



TRANSPORT MALTA

Annual Report 2016



Transport Malta





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EXECUTIVE SUMMARY

This report covers the activities of the Authority for Transport in Malta for the year ending 31st December 2016. This was the seventh year of operation for the Authority which was set up on the 1st of January 2010 following the enactment of the Authority for Transport in Malta Act (Act XV) of 2009.

The major accomplishments of the operations of Transport Malta (TM) can be summarised as follows:

Merchant Shipping

By the end December 2016, the number of ships registered under the Merchant Shipping Act had reached 7,716, for a total gross tonnage of 69.6 million. This represents a healthy growth rate of 5.7% over the previous year with Malta maintaining its position as the largest register in Europe and one of the 10 largest registers in the world in terms of gross tonnage. The Directorate has also further strengthened its presence in the super yacht sector. Positive results were once again achieved in the registration of super yachts under the Malta flag. During 2016, the Malta flag registered a record increase of almost 14.8% over the previous year in the registration of super yachts over 24m in length, under the Merchant Shipping Act, with over 575 super yachts flying the Malta flag.

Ports and Yachting

During 2016, 335 cruise liners visited the Maltese Islands, with a total of 689,152 cruise passengers onboard, which represents a marginal increase in the corresponding figures of last year. Ferry passengers increased by almost 7% to 310,008, whilst an increase of almost 10% was also registered in the number of overall ship calls to Malta, from 11,934 in 2015 to 13,090 in 2016. Unitised cargo continued to experience an increase in volumes in the Port of Valletta, whilst trailers registered an increase of 13.7% over the preceding year, from 80,862 to 91,939 in 2016. The number of visiting foreign yachts at marinas amounted to 1,899 an increase of 8% over previous year's figures. The vast majority of yachts 79.7% were less than 24 meters.

Aircraft Registration and Aviation matters

The aviation sector also continued to build on the successes of the previous year. As at the end of 2016, the number of aircraft on the Malta National Aircraft Register reached 243, representing a growth rate of 14%. In addition, the Flight Operations Inspectorate registered 2 new Operators during 2016 with a total of 28 Air Operating Certificate (AOC) holders at the end of 2016.

Scheduled Public Transport

2016 was a year which marked the consolidation of the new improved scheduled bus network which was introduced late in 2015. During 2016 a number of network tweaks were made to the new network which further enhanced accessibility and availability.

Furthermore, during 2016, the public transport operator brought over a further 33 new Euro 6 buses to be able to better serve the improved network. This brought up the number of buses operated on the scheduled public transport service to 400 buses. Similar to the new buses that were introduced during 2015, these new buses are all low floor, have two doors thus making alighting and boarding of passengers quicker and are better suited to Maltese roads since they are narrower than the original fleet.

Passenger information was further improved with the introduction by the Operator of Scheduled Public Transport Service of the Mobile App which offers real time tracking of buses and therefore assists passengers with better planning their journeys. This App also allows passengers to top up their Travel Card.

Roads and Infrastructure

The Roads and Infrastructure Directorate's leading project throughout the year under review was the reconstruction of the Kappara junction. At an estimated cost of 30 Million Euro, works on the construction of the grade-separated junction began in April of 2016 following an intensive period of upgrading works on the planned diversion and alternative routes. The ensuing months were then characterised by various demolition works, the erection of the sub-structures, and the construction of slip roads along the eastern viaduct. The works on the junction are expected to be completed by December 2017.

During the year, the Directorate was also responsible for another 15 significant upgrade interventions on the arterial and distributor network and the completion of 48 stretched of residential roads. Another 36 ad hoc interventions were carried out across various localities. Additionally, the Directorate launched SEJFR II (Self Explaining Junctions and Forgiving Roads), Transport Malta's structured program of safety-enhancing road interventions.

On the planning front, during 2016, the Directorate dedicated significant resources to the planning of the Marsa Addolorata Junction Project, the widening and construction of Vjal ix-Xarolla, Zurrieq and Triq il-Kuccard in Safi, the upgrading of the Birzebbuga - Qajjenza Promenade as well as the construction and upgrade of Triq is-Sur, Isla. Preparatory works were also carried out on the forthcoming widening of the Hamrun-Marsa Bypass; between the Sta Venera Tunnels and the slip-road leading to Hal Qormi. Furthermore, the Directorate commissioned works related to the construction of the Mriehel Pedestrian Bridge which is expected to be installed by early Q2 2017.

The Directorate also carried out a number of traffic-management-specific (amelioration) interventions across the island and various extensive maintenance and upgrading works on the arterial and distributor network and other roads of national importance as a matter of course and in the run up to Malta's EU Presidency.

The Directorate was also responsible for several maritime infrastructural projects, focusing particularly on the refurbishment and upgrade of the Deep Water Quay at the Grand Harbour.

James Piscopo
Chairman & CEO

MEMBERS OF THE BOARD OF TRANSPORT MALTA

During the period 1st January 2016 - 31st December 2016,

the Board Members of Transport Malta were:

Mr James Piscopo (Chairman)

Mr Francis Bajada (Deputy Chairman)

Captain Alan Brown (up to 24th April 2016)

Captain Charles Pace (up to 24th April 2016)

Dr Mark Sammut (up to 24th April 2016)

Ms Annette Farrugia (up to 15th November 2016)

Ms Alison Zerafa Civelli

Ms Carmen Ciantar

Mr Paul Muscat

Dr Deborah Mercieca

Mr Kenneth Swain (as from 25th April 2016)

Mr Mario Borg (as from 25th April 2016)

Mr Emanuel Bezzina (as from 25th April 2016)

Mr Ray Grech (as from 25th April 2016)

Perit Christopher Azzopardi (as from 25th April 2016)

Mr Robert Borg (up to 24th April 2016)

Dr Vanessa Vella was Secretary to the Board (as from 25th April 2016)



MISSION STATEMENT

The Authority's mission is to promote and develop the transport sector in Malta by means of proper regulation and by promotion and development of related services, businesses and other interests both locally and internationally.

MAIN OBJECTIVES AND POLICIES

Transport Malta is the Authority for Transport in Malta as set up by Act XV of 2009. As a government authority, Transport Malta was set up to assume the functions previously exercised by the Malta Maritime Authority, the Malta Transport Authority, and the Department of Civil Aviation.

The Authority shall endeavour to achieve the following main objectives and policies:

- develop integrated transport policies aimed at achieving modal shifts that favour public transport and non polluting strategies;
- ensure the development of an efficient and socially sustainable public transport system in Malta;
- promote the maritime and civil aviation facilities of Malta and the registration of ships and aircraft under the Maltese flag;
- promote policies that favour the development of Malta as a maritime hub in the Mediterranean and as an entry port to the European Union;
- encourage measures for the development of civil aviation and ancillary services, and in particular of air transport services of both passengers and cargo;
- ensure that the administration, services and operations of ports and yachting centres in Malta are more efficient and cost-effective;
- provide a sound financial basis for the Authority to be able to achieve target returns and investments;
- standardise practices in the transport sector in Malta in line with international norms and with those of the European Union in particular;
- construct and maintain roads, manage traffic and promote traffic safety and;
- develop and maintain maritime infrastructure.

Transport Malta encompasses operational and supporting units and directorates. These include maritime (ports, yachting and merchant shipping), traffic management, land transportation, roads, infrastructure and civil aviation. Corporate, financial, strategic, enforcement and ICT services are implemented horizontally across the Authority's structure.

INTEGRATED TRANSPORT STRATEGY DIRECTORATE

Functions and Duties

The Integrated Transport Strategy Directorate (ITSD) is responsible for the:

- Integration of transport research and infrastructure planning
- Development and coordination of transport policies
- Development of standards
- Coordination of European Union affairs

The ITSD is tasked to develop a holistic strategic framework for the development of a national transport system that is safe, secure and sustainable and which brings together diverse expertise and resources from legacy organisations.

Transport Research and Infrastructure Planning

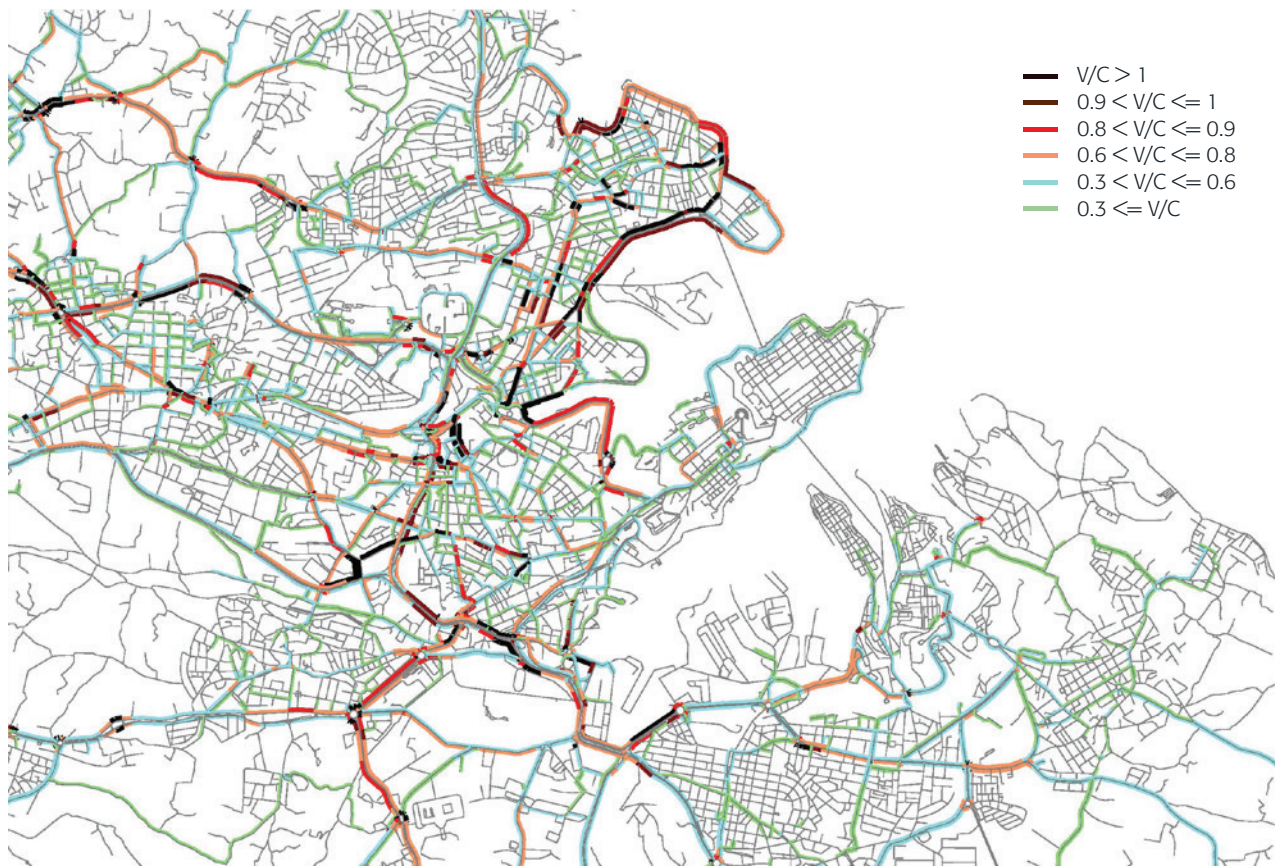
Development of the National Transport Strategy

Approved National Transport Strategy, 2050 and Transport Master Plan, 2025

On the 3 December 2016, the ITSD completed and published the National Transport Strategy 2050 and Transport Master Plan 2025 (“Comprehensive Master Plan” in line with the *ex-ante* conditionality requirements for transport stipulated in Regulation (EU) No 1303/2013 on common provisions for European Structural and Innovation Funds [ESIF]). The preparation of the Comprehensive Master Plan was EU co-financed under Operational Programme I (2007-2013) and *inter alia* aimed to facilitate the objective prioritisation of project pipelines for EU co-financing under the programming period 2014-2020 and beyond.

The Commission approved the National Transport Strategy and Transport Master Plan for Malta on the 18 January 2017 and it was one of the first of these national strategic documents to be approved across all cohesion countries in the EU,

Supported by a computer based model to assist forecasting future scenarios, the National Transport Strategy has a visionary longer range timeline of 2050 and will set the scene and framework of the other components of this exercise bearing in mind Malta’s international, EU and national commitments as well as the economic, social and environmental aspects of transport.



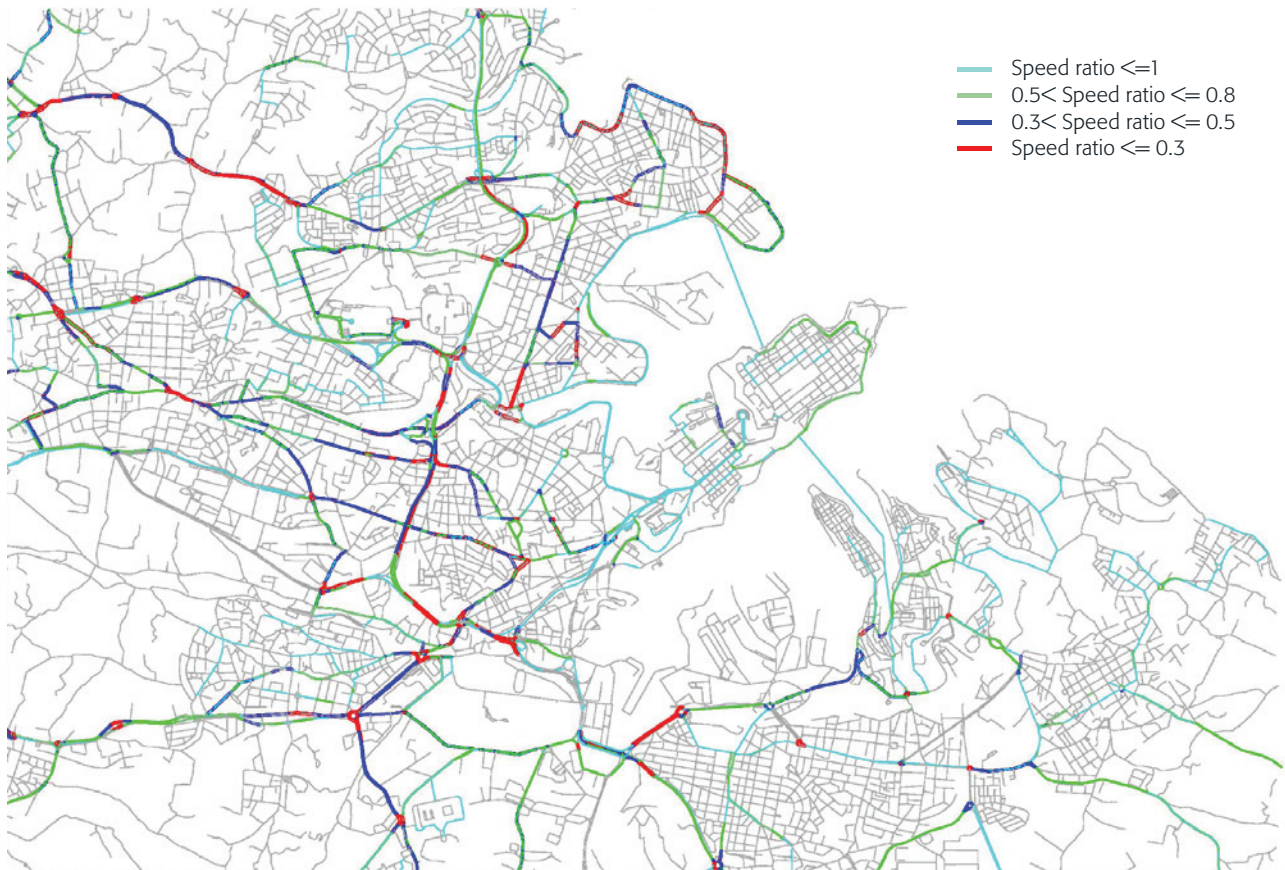
Transport Master Plan outputs (Congestion Analysis 2025)

The Transport Master Plan is a short to medium term plan and sets out policy measures as well as infrastructure proposals for the period up to 2025. The policy measures include, among others, transport infrastructure development, vehicle restraint, and alternative (maritime, non-motorised) modes of transport. The Transport Master Plan covers all modes of transport: land, including public transport, maritime, air and intermodal transport. As there is a difference between domestic and international transport, both internal and external transport is considered (where applicable). Notably a number of measures common to all modes were also identified.

Process followed in 2016

Following the three phases carried out in 2015, in 2016, there were six further phases:

- 1) Development of the Measures in the Transport Master Plan;
- 2) Public Consultation on the Objectives and Measures to be considered in the Transport Master Plan
- 3) Using the Model as an assessment tool for the selected measures;
- 4) Development of the Strategic Environmental Assessment
- 5) Public Consultation on the Strategic Environmental Assessment.
- 6) Seeking Approval by Government



Transport Master Plan outputs (Delays to Public Transport 2025)

Public Consultation

The Public Consultation involved the development of the consultation documents and publicity videos and social media clips. The Transport Master Plan was also presented at a number of stakeholder conferences. Over a period of two months, the consultation reached a wide range of stakeholder organisations and the public, with nearly 800 document downloads recorded, another 700 online readers. The social media publicity was also viewed 152,791 times. The feedback from the various stakeholders was equally encouraging with some 600 suggestions from a broad range of contributors including individuals, companies, lobby groups and associations.

Following the public consultation, the Directorate updated the measures to take on board the valid input and then proceeded to analyse the individual and cumulative effect of the measures that formed part of the 10 year plan in the Transport Master Plan.

Strategic Environmental Assessment

The National Transport Strategy, 2050, and the Transport Master Plan, 2025 were subjected to a Strategic Environmental Assessment process which involved the publication of and extensive review of the environmental impacts of the plans in the Environmental Report in parallel with the revised Strategy and Master Plan documents. A further consultation with both technical agencies and the public in accordance with legislation was carried out over a period of two months. Some further amendments were taken on board as a result of this process.

All consultation documents, as well as the feedback received are available for viewing on the Transport Malta website here: <http://www.transport.gov.mt/transport-strategies/strategies-policies-actions/national-transport-strategy-and-master-plan>

Good practice

The approval of the National Transport Strategy and Transport Master Plan enables Malta's access EU structural funds (2014-2020) and was a key strategic document supporting the programming period, The preparation of these two reports was also the first holistic comprehensive look at all transport modes and the inter-modality that will become the future for both freight and passenger transport. The Directorate worked closely with JASPERS (European Investment Bank and European Commission) as well as contracted experts from Spain and Italy to assist in the technical development of the transport strategy, transport master plan and transport model. The process of development of the two Maltese strategic documents by Transport Malta was considered to be good practice. The development process has already been extensively reported in international journals. Both the consultants and advisers strongly commended Transport Malta's intensive involvement in the above mentioned documents.

Major Infrastructure Planning

Transport Forecasting

The Directorate provided technical support and guidance in the traffic modelling, design, option testing for a number of road infrastructure projects and coordinated the technical assistance for the development of infrastructure project pipelines provided by JASPERS.

Other preparatory work for infrastructure and policy measures being carried out by various units and directorates across the Authority relied on data, forecasts and analysis provided by the Transport Strategy Directorate. ITSD ensured that the appropriate information and data was available to enable policy and infrastructure preparations in line with the approved Transport Master Plan.

Applications for funding

The Directorate also supported a number of units that were seeking funding under the new programming period (2014-2020) and the Connecting Europe Facility by providing data, and guidance on the strategic framework and scope of projects that would be eligible for funding.

Transport and Land Use Planning

Following changes in MEPA (now the Planning Authority) systems, in 2016, Transport Malta received 4,700 MEPA planning applications and pre-applications for consultation of which 445 were actually transport related and of these 10 required either a Transport Impact Assessment or Simplified Transport Study. The Directorate has coordinated the inter-directorate feedback by Transport Malta on these applications. By May 2016, the Directorate

also assessed 19 preliminary applications for screening (MEPA tracking number) to fulfil the transport related conditions prior to their full MEPA application and provided consultation feedback to MEPA or the applicant on 9 Development Notification Order (DNO) applications and 83 pre-DNO applications. The changes in the PA systems meant that subsequent to May 2016, these preliminary applications were rarely being received.

Transport Malta was also consulted by MEPA on 53 Planning Control applications for changes of schemed road alignment.

Development of Transport Policies

ITSD provided specialised transport input into cross-sectoral policy documents including policies and plans on climate change mitigation, environment and local plans. Representatives of the directorate had prepared a number of conference papers over the year, including papers on autonomous vehicles, urban mobility and motorways of the sea.

Coordination of horizontal European Union and International Affairs

Preparation for the Malta's Presidency of the Council of the European Union

The Malta Presidency of the Council of the European Union in the first half of 2017 demanded significant preparation by Directorate officials in order to be well briefed on the general procedures of EU working parties and also fully conversant with the land transport and intermodal transport dossiers that would be brought up for discussion at working party level in 2017. The preparations also included the preliminary work in the drafting of the proposed Valletta Declaration on Improving Road Safety and assistance in the planning the stakeholder seminar on Developing Urban Rail Transport to be held in Malta during the Presidency.

Assessment of EU Legislative Proposals

During 2016, numerous Instruction Notes (Council of Ministers - Transport) were drafted, contributed to or reviewed along with the related coordination of legal and technical clearance of the dossiers. The coordination of a variety of transport related input was provided for consideration by the Ministry for Transport and Infrastructure towards positions led by other Ministries.

Due to the ongoing reorganisation of various units and directorates in the Authority, there was significant reliance on ITSD to provide support and advise on the appropriate approach to be taken in negotiations on legislative and technical texts being developed in the working parties of the Council and Commission committees.

International Policy Development (non-EU)

The Directorate provided legal and technical support to the Land Transport Directorate who were negotiating a number of bilateral agreements with non-EU countries for the mutual recognition of driving licences which in Malta are regulated under EU law.

The Directorate also provided transport data and policy positions to the OECD International Transport Forum and the European Transport Safety Council.

PORTS AND YACHTING DIRECTORATE

Functions and Duties

The Ports and Yachting Directorate has a regulatory role in monitoring the maritime activities which take place within ports and the internal and territorial waters of Malta. It also manages port facilities which are under the control of the Authority, including yachting and mooring facilities. The Directorate is primarily responsible for ensuring that port users and service providers comply with legislation and contractual obligations, while at the same time promoting the efficient use of our ports and maritime facilities. Additionally it provides assistance in the organisation of a number of government and private events organised within our ports and territorial waters through providing support and technical assistance. Some of the events include the Valletta Pageant of the Seas, part of the Valletta 2018, the RC44 yachting event, Rolex Middle Sea Race and Malta International Air show to name a few. It also ensures the achievement of the right balance in the use of our waters for leisure and commercial operations.

The Ports and Yachting Directorate is responsible for:

- The promotion of port services and maritime activities;
- Preservation of good order in the internal and territorial waters, including safety of navigation;
- Registration of small ships;
- Compliance and regulation of International and European Legislation and Directives;
- Prevention and control of pollution, including the provision of port reception facilities for ship-generated wastes;
- The provision of a safe and efficient maritime transport system;
- Ensuring the provision of technical nautical services, fire fighting facilities, supplies and other ship requirements;
- Licensing of marine commercial craft;
- The management of port facilities;
- Regulation of yachting and maritime leisure facilities;
- The compilation of maritime statistics;
- The organisation of mooring areas; and
- The organisation of popular bays and swimmers' zones including the annual Safety at Sea campaign.

Ports in Malta

The Grand Harbour, Valletta

The Grand Harbour is a multi-purpose international port. It offers a comprehensive range of services covering practically all maritime requirements including:

- cruise and ferry berths
- cargo handling berths
- specialized grain and cement silos
- petroleum installations and bunkering facilities
- ship facilities and boatyards
- super yacht refit centres
- ship chandelling
- port reception facilities including tank cleaning
- marinas
- warehousing and open storage facilities
- maritime related support services

The Port of Marsaxlokk

Marsaxlokk hosts the container transshipment terminal and industrial storage facilities which are operated by the Malta Freeport Terminals. It also has a number of petroleum terminals. These include the terminals operated by Oiltanking Malta Limited and San Lucian Oil Company Limited. Other petroleum installations in the port are operated by Enemed, a Government owned company that is responsible for petroleum operations, in particular the importation of fuel for the domestic market. Enemalta is the public entity responsible for power generation and the Delimara Power Station Berth. The LNG import facilities including jetty to cater for the berthing of a Floating Storage Unit (FSU) and a shore based Regasification unit are now completed and are currently undergoing the commissioning phase. The LNGC Galea was the first LNGC delivering a part cargo for the purpose of commissioning both FSU and Regas Terminal. The LNGC Gaslog Santiago scheduled to call Malta on February 2nd 2017 with another parcel of cargo. The LPG Gas Installation is located within this port with its LPG bottling and storage facility located at Beng ajsa and operated by Gasco Energy. Berthing facilities for LPG tankers are located at Oil Tanking Ltd.

Marsamxett

The Port of Marsamxett is primarily a leisure port and provides a base from where a number of domestic commercial vessels operate local cruises. It hosts a number of marinas and also a yacht yard.

M arr and irkewwa

The Port of *M arr*, Gozo is the largest port on the island. The island of Gozo is connected by a scheduled passenger ro-ro service that operates on a route between the ports of *irkewwa*, Malta and *M arr*, Gozo. The ferry service is operated by Gozo Channel (operations) Limited.

The Port of *Mgarr* is also a fishing port and hosts a marina and several berths for small craft. It also caters for small cargo vessels and the occasional small cruise liner.

Large cruise liners are also permitted to anchor outside *M arr* Harbour thus providing the possibility to offer Gozo as a cruise destination. The transfer of passengers ashore is carried out either with the ships' tenders or local commercial vessels.

Plans are underway for the installation of a mooring buoy off *Xlendi* to further cater for the increase in cruise liner vessels calling Gozo.

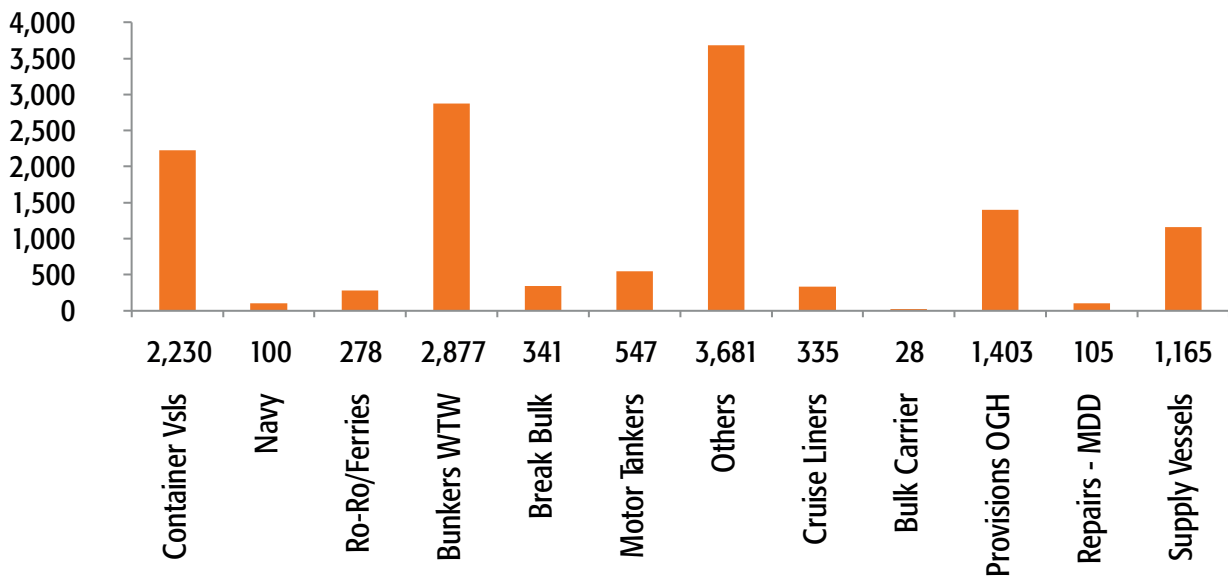
The Port of *irkewwa* is primarily a dedicated ferry terminal comprising passenger and vehicle handling facilities. It is served by both a North and South Quay thus providing all-year round sheltered berths, so that disruptions of the service due to inclement weather are kept to a minimum.

