



Institutional Capacity Building (In relation to promoting Good Governance and Integrity)

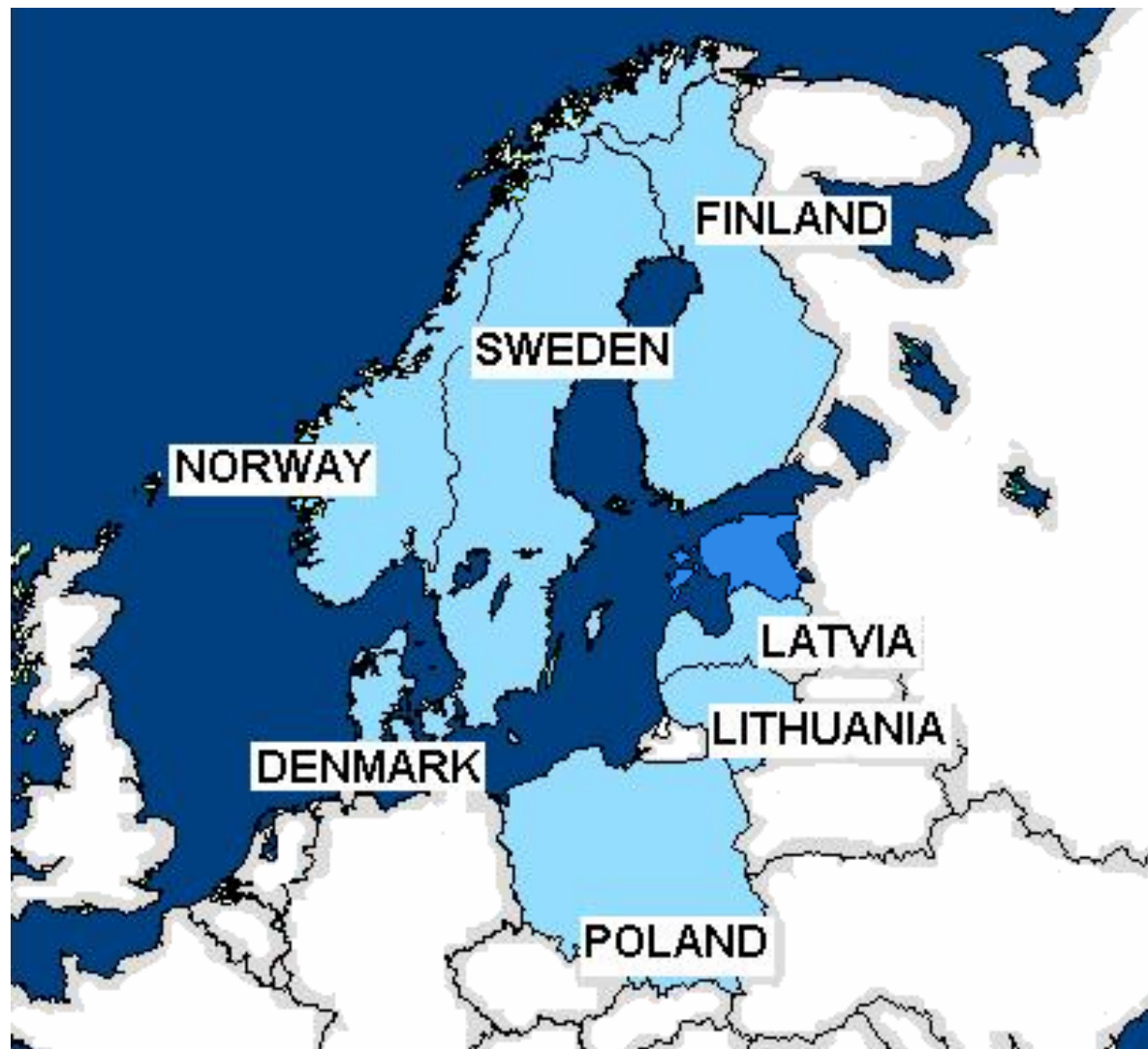
→ Aleksander Kaldas

→ Estonian Road
Administration

→ Counsellor of the Board

→ Aleksander.Kaldas@mnt.ee





CO-OPERATION AGREEMENTS OF E

Baltic Road Association (BRA)

- **Established in 1989;**
- **Founders: Estonian, Latvian and Lithuanian National road Administrations;**
- **At present open also for other state organizations, legal bodies and private contractors;**
- **Memorandum of Understanding between BRA and NRA (first signed in 1992; refreshed in 2001):**

Nordic Co-operation

NRA

NRA
Denmark
Faroese
Finland
Iceland
Norway
Sweden



**Estonia
Latvia
Lithuania**

Project NordBalt: - common board meetings
- acting secretary
group
- specialized



The Road Act

- **Valid for the first time from 1928**
- **The modern version – 1991**
- **The current legal version approved 17.02.1999**

