

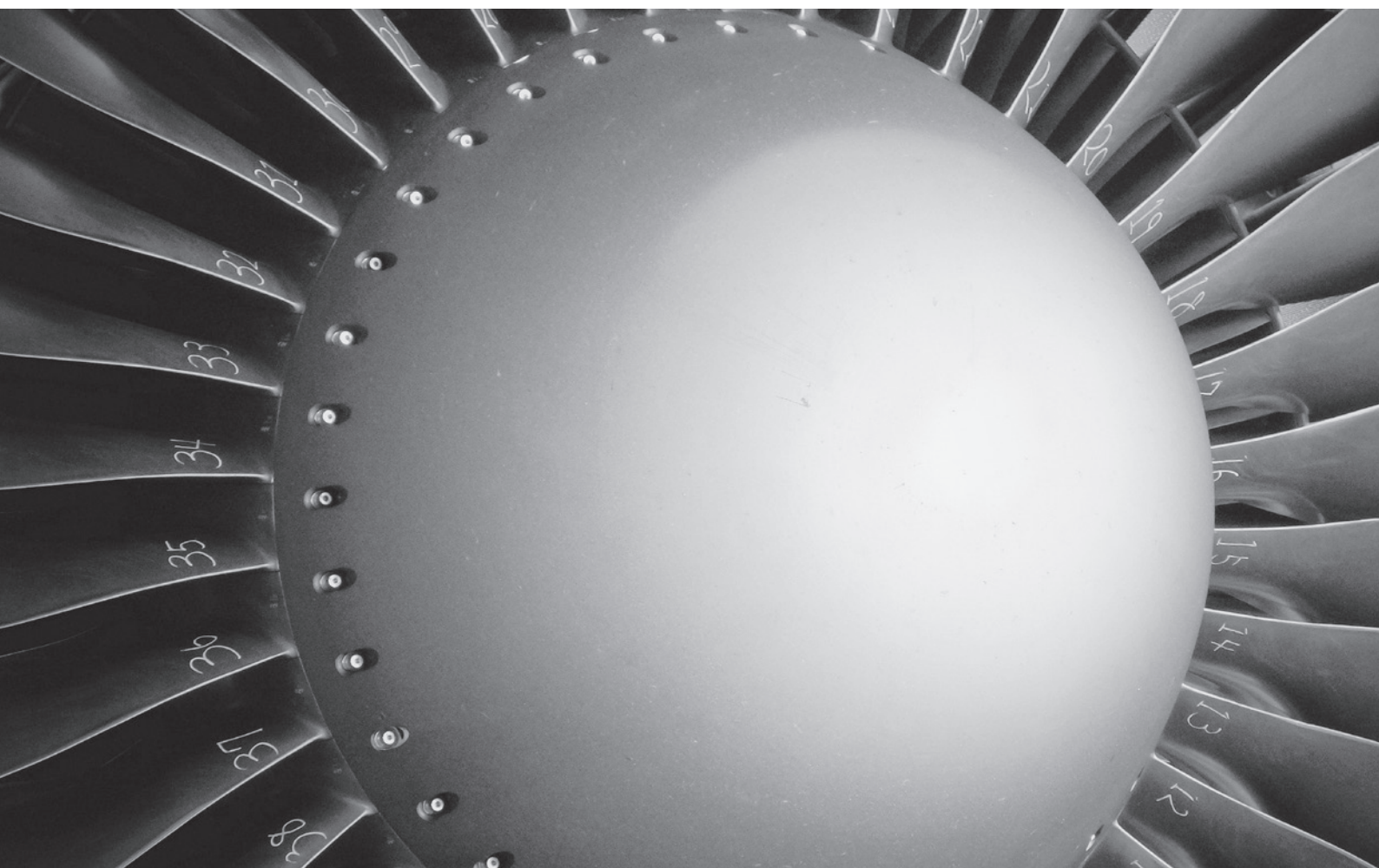


# TRANSPORT MALTA

Annual Report 2019

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Transport Malta



[transport.gov.mt](http://transport.gov.mt)

# TABLE OF CONTENTS

EXECUTIVE SUMMARY	2
TRANSPORT MALTA ADMINISTRATION	4
MEMBERS OF THE BOARD OF TRANSPORT MALTA	6
MISSION STATEMENT	7
MAIN OBJECTIVES AND POLICIES	8
MERCHANT SHIPPING DIRECTORATE	10
PORTS AND YACHTING DIRECTORATE	24
CIVIL AVIATION DIRECTORATE	40
LAND TRANSPORT DIRECTORATE	56
ENFORCEMENT DIRECTORATE	74
INTEGRATED TRANSPORT STRATEGY DIRECTORATE	87
CORPORATE SERVICES DIRECTORATE	103
INFORMATION & COMMUNICATION TECHNOLOGY DIRECTORATE	110



## Merchant Shipping Directorate

As at end December 2019, the number of ships registered under the Merchant Shipping Act was 8,594 for a total gross tonnage of 82.93 million. This represents a growth rate of around 7.32% over the previous year, with Malta maintaining its position as the largest register in Europe and the sixth largest 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 2019, the Malta flag registered an increase of over 7.3% over the previous year in the registration of super yachts over 24 metres in length under the Merchant Shipping Act, with over 806 super yachts flying the Malta flag.

## Ports And Yachting Directorate

During 2019, the total number of cruise passengers visiting the Maltese Islands increased by 185,623 to reach a total of 908,549 passengers, an increase of 25.6% when compared to the previous operational year. The number of cruise liners visiting the Maltese islands was 376, which is 46 more than the previous operational year. Of these, 17 berthed in or off Mgarr Gozo whilst the remainder berthed in the Grand Harbour, mostly at Pinto Wharfs. The most popular month for cruise liners was October with 64 vessels, followed by May with 54, whilst the least popular month was December with 4 cruise liners. The number of recorded shipping movements in 2019 amounted to 12,392 when compared to 12,833 in 2018. Circa 29% of these were bunkers within territorial waters. The total number of passengers travelling to and from Malta by Catamaran or RO-RO in 2019 was 323,970, an increase of 19,166 over the previous year. Trailers at the Port of Valletta registered a decrease of 1.25% over the previous year, from 104,328 in 2018 to 103,023 in 2019. In 2019, a total of 96 LNG Tankers visited the Maltese ports compared to 67 the previous year.

## Aircraft Registration and Aviation Matters

This year has been another record year for the Maltese Aircraft register as the aviation sector continued to build on the successes of the previous year. At the end of 2019, the number of aircraft on the Malta National Aircraft Register exceeded the 400 mark. The list of companies continued to grow, with a total of 37 Air Operating Certificate (AOC) holders at the end of the year. These AOCs are complemented by Cabin Crew Training organizations, Airline Training organizations, Part 145, and Part 147 units. The number of individual licences has nearly doubled and the Directorate will soon launch an electronic examination system replacing the old paper exams.

## Land Transport Directorate

During 2019 Transport Malta inaugurated a new office offering services in relation to the Driver and Vehicles Licensing Unit. This new office works together with the Paola office and offers an alternative to clients from North and Central localities.

In 2019 Transport Malta officially launched 6 financial schemes for more sustainable private means of transport, with an investment of €2.5 million.

Within the period under review the Driver Testing and Training Unit processed and carried out 13,555 practical driving tests for various categories, together with hundreds of other more specialised tests. The Unit processed and scheduled over 2,000 assisted theory tests and invigilated numerous Customer Care examination sessions which led to the certification of 2,480 drivers for light passenger transport vehicles (chauffer driven) and horse-drawn cabs.

In 2019, passenger trip figures followed the trend with a further increase of 7.4% when compared to the previous year, reaching 57.4 million. This year, all persons aged 14 to 20 and all full-time students 21 years or older were eligible to travel on public transport for free. In December, this benefit was extended to include persons with disability. A total of 40,420 passengers benefitted from this measure and made over 7.9 million trips. 40 new buses were introduced on the service during this year and frequency on a number of routes was increased. The Tallinja Card was used in 83% of trips. As at the end of December there were over 352,000 persons in possession of a personalised card. This means a further increase of 10.8% over the previous year.

The Unit continued to upgrade the taxi fleet with new vehicles and to coordinate the installation of a new taxi meter and peripheral devices on the first group of taxis. Quality control measures were also carried out on VRT stations using risk-based assessment to ensure safer and cleaner vehicles on our roads. The Unit also sustained its regulatory oversight on the operations of the CVA system in Valletta, and compiled various new policy and regulatory frameworks. Additionally, the Unit upheld its leading role in national and EU fora in the field of international carriage of goods and dangerous goods by road.

## Joseph Bugeja

**Chairman & CEO**



# TRANSPORT MALTA ADMINISTRATION



**FARRUGIA KEVIN**

Chief Operations Officer &  
Deputy CEO



**BUGEJA DAVID**

Chief Officer & Harbour Master -  
Ports & Yachting Directorate



**MONTEBELLO PIERRE**

Chief Officer - Land Transport  
Directorate and ICT



**PACE CHARLES**

Director General for Civil Aviation -  
Civil Aviation Directorate



**PACE MARY ROSE**

Chief Officer - Strategy & Corporate  
Services Directorate



**SAMMUT IVAN**

Registrar General of Shipping and  
Seamen - Merchant Shipping Directorate



**SUTTON DAVID**

Chief Officer - Integrated Transport  
Strategy Directorate



**SYLVANA BARTOLO**

Deputy Chief Officer -  
Land Transport Directorate



**FARRUGIA FRITZ**

Deputy Chief Officer & Deputy Harbour  
Master - Ports & Yachting Directorate



**MUSCAT JESMOND**

Deputy Chief Officer - Integrated  
Transport Strategy Directorate



**TABONE IVAN**

Deputy Chief Officer - Merchant  
Shipping Directorate



**ZARB JOSEPH**

Deputy Chief Officer - Strategy &  
Corporate Services Directorate



**AGIUS GILBERT**

Director - Land Transport Directorate



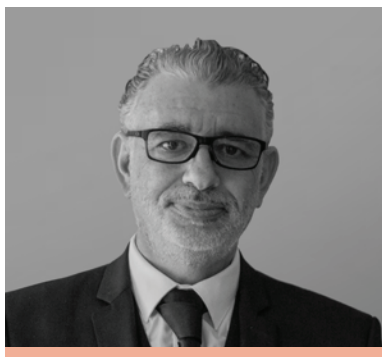
**DAVID ATTARD**

Director - Maritime Security Compliance  
& Monitoring Dept (Ports), PSO



**AXISA CLINT**

Director - Land Enforcement  
Enforcement Directorate



**BARBARA PETER PAUL**

Director - Sustainable Mobility Unit



**FARRUGIA BRIAN MIGUEL**

Director Regulatory Unit -  
Land Transport Directorate



**GRIMA JESMOND**

Director - Foremen, Port Workers &  
PFSO Office of the Port Workers



**POLLACCO PATRICK**

Director - Maritime Enforcement  
Enforcement Directorate

# MEMBERS OF THE BOARD OF TRANSPORT MALTA

During the period 1<sup>st</sup> January 2019 - 31<sup>st</sup> December 2019,  
the Board Members of Transport Malta were:

