6	0	6	6	0	0,00	6	10
FIAT TRIGANO	6	6	0	6	6	0	0,00	6	6
ROLLS-ROYCE	6	6	0	6	6	0	0,00	5	43
LAMBORGHINI	5	5	0	5	5	0	0,00	5	7
LEYLAND	5	5	0	5	5	0	0,00	5	33
MERCEDES-BENZ HYMER	5	4	1	5	4	1	20,00	3	10
MORRIS	5	4	1	5	4	1	20,00	4	46
SCION	5	5	0	5	5	0	0,00	5	7
SHUANGHUAN	5	4	1	5	4	1	20,00	4	4
ASIA	4	4	0	4	4	0	0,00	4	17
FIAT KNAUS	4	4	0	4	4	0	0,00	4	9
FORD HOBBY	4	4	0	4	4	0	0,00	4	5
KAVZ	4	4	0	4	4	0	0,00	4	24
TRIUMPH	4	4	0	4	4	0	0,00	4	46
BMW ALPINA	3	3	0	3	3	0	0,00	3	18
DAIMLER-BENZ	3	2	1	3	2	1	33,33	2	26
DANGEL	3	3	0	3	3	0	0,00	3	1
FIAT-FENDT	3	3	0	3	3	0	0,00	3	18
FIAT FFB	3	2	1	3	2	1	33,33	2	23
FIAT HOBBY	3	3	0	3	3	0	0,00	3	23
FIAT HYMER	3	3	0	3	3	0	0,00	3	8
FIAT MCLOUIS	3	3	0	3	3	0	0,00	3	5
FORD HYMER	3	3	0	3	3	0	0,00	3	6
FORD RIMOR	3	3	0	3	3	0	0,00	3	14
FORD TRIGANO	3	3	0	3	3	0	0,00	3	5
LADA-VAZ	3	2	1	3	2	1	33,33	2	9

VEHICLE MARKS THAT PASSED ROADWORTHINESS TEST 1.01.2013-31.12.2013; PLACES 112-186

VEHICLE MAKE	ROADWORTHINESS TESTS			REGULAR ROADWORTHINESS TESTS				AMOUNJT OF VEHICLES	AGE OF VEHICLES
	TOTAL	IN ORDER	REPETITIVE	TOTAL	IN ORDER	REPETITIVE	REPETITIVE %		
LDV	3	2	1	3	2	1	33,33	2	12
MERCEDES-AMG	3	3	0	3	3	0	0,00	3	4
MERCEDES-BENZ LMC	3	3	0	3	3	0	0,00	3	6
OLTCIT	3	2	1	3	2	1	33,33	2	19
SANTANA	3	3	0	3	3	0	0,00	3	18
STEYR DAIMLER	3	3	0	3	3	0	0,00	3	34
TALBOT	3	2	1	3	2	1	33,33	2	32
BARKAS	2	2	0	2	2	0	0,00	2	29
FIAT CHAUSSON	2	2	0	2	2	0	0,00	2	8
FIAT VIVA	2	2	0	2	2	0	0,00	2	16
FORD INFO-AUTO	2	2	0	2	2	0	0,00	2	4
FSO	2	2	0	2	2	0	0,00	1	23
LOTUS	2	2	0	2	2	0	0,00	2	11
MAHINDRA	2	2	0	2	2	0	0,00	2	20
MERCEDES-BENZ STEVENS	2	2	0	2	2	0	0,00	2	12
SCANIA BERKHOF	2	1	1	2	1	1	50,00	1	24
ZUK	2	2	0	2	2	0	0,00	2	27
TEMPO	2	1	1	2	1	1	50,00	1	10
WILLYS	2	2	0	2	2	0	0,00	2	75
VOLKSWAGEN MÜLLER	2	1	1	2	1	1	50,00	1	11
VOLKSWAGEN WINNEBAGO	2	2	0	2	2	0	0,00	2	16
ADLER	1	1	0	1	1	0	0,00	1	75
AMG	1	1	0	1	1	0	0,00	1	20
ARO	1	1	0	1	1	0	0,00	1	21
AWTOVELO BMW	1	1	0	1	1	0	0,00	1	63
BREMACH	1	1	0	1	1	0	0,00	1	2
CHALLENGER	1	1	0	1	1	0	0,00	1	7
DKW	1	1	0	1	1	0	0,00	1	76
DONGFENG	1	1	0	1	1	0	0,00	1	4
DONKERVOORT	1	1	0	1	1	0	0,00	1	5
EVERET-MORRISON MOTORCARS	1	1	0	1	1	0	0,00	1	22
EXCALIBUR	1	1	0	1	1	0	0,00	1	30
FIAT BÜRSTNER	1	1	0	1	1	0	0,00	1	12
FIAT CAPRON	1	1	0	1	1	0	0,00	1	3
FIAT CARIOCA	1	1	0	1	1	0	0,00	1	13
FIAT CONCORDE	1	1	0	1	1	0	0,00	1	19
FIAT ELNAGH	1	1	0	1	1	0	0,00	1	14

VEHICLE MAKE	ROADWORTHINESS TESTS			REGULAR ROADWORTHINESS TESTS				AMOUNJT OF VEHICLES	AGE OF VEHICLES
	TOTAL	IN ORDER	REPETITIVE	TOTAL	IN ORDER	REPETITIVE	REPETITIVE %		
FIAT MÜNSTERLAND	1	1	0	1	1	0	0,00	1	23
FIAT SEA	1	1	0	1	1	0	0,00	1	3
FIAT WEINSBERG	1	1	0	1	1	0	0,00	1	21
FORD CAPRON	1	1	0	1	1	0	0,00	1	5
FORD CHALLENGER	1	1	0	1	1	0	0,00	1	6
FORD CMC	1	1	0	1	1	0	0,00	1	23
FORD EURAMOBIL	1	1	0	1	1	0	0,00	1	22
FREIGHTLINER DAMON	1	1	0	1	1	0	0,00	1	11
HANOMAG	1	1	0	1	1	0	0,00	1	75
HANOMAG-HENSCHEL	1	1	0	1	1	0	0,00	1	40
HANSA	1	1	0	1	1	0	0,00	1	77
HYMER	1	1	0	1	1	0	0,00	1	26
LADA BOHSE	1	1	0	1	1	0	0,00	1	24
LIEFKE	1	1	0	1	1	0	0,00	1	28
MAN	1	1	0	1	1	0	0,00	1	5
MAN JONCKHEERE	1	1	0	1	1	0	0,00	1	23
MERCEDES-BENZ HEHN	1	1	0	1	1	0	0,00	1	14
MERCEDES-BENZ POLLMANN	1	1	0	1	1	0	0,00	1	5
MERCEDES-BENZ RAPIDO	1	1	0	1	1	0	0,00	1	12
MORGAN	1	1	0	1	1	0	0,00	1	7
NASH	1	1	0	1	1	0	0,00	1	81
NYSA	1	1	0	1	1	0	0,00	1	32
OAKLAND	1	1	0	1	1	0	0,00	1	84
PACKARD	1	1	0	1	1	0	0,00	1	76
PILGRIM	1	1	0	1	1	0	0,00	1	19
PUCH	1	1	0	1	1	0	0,00	1	22
RENAULT ADRIA MOBIL	1	1	0	1	1	0	0,00	1	3
RENAULT HYMER	1	1	0	1	1	0	0,00	1	6
S	1	1	0	1	1	0	0,00	1	26
SAMSUNG	1	1	0	1	1	0	0,00	1	13
SCAM	1	1	0	1	1	0	0,00	1	7
SCANIA AJOKKI	1	1	0	1	1	0	0,00	1	39
SMZ	1	1	0	1	1	0	0,00	1	53
STUDEBAKER	1	1	0	1	1	0	0,00	1	86
TRABANT	1	1	0	1	1	0	0,00	1	24
WANDERER	1	1	0	1	1	0	0,00	1	74
WARTBURG	1	1	0	1	1	0	0,00	1	36
VOLKSWAGEN TISCHER	1	1	0	1	1	0	0,00	1	8
TOTAL	**399978**	**361194**	**38604**	**395017**	**356307**	**38531**	**9,75**	**349910**	**13**

ROAD STUDIES

In 2013, several roads related scientific studies were completed by the Estonian Road Administration. Many of these researches were started already over five years ago, for example: covering cracks and spider web cracks in pavement with SAMI-Fiberdec and SAMI-Modiseal technology, double surfacing using different methods and using geo-synthetics for repairing road 15111 km 0.0-8.7. All the above researches focused on improving pavements or embankments and observation of their long-term effect. Observation of gravel road paving works gave the best results – it became clear that almost all six different paving types can be used for road maintenance works in the future and they are resilient in case of reasonable traffic load.

Teede Tehnokeskuse AS also researched resilience of old road constructions and crushed stone base through several years. The research showed through excavations and analysis that crushed limestone may offer considerably stabile landfill layer on sand dust even upon poor strength characteristics and distribute load to below layers without substantially uneven deformations. Crushed stone basis on clay pavements' embankments with gravel widely common in Estonia still away researching in the future.