Statistics and New Services

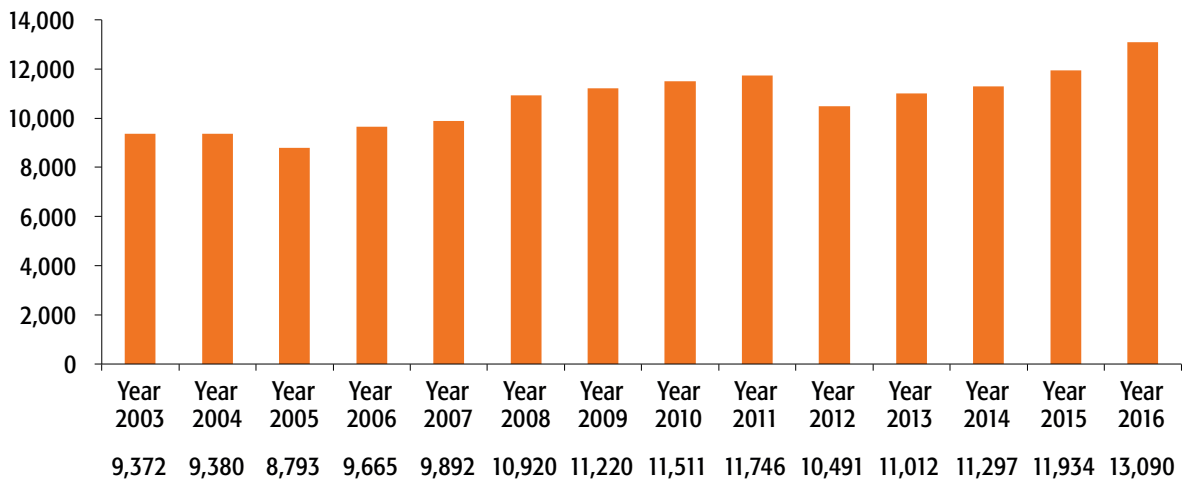
The Ports and Yachting Directorate is responsible for the collection of maritime data with regards to Directive 2009/42/EC on statistical returns in respect of carriage of goods and passengers by sea. It continuously liaises with ship agents and operators to provide data in a timely and accurate manner in view of assuming its obligations to provide the information as required by the National Statistics Office and Eurostat. The information collated is used for internal purposes and is also provided to third parties upon request, thus assisting stakeholders in market research and forecasting purposes.

The main statistics are collated over the year under review show the following:

- During 2016, the total number of cruise passengers visiting the Maltese Islands stood at 689,152, an increase of 10,882 passengers over the previous year. The largest percentage 21% of cruise passengers were from Germany and from Italy, 16%. The total percentage from the USA and Canada amounted to 11% of total number of passengers. There were 335 cruise liner calls to the Maltese Islands in 2016, an increase of 3.4% or 11 vessels when compared to 2015 levels.
- The number of ferry passengers in 2016 was 310,008 an increase of 20,674 passengers from the previous year.
- Unitised cargo continued to register an increase in volumes in the Port of Valletta. Trailers at the Port of Valletta registered an increase of 13.7% over last year, from 80,862 to 91,939 this year.
- The number of ship calls also registered an increase over the previous year, from 11,934 in 2015 to 13,090 during the year under review, a further increase of 9.7%.
- The number of visiting foreign yachts at marinas amounted to 1,899 an increase of 158. The vast majority of yachts 79.7% were less than 24 meters.



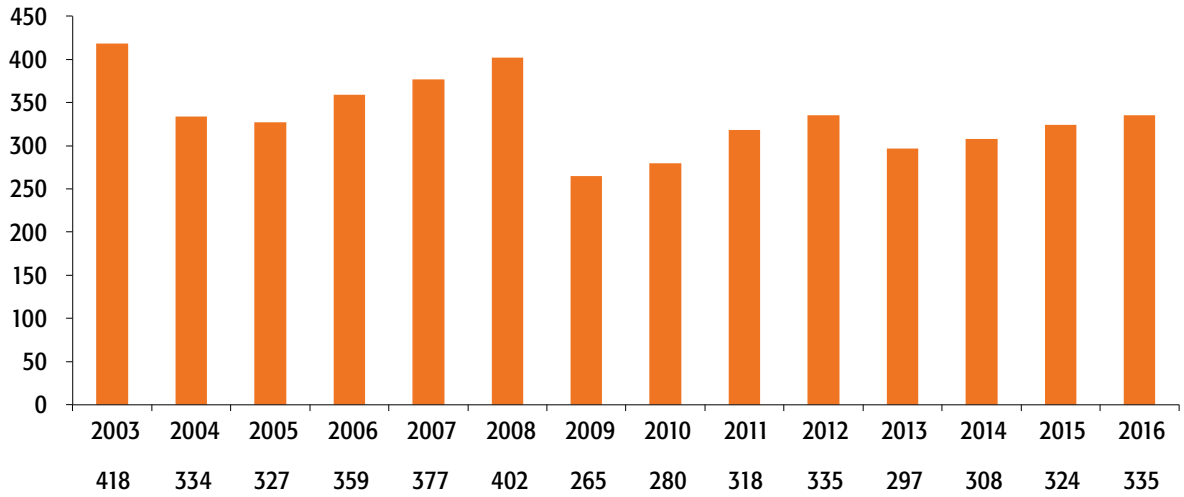
Shipping Movements from January to December 2016



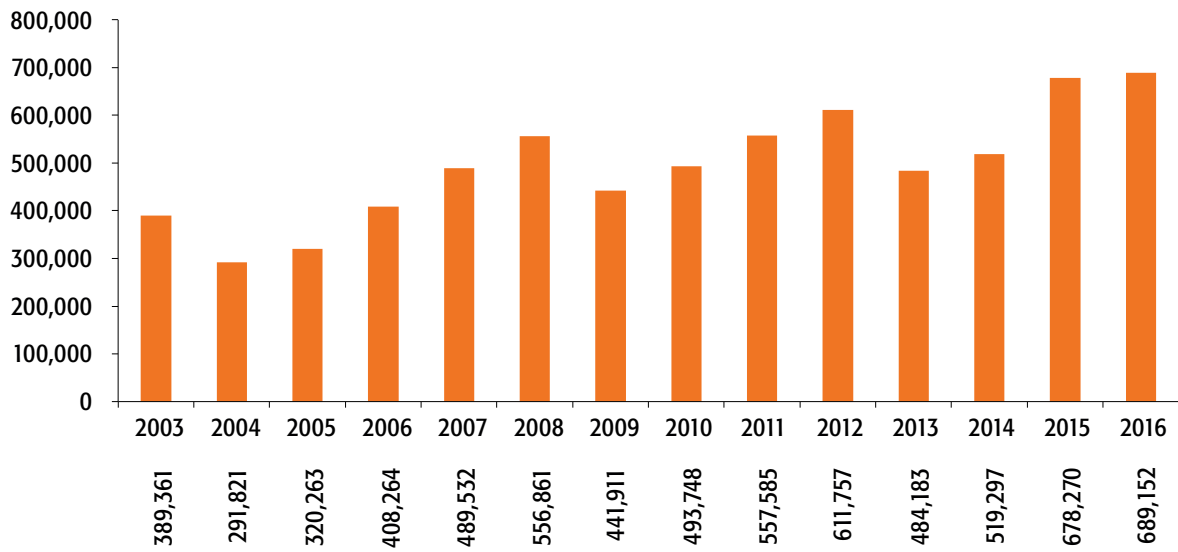
Number of Vessels arriving in Malta



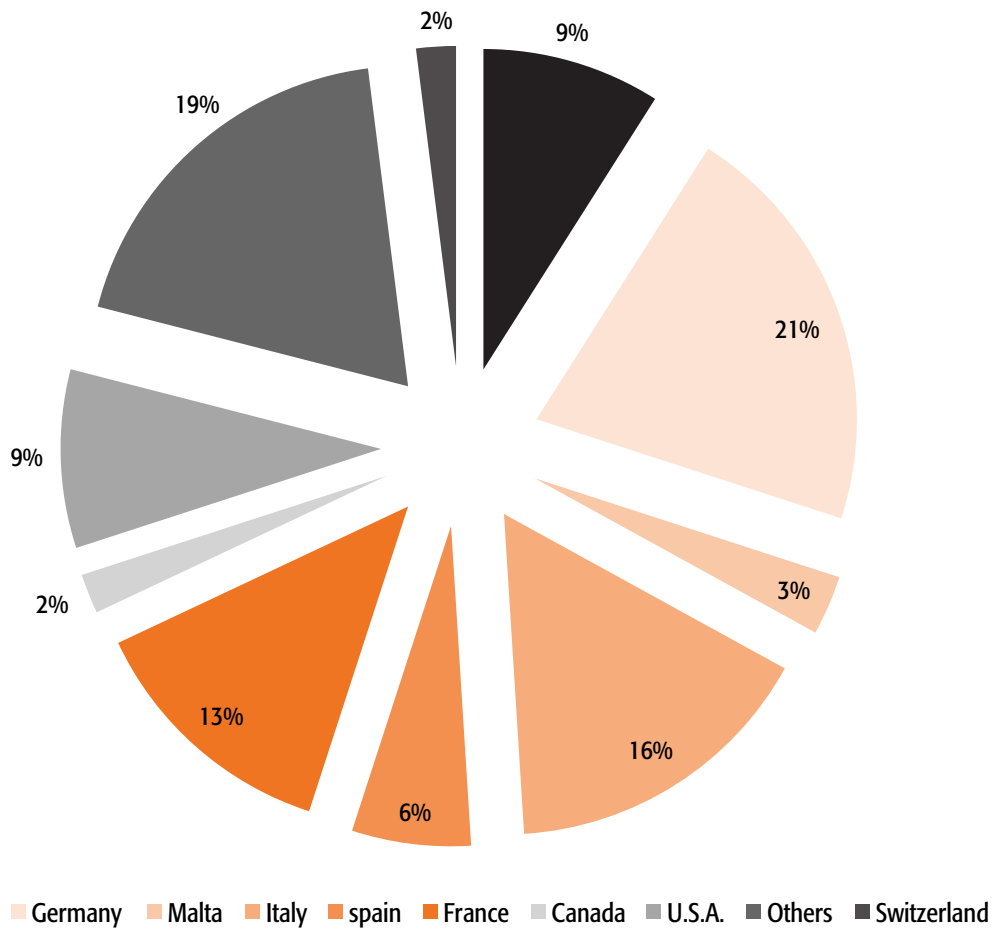
Gross Tonnage of Vessels in Malta



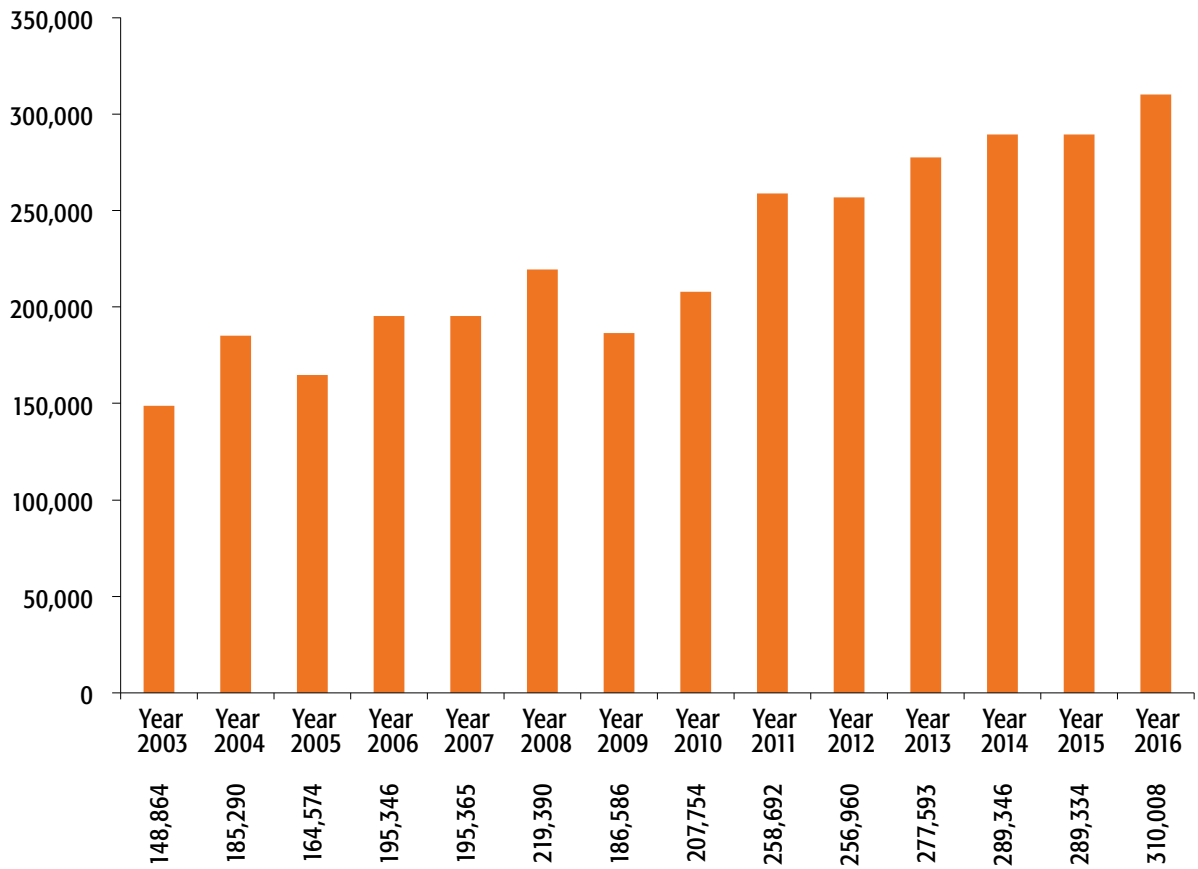
Cruise Liners in Malta



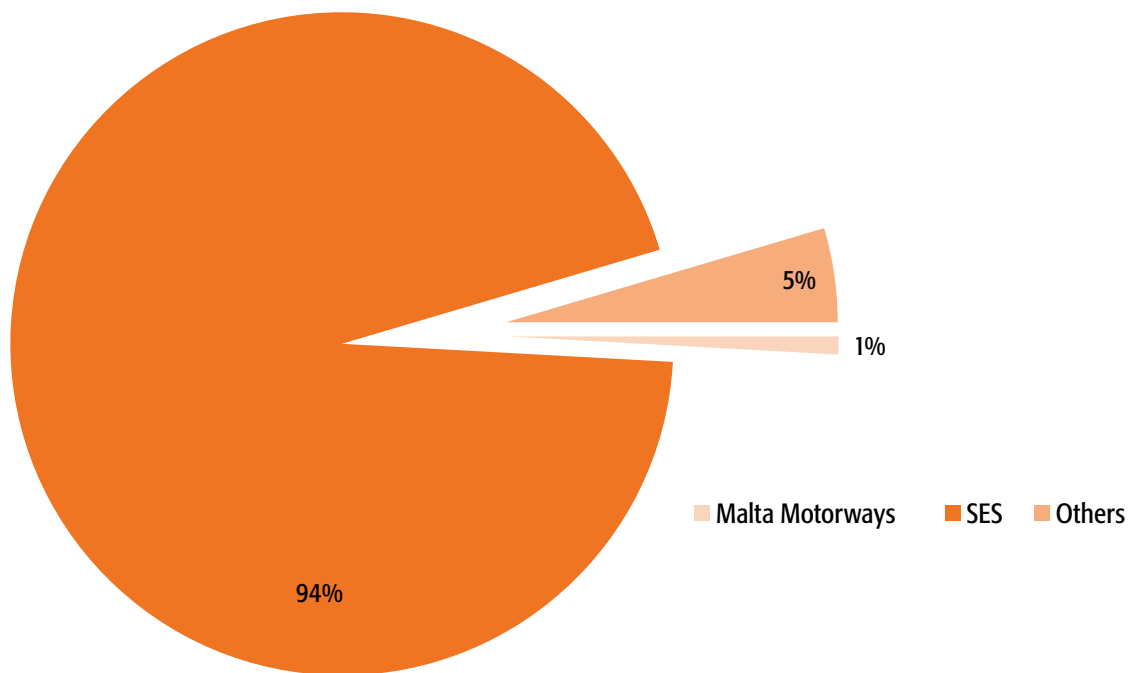
Cruise Passengers in Malta



Cruise Passenger Nationalities

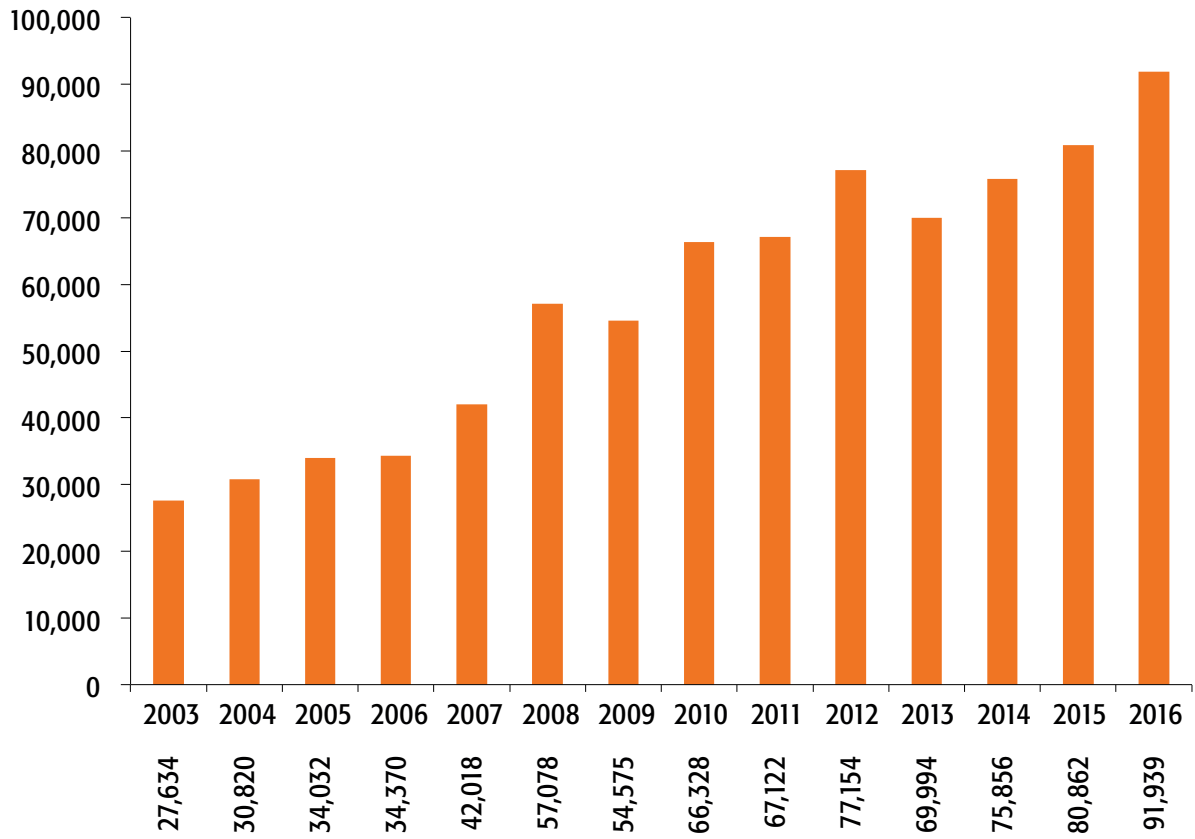


Ferry Passengers in Malta

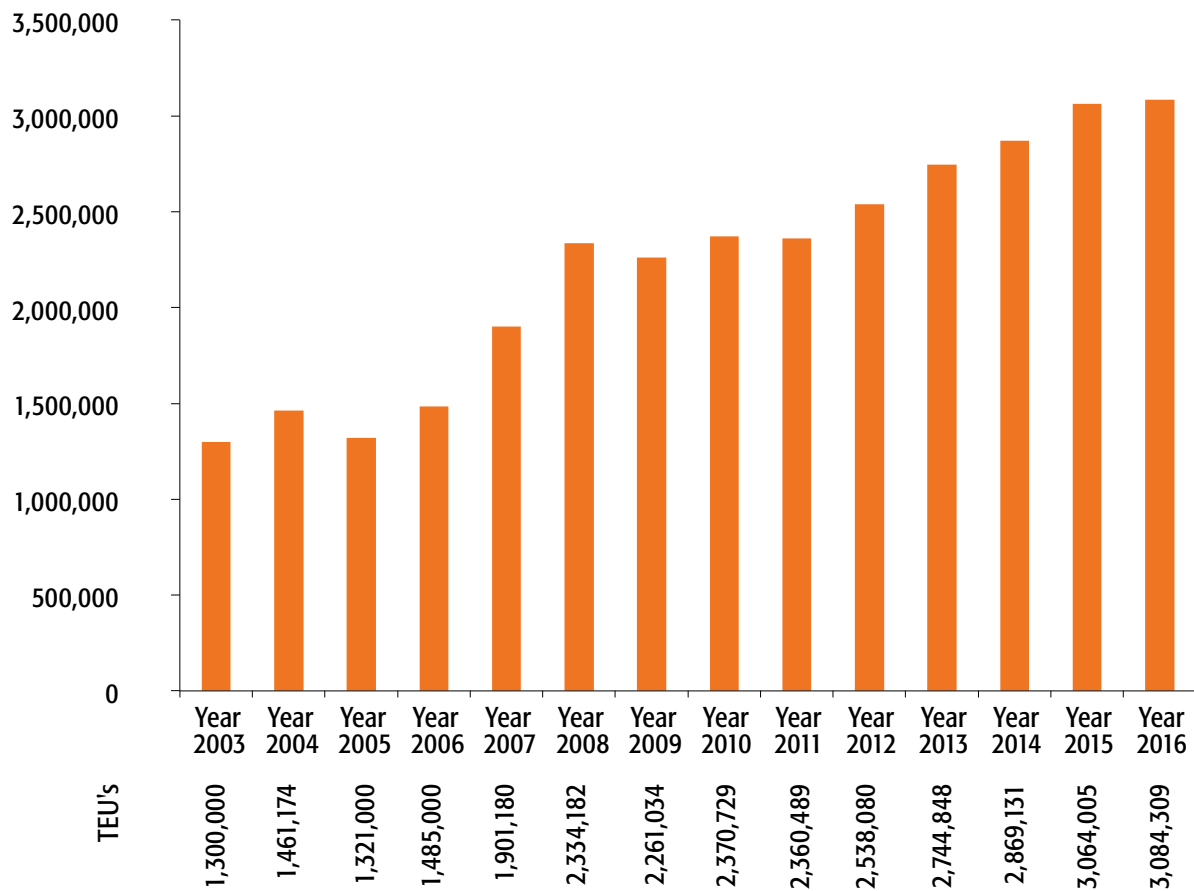


Total Ferry Passengers from January to December 2016

Trailers in TEU's



Trailers handled at Port of Valletta (TEUs)



Cargo Throughput at Malta Freeport

Monthly Arrivals	CLASSIFICATION BY LENGTH OF YACHT							Total
	1-12m	13-23m	24-36m	37-48m	49-60m	61-72m	Over 72m	
January	14	10	3	2	0	0	0	29
February	5	15	5	3	1	2	1	32
March	12	34	4	5	2	0	1	58
April	31	57	10	9	2	1	0	110
May	93	93	19	5	4	1	1	216
June	137	102	25	11	11	2	4	292
July	131	142	36	8	10	1	3	331
August	140	157	35	12	7	7	8	366
September	50	95	30	9	5	2	1	192
October	48	77	27	11	3	1	1	168
November	15	29	5	4	3	3	2	61
December	16	11	6	8	2	1	0	44

Foreign Visiting Yachts at Marinas for Year 2016

Malta Freeport

During the year under review, Malta Freeport Terminals Ltd implemented an HSE Management System in line with the requirements of OHSAS 18001 (Safety Management System) and ISO 14001 (Environmental Management System) standards. This certification highlights once again Malta Freeport Terminals' determination to continuously improve its HSE performance and strengthens the Company's commitment to ensure a healthy and safe working environment for its employees and other stakeholders. The Terminal integrated HSE Management System was audited by DNV-GL. The full co-operation of various parties including workers and Management who were coordinated by the HSE Department with guidance from the SSE Head Office was crucial for the attainment of such positive results. This achievement is by no means the final result and the Terminal will continue to develop and implement action plans to continuously improve its safety and environmental performance.

In 2016 the Malta Freeport Terminals participated with great success in European Week for Waste Reduction 2016 (EWWR 2016) for the fourth consecutive year. During EWWR 2016 the Company organised various activities including a team building activity for its employees which focused on the theme of EWWR 2016 - Packaging Waste Reduction. Also in 2016, Malta Freeport Terminals Limited published an Environment Leaflet which highlights the key measures being pursued by the Company in favour of the environment and also outlined other initiatives that will be pursued in the coming period.

In July the Leader of the Opposition Dr Simon Busuttil visited Malta Freeport Terminals. During his visit Dr Busuttil visited the Control Room of the Freeport and viewed the various sections of the Operations Department, namely Berthing, Ship and Yard Planning and Equipment Control. During his visit Dr Busuttil went on one of the new Quayside Cranes which were commissioned at the end of last year and are capable of handling 25 containers across. Engineers of the Freeport explained the technical capabilities of these cranes. Opposition leader commented on the great success attained by the Freeport since its inception 28 years ago after a tour of the facilities.

Following amendments in the SOLAS convention, with the introduction of the mandatory Verified Gross Mass of a container, which came into force 1st July 2016, Malta has from the onset been in full compliance with these new regulations with no delays reported at either the Malta Freeport Terminal or Valletta Gateway Terminals.

Small Ships Registration and Commercial Vessels

Apart from regulating the registration of small ships, water based recreational activities and the preservation of good order in any part of the territorial waters and internal waters of Malta, the Directorate is also responsible for the safety of commercial vessels and the safe manning requirements of such vessels. In this respect, the Commercial Vessels Department issues commercial vessel certificates for craft carrying out commercial operations in Maltese territorial waters. These include various categories such as passenger boats, workboats and bunker barges. This also includes the issue of commercial vessel operator licences for applicants operating with such vessels. Certificates of competency for personnel serving on commercial vessels in Maltese territorial waters are also issued by this department.



During the year under review the Unit issued 485 Commercial vessels Certificates of which 85 were new. In addition it also processed and issued 298 Commercial Vessel Operator Licences (241 renewals) and 166 Certificates of Competency (66 new, 61 revalidation and 39 being equivalency certificates).

This Directorate is also responsible for the small ships registration and issue of nautical licences. During the year under review, there were 732 new registrations of small ships, an increase of 5.6% over the previous year. In addition 956 new nautical licences were also issued.

Commercial vessels, namely bunker barges and vessels carrying passengers have been targeted this year for in depth inspections and confirmation of full compliance with the Commercial Vessel regulations and the Code of Practice. In addition, bunker barges, in compliance with the Dangerous Cargo Ships, Marine Terminals and Facilities and bunkering regulations, deploy all round booms during all bunkering operations in port, together with ensuring that the testing of hoses is more rigorous and as per International standards.