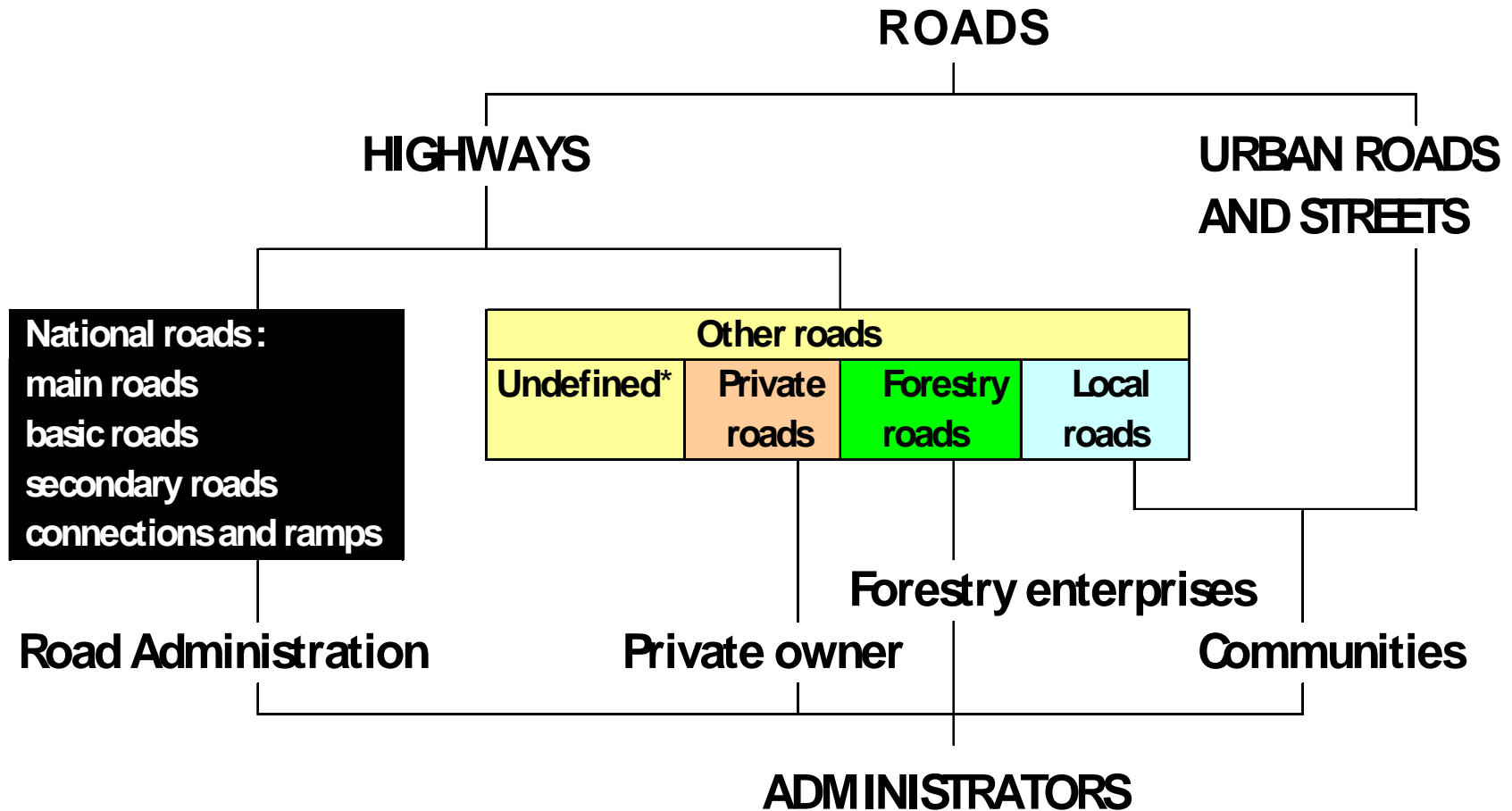
Main functions of ERA

- **State surveillance over the road sector;**
- **Road management and road safety;**
- **Legal acts;**
- **Policy, strategy, and long-term planning.**

ERA)