Chairman & CEO    Mr. Joseph Bugeja (July 2018 - Dec 2018)

Deputy Chairman    Mr. Kevin Farrugia (Jan 2019 - July 2019)  
                                 Mr. Christian Sammut (from August 2019)

Board Secretary    Dr. Vanessa Vella

Members            Mr. Paul Muscat  
                                 Dr. Mary Gauci  
                                 Dr. Denise Abela  
                                 Notary Dr. Malcolm Mangion  
                                 Mr. Renald Falzon  
                                 Mr. Matthew Chetcuti (from August 2019)  
                                 Dr. Andre Borg (from August 2019)  
                                 Ms. Pamela Schembri (from August 2019)  
                                 Mr. Reno Calleja (from August 2019)  
                                 Mr. Vince Micallef (from August 2019)  
                                 Perit Deborah Busuttil (Jan 2019 - April 2019)  
                                 Mr. Oliver Scicluna (Jan 2019 - July 2019)



# 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;
- manage traffic and promote traffic safety;
- develop and maintain maritime infrastructure;
- manage port security and promote safety at sea.

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. Following the establishment of roads agency Infrastructure Malta in 2018, Transport Malta has retained its regulatory role with regard to Malta's road network.



# MERCHANT SHIPPING DIRECTORATE

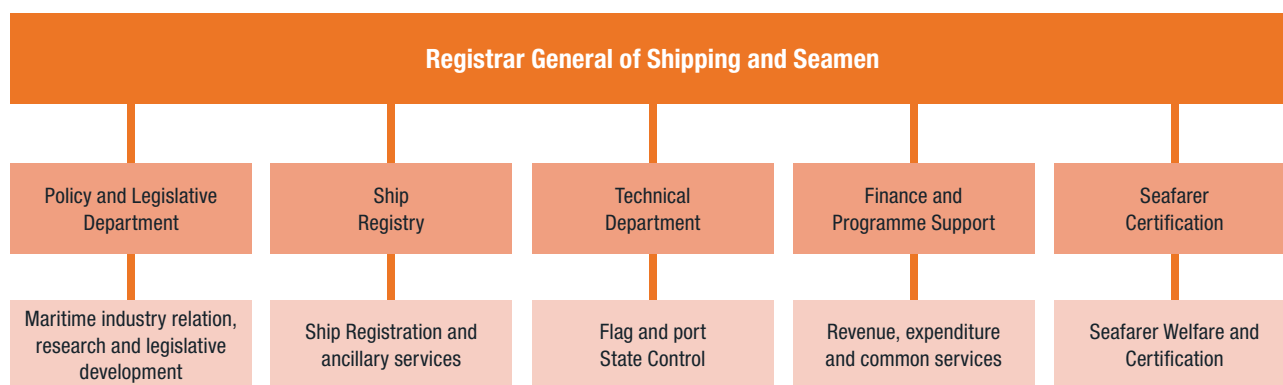
## Functions and Duties

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 regard to safety and pollution prevention, and to promote the maritime services provided by Malta 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 for regulating and controlling the licensing of shipping organisations 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 regard 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 digitalisation 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 postgraduate courses both in Malta and abroad. The short training programme includes attendance and participation of Directorate personnel in a number of short courses, seminars and workshops and familiarisation visits in Malta and



abroad. The programme is financed both through Authority funds and 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 digitalisation, further digitalised services are being introduced.

The electronic fleet management system is the main tool used by the Directorate to assist with daily ship registration operations and the issue of all certificates of registry. The process leading to the introduction of new electronic systems within the Seafarers' Certification Department has continued. The Directorate is finalising a fully digitised platform whereby customers can have online access to services on a 24/7 basis. The system aims to address the needs of the Directorate's client base in terms of applying for any service related to training and certification, online payment clearance and a real time certification authentication platform. During the year under review, the relevant software was developed and the final testing on the system is being carried out with a plan to go live during the second quarter of 2020.

During 2019, the Directorate continued with the implementation of the EU Funded Project under Regulation (EU) 2017/825 on the establishment of the Structural Reform Support Programme ("SRSP Regulation") to analyse and support the introduction of electronic services to the Maltese maritime industry. The project is aimed to contribute to the introduction of improved processes in the Maltese maritime administration by refining the mapping of existing processes, identifying bottlenecks and developing recommendations for new simplified processes that can be implemented electronically in order to reform the maritime sector with a view to enhance competitiveness, productivity, sustainable growth, job creation and investment. All the business processes have been reviewed and discussed in detail both internally and externally with all stakeholders.

The results of the project will be the development of recommendations and a detailed plan, including resources and time estimates, to introduce simplified processes within the Maltese maritime administration. This project will also contribute to fulfilling the Maltese National Digital Strategy. The implementation of simplified processes and the introduction of electronic solutions will improve existing work practices, increasing the efficiency and effectiveness of the Directorate. The new procedures and system should reduce workload and eliminate existing gaps which can be the source of human error. The system shall also provide better control over all stages of the process with increased security, accessibility and accountability. The project is planned for completion in 2020.

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 workshops, participation in trade visits and bilateral discussions with a number of other important maritime nations. Inter alia, the Directorate has participated in the yearly Monaco Yacht Show Exhibition. Following consultation with stakeholders, the Malta Ship Registry opened its first regional office in Athens, Greece with the aim of providing a more value-added service to its customers.

2019 also saw Malta being re-elected to the IMO Council with the second highest number of votes in its category, following Singapore. This was the highest number of votes ever obtained by Malta, and is clear evidence of the reputation and respect that Malta enjoys within the international shipping community.

Following certification by the Malta Competition and Consumer Affairs Authority (MCCAA) as having in place an ISO 9001:2015 quality management system, the Directorate has gone through two surveillance audits by the MCCAA in 2019. Once again, it confirmed its certification, showing the Directorate's commitment to continuously improve and provide high value-added services to shipowners and operators around the world and to the Maltese maritime community at large.

During 2019, the Directorate has further consolidated its services as a leading Flag State, carrying out preparatory work leading to the accession to additional international conventions and the further enhancement of its processes and procedures.

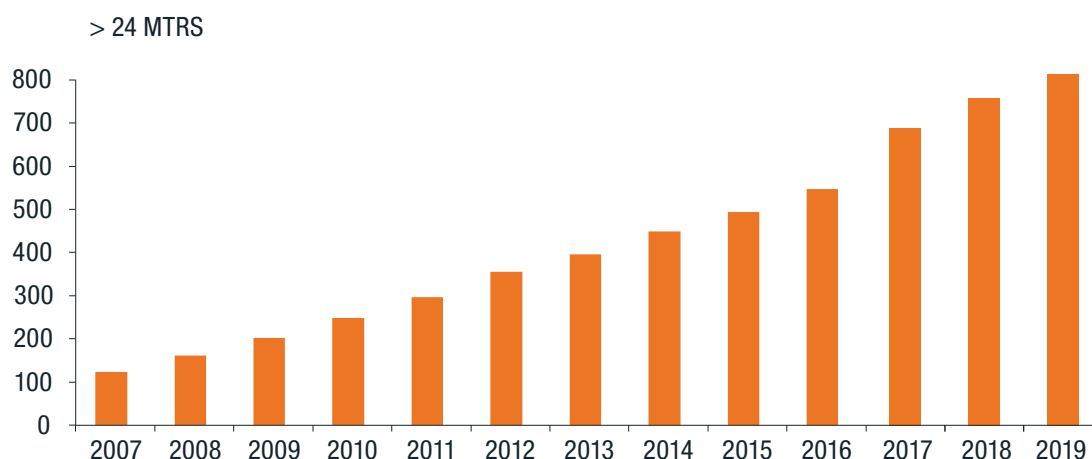
## Registry of Ships

Between January and December 2019, 775 vessels totaling a gross tonnage of 10,568,352 were registered under the Malta flag while cancellation of registry was effected in respect of 460 vessels with a total gross tonnage of 5,218,761. These results represent a growth for the Malta flag of 7.32% over the end of 2018.