Type of Certificate	Total issued in 2016
Commercial Vessels Certificates	
New	85
Renewals	400
Commercial Vessel Operator Licence	
New	57
Renewals	241
Certificates of Competency	
New	66
Revalidation	61
Equivalency	39
Authorisation of Maritime Events	45
Registration of Small Ships	
New Registrations of small ships	732
Renewal of small ships	6108
Moorings	
Malta and Gozo	1,647
Nautical Licence	
New	956
Renewals	510

Moorings

A number of initiatives were undertaken to extend and re-organise mooring sites. An extension was carried at Wied il-Buni in B'Bugia which resulted in 27 new moorings and regularisation and reorganisation of St George's Bay St Julian's, with 106 new moorings. Plans are at an advanced stage to regularise and organise a number of other areas that include Qawra (Salina Area), M'Skala, Gzira, Bugibba (il-Veccja) and Pieta (San Maison). With the above mentioned arrangements the total number of moorings in Malta and Gozo is now 1647.

Maritime Security and Enforcement

The Maritime Security & Enforcement Department (MSED) is responsible to provide security services at the port facilities that are administered directly by the Authority, namely Boiler (Senglea) Wharf and Flagstone/Timber Wharves. Transport Malta secures the said facilities on a 24/7 basis in accordance with the provisions promulgated in S.L. 499.35 Ports Security Regulations that transpose Regulation (EC) 725/2004 on enhancing ship and port facility security.

Safety at Sea Enforcement

During the year under review the Port Security Department has assumed additional responsibilities and undergone a number of changes that included the strengthening of the management team, an increase in the number of Maritime Enforcement Officers and enhancement of physical resources. These developments were aimed to enable the Unit to fulfill its role more efficiently thus enabling it to achieve better results particularly in providing better security monitoring and surveillance at bays, in Ports and their approaches.

This department also continued to play an active role in the Authority's annual safety at sea campaign taking place during the summer season. The safety at Sea Campaign was this year further reinforced through an increase in the number of patrols carried out by maritime enforcement officers on board sea craft. The main aim of such patrols was to ensure safe navigation and the creation of a safe environment for bathers. With an increase in the number of night time activities that included organised boat trips and night cruises, MSED increased its presence by carrying out night patrols and inspections specifically on commercial vessels.

The Authority's policy has always been to emphasize the educational aspect of enforcement, in this regard the department embarked on an extensive educational campaign on the media, this is principally achieved by instilling in the general public a sense of awareness of the various regulations and by stressing caution and responsibility, so that, whenever possible, incidents which can sometimes be fatal are avoided. This notwithstanding, and as over speeding close to shore remains a problem at our bays and ports, the Authority continued to be vigilant against those who abuse and imposed the applicable administrative fines where necessary.

Transactions related to MSED	2016
Vessels Inspected (Incl.Vessels insp. at Blue Lagoon)	1190
Vessels Found In Order	753
Vessels Found Contravening the Regulations	437
Warnings issued	273
Charges Issued	164

During 2016, as in previous years, the Ports & Yachting Directorate continued to implement the concept of bay coordinators. The scope of these coordinators was to establish continuous presence at the most popular Maltese bays throughout the summer period, so as to ensure that the Authority's presence is felt and to ascertain that sea craft owners abide with the stipulated laws and regulations.

During the past year, MESD took a very active role in facilitating and supporting the ever increasing maritime activities, including those held at national level. The role of the Unit was to ensure that activities are carried out safely and with minimum disruption on commercial movements. Such assistance also included the preparation for port closures, coordination with other emergency service providers and enforcement agencies, as well as the provision of dedicated staff to ensure good order at sea. Some of the activities that took place in 2016 included; Pageant of the Seas, Jazz festival, Malta International Air Show, Notte Bianca, Amphibian Races, the Fireworks Festival, as well as the internationally renowned RC44 and Rolex Middle Sea Races.

In addition to the above the MESD was also involved in assignments related to legal/court proceedings; inspections/enforcement on commercial operators, moorings, marinas, slipways and landing places; as well as by providing assistance to other local enforcement agencies, particularly in emergency situations at sea by rapid conveyance for those requiring urgent medical attention.

Marine Operations | Incident Response Unit

Marine Operations | Incident Response Unit is responsible for matters relating to maritime pollution and incident response. During last year, 37 reported incidents required the direct intervention of the Unit. These incidents mainly consisted of Tier 1 oil spills, a fire incident onboard a pleasure vessel, a collision between a cargo vessel and a fishing vessel with the latter eventually sinking and other maritime related incidents. A number of smaller incidents were also reported and were very often followed up through an inspection this depending on the complexity of the incident. On average, about four incidents are reported each month by the shipping community or the general public.

As the national competent Authority for the management of CleanSeaNet service, the unit in collaboration with the Armed Forces of Malta coordinated the investigation of various alleged oil spill reports received via satellite images. On average, about five images are received every week. The unit also vetted and approved a number of Emergency Response Plans and Waste Management Plans and issued a number of Waste Exemption Certificates.

EEA Project - Oil/HNS Spill Response Capacity Building for the Protection of Malta's Seas

The Unit is also the project promoter for the project 'Oil/HNS Spill Response Capacity Building for the Protection of Malta's Seas'. Through this project which is co-funded by EEA Grants, Transport Malta will address training requirements at a national level, establish a training programme, upgrade training facilities and equipment and address pollution risks from oil offshore drilling operations within and outside of Malta's territorial waters. A number of projects' key activities were completed last year that amongst others included the procurement of various specialised pollution response equipment and IT equipment to be used for training delivery. Specialised training in pollution response also commenced in 2016 and is expected to continue throughout the first quarter of 2017. This specialised equipment is attended by Transport Malta personnel as well as those of other entities that include; Armed Forces of Malta, Environmental Health Directorate, ERA, Police, Continental shelf and the University of Malta.

PICASSO Project

In 2016 Transport Malta – Ports and Yachting Directorate was appointed as one of the leading partners in the Picasso Project that is aimed to improve maritime safety through training and the development of new technologies. The project co-funded by the European Commission Connecting Europe Facility (CEF) is led by SASEMAR - the Spanish Maritime Rescue and Safety Agency. The project has brought together 14 partners from 9 different countries namely: Cyprus, Greece, Israel, Italy, **Malta**, Sweden, Portugal, Spain and UK.

In the PICASSO project, Transport Malta will be responsible for the Activities related to Emergency simulations that will focus on the occurrence of emergency situations and will propose new solutions and procedures for a better, faster and more efficient emergency reaction. Through this project the Maltese Transport Authority will study alternative solutions to deal with mass evacuations. To this effect the Ports and Yachting Directorate within the Maltese Transport Authority will during Malta's EU presidency be organising a simulation of an incident on a cruise liner at sea followed with a mass evacuation that will be carried out in the Port of Valetta. The exercise will be concluded in the port in order to test the land emergency response. The aim is to provide clear guidance to emergency exercise planners as well as to test the port emergency response and best practices in case of such accidents. Entities that will be involved in the exercise will amongst others include Civil Protection, Armed Forces of Malta, Health and Police Authorities.

Traffic Management Unit (TMU) and Valletta Traffic Services (VTS)

The Traffic Management Unit (TMU) is responsible for the evaluation and processing of requests and notifications related to the shipping movements of all vessels, including arrival, shifting and departure notifications and other related port formalities. Besides the planning of berths managed by Transport Malta, the unit is also responsible for the evaluation and approval of berth plans prepared by Private Terminal Operators providing technical assistance as necessary. TMU co-ordinates port operations within areas under the Authority's jurisdiction and ascertain that shipping movements take place in compliance with local and EU legislation. It provides a ship-shore interface with port users and service providers including but not limited to Agents, Private Terminals, Pilots, Mooring Men and Tugs.



The unit serves as the notification Authority for all vessels requesting a service inside Maltese ports and Territorial waters. It focuses on its core function by maintaining a web based notification system 'Portnet' and assisting in the development of such system. Changes to the system effected this year meant that Malta became compliant with SafeSeaNet (Directive 2011/15/EC), a system developed by the European Maritime Safety Agency (EMSA) which enables EU members to report and share information related to ship movements and hazardous cargoes.

TMU is also responsible in the issuance of various permits pertaining to port activities including conveyance permits, hull inspections, paint permits, hull cleaning, hotworks, discharge/transshipment and loading of dangerous goods and immobilisation of vessels. This year the unit issued a total of 1460 permits with the large majority (419) being for life boat drills and for hotworks (328) on various vessels.

The TMU has undergone a number of changes viz-a-viz capacity building with the introduction of a Port Operations Manager and the recruitment of additional Port Duty Officers, which will further assist TMU in achieving its goals and ensuring smoother and safer operations. Additionally, TMU is currently working on the first draft of the TMU SOP's.

Upgrades to our Portnet system to be in compliance with SafeSea Net Ver.3 is now in force and works are in progress to finalise full compliance with the National Single Window Directive.

The Vessel Traffic Services (VTS) is the section responsible to provide the necessary interface between the ports and the vessels calling in local waters and to ensure that vessels navigate safely at the port approaches and within harbours.

The VTS section is also responsible for monitoring and regulating traffic to ensure compliance with all local, national and international regulations. Monitoring of vessel movements is carried out from a Vessel Traffic Services Centre that is operated on a 24/7 basis. Information transmitted through a network of radars, automatic identification system stations (AIS), VHF communications, VHF direction finders and weather stations around the Maltese islands is intended to improve the safety and efficiency of vessel traffic and to protect the marine environment.

The VTS furthermore provides a Traffic Organisation and Information Service and also coordinates with the local technical-nautical service providers and local port services. This Unit operates in line with the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) standards.

In 2016 the VTS has undergone a number of changes viz-a-viz capacity building with the introduction of additional VTS Operators, which will further assist VTS in achieving its goals and ensuring smoother and safer operations. Additional capacity building is envisaged for this year in view of a number of retirements, thus ensuring we have a full complement. Training as require by the IALA guidelines are constantly being reviewed, together with continuous review and updating of VTS SOP's. Additional equipment has been ordered to ensure that VTS remains operations during all emergencies.

Commercial Unit

The primary role of the Commercial Unit is to maximize on the Directorate's potential to generate revenue from port related operations and services by developing commercial business opportunities through management of existing customer relations and potential new stakeholders. The Commercial Unit oversees and manages the Authority's commercial operations, handles daily business issues and implements the Authority's commercial plan, policies and development for the ports and facilities.

This Unit is also responsible for the efficient management and monitoring of concessions, service contracts and other types of agreements in respect of port facilities and technical nautical services. All contracts and agreements are periodically scrutinized with the objective of ensuring that contractual obligations are met and maintained by the contract holder. The Authority has in place service level agreements with port technical and nautical service providers to ensure such port services are provided in an efficient, effective and professional manner. The performance of such service providers is monitored regularly through on-site inspections to ensure all obligations are duly met and services are provided in line with the provisions of the relevant service level agreement.

During the year under review, the Unit concluded and signed 15 agreements, 8 of which were new berthing agreements, 6 for filming and one pertaining to storage. Consequent to these an arrangement was also made for the use of Dock 1 for the 2016 Valletta Boat show.

Hydrography

In 2016, the Hydrographic Office re submitted an application for Membership to the International Hydrographic Office (IHO) as the amendments to the IHO convention came into force. The approval from IHO is expected to be given during 2017.

IN 2016 the Hydrographic Office also joined the Regional Electronic Chart Centre in UK IC-ENC. Through this arrangement the local Hydrographic office managed to produce 5 electronic navigation charts that are sold to SOLAS going Vessels. In line with the above personnel from the Hydrographic Unit attended a number of meetings that amongst other included a technical meeting in UK and a Steering Committee meeting in Amsterdam. Discussions with the United Kingdom Hydrographic Office (UKHO) to transfer the responsibility of producing electronic charts to Malta as per SOLAS Chapter V regulation IX are still ongoing.

The Hydrographic Office has during the last operational year carried out various hydrographic surveys one of which was at the Malta Freeport Terminals to monitor the sea bed and the ex Marsa Shipbuilding for the safe navigation of Oil Rigs that were berthed at Quay 2 and 5.

Other surveys were carried out to assist RID with information that was later used for the production of drawing and tender specifications. Other services provided to RID consisted of providing bathymetric charts, berthing

alternatives and locations for the project of Destination Ports. Similar to previous years this unit assisted the Yachting centre with the reorganisation of Swimmers Zones and delimitating new swimmer zone areas. The Hydrographic Office also provided drawings for proposals regarding the reorganisation of moorings at Birzebbugia and St Pauls Bay.

EU and Local Legislations and Regulations

During the year under review, the Authority was subject to various Court proceedings, be it new or continuation of existing ones. A number of pending cases were decided and nearly all were decided in favour of the Authority with some recognising, confirming and upholding important principles and powers of the Authority found at law. Apart from managing and advising on daily and routine legal issues and policy matters, both local and EU related, and drafting various maritime related agreements and addenda to existing agreements, the Legal Unit within the Directorate was also involved in the following:

- Draft Regulation of the European Parliament and of the Council establishing a framework on market access and financial transparency of ports
- Exclusive Berthing Rights Agreement – Maritime Hub
- Amendments to the Port Reception Facilities for Ship-Generated Wastes and Cargo Residues Regulations (S.L. 499.30)

Maritime Training

Transport Malta – Ports and Yachting Directorate is responsible for regulating training institutions engaged in the training of qualified and competent seafarers. To achieve this objective the Ports and Yachting Directorate acts as a certifying Authority for local qualifications and as facilitator of training and education programmes. With regards to training provisions, the Directorate also works closely with the Malta College of Arts Science and Technology (MCAST), the public institution entrusted with education and training in various maritime fields. The Institute runs a comprehensive training programme for commercial vessel operators and small craft owners. MCAST also offers courses intended to prepare persons for the role of Foreman of Port Workers. This includes induction course in port work procedures, cargo securing, cargo handling, slinging, terminal and ship's loading and unloading equipment, health and safety at the place of work and knowledge of the IMDG Code.

Apart from the Government owned MCAST Maritime Institute and the Mediterranean **Maritime Research & Training Centre** founded by the Malta Maritime Pilots there are circa five other private institutions providing maritime related training. The Ports and Yachting Directorate will be processing applications that were submitted in 2016 thus the number of approved training institutions is expected to increase.

MERCHANT SHIPPING DIRECTORATE

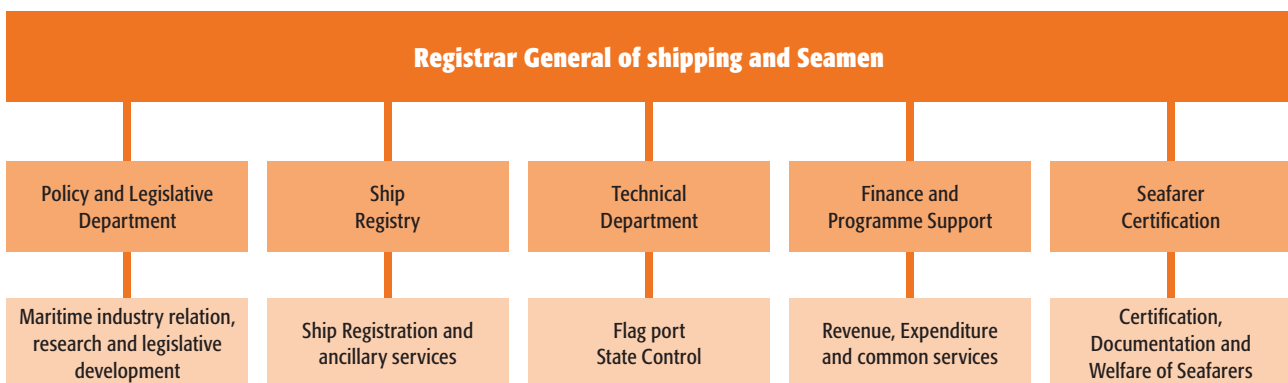
Functions and Duties

The functions and duties entrusted to the Merchant Shipping Directorate in terms and in pursuance of the provisions of the Authority for Transport in Malta Act are to regulate, control and administer all matters related to merchant shipping and marine pollution prevention and control provided for under the Merchant Shipping Act and other related legislation, including ship and yacht registration under the Malta flag and their technical performance with regards to safety and pollution prevention and to promote the Maltese register with the international shipping community.

The Directorate is also entrusted with regulating the employment and certification of seafarers and to promote and advance the skills of seafarers and of persons employed in the maritime industry, to foster Malta's relations in international shipping fora and to administer the implementation of maritime and other related international conventions and agreements. In order to provide a one stop shop service to its client base, the Directorate is also responsible to regulate and control the licensing of shipping organizations and to regulate, control and administer maritime radio communication services for Maltese ships.

It is the prime objective of the Merchant Shipping Directorate to ensure effective discharge of its duties as a Maritime Administration particularly its responsibilities as the flag Administration of one of the leading ship registers in the world.

In pursuance of this objective, the Directorate is organised into five departments with distinct areas of responsibility yet interacting with and complementing one another, guaranteeing, particularly with regards to Maltese ships, a unified approach and a comprehensive service.



Capacity building is an ongoing process. Efficiency and effectiveness are augmented by specialisation and training, the introduction of new systems and methods, the further computerisation of certain processes and, where necessary, by the recruitment of additional staff. This continues to further enhance the reputation for service that the Directorate enjoys both locally and internationally.

During the period under review the ongoing organisational review aimed at ensuring adequate capacity building and optimisation of resources has continued. Training of personnel is an integral part of capacity building. The Directorate's training programme is made up of both long-term and short-term training aimed towards the professional development of its employees. Long-term training includes diploma, graduate and post-graduate courses both in Malta and abroad. The short training programme includes attendance and participation of Directorate personnel at a number of short courses, seminars and workshops and familiarisation visits in Malta and abroad. The programme is financed both from funds of the Authority or through schemes made available by the European Commission.

Projects, Initiatives and Performance of Duties

During the period under review, the Directorate continued with the process leading to the introduction of more electronic services aimed at enhancing cohesion and more timeliness in the services provided. With the progress in digitalization within the shipping industry in order for the Malta flag to remain competitive in the future, further digitalization of services need to be introduced.

The electronic fleet management system has been further consolidated as the main tool used by the Directorate to assist with daily ship registration operations and the issue of all certificates of registry.

Moreover, the process leading to the introduction of new electronic systems within the seafarers certification Department has continued and next year will see the launching of new improved seafarers' certificates and the development of a new integrated seafarer certification software. Work has also been initiated on the introduction of e-registry certificates.

During the year under the review, the Directorate has introduced new improved policies for the ascertainment of seaworthiness of vessels being registered as Maltese ships, thus further ensuring the quality of ships entering the Register. This has resulted in a reduction of the average age of the Maltese registered fleet.

Following a continuous review of the provisions regulating the registration of ships under the Merchant Shipping Act, a number of provisions requiring a degree of improvement were introduced, in order to further enhance the level of service provided and to further streamline the registration process and the provision of ancillary services. This has been welcomed by the shipping industry in general since it resulted in a reduction in administrative burden.

In 2016, the Directorate in consultation with the yachting industry developed a new policy on pleasure (private) yachts carriage capacity thus becoming the first jurisdiction introducing such a policy, aimed at ensuring the safety of persons embarked on yachts. Work has also continued on the finalisation of a first draft of a Code for Non-Convention Ships. The draft Code is currently going through a consultation process with all stakeholders involved with the aim of adoption during 2017.

Following certification by the Malta Competition and Consumer Affairs Authority (MCCAA), as having in place an ISO 9001:2008 quality management system, the Directorate has gone through two thorough Surveillance audits by the MCCAA in 2016 and has once again confirmed its certification showing the Directorates' commitment to continuously improve and provide high value added services to shipowners and operators around the world and to the Maltese maritime community. The Directorate is currently transitioning from ISO 9001:2008 to ISO 9001:2015, a process to be completed during 2017.

The year under review saw the Directorate, further consolidating its consultations with the industry and stakeholders both locally and internationally. This was done through initiatives such as holding of workshops, participation in trade visits and through the holding of bilateral discussions with a number of other important maritime nations. Inter alia, the Directorate has participated in the prestigious Posidonia event held in Piraeus Greece and the Monaco Yacht Show exhibition in Monaco. For the first time, Malta has also actively participated in the Greek Shipping Awards, a yearly event organised in Greece to highlight the achievements of the Greek shipping community, which is an important sector for the Malta flag. The Merchant Shipping Directorate has also played an active role in the hosting in Malta of the first Malta Maritime Summit held in Valletta between 3rd-6th October. The Summit was organised with the aim of creating a forum where the industry can voice its views on contemporary issues, which have a direct or indirect impact on its operation.

The year under review also saw, the Directorate further consolidating its services as a leading Flag State, carrying preparatory work leading to the accession to additional international conventions and further enhancement of its process and procedures.

Registry of Ships

Between January and December 2016, 837 vessels totaling 8,614,906 gross tonnage were registered under the Malta flag while cancellation of registry was effected in respect of 358 vessels with a total gross tonnage of 4,824,713. These results represent a growth for the Malta flag of 5.7% over the end of 2015.

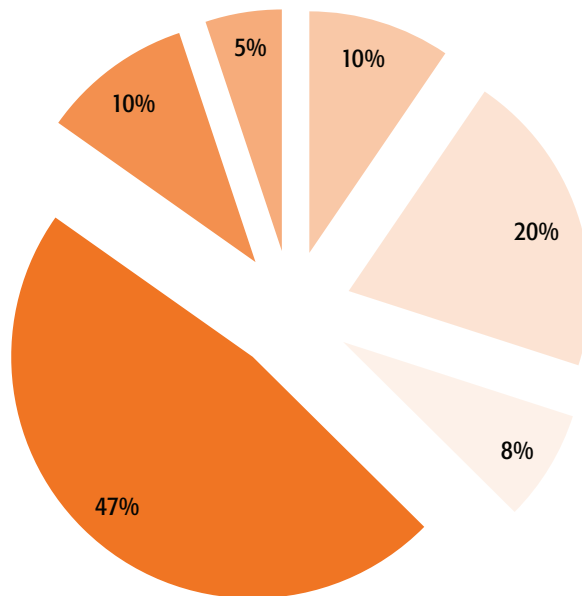
As at end December 2016, the number of ships registered under the Merchant Shipping Act was 7,716 for a total gross tonnage of 69.9 million. Through the ongoing efforts of the Merchant Shipping Directorate and the shipping community, Malta has maintained its position as the largest register in Europe and one of the 10 largest registers in the world in terms of gross tonnage. The average age of all vessels registered during this same period was 9 years; this decreased to 8.2 years for ships of 100 gross tonnage and over. The average age for deletion of registry was

14.9 years, with ships of 100 gross tonnage and over averaging 14.9 years. The average age of all merchant vessels registered as 31 December 2016 was 12 years.

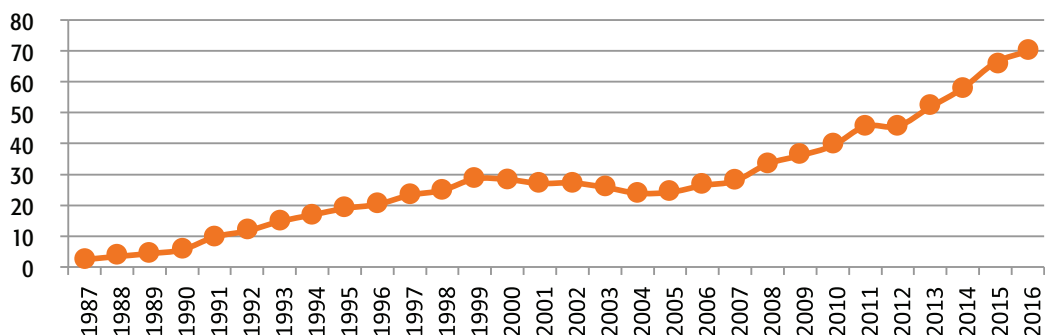
The Directorate has also further strengthened its presence in the super yacht sector. Positive results were once again achieved in the registration of super yachts under the Malta flag. During 2016, the Malta flag registered a record increase of almost 14.8% over the previous year in the registration of super yachts over 24m in length, under the Merchant Shipping Act, with over 575 super yachts flying the Malta flag.

Vessels by Type Registered under the Merchant Shipping Act as at 31 December

■ Bulk Liquid Cargo
 ■ Dry Cargo
 ■ Yachts >24 Mtrs
 ■ Yachts <24 Mtrs
 ■ Fishing
 ■ Other



million gross tonnage



These statistics are a clear indication of the policy adopted by Malta’s flag Administration to focus on quality shipping and ensure that ships with a poor detention or safety and marine pollution record do not operate under the Malta flag. The Maltese authorities maintain that growth must not be at the expense of quality while growth can be attained through quality.

Flag State Control

Maritime safety, including the technical aspects of local and international legislation, is the responsibility of the Technical Department, which naturally works in close liaison with the Registry Department and provides technical advice to the Registrar-General and the Registrars.

The expansion and further strengthening of the Directorate and the continuous specialized training of its personnel remain one of the top priorities. This and the further expansion of the overseas network of Flag State inspectors are deemed the key to the further improvement of the monitoring and follow-up capabilities of the Directorate.

The Directorate continued to conduct random inspections of Maltese ships worldwide using the services of its own global network of inspectors. These inspections are in addition to the regular statutory surveys carried out by the classification societies and are effected on the specific instructions of the Directorate. The results and the performance of the inspectors and the inspections are closely monitored by the Technical Department. Since this activity is part of the monitoring process that is the responsibility of a Flag State Administration, as a rule, inspections are conducted at TM expense.

Between January and December 2016, 976 inspections (25,521,157 gross tons) were carried out in 268 ports in 50 different countries worldwide. The Directorate detained 46 ships until it was ascertained that they had been brought up to the required standard.

Malta's ship inspection regime is received well by the international shipping community including shipowners themselves. Undoubtedly, it has improved substantially the monitoring capabilities of the Directorate and the overall performance of the Maltese fleet. Without in any way diminishing the importance of an ever increasing awareness amongst shipowners and seafarers of the need for quality shipping, the flag State control regime has been an important contributing factor towards the reduction in the rate of detentions of Maltese ships in foreign ports.

Although no official figures have yet been released by the Secretariat of the Paris Memorandum of Understanding on Port State Control the detention rate for Maltese ships in ports covered by the Memorandum for calendar year 2016 can be provisionally quoted as 2.35% which would reaffirm Malta's place in the MoU's white list. This represents a decrease of over 1% in the detention rate of the Maltese registered fleet over 2015.

Port State Control

It is the responsibility of the Directorate to ensure, as much as possible, that ships leaving Maltese waters on international voyages, irrespective of flag, are being maintained in accordance with the required international standards.

The Directorate implements a system of Port State Control aimed at reaching the same standards prevailing in existing and well-established regional Port State Control regimes. The New Inspection Regime (NIR) implemented within the Paris MoU, of which Malta is an active member, introduced a significant departure from the previous regime, as it is a risk based targeting mechanism, which rewards quality shipping with a smaller inspection burden and concentrates on high-risk ships, which will be subject to more in-depth and more frequent inspections. This necessitated the re-organisation of the operations of the Directorate and the introduction of new procedures in order to meet the new obligations.

Between January and December 2016, 239 foreign flagged ships were inspected. This represents 24% of the total number of foreign merchant ships entering Maltese ports. Detention orders were issued in respect of 5 vessels of different nationalities.

Meanwhile the Directorate has continued with its active participation in the Paris Memorandum of Understanding on Port State Control where Transport Malta is a member and in the Mediterranean MoU on Port State Control of which Malta is one of the founding members and currently holds the chairmanship.

Ship Casualty Investigation

During the period under review, a total of 507 occurrences were reported to the Marine Safety Investigation Unit (MSIU). Of these, 339 were reported accidents and incidents which happened on Maltese registered ships. The majority of these were classified as less serious or minor incidents. There were 9 accidents, which were classified as very serious. All very serious accidents involved loss of life of either persons on board or fishermen on foreign registered fishing boats, in cases where their fishing boat was involved in a collision with a Maltese registered vessel. 58 accidents resulted in serious injuries to persons on board. Other reported accidents involved, *inter alia*, minor collisions, main propulsion failures, collisions, groundings, strandings and fires. The MSIU has also initiated two safety investigations into non Convention vessels which, however, have potential safety lessons that may help avoid similar future accidents.