In 2013, Tallinn University of Technology completed the "Research on Different Determination Methods of Permeability Used in Road Construction". The thorough research found that usage of Proctorteim for determining optimum density for a filtration test is scientifically reasonable. Characteristics of materials from Estonian sand and gravel quarries were also analysed during the filtration research. The results showed that there is usually enough of materials suitable for road constructions but there are still regions were material improvement should be considered. Estonian national standard EVS 901-20 was drawn based on the research results that unify laboratory determination of permeability.

The research on durability differences of basis made of different carbonated sedimentary rocks resulted in determination of differences between unbound mixtures and fractionated gravel bases with the help of the load bench of the Tallinn University of Applied Sciences (TTK); stabilised materials and black gravels still need researching. In the future, the ERA plans to execute parallel tests in cooperation with the TTK and Transport Institute of Sweden (VTI) to determine how much higher is the precision of the load bench in Sweden of the smaller bench in Estonia.

As a result of and expert opinion on economic feasibility of substituting the pavement dimensioning methodology, the authors of the research reached to the conclusion that higher solidity of Danish and Swedish pavements does not ensure decrease in maintenance and repair costs sufficiently and is not economically more reasonable than Estonian landfill if road life-span expenses are considered.

Since Danish and Swedish landfills did not turn out to be more economic than those of Estonian, it may be stated in the light of the present research that substitution of the dimensioning methodology "Designing Instructions of Flexible Road Pavements 2001-52" valid in Estonia with the one used in Denmark or Sweden is not economically feasible.

The Finnish and Estonian specialists of Ramboll Eesti AS concluded a thorough research on designing of concrete pavement and its profitability analysis corresponding to conditions in Estonia. It was found that if designing is done very carefully, it is possible to construct concrete roads according to modern requirements. When the lifespan expenses of such a road were compared for a 30-year period, asphalt concrete turned out to be remarkably cheaper. However, if additional funding is found, it is reasonable to construct alternative technology road sections for testing also in the future.

Additionally to road researches, two bridge-related researches were also conclude: Research on conditions and durability of bridge joints used in Estonia with usage proposals and the final report of Loobu bridge test

loading on Tallinna-Narva road. The latter, for instance, showed that reinforced concrete bridges might change through years due to after-hardening and become even more resilient than expected so far in case they have been well maintained.

All the above researches are available on the ERA web page.

PUBLIC TRANSPORT 2013

The functions of the public transport department of the ERA are maintenance and development of the public transport register , management of public transport county lines and issuing long distance line permits. The ERA draws analysis and proposals on supporting county lines and distribution of state budgetary funds to county governments for presentation to the Ministry of Economic Affairs and Communications. The partners of the ERA in providing county line services are the county governments and regional public transport centres in Harju, Järva, and Jõgeva counties, where, pursuant to the procedure of public procurements, public service contracts are signed with the carriers.

In 2013, there were 53 valid contracts, which make an average of 3.5 contracts per county. In 2013, the procurement proceedings ended with signing 3 new contracts in Harjumaa. Regular line services under the new contracts started on 1.02.2013 in one line group and on 14.04.2013 in one line group, whereas 58 buses were given to the disposal of the carrier; the buses were purchased by the state from the Czech company IVECO IRISBUS under the agreement for emissions trading signed between the Republic of Estonia and the Kingdom of Spain.

In 2013, procurement proceedings were concluded also in Lääne-Virumaa where 3 new contracts were entered; regular line services under these contracts commenced on 1.01.2014. Procurement proceedings commenced in Järvamaa for 3 line groups but contracts were drawn only in 2 due to disputes; regular line services under 2 groups started on 1.04.2014 and a new procurement proceeding was launched for one line group which will continue in 2014. Prior notice of new procurements for county bus service lines were published in 2013 pursuant to the expected end of the term of signed public service contracts in Põlva, Rapla and Tartu counties and one line group in Valga county (procurement proceedings were also opened for this county). These four procurement proceedings will continue in 2014.

In 2013, the first results were reached regarding the continuation project implemented pursuant to the agreement for emissions trading signed between the Republic of Estonia and the Kingdom of Spain. The first compressed gas buses acquired within this contract was commissioned in Pärnu and Narva during the summer. The respective project also boosted construction of natural gas filling stations in the above cities thus creating the potential for implementing a higher amount of vehicles driving on natural gas. Unfortunately, the contract between the ERA and the bus supplier for acquisition of compressed gas – electricity hybrid buses within the frames of the project was not fulfilled and a new procurement will be launce in 2014 to purchase regular compressed gas buses instead of the undelivered hybrid buses.

Implementation of buses bought by the state has helped to decrease the service provision expense per line kilometre for the carrier. This has resulted in decrease of line cost per kilometre in these procurements where those buses have been put to carrier's disposal as the result of the procurement. This enabled to keep the necessity of state budget subsidary on the same level in 2013 as a year before regardless of average increase of the sector's expenses. So, 21.7 million euros was allocated from state budget subsidy county public transport both for the years of 2012 and 2013.

The line network is constantly reorganised according to the needs; the service volumes have increased due to cancellation of some commercial lines where the carriers have stopped their service owing to poor ticket sale and these lines had to be replaced by public passenger services. Ticket sales revenue has increased a little within the last year (216.5 thousand euros, i.e. 2%) but has remained the same per kilometre since the amount of public regular service has also increased if compared to a year before. Local municipalities allocate support for regular bus carriage service based on the necessary journeys of students and some also for travel fare concessions for the elderly. Since the number of journeys of the students has decreased or remained the same, the proportion of support from local municipalities has not increased either.

When the number of passengers increased in 2012 after a generally falling trend by 60.1 thousand, i.e. 0.3%, the 2013 saw decrease by 189.9 thousand, i.e. 1%. The proportion of support from the state budget has decreased from 61.3% to 60.2% when compared towards the last two years.

The proportion of state subsidy in different counties depends on the specific character of the line network, average passenger number of the lines, market situation during procurement proceedings and implementation of buses purchased by the state that determined the price of kilometre in tenders. So, the proportion of subsidy from state budget in 2013 was 39.8% in Ida-Viru, 43.0% in Harju, 52.9% in Lääne-Viru, 81.5% in Hiiu, 77.1% in Valga and 74.3% in Saare counties. Decrease in the proportion allocated from state budget to Ida-Viru and Harju counties is due to implementation of state-purchased buses that enabled to cover the costs resulting from increase of actual line transport costs in other counties.

In 2013, 34 line permits for long-distance regular service were issued and 55 timetable changes were approved. 13 line permits have been repealed before the prescribed time pursuant to carrier's respective application and public competition for issuing line permits have been organised on 6 occasions. Supplementing of consideration principles for issuing line permits with participation of the representatives of the carriers.

Supervision proceedings on fulfilment of line permit requirements have been conducted on 7 occasions including one precept and one denial. Supervision of county line regular service has been executed by county governments on 4 occasions including proposals for further work organisation. In cooperation with the Labour Inspectorate and the Police and Border Guard Board, 6 joint supervision roadsteads were concluded during which technical conditions of buses and keeping the working and rest time requirements of bus drivers of 9 companies were inspected. The given roadsteads also inspected the technical condition of 46 buses and, regrettably, there were buses upon which a prohibition on drive had to be applied or repetitive roadworthiness test required.

Usage of 52 state-purchased buses was inspected, instruments of condition inspection of state assets were drawn demanding that the buses must be repaired according to the contract of granting use of state assets. Work with the public transport register included devel-

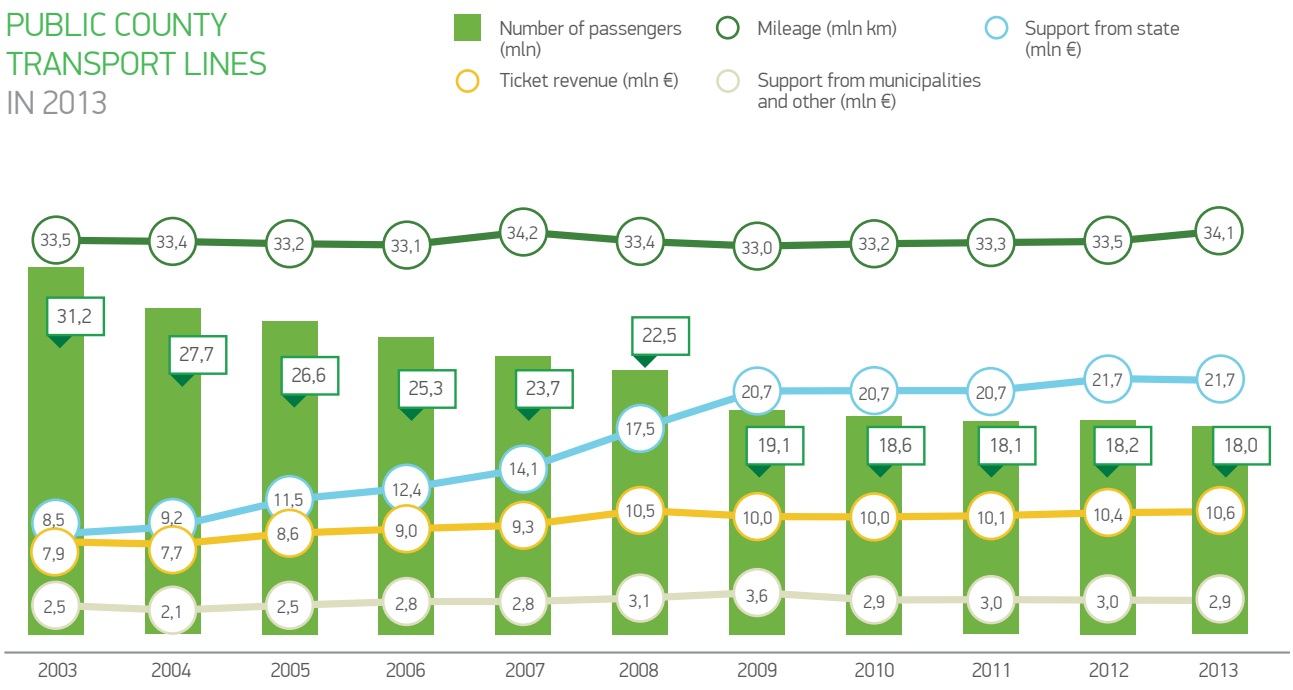
opment of **peatus.ee**, description of running data changes as well as training information providers.