(Statutes of

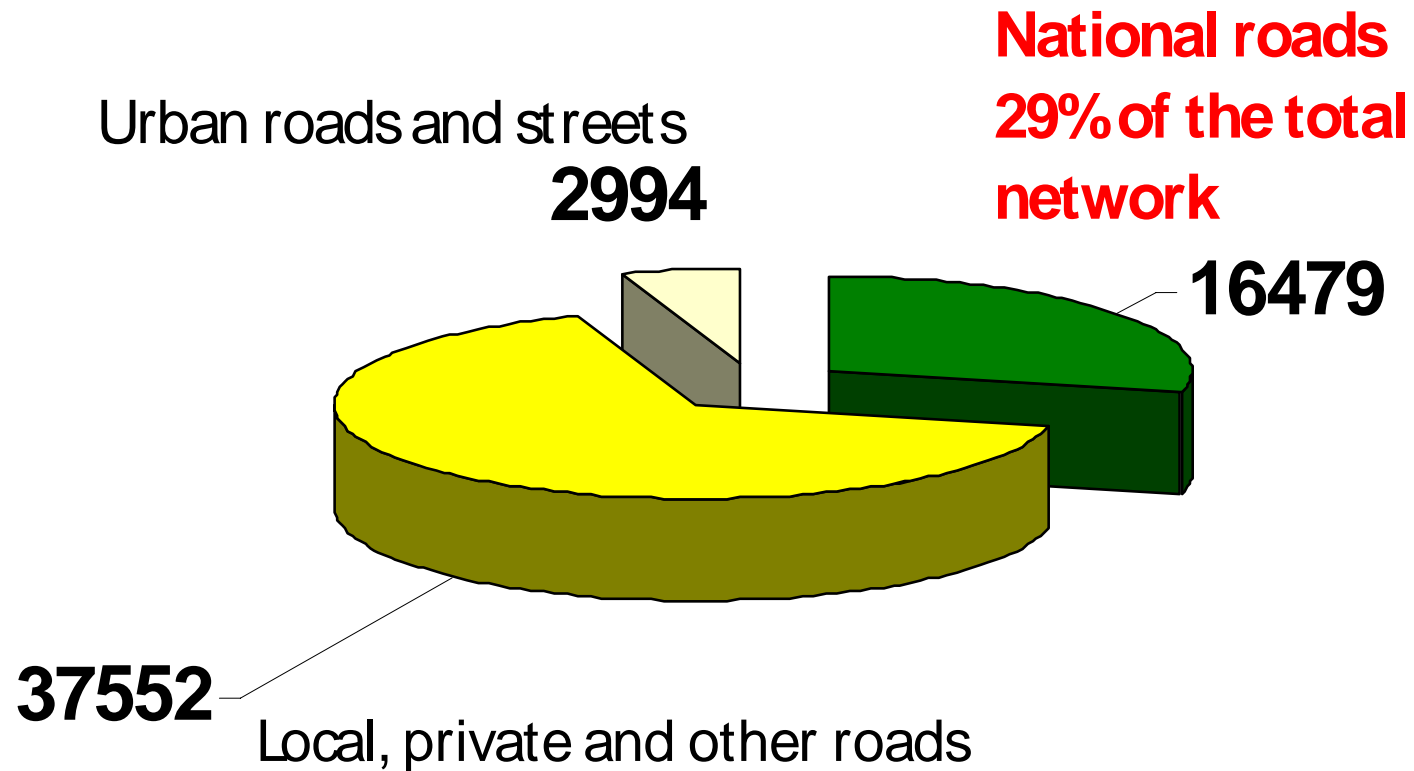
Classification of Estonian Roads



* Neither specified by owners nor administered

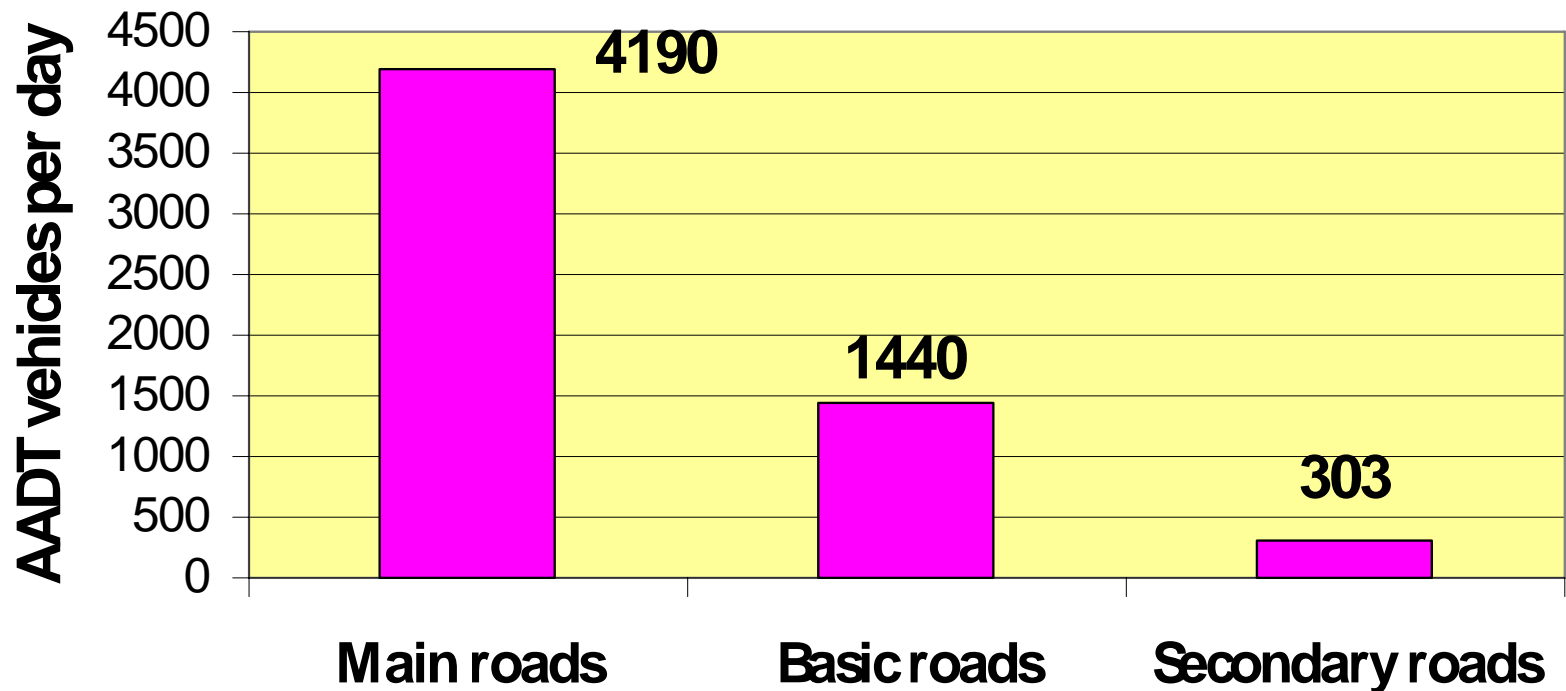
Estonian Road Network

Road network as of 01.01.2007, (57025km)

