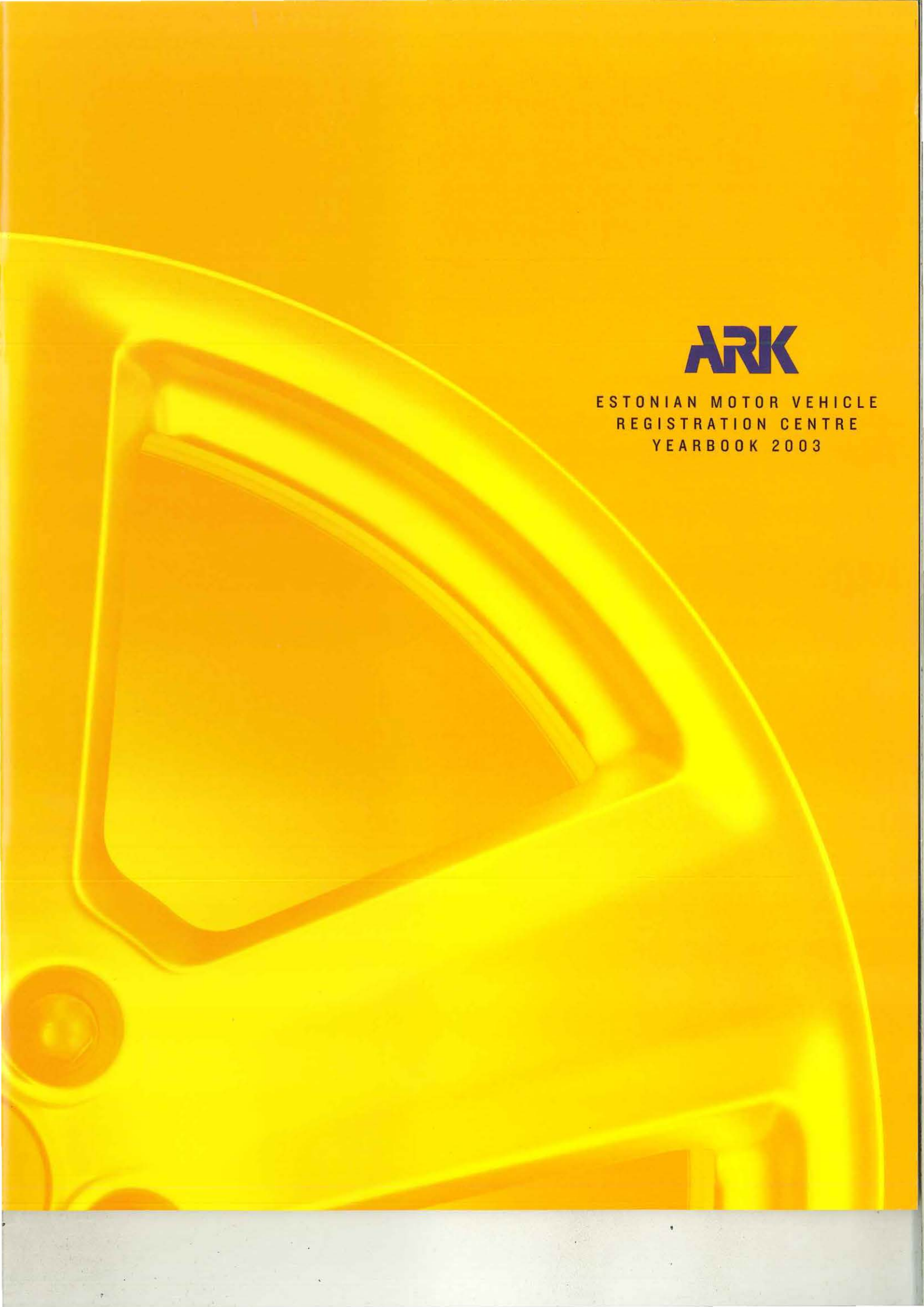
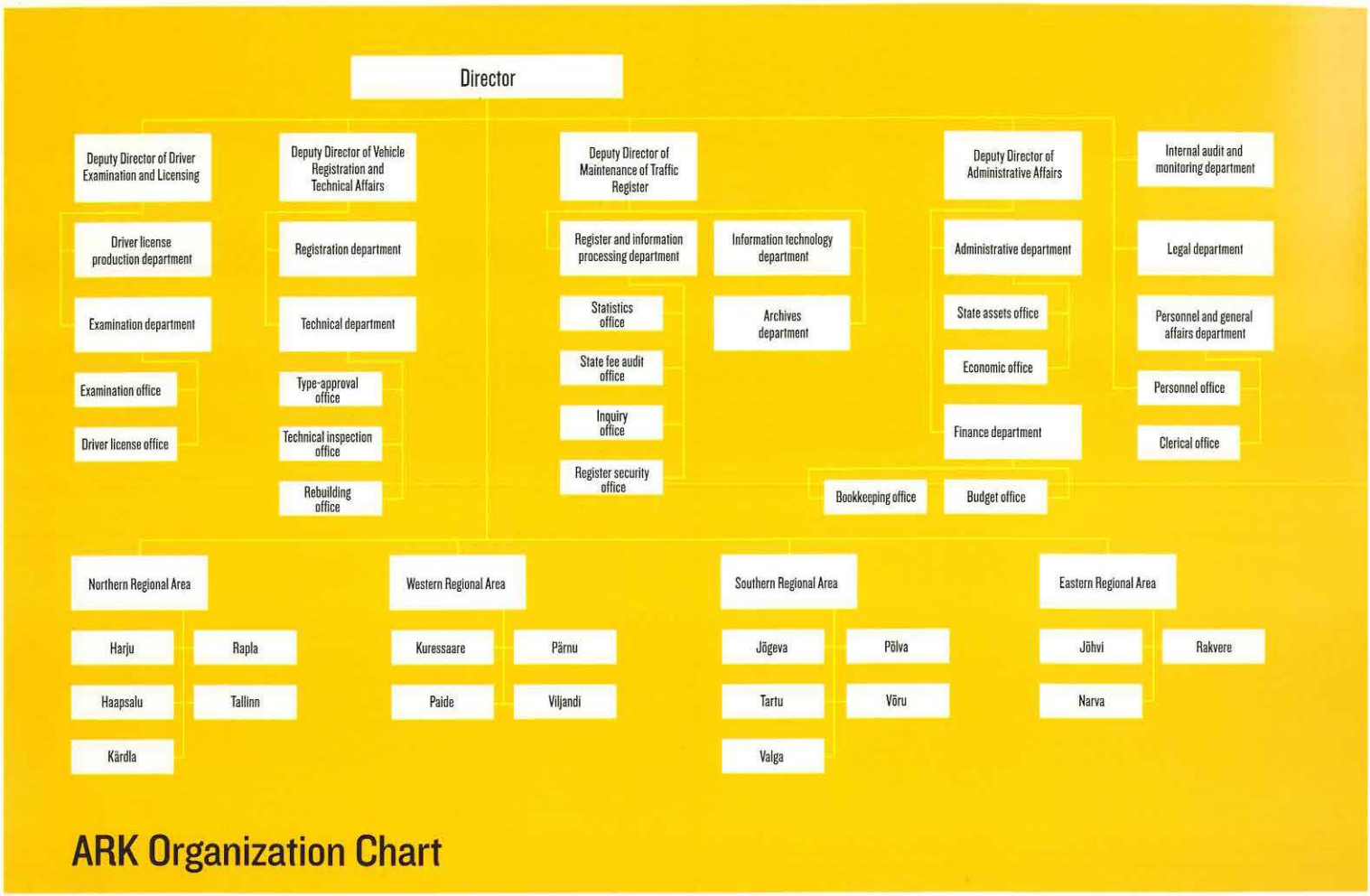
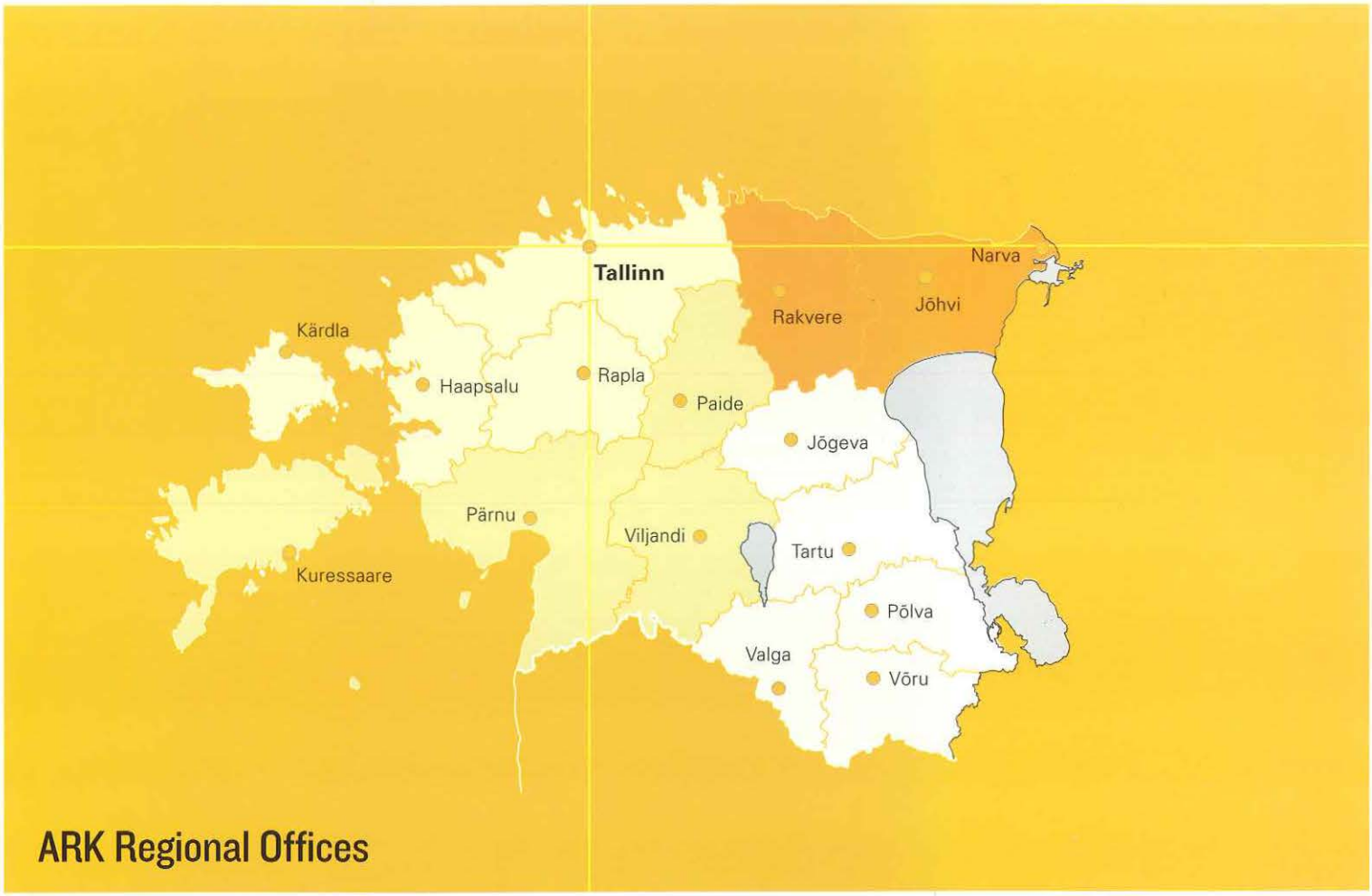