Public transport users executed the total of 5,.41 queries on the peatus.ee web page in 2013 and the amount of unique users was 1.18. When January featured 438 thousand inquiries to the page, the peak of page users was in September when the amount of visitors of one month reached 533 thousand. Continuous growth in user numbers clearly shows usefulness of the system for public transport users but also states the continuing necessity to invest into data quality and user comfort of the portal. In 2013, development of the new version of peatus.ee optimized for usage through mobile phones and iPads was launched with the purpose to make it available for customers no later than in April of 2014.

Additionally, section reflecting passenger train traffic in real time was made available for peatus.ee users in 2013. Information boards displaying arrival and departure times based on data in real time were installed to three train stations as the result of project executed by the Public Transport Department and funded from the European Regional Development Fund's structural aid means.

The ERA opened a public transport register initial data-downloading channel in 2013 to involve the private sector into development of a comfortable user application based on the public transport register data. With this development, the Road Administration has become a leader of the initiative of making state-owned data collections open and accessible. Information about Estonian public transport became available also in Google Maps environment as the result of offering the initial public transport data.

PUBLIC COUNTY TRANSPORT LINES IN 2013



DRIVING LISENCES AND EXAMINATIONS

Insufficient driving practice before the exams and receiving the provisional driving licence is the largest problem in preparation of novice drivers. The driving lessons in driving schools are clearly not enough to pass the exam successfully and this also reflects in the ERA statistics where the percentage of successfully taken exams is improving very slowly.

When the category B practical driving test was successfully taken by 57.1% of driver candidates in 2012, the same indicator of 2013 has improved only by one percent – 58.1. The ERA pays more and more attention to the preparation level of novice drivers so driving license can be granted to a young driver with good preparation and sufficient driving experience. The latter means that the learner driver should not only take the driving lessons provided by the school but he/she would be able to receive necessary driving practice by driving together accompanying person. Accompanied driving have gained more popularity over the last years. For instance, when nearly 7000 certificates for accompanying person were issued in 2011 and 7408 certificates in 2012, the number of issued certificates in 2013 was already 9730.

PRACTICE THEORY TESTS ONLINE

A new practice theory test environment is available online on the ERA homepage enabling everyone to be acquainted with the theory test programme and take a practice theory test similar to the real theory test. All users can test their traffic related knowledge and gain more knowledge if necessary by paying attention to the mistakes made during the practice test.

Additionally to checking traffic knowledge, the practice theory test gives a real experience of a theory test and also an overview how the test environment looks like and which are the main principles in solving the theory test.

Taking the practice theory test is extremely popular among the learner drivers and also among experienced drivers.

The user can verify his/her traffic related knowledge and as the test ends, sees also the weak spots (wrong answers highlighted in red) or what needs to be reviewed and to what attention should be paid.

B-CATEGORY DRIVER EXAM STATISTICS IN 2013

BUREAU	PARTICIPANTS	PASSED	PASSED %	I ATTEMPT PARTICIPANTS	I ATTEMPT PASSED	PASSED %
Haapsalu	926	597	64,5	554	350	63,2
Jõgeva	656	405	61,7	389	256	65,8
Jõhvi	1551	605	39	689	294	42,7
Kuressaare	791	525	66,4	531	369	69,5
Kärdla	182	157	86,3	147	130	88,4
Narva	1515	717	47,3	737	306	41,5
Paide	1463	968	66,2	933	620	66,5
Põlva	690	437	63,3	444	292	65,8
Pärnu	1913	1040	54,4	1147	612	53,4
Rakvere	1843	733	39,8	843	364	43,2
Rapla	974	561	57,6	542	335	61,8
Saue	118	68	57,6	68	39	57,4
Tallinn	8573	4157	48,5	4586	2270	49,5
Tartu	3025	2101	69,5	2207	1574	71,3
Valga	456	357	78,3	345	270	78,3
Viljandi	995	631	63,4	617	412	66,8
Võru	723	540	74,7	552	413	74,8
TOTAL	**26394**	**14599**	**55,3**	**15331**	**8906**	**58,1**

LICENSES AND PERMITS ISSUED BY BUREAUS IN 2013

BUREAU	ADR DRIVERS LICENSE	PROVISIONAL DRIVING LICENSE	ACC. D RIVER CERTIFICATE	DRIVING LICENSE	PROFESSIONAL CERTIFICATE	RESTRICTED DRIVING LICENSE	INERNATIONAL DRIVING LICENSE	TAXI DRIVER CERTIFICATE	LOCOMOTIVE DRIVER PERMIT	PERSONAL WA-TERCRAFT PERMIT	PERMIT OF REC-REATIONAL CRAFT SKIPPER
Haapsalu	24	302	177	759	88	9	5	3			15
Jõgeva	10	310	257	654	93	3	1	1		2	12
Jõhvi	68	577	602	2060	458	6	8	25	5	2	43
Kesklinna	29	1605	695	9057	401	2	272	268		17	354
Kuressaare	33	429	128	1116	94	10	10	10			71
Narva	64	681	346	1950	297	7	3	40	23		79
Paide	24	550	287	1017	129	22	10	6			18
Põlva	10	322	183	701	81	17	20	1			9
Pärnu	85	1001	537	2680	436	31	27	24		4	94
Rakvere	65	720	656	1975	262	24	19	27	4	4	30
Rapla	32	378	319	981	82	8	9	2			17
Saue	65	440	807	2058	292	3	60	15	15	2	91
Tallinn	469	3723	2898	10167	1075	42	289	319	21	28	485
Tartu	101	2100	1259	6423	598	34	133	150	4	6	176
Valga	10	316	132	701	88	7	4		3		21
Viljandi	23	582	279	1431	174	16	23	15	1	1	29
Võru	19	462	168	1230	113	12	14	3			6
TOTAL	**1131**	**14498**	**9730**	**44960**	**4761**	**253**	**907**	**909**	**76**	**66**	**1550**

TRAFFIC SAFETY

ACTIVITIES OF THE NATIONAL TRAFFIC SAFETY PROGRAMME 2013 - 2015

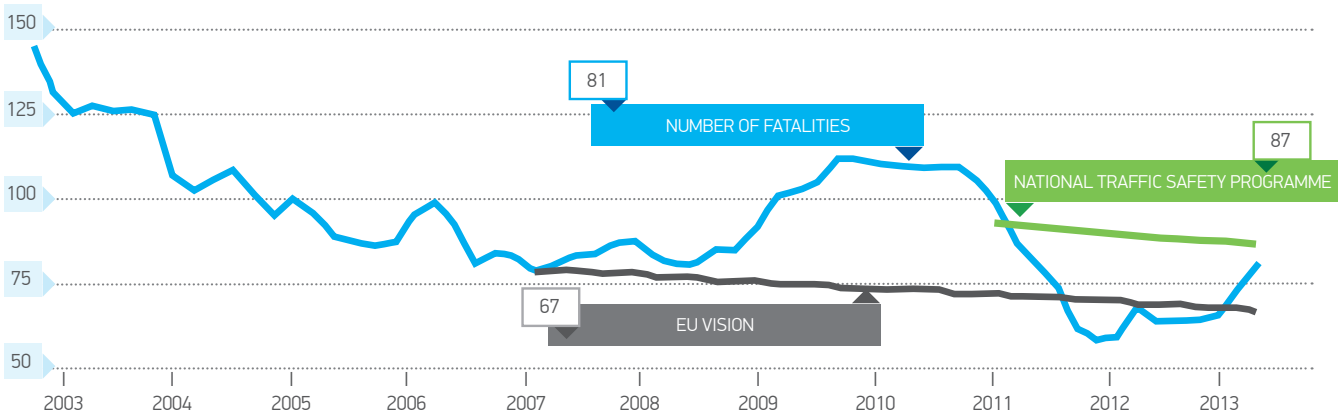
2013 was the eleventh year in which the organisation of work on traffic safety was based on National Traffic Safety Programme 2003-2015. Whereas 223 fatalities in traffic accidents were registered in Estonia before the programme started in 2002, the number of fatalities in the second year of the last stage of the programme was 81. The goal Estonia has set is to reach to fewer than 75 fatalities a year in traffic (the average number of 2013-2015) by 2015. To achieve this, the number of fatalities in 2013 had to remain under 87. Estonia met this interim goal.