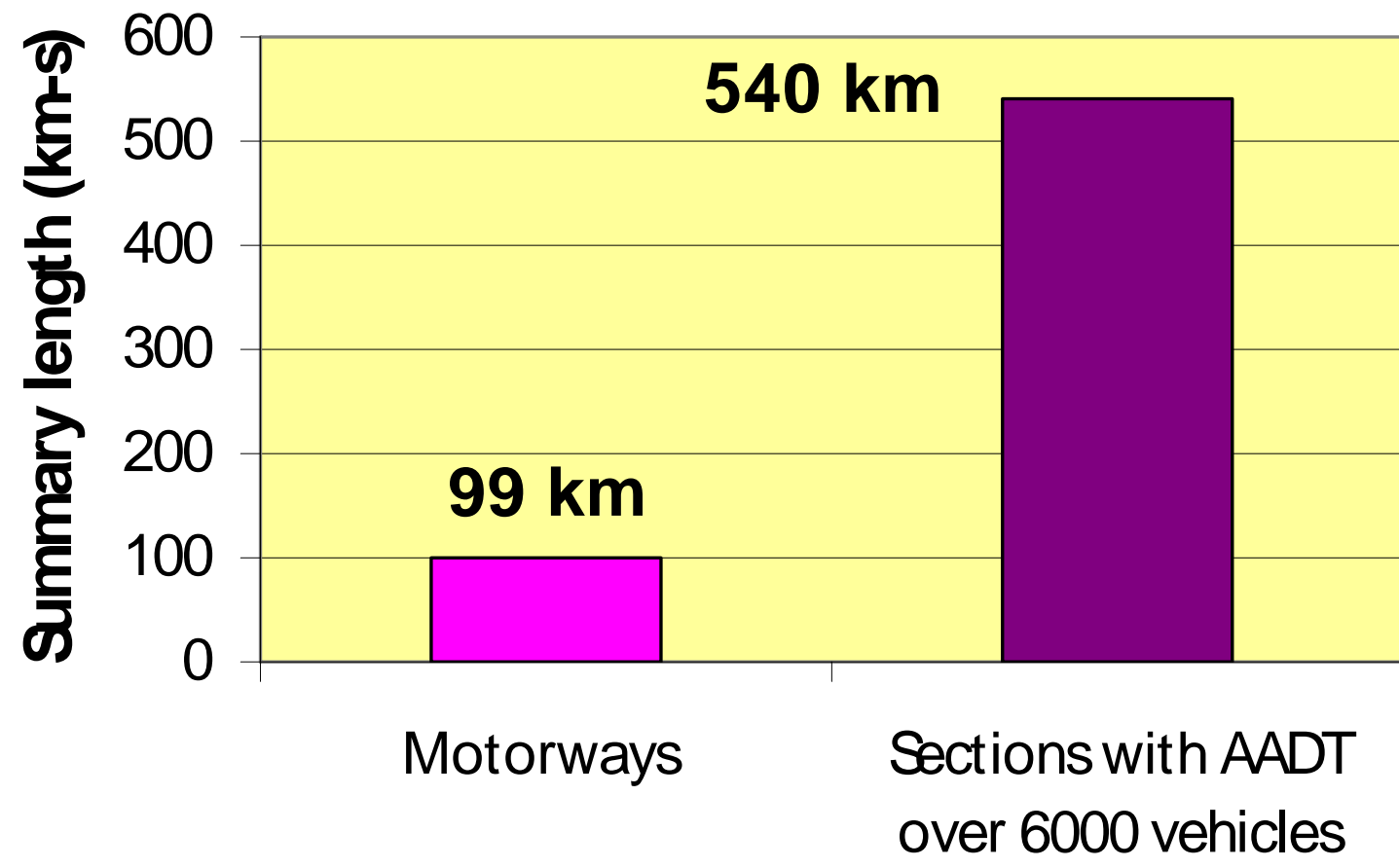


AADT on National Roads 2006

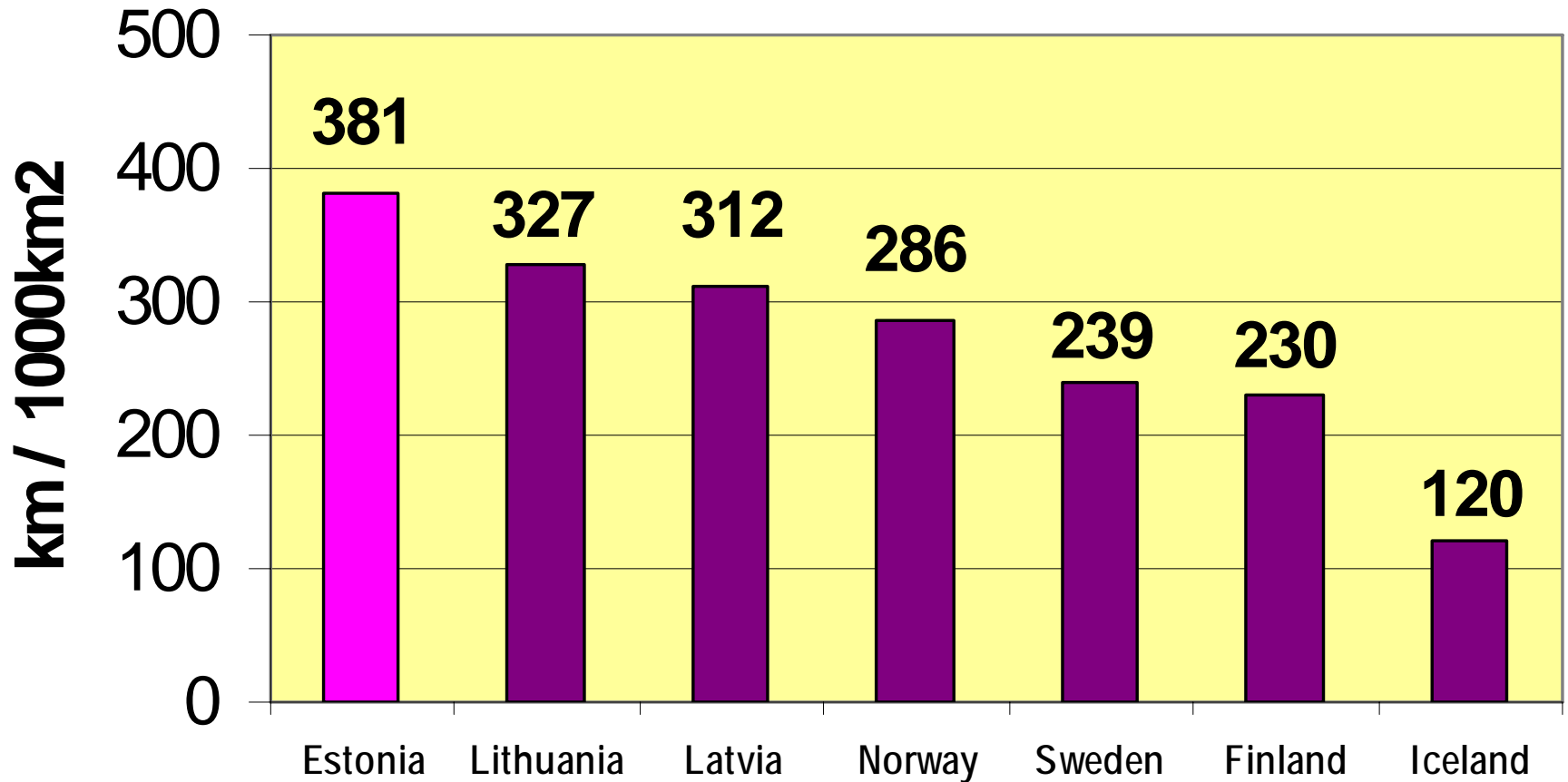
Average traffic density on different parts of the national road network