ARK

ESTONIAN MOTOR VEHICLE REGISTRATION CENTRE YEARBOOK 2003



ARK Organization Chart



ARK Regional Offices

Contents:

Tamur Tsäkko, *Director*

The ARK is aware of its broader obligation in the society and does not consider itself only as a maintainer of the register. Therefore we have set as a goal for our activity to assist in the development of safe traffic and environmentally friendly attitudes in Estonia

A self-critical, open and innovative ARK

Accepting the leadership of the organization in December of 2003, my first assignment was the analysis of what had been done to date, an appraisal of the resources and obligations and the development of a progress model for the future.

It must be recognized that by 2003, ARK has become an authorised processor of one of the best-developed register in the Estonian public sector. At the same time, much still needs to be done to raise the internal effectiveness of the institution and to shape the organization to meet the client's needs and fulfil legal requirements.

Also, standing on the threshold of a united Europe, the role of ARK must be newly defined and its goals specified. Since only an informed focus can lead to the changes that the society expects to be achieved.

Vision. Mission. Goals
What do we want to achieve? We have reformulated our vision as follows: ARK wants to be the best, modern, highly regarded, innovative and internationally recognized register in Estonia. Ambitious? True. But achievable.

What does the society expect of a Vehicle Registration Centre as an organization?

The mission we have formulated should keep us on course: to offer clients a modern register and the possibilities derived from this and based on these developments, to offer a customer-based, competent, fast and innovative service. We have also set an organizational goal for ourselves that the Traffic Register's operations should be carried out in the best way and in the shortest possible time.

We believe that the basis for good ARK results and increased international recognition are based on enterprise, innovation, quality orientation and high ethical standards.

Principles and standard of management
In order for the organization to develop using its entire potential, we have specified several principles and standards in which regard we do not wish to make any concession. Briefly, a few examples:

> **We are innovative and ambitious**
We want to compete with to the world's best registers and we believe that we are capable of achieving our ambitions. Our management principles must lead to the creation and management of a comprehensive organization.

> **We are systematic and stable**
Through a systematic management program, we want to create a basis for stable development in future, in which we determine the approaches for success and implement tools for constant development.

> **We are consistent**
This is a long-term process, which is based on scientific grounds and practical experience and which involves employees at all management levels.

> **We are oriented towards development**
The result of systematic and stable development is a continual adjustment of working processes, adequate descriptions of work procedures, creation of reporting systems and the everyday use of other elements necessary for management system.

> **We think globally, act locally**
We have harmonized EU legislation and directives and, undoubtedly, for their implementation, we consider Estonian characteristics.

> **We are ready for challenges**
We are always looking towards the future. Our most valued resource is dedicated employees. We concentrate on our basic activity – maintaining the traffic register. In order to be successful, it is necessary to focus on cooperation with the customers. We therefore consider our employees to be the most important factor for our success and the best guarantee for the best results. We want to offer our employees enjoyable work, constant opportunities for development and new challenges. Our goal is to increase the motivation of our employees, as only motivated employees can create values.

> **Summary**
In summary, upon acceding to Europe, we have accepted clear, bold and necessary goals, and we have already started the reorganization necessary for achieving them.

As traffic fatalities and the stunts of traffic hooligans and speeders who have just received their licenses keep happening, **it is our continuing priority to improve driving training and to raise the quality of examinations to a new level**. More innovative solutions for conducting examinations will be introduced in the second half of 2004, when the ARK will computerize the examination classes and the so-called computer-based examinations will be implemented

Juhan Kaarpalu,
Deputy Director of Driver Examination and Licensing

Digital technology will be implemented also in driver examination

The goal of the Estonian national traffic safety program is to reduce the number of fatal accidents and the level of severity of traffic accidents, in which the ARK has a significant role to play. This means that our efforts are directed at creating a traffic-friendly environment and raising awareness about traffic issues.

Review of examinations in 2003

During 2003, the ARK Tallinn office, the largest office in Estonia, carried out 10,053 driving tests, of which 65.7% were passed successfully. The average pass rate in Estonia for all categories of motor vehicles is 71, for applicants of B-category driving licenses, the percentage is a bit lower – 69. Bus drivers, with a fail rate of 13%, are best prepared for driving tests.

As of 2004, there are 70 trained and certified examiners in Estonia, who conduct examinations every working day.

In addition to driving skills, examiners are paying more and more attention to the driver's behavior in traffic, the ability to consider other drivers and to orient themselves in different traffic situations.

Arising from environmentally friendly driving techniques, all ARK examiners have also completed the respective training, and are capable of assessing a driver's ability to drive safely and in an environmentally friendly manner.

Theoretical examination into the computer

To help drivers get better theoretically prepared, the ARK is taking steps to simplify familiarization with examination questions for learners. A totally new level of preparation and conducting of theory examination will arrive in the second half of 2004, when the assembly of computerized examination classes and computer-based examinations will be started. At the first stage, we plan to create computerized examination classes by the end of 2004 in the four largest offices – Tallinn, Tartu, Pärnu and Jõhvi.

Supervision of teachers

In 2003, the ARK examination department has conducted inspections of the teachers of motor vehicle drivers on 31 occasions, in addition to the regular supervision of driving schools generally conducted twice a year by ARK offices.

By inspection visits to driving schools, the most frequent shortcomings revealed, were as following:

- not adhering to the requirements of the driver curriculum;
- incorrect documentation and shortcomings on their storage;
- non-transparency of training fees (tuition fees, surcharges).

Unfortunately the ARK cannot audit training fees, although many complaints have been received in this regard. In the interests of applicant drivers, we have included on our website recommendations and advice to be followed when selecting a driving school.

ADR

In addition to examining motor vehicle drivers , the ARK examination department also conducts examinations for drivers of the vehicle carrying dangerous goods and issues ADR-based training certificates for drivers of the vehicle carrying dangerous goods. According to the "The European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)" dangerous goods mean those substances and articles that can create explosion, fire or radiation hazards or due to their toxicity, corrosiveness or other characteristics may create damage to human health, property or environment during their transportation.

In 2003, 502 ADR certificates and 12 certificates for safety consultants were issued.

Suspension of driving entitlement

Unfortunately, not all road users, including motor vehicle drivers, are positive examples. The implementation of the Penal Code on September 1, 2002, totally changed the punishment policy and procedural regulations for traffic offenses.