In setting the goals for the programme, Estonia proceeded from the traffic safety programmes of the European Union (EU). According to the fourth EU traffic safety programme, all member states must make their contribution to the common goal – decreasing the number fatalities in traffic by half by 2020 compared with 2010. Since 79 persons lost heir lives on Estonian roads in 2010, Estonia faces a very ambitious goal – less than 40 fatalities in traffic by 2020.

The implementation plan for the traffic safety programme comprises various activities aimed at educating the road users and increasing their awareness, improving the quality of the training of new drivers, making traffic supervision more efficient, reducing the effects of accidents, and shaping a safer traffic environment. Additionally to the ERA and the Ministry of Economic Affairs and Communications, the programme also involves experts of the Ministry of Internal Affairs, Ministry of Educations and Research, Ministry of Social Affairs, Ministry of Justice, Ministry of Finance, Police and Border Guard Board, Estonian Rescue Board, Association of Estonian Cities, Association of Municipalities of Estonia, Tallinn University of Technology and Tallinn City Government. Improvement in the traffic safety situation since implementation of the programme has not been steady. During the first year of the programme, the number of fatalities dropped by approximately 25% and this level was maintained for the following couple of years; however, the number of traffic fatalities increased to about 200 again in 2006-2007. Several goals were not reached during the first stage of the programme in 2003-2007.

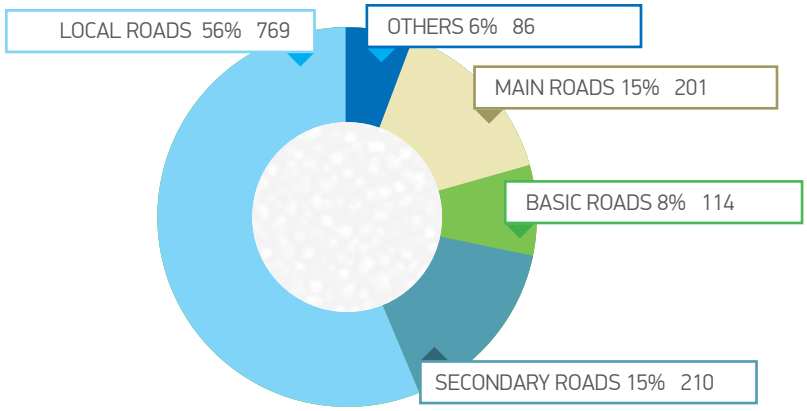
Improvements were seen in the second stage of the programme in 2008 when the number of traffic fatalities decreased by almost one third. The most successful year of the decade was 2010, with 79 traffic fatalities. The reason for such a success does not lie upon the traffic safety programme alone. During 2008-2010, the number of both accidents and fatalities decreased in the whole of Europe, largely due to the global economic crisis. Nevertheless, the positive impact of the traffic safety programme cannot be underestimated: the number of fatalities has not shown considerable increase compared with the crisis years.