The Directorate cooperated with the Marine Safety Investigation Unit in order for the latter to carry out the necessary safety investigations in accordance with the Laws of Malta. It is important to point that although marine casualties are not a performance indicator of the Maltese registered fleet, one can identify a stable rate of reported occurrences over the previous years although there was a slight registered increase in the number of serious injuries.

Maritime Radiocommunication Services

During the past year, the Directorate continued to render maritime radiocommunication services to its client base. During the period under review 2,990 radio licences were issued. These included Operational and Non-Operational Provisional ship radio licences, permanent GMDSS ship radio licences including their amendment and renewal (for SOLAS vessels), Operational and Non-Operational Provisional ship radio licences, permanent Non-GMDSS ship radio licences including their amendment and renewal (for non-SOLAS vessels).

The Directorate is also responsible for the approval of Accounting Authorities and Point of Service Activation entities and the allocation of Maritime Mobile Service Identities (MMSI) to SOLAS and non-SOLAS Maltese registered ships.

Certification of Seafarers

As part of its responsibilities as a Flag Administration, the Directorate also has the responsibility for the training and certification of seafarers engaged on Maltese ships.

By end December 2016, the Directorate had processed over 234,014 applications from officers serving or wanting to serve on Maltese ships for the issue of endorsements attesting the recognition of their certificate of competency issued by a foreign Administration. Of these 24,328 were processed in the year under review. Meanwhile, the Directorate continued to oversee courses run by the Centre for Maritime Studies within the Institute of Engineering and Transport of the Malta College of Arts, Science and Technology and other training conducted by approved institutions both in Malta and abroad, ashore and onboard, which courses lead to the issue of certificates of competency, certificates of proficiency and other seafarer certificates in terms of the Merchant Shipping Act and relevant international Conventions. Currently, there are 17 approved maritime training centres. During the period under review, the Directorate has approved 1 new maritime training centre and 27 maritime training courses.

During 2016, the Directorate organised 33 examination sessions leading to the issue of Certificates of Competency as Officer in Charge of an Engineering Watch, Officer in Charge of a Navigational Watch, Chief Mate, Master mariners and GMDSS. These examinations were financed by Transport Malta.

During this same period, 2 new Certificates of Competency were issued for an Officer in Charge of an Engineering Watch, 4 new Certificates of Competency were issued as Officer in Charge of a Navigational Watch and 2 certificates for Chief Mate. Moreover, 12 GMDSS General Operator Certificates of Competency together with 42 revalidations, 25 VHF-SRC certificates together with 11 revalidations, 1273 PSCRB Certificates, 10 EDH Certificates, 50 SSO Certificates, 19 Engineering Watch Rating Certificates, 22 Navigational Watch Rating Certificates, 16 Able Seafarer Certificates, 232 Security Awareness Training Certificates, 126 Designated Security Duties Certificates, 813 Advanced Fire Fighting Certificates, 61 Medical First Aid Certificates, 10 Medical Care Certificates, 1934 Seaman Record Books, 56 Tanker Training Certificates and 1789 Basic Safety Training Certificates were issued.

International Relations and Participation

The reality of a Register that is among the largest in the world increases the responsibility Malta has to meet its international commitments and to actively participate in international shipping fora. The heavy involvement of Directorate officials at these meetings is imperative for Malta to achieve its key objectives relating to maritime safety, security, protection of the environment and the safety and welfare of seafarers.



The Directorate maintained close contact with international governmental and nongovernmental organizations, the functions of which are related to its duties and responsibilities, with the international shipping press, with organisations and individuals who provide services on behalf of Malta's maritime Administration, such as Maltese Embassies and Consulates abroad, recognised classification societies and the appointed inspectors, and with various sectors of the shipping industry, particularly ship owners, managers and financiers, maritime Administrations, and representatives of seafarers.

The Directorate continues with its close cooperation with the Malta International Shipping Association, formed as an initiative of forward looking owners of ships operating under the Malta flag. The Association is a full member of the European Community Shipowners Association that brings together the national shipowners' associations of the European Union, Iceland and Norway. The continuing interaction with, and the assistance and cooperation of these organisations and institutions is crucial in order for the Directorate to continue providing an efficient service and to meet its obligations as a flag State Administration. Malta has continued to further enhance its active involvement in the work of the International Maritime Organisation (IMO), the United Nations' specialized agency for maritime safety, security and the protection of the environment from pollution from ships.

Directorate officials actively participated in practically all IMO fora. During the period under review, Merchant Shipping Directorate officials participated at the IMO Council and, in the work of the Legal, Marine Environment Protection, Maritime Safety and Technical Cooperation Committees and that of other Sub-Committees.

With the increased involvement of the Directorate in the regulatory aspect of maritime radio services, Malta participated in meetings of the International Mobile Satellite Organisation where Malta has a seat on the Advisory Board.

In June, Malta celebrated the 27th Graduation Ceremony of the IMO International Maritime Law Institute. During the graduation ceremony, Malta bid farewell to 34 lawyers from 26 States awarded the Master of Laws Degree in International Maritime Law.

In October, Malta celebrated the 40th Anniversary of the setting up of the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC). The Anniversary was celebrated through the hosting of a High Level Meeting, which aimed primarily at bringing together all relevant stakeholders under one forum and with one clear objective, to collaborate and strive towards the protection of the Mediterranean Sea.

At regional level, Directorate officials participated at the annual Committee Meetings of the Mediterranean and the Paris MoU on Port State Control and other technical seminars organised by the Paris MoU secretariat. The Merchant Shipping Directorate, in its continuous process of training staff, has attended various short courses, seminars and familiarisation visits with the scope of keeping staff abreast with what is going on in the maritime industry.

The period under review also saw the participation of the Directorate at the Malta Maritime Summit, which brought to Malta many key industry stakeholders. As a maritime nation, Malta proudly hosted an in-house training seminar on the practical implementation of the MARPOL Convention. Furthermore, the Directorate hosted the Mediterranean MOU Management Advisory Board meeting and a meeting with all Recognised Organisations authorised to carry statutory surveys and certification on behalf of Malta.

European Union

The Merchant Shipping Directorate has continued its active involvement in the formulation of Malta's policy with respect to the ongoing discussions at EU level on maritime related issues. It has undertaken an analysis of various EU legislative proposals and policy documents, and drafted recommended policy directions to be followed by Malta during discussions in various EU fora. The EU legislative proposals that were examined in 2016 include the following:

- Proposal for a Council Decision on the position to be adopted, on behalf of the European Union, in the Port State Control Committee of the Paris Memorandum of Understanding on Port State Control;
- Proposal for a Regulation of the European Parliament and of the Council amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency;
- Proposal for a Directive of the European Parliament and of the Council on the recognition of professional qualifications in inland navigation and repealing Council Directive 96/50/EC and Council Directive 91/672/EEC;
- Proposal for a Directive of the European Parliament and of the Council amending Directive 2009/45/EC on safety rules and standards for passenger ships;
- Proposal for a Directive of the European Parliament and of the Council amending Council Directive 98/41/EC on the registration of persons sailing on board passenger ships operating to or from ports of the Member States of the Community and amending Directive 2010/65/EU of the European Parliament and of the Council on reporting formalities for ships arriving in and/or departing from ports of the Member States;
- Proposal for a Directive of the European Parliament and of the Council on a system of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service and amending Directive 2009/16/EC of the European Parliament and of the Council on port State control and repealing Council Directive 1999/35/EC;
- Proposal for a Council Decision on the position to be adopted on behalf of the European Union at the International Maritime Organization during the 70th session of the Marine Environment Protection Committee and the 97th session of the Maritime Safety Committee on the adoption of amendments to MARPOL Annex VI, SOLAS Regulations II-1, SOLAS Regulations III/1.4, III/30 and III/37, SOLAS Regulations II-2/1 and II-2/10, SOLAS Regulation II-1/3-12, the STCW Convention and Code, the Fire Systems Safety Code and the 2011 Enhanced Survey Programme Code;
- Proposal for a Council Decision on the position to be adopted on behalf of the European Union at the International Maritime Organization during the 70th and 71st session of the Marine Environment

Protection Committee on the approval and adoption of amendments to MARPOL Annex VI concerning the designation and taking effect of the Baltic Sea and North Sea as Nitrogen Oxide Emissions Control Area (NECA).

Apart from the said legislative proposals, the Merchant Shipping Directorate also undertook preparations for the Maltase Presidency of the Council of the European Union taking place during the first half of 2017, also including preparation for high-level events taking place in Malta.

The second half of 2016 has marked the start of the Maltese Presidency in terms of EU-IMO coordination, during which Malta has assumed the coordination for the preparation of EU Member States' position for the International Maritime Organization (IMO) committee meetings on behalf of the Slovak Presidency of the Council of the European Union. To this effect the Merchant Shipping Directorate chaired all the EU-IMO coordination meetings both in Brussels and at IMO during the said six months. Apart from the chairing of meetings, the Merchant Shipping Directorate also undertook bilateral discussions with various delegations from key EU member States and other stakeholders in order to prepare for such meetings and facilitate discussions, particularly in relation to emissions from shipping, being high on the EU and IMO agenda.

The Directorate continues to support the work of the European Maritime Safety Agency (EMSA), through its participation in the Administrative Board. Today EMSA operates in the areas of maritime safety, maritime security and prevention of pollution by ships. It organises events for stakeholders during which they are trained, informed and piloted to achieve better standards in their areas of operation. Amongst other things it also oversees operations in the cases of oil slicks and also manages the EU Identification and Tracking of vessels (LRIT) data centre which covers more than 10,000 EU-flagged ships. Directorate officers have attended various training sessions and workshops on the implementation of EU maritime legislation organised by EMSA. The Directorate has also participated in various other meetings, including the Maritime Directors meeting, which brings together high level officials from maritime administrations to discuss the development of EU maritime policy.

Officials from the Directorate have participated in the work of the European Sustainable Shipping Forum, which is a forum composed of representatives of EU Member States' maritime authorities and stakeholders from the shipping industry to enable a structural dialogue, exchange of best practices and coordination, thus providing the opportunity to discuss practical issues that could be encountered in the implementation of various pieces of EU maritime legislation covering environmental issues. This included the continuation of work on the implementation and enforcement of the Sulphur Directive, the Ship Recycling Regulation and the Regulation on Monitoring and Reporting of CO₂ emission from ships.

Officials from the Merchant Shipping Directorate, as Transport Malta representative, also participated in the ongoing work of the Sanctions Monitoring Board which oversees the implementation of EU and international legislation concerning sanctions.

The period under review has also seen the continuation of preparation by the Directorate of submissions and exchanges with the Commission on the ongoing investigation on the Maltese tonnage tax regime. The Directorate, in coordination with the industry and other stakeholders involved, continued to provide the Commission with the necessary assurances to reaffirm that Malta has always used and will continue to use the tonnage tax regime in a responsible manner, endeavouring to ensure growth and sustainability of the international, in particular European, shipping industry, whilst at the same time respecting fair competition.

International Conventions and Legislative development

In the light of the significant regulatory aspect of its functions as a maritime Administration, the Directorate is engaged in a constant review of existing merchant shipping laws and regulations so as to ensure that these are in line with current international legislation and practices. The review exercise includes ongoing monitoring of the evolving *Acquis Communautaire* vis-à-vis Maltese legislation and continuous research on the evolution of IMO and related ILO legislation.

In carrying out these initiatives, the Directorate seeks the views of the industry and the advice of local and foreign experts. Moreover, the Directorate has also maintained its full participation in the workings of the Maritime Law Advisory Council, a joint initiative with the shipping industry representatives set up to serve as a research and development agency that can advise and assist the Maltese Administration in ensuring continuous harmonisation of Maltese maritime legislation with international maritime law and the needs of the shipping industry.

During the period under review, consultations with all stakeholders were carried out on the revision of a number of legislation under the Merchant Shipping Act. Three pieces of legislation were promulgated, namely the Merchant Shipping Act (Amendment of Various Articles) Regulations, 2016, the Merchant Shipping (Marine Equipment) Regulations, 2016 and the Merchant Shipping (Maritime Labour Convention) (Amendment) Rules, 2016.

The Merchant Shipping Act (Amendment of Various Articles) Regulations, 2016 were promulgated following a continuous review of the provisions regulating the registration of ships under the Merchant Shipping Act, with a view to further streamline the registration process of ships under the Malta flag.

The Merchant Shipping (Marine Equipment) Regulations, 2016, transpose (in part) into Maltese legislation Directive 2014/90/EU. The latter aims to improve safety at sea, prevent marine pollution and ensure international safety standards for equipment on EU ships.

The Merchant Shipping (Maritime Labour Convention) (Amendment) Rules, 2016, transpose into domestic legislation amendments to the Maritime Labour Convention, 2006. The amendments deal with more stringent financial security requirements in respect of crew repatriation and for compensation for death and disability.

The Directorate also continued to pursue an agenda for the ratification of international maritime conventions. The

Directorate has undertaken the necessary work resulting in Malta's accession to the Nairobi International Convention on the Removal of Wrecks, 2007. This Convention establishes a strict liability and compensation regime in locating, marking and removing wrecks that may potentially endanger the marine environment, safety of life, goods and property at sea or obstruct navigation. The Convention introduces the requirement of compulsory insurance as a means of security for States to recover the expenses incurred in connection with the removal of wrecks.

Preparations have been underway for the planned ratification of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004. The period under review has witnessed an intensification of momentum in the process of Malta's ratification of the said Convention, whereby the Merchant Shipping Directorate has taken a leading and coordinating role, bringing together the various entities that will be involved in the implementation of the Convention upon its entry into force. .

The Directorate has also been involved in the current work being carried out by the IMO with a view to developing a legal text setting up a global system for the reporting, monitoring and verification of CO2 emissions.

Merchant Shipping Notices

During 2016, the Directorate continued to issue *Notices* to give information, expound on procedures and communicate the parameters for the exercise of discretionary powers. During the period under review, seven Merchant Shipping Notices, two Technical Notices, six Information Notices and the revision of a number of Notices were issued:

- Carriage of Bauxite that may liquefy (Technical Notice)
- USCG Identified Deficiencies during PSC Inspections. (Information Notice)
- EPIRBs Product Recall. (Information Notice)
- Lifting of Sanctions against the Islamic Republic of Iran. (MS Notice)
- International Ship and Port Facility Security Code. (Technical Notice)
- Bridge Navigational Watch Alarm System (BNWAS) on Commercial Yachts. (Technical Notice)
- Implementation of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, as amended. (MS Notice)
- Merchant Shipping Act (Amendments of Various Articles) Regulations, 2016. (MS Notice)
- Guidelines for the ascertainment of seaworthiness of vessels being registered as Maltese ships. (MS Notice)
- Maritime Safety Information Off The Australian Coast. (MS Notice)
- Periodic Servicing of Lunching Appliances and On-Load Release Gear. (Information Notice)
- Fire risk related to Samsung Galaxy Note 7. (Information Notice)
- Use of sodium bicarbonate in firefighting powder. (Information Notice)

- Amendments to the Maritime Labour Convention, 2006. (MS Notice)
- National and Public Holidays 2017. (Information Notice)
- Consolidated Version (MS Notices)
- Consolidated Version (Technical Notices)

Economic Performance

Economic performance is certainly not the most suitable indicator of the success of a Flag State Administration. Nevertheless, the economic activity generated from merchant shipping during the period under review has been quite considerable. Economic benefits, including the high amount of foreign exchange earned is of advantage to both government authorities and the local private sector. Revenue derived by Transport Malta is ploughed back into projects to the benefit of the different sectors of the maritime industry and the Maltese nation at large. Merchant shipping continues to be a very important component of Malta's maritime and international service industries, so vital for its economic well-being.

ROADS AND INFRASTRUCTURE DIRECTORATE

Functions and Duties

The Roads & Infrastructure Directorate (RID) is responsible for the:

- Development, maintenance and repair of the Arterial and Distributor Road Network
- First-time asphaltting of residential roads
- Other road projects as assigned by Government
- Development, maintenance and repair of the Ports' Maritime Infrastructure.

Arterial and Distributor Road Network

Reconstruction of Arterial and Distributor Road Network

Kappara Junction

Works on the Kappara Junction Project began late in 2015 with the asphaltting of the various alternative/diversion routes that were earmarked for use by motorists during the Project. The works on the actual junction began in April 2016 and proceeded steadily since. During the year under review, construction works were mostly concentrated along the eastern viaduct with the erection of pre-cast walls and the installation of a number of walk-through ducts for the passage of services. The period under review also saw the construction of 9 piers out of the total of 14 that will eventually hold up the bridge decks.

Once completed, the Kappara project will incorporate a grade separate junction - an overpass over a roundabout - as well as a pedestrian underpass. Sound barriers will limit noise pollution for neighbouring residents. The bridge deck will be the key addition to the junction elevating North/South traffic over the West/East traffic.

At an estimated total cost of 30 Million Euro (including VAT) works on the project are expected to be completed by December 2017 and are being partially funded through the European Union's Cohesion Fund.

Marsa Addolorata Junction Project

A contract between Malta and the EU was signed in December 2015 for the financing of Action A (first of two) of this project under the Connecting Europe Facility (Scandinavian-Mediterranean core corridor). Once complete, this project, in its entirety, will address the major bottlenecks at the Marsa Addolorata Junction.

During the year under review, Transport Malta focused its energies on the Planning Application requirements, as set out by the Planning Authority (PA) and the Environmental and Resources Authority (ERA). These included the carrying out of a number of studies focusing particularly on air quality and geology. Other requirements included the presentation of storm water and landscaping plans. The PA permit was issued in January 2017. Also during the same period, significant progress was registered in the detailing of the project as well as preparation of the tender for the demolition of a number of factories, which tender were published in January of 2017.

Furthermore, work was carried out in relation to Malta's second application for CEF funding for Action B of the Project. Action B would address southbound traffic and the connections between Vjal San Lucia and Sir Paul Boffa Avenue in the direction to and from Valletta. The application was submitted during the first week of February 2017.

The total cost of the project (Actions A and B) is currently, very broadly, estimated at around 80 Million Euro.

Gozo Tunnel

In early 2016, Transport Malta commissioned Sintef – a Norwegian research institution – to provide technical expertise and advisory services on the proposed Malta-Gozo tunnel project. Sintef has extensive tunnelling experience including sub-sea tunnelling.

Throughout 2016, Transport Malta initiated a process of data collection on the sub-surface conditions of the proposed tunnel route between Malta and Gozo to ultimately establish a geological model of the area under investigation which will form the basis for the design of the tunnel. These studies are a major milestone in the process to drive the design of the proposed tunnel between the islands.

Through an agreement with the University of Malta, a series of scientific investigations including desktop and field studies, passive seismic measurements, bathymetric mapping, and a seismic study were commissioned. Seismic investigations commenced in October 2016 in the channel between Malta and Gozo and were finalised by the end of November 2016. A high resolution multi-channel seismic reflection survey and an underwater seismic refraction survey were carried out. These surveys are necessary to obtain information about the subsea geology, in particular the depths of the stratigraphic interfaces and any faults which might be present in the channel, as

well as give results on seismic wave velocities. Furthermore, a multibeam echo sounding sub-bottom profiler was used to produce a detailed mapping of the sea-floor, which will identify any faults, shallow sediments and any tectonic activity.

A tender to gather geological data on the sub-surface of the Malta-Gozo Channel was published in 2016. A series of geotechnical investigations will be carried out at various locations on land and in the channel, with drilling expected to reach approximately 200m below sea bed level in some areas. The extracted core samples will aid in establishing the depth of the geological formations of the area.

Mriehel Footbridge

Following a call for the construction of a pedestrian bridge along the Mriehel Bypass on a build-finance-operate-transfer basis during 2015, during the third quarter of 2016, Transport Malta entered into an agreement with a private contractor for the commissioning of the bridge.

Manufacturing works began at the contractor's plant during the last quarter of 2016. Once completed, the steel pedestrian bridge will be equipped with a staircase and a lift ensuring full accessibility and will be covered by an architectural screen. A number of PV panels will be installed on the roof. The project is a public-private partnership whereby the Government is providing the land and space. The contractor who is being granted exclusive advertising rights on the bridge surfaces is responsible for its construction, maintenance and operation. The bridge spans 30m and will also be CCTV monitored.

Maintaining and Upgrading the Arterial and Distributor Road Network

The monitoring and maintaining programs along the arterial and distributor road network once again featured prominently on the Directorate's agenda for the period under review. This forms part of RID's remit to enhance the safety and performance aspects of the network as well as to increase the service life of the road structures.

During the year, the Directorate also closed SEJFR I and launched SEJFR II, working plans that seek to address the road safety issues projected from accidents' data. The team addresses risks identified along road stretches that are highlighted in the network safety ranking as established from 3 years of data.

The interventions concluded during 2016 with respect to SEJFR I varied from the installation of various road safety infrastructural features, new road surfaces, maintenance of vehicle restraint systems, general routine repair of gratings and manhole covers, improvements to road and junction alignments, improved footpaths for better pedestrian access and upgrading of line markings. SEJFR I interventions were carried along the following roads:

- Triq l-Imdina, Zebbug/Qormi
- Triq is-Sebh, Qormi/Marsa/Santa Venera
- Triq Hal Far, Birzebbuga, Luqa, Ghaxaq, Gudja
- Dawret Hal Ghaxaq, Ghaxaq
- Triq Sant' Andrija, St. Andrews
- Triq Burmarrad, San Pawl il-Bahar
- Triq Dicembru 13, Marsa
- Triq Aldo Moro, Luqa/Marsa
- Triq Nazzjonali, Floriana/Hamrun
- Triq id-Dejma, Fgura
- Triq il-Mosta, Lija
- Dun Karm Bypass, B'Kara
- Triq Sant' Andrija, San Giljan
- Triq l-Imdina, Attard
- Sta Venera Bypass, Santa Venera
- Triq Regionali, Triq M.A. Vassalli, Gzira, San Giljan, Msida

Residential Roads

The Roads & Infrastructure Directorate is responsible for the first asphaltting of those residential roads which would have been formed by developers as part of their legal obligations. Apart from the asphaltting of the carriageway, works on such residential roads also involve the replacement of temporary utilities by permanent infrastructure and the finishing of footpaths.

Throughout the year under review, 48 stretches of residential roads were completed while planning was at an advanced stage on several others. 164 residential roads, 70 of which are more than 70% developed, still featured on Transport Malta's first-time asphaltting programme as at the end of the year under review. The Directorate aims to complete a minimum of 40 residential roads of this type, per annum between 2017 and the end of 2020.

During the year, TM also started putting in utility access points for the pending developments within the asphalted roads. This will limit the digging up of road surfaces soon after having been asphalted as well as permit roads to be asphalted at an earlier stage of development.



Other Road Projects

The Roads & Infrastructure Directorate was also assigned project management responsibilities on a number of sites in various localities. The biggest of which were:

Rabat	Vjal il-Haddiem
Fgura – Zabbar	Junction at Vjal il-Kunsill tal-Ewropa
Ghajn Tuffieha	Mgarr to Ghajntuffieha
Ghajn Tuffieha	Various wall works
Ta' Qali	Ta' Qali Access Road
Ta' Qali & Rabat	Various wall works
Floriana	Ta' Sarria & Park + Ride Access + Terminus
Valletta	Strait Str (btw Melita Str and St.John Str)
Valletta	Strait Str (btw St.Domenic and St.Nicholas)
Gzira	Triq l-Imsida
Gzira	Triq Testaferrata
Zebbug	Triq Anthony Aquilina
Zebbug	Triq Pelagju Mifsud
Tarxien	Junction at Triq il-Palma
Tarxien	Triq il-Palma; Triq Birzebbugia
Iklin	Triq Hal Gharghur; Triq Erin Serracin Inglott
Pieta'	Triq Gwardamangia; Triq Hookham Frere
Paceville	Footpaths Triq Santu Wistin
Birgu	Triq il-Kardinal Sciberras; Triq Desain
Marsaxlokk Regeneration Works	

Maritime Infrastructure

The Deep Water Quay Project

The project entails the repair and refurbishment of the existing structure and its upgrading to handle the increasingly bigger ships that are visiting the harbour. An area of 20,575 square meters has been upgraded and is in the process of being handed over to the operator.

During the course of the project's implementation, as a consequence of developments elsewhere, TM revisited the original scope of the upgrading and proceeded to upgrade even further from the planned 40,000 tonnes ship displacement in order to provide more port capacity for larger ships, principally cruise ships. The updated capacity will now be 80,000 tonnes. Following the inclusion of this measure in Government's 2017 estimates, a tender for the additional upgrading is planned to be launched in early 2017. In addition to the main infrastructural works, TM will also be replacing the existing oil pipelines located at Deep Water Quay.

Gozo Fast Ferry

Starting in Q4 2016, Transport Malta in collaboration with the Ministry for Transport and Infrastructure (MTI) and the Ministry for Gozo (MGOZ) embarked on a project for the provision of port infrastructure and facilities for a new fast ferry passenger service between Mgarr, Gozo and Barriera Wharf in the Grand Harbour. Through these maritime connections, commuters between Gozo and Malta will have their travel times significantly reduced.

The project will require the repair of the existing quay at Berth 3 in Mgarr as well as modifications to levels for better accessibility. To this effect, a planning application was submitted. The Barriera Wharf landing place will consist of a floating pier for the berthing of the fast ferry. Operational and extreme wave studies are currently being carried out to provide information for the design of the floating pier.

The project has a budget of 6.8 Million Euro and the new fast ferry is expected to be operational in 2018.

Commuter Ferries Landing Places

The main objective of this project is to develop and upgrade the infrastructure and facilities for waterborne transport at existing ferry landing places; to expand the ferry network through the development of new landing place infrastructure and to facilitate connectivity between waterborne transport landing places and other land-based modes of transport.

During the year under review, work was carried out on the conceptual designs for 6 ferry landing places. The EU application for the landing places, combined with other multi-modal initiatives being undertaken by TM, and was submitted in January 2017.

Marsaxlokk Slipways

The project entails the upgrading of ten slipways at the Marsaxlokk fishing port to improve the existing infrastructure for fishermen. The project consists in replacing all damaged areas and timber slates to provide a safer use for the fishermen. Five of the slipways will also be extended to allow larger vessels to launch and make a safe use of this port area.

Work on this project started in the later part 2016 and included the drawing up of structural design concepts, design estimates amounting to €721,500, a Project Business Plan and submission of an EU Funds Application. Planning applications have also been submitted and technical studies are being carried out to enable the finalisation of the design and the compilation of the main tender of works for eventual implementation of the project by mid 2018.

Marsaxlokk Fishing Port Breakwaters

In Q4 of 2016 Transport Malta, as part of a program to improve fishermen's working conditions, submitted a planning application for the renovation and extension of the existing Delimara breakwater and for the construction of a new breakwater at il-Ponta tal-Qrejten. The project aims to significantly reduce the adverse wave conditions in the inner part of Marsaxlokk and thus render the port safer for fishermen. The cost is currently estimated to be approximately 18 Million Euro.

Xlendi Mooring Buoy for Cruise Ships

During the year under review, a number of environmental, archaeological and technical studies for the establishment of the optimal positioning of the buoy and its technical and operational design were carried out. A planning application was submitted to this effect and is in its final stage of consultation. The project consists of a new mooring buoy for cruise ships to be installed approximately 1.5km off Ras il-Bajda, Xlendi. The buoy will be permanently placed and used during the cruising season and in favourable weather conditions by small cruise liners with a displacement capacity of up to 25,000 tonnes. The project also involves the reconstruction of the Xlendi jetty which will be upgraded to serve as a landing place and to improve safety. The project has a budget of 1.7 Million Euro and is expected to be completed in 2018.

Maintenance and upgrading projects

- Maintenance dredging in Marsaxlokk at the Oil Tanking, Malta Freeport and 31st March terminal.

Various environmental studies were carried out during the review period in relation to the planning application which is expected to be concluded in Q1 2017.

- Pieta Bay Mooring

A planning application was submitted for the installation of a pontoon to enable the better organisation of moorings within the bay and improve facilities for users. During the year under review, a tender was issued for the pontoon.