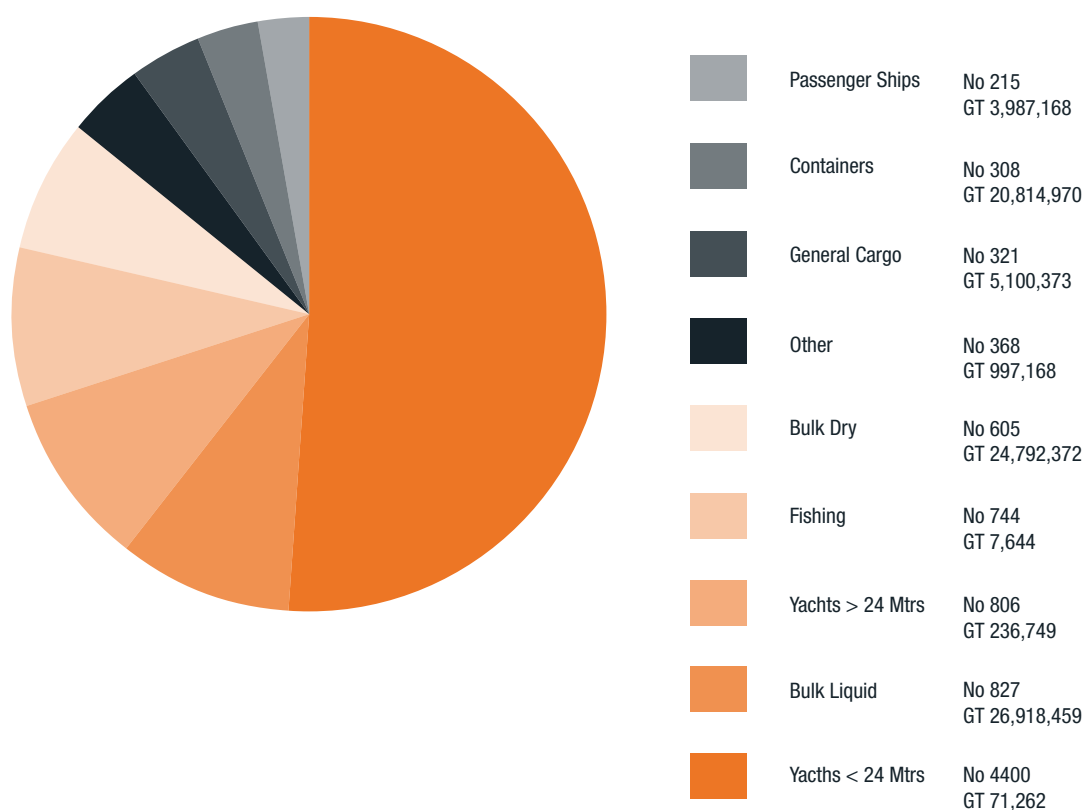
As at end December 2019, the number of ships registered under the Merchant Shipping Act was 8,594 for a total gross tonnage of 82.93 million. Through the ongoing efforts of the Merchant Shipping Directorate and the shipping community, Malta has maintained its position as the largest register in Europe and the sixth largest in the world in terms of gross tonnage. The average age of all vessels registered during this same period was 11 years and 12.6 years for ships of 100 gross tons and over. The average age for deletion of registry was 16.5 years, with ships of 100 gross tons and over averaging 16 years. The average age of all merchant vessels registered as at 31<sup>st</sup> December 2019 was 13.7 years.

The Directorate has also further strengthened its presence in the super yacht sector. During 2019, the Malta flag registered an increase of over 7.3% over the previous year in the registration of super yachts over 24 metres in length under the Merchant Shipping Act, with over 806 super yachts flying the Malta flag.

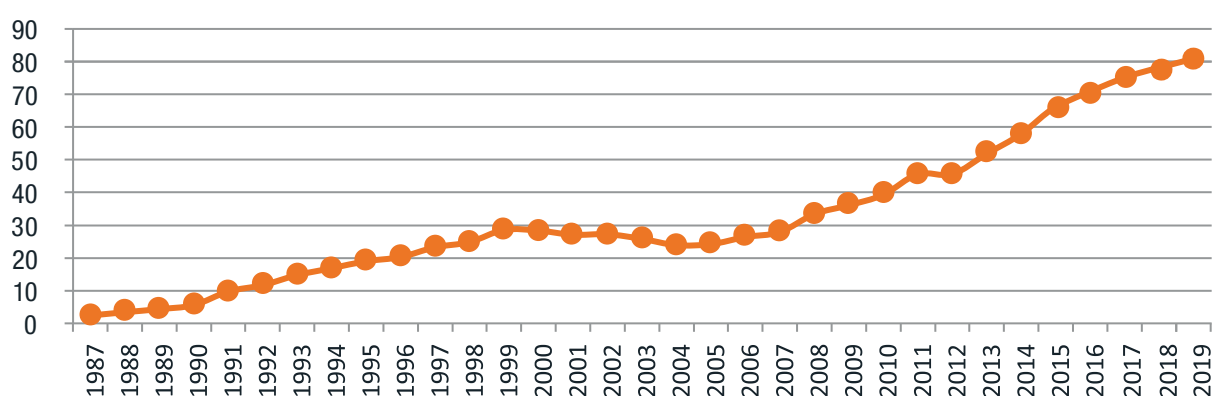
### Super Yachts Registered under the Merchant Shipping Act as at 31 December 2019



## Vessels by Type Registered under the Merchant Shipping Act as at 31st December 2019



## 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 but 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 specialised 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 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 Transport Malta's expense.

Between January and December 2019, 955 inspections (33,278,747 gross tons) were carried out in 254 ports in 44 different countries worldwide. The Directorate detained 23 ships until it was ascertained that they had been brought up to the required standard.

Malta's ship inspection regime is well-received by the international shipping community including shipowners themselves. Undoubtedly, it has substantially improved 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 2019 can be provisionally quoted as 1.9% which would reaffirm Malta's place in the MoU's white list. This is also the lowest detention rate ever recorded by the Maltese registered fleet.

## 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 reorganisation of the operations of the Directorate and the introduction of new procedures in order to meet the new obligations.

Between January and December 2019, 187 foreign flagged ships were inspected. This represents 23.3% of the total number of foreign merchant ships entering Maltese ports. Detention orders were issued in respect of 8 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 492 occurrences were reported to the Marine Safety Investigation Unit (MSIU). Of these, 316 were reportable accidents and incidents on board Maltese registered ships. The majority of these were classified as less serious or minor incidents. There were 8 accidents which were classified as very serious. 6 very serious accidents involved loss of life of either persons on board or shore workers, whilst 1 occurrence resulted in a collision with a fishing boat, with the subsequent loss of 1 of the fishermen. The MSIU initiated 21 safety investigations in 2019 and is participating in 5 other safety investigations led by other IMO Member States. 39 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 Directorate cooperated with the MSIU in order for the latter to carry out the necessary safety investigations in accordance with the Laws of Malta, and provided all the necessary information.

It is important to note 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, with an increase in the overall number of reported occurrences but a slight reduction in the number of reported very serious casualties.

## 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, 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 of training and certifying seafarers engaged on Maltese ships.

By the end of December 2019, the Directorate had processed over 302,785 applications from officers serving or wanting to serve on Maltese ships for endorsements attesting to the recognition of their certificate of competency issued by a foreign Administration. Of these, 20,171 were processed during 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 training providers both in Malta and abroad, ashore and on board, which 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 legislation. Currently, there are 25 approved maritime training providers delivering 165 approved STCW courses and 16 non-STCW courses. During the period under review, the Directorate approved 2 new maritime training centres and 20 new maritime training courses. Furthermore, 23 maritime training courses were re-approved.

During 2019, the Directorate organised 22 examination sessions leading to the issue of Certificates of Competency as Master Mariner, Chief Mate and Officer in Charge of a Navigational Watch. All examinations were financed by Transport Malta as part of its assistance to the industry to attract new officers.

During the same period, the Directorate issued:

- 3 Revalidations for Certificate of Competency Officer in Charge of an Engineering Watch
- 11 new Certificates of Competency as Officer in Charge of a Navigational Watch and 18 revalidations
- 2 Revalidations for Chief Mate
- 3 Revalidations for Master Mariner.
- 5 GMDSS General Operator Certificates of Competency together with 15 revalidations
- 2 GMDSS Restricted Operator Certificate and 4 revalidations
- 56 new VHF-SRC certificates together with 7 revalidations
- 217 PSCRB Certificates
- 13 EDH Certificates
- 61 SSO Certificates
- 13 Engineering Watch Rating Certificates
- 2 Navigational Watch Rating Certificates
- 12 Able Seafarer Certificates
- 839 Security Awareness Training Certificates
- 65 Designated Security Duties Certificates
- 103 Advanced Fire Fighting Certificates
- 71 Medical First Aid Certificates
- 82 Medical Care Certificates

- 2,659 Seaman Record Books
- 84 Basic Tanker Training Certificates
- 274 Advanced Tanker Training Certificates
- 776 Basic Safety Training Certificates
- 117 Basic Training Certificates for Seafarers Engaged On Ships Operating in Polar Waters
- 17 Master Yachts, 12 Recreational Skipper and 483 attestation letters.

In 2019, in close consultation with stakeholders involved in the provision of maritime training, the Directorate developed various syllabi for courses leading to certification of crew engaged in the leisure and recreational industry. For the first time, the sector is provided with specific training for the crew in this industry and caters for their specific needs. This will ensure a structured way of how such crew are trained and certified in the interest of safety. Such courses were welcomed by all players involved.

## 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 in these meetings is imperative for Malta to achieve its key objectives related 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.

Furthermore, during the period under review, the Directorate opened its first ever regional office in Greece, with a view to meet customer expectations in the Greek market. The aim of the office is to create more visibility of the maritime services offered by Malta in the leading maritime city of the world.

The Directorate continued 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' specialised 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 in 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. In November 2019, the Assembly re-elected Malta as one of the members of its Council for the period 2020-2021, garnering the second highest number of votes in its category.

In June, Malta celebrated the 30th Graduation Ceremony of the IMO International Maritime Law Institute. During the graduation ceremony, Malta bid farewell to 48 students from 35 States who were awarded the Diploma in International Maritime Law, the Master of Laws Degree in International Maritime Law, the Master of Humanities in International Maritime Legislation and the Magister Juris Degree in International Maritime Law.

## European Union

The Merchant Shipping Directorate has continued its active involvement in providing input for the formulation of Malta's policy with respect to the ongoing debates at EU level on maritime 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. Notably, intense negotiations were carried out on the proposal for a Regulation amending Regulation (EU) 2015/757 in order to take appropriate account of the global data collection system for ship fuel oil consumption data.

A major part of the discussions at EU level focused on the coordination of the position to be adopted by the EU Member States during IMO Committees and sub-Committees. The Directorate examined proposals for Council Decisions setting out formal EU positions, together with Commission papers establishing EU coordinated positions.

The Directorate continues to support the work of the European Maritime Safety Agency (EMSA), through its participation in the Administrative Board. EMSA operates in the areas of maritime safety, maritime security and the 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 cases of oil slicks and 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. A team from EMSA has also visited the Directorate in order to assess Malta's implementation of Directive (EU) 2016/802 relating to a reduction in the sulphur content of certain liquid fuels.