Summary Length of Motorway Sections

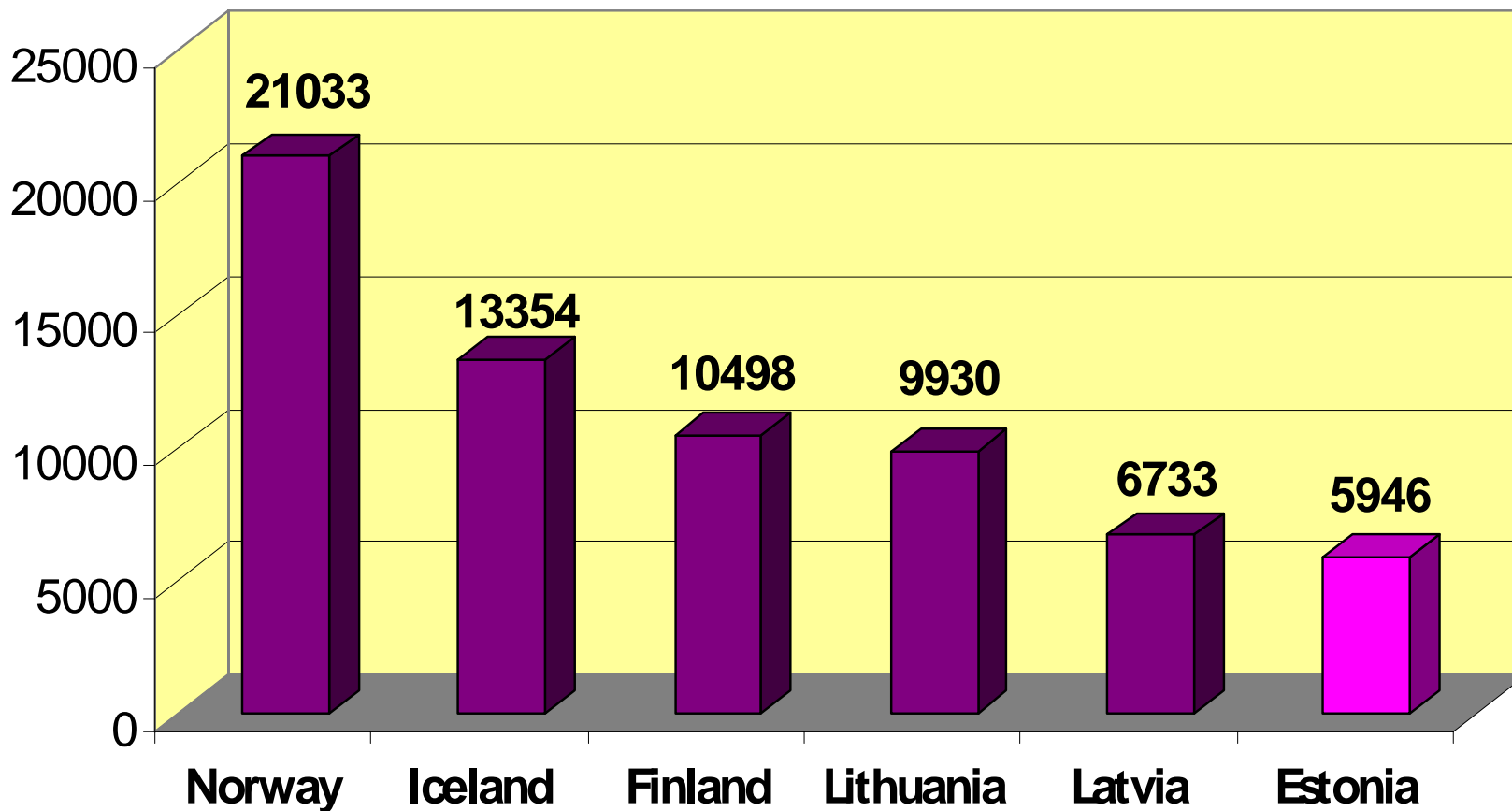


Comparative Density of Public Roads

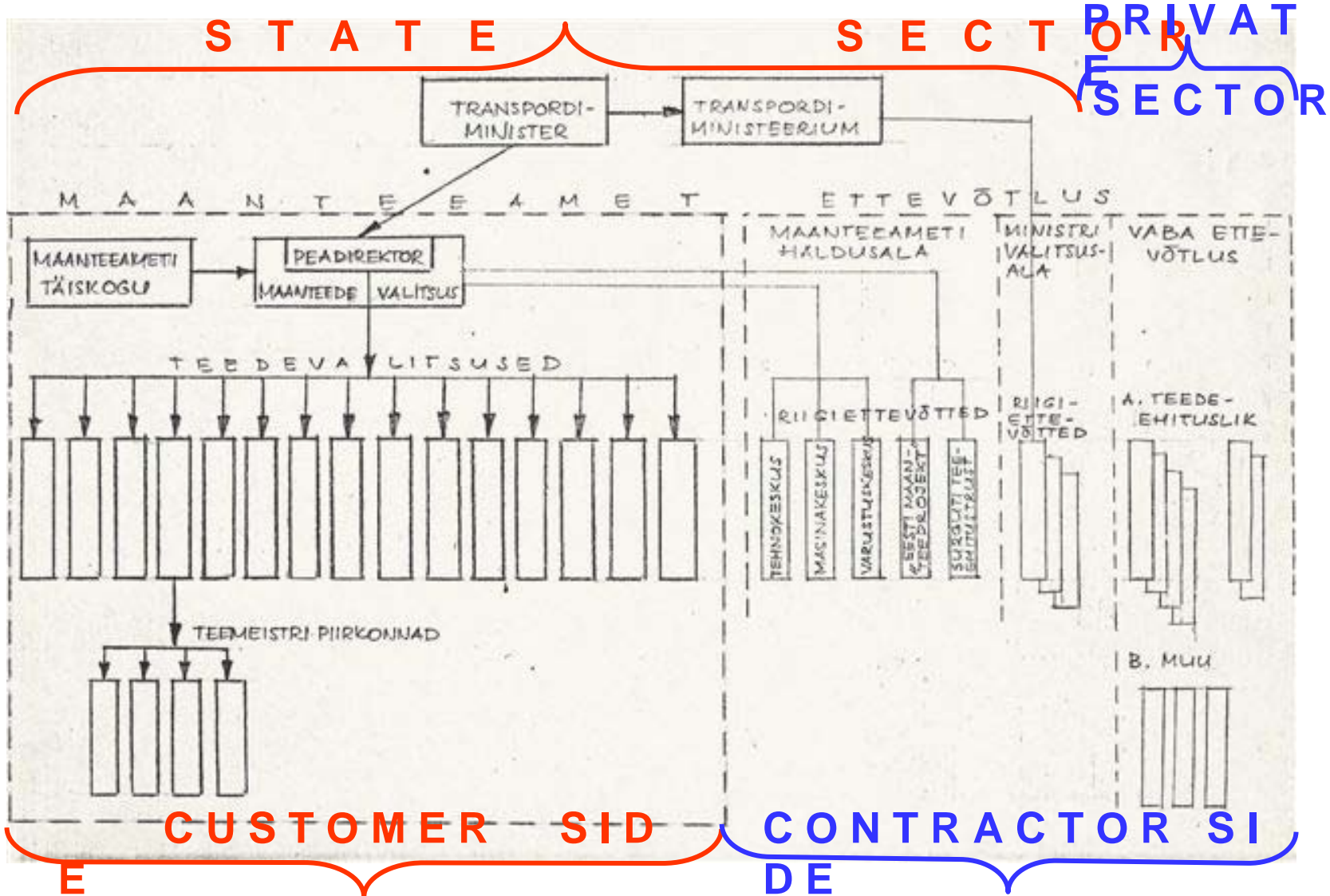


Expenditures for National Roads in 2006

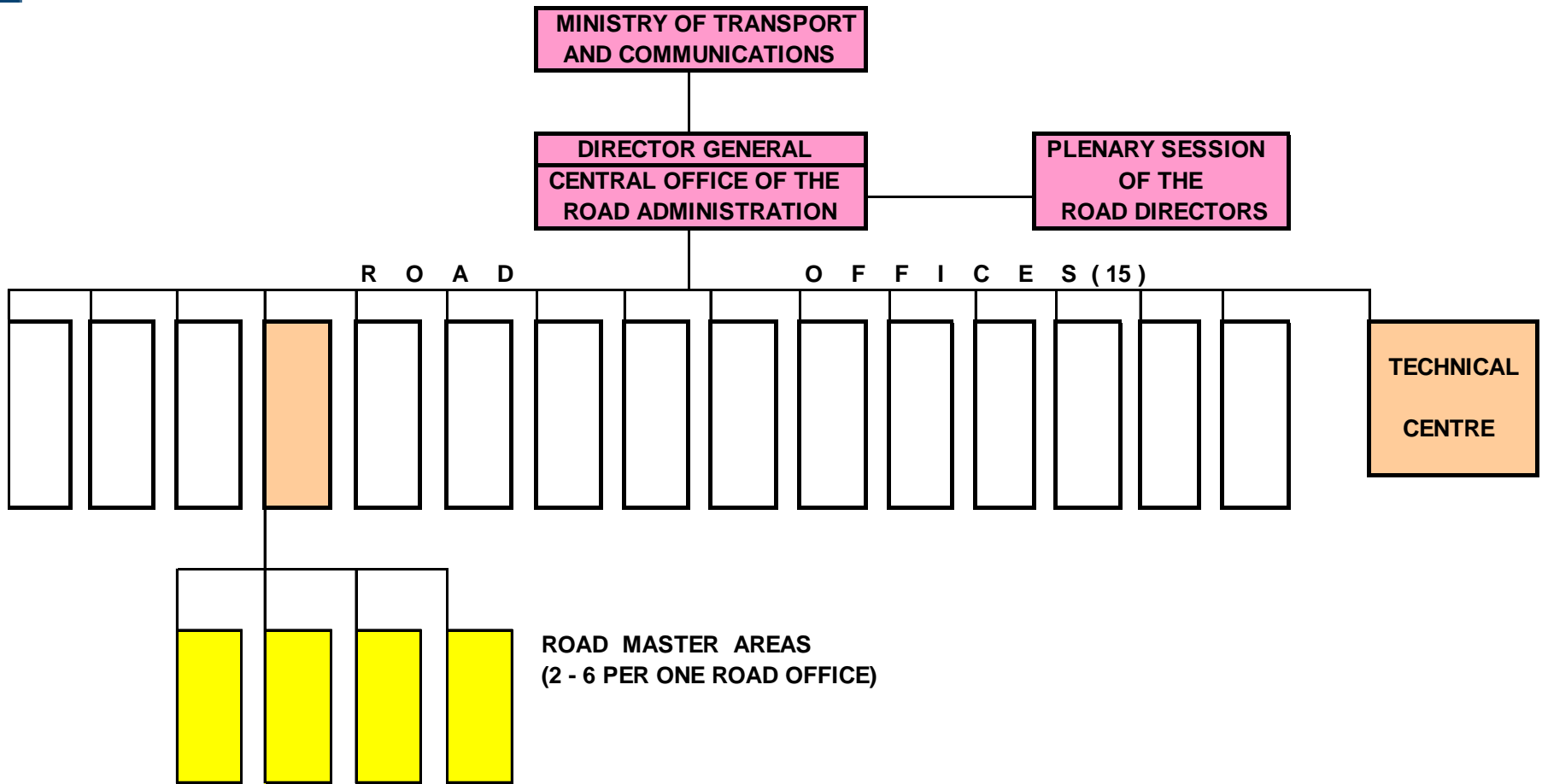
EUR /km

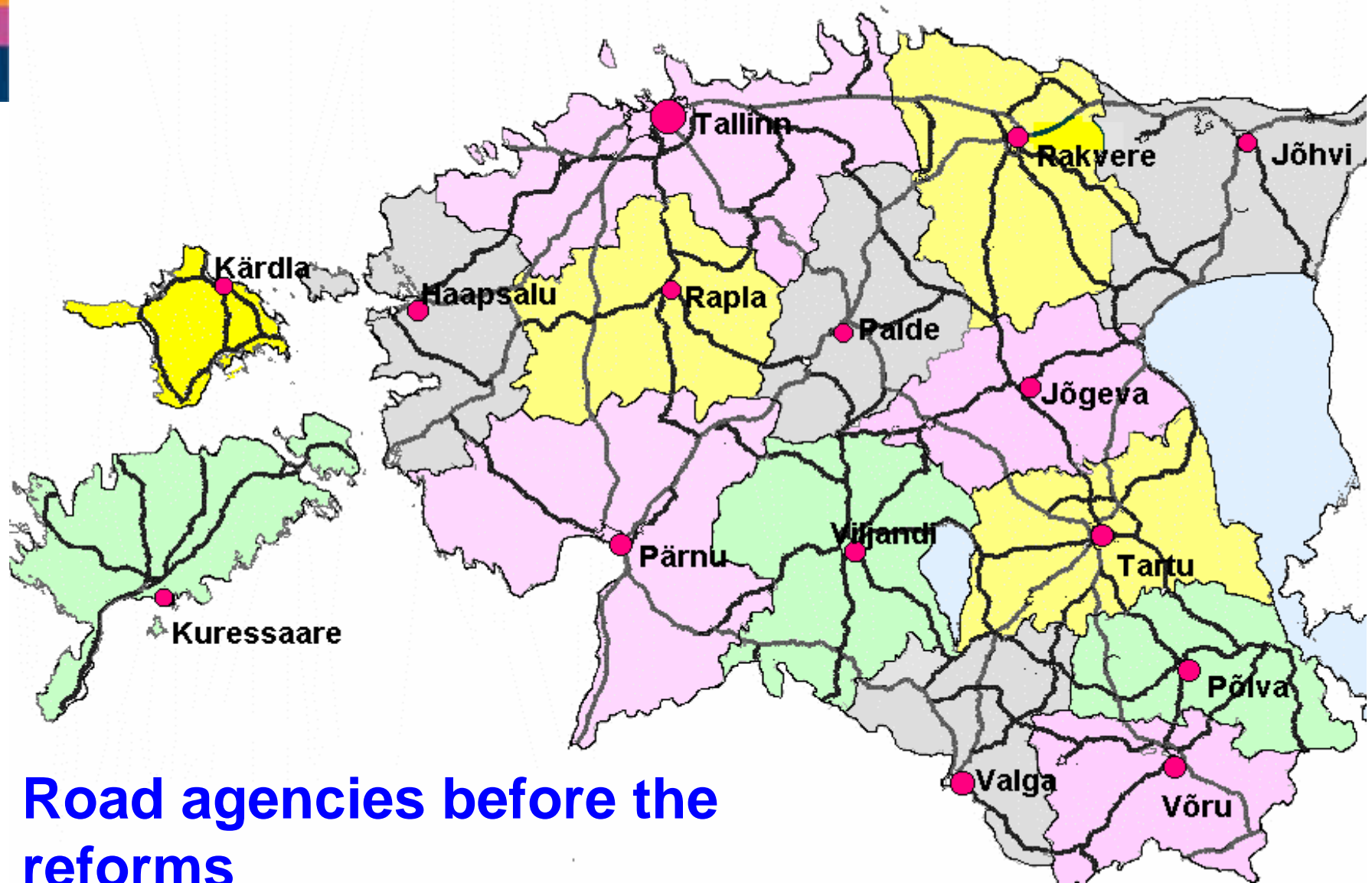


Administering National Roads in 1000



Administering National Roads in 1992-2000





Road agencies before the reforms
- an office per county (15)

Highlights of the Restructuring

ARGUMENTS

- Role of the state grown out of date;
- the roles of customer, performer and supervisor mixed;
- lack of legal partners for local customers;
- existing production units not used to their full capacity;

GOALS

- Increase the role of private sector;
- prevent arising all kinds of monopolies;
- complete the state road sector reforms;
- contract based road maintenance in the planned counties (9);
- continuous privatization;

Administering National Roads after the 2000-2005 Reforms

Ministry of Economic Affairs and Communications

(National) Road Administration

Regional agencies (6)