- Mgarr Menqa Mooring

A planning application was submitted for the upgrading of the quays, the carrying out of maintenance dredging and the replacing of the pontoons to improve the organisation of moorings, improve facilities for users and increase mooring capacity.

- Ta' Xbiex Marina

During 2016, the electrical sub-station was upgraded to provide capacity to service the expansion of the marinas within the Lazaretto Creek zone, Ta' Xbiex. A new supply was also provided to the recently developed marina at the entrance to creek. Technical work was also carried out in preparation of an RFP (Request for Proposals) for the privatisation, upgrading and expansion of the existing Gzira Gardens marina, currently operated by TM. This also includes upgrading of landside facilities.

- Other

Other works carried out throughout the review period included the overseeing of a new electrical supply to the St Elmo breakwater and safety improvement interventions at the Tal-Gordan lighthouse in Gozo.

Operational Review

The Directorate continued to build on previous years' operational objectives of upgrading the internal processes for better sustainability and efficiencies. To this end, the Directorate continued fine tuning various operational practices in order to ensure maximization of value added and work output. Effectively managing business processes and streamlining and automating workflows in turn created even more opportunities to improve the Directorate's performance.

Geographic Information System (GIS)

During the year under review, the Directorate embarked on plotting the Arterial and Distributor network on a GIS platform. The exercise included also the plotting of the carriageways and the creation of attributes for data collection. The exercise which is still underway will serve as a basis for future projects and will lead to the setting up of a road asset management plan.

Participation in International Fora

Conference of European Directors of Roads (CEDR)

During 2016, the Roads & Infrastructure Directorate, through its Chief Officer, actively participated in the Management Committee of the Conference of European Directors of Roads (CEDR). CEDR brings together the Directors of Roads from 24 European countries. Malta's participation presents an opportunity for trans-European collaboration, including understanding and sharing of experiences, co-operation and responding to common problems such as road network management, road safety and environmental issues.

LAND TRANSPORT DIRECTORATE

Functions and Duties

The Land Transport Directorate (LTD) strives to provide an efficient, integrated and sustainable public transport service. It strives to meet the travellers' needs and expectations. The directorate applies and develops an effective regulatory framework for land transport with road safety as a top priority, whilst at the same time promoting socio-economic development and protection of the environment.

From an operational point of view, the Directorate is responsible to regulate all forms of land transport, including all vehicles, drivers and transport service operators.

The core strategic objectives of the Directorate are:

- Modal Shift
- Road safety
- Eco-friendly transport
- Customer service

Scheduled Public Transport

The end of 2106 marked the second year of the scheduled public transport concession agreement signed between Transport Malta and Malta Public Transport.

Network

Following the introduction of the new scheduled public transport network in 2015, further network tweaks were made in the first part of 2016 in order to better address passenger requirements. These included minor modifications in certain routes in order to increase coverage and frequencies.

Introduction of new buses

During 2016 the scheduled public transport operator introduced a further 33 new Euro 6 buses in order to be able to better serve the new network. This brought the total number of buses deployed on the service to 400. These new buses are similar to those introduced in 2015 and are low floor, have two doors thus making alighting and boarding of passengers quicker and are better suited to Maltese roads since they are narrower than the remainder of the fleet.



With the introduction of the new buses the average age of the bus fleet stands at 3.8 years, making the fleet one of the youngest fleets in Europe.

Transport Card

Since it's introduced in 2015, the Transport Card continued to gain popularity. At the end of December 2016 there were just over 254,000 persons in possession of this card. Furthermore 80% of all trips done on scheduled public transport were done using such cards.

Passengers

43.3 million passengers were carried during 2016. This figure represents an 8.5% increase when compared to 2015.

Compliance

Monitoring of the level of service being delivered by the scheduled public transport operator continued during 2016. During the year, a total of 5640 inspections were carried out on board buses, 4,257 inspections conducted on drivers and other employees and 558 inspections carried out on infrastructure used on the provision of the schedule public transport service.

Route Reliability and Punctuality

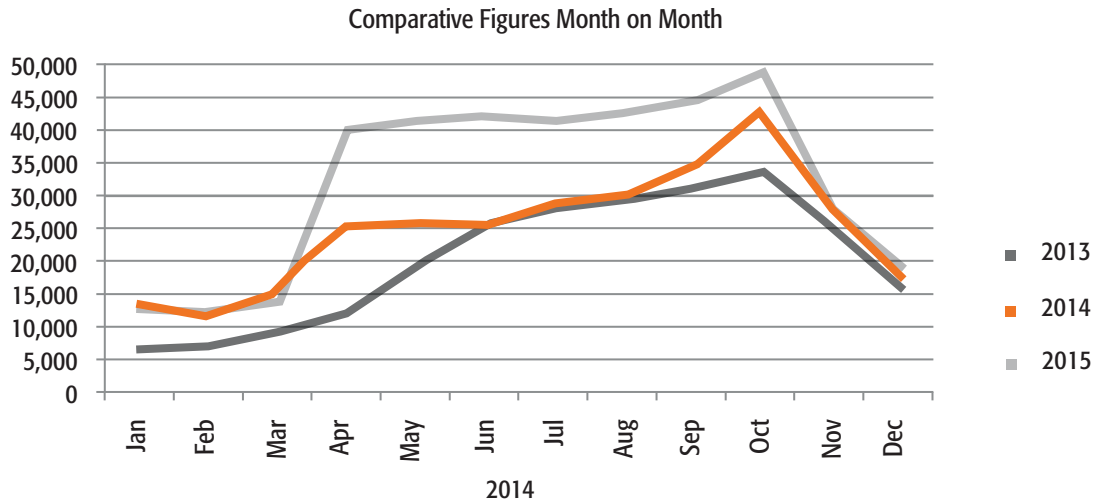
During 2016 the method of measuring Reliability and Punctuality were improved. Measurements are now being taken across the whole network and during the whole of the operational hours. Measurements no longer rely on physical observations made by surveyors on the ground but are now based on data gathered through GPS data gathered from onboard buses.

During 2016, Average Route Reliability for the year was measured at 95%. This marked a 2% increase when compared to the previous year and a 5% increase over the last year that the previous operator operated the service in 2013.

Average Route Punctuality during 2016 was measured at 94%. This was 1% higher than the previous year and 3% when compared to 2013 figures.

Grand Harbour Lift

On the 2nd May 2016, the Grand Harbour Lift was handed over to a private operator by means of a concession agreement. This followed the issuance in 2015 of a Request for Proposals.



Road Transport Licencing Unit

Sustainable Passenger Transport Services

Taxi Services

The amendments to the Taxi Services Regulations published at the end of 2015 were implemented, These concerned the introduction of a Uniform for taxi drivers, following agreement with the sector's representatives; a better definition of the standard appearance of taxis, and other minor changes.

The following measures related to taxis were also implemented during 2016:

- A solution to technical issues related to the peripheral devices installed on taxis was sought through several meetings with the sector's association and the installer. A satisfactory solution was reached, which should be implemented during 2017;
- The fixed fares applicable from taxi booths were revised in order to avoid certain incoherence in the current fares, and also to better reflect the extra costs incurred by the sector when operating the booth at the Malta International Airport. The resulting proposed fixed fares are still pending approval;

- The sector's association efforts to install new taxi booths in Valletta and Sliema were supported and followed through by the Unit. The permits for both booths are now in hand and work on them has started from the association's side;
- 21 vehicles were replaced with new models, bringing the average age of vehicles to 7.7 years in Malta and 9.7 in Gozo;
- 90 temporary taxi licences were issued to allow taxi owners to operate even when their original taxi vehicle could not be used following accidents or faults;
- 35 new taxi drivers were licensed following the completion of the relative training programs and tests.

Animals and Animal-Drawn Vehicles

The new Regulations on the Use on the Road of Animals and Animal-drawn Vehicles started being implemented. A Document Management System was developed by the Unit for the handling of all applications, inspections and related processes related to these Regulations. The deployment of the regulations is still ongoing. By the end of 2016 approximately 360 licence applications were received and processed, covering more than 400 horses. 380 applications for driving licences were also received.

Moreover; five automated water dispensers were installed in shaded *karrozzini* stands. These dispensers can be operated by the *karrozzini* drivers using RFID tags.

Road Haulage

During 2016, 4 new Community Authorisations and 2 National Operator Licences were issued. The number of licences renewed were 4 and 5 respectively. 67 vehicles were added in total to the licensed fleet, and 31 Driver Attestations were issued in the same period.

The scheme aimed at supporting professional drivers of goods carrying vehicles who need to obtain their periodic training of the Driver CPC was kept ongoing, and more than 6,500 vouchers were issued in 2016.

The Unit continued its participation within the Group on Road Transport of the International Transport Forum (OECD) and also participated actively in a sub-group tasked with the development of the current multilateral licence system into a paper-less system. It also attended a meeting at the French Permanent Representation to the EU concerning the Loi Macron Regulation passed by the French Government concerning the minimum wages of drivers involved in transport of goods to, from and within France.

The Unit was also involved in providing advice concerning the planned changes to the EU Regulations concerning the carriage of goods.

Carriage of Dangerous Goods

A third training provider for the training of drivers of dangerous goods vehicles was approved in December 2016. Throughout 2016, 24 training sessions were held, leading to the certification of 207 drivers of dangerous goods vehicles.

Three new Dangerous Goods Safety Advisors (DGSAs) were certified, and 21 dangerous goods vehicles were approved for registration.

The Unit maintained its participation in the Transport of Dangerous Goods Committee of the EU and in the Working Party on the development of the ADR within the UNECE.

Quality Control on VRT stations

The Road Transport Licensing Unit continued with its commitment to ensure safer and cleaner vehicles on our roads. To this effect, a number of quality control measures using a risk based assessment on VRT stations were carried out. The following measures were also implemented:

- 1248 post VRT checks were conducted on high risk vehicles. These vehicles were called at the Technical Services Unit for a further inspection;
- 121 unannounced inspections were carried out at various VRT Stations to ensure that correct and full test procedures were being observed;
- All VRT stations were required to photograph all vehicles undergoing a test, for further checking. 7033 photos were verified by the Unit for correct photo taking procedures, and checking of the date and time when the vehicle was tested;
- A refresher course was organized for VRT testers. The aim of this refresher course was to ensure a common understanding of VRT test procedures among testers.

Moreover; the Unit stepped up preparations and consultation with stakeholders on the implementation of a set of three EU Directives concerning updated harmonised rules on roadworthiness testing and technical roadside inspections of motor vehicles and their trailers, with a view to enhance road safety, reduce emissions in road transport caused by poor maintenance of vehicles, and to ensure fair competition for commercial vehicles. These Directives are to be transposed into the national laws of all Member States by not later than 20 May 2017.

Monitoring of the Controlled Vehicle Access (CVA) System in Valletta

The Unit continued exercising regulatory oversight of the operation of the CVA system in Valletta and of the Board that administers the system.

The CVA system in Valletta was launched on 1st May 2007 and forms an integral part of the Maltese Government's commitment to increase accessibility in Malta's capital city. The system makes use of Automatic Number Plate Reading (ANPR) technology and dedicated camera systems to monitor and photograph vehicles entering and exiting the CVA boundary. The system automatically calculates the time the vehicle remains inside the Valletta CVA boundary and computes the fee due for access and parking based on the tariff issued by the Authority.

Annual audits are carried out by the Road Transport Licensing Unit, through a third party audit firm, with the scope of ascertaining:

- compliance by the Operator with the Contract on the accuracy rate of the system;
- compliance by the Operator with the Contract on the financial aspects of the system; and
- technical robustness and security of the system.

During the audit carried out in 2016, a number of tests were performed. These tests included the filming of vehicles at the entry and exit points around Valletta and driving in and out of Valletta to check the accuracy of the data captured through the cameras, the accuracy of the automatic interpretation of the number plate images to a data field and the recalculation of bills. The management reporting, provided to the Authority on a monthly basis, together with other financial aspects relevant to the system were inspected. In addition, a number of IT domains were examined, in order to ensure the robustness and security of the system. Such domains included access to programs and data, management of program changes and development, computer operations, end user computing and entity level controls.

Amendments to Regulatory Frameworks

During 2016, the Road Transport Licensing Unit was also responsible for the drawing up amendments to a number of legal frameworks and for the setting up of administrative provisions to bring into effect the relative provisions. These included the following:

- Amendments to the Clamping and Removal of motor Vehicles and Encumbering Objects Regulations (S.L. 65.13) to grant Enforcement Officers of Transport Malta the power to clamp and remove vehicles which are being used on the road in Malta illegally;
- Amendments to the Transport Enforcement Officers Regulations (S.L. 499.51) to widen the enforcement powers, duties and capabilities of the Authority to be able to conduct effective enforcement of all traffic rules and regulations; and
- Amendments to the Passenger Transport Services Regulations (S.L. 499.56) to provide that children attending schools up to secondary level or attending any kind of extracurricular activity, may not be carried in vans and coaches not fitted with seat belts.

Regulatory Unit

Ex-gratia Grant Scheme, the equivalent amount of VAT paid on Registration Tax for vehicles registered between the 1st January and 31st December 2005 was granted during 2016.

Transport Malta refunded the full amount equivalent to the amount of VAT paid on registration tax, less the amount of grant paid during 2014 to vehicle owners who were eligible for the grant and had a vehicle registered between the 1st January and 31st December 2005. Payments were issued during September 2016 in full and final settlement. A total of €4.1 million were paid to the 6,196 eligible applicants who had registered a vehicle between 1st January and 31st December 2005. The same process shall be adopted for the following years until all payments, up to end of 2008, are settled.

Publication of new Regulations

The following regulations were published during 2016.

Legal Notice 56 of 2016 – Motor Vehicles (Driving Licences) Regulations SL.65.15

The scope of these regulations includes;

- (a) The transportation of EU Directive 2015/653/EU;
- (b) Improve road safety and update the current codes and;
- (c) Introduce a harmonized code on alcohol interlock devices.

Scrappage Scheme

A new scheme was introduced in 2016 whereby a one-time grant was given to every vehicle owner who scraps an M1 (passenger vehicle) with an age of 10 years or more and registers a New M1 (passenger vehicle) with a CO₂ of not more than 130g/km and having a length of not more than 4,460mm. This grant was planned to encourage people to dispose of their old vehicles and to invest in new cars with lower emissions. The grant was as follows:

- a) €900 will be given to persons registering a new Category M1 vehicle with CO₂ emission levels up to 100g/km;
- b) €700 will be given to persons registering a new Category M1 vehicle with CO₂ emission levels between 101 and 130g/km;

- c) €3,000 will be given to persons registering a new Category M1 Plug in Hybrid vehicle with CO₂ emissions 0-50 g/km and;
- d) €2,000 will be given to persons registering a new category M1 Hybrid Vehicle with CO₂ emissions between 51-65 g/km.

The total money committed for this grant by Government amounted to €1.4 million for items (a and b) and a total 1,761 vehicles benefitted from the grant. Furthermore Government committed the sum of €200,000 for items (b and c) and a total of 46 vehicles benefitted from the grant.

Conversion of Vehicles to LPG/Autogas

A new scheme was issued whereby vehicle owners could convert M1 (passenger vehicles) and N1 (goods carrying vehicles up to 3,500kg) to LPG/Autogas was extended in 2016, offering a one time grant of €200 and including the reduction of the CO₂ emission levels by 10%. The total money committed for this grant by Government amounted to €50,000 and a total 249 vehicles benefitted from the grant. Vehicle owners who applied for the scheme were given a €200 grant to convert their vehicles to LPG/Autogas. The use of Autogas/LPG aims to contribute to the reduction of both greenhouse gas emissions and other tail-pipe emissions normally associated with petrol engines.

Regularisation of Vehicles with Licence in arrears

Transport Malta continued enforcing and managing the regularisation scheme related to the licences of vehicles in arrears, including regulatory, policy and administrative measures. The Authority issued monthly notices to vehicle owners with licences in arrears advising them to regularise their position and pay the vehicle road licences and any other pending fees.

- a) Total revenue collected from the scheme during 2016 - **€414,216;**
- b) The total Revenue from vehicle annual licence fees increased during 2016 when compared with 2015 by **€3 million;**
- c) The total amount of vehicles who regularised their position thru the scheme during 2016 amounted to **2,073**
- d) Furthermore the amount of vehicles scrapped in 2016 when compared to 2015 was follows: **22,199 vehicles in 2016 whilst only 7,176 were scrapped in 2015**

The table below lists the main transactions carried throughout 2016, compared to the previous year at the operational driver and vehicle licensing units.

	Licensing Service	Number of Transactions		
		2015	2016	% Change
Vehicles	Newly Registered Vehicles	21,474	22,784	6%
	Change of Owner (Transfers)	53,084	54,472	3%
	Other Changes to Vehicles	8,976	9,385	4%
	De-Garaged Vehicles	7,254	19,369	63%
	Exported Vehicles	411	299	-37%
	Garaged Vehicles	8,792	7,223	-21%
	Scrapped Vehicles	7,176	22,187	68%
	Road Licences Renewed	339,267	354,075	4%
	Number Plates Issued	59,252	62,366	5.25%
	Pre-Registration Vehicle Inspections	6,023	6,235	3.5%

Driver and Passenger Operator Licensing Unit

The table below lists the main transactions carried throughout 2016, compared to the previous year at the Driver and Passenger Operator Licensing Unit.

	Licensing Service	Number of Transactions		
		2015	2016	% Change
Driving Licences	Learner Permits Issued	10,440	10,363	-1%
	New Driving Licences Issued	6,460	7,354	12%
	Renewed Driving Licences	20,063	25,521	21%
	Driving Practical Tests	11,429	12,212	6%
	Driving Licences Exchanged	1,094	1,246	16%
	International Driving Permits	548	585	6%
	Withdrawn Driving Licences	300	329	9%
	Changes to Driving Licences	6,221	8,918	30%

Driving Licences

Once candidates undergo driver training, they are assessed on their driving skills through practical tests by the Unit's driving examiners. Between January and December 2016, the Unit received an approximate total of 12,212 applications from candidates/motoring schools to undergo practical driving test for categories A, B, C and D. There were also 119 assessments for prospective Driving Instructors.

During the year under review, there were a total of 7,354 candidates who passed their driving test. In addition, 8 candidates underwent an assessment to have a particular Category within their driving licence re-instated. These concessions are only given to licence holders who had obtained Category A or B before the year 1991 and which Category had been lost during the changeover from the old driving licence system to the new computerized system in 1991.

With regards to the theory test, Transport Malta also offers the facility to those candidates who find difficulty in reading the theory test question bank by sending an employee within the Unit to read out the questions. During 2016, there were 546 candidates who benefitted from this service.

The Unit has also processed a total number of 25,521 driving licence renewals to existing driving licence holders. A total of 329 driving licences were withdrawn/given up for various reasons, amongst those being deceased, holder no longer intends to keep his/her driving licence, withdrawn due to penalty points and/or withdrawn as per Court ruling.

There were 8,918 driving licences which were re-issued with changes as requested by the client. These cases include change in address, change in holder's name and/or adding of a new driving licence Category.

Exchange of Driving Licences

The Unit also receives, on a regular basis, requests from foreign driving licence holders to have their licence exchanged into a Maltese one. Once the necessary checking is done through RESPER (a common register within EU member states), the exchange to a local licence is carried out. To this effect, a total number 1,246 driving licences were exchanged in 2016.

International Driving Licences

A total of 585 international driving licences have been issued to Maltese licence holders in order for them to be able to drive in another country outside the European Union.

Operator's Licences issued for the carriage of passengers for hire and reward

Every five years the Unit verifies documents of each and every Operator's Licence issued. During this process the Unit checks the *Fedina Penali* and the financial standing for each operator. During 2016, the Unit has verified documents of 57 operators.

During the year under review, there were 56 persons who have obtained a licence to drive a white taxi, and 284 drivers who have obtained their Certificate of Professional Competence (CPC) which enables them to drive a public transport bus.

Public Service Garages Permits

Holders of public service garages (operators of vehicles with a maximum seating capacity of 8 seats plus driver) are bound to pay their respective permit every year. There were 835 public service garage permits paid (renewed) whereas 20 new permits were issued.

Tags

Tags issued for Category D (buses), Category B (white taxis and chauffeur driven vehicles) amounted to 2,208 during the year under review.

Customer Care Courses

As of September 2016, the Unit has taken over the responsibility of invigilation during exams, where candidates sit for following completion of the Customer Care course. This work has been previously carried out at the Theory Test Centre, however as of September it has been taken over by Transport Malta due to security issues. There were a total of 465 candidates who were examined between January and December 2016.

Certificate of Professional Competence

A fourth training provider for the training of drivers for the Initial and Periodic training pertaining to the Certificate of Professional Competence has been approved during the year of 2016.

125cc Motorcycle Policy

During the month of November 2015, a new policy (effective as of 1st January 2016) was introduced based on one of the 2015/6 budgetary measures introduced by the Government. This policy entails holders of a Maltese driving license in Category B, to ride a motorcycle having a cylinder capacity not exceeding 125cc if powered by an internal combustion engine and having a power rating not exceeding 11 kilowatts (kW) and with a power/weight ratio not exceeding 0.15 kilowatts (kW) per kilogram, if it is powered by an electric motor on Maltese territory. Persons who wished to benefit from this new scheme were to undergo practical training with a professional licensed motoring school with Category A requirements. The training would consist of ten hours training,

comprising of 30% theory and 70% practical. In 2016, the amount of persons who benefitted from this scheme amounts to 1,742.

Tax Rebate Scheme on School Transport

During the year 2016, 3,600 applications for approved school transport have been received by the unit. This means that parents of school children using transport to attend schools could apply to receive a tax refund on the relevant fees paid.

Amendments to Passenger Transport Services Regulations (PTSR) – S.L. 499.56

The Driver and Passenger Operator Licensing Unit was also responsible for the drawing up of amendments to the Passenger Transport Service Regulations.

- Electric Trolley vehicles (ETVs) which will depart from an ETV stand will be allowed to operate within a specified precinct of Valletta (basically, inner city), departing when there is a sufficient number of passengers which warrants the trip and going to those areas in the city as requested by the passengers.
- A small amendment was introduced to the requirement for Malta Heritage Buses by doing away with the condition that they need to be powered either by an engine which runs on LPG or an engine which is at least a Euro V standard. The Euro V standard requirements have been done away with, due to the financial burden which would cause the operators.
- The regulation relative to on-street parking of passenger transport vehicles when not in service eliminated the possibility of on-street parking (due to numerous complaints received from residents all over the territory). Thus, passenger transport vehicles must be either garaged or parked off-street when not in use.
- Two concession fees were awarded to two different operators of Trackless Trains. One route is in St. Paul's Bay while the other route is in Kalkara, Bormla, Birgu, Cospicua and Vittoriosa.

Amendments to Sightseeing Transport Routes

During the month of December 2016, amendments to the Sightseeing Routes have been published in the Malta Government Gazette. The North Route between St. Andrew Road, Pembroke and St. George's Road, Paceville and also between Pwales Bay, St. Paul's Bay and Triq it-Trunciera, Qawra have been amended. A further two pick-up/drop-off points have also been added.

Seat belt Exemptions

170 Applications have been received from drivers along with a medical certificate to be exempted from wearing their seat belt while driving. These applications are being verified by the Authority's medical consultant prior to these exemptions being granted. This is done to avoid abuse.

CIVIL AVIATION DIRECTORATE

Functions and Duties

Civil Aviation is Malta's essential link to the world and a significant enabler and contributor towards the country's economic competitiveness. For aviation in Malta to continue to grow and stay ahead in the ever changing landscape, the Authority needs to build on past successes and plan ahead for the future. As Malta's regulatory authority for aviation, the Civil Aviation Directorate (CAD) needs to continue its process of adapting the regulations while maintaining safety of the air transport system. Risk management is a well established discipline in the aviation industry today. These are important steps towards improving safety and enhancing the public's confidence in the safety of Malta's aviation system.

The functions of the Civil Aviation Directorate can be summarised as follows:

- To achieve a sustainable growth in the aviation register and civil aviation operations such as aircraft operators, maintenance, training, air navigation and personnel licensing;
- To enhance civil aviation oversight and safety;
- To enhance the efficiency and standardisation of civil aviation operations;
- To maintain a strong and efficient continuing oversight of civil aviation operations;
- To strengthen law governing civil aviation;
- To promote safety;
- To minimise the adverse effect of civil aviation on the environment.

Additionally, the CAD co-operates with other local and international entities to enhance aviation security, passenger/cargo facilitation, fair competition, environmental matters, civil-military interface and health related issues.

Flight Operations Inspectorate

The Flight Operations Inspectorate registered 2 new Operators during 2016 with a total of 28 Air Operating Certificate (AOC) holders at the end of 2016. 5 operators were in the process of obtaining an AOC.

The Inspectorate continued with its monitoring of aircraft operators certified in Malta in its effort to promote and ensure safety. In addition, the Inspectorate continues to promulgate safety information through Operations Advisory Notices and biannual meetings with the Operators through the Flight Operations Consultation Group which is managed by the Flight Operations Inspectorate.

Air Transport Regulation Unit (ATRU)

The ATRU assumes the International and European Affairs functions of the CAD, the Aircraft Registry Coordination, the issuance of Air Operating Licenses and Legal Affairs.

In 2016, the ATRU was instrumental in the conclusion of the Air Services Agreements (ASAs) with Pakistan, Mongolia and Hong Kong. The ASAs with Pakistan and Mongolia were officially signed by Minister George Vella during the EU-Asia Summit in July 2016 while the ASA with Hong Kong was signed by Minister Joe Mizzi in October 2016.

Moreover, the ATRU participated in the 39th Assembly of the International Civil Aviation Organisation (ICAO) in Montreal which was held between 27th September and 7th October 2016. The ICAO Assembly is the sovereign body which is composed of representatives from all the Contracting States and meets every three years. Amongst other things the Assembly sets the ICAO policy for the coming years. Prior to this event, the ATRU assisted the Director General for Civil Aviation in the preparatory work and followed the coordination process within the European Union aimed at establishing the various EU positions on the items that were discussed during the Assembly. Such a coordinated approach provides the opportunity for Europe to make a strong, influential and well-coordinated contribution to this key event. During the Assembly the Maltese delegation also had several bilateral meetings with other States.

The ATRU provided continuous support to the Director General for Civil Aviation (DGCA), the other Units within CAD and external parties. The Unit liaises with and also acts as a gatekeeper *vis a' vis* Ministries and governmental entities and has taken over the functions of what was previously known the Duty Management Office.

The Safety Management Unit (SMU)

The Safety Management Unit is the unit within the Civil Aviation Directorate (CAD) with the function of dealing with safety related incidents, and is the authority within the State to which the management of aviation safety has been entrusted. Safety has always been, and will always be, of the highest priority to aviation service providers and stakeholders, and hence the SMU plays an important and leading role within the industry. The responsibilities of the SMU include the collection of reports on safety related incidents and occurrences. Furthermore, although safety is a topic which is of prime concern to all other units within CAD, the SMU is a completely independent unit which enables it to maintain the required autonomy since it is entrusted to handle notices of confidential safety issues and concerns, which are retained as classified and only discussed with the relevant experts.

State Safety Programme

States are required to develop a State Safety Programme (SSP) in accordance with the ICAO International Standards and Recommended Practices (SARPs) contained in Annexes 1, 6, 8, 11, 13 and 14. The State Safety Programme is an ICAO SARP, effective from 2010. Since Malta is an ICAO compliant state, it also requires a SSP.

The SSP includes safety activities that must be performed by the State, together with regulations and directives declared by the State in order to support its responsibilities concerning safe and efficient delivery of aviation activities in the State. The SMU is responsible for establishing this programme and for the day-to-day running of the SSP, updating it from time to time with new regulations and directives.

State Safety Plan

The State is also required to issue a State Safety Plan (SSp), updated on a yearly basis, with actions service providers are required to address. The actions listed in this plan are based on the European Aviation Safety Plan (EASp) issued by EASA and also based on data collected from local service providers. The SMU is responsible for the drafting and day-to-day running of this plan and to ensure that, with the aid of all other units within the CAD, service providers address the actions listed in this plan. The SSp is usually spread over three years and updated annually.