As administrative penalties, suspensions of driving entitlement by the ARK were imposed for more serious violations of traffic regulations. In 2003, driving entitlement was suspended in 11,749 cases.

In 2003, improvements in our driving culture could be noticed, although the effectiveness of activities connected with traffic education and punishment policy are not apparent in a year, but will take much longer.

ARK focuses on basic activities

In the administrative field, the great achievements in 2003 were the opening of the ARK Pärnu office and the opening of the Maardu division. As a result of these steps, it is more convenient to serve the customers. In 2003, the ARK spent a total of 6.3 million kroons on construction and renovations.

The most important topic in the administrative field was the designing of the purchasing policy, the establishment and implementation of its rules.

The basis of the purchasing policy will become an ARK strategic document and internal rules of behavior. The topics to be dealed with fix how, why and which goods and services the ARK procures in the process of conducting its basic activities.

The most significant differences compared to the principles of current practices are as follows:

- Focusing on ARK basic activities – if possible, we will procure the goods necessary for the basic activities, such as registration plates, driver licenses, forms and the services supporting our basic activities.
- Openness – to inform a sufficient number of tenderers of the procurement plans, as a rule to implement public procurement open tendering procedure.

Actual examples of the implementation of the above described procurement policy is the public procurement tender opened at the beginning of 2004 to find the most advantageous tenderer for the production and delivery of registration plates.

In 2004 we also plan to open a public procurement tender for finding a supplier for credit-card-format driver licenses in compliance with EU Directives and insignia. With this step, the ARK will cease the production of driver licenses. This year we are also planning a public tender to find a producer for registration certificates.

New principle of calculating expenses

In 2004, in connection with the above, a significant question and goal is to change ARK production expenses into book value in correspondence with the State Budget Act. So far, the long-term budget planning process has made it hard to predict exactly how many driver licenses or registration plates we would need in the next year.

By changing production expenses into book value, it will be possible to flexibly and adequately settle accounts with respective suppliers, through the agency of the State Treasury, in exact accordance with the current number of registration plates and driver licenses ordered by our customers.

In 2004, the main emphasis on developing the network of ARK offices has been placed on our offices in Tartu and Jõgeva, which at the moment are in the worst condition and do not meet the necessary standards for customer service.

The foundation for a new Tartu office was poured in 2003.

In 2005, we hope to be able to serve Tartumaa's customers in a brand-new office.

To better serve our customers, major repairs are also planned in 2004 for the Jõgeva office.

The ARK will also start to reduce and renew its fleet of cars. At the moment, the average age of the ARK fleet is 7.4 years and there are a total of 64 vehicles, of which 47 are included on the balance sheet and 17 are under operating lease. In 2004, we plan to get rid of the most depreciated vehicles and also to replace the cars for which leasing contracts have expired. In renewing the fleet of cars, we proceed from the principles of economy.

The ARK is becoming more transparent and that can be seen in its procurement policies as well. We are already searching, by public procurement tender, for the most advantageous tenderer to produce and deliver registration plates, credit-card-format driver licenses and new forms for registration certificates in accordance with EU Regulation, Directives and insignia

Margus Suik,
Deputy Director of Administrative Affairs

Cars in good technical condition are the basis for traffic safety

During the last year, experts from the ARK technical inspection service controlled technical inspection stations in Estonia on 92 occasions. During the inspections, attention was paid to better customer service. For instance, how to organize parking for customers arriving at, as well as departing from, the inspection stations.

Several new inspection stations were opened in 2003 and by the beginning of 2004, there were a total of 67 stations across Estonia.

In 2003, the ARK organized 85 raids in cooperation with the police. In the course of the raids, attention was paid to vehicle tires, as worn tires or those not corresponding to road conditions cause a lot of traffic accidents. The installation and color of the headlights and condition of the windows of vehicles were also inspected.

As a recent improvement, inspection stations started to issue new format certificates for vehicles carrying dangerous goods.

Rebuilt vehicles can be registered in six offices

Starting from 2003, our customers have been able to choose a convenient office, among the six largest ARK offices outside of Tallinn, for registering individually manufactured or rebuilt vehicles. In 2003, 599 vehicles were rebuilt, in most cases the number of seats was changed or the engine replaced, for trucks or trailers, another type of body or special equipment was installed.

Eight individually manufactured cars and 300 trailers were registered.

Changes in type-approval

Since January 1, 2003, the type-approval and conformity of production of wheeled tractors and their trailers, manufactured in 2003 or later, were performed according to EU Directives. In 2003, type-approval was granted for 134 wheeled tractors and their trailers.

Changes in 2004

In 2004 several changes will take place:

- It is planned to implement an on-line information system of technical inspections that would make the performing of technical inspections significantly convenient. The advantage of the new information system is that all the data about inspections carried out all over the country are available in real time to the other inspection stations and also to the authorities that have the legal access to the ARK database (e.g., police authorities, Tax and Customs authorities, etc.)
- In connection with EU Directive 2000/30/EC , the "Technical Roadside Inspection of the Roadworthiness of Commercial Vehicles" regulation will be changed and brought into compliance with the aforementioned Directive. Based on the Directive, the inspection of vehicles in traffic and the form of the document issued as a result of inspection will be changed.
- On May 1st, mutual inspection will be instituted of the issued certification forms of those countries that have joined the "Agreement concerning the adoption of uniform conditions for periodical technical inspetions of wheeled vehicles and the reciprocal recognition of such inspections" on November 13, 1997 in Vienna.
- In connection with accession to the European Union, vehicle registration certification will be brought into compliance with EU Directive 1999/37/EC. During the second half of a year, newly designed certificates containing additional information will be issued. Also, the issue of vehicle registration plates having 12 yellow stars and the state distinguishing sign EST on the left side, will commence.

In the next few months, an **information system of technical inspection that functions in real time** will be implemented making the performing of technical inspections significantly more convenient. The advantage of the new information system is that all the data about inspections performed throughout the country are available in real time to the other inspection stations and also to the authorities that have the legal access to the ARK database such as the police, tax and customs authorities, etc.

Rein Einer,
Deputy Director of Vehicle Registration and Technical Affairs

Teo Saimre,
Deputy Director of Maintenance of Traffic Register

In 2004, the most important assignments connected with the constant improvement and development of information systems are:

- **Changes in information systems in connection with the implementation of updated registration certificates;**
- **Applications connected with the implementation of digital trip logs in the register;**
- **The development of digital trip logs and driver card information systems for communication between other EU countries;**
- **The creation of greater possibilities for customers using digital signatures;**
- **The creation of new inquiry possibilities for the public on the ARK website.**

Digital ARK – from an idea to an operating service

The most labor-intensive part of ARK is connected with the maintenance of the Traffic Register, which often remains unnoticed outside the organization. But in order to keep up with the times, we must introduce new services from month to month and offer greater reliability and flexibility to keep the Traffic Register up-to-date and more easily accessible from the viewpoint of other institutions.

The workload of the Traffic Register increases constantly. If in 2002, 343,281 charged registration operations were performed, then in 2003, this amount was already 376,729, which makes an increase of 9.7%. The four largest offices – that is Tallinn, Harju, Tartu and Pärnu, do nearly three quarters of these operations. Statistics show that on every workday 1,495 operations are performed in 17 ARK offices, which makes 187 operations per hour.

Additional statistics – in 2003, 11,749 license suspension decisions were registered in the document management system Postipoiss and the ARK's high-volume correspondence consists of 35,000 incoming and outgoing letters.

A considerable workload makes great demands on developed functionality and reliability of information system and its security.

In 2003, the activity of ARK in developing the information systems could be characterized by two features: the strengthening of "achieved positions" and an opening of the register to inquiries from the public and from institutions having legal access by the X-route (X-tee).

Therefore, one of our main mottos was the creation of access routes to the Traffic Register's data for everyone who has the legal right and the need.

Convenient services for the customer

To better serve customers, in the summer of 2003, we started offering SMS-inquiry services, which, using mobile connections, allow the receipt of prompt answers to inquires regarding vehicle technical data and imposed prohibition notices. Without any special advertising, we received over 4,000 SMS inquiries within half a year, which shows the interest of the public towards flexible information inquires.

The second innovative solution, which allows customers to communicate with the ARK without leaving their offices, was the implementation of the declaration of heavy good vehicles real mass via the Internet. In order to perform the operation stipulated by law, customers need only to confirm the correctness of their data with a digital signature.

The third IT-based service, which will presumably help improve communication between the ARK and its customers, makes available the driving test schedule of the Tallinn office on the ARK website. Now those who want to take examinations can see when there is available examination time and can immediately register by telephone without leaving home.

In ARK great changes will take place with the accession to EU. The first step in 2004 is the implementation of a new driver license information system, which replaces the six-year-old and, for today, practically obsolete system. Another large assignment is the creation and implementation of the computer-based examination system. The third great undertaking is the completion of the new program for technical inspections and the connection of the technical inspection stations data into the on-line network.

A fourth challenge is the implementation of the accounting system for received state fees.