**Road Administration
of the Northern
Region**

RO

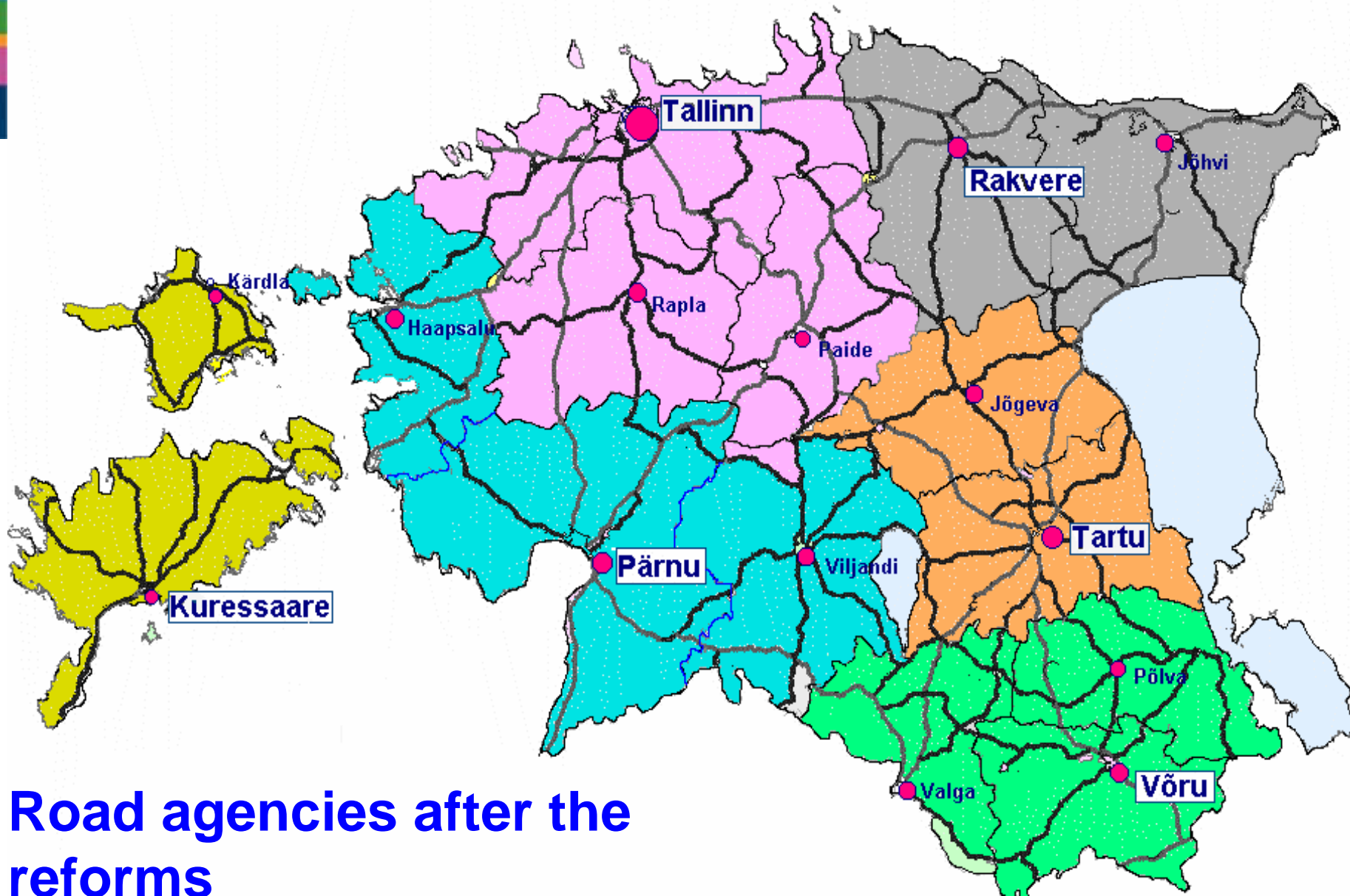
RO

RO

RO

RO

**10 County Departments
(1 - 2 per one agency)**



Road agencies after the reforms
- an agency per region (6)

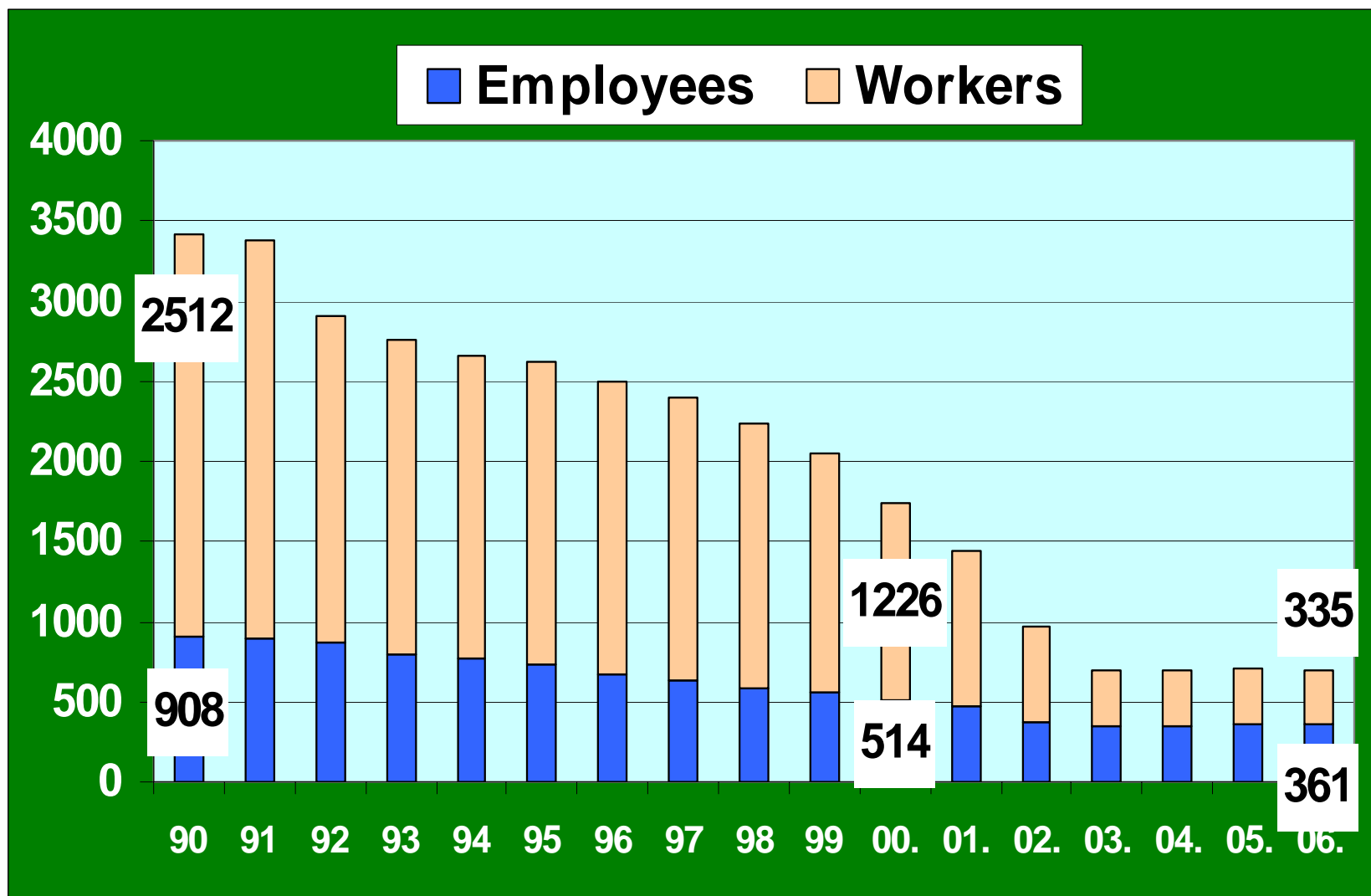
Responsibility

As a conclusion of the restructuring the road management, responsibility for administering different classes of national roads has been divided between:

- the central (Main roads) and**
- regional administrations (Basic and secondary roads)**

of ENRA.