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 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 intense work on the implementation and enforcement of the Sulphur Directive, and the Regulation on Monitoring and Reporting of CO<sub>2</sub> emissions from ships. The Directorate also participates 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.

Apart from providing direct input on legislative proposals and EU documentation, the Directorate has provided feedback and advice to various entities with respect to maritime issues. Given the broad spectrum of areas having

implications on shipping, including the environment and climate change, the Directorate has on various occasions acted as a facilitator to coordinate discussions amongst different entities and stakeholders to ensure a consistent national horizontal policy with respect to maritime issues.

## 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 to ensure that these are in line with current international legislation and practices. The review exercise includes ongoing monitoring of evolving EU legislation 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.

In 2019, the Directorate continued to intensify the implementation of its oversight programme on Recognised Organisations and Appointed Government Surveyors acting on behalf of the Government of Malta. This included a number of audits in offices around the world to ensure that the relevant procedures and standards were maintained at all times.

During the period under review, the revision of some subsidiary legislation under the Merchant Shipping Act was carried out. Three pieces of legislation were promulgated, namely the Merchant Shipping (Safe Operation of Ro-Ro Passenger Ships and High-Speed Passenger Craft in Regular Service) Regulations, 2019, the Merchant Shipping (Port State Control) (Amendment) Regulations, 2019, and the Merchant Shipping (Counting and Registration of Persons on Board Passenger Ships) Regulations, 2019.

The Merchant Shipping (Safe Operation of Ro-Ro Passenger Ships and High-Speed Passenger Craft in Regular Service) Regulations and the Merchant Shipping (Port State Control) (Amendment) Regulations transpose into Maltese legislation Directive (EU) 2017/2110 of the European Parliament and of the Council of 15 November 2017 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC and repealing Council Directive 1999/35/EC (Directive (EU) 2017/2110).

The Merchant Shipping (Counting and Registration of Persons on Board Passenger Ships) Regulations, 2019 transpose into Maltese legislation (in relation to ships registered in terms of the Merchant Shipping Act) Directive (EU) 2017/2109 of the European Parliament and of the Council of 15 November 2017 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 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

The Directorate also continued to pursue an agenda for the ratification of international maritime conventions. In May 2019, Malta in fact ratified the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009. The Convention is aimed at ensuring that ships, when being recycled after reaching the end of their operational lives, do not pose any unnecessary risks to human health, safety and to the environment.

The period under review was a particularly active year in view of the approaching entry into force of the 0.50% m/m sulphur limit on 1<sup>st</sup> January 2020. This new limit, which is a requirement both in terms of MARPOL Annex VI and the EU Sulphur Directive, was high on the agenda particularly due to the anticipated unprecedented changes and challenges for the shipping industry. This necessitated the Directorate to take steps for the preparation of the implementation of the global sulphur cap. Some of the crucial concerns were related to the safety implications and global availability of compliant fuels. The Directorate was actively involved in the substantial work carried out within the IMO and EU fora with a view to addressing the various concerns associated with the smooth and consistent implementation of the new sulphur cap.

Developments also continued on the reduction of greenhouse gas (GHG) emissions from ships, particularly as this topic is among the top priorities both at IMO and EU level, amidst growing pressure to address climate change. The Directorate has continued its active involvement in the ongoing work aimed at implementing the IMO Initial Strategy for the Reduction of GHG Emissions from Ships. In particular, there was significant progress towards the development of short-term measures, among the candidate measures to further reduce emissions and help achieve the targets in the strategy. The general direction moved towards a mandatory goal-based approach for both the technical and operational approaches that would provide the needed flexibility and incentive for innovation. From a longer-term perspective, progress was also made on the need to encourage the uptake of alternative low- and zero-carbon fuels in the shipping sector.

The implementation of the EU Regulation on the Monitoring, Reporting and Verification of carbon dioxide emissions from ships continued. 2019 was the first year when the data from the first reporting period was made public through EMSA, as part of an overall plan to encourage the uptake of energy efficiency measures to reduce greenhouse gas emissions from maritime transport. On a parallel level, there was also progress on the implementation of the IMO Data Collection System for fuel oil Consumption, with the year 2019 being the first monitoring period for the required data.

This is clear evidence of the environmental conscience that the Administration has. It worked hand in hand with the industry to identify ways of meeting stringent environmental standards with the aim of improving the environmental impact of the shipping industry.

Moreover, the Directorate actively participated in the ongoing work within UNCITRAL with respect to the development of an instrument regarding the Judicial Sale of Ships. The draft instrument on the judicial sale of ships that is being discussed by UNCITRAL Working Group VI has its origins in a proposal by the Comité Maritime International (CMI) for future work on cross-border issues related to the judicial sale of ships. The proposal outlines certain problems associated with the non-recognition in one State of judgments ordering the sale of a ship that emanated from another State. In particular, the failure to recognise the clean title acquired by the purchaser under the law of the State of sale led to difficulties in deregistering the ship from its presale registry and gave rise to the risk of subsequent arrest of the ship for presale claims. The development of an instrument on the Judicial Sale of Ships aims to address such issues and safeguard the interests of the parties involved in a judicial sale.

The Non-Convention Vessel (NCV) Code entered into force on 1<sup>st</sup> January 2019. The NCV Code creates synergy and incorporates the requirements that were previously set by the CVC Code (Code of Practice for the Safety of Commercial Vessels) together with the requirements for Non-Convention Vessels, namely the IACS Recommendation No.99. The NCV Code is intended to serve the needs of the non-convention vessels better by optimising the regulatory regime to the particular needs, demands and technologies of this market, in conformity with recent safety and international regulations and standards. Furthermore, the NVC Code incorporates the requirements set out of Directive 2009/45/EC on safety rules and standards for passenger ships, including the latest amendments to the said Directive that entered into force on 21st December 2019.



## Merchant Shipping Notices

During 2019, 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, 16 Merchant Shipping Notices, 11 Technical Notices and 2 Information Notices were issued, as per below list:

- Compliance with Directive 2014/90/EU on Marine Equipment (MS Notice)
- Minimum Basic Wage (MS Notice)
- Implementation of the International Convention on Standards of training, certification and Watchkeeping for Seafarers, As Amended (MS Notice)
- Medical Fitness Certificate (MS Notice)
- Guidelines for the Implementation of the Maritime Labour Convention 2006 (MS Notice)
- Survey on Seafarers Serving on Malta Flag Ships (MS Notice)
- Guidelines regarding the issuing of Maltese Seaman's Record Book (MS Notice)
- Compliance with Directive 2014/90/EU on Marine Equipment (MS Notice)
- Revision of the Commercial Yacht Code (MS Notice)
- Registration to Thetis MRV (MS Notice)
- Implementation of Regulation (EU) 2015,757 (MS Notice)
- Concentrated Inspection Campaign on Emergency Systems and Procedures (MS Notice)
- Marine Equipment Directive - EU Declarations of Conformity (MS Notice)
- Annual Return of Shipping Organisations benefitting from the Tonnage Tax Regime (MS Notice)
- Application of Regulation (EU) 1257/2013 on Ship Recycling by Port State Control related deficiencies to the 15-ppm Bilge Alarm System (MS Notice)
- Merchant Shipping (Safe Operation of Ro-Ro Passenger Ships and High-Speed Passenger Craft in regular craft in regular service) Regulations, 2019, Merchant Shipping (Port State Control) (Amendment) Regulations, 2019, Merchant Shipping (Counting and Registration of persons on board passenger ships) Regulations, 2019 (MS Notice)
- Preparing for the Implementation of the 2020 Sulphur Limit (Technical Notice)
- Fire Control Plan Graphical Symbols (Technical Notice)
- Fire Protection Systems Appliances and Compressed Gas Cylinder - Periodic Inspection Maintenance and Testing (Technical Notice)

- Immersion Suits and Anti-Exposure Suits (Technical Notice)
- Steering Gear Test (Technical Notice)
- Recognition of Life raft Servicing Stations (Technical Notice)
- Guidance ISM Joint Declaration forms (Technical Notice)
- Reporting Obligations and Detentions (Technical Notice)
- Carriage of Bauxite that may liquefy (Technical Notice)
- Ballast Water Management Plan Contingency Measures (Technical Notice)
- Reporting obligations related to Exhaust Gas Cleaning System (EGCS) malfunctions (Technical Notice)
- Safety Issues associated with Fatal Falls inside Cargo Holds (Information Notice)
- Safety issues associated with excessive consumption of alcohol (Information Notice)

## 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.



# 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. The Directorate is also responsible for the management of port facilities which are under the control of the Authority, including yachting and mooring facilities.

Another primary objective of the Directorate is to ensure 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 support and technical 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. The events include the Rolex Middle Sea Race, Notte Bianca, the Fireworks Festival, Birgu Fest and the Regatta Races 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.

Further to the above the Directorate is consulted on many projects related to the maritime industry which includes the upgrading of Pinto Wharfs 4 and 5, the establishment of a berm within the Grand Harbour to mitigate inclement weather, the possible construction of a smaller breakwater in way of the breakwater bridge and the land reclamation and establishment of a new quay connecting Ras Hanžir and Fuel Wharf as a multi modal purpose quay, whose prime purpose would be Ro-Ro and Ro-Pax vessels.

## 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
- specialised 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 a jetty to cater for the berthing of a Floating Storage Unit (FSU) and a shore-based Regasification unit are now fully functional. The LPG Gas Installation is located within this port with its LPG bottling and storage facility located at Bengħajsa 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 a yacht yard.



## Mġarr and Ċirkewwa

The Port of Mġarr, 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 Ċirkewwa, Malta and Mġarr, Gozo. The ferry service is operated by Gozo Channel (operations) Limited. The Port of Mġarr 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 Mġarr Harbour, 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. In 2019, 17 cruise liners made a dedicated port call to Mġarr. The vessels anchored in a location outside port and passengers were transferred with the ships' boats.