Our clear purpose arising from the ARK mission and activity goals is to create an information system for the ARK that guarantees the performing of all possible register operations, the preservation and archiving of registration data in such a way that adding new functions and assignments can be accomplished at the lowest possible cost.

Finally, I would like to add that the larger, more complicated and perfect a system is, the more complicated it is to guarantee reliability in its operation. And, naturally, the elimination of problems, if they appear, will be more complicated. Therefore we make no concession to quality.

Many positions at the ARK, due to their specificity, require excellent knowledge in different fields. In 2004 we will be developing a personnel policy to support the united goals and development of the ARK, in which our main goal will be the **creation and retaining a professional and capable staff.**

Maarit Vabrit-Raadla,
Head of Personnel and General Affairs Department

From an internal culture to customer satisfaction

The ARK aims to serve customers. The customer's contact with the ARK usually starts from our offices or when taking one's driving test. The staff responsible for registration and examination services are the carriers of our organization's spirit.

In 2003, the ARK provided jobs for 308 employees, of whom 54% were male and 46% female. The average age of ARK employees is 47 years and 6 months. During the year, 26 new employees were recruited and 32 employees terminated their employment.

Many positions in the ARK, due to their specificity, require excellent knowledge in different fields. In 2004 we will be developing a personnel policy to support the united goals and development of the ARK, in which our main goal will be directed at creating and retaining a professional and capable staff.

To guarantee the rapid and efficient melting of the changes taking place in the automobile industry and traffic regulation with Estonian conditions, the ARK places great emphasis on the training of its employees. In 2003, 208 ARK employees took part in 14 internal and 351 external trainings. The topics for internal training were mainly connected with professional qualifications: slippery road driving, carriage of dangerous goods, ecodriving, professional communication with customers, initial and further training of employees. The topics of external training included information technology, personnel records, financial analysis and calculations, management, communication psychology, motivation, safety and hygiene at work, language instruction and much more.

In accordance with the specifics of the job, many specialists had to pass the evaluation procedure. In 2003, eight pre-registration inspectors, 17 registration specialists and two examiners passed the initial evaluation. 21 registration specialists and 2 examiners passed periodic evaluation.

In 2004 we will be improving and developing a personnel policy to support the united goals and development of the ARK, followed by current implementation. The interest of the ARK is mainly directed towards developing and retaining a professional and capable staff. We will attempt to develop an evaluation and training system of employees and to customize the rapid acclimatization of new employees. At the same time, customer service and the flexible informing of customers remain our priorities.

Due to its field of activity, ARK is constantly in the center of public attention. Great attention is also paid to all the employees of the ARK, who create the image and identity of the organization's activities. The basic value of the ARK are our employees – their experience, qualifications and openness.

The long-term aim of our vision is the arrangement of legally correct ARK activities and the active participation in legislative drafting, through which **we can insure the development of traffic and legal culture.** For guaranteeing the constructive solutions in the handling of complaints, also the systematic reduction in court cases, we are guided by the common and consistent interpretation and implementation of legal provisions.

Maria Kõiv,
Head of Legal Department

Direction towards legal correctness

The legal correctness is one of the priorities for the ARK in 2004. Having only joined the organization at the beginning of 2004, I see my assignment in the creation of a strong legal department to help the ARK accomplish its vision.

As a new structural unit, we must guarantee the high quality of the ARK internal legal services and to deal actively with legislative drafting. In reality this is accomplished by the legal correctness of ARK activities.

The handling of complaints is the direction for guaranteeing the constructive solution of problems, also systematic reducing of the volume of court cases through the common and consistent interpretation and implementation of legal standards.

In the field of legislative drafting, the ARK plans to participate in amending the legal acts regulating the ARK's field of activity and, if necessary, to compile drafts of new legal acts. For instance, currently in cooperation with the Ministry, we are dealing with the drafting of a new Traffic Act.

The long-term aim of our vision is to make significant contributions on the creation of legally correct ARK activities and thereby insure the development of traffic and legal culture as a whole.

In addition to the aforesaid, we wish, through public and directed explanatory work, to raise public awareness in legal matters within the next few years. To achieve this, the goal of the media is to raise an understanding of clients' rights and obligations regarding driving and the Traffic Register.

Major Events in 2003

February

> The Estonian Motor Vehicle Registration Centre (ARK) website http://www.ark.ee offers the possibility to check the validity of driver licenses. The inquiry system provides information about the validity, invalidity and issue of driver licenses. The inquiry is based on the driver license number and the name of the owner of the driver license is not shown to the submitter of the inquiry.

March

> Starting on March 1st, a new regulation came into force requiring that all-terrain vehicles (ATVs) must be entered in the Traffic Register. ATV is a vehicle having at least three wheels and an internal combustion engine with a capacity of more than 90 cm^3 and which the manufacturer has intended only for use on off-roads, not on roads.

> In 2003, ARK opened a new office building in Pärnu at Tallinna mnt 64B.

> ARK commenced the complete checking of the data on vehicles bought in Germany and Lithuania before entering the vehicles into the Estonian Traffic Register. The signing of a mutual cooperation agreement between Estonia and Germany, provided the ARK an opportunity to make inquiries from the German motor vehicles database via the European Car and Information System (EUCARIS). Starting in the autumn of 2002, the same types of inquiries have been made from the Dutch and Latvian databases.

April

> Upon receiving an answer to an inquiry from the EUCARIS Information System, the first stolen vehicle was discovered. An attempt was made to register the 12-year-old Audi, bought in Lithuania, in the Jõhvi office.

May

> ARK opened its new office, which was already the second one in Harju County. So, all necessary operations connected with vehicles can be carried out in Maardu.

June

> 2,000 inspection stickers for the vehicle registration plates and the stamps belonging to three technical inspectors were stolen. These stamps were used to verify the correctness of the inspection card (issued upon inspection) and the time of the next inspection on the registration certificate.

> ARK implemented a fee-charging SMS inquiry service for receiving data on vehicles, which quickly became popular among the public. The opportunity for making inquiries was created primarily for buyers of vehicles, since this can be used for checking the technical and registration data of vehicles.

> Upon application of the ARK, the Ministry of Education and Research revoked the training licence of Adinex OÜ for instructing B-, BE- and C1-category vehicle operators. The reasons for revoking the training licence were significant violations in the regulation and training system of motor vehicle operators.

August

> The conditions for the inspection of diesel vehicle exhaust emissions became stricter. In the course of the technical inspection, all diesel vehicles registered for the first time after January 1, 1980, must undergo exhaust emission inspection. Previously this provision applied to diesel vehicles, which had been registered for the first time in 1987 or thereafter.

September

> ARK presented a petition to the Tallinn Police Prefecture, asking for the initiation of an investigation in connection with the differences in state fee amounts on operations performed by the ARK and the amounts that were received by the Tax Board, which were detected in the course of the State Audit Office's proceedings.

> Director Eero Till submitted his letter of resignation to Meelis Atonen, the Minister of Economic Affairs and Communications.

> ARK signed a cooperation agreement with the Estonian Credit Bank, accordingly the Estonian Credit Bank will start to collect state fees in Tartu, Pärnu, Tallinn and Harju offices of ARK.

December

> Tamur Tsäkko became the director of ARK.

> ARK opened a public tender for buying registration plates for motor vehicles and trailers by open tendering procedure.

Statistics

The most automobiles were registered in July

The registration of automobiles is seasonal and traditionally, the largest number of first-time registrations is the largest in the summer months. Statistics show that the month with the largest number of first-time registrations is July – 4,335. At the same time, the most motorcycles were registered in May – 158. The high season for all-terrain vehicles (MS category) was, however, November, when the number of first-time registrations was 133 or 41% of the volume of the entire year.