Personnel 1990 - 2006



Development of the Private & Contractor Sector

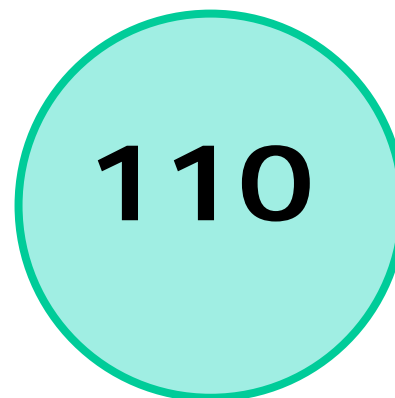
After 1990 - state rental companies
1993 – independent private companies;
2000 – first daughter-companies
2006 – the first concern(group)

1990



**State
companies**

2007



**Private
companies**

Current Conclusions

- Number of regional agencies reduced;
- Number of state(public) employees reduced;
- Customer&contractor tasks clearly separated;
- Counterparts' professional activities specialized;
- No legal contradictions regarding principles of market economy;
- Everybody knew what to do, problem was how to realize the whole package more successfully;
- Neighbours' experience (incl. negative exp.) has been looked for and used of;
- The “own face” saved everywhere;
- Situation has fully stayed under control.

During 2008 and part of 2009 the last stage of the present reforms will be completed:

- **Continuous full privatization of contractor units (companies);**
- **Transition to 100% contract maintenance (68% nowadays);**
- **All the regional agencies will change into poor customers.**

Operating Priorities

- **Road operations;**
- **Repairs of main roads – projects related to foreign assistance funds;**
- **Preservation of the existing pavements;**
- **Repairs of the asphalt pavements on basic and secondary roads; repairs of bridges;**
- **Paving of gravel roads**

The vision and mission of the ERA

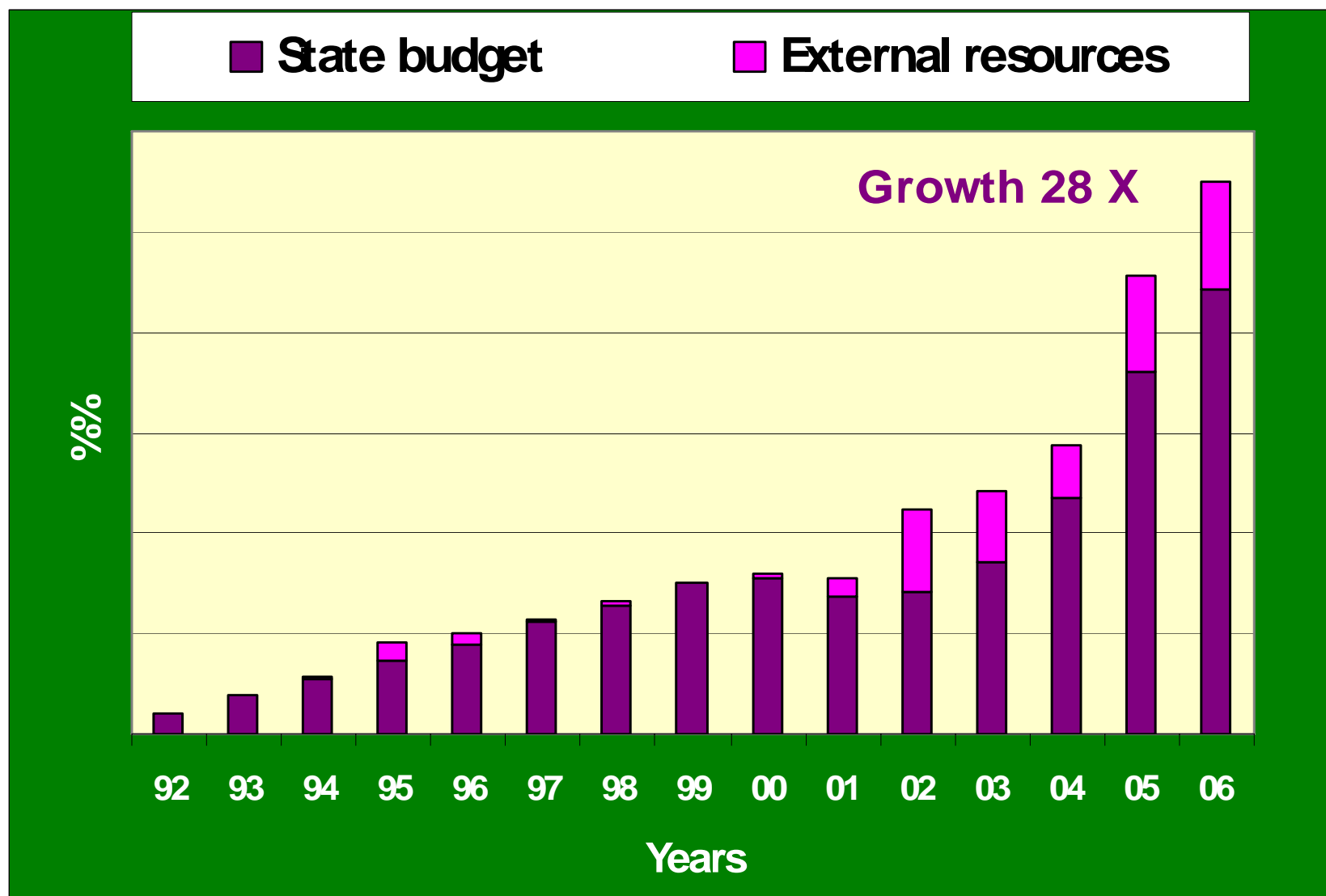
Vision:

To pave Estonia's road to
development

Mission:

Connect the Estonian people
with an up-to-date road
network

Dynamics of Financial Resources 1992-2007



THE MAIN ROADS ADMINISTERED BY ERA CENTRAL ADM.



**Tallinn-Tartu road
upgrading coming
in the next 5-10
years**

Involvement of the Public in Planning Processes

- **Harmonizing of long-term programmes with local authorities;**
- **Public debates regarding design solutions;**
- **Press-conferences;**
- **Informative publications;**
- **Web-site information;**
- **Official press-representative.**

Training of Staff

- **Foreign assistance and long-term trainees-on-job (first trainees in 1990);**
- **Training connected to the World Bank projects;**
- **IRF fellowships;**
- **Special trainings and consultations connected to using EU assistance and funds;**
- **Project “NordBalt”;**
- **Independent trainees.**



Effective Sector Management

- **Legal acts;**
- **Public control;**
- **Open procurement procedures;**
- **Operating permissions;**
- **Acting business register;**
- **Privatization strategy.**



If anything can go
wrong,
it will

(Murphy's Law)



A photograph of a long, straight asphalt road with numerous cracks, receding into the distance. The sky is clear and blue. On the right side, there are some trees and a street sign. On the left side, there's a grassy area and some buildings in the far distance. The overall scene is bright and clear.

THANK YOU,

HAVE A FLUENT JOURNEY !