Malta's first State Safety Plan (SSp), which was approved by CAD management in 2014, was also made available to all operators. The SSp is available for download from the Transport Malta website.

CAD Occurrence Reporting System

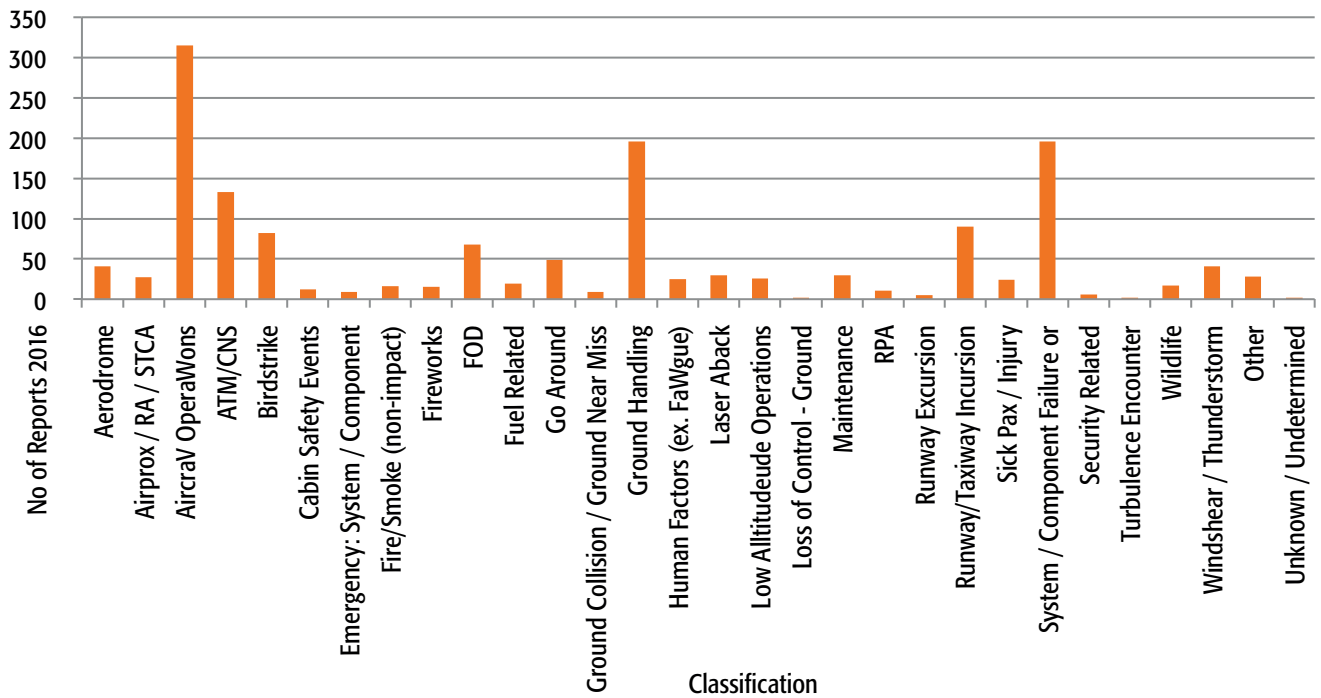
For the State Safety Programme and State Safety Plan to function effectively and give the necessary results, the State must have in place an effective occurrence reporting system.

Regulation 376/2014 concerns occurrence reporting in civil aviation, and clearly states that operators are required to report and that the sole objective of occurrence reporting is the prevention of accidents and incidents and not to attribute blame or liability. It also makes reference to who should report, what should be reported under the mandatory and voluntary reporting scheme, and collection, storage and protection of information, amongst other things. The State should have in place a system to receive and manage these reports. The SMU is the unit responsible to ensure that this system is indeed in place, functions as intended and ropes in all other units for the effective management of these safety reports. The goal of the SMU and ultimately of the CAD is to evolve from being reactive to being proactive and predictive. The occurrence reporting system has already been launched and the SMU has established an efficient process on how occurrence reports are handled internally.

Like all other systems, the occurrence reporting system will be modified and improved as time goes by, so as to ensure a more efficient system and proper management of occurrence reports.

Occurrence Reports

The objective of occurrence reporting is to contribute to the improvement of flight safety by ensuring that relevant information on safety is reported, collected, stored, protected and disseminated. The sole objective of occurrence reporting is to identify areas of concern before they actually develop into a safety hazard, accidents or incident and not to attribute blame or liability.



Throughout 2016, the CAD received a total of 1,526 occurrence reports which translates into a significant increase over the previous year of 9.54%. The graph above depicts these reports according to classification. Nonetheless, one can safely say that the local reporting culture is moving in the right direction.

European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS)

States are required to contribute to the ECCAIRS database, where reports received are inputted in order for the European Commission to obtain a clear understanding of the level of safety within states and for states to compare their level of safety with each other. The mission of ECCAIRS is to assist National and European transport entities in collecting, sharing and analysing their safety information in order to improve public transport safety. The SMU owns the programme and is responsible for data inputting and retrieval. The SMU is concerned with the analysis of this data, from which safety trends can be established, highlighting possible areas of concern, which may need to be addressed in the State Safety Plan.

Personnel Licensing Unit

The Personnel Licensing Unit (PELU) managed 458 pilot licences and 54 air traffic controller licences in 2016. It regularly conducted theoretical examinations for the Airline Transport Pilot Licence (ATPL) and the Private Pilot Licence (PPL). It also conducted English Language Proficiency (ELP) Assessments for pilots and air traffic controllers.

The PELU certified a total of five training organisations as Part-ORA Approved Training Organisations, as follows:

- Air Malta

- European Pilot Academy
- Malta School of Flying
- Diamond Flight School
- VistaJet Ltd

The PELU also audited Malta Air Traffic Services Ltd. as a training organization for on-the-job training of air traffic controllers.

During 2016, the PELU carried out inspections of the Registered Facilities providing training for the Private Pilot Licence namely:

- Falcon Aviation Co. Ltd.
- Malta School of Flying Co. Ltd.

The Air Navigation Services (ANS) and Aerodromes Unit

EASA has carried out a focused ANS/ATM inspection during 2015. An agreement has been reached on the proposed corrective actions and the associated timeframes. The actions within the 2016 timeframe have been completed. One of the main actions included the development of a two-year audit programme 2016-2017 which has been submitted to and accepted by EASA. The planned audits for 2016 have been carried out as planned. Another corrective action has been the review of Schedule Thirteen of the ANO. The unit participated in the review of this schedule and a draft version has been presented to EASA.

The unit has signed an agreement with EUROCONTROL for the use of the National Supervisory Authorities Human Resources Applications (N-HRA) which consists of two database applications for the National Supervisory Authority (NSA) to enable the authority to have more streamlined and effective processes in the two Human Resources Domains, namely the local NSA HR assessment and the Pool of Experts Management. This application will assist the unit to fulfil its obligations on staff requirements and availability as required by Article 12 of EU Regulation 1034/2011.

The unit has reviewed several safety assessments of changes to functional systems presented by MATS. The major changes included the installation of a new ILS/DME equipment of the two main runways, Another major ongoing project is the upgrade of the ATM system that involved a schedule of safety assessments which have all been reviewed by the unit. This project is expected to be implemented during 2017.

A National electronic Terrain and Obstacle (eTOD) policy has been drafted. This policy defines the responsibilities and the required actions of the entities involved in the provision of the eTOD which are essential for the introduction of GNSS-based Approach Procedures with Vertical Guidance (APV) and PBN. The negotiations to reach an agreement between the stakeholders involved in the process are still ongoing.



The ANSU participated in various meetings at EUROCONTROL, SESAR Joint Undertaking, EASA, the Single Sky Committee and the NSA Coordination Platform of the European Commission.

The Unit also populated the Year 2016 LSSIP database and, during the last quarter of the year, started work on the database of 2017.

The ANS & Aerodromes Unit carried out inspections on Malta International Airport plc on a regular basis and findings were brought to the attention of the Airport Operator. The Unit is actively engaged in the process of converting the aerodrome licence granted to Malta International Airport under National legislation, into an EASA certificate. This task will be completed by end 2017.

During the year, the unit continued to support the Central Administration in its drive to reactivate aviation facilities in Gozo, both in the short and long term. This has included inspections of the Gozo Heliport, and helipads at Gozo General Hospital and St Luke's Hospital in support of a new civilian inter-island medevac service. ANS & Aerodromes officers inspected and approved a number of off-site operations by helicopters and were in liaison with the Planning Authority to ensure safeguarding of obstacle limitation surfaces related to developments by third parties.

Staff at the ANS & Aerodromes Unit continued to undergo further training during 2016. Two staff members successfully completed the EUROCONTROL Safety Regulation Commission National Supervisory Authority training programme. Additional training in various other fields will be required during 2017 in order to provide other areas of expertise, as necessary.

Airworthiness Inspectorate

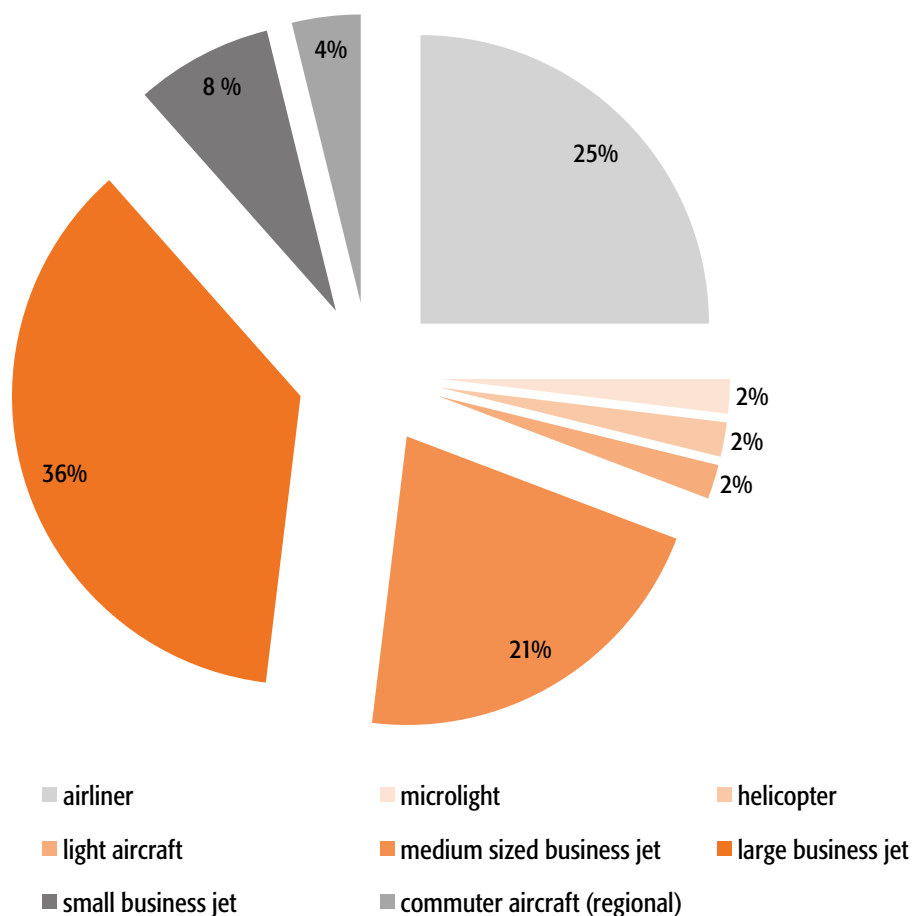
Aircraft Registration

The Malta National Aircraft Register reached 243 aircraft as at the end of year 2016. The Airworthiness Inspectorate has exceeded their expectations with 83 aircraft register movements (*registered 52 new aircraft and deregistered 22*). A total of 52 aircraft have been registered with a record number of airlines being registered (13), two being wide-body aircraft.

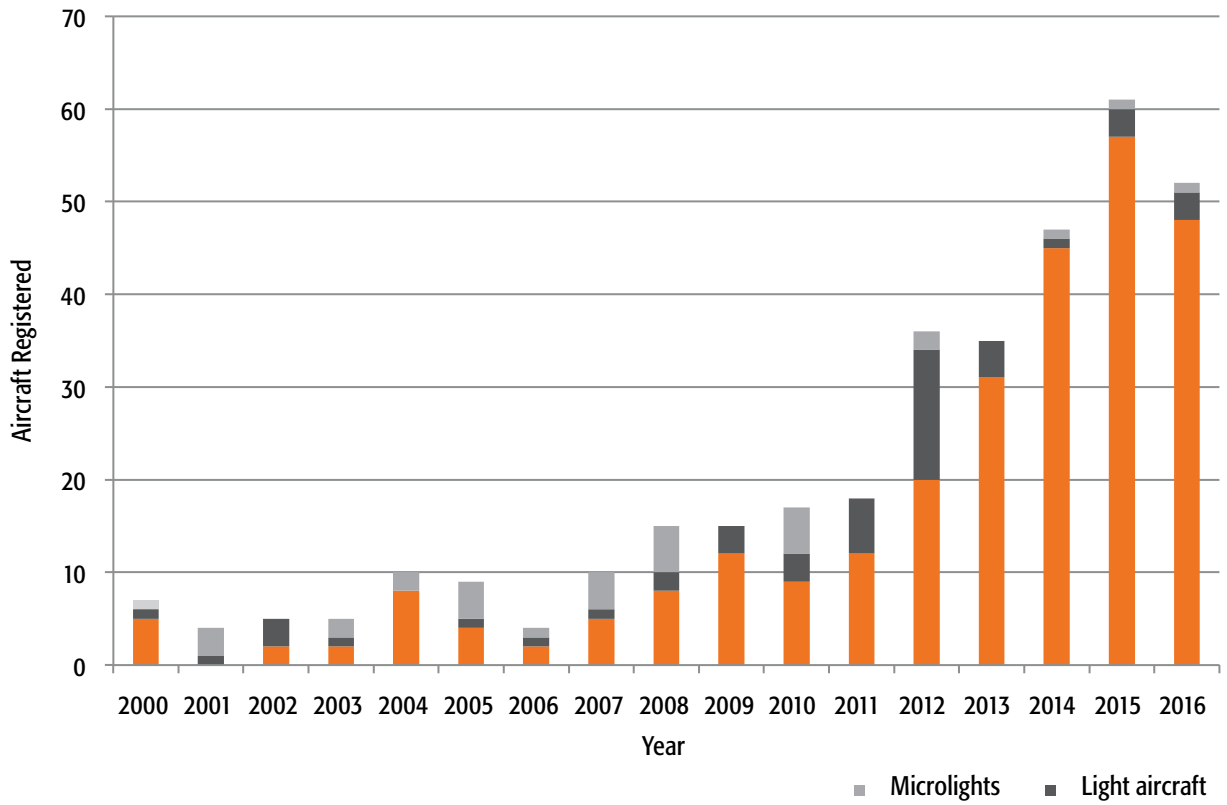
The breakdown of aircraft type registered is as follows:

Aircraft type	No Registered
Airliner	13
Microlight	1
Helicopter	1
light aircraft	1
medium sized business jet	11
large business jet	19
small business jet	4
commuter aircraft (regional)	2
Total	52

No. of aircraft registered 2016

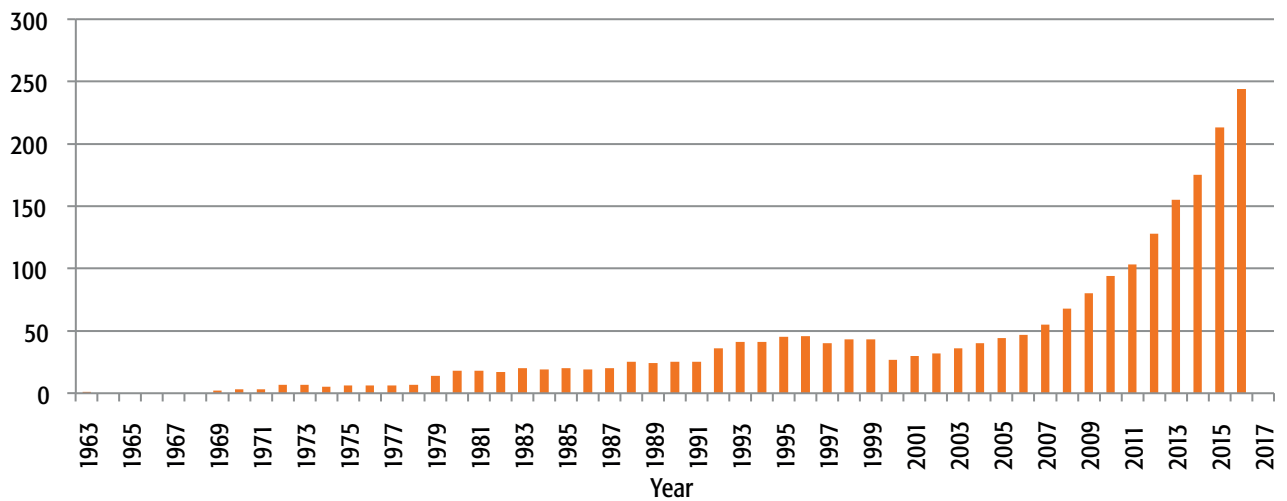


No of Aircraft Registered (2000-2016)



a

Number of Aircraft on the Malta Aircraft Register / Year



The Airworthiness Inspectorate (AI) carried out a total of 98 Organisation Audits during 2016 and a total of 246 findings were raised. These inspections are conducted as part of the biannual audit plan for every approved organization as well as required due to changes in the organizations.

Registration of Lease Agreements

No of Registered Lease Agreements	186
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Type of Agreements

Dry Lease Agreement	100
Aircraft Operating Lease Agreement	84
Sub-Lease Agreement	2
Tripartite Management Agreement	0

Registration of Irrevocable De-Registration Authorisation and Power of Attorney

No of Registered IDERAs	110
No of Registered POA's	nil

Registration of Mortgages

No of Registered Mortgages	32
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Certification of Aircraft

Certificates	
Issue of Certificate of Airworthiness	51
Issue of Noise Certificate	53
Issue/Renewal of Airworthiness Review Certificate	68
Issue of EASA Permit to Fly	28
Issue of National Permit to Fly	8
Issue of Export Conformity Statements	7
Total	215

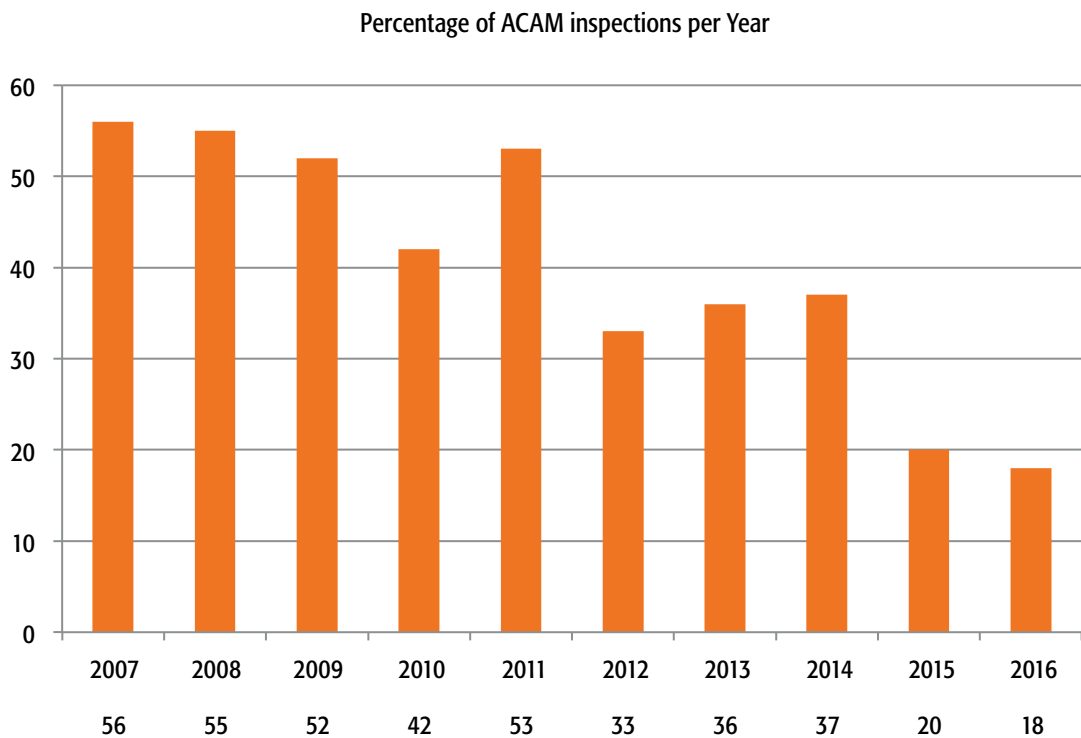
47 Mode S Addresses and 27 406MHz ELT codes were issued in 2016.

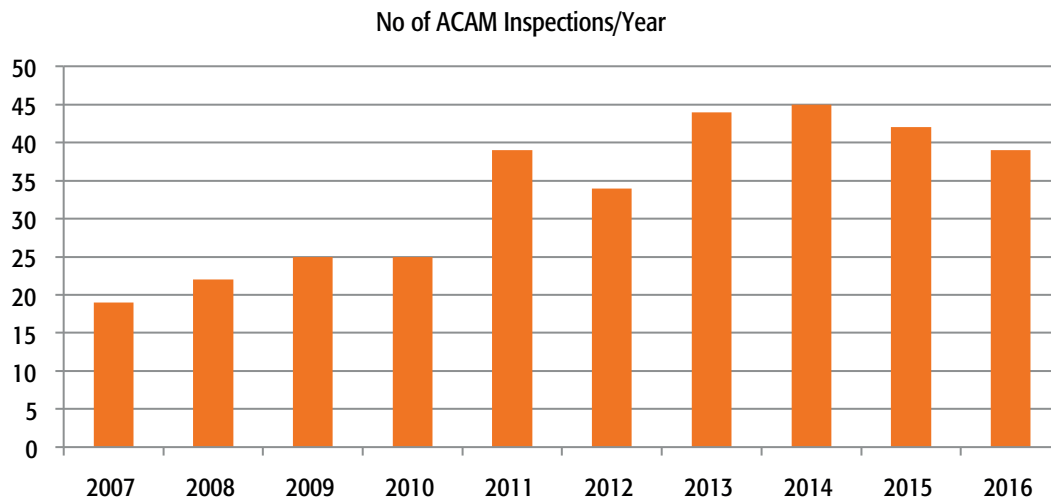
Total number of certificates issued during 2015 amounted to 215, with 200 Certificates issued pursuant to EU Regulations, whereas 15 were pursuant to Air Navigation Order Requirements.

Aircraft Continuing Airworthiness Monitoring (ACAM)

This is a mandatory sampling programme of aircraft inspections. These inspections include inspections of aircraft during maintenance, airworthiness reviews, technical record reviews and ramp inspections.

Year 2016	Planned	Actual
Total Inspections for 2016	40	39
No of Aircraft	176	219
Percentage	23%	18%





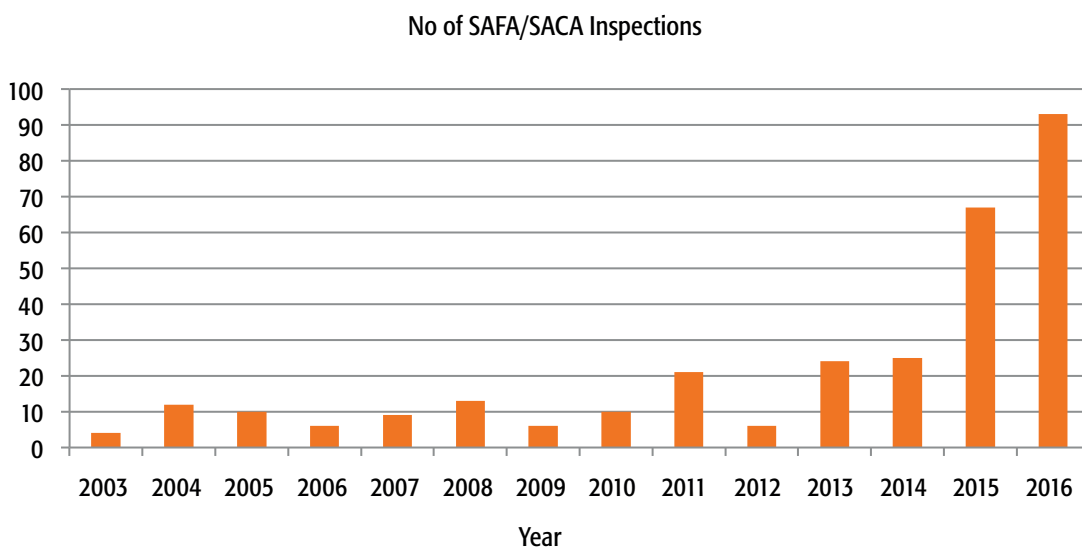
Safety Assessment of Foreign/Community Aircraft

SAFA/SACA Inspections	Total No of Inspections
	93

This is the highest amount of inspections performed in a year with an increase in 28% over 2015.

SAFA/SACA Inspections were carried out in conjunction with the Flight Operations Inspectorate.

Three more SAFA/SACA Inspectors have been qualified in 2016 following training and assessment to bring the total of inspectors to eight.



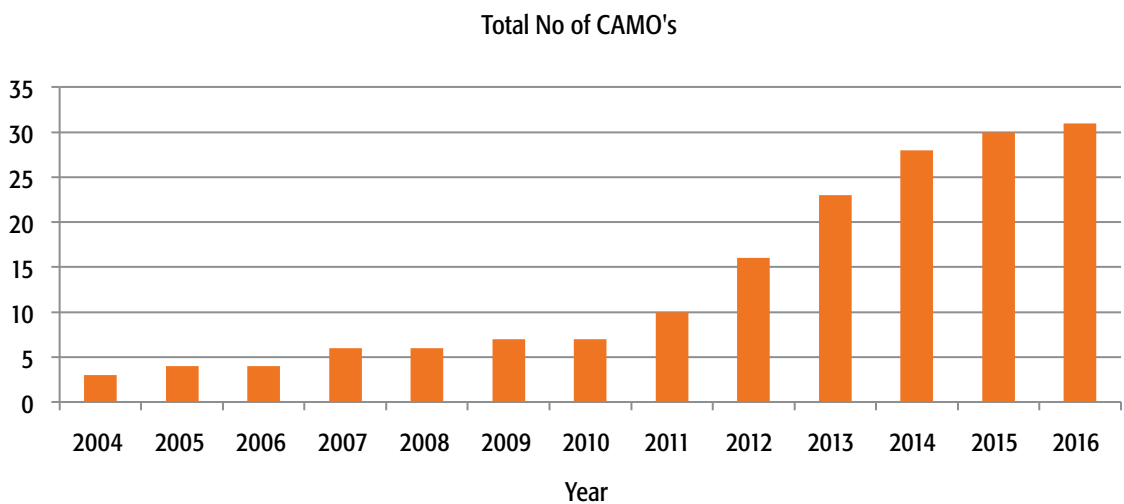
Organisation Approvals

Continuing Airworthiness Management Organisations (CAMO)

Three new CAMO approvals were issued during the year under review:

	Organisation	Part M Subpart G Approval No	Date of Issue
1	Aerospace Engineering Services	MT.MG.103	13-Jul-16
2	Private Jet Malta Ltd	MT.MG.42	31-Aug-16
3	Air C M Global Ltd	MT.MG.39	31-Oct-16

The total number of Continuing Airworthiness Management Organisations has increased to 31. This includes 2 CAMO's as part of the 2 new AOC's issued in 2016.



Aircraft Maintenance Organisations

The number of approved maintenance organisations has remained the same.

Aircraft Maintenance Training Organisations

TM CAD has received three applications for Part-147 approvals for aircraft type training which are being reviewed.