TOP 45 automobiles registered for the first time in the Traffic Register in 2003

Make	2003	2002	2001	2000	1999	1998	1997	1996	1995	1994	1993	1992	1991	1990	Older	Total
Volkswagen	964	11	65	210	188	131	79	138	330	673	846	1238	765	470	570	**6678**
Ford	675	13	29	83	101	66	98	278	592	568	755	722	482	202	151	**4815**
Audi	269	19	46	95	102	71	75	114	238	400	560	1067	769	390	490	**4705**
Opel	614	7	18	65	136	100	73	215	392	523	474	897	399	216	143	**4272**
BMW	255	17	39	86	72	48	43	58	83	142	227	381	421	201	323	**2396**
Mazda	1445	3	3	7	8	14	9	21	56	79	113	130	42	51	51	**2032**
Toyota	1640	24	17	9	9	11	23	34	45	49	52	38	17	10	36	**2014**
Peugeot	1812	9	3	5	7	3	4	4	6	7	15	14	9	8	13	**1919**
Nissan	837	4	5	11	10	17	29	51	90	112	122	152	98	19	54	**1611**
Mercedes-Benz	435	57	50	54	68	60	32	53	48	70	71	80	83	69	381	**1611**
Honda	1075	2	2	1	5	3	4	18	35	60	67	54	32	19	35	**1412**
Citroen	1262	6	3	2	3	1	2	1	3	1	6	4	3	1	3	**1301**
Lada(VAZ)	400	6	1	0	0	0	8	21	34	31	18	30	34	36	163	**782**
Volvo	269	10	22	32	24	27	23	18	28	35	35	59	28	18	77	**705**
Mitsubishi	192	3	5	6	9	17	21	43	56	66	91	79	30	29	39	**686**
Renault	557	0	5	4	1	2	6	11	13	12	20	22	13	4	12	**682**
Hyundai	477	0	3	1	4	0	2	3	2	8	7	2	0	0	0	**509**
Suzuki	460	0	0	1	1	1	1	3	1	1	0	3	3	1	4	**480**
Kia	460	0	1	1	0	0	0	1	0	3	0	0	0	0	0	**466**
Chrysler	262	11	22	17	21	12	8	23	22	9	13	9	10	2	3	**444**
Seat	288	4	1	2	6	4	1	7	11	38	18	19	6	1	2	**408**
Škoda	376	0	3	1	0	1	0	1	2	1	0	0	0	0	2	**387**
Fiat	157	1	0	4	1	1	3	8	10	12	6	17	7	3	26	**256**
Saab	83	7	8	16	14	9	2	6	7	1	13	8	9	10	28	**231**
Subaru	157	0	2	2	0	1	1	1	3	2	2	3	5	3	4	**186**
Jeep	104	3	2	4	7	4	1	1	3	2	3	3	3	4	4	**148**
Daewoo	103	1	1	1	1	0	0	3	1	0	0	0	0	0	0	**111**
Lexus	96	1	2	5	3	0	0	0	0	0	0	0	0	0	0	**107**
Chevrolet	34	3	5	0	3	0	1	0	3	0	2	1	0	0	11	**63**
GAZ	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	**58**
Land Rover	28	1	2	1	3	0	4	5	3	0	2	0	1	0	2	**52**
Alfa Romeo	22	1	0	0	0	0	0	1	3	4	2	4	3	3	0	**43**
Pontiac	0	0	0	1	2	0	0	4	1	6	16	3	2	1	2	**38**
Rover	0	1	0	2	3	2	4	4	6	5	2	0	2	4	0	**35**
Jaguar	12	1	2	3	2	1	0	1	0	0	0	2	3	2	2	**31**
Porsche	17	3	2	0	0	0	0	0	0	0	1	0	0	0	7	**30**
IZ	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	**19**
Cadillac	5	1	0	0	0	1	0	0	1	1	0	2	1	0	7	**19**
Isuzu	0	0	0	0	0	0	0	0	0	0	0	2	0	5	11	**18**
AMG Hummer	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17**
AZLK	0	0	0	0	0	0	0	0	0	0	0	1	0	0	14	**15**
Zaz	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	**14**
Mini	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**14**
Daihatsu	0	0	0	0	0	1	0	0	0	0	0	4	0	4	5	**14**
Dodge	0	1	2	0	0	2	0	2	0	0	1	0	0	0	4	**12**

Automobiles registered for the first time in 2003 (by age)

	Total	Automobiles	Trucks	Buses	Motorcycles	Trailers	ATVs	Tractors	Non-road mobile machinery
Total	54036	41922	5917	413	915	3165	324	783	597
Up to 3 yrs	22816	16491	3014	112	208	1961	116	495	419
3–8 yrs	5657	3874	1191	29	106	321	53	8	75
8–10 yrs	9481	8629	508	39	116	144	6	13	26
More than 10 yrs	16082	12928	1204	233	485	739	149	267	77

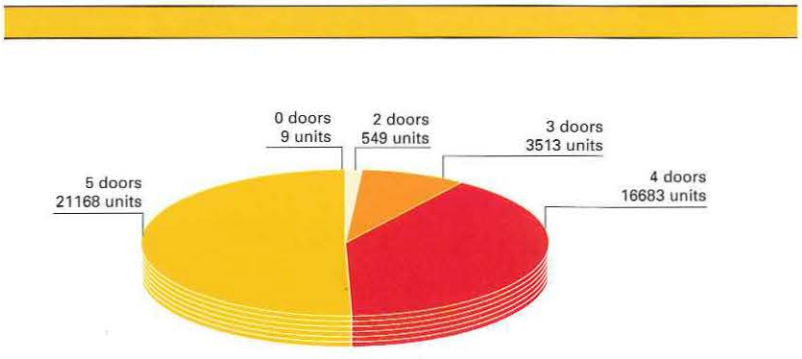
Automobiles registered for the first time in 2003 (by make)

Make	Total
Peugeot	1811
Toyota	1654
Mazda	1446
Citroen	1264
Honda	1071
Volkswagen	955
Nissan	837
Ford	675
Opel	611
Renault	551
Hyundai	478
Kia	460
Suzuki	459
Mercedes-Benz	418
Lada	404
Škoda	375
Seat	288
Audi	265
Chrysler	263
Volvo	263
BMW	249
Mitsubishi	191
Fiat	157
Subaru	157
Daewoo	104
Jeep	104
Lexus	96
Saab	81
Chevrolet	33
Land Rover	24
Alfa Romeo	22
Mini	14
Porsche	13
Jaguar	11
Omavalmistatud	7
Cadillac	5
AMG Hummer	3
Fiat Hymer	1
Infiniti	1
Lancia	1
Rex	1
Ssangyong	1

Automobiles registered for the first time in 2003 (by color)

Color	Total
Red	5513
Black	4719
Grey	4662
Dark Blue	3550
Blue	3474
Silver	2986
Dark Red	2513
White	2456
Green	2448
Tumeroheline	1818
Light Grey	1580
Dark Grey	1534
Beige	1230
Light Blue	756
Violet	704
Light Green	556
Gold	517
Yellow	288
Light Beige	222
Brown	133
Orange	94
Light Brown	91
Dark Brown	38
Light Yellow	21
Pink	11
Dark Yellow	7
Light Red	1

Automobiles registered for the first time in 2003 (by number of doors)



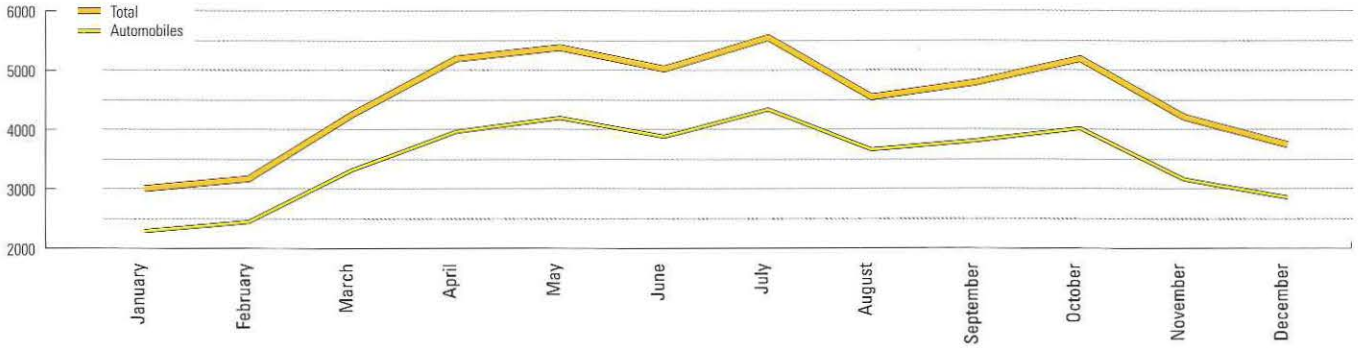
Most popular makes of automobiles and their year of production