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

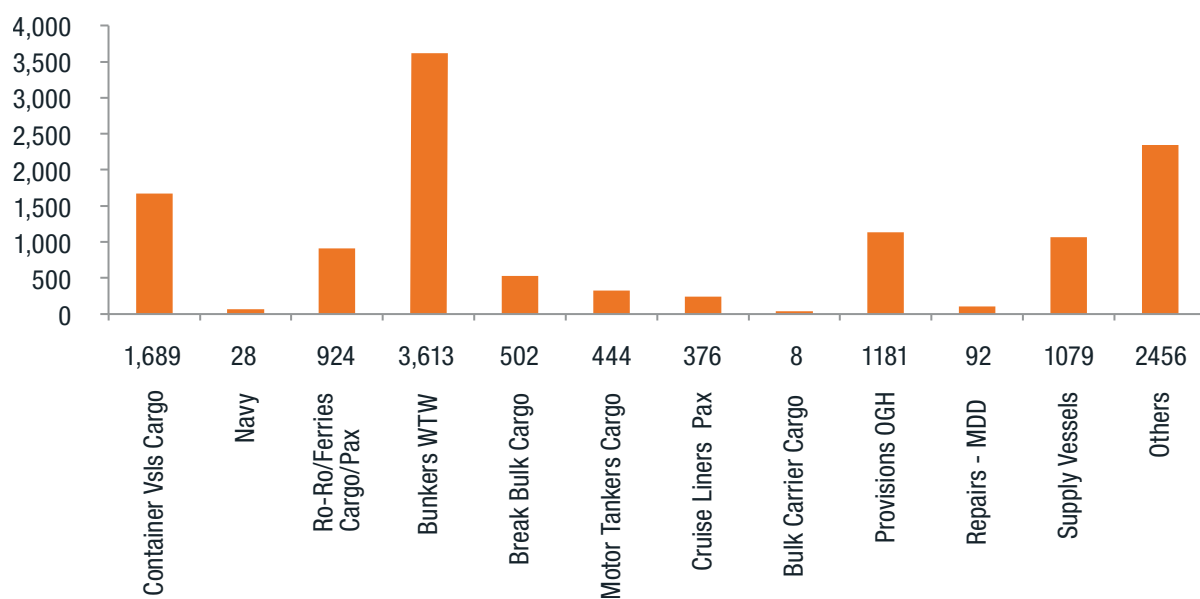
## Statistics and New Services

The Ports and Yachting Directorate is responsible for the collection of maritime data with regard to Directive 2009/42/EC on statistical returns in respect of the 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, assisting stakeholders in market research and forecasting purposes.

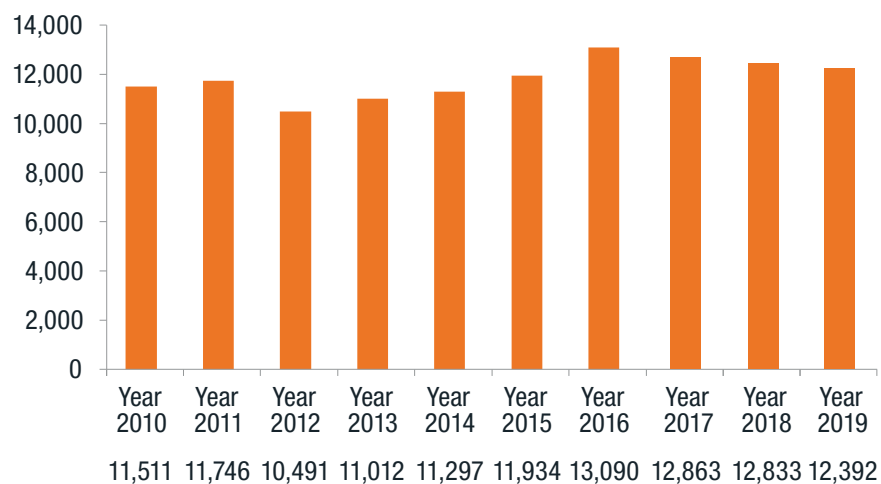
The main statistics collated over the year under review show the following:

- During 2019, the total number of cruise passengers visiting the Maltese Islands increased by 185,623 to reach a total of 908,549 passengers, an increase of 25.6% when compared to the previous operational year.
- The number of cruise liners visiting the Maltese islands was 376, 46 more than the previous operational year. Of these, 17 berthed in or off Mġarr Gozo whilst the remainder berthed in the Grand Harbour, mostly at Pinto Wharfs. The most popular month for cruise liners was October with 64 vessels, followed by May with 54, whilst the least popular month was December with 4 cruise liners.
- The number of recorded shipping movements in 2019 amounted to 12,392 decreasing from 12,833 in 2018. Circa 29% of these were Bunkers within territorial waters .
- The total number of passengers travelling to and from Malta by Catamaran or RO-RO in 2019 was 323,970, an increase of 19,166 over the previous year.
- Trailers at the Port of Valletta registered a decrease of 1.25% over the previous year, from 104,328 in 2018 to 103,023 in 2019.
- In 2019, a total of 96 LNG Tankers visited the Maltese ports, compared to 67 the previous year.

## Shipping Movements from January to December 2019.



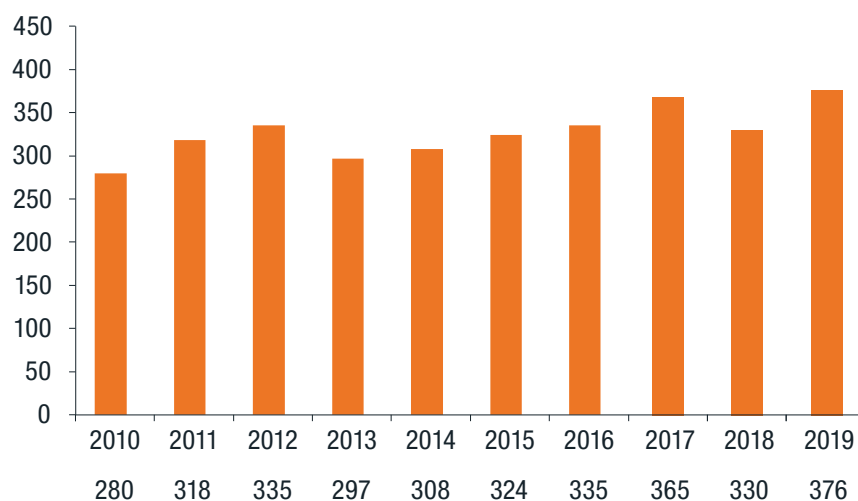
## Number of Vessels arriving in Malta.



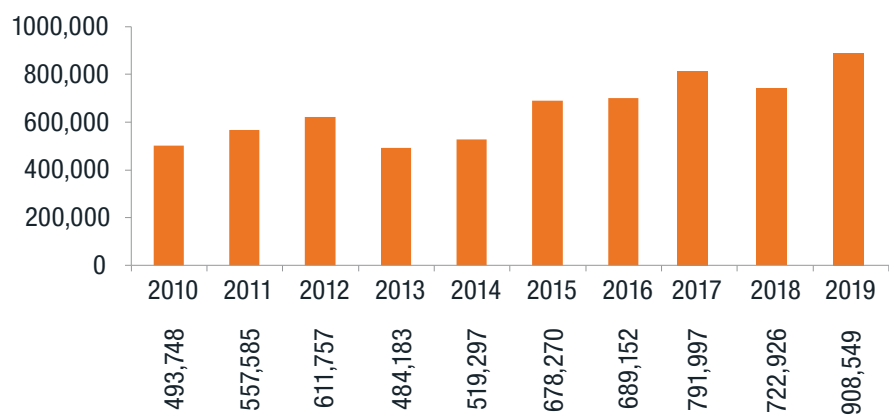
## Gross Tonnage of Vessels in Malta.



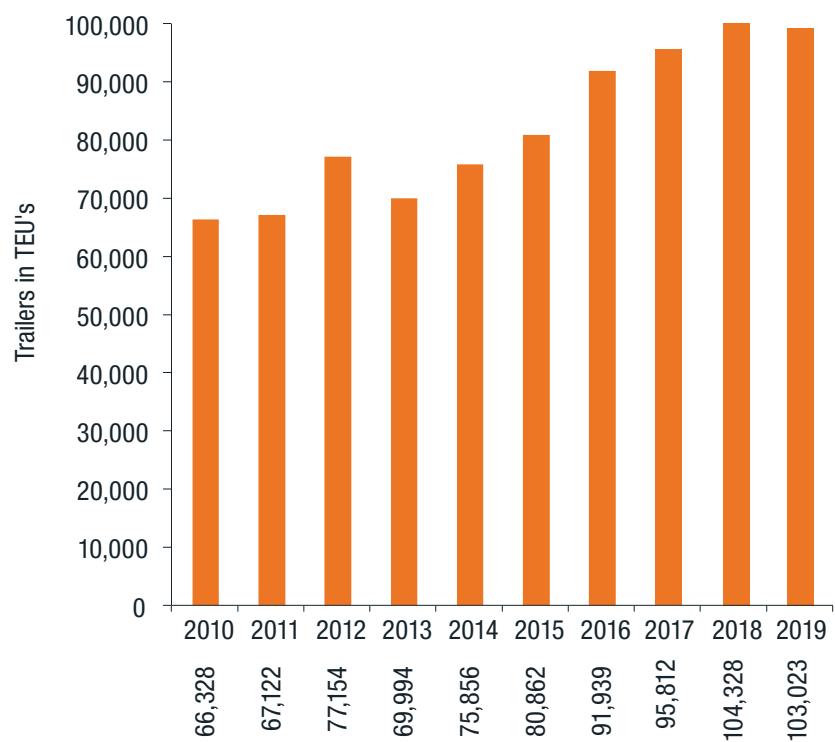
## Cruise Liners in Malta.