TRAFFIC FATALITIES OF 12 MONTHS AND NATIONAL TRAFFIC SAFETY PROGRAMME DECEMBER 2013

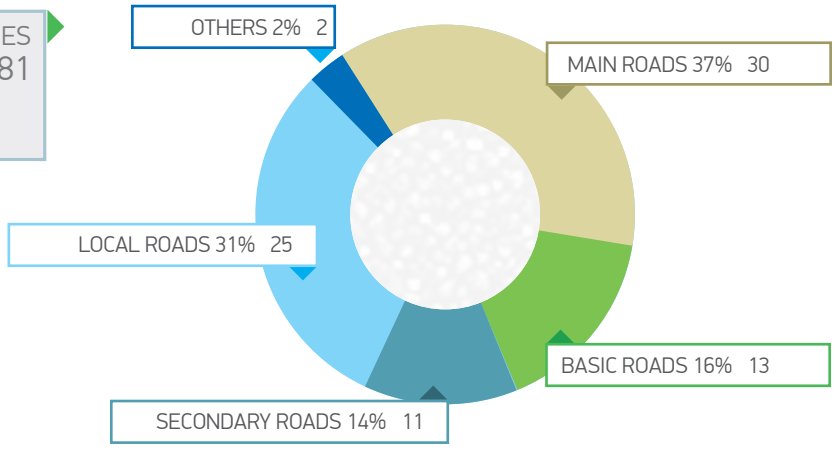


ROAD TRAFFIC ACCIDENTS, FATALITIES, AND INJURIES 2013

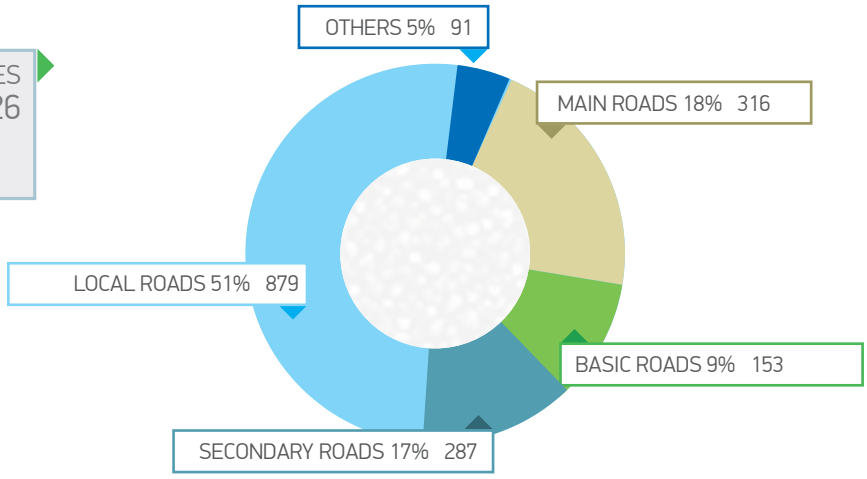
TRAFFIC ACCIDENTS IN TOTAL 1380



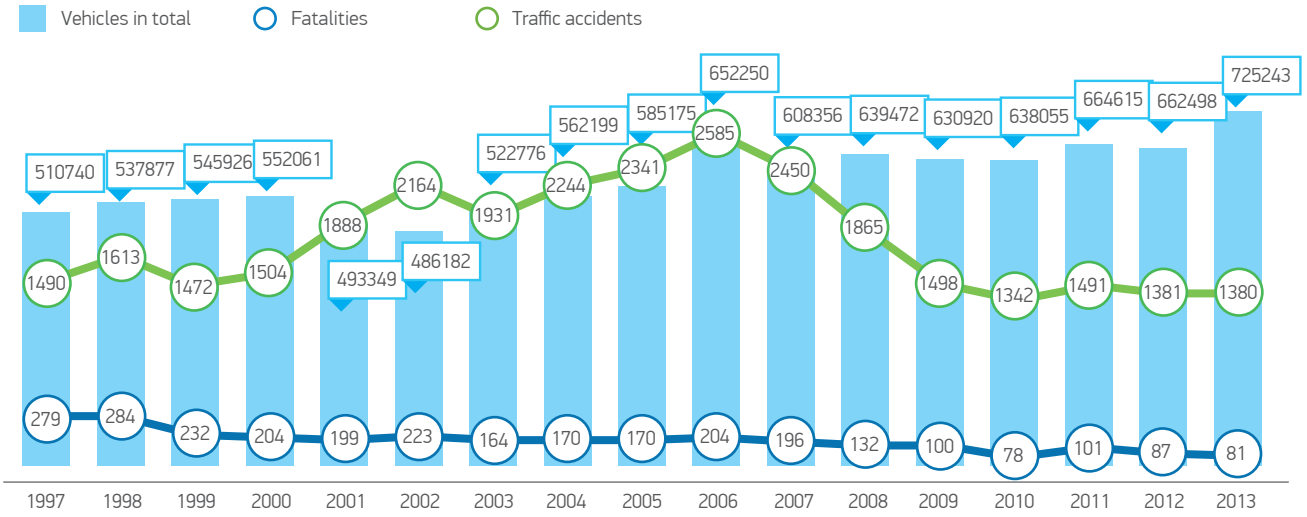
FATALITIES 81



INJURIES 1726

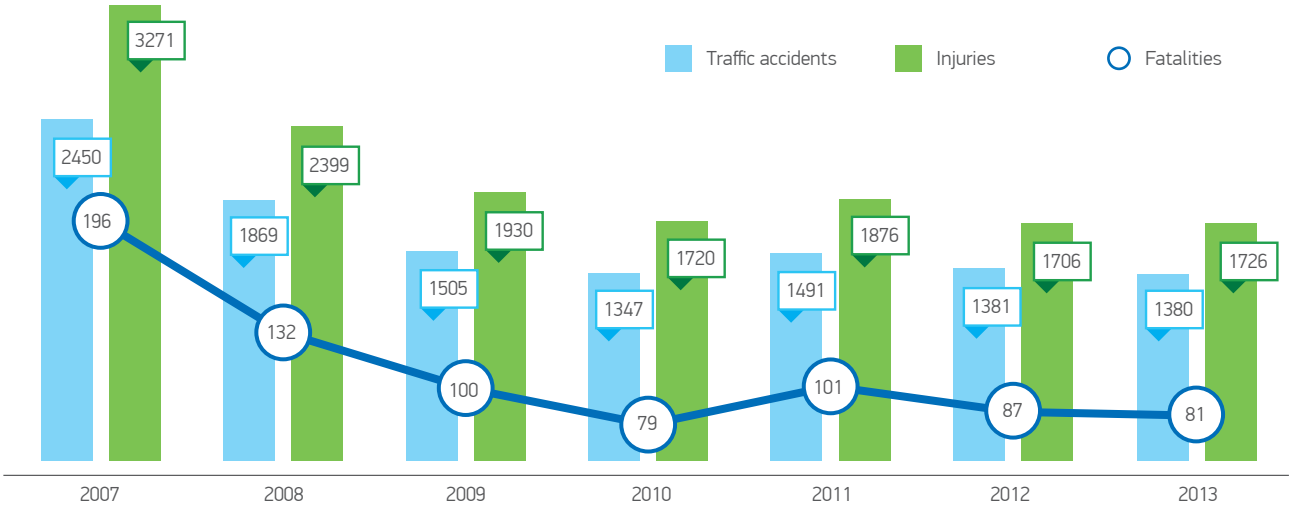


NUMBER OF VEHICLES, TRAFFIC ACCIDENTS, AND FATALITIES 2013

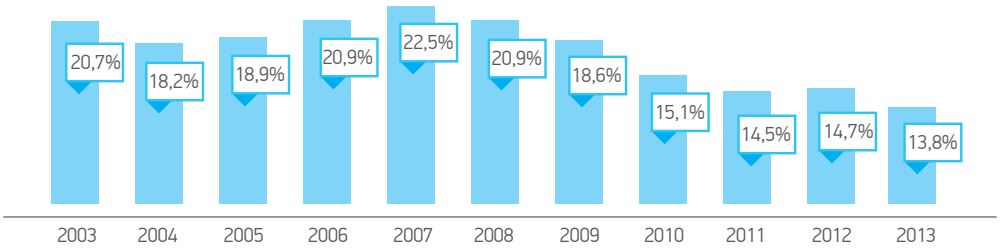


Decrease in vehicle numbers in 2001 and 2007 results from organisation of the vehicles register.

TRAFFIC ACCIDENTS IN 2007-2013



TRAFFIC ACCIDENTS INVOLVING DRUNK DRIVERS IN 2003-2013



TRAFFIC ACCIDENTS IN 2003-2013

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total traffic accidents	**1931**	**2244**	**2341**	**2585**	**2450**	**1869**	**1505**	**1347**	**1494**	**1383**	**1380**
2000=100%	100,0	116,2	121,2	133,9	126,9	96,8	77,9	69,8	77,4	71,6	71,5
per 10 000 vehicles	36,9	39,9	40,0	39,6	40,3	29,2	23,9	21,1	22,6	19,9	19,0
per 100 000 residents	141,3	165,1	173,3	192,5	183,0	139,9	112,9	101,3	112,7	104,8	105,2
Fatalities total	**164**	**170**	**170**	**204**	**196**	**132**	**100**	**79**	**101**	**87**	**81**
2000=100%	100,0	103,7	103,7	124,4	119,5	80,5	61,0	48,2	61,6	53,0	49,4
per 10 000 vehicle	3,1	3,0	2,9	3,1	3,2	2,1	1,6	1,2	1,5	1,3	1,1
per 100 000 residents	12,0	12,5	12,6	15,2	14,6	9,9	7,5	5,9	7,6	6,6	6,2
per 100 accidents	8,5	7,6	7,3	7,9	8,0	7,1	6,6	5,9	6,8	6,3	5,9
per 100 injuries	6,5	5,9	5,6	5,8	6,0	5,5	5,2	4,6	5,4	5,1	4,7
Injuries total	**2539**	**2875**	**3027**	**3508**	**3271**	**2398**	**1931**	**1720**	**1878**	**1706**	**1726**
2000=100%	100,0	113,2	119,2	138,2	128,8	94,4	76,1	67,7	74,0	67,2	68,0
Traffic accidents involving drunk drivers	400	409	442	541	552	391	280	203	216	203	190
2000=100%	100,0	102,3	110,5	135,3	138,0	97,8	70,0	50,8	54,0	50,8	47,5

Remark: 1. Number of vehicles in the Vehicle Registration Centre as of Dec. 31st 2. Population according to the Statistics Office as of December 31st

TRAFFIC ACCIDENTS, FATALITIES, AND INJURIES BY ROADS AND ACCIDENT TYPES

	TRAFFIC ACCIDENTS				FATALITIES				INJURIES			
	TOTAL	ON NATIONAL ROADS	ON LOCAL ROADS	OTHER	TOTAL	ON NATIONAL ROADS	ON LOCAL ROADS	OTHER	TOTAL	ON NATIONAL ROADS	ON LOCAL ROADS	OTHER
Total traffic accidents	**1380**	525	525	84	**81**	54	25	2	**1726**	756	881	89
during daytime	**984**	353	353	66	**44**	30	13	1	**1209**	502	636	71
during night	**396**	172	206	18	**37**	24	12	1	**517**	254	245	18
of those by types												
Vehicle collision with a motor vehicle (excl. moped)	**390**	178	212	0	**23**	22	1	0	**605**	324	281	0
Vehicle collision with a parked vehicle	**11**	6	5	0	**0**	0	0	0	**17**	9	8	0
Collision with a pedestrian	**349**	30	260	59	**23**	7	15	1	**345**	25	260	60
one-vehicle accident	**342**	241	90	11	**23**	19	4	0	**462**	329	119	14
Bicycle accidents	**156**	30	116	10	**9**	4	4	1	**150**	26	113	11
Moped accidents	**52**	21	30	1	**1**	0	1	0	**54**	22	31	1
Other types	**80**	19	58	3	**2**	2	0	0	**93**	21	69	3

TRAFFIC ACCIDENTS BY COUNTIES AND MAJOR CITIES IN 2011-2013

COUNTIES CITIES	TRAFFIC ACCIDENTS			FATALITIES			INJURIES		
	2011	2012	2013	2011	2012	2013	2011	2012	2013
Cities, total	**672**	**658**	**639**	**22**	**18**	**18**	**764**	**755**	**723**
Tallinn	444	441	410	12	13	12	519	514	459
Tartu	119	143	132	4	0	2	133	159	150
Pärnu	62	33	48	2	2	1	61	35	53
K-Järve	15	10	9	2	0	1	18	10	11
Narva	32	31	40	2	3	2	33	37	50
Counties, total	**822**	**725**	**741**	**79**	**69**	**63**	**1115**	**952**	**1003**
Harjumaa	163	167	152	16	13	14	206	214	202
Hiiumaa	13	4	5	4	0	0	16	4	7
Ida-Virumaa	56	50	41	10	10	7	72	76	62
Jõgevamaa	51	40	37	6	5	4	67	52	53
Järvamaa	54	46	49	5	3	3	67	76	66
Läänemaa	26	17	28	0	1	5	35	22	36
Lääne-Virumaa	74	70	66	3	8	6	96	83	69
Põlvamaa	35	41	31	3	2	3	56	50	46
Pärnumaa	63	44	46	4	7	4	80	54	59
Raplamaa	27	27	39	6	4	1	44	40	48
Saaremaa	36	34	32	3	1	0	50	37	47
Tartumaa	73	67	88	5	8	6	110	97	125
Valgamaa	35	34	36	3	2	2	60	37	51
Viljandimaa	59	46	46	6	1	4	84	67	61
Võrumaa	57	38	45	**5**	4	4	72	43	71
TOTAL:	**1494**	**1383**	**1380**	**101**	**87**	**81**	**1879**	**1707**	**1726**
Comp. with last year (%)	10,9	-7,4	-0,2	27,8	-13,9	-6,9	9,2	-9,1	1,1

TRAFFIC SAFETY

The first 4 months of 2013 were calm in traffic in comparison with 2012. The first quarter of the year was especially successful since there were 4 traffic fatalities in total and March had no fatal accidents at all. As of May, the number of fatal accidents started to grow again. From May to the end of the year, 77 persons lost their lives (51 the year before). The last quarter of the year was very tragic with 33 fatalities. This number has been higher only once since 2008 – in 2011, the last quarter of the year brought about 38 fatalities.

In 2013, a total of 1380 accidents with casualties were registered, 81 persons lost their lives, and 1725 were injured. 2012 had 1383 traffic accidents with 87 fatalities and 1707 injured. So, the outcome of accidents has become somewhat lighter but there can be no talking about general decrease in accidents.

Estonia has set the goal to reach a situation by 2015 where the number of fatalities as an average of three years shall not exceed 75 persons per year.

Pedestrian safety has been the number one problem of traffic safety for a long time. The situation improved a little in 2013 but children aged 6 to 9 years are still at highest risk. The probability of them having and accident as pedestrians is over two times higher than the probability of grownups aged 35 to 65. Accidents involving senior pedestrians have increased. Children and seniors are at highest risk in city traffic. It is somewhat surprising that the number of accidents involving teenagers and persons aged 20-30 years has also increased.