As of 1 January 2004

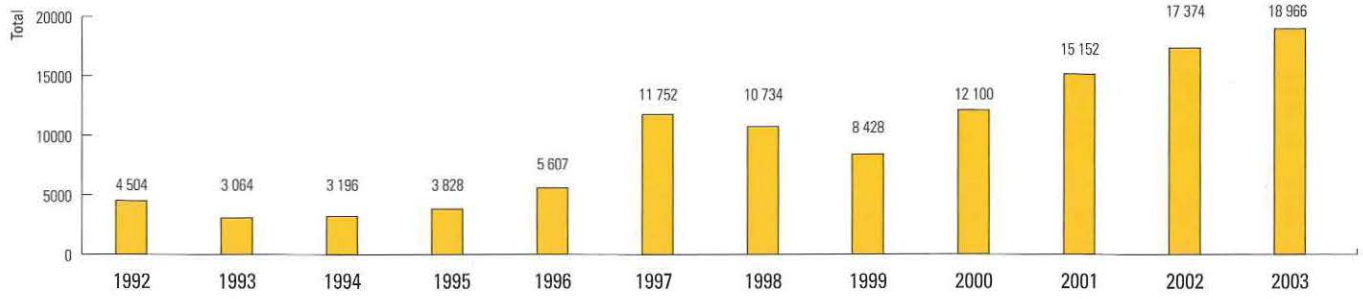
Make	2003	2002	2001	2000	1999	1998	1997	1996	1995	1994
Vaz(LADA)	400	633	743	445	88	79	51	272	468	331
Ford	673	641	555	414	501	635	931	1108	1762	2090
Opel	614	631	800	907	572	1002	923	873	1373	1522
Volkswagen	961	1089	1219	1292	1283	1400	1193	617	957	1583
Audi	269	261	297	462	471	552	529	679	1003	1011
Moskvitch	-	-	-	-	-	-	-	-	1	59
Nissan	837	904	683	786	469	637	751	605	720	786
BMW	253	243	265	259	300	345	322	339	319	466
Mazda	1443	1020	681	706	771	526	742	273	210	395
Toyota	1636	1383	1068	949	674	900	914	598	532	663
Mercedes-Benz	434	481	453	409	293	563	377	346	358	432
Honda	1073	851	625	471	548	601	1220	519	201	310
Peugeot	1811	1991	1951	958	566	400	493	258	119	65
Mitsubishi	192	135	140	255	263	319	494	226	270	402
Volvo	266	285	286	252	229	302	330	196	298	320
Fiat	158	157	121	144	71	164	337	147	37	57
Zaz	-	-	-	-	-	-	-	-	1	19
Renault	509	363	536	300	94	220	157	96	62	97
GAZ	-	-	-	-	-	-	-	-	-	1
Citroen	1222	755	520	371	221	315	150	44	32	25
Škoda	374	177	224	200	218	388	392	328	257	164
Suzuki	460	480	287	394	411	267	331	214	139	143
Hyundai	477	442	175	103	161	499	272	468	100	103
Kia	460	383	229	217	228	523	271	134	109	68
Saab	83	86	63	72	81	100	97	37	31	34
Seat	288	257	250	436	222	105	25	36	35	119
Chrysler	262	245	213	70	124	74	73	101	77	35
Talbot	-	-	-	-	-	-	-	-	-	-
Subaru	157	139	82	116	48	125	120	30	80	15
Daewoo	103	125	46	156	572	141	26	50	100	12
Chevrolet	34	41	19	16	6	10	7	21	51	40
Jeep	103	86	51	34	32	43	53	42	50	71
Alfa Romeo	22	52	45	41	26	35	12	6	13	10
Austin	-	-	-	-	-	-	-	-	-	1
Isuzu	-	-	-	1	-	-	-	1	6	5
Pontiac	-	-	-	-	2	-	2	10	15	26
Dodge	-	1	2	1	4	7	12	20	31	21
Rover	-	3	2	25	9	38	6	10	20	28
Daihatsu	-	-	23	2	-	1	14	6	20	4
Lancia	1	-	-	-	-	2	5	2	7	5

1993	1992	1991	1990	1989	1988	1987	1986	1985	1984	Older	Total
523	1365	2326	2964	2891	2847	3057	3094	3276	3600	30186	**59639**
2547	3440	3988	3178	3536	4083	4864	4088	3449	3050	8100	**53633**
1940	3226	2764	2149	2017	2734	2930	3420	3292	3111	8861	**45661**
2329	3286	2667	1860	1866	1516	1406	1304	1377	1444	5850	**36499**
1564	2680	2768	1800	1593	1971	1793	1005	966	1281	3330	**26285**
114	290	1177	1009	1053	1227	1281	1300	1193	1140	10649	**20493**
1170	1657	1480	646	534	730	666	575	397	375	3850	**19258**
713	1110	1271	860	855	827	751	1088	1236	1602	4350	**17774**
561	722	642	671	797	844	1199	1373	1053	907	1524	**17060**
944	703	509	635	639	701	536	402	292	291	1885	**16854**
442	559	553	495	500	613	668	796	719	531	3922	**13944**
355	376	397	381	453	666	650	792	541	345	873	**12248**
84	101	116	149	165	161	145	180	103	135	881	**10832**
816	835	1059	671	1020	806	505	523	370	277	868	**10446**
424	526	494	571	515	434	487	555	554	414	2600	**10338**
93	137	204	123	201	249	289	418	476	440	2793	**6816**
25	53	550	522	536	491	680	602	462	302	2520	**6763**
81	135	159	143	197	188	213	320	298	321	806	**5295**
1	11	99	167	159	161	171	171	176	233	3290	**4640**
46	26	42	35	31	33	46	67	75	81	224	**4361**
15	19	8	9	22	59	89	107	148	168	437	**3803**
61	34	30	29	35	35	33	52	38	66	125	**3664**
83	115	88	41	46	29	28	19	8	8	1	**3266**
1	1	-	-	-	-	-	-	-	-	-	**2624**
45	51	42	47	55	67	81	85	56	48	1319	**2580**
99	81	38	42	38	41	46	86	84	23	6	**2357**
40	37	31	34	42	40	24	11	3	6	123	**1665**
-	-	-	-	-	-	2	5	41	132	1332	**1512**
43	56	62	61	42	60	69	63	62	41	35	**1506**
5	9	5	1	-	-	-	-	-	-	-	**1351**
31	81	113	156	95	129	43	41	50	37	130	**1151**
75	40	11	24	21	24	26	16	10	1	52	**865**
14	14	30	30	45	35	39	68	49	71	74	**731**
2	4	12	24	34	75	56	121	108	56	65	**558**
12	23	46	34	43	49	56	67	38	70	44	**495**
46	44	39	29	62	55	33	27	25	24	49	**488**
37	35	46	39	52	47	27	14	13	4	30	**443**
11	19	15	25	37	43	52	26	23	12	27	**431**
1	16	12	19	21	23	32	26	46	46	104	**416**
3	18	27	18	28	52	52	47	64	23	46	**400**

Vehicles registered for the first time in 2003 (by months)



Vehicles registered for the first time in Estonia in the years 1992–2003



Automobiles registered for the first time in 2003 (by chassis type)

Chassis type	Total
Sedan	15254
Hatchback	11881
Wagon	10899
Space Wagon	3217
Coupe	376
Convertible	253
Caravan	18
Specific Purpose	17
Limousine	6
Panel Truck	1

10- to 14-year-old German automobiles are the most imported

The statistics for vehicles registered for the first time in 2003 show that the most automobiles are imported from Germany. This primarily demonstrates that Estonians trust German used cars, since a noteworthy number that are imported are 10- to 14-year-old automobiles from Germany.

Classification of vehicles (by counties)

As of 1 January 2004

	Passenger cars		Buses		Trucks			
County	**Total**	**incl. private**	**Total**	**incl. private**	**Total**	**incl. private**	**Motorcycles**	**Trailers**
Harjumaa county	181958	114488	2070	280	34891	8902	2352	14996
incl. Tallinn	145692	81460	1760	160	28102	5299	1595	11759
Hiiumaa county	4966	4624	63	18	979	595	152	432
incl. Kärdla	1362	1277	25	2	272	117	48	123
Ida-Virumaa county	38982	36111	685	180	5793	2508	801	2829
incl. Narva	9986	9103	138	45	1223	537	288	668
Kohtla-Järve	10711	10264	175	52	1296	658	152	596
Jõhvi	3528	3050	104	16	770	240	57	239
Jõgeva county	12298	11147	163	68	2577	1328	275	1638
incl. Jõgeva	2294	1955	21	10	418	162	60	265
Järva county	12379	11293	125	41	2640	1206	321	1266
incl. Paide	2952	2696	36	10	566	197	61	311
Lääne county	10830	8858	137	23	2352	986	215	1031
incl. Haapsalu	5016	3494	70	10	1100	253	78	407
Lääne-Viru county	21979	20290	299	74	5058	2411	488	2318
incl. Rakvere	6528	6022	90	19	1402	618	105	735
Põlva county	11733	10494	107	43	2380	1418	336	1227
incl. Põlva	2619	2351	41	17	522	220	76	364
Pärnu county	27479	24357	370	76	5530	2758	698	2981
incl. Pärnu	13270	11247	244	37	2515	1015	308	1502
Rapla county	13672	12543	162	55	2558	1454	285	1210
incl. Rapla	2188	2001	39	2	416	164	48	222
Saare county	12473	11233	167	37	2486	1274	359	1195
incl. Kuressaare	4953	4468	100	9	1097	422	137	633
Tartu county	42425	37036	440	111	7744	3458	754	4615
incl. Tartu	27658	24290	334	65	4600	1766	489	3021
Valga county	12196	10912	154	41	2283	1294	299	1048
incl. Valga	5173	4721	75	14	840	410	119	437
Viljandi county	17413	16019	214	82	3565	2146	504	1869
incl. Viljandi	6299	5746	83	26	1260	604	191	740
Võru county	13199	12017	208	57	2594	1422	273	1286
incl. Võru	5214	4772	86	17	1102	503	112	551
Total Estonia	**433982**	**341422**	**5364**	**1186**	**83430**	**33160**	**8112**	**39941**