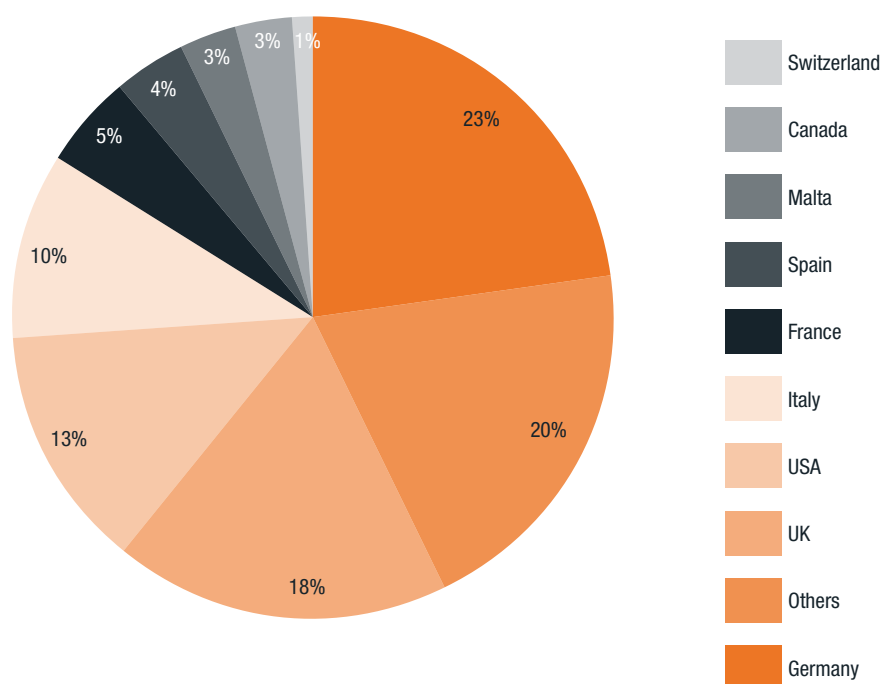
### Cruise Passengers in Malta.



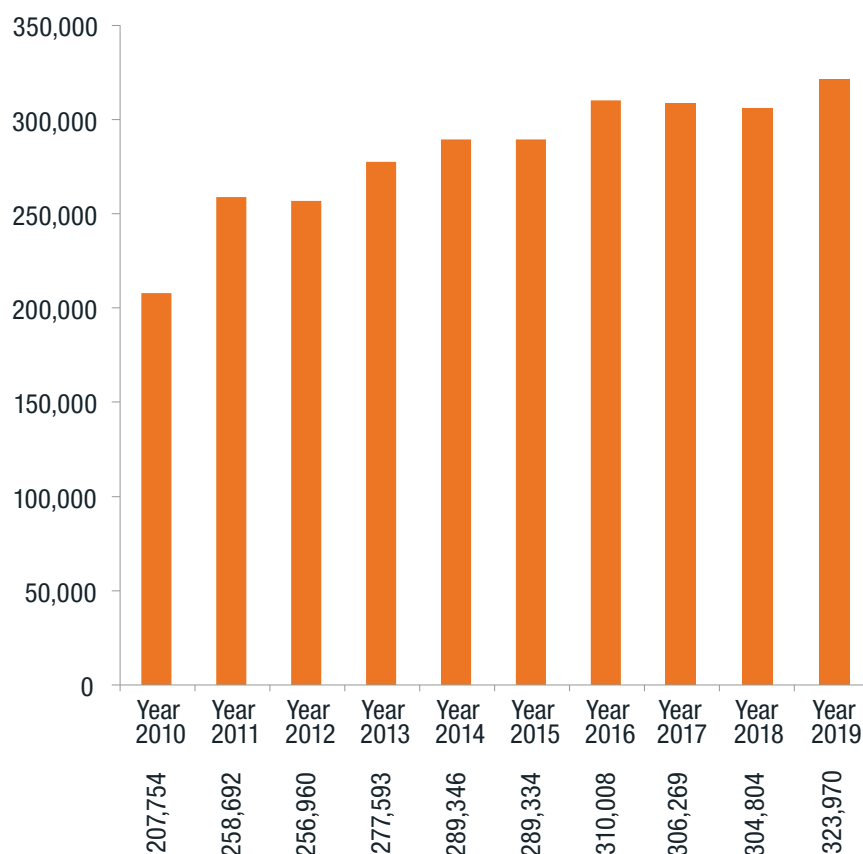
### Trailers handled at the Port of Valletta.



## Cruise Passenger Nationalities.



## RO-RO and Catamaran Ferry Passengers in Malta.



## Malta Freeport

Since its establishment in 1988, Malta Freeport has registered remarkable growth and is now a major transshipment port in the Mediterranean region enjoying positive international recognition with global carriers as a reliable and credible port. Malta Freeport Terminals amalgamate the activities of container handling and industrial storage.

Malta Freeport focuses on the 'hub' concept, whereby cargo is discharged from large mother vessels and relayed to a network of regional ports by regular and frequent feeder vessels. Around 96% of Malta Freeport's container traffic is transshipment business. The logistic concept offers various benefits for Malta Freeport's clients, including fewer mainline port calls, reduced voyage times through minimal diversions and shorter transit times, enabling them to concentrate on profitable voyage legs.

During 2019, Malta Freeport announced a huge €31 million investment in new equipment and infrastructural facilities. The equipment included 15 new Kone Rubber-Tyre Gantry Cranes (RTGs) that stand over 27 metres high, as well as other yard equipment including 67 new tractors. The new cranes, which complement another 50 already in use at the Freeport, are faster than conventional RTGs, safer to operate and considerably quieter than the beeper alarms currently in use on older cranes.

Another milestone for Malta Freeport Terminals was the introduction of a new service between the Mediterranean, the Caribbean and the US, which further enhanced the strategically-located port's connectivity with the western and southern continents. The new service, operated by CMA-CGM and Marfret, will provide Maltese importers and exporters connections to five additional ports: Pointe-à-Pitre (Guadeloupe), Fort-de-France (Martinique), Houston (US), Veracruz (Mexico) and Puerto Moin (Costa Rica). This service will complement Malta Freeport's present extensive network to South America covering five countries including Argentina, Brazil, Colombia, Peru and Uruguay.

During the same period, the first ever LNG-powered container ship visited Malta Freeport Terminals during the course of the vessel's maiden voyage from Asia to Rotterdam. The mv Containerships Polar, operated by a subsidiary of leading shipping line CMA CGM, discharged over 560 containers during its call to Malta. Containerships Polar is the second in a series of four LNG-fuelled vessels put into service by CMA CGM. The use of LNG is fast gaining attention as it will reduce sulphur oxide emissions by 90 to 95% as well as reducing costs.

In October 2019, Malta Freeport Terminals was officially awarded ISO 45001, which is the highest standard to operate an integrated Health & Safety and Environmental Management System that conforms with and is certified to international standards. This shows the Freeport's ongoing commitment to follow the highest standard in this area. This system, which replaces OHSAS 18001 and follows a migration process that started in July 2019, makes it easier to implement and integrate to a management system, giving increased value to users.



## Marine Operations | Incident Response Unit

The Marine Operations | Incident Response Unit is responsible for matters relating to maritime pollution and incident response. During 2019, the Unit responded to more than 40 incidents, mainly Tier one oil spills.

The Unit, with the support of the Port Inspectors Unit, also held a number of inspections at various port facilities and marinas. The purpose of these inspections was to ensure that port facilities were abiding to and complying with the requirements of the Port Reception Facilities (PRF) Regulations and the Dangerous Cargo Ships, Marine Terminals and Facilities and Bunkering Regulations. Other inspections and audits were conducted on organisations/contractors involved in offering on call service to the Bunkering Industry. The purpose of these audits was to ensure that service providers were complying with the requirements and were equipped for any exigency that might arise in the case of hydrocarbon spills. Furthermore, the Unit approved a number of Waste Management Plans and Emergency Response Plans and issued various Waste Exemption Certificates.

During the year, the Unit coordinated various meetings with stakeholders, namely CPD, ERA and AFM, to discuss pollution and preparedness. Such meetings were held in line with the recommendations agreed during the Maritime Safety and Pollution Prevention Committee (MSPPC). A workshop with the major stakeholders was organised to assess Malta's National Marine Pollution Contingency Plan (NMPCP). The workshop was facilitated by experts from ITOPF and as part of the West MOPoCo Project. In line with recommendations discussed during the Maritime Safety and Pollution Prevention Committee (MSPPC), the process to update the National Marine Pollution Contingency Plan (NMPCP) was initiated.

- To ensure that the existing stockpile of pollution response equipment is kept in good order, a new contract was signed with a Service Provider following a tendering procedure. In line with the above, a third party expert was also contracted to assess the equipment stockpile currently housed by the Civil Protection Department. The resultant report was forwarded to the Chairman and the Permanent Secretary for Transport, Infrastructure and Capital Projects.

The Head of Unit and Deputy Head provided support to EMSA in relation to Places of Refuge Training delivered to Black Sea and Caspian Sea countries and the organisation of an EU wide Places of Refuge exercise held in Las Palmas. Both formed part of the exercise planning team and the Deputy Head of Unit was also one of the facilitators during the exercise. Similar support was also provided to REWS in relation to an EMSA audit on the Sulphur Directive carried out in December.

The Unit participated in an EU wide stress test organised by the European Maritime and Safety Agency in Cyprus, Spain and Lisbon. The main objective of this exercise was to assess the efficiency of at sea response with the ultimate objective of preventing to the extent possible pollution from reaching the shoreline. The stress tests were conducted in a way that each response action was valued in terms of effectiveness and, as far as possible, in monetary terms, in order to obtain a ratio for cost efficiency. This was applied to national means as well as EMSA's oil spill response resources, to have an overall view of the response per each type of response means.

The Unit is also responsible for the implementation of some environmental legislation related to ports and shipping. Throughout the year, the Marine Operations | Incident Response Unit and the Legal, EU, and International Affairs Unit within the Ports and Yachting Directorate were involved in various discussions and consultations in relation to the Ballast Water Management Convention and the Quality of Fuel Regulations (Sulphur Directive). Both Units had to prepare the necessary policy for the implementation of the IMO's Global Sulphur Cap initiative which will be in force in 2020 to reduce sulphur emissions from ships to improve air quality and protect the environment.

## EU Funded Projects

The Ports and Yachting Directorate is participating in a number of EU funded projects. Some of the projects were initiated during the year under review whilst others were initiated prior to the year or came to an end during the year.