Pedestrian accidents increased in Ida-Viru, Lääne, and Tartu counties and in the city of Pärnu. Harju, Viljandi, Valga, and Põlva counties remain on a more positive side.

The number of single vehicle accidents with severe consequences has increased by 7% during a year. The main causes of single vehicle accidents are alcohol, insufficient driving skills and low traffic awareness. Young people seem to believe that a driving license is not needed, young persons behind a vehicle wheel without ever going to driving school get into accidents more and more. Single vehicle accidents increased the most in Rapla, Lääne and Tartu counties and Pärnu city and county.

The number of collisions between motor vehicles decreased slowly for several years until the spring of 2013. Accidents started to happen more in April. Increase in collision numbers is closely related to increase of traffic volume. The summer of 2013 was relatively warm and with low rain, economic security of population improved, income grew and engine fuel became cheaper. All this lured the cars to the roads. The most treasured vacation areas of Estonia, Võru, and Saare counties, stand up with the number of accidents increasing faster than average.

The most important role in collisions and single vehicle accidents is played by drivers. Probability to get into an accident for drivers of personal cars under 25 years of age is almost 5 times higher than that of seniors. At the same time, the number of seniors with driving licenses is constantly increasing that increases the ratio of senior drivers in traffic accidents resulting in injuries.

The most common causes of both single vehicle accidents and collisions are lack of experience and alcohol. Poor skills and lack of experience of young drivers seems to be a more serious problem in the city and county of Pärnu and also in Rapla and Tartu counties. 43 serious traffic accidents involving drivers less than 25 years of age were registered within a year in these regions, the number was only 29 in 2012. Even though the total amount of registered accidents involving young drivers remained below the number of 2012, this does not result from improved awareness but decrease in young population and that especially in rural areas and small towns. Per each 10 thousand inhabitants aged 18-24 years in areas outside of major cities, 25 youngsters got into traffic accidents. The respective number was 21 a year earlier. The situation has remarkably improved In Tallinn and Tartu and the risks of young drivers are lower.

In 2013, drunk drivers were involved in a total of 190 accidents with human casualties, in which 23 were killed and 285 injured. In 2012, police registered 203 similar accidents with 17 fatalities and 284 injuries. Alongside with young-

sters, an increasing number of 40 years old and older motor vehicle drivers, who have consumed alcohol, get into accidents. It is not about not knowing the danger created by such behaviour but about over estimating own abilities and skills and belief that the probability to meet a police patrol is infinitesimal. There are much more problems in Tartu, Rapla, Lääne and Pärnu counties than before – 12 persons were killed in 57 accidents. A year earlier these numbers were respectively 2 and 28.

Presumably, the increasing interest of public in healthy lifestyle on one hand and the understanding that bicycles are cheaper than cars or buses from the other has remarkably increased the importance of bicycles as vehicles in traffic. However, the number of cyclists increases faster than the traffic awareness and construction of light road network, mainly in our larger cities. In 2012, the amount of bicycle accidents increased in May-June mostly in cities and among younger schoolchildren and the second half of summer increased the accidents of middle aged and senior cyclists. The same trend continued. Safety of bicyclists does not show the signs of improvement in the longer run.

The highest risk of accidents lies upon children aged 10-13 years and living outside of major cities. Situation is somewhat better with Tallinn and Tartu pre-schoolers.

The cyclists find crossing roads without traffic lights to be a serious problem, lateral distance is considered a risk while driving on road.

201 traffic accidents were registered on main roads, 30 persons were killed, and 36 injured. From May to September, when traffic volume is more intense and speeds higher, there were 97 accidents with 13 fatalities A year earlier there were 193 accidents with 27 fatalities and 306 injuries, the end of the summer season took 7 lives in 78 accidents. When the speed limit was not raised in 2012 on safer two-lane road sections, it brought about a decrease in accidents. Regrettably, the same measure did not have the same impact in 2013.

TRAFFIC EDUCATION

Jaan Kross once said, “There is so few of us, Estonians, that the goal of each Estonian must be immortality!” In a country so small, each person is important – it does not matter how old he or she is, female or male, child or elderly – everyone from this small number of population is a road user in our everyday traffic environment. Since most of people learn from own experiences and only few are able to learn from the experiences of others, it is really sad when a road user finds him/herself in a dangerous situation, is injured or killed due to own negligence, ignorance or mistake. Continuous work of our traffic teachers done with great devotion and kindness for many years has created a basis in network work for shaping a valuable road user who cares and loves, is polite and obeys the law, sets an example for others with own (traffic) behaviour and values LIFE. Traffic education is getting into and working in the hearts of the road users.

The year of 2013 was a year of major changes in traffic safety. Additionally to moving toward more systematic and purposeful traffic educational activities, our team of traffic teachers have increased by five new traffic teachers – one for every region and centre.

We engage in mutual cross-Estonian activities and try to harmonise the traffic education policy of regions of different development and operations with the goal to target our activities to more specific age or target groups.

We are happy to state that our cooperation network in traffic safety has expanded a lot and our goals are even more higher. We wish to involve more volunteers, persons who are exceptional road users and consider improvement of today’s traffic behaviour important. A well-operating cooperation networks is characterised by the festive cross-national thank-you event in December. Together with the ERA management we expressed our gratitude to everyone who noticed good doers around them and presented their candidates to us. We acknowledged the best of the year for their input into traffic education. 70 person participated in the event and traffic safety prize was granted to 2 national traffic-related deeds, 5 events, 3 local governments, 7 cooperation partners and 14 teachers.

Traffic education is a part of values, manners, and social communication that does not know age boundaries and relates to lifelong learning. The traffic education project competition organised in Southern and Eastern Regions turned national in 2013. The main goal of the project competition

was to find new interesting and innovative ideas for organising traffic education and involve citizens in traffic educational activities of their region. The competition is open for projects from legal persons, partnerships, non-profit organisations and the wider target group is the population of whole Estonia.

For implementing a good initiation nationally, traffic teachers elaborated basic documents in 2013 regarding unified conditions, templates, appraisal committee, and working order for the competition. The terms of presenting projects are tree times a year: March 15th, August 15th, and December 15th. Total of 52 projects were presented (13 from east, 15 from south, 13 from west and 11 from north), out of which 25 were funded in the total amount of 15 318.12 euros.

Several activities/projects launched in previous years continued also in 2013. For instance, the Safe Trip to School Project through GIS map application ordered by ERA was conducted for 42 teachers of life sciences and geography in Valgamaa, Tartumaa, Võrumaa, and Jõgevamaa schools. After a day of training, the teachers used the map application as a teaching material in lessons of life sciences where 50 seventh-graders mapped their everyday school route.

Trainings have been carried out for several years already and most of geography and life sciences teachers of Estonia have participated on the courses; we have created the conditions, which enable the teachers to continuously use this with their students.

Additionally, one large joint pilot project was carried out by the ERA, Pärnu City Government, and MTÜ LInnalabor to map dangerous traffic locations on school routes of Pärnu city students. As the result of the pilot project, students from 4th to 7th grades in six Pärnu schools mapped their morning routes to school. Information gained with this manner gave and input also to planning of Pärnu city and county traffic arrangement and public transport. Information was also found on movement means and traffic volumes of children. Total of 424 students participated in the project, 349 dangerous spots and 183 dangerous areas of Pärnu city were mapped. Several danger locations in Pärnu traffic arrangement were discovered with the help of data mapped by the students. The information was forwarded to Pärnu city schools and City Government for finding possible solutions. Moving plans were drawn for schools who participated in the projects and to facilitate usage of the given map application in life sciences classes, training day was organised for the 14 teachers of the Pärnu county.

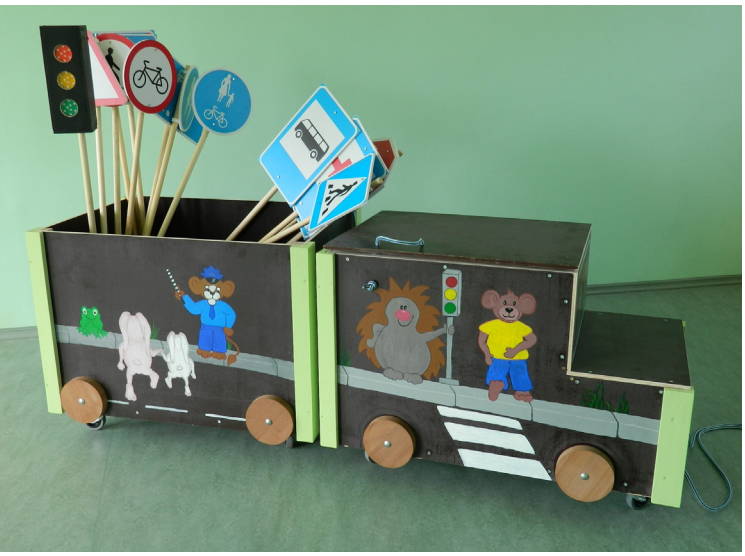
As of 2013, reflector trainings “Be Visible” are conducted for the students of general education facilities in the same way all over Estonia (these were conducted differently by regions earlier). 23%, i.e. 2776 students, of all 4th graders of general education schools took the training in 2013. In total, 3404 students were trained because there were several rural schools among participants where the classes are small and so older students were also involved to cover the group size foreseen with the conditions of the procurement.