Number of vehicles in the Traffic Register 1998–2003

	01.01.1998	%	01.01.1999	%	01.01.2000	%	01.01.2001	%	01.01.2002	%	01.01.2003	%	01.01.2004	%
Motorcycles	5337	1	6118	1	6699	1	6703	1	6837	1	7259	1	8112	1
Automobiles	427678	77.9	450954	77.8	458700	77.8	463883	78	407272	76	400697	76	433982	76
Incl. private	375218		394725		402835		401525		343724		324255		341422	
Trucks	76605	14	80617	13.9	81030	13.9	82119	14	80535	15	80179	15	83430	14.6
Incl. private	31568		34038		35293		35535		34560		33263		33160	
Buses	6457	1	6306	1	6196	1	6059	1	5542	1	5306	1	5364	1
Incl. private	1554		1549		1556		1570		1272		1164		1186	
Trailers	32916	6	35785	6	36950	6	37463	6	36745	7	37393	7	39941	7
Total	**548993**	**100**	**579780**	**100**	**589575**	**100**	**596227**	**100**	**536931**	**100**	**530834**	**100**	**570829**	**100**

Classification of vehicles (by fuel type)

As of 1 January 2004

	Total	Automobiles	Trucks	Buses	Motorcycles
	530888	433982	83430	5364	8112
Type of fuel					
Petrol	423420	380485	33333	1490	8112
Diesel	107447	53481	50092	3874	0
Gas	21	16	5	0	0

Classification of vehicles (by age)

As of 1 January 2004

	Total	up to 3 years	3 to 8 years	8 to 10 years	Over 10 years
Motorcycles	8112	506	702	467	6437
Automobiles	433982	42989	52937	37069	300987
Incl. private	341422	6407	24816	31470	278729
Trucks	83430	7432	12920	5092	57986
Incl. private	33160	117	1270	1560	30213
Buses	5364	276	445	317	4326
Incl. private	1186	1	40	44	1101
Total	522776	50697	66302	42478	363299
Total					
Incl. motorcycles	530888	51203	67004	42945	369736
Trailers	39941	4509	6411	3550	25471

Tractors registered in the Traffic Register

As of 1 January 2004

	Total	up to 3 years	3 to 8 years	8 to 10 years	Over 10 years
Wheeled tractors	**34054**	**1155**	**1562**	**2104**	**29233**
Incl. private	22944	140	623	1647	20534
Crawler tractors	**2643**	**2**	**6**	**6**	**2629**
Incl. private	848	0	0	2	846
Excavators	**2762**	**354**	**258**	**96**	**2054**
Incl. private	730	1	2	9	718
Harvesters	**1064**	**105**	**51**	**20**	**888**
Incl. private	434	1	3	5	425
Loaders	**1266**	**224**	**304**	**55**	**683**
Incl. private	91	1	2	3	85
Forestry machines	**651**	**109**	**168**	**53**	**321**
Incl. private	113	0	2	3	108
Roadworks machinery	**592**	**12**	**59**	**43**	**478**
Incl. private	32	0	0	0	32
Tractor trailers	**11835**	**161**	**558**	**561**	**10555**
Incl. private	4986	38	259	407	4282
Total	**54867**	**2122**	**2966**	**2938**	**46841**

Motorcycles registered for the first time in 2003

Make	Total
Yamaha	187
Honda	155
Suzuki	151
Kawasaki	126
KMZ	53
IZ	53
Jawa	32
BMW	24
KTM	20
Harley-Davidson	18
Aprilia	14
TMZ	10
IMZ	10
CPI	6
Triumph	5
Moto Guzzi	5
KZID	5
Self-constructed	4
MUZ	4
Cagiva	4
KYMCO	3
Ducati	3
VPMZ	2
Piaggio	2
Pannonia	2
NSU	2
MMVZ	2
Husqvarna	2
Standars M	1
Royal Enfield	1
Pegasus	1
Moto Morini	1
MMZ	1
Husaberg	1
Geely	1
Derbi	1
CZ	1
Buell	1
Ame	1

Number of Technical Inspections 1999-2003 (by categories)

Category	1999	2000	2001	2002	2003
Motorcycles	1815	1823	1951	2233	2463
Automobiles	233789	231761	236427	236907	256458
Buses	6553	6134	6950	6804	6885
Trucks	55675	55208	57026	61177	64432
Light trailers	10081	10202	10930	11758	12800
Trailers	12211	13124	14116	17198	19362
Tractor trailers	0	3841	3515	3718	3636
Non-road mobile machinery	0	2140	1723	1878	1914
Wheeled tractors	0	13606	12019	12324	11719
Total	**320124**	**337839**	**344657**	**353997**	**379669**

18 caravans were added

With the arrival of Estonia into the European family of nations, the interest in Estonia towards caravans, which is the largest field of tourism in Europe, has also increased. In 2003, 18 caravans were registered in Estonia. In 2002, there were only ten in the register and in 2001, only two.

Number of technical inspections 1999–2003 (by offices)

	1999	2000	2001	2002	2003
Tallinn	85688	77157	84062	92265	101169
Viljandi	13162	15000	14790	14483	15306
Pärnu	26489	29480	29348	30466	32306
Valga	12731	14668	15497	13821	14090
Hiiumaa	3025	3361	3409	3599	3733
Jõhvi	24345	23558	21561	21779	24885
Jõgeva	11270	13311	11483	11066	10953
Kuressaare	8155	8912	9101	9368	9724
Rapla	6329	7258	7576	7668	8318
Harju	39340	50989	49797	46875	47908
Narva	8767	8555	9213	9109	8616
Põlva	7422	8370	8685	8860	9959
Paide	9811	10961	10923	11352	12541
Rakvere	17050	17665	19681	19640	20671
Haapsalu	5116	5431	4948	4774	5066
Tartu	32101	33532	35105	39586	44605
Võru	9323	9631	9478	9286	9819
Kokku	**320124**	**337839**	**344657**	**353997**	**379669**

Driver licenses issued in 2003 (by offices)

Office	Renewals	First time	Total
Tallinn	9414	5959	**15373**
Harju	828	1407	**2235**
Haapsalu	487	389	**876**
Jõgeva	388	12	**400**
Jõhvi	1157	1018	**2175**
Kuressaare	602	570	**1172**
Kärdla	219	186	**405**
Narva	873	1163	**2036**
Paide	602	758	**1360**
Pärnu	1524	1608	**3132**
Põlva	449	529	**978**
Rakvere	924	1031	**1955**
Rapla	514	647	**1161**
Tartu	3002	2826	**5828**
Valga	387	496	**883**
Viljandi	883	874	**1757**
Võru	428	599	**1027**
Kokku	**22681**	**20072**	**42753**

Number of technical inspections 1999–2003 (by months)

	January	February	March	April	May	June	July	August	September	October	November	December	Total
1999	11090	7222	23390	37952	34738	32744	35172	31110	30295	28368	26256	21787	**320124**
2000	9708	7747	23081	39556	40807	35161	35257	34635	30774	30582	28783	22420	**338511**
2001	12254	7445	22406	40225	39986	35752	34961	34004	31762	34519	28885	22579	**344778**
2002	12972	9366	24471	42047	38839	33160	37201	34831	33634	35062	28868	23546	**353997**
2003	14471	10030	27264	41679	42045	36151	39500	35511	36727	38351	31130	26810	**379669**

Main defects discovered during technical inspections in 2002 and 2003

2002		2003	
Other devices and equipment	26352	Bodywork	28226
Bodywork	24759	Other devices and equipment	23872
Warning triangle	21779	Registration plate lamp	19472
Parking brake	20600	Parking brake	17418
Rear registration plate lamp	18713	Front axle(s)	16996
Service brake	17109	Brakes	15983
Front axle(s)	15733	Exhaust pipes	15139
Dipped-beam headlamps	15448	Dipped-beam headlamps	14570
Exhaust pipes	14956	Exhaust	12753
Other lamps	11733	Warning triangle	11296
Other	124121	Other	120759

Driving tests passed in driving schools in 2003

	First time		
	Tests	Passed	Percentage
More than 300 tests			
Võru Autom MTÜ	357	313	87.7
Viltumägi OÜ Põlva AK	406	345	85
Narva Autom	360	294	81.7
Rossmanni Autokool OÜ	308	245	79.5
Stalika Veod OÜ	378	298	78.8
Kuressaare Ametikool	310	238	76.8
Thulemann OÜ	387	292	75.5
Perrarus OÜ	352	265	75.3
A-Autom OÜ	536	402	75
Radiant OÜ	721	540	74.9
101–300 tests			
Kursus&Ko Oü	257	220	85.6
Autokoolitus Tartu OÜ	183	156	85.2
Lääne-Virumaa Autokool OÜ	261	221	84.7
Edusepp OÜ	234	183	78.2
Autokool Madel OÜ	206	159	77.2
Taavo Tenno Autokool OÜ	156	120	76.9
Aveda Koolituse OÜ	258	198	76.7
Viljandi Ühendatud Kutsekool	271	207	76.4
Norax OÜ Gardez OÜ	134	102	76.1
Gardez OÜ	123	92	74.8
21–100 tests			
Põlva Autom	28	28	100
Tallinna Trammi			
- ja Trollibussikoondis	28	27	96.4
Villu Puidukoda OÜ	74	71	95.9
Tamsalu Gümnaasium	21	20	95.2
SA Lõuna-Eesti TT Keskus	36	34	94.4

Valid driver licenses

As of 1 January 2004

Temporary driving license	153
Provisional driving license	34641
Driving license	492104
Restricted driving license	998
Kokku	**527896**

Suspension of driver licenses in 2003

	Total	Ratio
Male	11120	94,6
Female	629	5,4

The oldest driver is 95 years old

The oldest driver registered in the Traffic Register was born on 9 November 1908. The oldest automobile with a valid inspection is a black Ford A coupe, built in 1931. This vehicle was first registered in Estonia in 2002.