One of the projects that was completed in 2019 was the **CEF funded project - Technical study and the cost-benefit analysis for the development of liquefied natural gas (LNG) as a marine fuel. The project was managed by the** 'Energy and Water Agency', which is an agency set up within the Office of the Prime Minister (Energy & Projects), whilst Transport Malta was the main partner. Through technical studies, the optimal infrastructure solutions for the development of maritime LNG bunkering in Malta's core network ports of Marsaxlokk and Valletta and offshore Malta were identified.

Another project in which Transport Malta is one of the lead partners/beneficiaries is LIFE - Arcipelagu Għarnija Project. The aim of the project managed by BirdLife Malta and funded through EU- Life is to secure the Maltese Islands for the Yelkouan Shearwater, a small shearwater species that can only be found in the Central and Eastern Mediterranean region (approximately 10% of the global population on the Maltese islands). The role of Transport Malta through its Maritime Enforcement Unit as Associated Beneficiary, is to disseminate information regarding the protection of birds' habitat through the Notices to Mariners and facilitating the assessment of threats of offshore bunkering of ships close to colonies.

Another project in which the Ports and Yachting Directorate was and still is actively participating is Calypso South, co-funded through the Interreg Italia Malta agreement. The project addresses the challenges of safer marine transportation, the protection of human lives at sea, and the safeguarding of marine and coastal resources from irreversible damages. The main outputs of the project consist of weather stations for integrated port safety applications, and additional HF radar stations to improve the coverage, quality and availability of data for targeted downstream services.

Projects initiated during 2019 included the West MOPoCo project and the IMAROS project. The **West MOPoCo Project (Western Mediterranean Region Marine Oil and HNS Pollution Cooperation)** supports Algeria, France, Italy, Malta, Morocco, Spain and Tunisia in collaboration with Monaco in strengthening their cooperation in the field of preparedness for and response to oil and Highly Noxious Substances (HNS) marine pollution and in improving the quality and interoperability of their response capacities. The West MOPoCo project aims specifically to enhance emergency decision making capabilities, to assess national contingency plans and to strengthen cooperation and national emergency procedures.

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

During the year under review, the Traffic Management Unit continued its task of assisting with all matters related to the monitoring and management of vessels. TMU operates from both Valletta and Marsaxlokk, allowing for an improved spread of duties, avoiding duplication of work and maximising efficiency. A number of procedures adopted by the Unit were revised to ensure better hand-over and coordination with other relevant stakeholders at the Ports and Yachting Directorate. Regular meetings were also held at Malta Freeport to ensure better management of traffic movements within Marsaxlokk.

An agreement was reached and signed with Actual Limited, a Slovenian IT company with vast experience in the development of port management systems. The new platform, which will cost circa €625,000, will be developed

in a number of stages. The system is aimed to simplify and harmonise the exchange of information in an effort to facilitate internal and crossborder trade. This is one of the obligations imposed through EU Directives and by other international and EU Agencies such as the European Maritime Safety Agency (EMSA) and the International Maritime Organisation (IMO). The new portal will also address the current non-harmonised reporting environment for ships, and complies with the proposed new European Maritime Single Window environment which brings together, in a coordinated and harmonised way, all reporting associated with a port call. This, in turn, will also improve interoperability and interconnection between the relevant systems, thus enabling data to be shared and reused more efficiently, as appropriate.

The VTS Unit continued its task of assisting with all matters related to the monitoring and management of vessels. In an effort to upgrade the current systems a tender was issued which was awarded to Aster Limited. Through this agreement the consultants were tasked with carrying out an assessment of the current VTS system and subsystems that currently exist within Transport Malta and AFM and to recommend changes to the system covering both Coastal VTS and Port VTS systems. The aim of the Directorate is to improve VTS system coverage, redundancy and functionality through the use of latest technologies that are available on the market. In November 2019 the Consultants presented the reports and specifications for a new system, related applications, ancillary equipment and the VTS system that is to be procured. These reports are now being considered. Transport Malta and AFM are now required to decide and agree on way forward, noting the different requirements both may have and also taking into consideration the costs that each entity would need to fork out for the new systems.

In 2019 systematic inspections were undertaken by PIU on bunker barges and other vessels to make sure that operators were abiding with requirements imposed through Subsidiary Legislation 499.12, pertaining to bunker barges and the use of all-round booms during all bunkering operations in Port. Other inspections were carried out with the Marine Operations and Incident Response Unit to follow up on reports related to oil and other forms of pollution and on incidents that occurred within ports.

The refurbishment and maintenance of the harbourmaster launch used by the Ports and Yachting Directorate was completed in 2019. The works, which included cleaning and general maintenance of hull, cabin, wheel house interior, engine room and bilges, took over a year to be completed, mainly due to extensive damage of the hull below water line. The launch which was also renamed as TMone was also fitted to be used by the hydrography unit such that the Multibeam sonar and other equipment may be installed without difficulty. The refurbished launch will now be used by PYD officials for inspections in ports and territorial waters and by the Hydrography Unit.

## Hydrography

The Hydrographic Office provides support to the Ports and Yachting Directorate through the execution of hydrographic surveys, the issuing of Notices to Mariners and Navigational warnings through Malta Radio, providing advice and development of hydrographic charts amongst other issues. The Hydrographic Office is the National Coordinator for Maritime Safety Information promulgation for the central Mediterranean, which is also made possible with the full cooperation of the Armed Forces of Malta.

The Hydrographic Office is a member of the International Hydrographic Organisation, which brings along several obligations for surveying and charting. The principal aim of the IHO is to ensure that all the world's seas, oceans and navigable waters are surveyed and charted, whilst its mission is to create a global environment in which States provide adequate and timely hydrographic data, products and services and ensure their widest possible use. To

comply with these obligations one of the officers has been further trained as Cat B Cartographer, to enhance the charting capabilities of this office both electronically and on paper. During the year the Unit procured a multibeam echo sounder so as to enhance its surveying capabilities and reduce time at sea during these operations.

During the operational year under review, the Directorate issued 171 Local Notices to Mariners and 73 Coastal Notices, which results in an increase of 33% over the previous operational year. This is a new record for the Unit. The issue of such Notices are an important function for the Directorate as these serve to improve safety of navigation and thus make our waters safer. The work on the production of Electronic Navigation Charts (ENC) continued throughout 2019. Once produced, the charts are submitted to IC-ENC and released for sale.

During the year the Unit carried out surveys at Marsaxlokk Freeport Terminals and provided volumes to be dredged in preparation of a tender to be issued for dredging purposes. This was done with the new multibeam system with which such surveys could be undertaken in a shorter time.

The Hydrographer, together with the Chief Officer and Chairman attended a courtesy visit to the Italian Hydrographic Institute whereby collaboration between the two Offices was extended. The Hydrographer and Chief Officer also attended the Mediterranean and Black Sea Hydrographic Commission meeting which was held at Cadiz Spain.

As part of an ongoing CPD programme, staff from the Hydrographic Office participated in a Geographic Information System (GIS) course organised by Planning Authority through an EU Sintegram Project.

## EU and Local Legislations and Regulations

This Unit deals with all the legal issues related to the Directorate and provides the necessary legal advice and direction. Agreements and legislation are reviewed and drafted, including transposition of EU and International legislation. Together with external legal counsel, court cases are argued and the sittings attended to accordingly, giving evidence when required. Additionally, the Unit provides input on EU and International dossiers, prepares Malta's positions in relation thereto and represents the Authority/Government in various meetings. Finally, support legal services are also given to the Chairman's Office and other Directorates/Departments.

During the year under review, the Authority was subject to various Court proceedings, be it new or the continuation of existing ones. A number of pending cases were decided, nearly all in favour of the Authority with some recognising, confirming and upholding important principles and powers of the Authority found at law.

Some of the most notable cases that were concluded during the operational year under review were:

- Decision by the Court of Appeal in favour of the Authority in the case Victoria Cassar vs TM et;
- Resolution of the ENEMED dealing with the payment of the expenses incurred by the Authority regarding the January 2017 pollution incident from ENEMED's installations in the Grand Harbour;
- Resolution of the debt issue of EMarine Ltd through a monthly repayment agreement;
- Gżira Gardens Berth Holders: Another decision in favour of the Authority in one of the cases lodged (not appealed); and Warrant of Prohibitory Injunction to stop the Authority from giving the marina on concession decided in favour of the Authority;

- Discussions with DG Courts and MMLA regarding amendments to the COCP in relation to Warrants of Arrest to address the issues of the Court Executive Officers.

## Maritime Training

Transport Malta - Ports and Yachting Directorate is responsible for regulating training institutions engaged in the training of persons operating pleasure craft and those working on local commercial vessels. To achieve this objective the Ports and Yachting Directorate acts as a certifying Authority for local qualifications and as a 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 pleasure craft operators.

Apart from the Government owned MCAST Centre for Maritime Studies, there are other private training centres offering courses related to the various certificate levels for the operation of commercial vessels, Certificates of Competency and for pleasure craft Nautical Licence.

## Maritime Security Compliance and Monitoring Designated Authority/ Department - National Port Security Officer (PSO)

### ESTABLISHMENT

Last July 2019, the Chairman/CEO implemented a major reform and restructuring of this important statutory function which was moved under his direct reporting governance and was established in line with the relevant legislative framework for maritime security for ports and national security aspects within port areas. Professor David Attard was appointed Director for this designated department. This department is recognised as the key designated authority (for the purposes set by the IMO and EC) and is responsible for ensuring the implementation of the provisions of the Regulation (EC) 725/2004 on enhancing ship and port facility security pertaining to port facility security and ship/port interface, from the point of view of the port facility. As part of its remit, this regulatory department ensures that Malta's major ports together with the designated port facilities operate securely and in full compliance with the provisions of EU and National legislation. To this effect, the department carries out port facility security risk assessments and monitors, reviews, advises, and approves the Port Facility Security Plans (PFSP), training of Port Facility Security Officers and actions related to port facilities' security issues. This is done in accordance with the standards and performance criteria stipulated in the legislation and required in the present operational environment.