Desktop Audits

Approval of Aircraft Maintenance Programme	Total
First Issue	33
Revision	67
Approval of CAME's	
First Issue	3
Revision	55
Approval of Aircraft Technical Log	16
ARC Recommendations Reviews (Owners/Operators)	27
MEL Reviews (Operators)	14
Training Material Review (Part-147)	8
Approval of MOE's (Part-145)	
First Issue	0
Revision	6
Approval of MTOE's (Part-147)	
First Issue	0
Revision	7
Postholder Interviews (Organisations)	43
Meetings	153

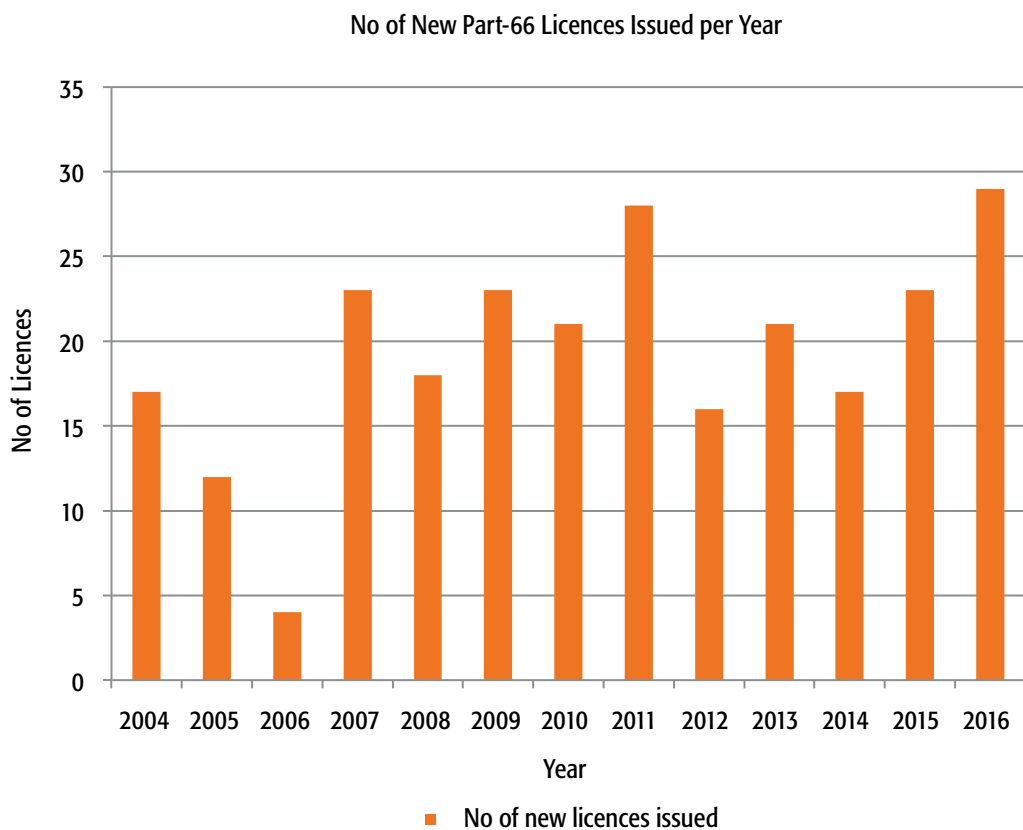
Aircraft Maintenance Licenses

The Airworthiness Inspectorate issued the following licenses during 2016:

Part-66 AML Initial Issue	29
Category A1	3
Category B1.1	20
Category B2	6
Part-66 Variations	124
Category B1.1	100
Category B1.2	0
Category B2	10
Category C	14
Part-66 AML Renewals	23

A record number of Part-66 AMLs (29) have been issued since 2004.

The total number of Part-66 aircraft maintenance licences at the end of 2016 was 257.



Part-66 Basic Modules Examinations

A total of 15 examinations were conducted for a total of 65 examinees. The number of examinations held and examinees have decreased in comparison with other years. Currently, there are other organizations that are also providing these examinations in Malta.

Part-66 Module Exams held during 2016						
Part-66 Module Exams	Category	Date of Examination	No of Students sitting for Exam	Passed / Certificates Issued	Pass Rate	Total no of Exams per month
Module 1	B1/B2	27-Jan-16	4	1	25%	1
Module 2	B1/B2	03-Feb-16	6	0	0%	
Module 6	B1/B2	17-Feb-16	6	6	100%	2
Module 3	B1/B2	16-Mar-16	6	1	17%	1
Module 4	B1	06-Apr-16	1	0	0%	
Module 4	B2	06-Apr-16	2	0	0%	
Module 8	B1/B2	27-Apr-16	4	0	0%	3
Module 9A MCQ	B1/B2	11-May-16	1	1	100%	
Module 9A Essay	B1/B2	11-May-16	1	1	100%	
Module 10 Essay	B1/B2	18-May-16	4	1	25%	
Module 11A	B1	25-May-16	10	4	40%	4
Module 5	B1	01-Jun-16	2	0	0%	
Module 7A MCQ	B1	15-Jun-16	8	6	75%	
Module 7A Essay	B1	15-Jun-16	6	5	83%	
Module 13A	B2	22-Jun-16	4	1	25%	4
TOTAL			65	27		15

CORPORATE SERVICES DIRECTORATE

Functions and Duties

The Corporate Services Directorate (CSD) provides support services to all Directorates across the Authority in areas of business long-term planning, general corporate affairs, development, nurturing and training of organisational capabilities, human resource management, procurement management, marketing and public relations, business-to-customer relations and corporate legal matters.

Long term planning and alignment of organisational capabilities

During 2016, a long term resources capacity building plan was submitted part of National Transport Strategy and Master Plan. A gap analysis has been carried out by adopting an incremental approach starting with the identification of existing capacity to eventually project how things “should be” to reflect the roles and responsibilities outlined in the enabling law.

This is in line with Transport Malta’s strategic goal to build and nurture organisational capabilities in a long term and sustainable manner with one of the major milestones to be attained being to project the Authority as a gateway to careers and a place of work where people committed to lifelong learning can pursue their dream to build a career.

The initiatives being pursued include

- (a) direct recruitment from the market;
- (b) bottom-up approach;
- (c) top-down organisational approach;
- (d) research and innovation.

Measures completed during the period 2013-2015 include intake of technical and managerial staff directly from the labour market together with a thorough plan of training and retraining of existing staff complement with a view to upgrade and instil new skills set. In total of 86 new recruits 47% of whom occupy supervisory and middle management roles have been employed whilst a total number of participants was 1326 (including repeat participants), that is 85% of the entire employee complement participated in the ESF 4.218 programme over a period of eighteen months.

The first work based learning concept was introduced through a pilot project with MCAST to enrol apprentices for a two years period following vocational studies at diploma level in construction management. A first “industry-driven” project was embarked upon between MCAST with MNEP with MQF Level 4 Diploma in Environmental

Sustainability during which apprentices were coached in the implementation of various initiatives taking place through the use of social networks, various seminars and fairs and joint participation with various government and private stakeholders promoting electromobility in Malta.

Measures to be completed during the delivery of the National Transport Model Plan, that is during the period 2016-2020, include the intake of 288 new staff members mostly technical and managerial grades directly from the labour market with a view to strengthen the competences and skills needed to implement this Plan at the same rate as the project pipeline is realised. The commencement of this plan has already commenced and during 2016, 103 new employees have been recruited. 25% occupy supervisory and middle management roles.

Specific training programmes will focus on Ports and Yachting Directorate's continuous need to keep abreast with the maritime safety and security laws and regulations together with ever stricter regulatory and compliance in the Civil Aviation. A coaching and mentoring programme together with a full-blown induction programme will be introduced to foster a unifying corporate philosophy and nurture young talent from existing and new employees. The top down organisational approach will specifically target the launch, together with various educational institutions, temporary work placement schemes, that is employment with varied duration during academic season and summer months and may also be part time. During this placement, the student may gain skills eligible for recognition on transcript by respective college/university. Moreover, a Transport Malta careers mobile application (TM Careers) is being launched to serve as the main vehicle of communication and marketing of Transport Malta as a strong base long life learning opportunities for younger generation yet to enter the labour market.

Transport Malta will become an investment and a lead research partner with educational institutions in various projects in the sphere of air, sea and land transport.

During the time frame 2021-2025, it is being envisaged that the planned holistic skills gap analysis and the upgrade of the entire local legislative regime would have been concluded to be able to have a holistic picture of the skills and competences required over a period of at least 30 years by the transport regulator and the industries regulated therein and to provide an "employment exposure" platform for all students for MQF level 3 up to MQF level 8 studies.

Recruitment and training will hone on knowledge gain and critical thinking in subject areas such as long term planning and benchmarking, digitising and process/procedure flowcharting, quality assurance, use of social media in communications and marketing, data collating, statistics, economic analysis, project management and financial management. Focus on the internationalisation of work placements and job shadowing of existing employees together with the organisation of work placements jointly with international counterparts of prospective employees.

The incremental development strategy in the resources capacity building has defined the footprint of the overall structure of the Authority by 2015 and project a plan to restore skills and competences required to implement the project pipeline.

During 2016, the Training and Development Unit continued to reap the benefits sown through the ESF training project in the holistic planning of training requirements. The Unit strengthened its efforts to enter into various agreements with educational institutions and stakeholders, to enhance the quality of potential recruits and to implement a monitoring mechanism of internal mentors to coach new employees, understudies, apprentices and new recruits.

Human resource management includes day-to-day personnel-related operational matters but more so Health and Safety Management. During 2016, the Health and Safety Unit continued to address and advise on day-to-day operational matters on various TM work places and/or areas of responsibilities of TM at law in an organised corporate manner to continuously embed health and safety into the corporate philosophy.

Procurement Management

The Procurement Unit acts as the co-ordinating unit for the Authority's procurement function. Its major role is to ensure that all relevant procurement procedures are adhered to by all the Directorates of the Authority. In this regard, the Unit is responsible for the management process related to the issuance and adjudication of tenders, direct orders and quotations.

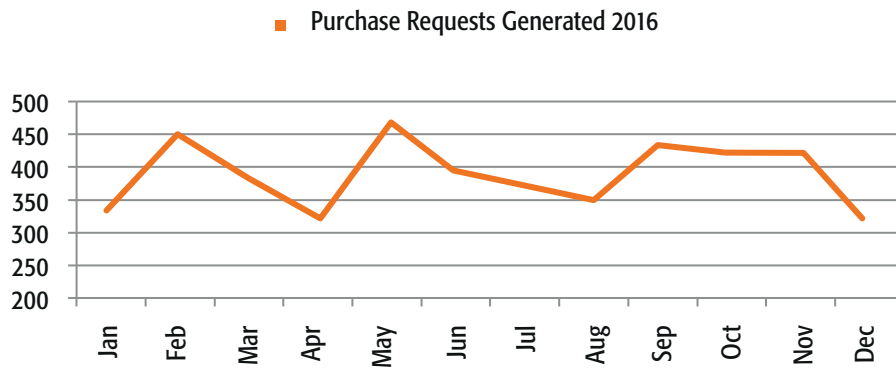
The year 2016 was characterized by intense training activity for all Transport Malta staff with regards to the new Procurement Regulations that came into force as well as continuing education in e-tendering procedures.

During the two-day event, senior staff from the Department of Contracts made a number of presentations on the new public procurement regulations. In all, 95 Transport Malta employees attended this event.

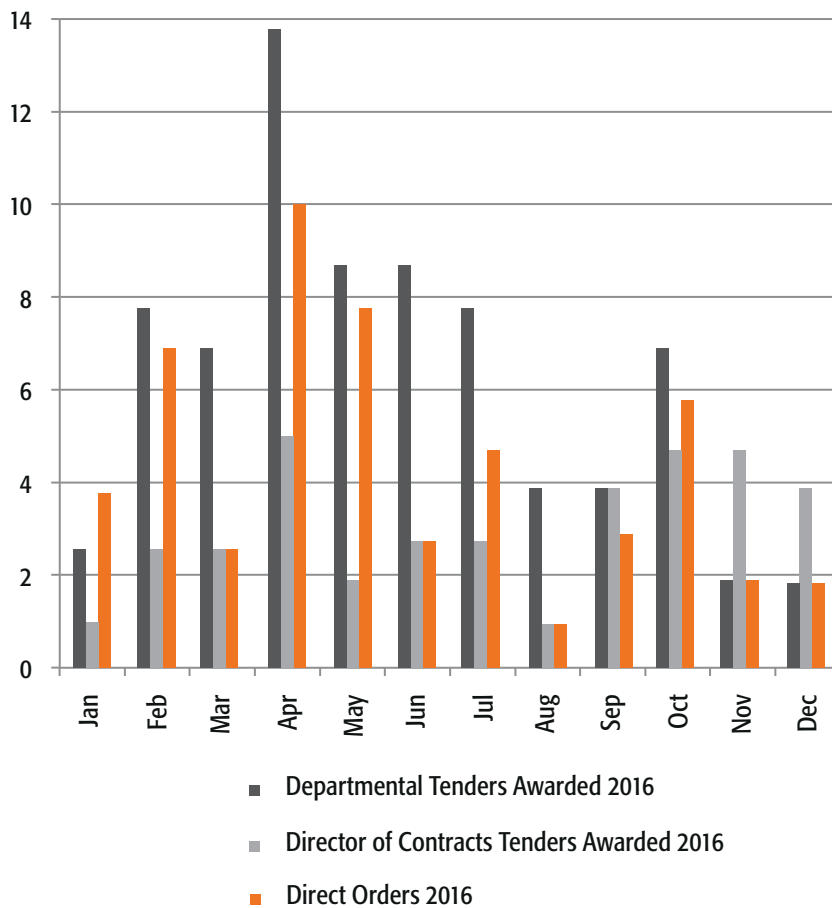
A number of training sessions purposely organised for Transport Malta staff, was held at the CDRT premises in relation to the e-procurement systems and procedures. In all 75 Transport Malta employees attended these sessions.

The activities of the Procurement Unit during 2016 included the publication of 275 calls comprising of 86 contract allocations, 86 public tenders, 98 quotations and 5 requests for proposals/expressions of interest. The total value of works, supplies and services awarded during 2016 amounted to € 13,549,438.47.

The Tendering Committee, which is composed of a chairman, secretary and five members, meets regularly and approves all procurement and purchase requests that are in excess of €2,500 exc. VAT. During 2016, the Committee met 43 times and dealt with 1,450 items.



Number of Generated Procurement Requests



Number of Awarded Tenders

Legal

During the year under review the legal office continued an exercise to streamline the legal activities of the Authority. The functions of the legal department include the following:

- The coordination of the legal affairs of the Authority in particular the assignment and re- alignment of duties, tasks and responsibilities to the Authority's outside legal consultants;
- The rationalization of the legal function within the various directorates;
- Assisting in initiating legal action to recover debts due to the authority;
- Assisting operational directorates to identify legislation requiring change;
- Ensuring compliance with the Authority's legal obligations;
- Assisting operational directorates in enforcing concession contract requirements;
- Advising on the Authority's regulatory role and any action required.

Marketing and Media

The Marketing and Communications Office acts as the official interface between the press, general public and the Authority. In this regard, the unit issues on a very regular basis press releases and press replies related to all aspects and functions of the Authority. These include public transport issues, road closures due to works and information related to infrastructural projects, performance results and investigations related to incidents involving Maltese registered vessels as well as aviation-related matters. Thus, the unit ensures that all formal communications and spanning all aspects and functions of the Authority, are complete, accurate and handled through the appropriate channels before being issued.

The unit also co-ordinates the publishing of all adverts and notices in the media. The wide variety of activity within TM necessitates a very active media placement which takes the form of the publishing of notice to mariners, human resources vacancies, tender notices and notices related to road closures due to works.

	Press releases issued	Media queries handled	Media programmes attended (radio / TV)	Adverts published
General	11	21	4	28
Roads & Infrastructure	107	49	7	Nil
Land Transport	19	60	19	14
Maritime	11	39	6	3
Aviation	1	5	1	Nil
Total	149	174	37	45

Media Transactions during 2016

Marketing

The Department is also responsible for the handling of all marketing and promotional activities within the Authority. The major marketing functions revolve around promoting the Maltese shipping and aviation registers. It also includes the handling of all functions related to the Authority's participation at both local and international exhibitions, the production and distribution of multimedia productions, advertising, and other promotional material.

PR & Promotion

The department, as described in other sections of this report, is also responsible for the implementation of various campaigns aimed at creating awareness on particular aspects of transport in Malta. One of the Authority's main objectives is to promote a safer culture within all modes of Transport.

The marketing and communications department further intensified the use of social media to promote the various initiatives undertaken by Transport Malta and raise awareness on particular issues.

MNEP - Ongoing Projects

In line with MNEAP, this Unit continued working on a number of initiatives during 2016.

GROWSMARTER (2015 – 2020)

Funded under Horizon 2020, Transport Malta is participating on behalf of the Valletta Region as a Follower City to observe and follow activities being implemented with regards to roll out and installation of EV charging infrastructure and the deployment of e-car and e-bike sharing solutions. At the end of the project, TM will have compiled two Replication Plans in this regard that will guide similar implementation of activities in Malta. During 2016, the MNEP Unit worked closely with consultants on a detailed Preparatory Study (including a Mapping Plan) and a Cost Benefit Analysis for the extension of the current electric vehicle charging network in order to meet targets as set in the Alternative Fuels Directive. Additional infrastructure connected with electromobility shall be deployed nationwide with a particular focus on the Northern and Southern Harbour Districts. It is envisaged that these studies will be completed during the year 2017.

DESTINATIONS (2016 – 2020)

Funded under CIVITAS, the project aims to deploy, demonstrate and test various measures within the Valletta region (Northern and Southern Harbour Districts). The measures are geared towards reducing the impact brought about by the transport demand created by tourism both in the passenger and freight sectors. Actions include the compilation of a Sustainable Urban Mobility Plan which shall propose measures which shall have been tried and tested during the lifetime of the project including; the integration of the Marsamxett ferry landing site within

the public transport network, testing of the last mile delivery of goods using energy efficient vehicles, parking management within the city of Valletta and the deployment of various real time data collection measures. As part of the twenty-nine partner consortium, Transport Malta is participating in this project along with the Valletta Local Council, the University of Malta and the Ministry for Tourism.

PROMETEUS (2017 – 2020)

The MNEP unit was entrusted the management of the PROMETEUS Project. Funded under INTERREG Europe, the project seeks to share experiences and best practices in the deployment of electromobility leading to the end-goal of updating the Malta National Electromobility Action Plan.

Project Applications submitted for EU Funding Consideration

SMITHS (ERDF)

During 2016, the MNEP Unit worked on the compilation of an application for funding to be submitted for ERDF funding consideration. The project, Sustainable Multi-Intermodal Transport Hubs (SMITHS) aims to encourage a modal shift from private car use to collective, sustainable & alternative low-carbon transport modes through the introduction of various intermodal choices to reduce traffic congestion; improve Air Quality and reduce GHG emissions.

This project will introduce the concept of local transport hubs. Scheduled bus transport, safe cycling routes and ferry services (where possible) will be accessible at each hub and complemented with car sharing and e-bike sharing services to be provided by the private sector.

Specifically, SMITHS shall upgrade and extend the inner-harbour ferry network by upgrading the ferry landing sites at Marsamxett, Cospicua and Sliema and construct new landing sites at St Paul's Bay, St Julian's and Ta' Xbiex. It shall encourage alternative mobility through safe cycling infrastructure connecting selected urban cores and particularly deploy safe cycling routes which shall connect Mosta to University and Valletta to St Julian's. The project shall also address cleaner air by deploying battery electric public transport vehicles; give access to real time public transport information for commuters through a Mobile Transport Information Service App and launch an Information Campaign promoting a behavioural shift to sustainable transport practices

SUMMITS (ERDF)

During 2016, the MNEP Unit worked on the compilation of an application for funding to be submitted for ERDF funding consideration. Sustainable Urban Multi Modal Intelligent Transport Systems (SUMMITS I) will be contributing towards an increase in the share of public transport usage by addressing current traffic congestion on selected critical public transport bus corridors. The project entails the deployment of a number of intelligent CCTV cameras to monitor, detect barriers hindering the free flow of buses, thus giving TM the capacity to deploy its enforcement assets in real time. Making public transport more efficient through a reduction of journey time will make it more attractive for new patrons to use. Moreover the project entails the integration of all current ITS

systems into one platform to provide real time information which will be relayed to the general public through a number of real-time information tools. This will be carried out through the purchase of the necessary equipment to handle the new cameras deployed. The project will also contribute towards a reduction in GHG emissions to assist Malta in reaching its EU2020 targets.

CHeBIKE (INTERREG Europe)

The MNEP has submitted an application for funding approval entitled CheBike. The aim of the project is to deploy e-bike sharing at tourist attractions in order to encourage sustainable mobility with tourists visiting Malta.

Grants for Electric Vehicles

During 2016, through the input from the MNEP, grants as part of the Car-Scrappage Scheme for private individuals who wanted to purchase a BEV or a Battery operated quadricycle were extended. Apart from individuals and NGOs, private companies, partnerships and self-employed persons and local councils are now also eligible to benefit from the grant. The grants were launched as follows:

- €5,000 for the purchase of a new) Battery Electric Vehicle in connection with scrapping an older internal combustion engine vehicle (ICE) or,
- €4,000 grant for the purchase of a (new or used) Battery Electric Vehicle without scrapping an older ICE vehicle or,
- €1,500 grant for the purchase of an Electric Quadricycle.

The efforts of the Government in the field of electromobility has meant that the number of electric vehicles has increased from 36 electric vehicles by the first quarter of 2013 to 224 full electric vehicles and 615 hybrid vehicles at the end 2016.

European Mobility Week

During 2016, the MNEP was again entrusted with the coordination of the 2016 edition of the European Mobility Week (EMW). In 2016, the Mobility Actions Campaign was launched by the European Commission thus extending the European Mobility Week events throughout the year.

In this regard, apart from the events which took place between the 16th and 22nd September, events were also held throughout the year to promote sustainable mobility under the Mobility Actions brand name.

European Mobility Week: 16th to 22nd September

Activities deployed in 2016 where an improvement of what took place in previous years.

Activities included:

- A competition open where all local councils (in conjunction with NGOs) were invited to propose activities to be implemented during the European Mobility Week. Two workshops were held (one in Malta and one in Gozo) where the competition rules were explained to potential participants including the criteria which had to be followed in order for proposals to be considered eligible; criteria related to the themes of transport, planning and renewable energy measures. Proposals submitted by six Local Councils were shortlisted and the proposals implemented during mobility week. Each was reimbursed a grant of up to a total of €2,000 to cover expenses incurred in the organisation of the selected events.
- The third edition of the National Bicycle Ride took place on Independence Day. The aim of the event is to promote safe cycling and encourage motorists to safely share the road with cyclists. 195 participants took part in the ride. The number of participants was an increase compared to that of 2015 which totalled 160 and a total of 80 in 2014. A lottery among participants was drawn at the end of the event by which four cyclists were awarded a pedelec each. The aim of the award is to encourage cycling as a means of commuting;
- The Competition for Permanent Measures open for all Local Councils was launched again during 2016. The Annual Competition invites local councils to propose implementable measures which promote sustainable mobility within their locality. In the 2016 edition the Local Councils of Qormi and Ghajnsielem won the competition receiving a grant of €50,000 and €30,000 respectively to implement their proposed measures which constitute remote parking management in Qormi and energy-efficient transport on demand in Ghajnsielem.
- A press conference was held to launch the measures which benefited from this grant in previous years including, energy efficient transport on demand in Cospicua and Paola, e-bike sharing within the locality of St Paul's Bay and a crowd sourcing travel information app for Valletta.
- Car Free Day was celebrated on 18th September. St Anne Street was closed for vehicular traffic on the day. Events held included a triathlon, athletic events and an exhibition of projects done by children in conjunction with SkolaSajf.

Mobility Actions

In addition to events held during European Mobility Week, sustainable transport was promoted further in specific events held throughout the year.

Skola Sajf (18th, 20th, 22nd and 28th July)

In conjunction with SkolaSajf, MNEP representatives visited schools in order to promote sustainable transport practices with children. Schools were grouped by regions and in turn four events were held on different dates;

three in Malta and one in Gozo. During the events awareness was raised on traffic congestion and its effects; different types of energy efficient vehicles; safety on the road; safe bicycle commuting. In conjunction with SkolaSajf volunteers, the practice of Walking School Bus was also promoted in several localities. Children were also invited to participate in an arts and crafts competition with the theme being sustainable and safe transport. Winners were granted free Public Transport tickets as a prize; 37 children were granted free inner harbour ferry and bus tickets.

Freshers' week (3rd to 7th October)

Safe Cycle Commuting was promoted as part of the Transport Malta stand on Freshers' Week. Students were invited to participate in a photo competition which gave them access to win free Bus tickets. Four students were awarded the prize.

Electromobility Day at MCAST (27th October)

On 27th October, MNEP representatives visited the Open Day at MCAST in order to promote electromobility.

Kwalita Malta (11th, 12th and 13th November)

Sustainable mobility, safe cycling and Government Grants for the purchase of electric vehicles were promoted by MNEP representatives at the Transport Malta Stand at the Kwalita' Malta Fair.

Architects Competition

A new Competition was introduced in 2016 which invited Architects, being both students and professional architectural firms, to submit proposals which promote sustainable mobility and green public spaces. A set list of criteria were included as part of the eligibility rules including the fact that each proposal must be implementable; therefore participating architects were asked to base their design on existing localities in Malta and Gozo. The competition was launched on 2nd June. In terms of the students competition, the first prize of €2000 was shared by two students who proposed the Burmarrad Regeneration project, while the first prize of €5000 for the professionals' category was awarded to Architectural Projects – Urban Design and Mobility Strategy for the village of Lija.

Car Sharing and e-Bike sharing services

During 2016, the MNEP compiled the tendering documents which shall lead to the selection and award of a concession agreement granting nationwide Car Sharing and e-Bike sharing services. The services are expected to be awarded during the second and third quarters of 2017.

ENFORCEMENT DIRECTORATE

Functions and Duties

The Enforcement Section of Transport Malta responds to and investigates complaints on unsafe vehicles and other passenger carriers being land or sea. The directorate also coordinates closely with other Law Enforcement and other regulatory agencies in ensuring safe, legal and properly maintained all means of transportation. This Directorate has the responsibility for the overall Enforcement of Land and Sea transport according to the provisions of the Authority for Transport in Malta Act, and other laws and regulations regulating road transport.

- Act as regulator for all licensed land transport providers;
- Ensure the monitoring of commercial operations and safe navigation with sea patrols in bays, ports and swimming zones;
- Ensure all vehicles are within legal emission levels, safe, insured and roadworthy
- Provide security services to TM premises
- Rapid Response and quick clearance solutions
- Traffic Control on major roads during peak traffic
- Clamping, Towing and Removing of Motor Vehicles and Encumbering Objects
- Traffic Management and Road Safety
- Management of temporary Traffic Management during works
- Implementation of traffic management measures
- Technical assistance to Local Councils
- Road Permits for Emergency Works
- Traffic Management Schemes
- Engineering Support for Intelligent Traffic Systems, Traffic Lights and Pedestrian Crossings
- Intelligent Transport Systems and the Management of a Traffic Control Centre

Enforcement - Sea

Effective law enforcement is crucial for good order at sea. The Enforcement Department continued to recruit and train a number of Enforcement Officers to be able to provide better security monitoring in the Ports and their approaches. This department plays an active role in the Authority's annual safety at sea campaign taking place during the summer season. To fully support this campaign during summer and other main activities spread all over the year, the directorate deployed on daily basis maritime enforcement officers on board sea craft to perform patrolling and to ensure safe navigation and bathers' safety as much as possible. Furthermore, with the ever increasing of night time sea activities including organised boat trips and night cruises, more night patrols and

inspections on commercial vessels were made. To cope with this increase in deployments the Directorate has further strengthened its position with the acquisition of new assets.