Reasons for the suspension of driver licenses in 2003 (by offices)

According to the §74 of the Traffic Act

§74	5	17	19	20	21	22	30	31	33	35	Total
Tallinna	7	7	1928	23	9	974	18	270	-	49	**3285**
Harju	-	6	917	2	4	958	10	30	-	-	**1927**
Tartu	-	1	957	11	8	196	4	41	-	1	**1219**
Pärnu	-	1	648	3	4	183	4	22	-	-	**865**
Jõhvi	1	1	518	9	3	219	2	17	-	-	**770**
Rakvere	-	2	430	-	-	51	5	14	-	1	**503**
Narva	-	1	350	-	2	13	-	21	-	-	**387**
Paide	-	-	304	1	1	80	-	1	-	-	**387**
Rapla	-	-	296	-	-	78	-	3	-	-	**377**
Viljandi	-	-	265	1	2	78	1	8	-	-	**355**
Võru	1	4	269	4	2	24	2	4	-	-	**310**
Jõgeva	-	-	272	-	1	32	-	-	-	1	**306**
Põlva	-	-	272	1	1	16	-	3	-	-	**293**
Valga	-	-	195	1	1	37	4	12	-	-	**250**
Kuressaare	-	-	197	-	3	14	1	3	1	-	**219**
Haapsalu	-	-	161	1	3	12	1	5	-	2	**185**
Kärdla	-	-	94	1	1	13	1	-	-	1	**111**
Total	9	23	8073	58	45	2978	53	454	1	55	**11749**

Traffic Act:
§74[5] Driving a vehicle without a national registration plate or with a registration plate that does not apply to a vehicle
§74[17] Causing property or health damage when driving a vehicle or tram
§74[19] Driving a vehicle or tram under the influence of alcohol
§74[20] Avoiding an individual alcohol test
§74[21] The use of alcohol by a driver after having caused an accident
§74[22] Speeding by the driver
§74[30] Not stopping before stop sign
§74[31] Not reporting about traffic accident
§74[33] Violation of the requirements for carrying passengers or goods by a vehicle or tram driver
§74[35] Other violations of traffic requirements by vehicle or tram drivers.

Period of the suspension of driver's licenses in 2003

Period	total suspensions
1	2614
3	8638
6	392
12	68
18	0
24	37

Changes in Legislation Affecting ARK Fields of Activity in 2003

Statute of the Estonian Motor Vehicle Registration Center
(RTL 2003, 49, 726)
Regulation No. 65 of the Minister of Economic Affairs and Communications from 10 April 2003

Act Amending Acts Connected with the Reform of Penal Power
(RTI 2003, 26, 156)
Declared by the Decision no. 394 of the President of the Republic from 3 March 2003

Amendment Act of the Traffic Act
(RTI 2003, 78, 522)
Declared by the Decision no. 478 of the President of the Republic from 9 December 2003

Regulation on the requirements for driving instructors, national curriculum and the rules for granting and revoking training entitlement certificates of instructors
(RTL 2003, 85, 1251)
Regulation No. 115 of the Minister of Economic Affairs and Communications from 11 July 2003

Amendments to the Regulation on transporting dangerous goods
Regulation No. 111 of the Minister of Economic Affairs and Communications from 10 July 2003, amending the Regulation No. 118 of the Minister of Transport and Communications from 14 December 2001 "Regulation on transporting dangerous goods"

Training program, professional requirements and the form of the training certificate for safety consultants
(RTL 2003, 47, 689)
Regulation No. 56 of the Minister of Economic Affairs and Communications from 3 April 2003

Amendments to the First-aid training requirements for motor vehicle drivers
(RTL 2003, 118, 1909)
Regulation No. 129 of the Minister of Social Affairs from 13 November 2003, amending the Regulation No. 63 of the Minister of Social Affairs from 19 June 2001 "First-aid training requirements for motor vehicle drivers" and the Regulation No. 76 of the Minister of Social Affairs from 9 July 2001 "Requirements for health standards and professional fitness of motor vehicle drivers"

Amendments to the Requirements for health standards and professional fitness of motor vehicle drivers
(RTL 2003, 118 1909)
Regulation No. 129 of the Minister of Social Affairs from 13 November 2003, amending the Regulation No. 63 of the Minister of Social Affairs from 19 June 2001 "First-aid training requirements for motor vehicle drivers" and Regulation No. 76 of the Minister of Social Affairs from 9 July 2001 "Requirements for health standards and professional fitness of motor vehicle drivers"

List of all-terrain vehicles subject to registration
(RTL 2003, 11 120)
Regulation No. 3 of the Minister of Economic Affairs and Communications from 14 January 2003

Amendments to the Regulation on the technical inspection of all-terrain vehicles and technical requirements for all-terrain vehicles and their equipment
(RTL 2003, 11, 121)
Regulation No. 4 of the Minister of Economic Affairs and Communications from 14 January 2003, amending the Regulation No. 119 of the Minister of Transport and Communications from 14 December 2001 "Regulation on the technical inspection of all-terrain vehicles and technical requirements for all-terrain vehicles and their equipment"

Limit values of emissions of a pollutant, opacity and noise level for motor vehicles
(RTL 2003, 74, 1085)
Regulation No. 51 of the Minister of Environment from 12 June 2003

Requirements for technical condition and equipment of motor vehicles and their trailers
(RTL 2003, 23, 335; 2003, 85, 1252; 2003, 115, 1825)
Regulation No. 21 of the Minister of Economic Affairs and Communications from 10 February 2003, Regulation No. 116 from 11 July 2003, Regulation No. 239 from 5 November 2003, amending the Regulation No. 50 of the Minister of Transport and Communications from 18 May 2001 "Requirements for the technical condition and equipment of motor vehicles and their trailers".

ARK Budget 2000–2003

(in thousands of kroons)	2000	2001	2002	2003	2004
Personnel expenses	31 562.1	34 854.6	33 136.0	34 035.3	37 884.4
Administrative expenses, production costs	34 984.0	34 160.3	33 478.7	34 044.6	37 233.8
Investments	5 706.0	5 029.7	8 400.0	7 735.3	8 500.0
Purchase of movables	600.0	690.0	690.0	690.0	58.7
Loan repayments	3 772.2	3.4	17.6	0.0	0.0
Provisions, land tax	0.0	0.0	0.0	119.8	175.9
Total	**76 624.3**	**74 738.0**	**75 722.3**	**76 625.0**	**83 852.8**

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Tel. 47 31 433

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Tule põik 1, 76505 Saue
Tel. 650 1072

Harju Office Maardu Branch
Fosforiidi 14, 74114 Maardu
Tel. 611 9752

Jõgeva Office
Suur 91c, 48306 Jõgeva
Tel. 77 60 440

Jõhvi Office
Pargi 54, 41537 Jõhvi
Tel. 33 72 686

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Kärdla Office
Valli 1, 92412 Kärdla
Tel. 46 32 033

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Tel. 35 76 801

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Ringtee 4, 72720 Paide
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Põlva Office
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Tel. 79 98 590

Pärnu Office
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Mäepealse 19, 12618 Tallinn
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Vasara 48, 50113 Tartu
Tel. 7 366 241

Valga Office
Metsa 23, 63206 Valga
Tel. 76 61 176

Viljandi Office
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Disain: Smile Group
Trükk: Printon

ARK Regional Offices and Management

Northern Regional Service Area

(from left to right)
Kärdla - Urmas Pielberg
Rapla - Valter Reiser
Harju - Aavo Sau
Haapsalu - Andrei Tšerepanov
Tallinn - Ivar Pajumets

Eastern Regional Service Area

Jõhvi - Madis Maakaar
Narva - Aleksander Titus
Rakvere - Ilmar Saar

Southern Regional Service Area

Valga - Eedo Planken
Põlva - Madis Pintson
Tartu - Nikolai Sess
Võru - Andu Värton
Jõgeva - Vladimir Kornilov

Western Regional Service Area

Kuressaare - Heiki Raudsepp
Paide - Väino Liiva
Pärnu – Rein Näkk
Viljandi - Aare Lehtmets