Reflector trainings will continue in 2014 in those schools that were excluded from the procurement in 2013 due to lack of budgetary means and trainers. Additionally to activities resulting from RLOP, reflector trainings were conducted for seniors, children of orphanages and kindergartens and persons living in nursing homes. In cooperation with the police, reflector-roadsteads were organised and youth centres, social workers and high schoolers involved in handing out the reflectors. Approximately 28600 reflectors were distributed in the course of trainings and informative operations.

Risk avoidance trainings also continued. In 2013, 56 national “Selge Pilt ….!?” (Clear Image) trainings took place in high schools and vocational schools. This is an in-depth training about alcohol and driving and involved the local constables of Police and Border Guard Board as well as persons who had actually ended up in a wheelchair after a traffic accident. The total of 1071 youngsters participated, the training has also been introduced to educationalists.

In 2011, two movies were made by OÜ T-kaaslane on the order of the ERA based on true stories: “Georg“ and “Kaspar“ Both movies are about the changed lives of young people and their loved ones due to accidents.

After watching the movies, the author Märt Treier started lectures to youngsters where he, additionally to showing the movies, also forwards his own comments and emotions he experienced during filming. In 2013, 21 trainings were



conducted in general education and vocational schools with 1250 participants; trainings have been ordered also to youth centres, forums, conferences, and informative days.

The "Iga 1 turvaliselt 12 klassi" (Every 1 safely to the 12th grade) project coordinated by traffic teachers of the ERA Southern Region continued; the project evolved in cooperation with the Police and Border Guard Board, Rescue Board and county representation of the Southern Region of the Estonian Red Cross. 15 trainings were conducted last year with 319 young participants. The training ended with a practical safety day at Pühajärve with over 100 young participants, their supervisors, and organisers. The training day received major attention from the media.

As of 2012, the Western Region has organised one Youth Forum each year; the Forum of 2013 took place at Saaremaa with participation of 63 youngsters from Lääne and Saare counties. The broader goal of the Forum was to bring active youth together and find solutions of more interesting and efficient traffic education. The Youth Forum was structured as workshops with specialists from the ERA, Haapsalu College and Western Prefecture as table leaders; the regional traffic teachers have also trained youngsters in youth centres and at schools.

Youth Conference was conducted in the Southern Region in 2013 with 96 participants from high and vocational schools. More details below in the section of Southern Region activities. Youth risk trainings "Ohud liikluses" (Dangers in Traffic) have been organised in Eastern and Northern Regions - 15 trainings with 394 participants in the Eastern Region and 148 trainings with 1800 participants in the Northern Region.

Traffic accident statistics indicates that the accidents involving seniors are increasing and seniors are a risk group in traffic. Over the years, the ERA traffic teachers and different trainers have prepared training models suitable for seniors. These models have been warmly welcomed and received positive feedback. In total, 2670 seniors over Estonia were trained or advised during different events.

There are 11 traffic teachers over Estonia who are extremely welcome to kindergartens and schools to train and advise. One of our goals is to support teachers since we can ensure sustainable and systematic launching of traffic education in kindergartens and schools through the teachers. Additionally to advisory trainings, several teaching courses continued: traffic wagon and gadget elements project, bicyclist's teacher, school route mapping, accompanist of children group and traffic education trainings. As of autumn of 2011, the ERA traffic education materials have been ordered by 326 kindergartens out of 532 and 401 schools out of 558 educational facilities. The teachers actively involved in traffic education can be seen also from the volume of ordered materials: nearly 500 000 different brochures, work sheets and exercise books, games, colouring books and training videos were ordered by kindergartens and schools.

Educational institutions have long waited for one compact environment from where a teacher can find methodical materials and instructions as well information about possible courses. In the beginning of the present year, a new e-studying environment was launched which features important traffic education issues by target groups. The new environment has interesting reading materials for kindergarten and schoolteachers, mothers-fathers and all young and senior road users. We also offer the possibility for teachers to share their good practices with others. The new environment is available at the address www.liikluskasvatus.ee.

We have done many things together but we also have some "pearls" organised by regional initiatives and which should definitely be seen all over Estonia with the Youth Conferences and Trainings of Senior Vehicle Drivers being just a few examples. Some examples by regions:

TRAFFIC TEACHERS EVE-MAI AND CHRISTINA FROM THE NORTHERN REGION

The traffic teachers of the Northern Region organised a traffic educational fair-conference "Terve elu compass / Liikluskasvatuse eri" (Compass for Life / Special on Traffic Education) targeted towards teachers, health promoters, police and youth workers. The purpose of the conference was to inspire teachers and cooperation partners to engage in traffic education and make people to give thought to and act on traffic safety field as a whole.
168 persons participated including 81 kindergarten and 21 schoolteachers, also youth centre employees, officials of local governments, police workers, representatives of non-profit organisations and driving schools.

Presentations were made by Dago Antov from Tallinn University of Technology and Riho Tänak from the Police and Border Guard Board. Additionally there were workshops where teachers shared their practical experiences about conducting traffic educational work in schools and kindergartens; different cooperation projects and courses were introduced. During breaks it was possible to see different expositions, there were also different companies introducing safety related products and printouts.

As a summary of the conference it was stated that educational institutions do a very good traffic education work and such events are needed to share ideas and experiences. The conference enabled to see different new projects and training models and gave a strong input to the teachers to plan new activities.

TRAFFIC TEACHERS KAI, REESI AND KERLI OF THE SOUTHERN REGION

The Southern Region of the ERA has a tradition to invite different affiliated groups and cooperation partners together each autumn to jointly find possibilities for changing our traffic environment into a more safe environment. The autumn of 2013 featured a fourth traffic education conference in Tartu, this time with the subtitle: „NOORTE ERI – Mõtle ja ütle" (YOUTH SPECIAL – think and say). As the title suggests, the conference was meant for the youth: their values, attitudes, choices in traffic and spotting and preventing possible risk behaviour.

The main goal of the conference was to encourage youngsters to think about traffic safety in an active manner and make reasonable choices. The day was divided into two: the first half focused on presentations about backgrounds of risk behaviour and their consequences as well as stories told by youngsters themselves; the second half offered a possibility to take part in practical activities, discuss different issues, express one's opinions, test own knowledge, etc. The day was ended with a traffic performance by the AHHAA Science Theatre.

The conference had 182 participants; additionally to the youth and their supervisors, also presenters of the presentations, introducers of good youth practices and representatives of over 30 different activities centres.

TRAFFIC TEACHERS DIANA AND KATRIN OF THE EASTERN REGION

The traffic teachers of the Eastern Region turned their faces towards the future to find new cooperation partners and volunteers from youth organisations to carry on the "traffic bug". For this purpose, traffic education information days were organised to youth centres in December. Participants were leaders of the youth centres together with 2-3 more active youngsters. The leaders of the information days, Priit Lilleorg and Märt Treier, knew how to find a common language with the youth; youngsters participated actively in work groups and discussions about the reasons of risk behaviour and the ways to avoid it. Participants found, that youngsters have the urge to express and test themselves, more safe ways to do that were discussed.

The group works pointed out the weight of setting a personal example to shape the behaviour of friends and acquaintances and the courage to act when others are behaving in a wrong manner. Feedback was very good and this is the best indication of a successful event. At the end of the days, the thought ringing was "Lead your life yourself!". The traffic teachers of the Eastern Region adopted the "Liiklusvanker" (Traffic Wagon) project for kindergartens launched by the traffic education department of the Southern Region in 2013; 14 of 116 children facilities of the region came along immediately.

The highest amount of participants was on the children

group accompanist courses for teachers and traffic safety info hours for seniors. 914 seniors were advised. The children group accompanist courses were passed by all applicants, a total of 761 teachers of Lääne-Viru, Ida-Viru and Järva counties were trained.

TRAFFIC TEACHERS SIRLI, SOLVEIG AND MARIKA OF THE WESTERN REGION

In cooperation with the Pärnu University of Seniors, the traffic teachers of the ERA Western Region organised a two-day traffic safety training for senior vehicle drivers in Pärnu for the first time. The target group of seniors is influenced by somewhat old understanding of the Traffic Act, their lower ability to drive and driving technique characteristic to seniors (slow driving on roads – hampering traffic, problems with joining the traffic flow, insufficient use of direction-indication lamps and location of the vehicle on the road, overestimating own skills, etc) and health problems.

The first day featured training and advising of senior motor vehicle drivers by a driving teacher and a family physician; the training consisted of theory and practice and also personal advising. The second day included a 45-minute driving practice supervised by the driving teacher of a driving school. This was not a driving exam but gave a good opportunity to drivers in their golden age to test their new knowledge about the changed traffic rules right in the middle of street traffic and to obtain and complete some useful driving techniques.