The Authority's policy has always been to emphasise the educational aspect of enforcement. In this regard, the department embarked on an extensive educational campaign on the media, this is principally achieved by instilling in the general public a sense of awareness of the various regulations and by stressing caution and responsibility, so that, whenever possible, incidents which can sometimes be fatal are avoided. This notwithstanding, and as over speeding close to shore remains a problem at our bays and ports, the Authority continues to be vigilant against those who abuse and imposes the applicable administrative fines where necessary.

Other assignments followed throughout the year include legal/court proceedings; inspections/enforcement on commercial operators, moorings, marinas, slipways and landing places; as well as providing assistance to other local enforcement agencies, particularly in emergency situations at sea by rapid conveyance for those requiring urgent medical attention.

Enforcement - Land

The Enforcement Directorate carries out the following operations to meet its responsibilities outlined above:

- Acts as regulator for all licensed transport providers;
- Ensures all vehicles are within legal emission levels;
- Enforces the applicable legislation on operators to ensure compliance;
- Ensures that all transport sectors operate safely and efficiently;
- Provides customer care to all stakeholders via enforcement staff;
- Brings all defaulters before respective courts/tribunals to be sanctioned accordingly or otherwise;
- Follows up complaints and takes action when necessary;
- Enforces the applicable regulations on new roads works;
- Carries out roadside checks and tests related to emissions, road worthiness, carriage of dangerous goods and tachographs;
- Conducts company checks at the operating centre of companies involved in international activities;
- Manages and follows up on tickets issued by Enforcement Officers;
- Manages an Appeals system;
- Manages the statistical data pertaining to enforcement processes;
- Manages, processes and effects enforcement of road works infringements;
- Designs and manages road closures manned by enforcement officers;
- Involved in the preparation and management of tenders related to security services across the authority;

- Manages, implements, reports and transposes the EU Regulations/Directives pertinent to enforcement namely:
- *Directive 2014/47/EU: Technical Roadside Inspections of the Roadworthiness of Commercial Vehicles circulating in the union and repealing Directive 2000/30/EC. Work has started on the transposition of Directive 2014/47/EU whilst it is still ongoing on Directive 2000/30/EC whereby all Vehicle Inspectorate Unit equipment is now in full working order, has been repaired as necessary and other equipment calibrated. New equipment was also purchased.*
- *Directive 2015/719/EU: Directive of the European Parliament and of the Council amending Council Directive 96/53/EC laying down for certain road vehicles circulating within the community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic. Transposition and Cabinet Memo have been completed and we regularly fill up questionnaires either issued by the Commission or issued by any other Member State.*
- *Directive 2006/22/EC: Directive of the European Parliament and of the Council on minimum conditions for the implementation of council regulations (EEC) No. 3820/85 and (EEC) No. 3821/85 concerning social legislation relating to road transport activities and repealing council directive 88/599/EEC. Quotations were being prepared for the procurement of tachograph readers (hardware), tachograph software to extract data of both vehicles and driver and training of Enforcement Officers. Reporting obligations are being met through the submission of a data report every two years on company checks and roadside checks. We regularly fill up questionnaires either issued by the Commission or issued by any other Member State.*
- *Regulation 165/2014/EU: European Parliament and of the Council on tachographs in road transport repealing Council Regulation 3821/85 (EEC) on recording equipment in road transport and amending Regulation (EC) 561/2006 of the European Parliament and the Council on the harmonization of certain social legislation relating to road transport: This regulation has been approved by the European Parliament on 28th January 2016. The Authority currently satisfies all obligations through Roadside Checks.*

The regulatory operations undertaken by the Enforcement Directorate are related to passenger transport service providers and commercial vehicles, emissions and safety of private vehicles and road works.

Issuing of Traffic Related Fines

In 2016, the Enforcement Directorate issued 8,694 tickets for various contraventions that fall under its remit. This is an increase of 11.98% over the year 2015. The majority of tickets were issued during September followed by March, July, August and October. The majority of tickets were issued in St Julians followed by Msida, Malta International Airport and Sliema.

The majority of the contraventions issued were primarily related to illegal parking, followed by unexpired licences, licence not affixed to the windscreen, use of mobile phone whilst driving and poorly maintained vehicles. Although

the directorate focuses primarily on matters pertaining to the provision of public transport, however work related to Public Passenger Transport Services and issues related to commercial vehicles is also undertaken to minimise the duplication of roles with the Malta Police Force and Local Wardens.

The Introduction of a Rapid Traffic Response Team

Traffic Response Team (RTRT) are a roaming 'on road' service that provides quick clearance solutions, break-down assistance and traffic control for hazards primarily on major roads during peak traffic. They work closely with Police, Emergency Services and the Traffic Wardens. Traffic Response Officers are highly trained in incident management and are ready to attend a range of safety and congestion related incidents. They can also provide basic on-road mechanical assistance to broken down motorists.

The Rapid Traffic Response Team:

- responds to a hazardous incident within 7 to 10 minutes
- implements traffic diversion plans for planned or unplanned incidents or events
- ensures the area around the incident or event is made safe
- minimises the risk of a secondary incident
- patrols designated routes to proactively manage traffic incidents
- ensures the safe removal of disabled vehicles from main road ways
- provides fuel, water and minor mechanical repairs to motorists whose cars have broken down and are blocking traffic
- removes dangerous obstacles, such as pieces of building materials and lost cargo, from roadways
- monitors activities that are impacting on traffic flow, including road works and construction
- provides real time traffic intelligence and surveillance to TM Base.

During the first year of its operation, the Rapid Traffic Response section acquired a 4X4 safety support vehicle equipped with tow clamps, emergency signs, traffic cones and basic tools for minor mechanical assistance including power boosters and tyre inflating kits. More assets, including motorbikes equipped with emergency tools and advance warning signs were in the final process of procurement and would be fully operational during 2017.

Clamping & Towing

The Enforcement Directorate has spearheaded an overhaul of its regulatory functions and powers with the aim of strengthening its operational capabilities. This led to the publication of a comprehensive set of amendments to the Clamping and Removal of Motor Vehicles and Encumbering Objects Regulations (S.L. 65.13).

The underlying rationale of these amendments was to grant Enforcement Officers of Transport Malta the power to clamp and remove vehicles which are being used on the road in Malta illegally. Such powers were previously reserved to the Commissioner of Police and the Local Councils. As a result, the Authority now has the right to clamp and remove from the roads in Malta vehicles which are used on the road without having been registered and licensed with the Authority, vehicles bearing foreign number plates which are not properly licensed for use on the road and which are being used abusively, vehicles whose circulation licence has expired by more than one month and, in general, all vehicles being used on the road in breach of the Motor Vehicles Registration and Licensing Act (Cap. 368) and regulations made under it.

Inspections undertaken by the Enforcement Directorate in 2016

The Vehicle Inspectorate Unit within the Enforcement Directorate performs various tests and inspections on various categories of vehicles. Enforcement Officers are assigned everyday at different locations during the morning shift where they randomly check vehicles for their roadworthiness. If a vehicle fails the inspection and tests, a restriction is imposed on the vehicle licence and this restriction is only lifted once the vehicle is found roadworthy by TM officials. The roadside checks also include inspection of vehicles in relation to transport of dangerous goods and also to tachographs.

Vehicles which are reported through the Emission Alert system are also inspected by this unit. The statistical data, related to such tests and inspections carried out in 2016, is as follows:

SMS Emissions Alert Scheme	
Vehicles called for test	416
Passed test*	316
Failed test*	57
Garaged/ scrapped	6
Failure rate	13.7%
*19 failed and passed on a later date, hence were added in both rows	

Roadside Technical Inspections

In the year 2016 there was an increase of 98% of the total number of Roadside Technical Inspections carried out over the year 2015. There was also a percentage increase of 98% of vehicles which failed the inspection.

Roadside technical inspections	
Vehicles tested	3590
Passed test	1708
Failed test	1882
Failure rate	52.4%

ADR (Carriage of Dangerous Goods by Road) Checks

The below are figures for ADR checks in the year 2016, from which it is clear that more than half of the vehicles tested passed at 58.7%.

ADR	
Vehicles tested	75
Passed test	44
Failed test	31
Failure rate	41.3%

Tachograph checks

Statistical data for tachograph checks is compiled every two years based on reporting obligations. Such tachograph checks are carried out both at roadside and at the company premises. The roadside check involves the checking of the vehicle including the tachograph recording device of the driver's activity over the last 28 days. The company check involves the checking of the driver activity of the company vehicles for the last year.

Tachographs (Biennale)	
Working days checked 2015	448
Working days checked 2016	644
Working days checked during 2015/16 period	1092
Days checked at Companies in 2015	365
Days checked at Companies in 2016	717
Days checked at Companies in 2015/16 period	1082

Inspections on Foreign Plated Vehicles

The Enforcement Directorate manages the enforcement of foreign plate vehicles through a structured system based on four categories; vehicles imported for personal use, vehicles imported by dealers, vehicles imported by persons of foreign nationality working in Malta, and vehicles imported by persons on holiday in Malta.

During the inspections, if a vehicle is found not in compliance with the stated regulations, necessary action is taken. Such vehicles are either impounded by TM or their owners are instructed to put their vehicles in a private garage and pass on the log book and number plates to TM until they align themselves with the stipulated regulations. During the year 2016, 97 cars in total were impounded by TM, which is an increase of 93% from the previous year since only 6 cars in total were impounded by TM in 2015.

Enforcement on Road Contractors/Service Providers

In 2016, the Directorate issued 93 enforcement letters to the contractors and/or service providers for not abiding by the law and regulations related to road works and new roads works. This is an increase of 8% of infringement letters issued over the previous year.

Such letters are issued following site section carried out by the Field Officers of the department in relation to temporary traffic management conditions and also following assessment of the road reinstatement conditions managed by the Roads & Infrastructure Directorate.

Motoring Schools

Enforcement operations are also carried out in respect of motoring schools to ensure that they are operating according to law. Enforcement Officers verify a number of matters including that only those who attained their eighteenth birthday are allowed to learn to drive and that these are issued with a standard learner's permit. Enforcement Officers are to check that the operations of the Motoring Schools are not conducted on Sundays and public holidays and that only applicants who are in possession of a valid category B driving license are allowed to have an advanced learner's permit. Also, it is verified that the vehicles used by examiners display the learner's plates.

Security at Transport Malta Premises

The Enforcement Directorate also provides security services at Transport Malta premises. The service relates to the security function at TM offices (Marsa Head Office, Sa Maison Offices, Licensing and Testing Offices, the Technical Department Offices, the Roads and Infrastructure Directorate Offices) and at the training grounds at Hal Far (Testing) upon request. Due to the introduction of receptionists within TM premises, the services of security personnel have been heightened by increased surveillance and responsibility.

Traffic Management & Road Safety Department

Transport Malta recognises the importance of the traffic management and road safety role of the department and its relevance to complement the Enforcement Directorate, and hence the department and the directorate were merged together. As a result, the operational role of the department has increased in its importance. The main responsibilities related to traffic management and road safety include:

Management of Temporary Traffic Management during Works

The design of temporary traffic management arrangements has developed into one of the core responsibilities of the directorate. This area of work is very sensitive because it determines the way traffic will flow during road works. Such schemes are designed to ensure safety at all times and ensure that traffic flow patterns are managed within capacity of the alternative links and junctions. In the case of road works being carried out by third parties, the temporary traffic management scheme is designed by the contractor, in collaboration with the department, and all necessary consultations with stakeholders are carried out to ensure a seamless scheme throughout. In the case of Transport Malta works, the temporary traffic management arrangements are designed by the department together with the road design engineers. During the road works, the department monitors the temporary traffic management arrangements on site and, in liaison with the Trenching Permit Section of the Roads & Infrastructure Directorate, enforcement measures are taken in case of defaulting contractors.

Implementation of Traffic Management Measures

The department designs, assesses and implements traffic management measures on local council roads where no civil works are required. A number of traffic management measures were designed and implemented by the department to improve safety and to improve the efficiency of the traffic system. Projects that involve infrastructural and civil works were carried out in co-ordination with the Roads Infrastructural Directorate.

Technical Assistance to Local Councils

A system was established within the department whereby technical design assistance is provided to local councils in relation to requests made for the implementation of measures which require specialised knowledge on road design.

Following various complaints by several Local Councils, in June 2016 Transport Malta invested in human resources and restructured its team and procedures so as to improve its relation and service towards the Local Councils.

During the weekly meetings which were held with the Local Councils Association Members, several issues were discussed and agreed upon. Meetings were also held with the Director for Local Government.

The most important issues which were agreed upon concerned the operational procedures which needed to be

updated, the Local Enforcement System, the benefit of having Local Councils participating in the European Mobility Week and other EU funded projects, the direct contact with Mayors during the Mayor's Annual meeting and the Joint Venture agreement between Local Councils and the Directorate for Infrastructure.

Between June and December regular meetings with 34 Local Councils were held at the Ministry with the full participation of TMRSD Officials. Nine other meetings with various Local Councils were held on site upon request being put forward by the respective Local Councils. This was essential as sometimes the situation was difficult to understand and all of these meetings proved fruitful and appreciated by the Local Councils.

Several amendments to the new operational procedures were made after discussions with each and every Local Councils. These new procedures seem to be giving better results and better understanding from Local Councils and also from TMRSD officials.

Applications from Local Councils are being treated in a very responsible manner, proving to be more encouraging for Local Councils to cooperate further with TM officials. It is with great pleasure that Local Councils are being given special attention to their needs and requirements and a lot of assistance is being given, even on issues which are purely their responsibility.

Research and Development

In December 2016, the Engineering Unit attended training for use of Linsig Simulation Software which is used to simulate Traffic Lights junctions. By using traffic counts, the software comes up with the ideal green times. The Engineering Unit is currently in the process of creating a system which will combine traffic counts throughout the year at different junctions and further optimise the green times according to current traffic conditions.

Future research will focus on how to integrate all our systems so that they can communicate with one another. An example would be that if one of the Adaptive Traffic Light junctions detects traffic through its own traffic counting loops, it could output an alarm to the control room or better yet, output a signal that would display a particular message on a nearby VMS.

Road Permit System

As from August 2015, the Traffic Management and Road Safety Department was entrusted with the Road Permit System. This system was designed to be accessed through a web browser through the following address: <https://www.roadpermits.gov.mt>.

The trenching permits section is used to create and view trenching permits which are:

- RWP1 - Major Road Works Permit
- RWP2 - Emergency Road Works Permit
- RWP3 - Minor Road Works, Maintenance and Repair Permit

This section also allows entities to provide feedback for trenching permits as well as print permits that have been issued.

Furthermore, the inspections section is used to update information about the inspections of a permit. Here the inspections users can assign the next inspection date and fill in works in progress forms.

For the year 2016, a total of 13,639 permits were uploaded into the system. 81% of the permits were RWP3, 14% of the permits were RWP1 and the remaining 4% were RWP2. Major Road Works Permits RWP1 generally involve the design of specific Temporary Traffic Management Schemes which are implemented on site to ensure that the disruption to traffic is restricted to the minimum possible.

Traffic Management Scheme Appraisal on all Classes of Roads

A core responsibility of the department is the assessment of traffic management applications received. Applications are submitted by local councils, by the public and also by other government entities and parastatal authorities. The work is continuous and the aim is to improve the safety and efficiency of the traffic and transportation systems on all classes of roads keeping in mind the promotion of a sustainable transport network and optimising the use of existing infrastructure. The main areas addressed included upgrading of links and junctions, assessment of traffic flow systems, on-street parking management, traffic calming and speed management.

In 2016, the department processed a total of 1,428 traffic management scheme inquiries, requests and applications from local councils, the public and other entities. There was a slight decrease in the amount of requests received by the department over the previous year. (707) 49.5% of the requests received were approved, (394) 27.6% were settled, (139)9.7% were refused and the remaining (158) 11.06% are still pending further assessment within the department or are still pending additional information from local councils. The highest amount of applications was received in April followed by March and May.

The unit also administers the Board for Reserved Parking for Disabled Persons which assesses requests in line with eligibility criteria by persons with reduced mobility for reserved parking outside of their residences. During the year under review a total of 432 applications for reserved parking for disabled persons were received. This is an increase of 0.46% of applications when compared with the previous year. Of the amount of applications processed, 14.35% were approved for a reserved bay for disabled persons, of which 13 were approved for a 1.5m Keep Clear Bay, 6.7% of the applications were refused and the remaining 11.3% are pending missing information from the application which is required for processing. The highest amounts of applications were received in November followed by December.

Survey Data

The responsibilities of the department necessitate extensive traffic surveys which are necessary to enable the department to perform its technical evaluation, policy development and design processes required on a daily basis. Hence, a comprehensive database of transport surveys has been established. The database of transport surveys is continuously being updated and extended.

Traffic counts surveys, pedestrian surveys and speed survey data are collected and analysed. The department also collects and analyses traffic accident data which is used to compile the network safety ranking report as per S.L.499.57 requirements, determine accident black spots, critical links and junctions and also help identify any areas on the road network which require attention.

Engineering Unit

The Engineering Unit was introduced in the second half of 2016 and is currently composed of two engineers two Senior Technicians and five technicians whose roles are to provide technical support and maintain all ITS systems operated by Transport Malta.

MODUS

All MODUS tenders were handed over to Engineering in 2016, having also complete control over the VMS. To this date however it is yet to be granted the complete handover of Bus Priority, Adaptive Traffic Lights and CCTV.

Traffic Lights and Pedestrian Crossings

The Enforcement Directorate is responsible for the proper function and operation of the traffic and pelican light systems on the network. Road side site inspections are carried out daily and faults are logged and electronically reported daily for the necessary repair works to be carried out. Such work ensures that these systems function properly at all times for the safety of road users.

The Engineering Unit manages all traffic lights operated by Transport Malta by creating specific programs for each junction and crossing ensuring that the traffic lights are operated safely and efficiently. The commissioning of new traffic lights and repairs is coordinated with the Maintenance and Services Department. Following installation or repairs done by MSD, the traffic lights are programmed by the Engineering Unit.

Through occupying MODUS, the Engineering Unit received the handover of Adaptive Traffic Lights and intelligent pedestrian crossings, giving the Engineers access to real time traffic data and also the ability to operate these junctions in a mode that adapts to varying traffic conditions. A goal yet to be reached is to perform upgrades on other junctions or pedestrian crossings to provide the same functionality and efficiency.

Intelligent Transport Systems

The Unit maintains the VMS and CCTV systems installed as part of MODUS, in some cases together with third party contractors. When faults are reported to the Unit, a site-check is made in order to resolve the issue. Whereas if the issue cannot be resolved, it is then forwarded to a third party supplier or service provider.

Tidal Lane

The Tidal Lane was handed over to the engineering unit in 2016, it is a system that requires a large amount of maintenance due to its constant operation on a daily basis. The bollard and pump maintenance along with the controller and bollard replacement are performed in-house. The Unit has also installed cooling and lighting systems in the control cabinet.

Tenders, Procurement and Stores

In order to maintain the above systems in good operating condition, the Engineering Unit maintains a database and stores of spare parts and tools required to maintain and repair all ITS systems. Tenders and procurement of spare parts as well as new systems go through the Engineering Unit in order to provide the technical specifications, BOQ and required budget. The Unit also provides technical support and expertise for new projects.

INFORMATION & COMMUNICATION TECHNOLOGY DIRECTORATE

Functions and Duties

The Information and Communication Technology (ICT) Directorate is responsible for developing and implementing ICT policies, procedures and technologies aimed at enhancing efficiency and sharing of information, the reduction of costs and the increase of checks, strengthening of controls and enforcement of regulations and to assist in the promotion of safer, cleaner and more efficient transportation. The directorate is responsible for the provision of ICT related support services to the other directorates and is also responsible for the running and maintenance of several end-client systems and e-services.

The Directorate provides information, communication and technology services to the organisation whilst managing all resources and systems. User and systems management are the central focus of the Directorate through the provision of support mechanisms and helpdesk facilities, notwithstanding the increased pressure to support such Transport Malta with diverse needs spanning some 6 sites across Malta and Gozo with limited resources. The Directorate also continued with its efforts to increase efficiency through ICT systems by improving back-end systems and storage whilst improving disaster recovery mechanisms.

Projects, Initiatives and Performance of Duties

ICT Helpdesk and User Support

In 2016, the Authority recruited an additional Support Officers to continue improving on the level of service offered to the directorates. Furthermore ICTD continued with the 24/7 ICT support ensuring that all systems remain fully operational with the minimum possible downtimes.

The ICT unit provides ICT support to all TM users at TM sites. During 2016 the section handled over 5500 tickets from various Directorates via the HelpDesk system.

Hardware, Network and Telephone

During this year one of the main objectives of ICTD was to enhance security features while improving secure remote connectivity and speed. This objective has been achieved with the installation of a New Firewall. A consolidation and fine tuning exercise was done to have the optimum use with least security breaches. Firewall and Cisco firepower to control internet sites has also been implemented. Furthermore Core and distribution multi core switches have been re-configured; old cisco models have been replaced in all switch rooms; and load balancing on network has been set.

During the year under review, ICTD continued with the upgrading of the back-end virtualized environment by providing more disc space in order to meet the ever increasing demand of the organisation. Furthermore NAS Drives for e-mail archive backups have been configured in several Directorates. FTP usage has been configured for operators and a folder quota per user has been set at 40gb.

Another main objective of ICTD during the year under review was to replace old laptops, desktops and heavy duty multi function photocopy machines. This aim has achieved with the replacement of;

- 20 heavy duty photocopy machines;
- 70 laptops/ desktops

Vessel Traffic Services (VTS)

During the year under review ICTD continued to improve the Ports and Coast VTMIS by installing a new backup VHF at Qammie radar site. With this installation all 3 radar sites are now equipped with a fully independent backup VHF system. Furthermore a new VHF system was installed to replace the old Danphone VHF. The new system has all the features of the old system plus scalability options, improved redundancy and simpler design. It is also compatible with different brands of VHF base stations hence eliminating the need for proprietary items. The new system uses High power transceivers installed at each Radar site and VOIP technology over fiber links for communication between sites and main Ports Operations Centre - Marsa.

In relation to VTS, the Med-AIS server has been converted to VM and software changed to be compliant with EMSA regulations for Automatic Identification System. This system is used for collision avoidance on ships and tracking by the Vessel Traffic Services (VTS). The system is now more reliable with 99% uptime and compliant with EU regulations.

ICTD also assisted AFM by procuring all necessary equipment in order to keep the Coast VTMIS fully operational. Furthermore an Expression of Interest for the upgrade of both Ports and Coast VTMIS together with an SLA for 5 years was issued. There was a very good response and a tender will be issued in the near future

PHB CCTV Cameras

As per previous year the improvement in port security was one of Transport Malta's aims for 2016. One of the measures to achieve this aim was to improve the existing CCTV systems and ensure that all areas are secured. To improve the system the following measures were implemented:

- 3 new Full HD I.P. cameras were procured to be installed at KGT, Delimara and Bugibba. These will replace the old analogue cameras.
- New CCTV camera systems were installed to cover all the boundary areas at Flagstone Wharf Marsa and CAD premises Luqa. All cameras can be accessed remotely using a remote client application.

For security purposes both systems include also a password protection.

- During the year under review ICTD personnel have also cleaned and re adjusted existing cameras as part of the routine maintenance tasks of the unit.

New Office in Fgura (A3 Towers)

During 2016 the new TM offices in Paola have been finalized and existing units from Marsa, Sa Maison and Floriana have been moved to the new premises. ICTD was responsible to ensure that all information and technological requirements for these Units was made available.

Apart from monitoring and co-ordinating all subcontracted information and technological works ICTD personnel terminated, labelled and tested all 900 network points including the installation of the respective patch panels in the equipment cabinets in both Server rooms.

ICTD personnel were also responsible for the management of the actual move of all Departments to the new premises. The shift was seamless and 100% successful with no interruption to any service offered to clients by all units moved to the premises in Paola.

ICTD is also assisting in the implementation process of the new traffic management system project having the main control room at A3 Towers.

System Enhancements

In 2016 as per previous years ICTD have assisted and co-ordinated several upgrades of existing operational systems that mainly improved performance, simplified processes and increased functionalities. During the year the following systems have been enhanced;

- Fleet Management system
- VERA
- Driving Licence System
- ECCAIRS
- Road Permit System
- Public Transport Routes Database
- Procurement System

A new service level agreement has been established and several new support and maintenance agreement including enhancements have been signed.

STREETS Project

In 2012, STREETS was one of the projects approved by the ERDF, Italy-Malta OP. As the main deliverable of this project was to strengthen the link between Malta and Sicily, Transport Malta is strengthening also its backbone infrastructure, by ensuring that processes, resources and isolated datasets are integrated in this platform. Through this project, Transport Malta implemented an enterprise-wide GIS implementation across all the Authority to consolidate operations within the directorates, facilitate transportation planning decisions, visualise and manipulate data of for land, sea and air transport. The GIS platform is an ongoing process as integrates to other specific transport applications to support planning, daily operational and business needs for managing and maintaining a transport network and services. The GIS platform acts as an integrator, bringing together every aspect of the Authority's operations by providing interoperable technology, geographic data standards, deployed data storages and technologies.

During the year under review ICTD focusing on building the internal services (data and tools), for every directorate into one single repository so directorates are connected with each other through this Platform. In conjunction with RID; Transport Malta is building the GIS capabilities and delving in detail into building the resources required. ICTD strives to support all other directorates on all GIS initiatives currently underway, so can streamline all business processes and also centralise all transport related data.

NSW (National Single Window) Project

Directive 2010/65/EU establishes that Member States shall accept the fulfilment of reporting formalities in electronic format and their transmission via a single window by 1 June 2015. This single window is the place where all information is reported once and made available to various competent authorities and other Member States.

After various study and presentations TM opted to upgrade the existing Portnet system. The Portnet has been upgraded to support the formalities referred to in Directive 2010/65/EU and the notifications required by Directive 2009/16/EC.

The National Single Window (Portnet) covers the information flows between:

- The ship data providers (e.g. ship agent/master, shipping company) and the NS;
- The NSW and public authorities which are responsible for receiving the data; and
- SSN and the NSW.

Ship Data Providers fulfil the reporting formalities through a harmonized graphical user interface, and through uploading XLS files. The data structure and formats are based on the results of the work of the eMS Group which was established to co-ordinate the implementation of Directive 2010/65/EU. The XML message structure is based on [ISO 28005 standard for Electronic Port Clearance](#).

Various consultations were done with all stakeholders including various authorities like Police, Customs and others, besides the ship agents themselves.

TM also held various hands-on training sessions to agents who were going to use the new format (uploading of various excel forms) in order to see a smooth transition.

The system was also upgraded to cater for the Safe Sea Net V3 obligation which TM is obliged to provide to EMSA.

Business Services Improvement

During 2016 ICTD continued to champion TM's business process improvement initiatives with the ultimate aim being to simplify bureaucracy. The main functions are the following;

- To define existing structures and processes and identify areas that needs renovation. Determine what outcomes would add value to the Authority's objectives and align its processes to realize the Authority's goals;
- To define, build and roll out innovative and streamlined processes and business solutions that increase efficiencies, simplify bureaucracy, improve customer satisfaction and, where pertinent, build customer loyalty and drive revenue;
- To define the implementation plan and scheduling, act as a facilitator to the implementation team, provide timely updates and elevate critical risks to project and senior management;
- To act as a liaison between the directorate officials owning specific processes and ICT personnel so as to ensure that business requirements are complete and met by the proposed technology solutions;

During the year under review a high level review on the existing processes and systems used by the Ports and Yachting Directorate has been performed. The main scope of this review was to identify any waste and/or unnecessary bureaucracy and provide options to reduce or eliminate it. The information regarding the existing processes was compiled, assessed, reviewed and then analyzed to refine "as is" and define "to be" processes through several meetings held with management and key players from the Ports and Yachting Directorate. Several improvements have been identified to eliminate existing gaps and increase the level of control.







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