ROAD ADMINISTRATION CUSTOMER SERVICE 2013

Customer service is a field in which many feel themselves as experts and are quite right to do so. Each of us has own positive and negative experiences – we meet good or not so good customer service attendants daily, use different e-service environments, etc.

To describe the development trends of the ERA customer service for 2013, we must start more wider, i.e. from the level of whole of Estonian. Within the last twenty years, both the customer servicing as well as customers have changed in Estonia – we now have a generation who thinks differently and communicates, incl. act, mostly in the electronic world. Our so-called older customers have also changed – they are more aware and demanding.

Good service and good servicing is valued more and more in modern Estonia, good service and attendants are met more often. But, good service alone has no surprises for the customers anymore, one has to offer memorable experiences and emotions that is also one of the trends of Estonian customer servicing. The other trend is development of the respective e-environments. The tendency of process optimising, service delegation and search for cooperation areas also continues in the state sector.

To keep up with the good-level Estonian customer service, the ERA strategy drawn in 2013 states the goals also for customer service – to reach top ten providers of customer services (first in state sector) and increase the number of e-environment users. The Customer Strategy drawn at the end of the year and approved by the Management of the ERA outlined actions for increasing customer satisfaction into five directions: customer information, customer feedback and operations related to service environment, servicing and processes.

The customer satisfaction survey of the ERA conducted in 2013 showed high satisfaction with the services of the Road Administration. Over 70% of participants feel that the Estonian Road Administration handles its tasks well or very well. The general summary showed that the customers most satisfied with the ERA services and their quality are respondents from Saaremaa and Pärnumaa.
The respondents not so satisfied with and most critical towards the activities and provided services of the ERA were from Hiiumaa. On a 10-points scale, customer satisfaction with services provided by the bureaus was 8.2.

The private sector and several state companies measure customer satisfaction also with a recommendation index, i.e. satisfaction results are based on one simple question: "Would you recommend the services and service personnel of company X to your friends, acquaintances, loved ones?" One or another organisation is recommended in case customer expectations were exceeded and the service personnel left a good impression.

To achieve better service quality, the ERA launched preparations in 2013 for utilisation of the recommendation index system in the traffic register bureaus and linking of the index to the motivation system – a smile costs nothing, but people pay for it.

The ERA launched a search for strategic partners among state companies in 2013 to optimise costs related to direct provision of services. Preparations were started for opening a new traffic register bureau at Lasnamäe. The location of the bureau shall be the Police and Border Guard Board's facility on Vikerlase street, which means that the ERA and the police are the first in Estonian state company history to open a mutual service providing hall where the customers can apply for ID cards as well as driving licenses.

Utilisation of e-environments within the private sector of Estonia has been successful – this sector includes online banking and self-service portals of companies. For the state sector, e-tax board and e-customs can be outlined as excellent.

The e-services of the ERA have been used moderately. About 14% of customers prefer electronic transactions. Paper-free ARK has not become popular among users be-

cause it was built up considering the needs of the organisation itself and this made the portal complicated for the customers.

Development of the new e-service environment of the ERA started in 2013 to enable the customers formalise owner change of a vehicle online, check the background of a vehicle, change the data of the vehicle owner and users and order registration certificates and plates, etc.

During development work, the project team tried to reach equilibrium between the needs of the customer and the needs of the ERA. E-service was developed into an environment that considers the user, is flexible and easy to use. For ease of use, structure similar to e-environments existing in the private sector used frequently (i.e. online banking) was important. Simplicity as such became also the largest touchstone of development – it was hard for specialists handling certain processes every day to put themselves into the shoes of the customer and see what is easy and what is not.

The help of language editors was used to write explanatory texts so the environment would be understandable and easy to use. A lot of attention was paid to security of the system and to design characterising an attractive company.

The booking system of the ERA was completed in autumn 2013 and the customers of Tallinn, Saue, Tartu, Pärnu, Rakvere and Paide bureaus had the possibility to choose a suitable time for visiting the bureau.

Additionally to the new project, the ERA participated in the traditional Good service month events (Tartu bureau was among the top hundred of Estonian service providers) and the uniforms of traffic register employees were freshened up.

In all, the year was expeditious since there are no insignificant small details in providing services. Each customer has his/her own important small detail that lifts up his/her mood – it might be the smile of an employee, a good road or the design of the e-service icon.

SERVICE POINT	GENERAL SATISFACTION	SERVICING SPEED	SERVICE ENVIRONMENT	COMPLAISANCE OF CUSTOMER SERVICE	CUSTOMER SERVICE ACTIVITY IN FINDING SOLUTIONS	CUSTOMER SERVICE COMPETENCE
Average	**8,2**	**7,6**	**8,4**	**8,5**	**8,6**	**8,8**
Haapsalu	9	8,5	9,2	9,2	9,2	9,4
Jõgeva	7,8	8,1	7,7	8,4	8,5	8,2
Jõhvi	7,6	7,3	8,2	7,8	7,7	8,1
Kuressaare	8,8	8,3	9,1	9,1	9,2	8,9
Kärdla	8,8	8,7	9,4	9,2	9	9,2
Narva	7,2	7,7	9	7,9	7,4	6,9
Paide	9,2	9	9	9	9,3	9,1
Põlva	8,8	8,3	8,7	9	8,8	8,5
Pärnu	8,6	7,3	9	8,7	8,6	8,8
Rakvere	8,5	8	8	8,1	8,1	8,7
Rapla	9,1	9,1	9,3	8,9	9,3	9,2
Saue	8,3	8,3	8,8	8,8	8,4	8,9
Tallinn	7,9	7	8	8,6	8,8	8,9
Tartu	8,4	7,4	8,3	8,5	8,4	8,9
Valga	8,6	8,6	8,6	8,6	8,6	9,1
Viljandi	8,8	8,9	9	8,8	9,1	9,3
Võru	7,4	7,2	7,5	7,3	7,8	8,1

MAIN EVENTS

JANUARY

January 1st, all support services of the ERA were centralised: specialists of regional support services were brought to the personnel, justice, information technology, public relations, administration and financial departments operating in the Centre.

January 4th, Luige grade separated junction was opened for traffic.

FEBRUARY

February 15th, the press conference „Suuremad teetööd 2013" was held.

MARCH

March 25th, the Management approved the ERA Strategy 2013–2015.

APRIL

April 1st, the East, South, West and North Regions seized to be independent structural units with enforcement of the Statutes of ERA. Departments in regions continue to fulfil the main tasks and regional representation of the ERA as staff units of the Estonian Road Administration.

April 16th, Design Contract of the V construction area of the Tartu western bypass was signed.

April 17th, a Silver Egg was awarded to road speed campaign of the ERA "Piirkiirusel on põhjus!" on the Kuldmuna creativity contest gala in the Estonian Drama Theatre.

MAY

May 13th, construction of Topi junction I stage – construction of cycling and pedestrian tunnel commenced.

JUNE

June 13th, a joint press conference of the ERA, Consumer Protection Board and Tax and Customs Board was held on the examination field of the ERA Tallinn bureau regarding the market of used vehicles, which was the opening kick of organisation of the used cars' market.

AUGUST

August 2nd, the new traffic theory examination environment was opened on the ERA homepage offering the possibility to see the programme of the traffic theory exam and take a test exam similar to the real one.

August 26.–28., the international XXVIII conference of the Baltic Road Association in Vilnius with representatives from 25 countries besides Estonia, Latvia and Lithuania took place. At the end of the conference, Estonia was granted presidency of the organisation for the years of 2014–2017.

SEPTEMBER

September 11th, Kilingi-Nõmme – Mazsalaca reconstructed road section constructed within the frames of Estonian and Latvian Estonia-Latvia programme was opened.

September 13th, Construction contract of Topi junction II stage was signed, in the course of which the 1.3 km road section overpass the Tallinna-Pärnu road at Laagri will be constructed together with roundabouts.

September 23rd, Kadri Valner became the new manager of the Road Museum. The previous manager Mairo Rääsk assumed work as the development manager of the History Museum of the Tartu University.

September 26th, the ERA introduced the new road maintenance plan of 2014–2020 to the media at a press conference.

OCTOBER

October 3rd, construction contract of Kurna and Luige connection road was signed.

October 10th, free inspection of vehicle lamps and tyres was conducted across Estonia for the second year in a row.

October 18th, festive opening of Jõhvi new junction with a double overpass.

October 28th, Consumer Protection Board, ERA and Tax and Customs Board launched campaign „Kasutatud auto osta targalt!" (buy a used car smartly).

NOVEMBER

November 4th, reflector campaign „Me hoolime, aga ei märka" (we care but don't see) started.

November 18th, Aruvalla-Kose new four-lane road section on Tallinna-Tartu road was opened.

November 22nd, IV construction area of Tartu western bypass was opened; with construction of the Tartu Postimaja junction as the part of the area, a safe access to Tartu was created for people coming from Tartu and Southern Estonia.

November 26th, press briefing summarising the 2013 road works took place in the main building of the ERA.

November 27th, new booking system of the ERA commenced working; the customers are able to choose suitable time for visiting the Tallinn, Tartu, Pärnu, Saue and Rakvere bureaus.

DECEMBER

December 23rd, for new speed cameras installed to the Ääsmäe-Haapsalu road commenced working.

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