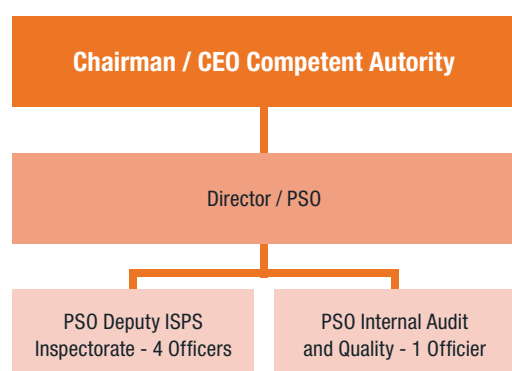
To this effect the following duties are undertaken:

- monitor, review and advise in relation to all documents relating to PFSP and all relevant EU legislation on port security;
- monitor, check and approve all pre-arrival notification forms for incoming vessels and advise PFSPs of their approval;

- co-ordinate with the Maritime Enforcement Department on CCTV Surveillance of vessels and port areas, sea-side enforcement operations and other issues within Maltese ports;
- co-ordinate with Port Operations in the Ports and Yachting Directorate on problem vessels and other issues discovered within Maltese ports;
- co-ordinate with Port State Control and the Merchant Shipping Directorate on problem vessels discovered within Maltese ports;
- vetting and certifying security risk assessments of all port facilities and domestic vessels;
- ensure all security policies are implemented in all ports, facilities and relevant domestic vessels;
- respond to all enquiries relating to ISPS and EU security matters from all agencies;
- make recommendations to the Authorities on security matters relating to ports and security levels; and
- act as focal point to IMO and other relevant agencies and ports on all security matters, including security risk and emergency management, critical infrastructure protection and cybersecurity in ports and port areas.

Furthermore, the department also acts as the Office of the Port Security Officer (PSO). Professor Attard was nominated and appointed as the national Port Security Officer. Such post is requested as per L.N. 499.35 Port Security Regulations which transposes Directive 2005/65/EC. The PSO acts as a national point of contact for all port security related issues with all government authorities and all other relevant entities and stakeholders. Essentially, the PSO is the person for planning and managing the security function at all levels in the Ports of Malta and Gozo. In multipurpose ports such as those that are to be found in Malta that have both cargo and passenger operations and mixed-use complexes with significant non-maritime, public, or commercial activities, the PSO is expected to mitigate any conflicts that might arise and address security concerns. Moreover, the PSO is also responsible for the development, implementation, direction, revision and maintenance of the Port Security Plans and to coordinate with all the ports' stakeholders. The PSO is an appointed full member in the National Maritime Security Committee and is the Chairman of the statutory Port Security Committees.

The Organigram of the Department is shown in Figure 1. Below:



**Figure 1. Maritime Security Compliance & Monitoring & PSO Offices  
Office of the Chairman & CEO -Transport Malta**



## KEY ACHIEVEMENTS

### During the (initial) six months of operation in 2019:

As part of the establishment of this restructured function which initially formed part of the Ports and Yachting Directorate, three additional Maritime Security Inspectors were deployed, and all five officials went through a program of intensive specialised professional certification training. This was essential to match the expected staff professional standards set applicable to MARSEC requirements. Furthermore, a special “End of Year ISPS Conference” was organised by the Competent Authority to raise awareness clarify ISPS minimum standards, any gaps and respective remedial actions with all stakeholders, including the PFSOs, CSOs, RSOs and relevant parties in November 2019. This event was a very successful launch of the department and the new staff members. The compliance and monitoring work of the designated authority within Transport Malta was formally launched with all stakeholders.

The ISPS Inspectorate has actively assisted all the Facilities with continuous updating by continuous monitoring and engaging the PFSO's in the process of continuous improvement with a growing emphasis on Quality Management and Monitoring. This assistance included:

- I. The on-site verification on accuracy of presented aspects in the Assessments and Plans (PFSA / PFSP) were carried out on all 26 port facilities/terminals, and specific cases particularly on security organigrams, search practices on passengers and vehicles and parking of vehicles on quays, amongst other aspects of ISPS Check-listing,;
- II. Certain security assessment projections were actively challenged on specific occasions with the PFs and PFSOs in the relevant cases and updates during the period;
- III. Port Facility Security Drills and Exercises/Incident Reporting, Debriefing and Follow-ups were sometimes challenged by Competent Authority due to regulatory time-scheduling and relevance to port security (ISPS);
- IV. During this period, 28 Maritime Security full Inspections in 26 Port Facilities were successfully conducted and audited by the department in the four designated Ports in Malta and Gozo, for the period under review;
- V. During this period 100 ISPS Facility drills and 11 combined Port ISPS Exercises were overseen and audited by the department in the 4 designated Ports in Malta and Gozo, for the period under review;
- VI. During 2019 the following Port Facilities reported ISPS Incident reports in 6 Port Facilities which the Competent Authority investigated and followed in full. These were also reported by the Competent Authority under security classification to the EC Security Monitoring Inspectorate in the statutory Monitoring Reports;
- VII. Transport Malta through this department has designated Prof. David Attard as the representative Security Liaison Officer (SLO) who actively collaborated with the CIPD within the Ministry for Home Affairs, National Security and Law Enforcement on issues related to Critical Infrastructures and Cybersecurity in line with L.N. 434 of 2011 being the transposition of EU Directive 114 of 2008 and continues on an ongoing basis in this regard.



# 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 an 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 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 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 cooperates 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 certified 4 new Operators during 2019, with a total of 39 Air Operating Certificate (AOC) holders at the end of the year. 3 operators were in the process of obtaining an AOC, with another 4 operators showing firm interest to finish certification in 2019.

In addition to the certification of new AOCs, the inspectorate processed 86 additions of aircraft requested by existing certificate holders. The inspectorate conducted 125 audits, which resulted in 351 findings.

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 Air Transport Regulation Unit (ATRU) assumes the International and European Affairs functions of the CAD, the Aircraft Registry Coordination, the issuance of Air Operating Licences and Legal Affairs.

During 2019, the ATRU, in cooperation with other Government Ministries, closely followed aviation discussions which were ongoing within the various EU and International fora and provided its support and recommendations to the Ministries. This was essential in the formulation of a consolidated Malta position.

The ATRU was instrumental in the successful conclusion of Air Services Agreements (ASAs) with Chile, Brazil, Colombia and Ghana. Moreover, the ATRU, in cooperation with the respective Ministries, continued working on follow-ups which were required with respect to air services negotiations with other third countries. Formal air services negotiations and follow-ups took place with Argentina, Armenia, Burkina Faso, Cote d'Ivoire, Egypt, Ethiopia, Guyana, Mali, Oman, Pakistan, Russia, South Korea, Tanzania, Uganda and Vietnam.

## ICAO Assembly

The ATRU participated in the 40th Assembly of the International Civil Aviation Organisation (ICAO) in Montreal which was held between 24th September and 4th October 2019. 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 Conference of Civil Aviation (ECAC) as well as the European Union, aimed at establishing the various ECAC/EU positions on the items that were to be agreed during the Assembly. Such a coordinated approach provides the opportunity for Malta to make a strong, influential and well-coordinated contribution to this key aviation policy making event. During the Assembly, the delegation of Malta 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 acts as a gatekeeper vis a vis Ministries and Governmental entities and has taken over the functions of what was previously known as the Duty Management Office.

## Environment: Climate Change mitigation in Aviation

The ICAO published the Carbon Offsetting and Reduction in International Aviation Scheme (CORSIA) standard in October 2018. This global market-based measure (GMBM) is one of a number of measures that the aviation sector is taking with the aim of reducing CO<sub>2</sub> emissions from international aviation.

CORSIA enables aeroplane operators to comply with the requirement of limiting GHG emissions from international aviation activities to that of 2019 and 2020 (so called Carbon Neutral Growth 2020). CORSIA is being implemented by requiring the operators to monitor emissions from their activity, and to purchase, cancel, and report equivalent emission units that are purchased from ICAO approved sources.

During 2019, CAD coordinated with other government stakeholders to set up the Competent Authority for CORSIA in Malta. Supporting the implementation by the operators, the Air Transport Regulation team (ATR) collaborated with the Malta Resources Authority holding two full day workshops with the technical teams, managers and



consultants working for the operators as well as providing updates to the Flight Operations Consulting Group. The two authorities continue to coordinate to ensure that the EU legislative framework, practical implementation and operational capacity are enabled to successfully implement ICAO CORSIA.

Along with advancements in aircraft technology, operational improvements and sustainable alternative fuels, CORSIA plays a crucial role in mitigating the negative effects of CO<sub>2</sub> emissions from aviation (aviation GHG).

## Environment: Noise from Aviation

As part of its statistical analysis function, ATRU monitored the rapid development of landing and take-off cycles at Malta International Airport (MIA) as it approximates the threshold of 50,000 movements that bring MIA into scope of Regulation (EU) 598/2014 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports within a Balanced Approach. At its current rate of growth MIA is expected to be within scope of the Regulation as of the end of 2020.

In this respect, coordination with the Environment and Resources Authority has been ongoing throughout 2019, including Round 3 noise mapping of aircraft noise (in terms of the national implementation of Directive 2002/49/EC relating to the assessment and management of environmental noise) which aims to provide quality information to the stakeholders to enable effective assessment and mitigation of their noise footprint.

## Statistical Collation and Analysis

The Unit continued to collect, collate, assess and relay statistical data to ICAO as part of its obligations under the Chicago Convention. This includes data on flight operations, airport operations, capacity of personnel and training facilities as well as other indicators that support the assessment of growth of the sector and its environmental footprint to better inform government and supranational entities of the economic and environmental impacts of the aviation sector.

Further actions will continue in 2020 to reinforce the statistical collection of aviation data for the purposes of improving national specific information on the sector that does not fall within scope of the ICAO Statistical Programme.

## Safety and Compliance Unit

The Safety and Compliance Unit is the unit within the Civil Aviation Directorate (CAD) with the function of dealing with the management of aviation safety, industry occurrence reporting and internal compliance of the Directorate with European legislation and international standards. Safety has always been, and will always be, of the highest priority to aviation service providers and stakeholders, and hence the SCU plays an important and leading role within the industry. The responsibilities of the SCU 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 SCU 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.



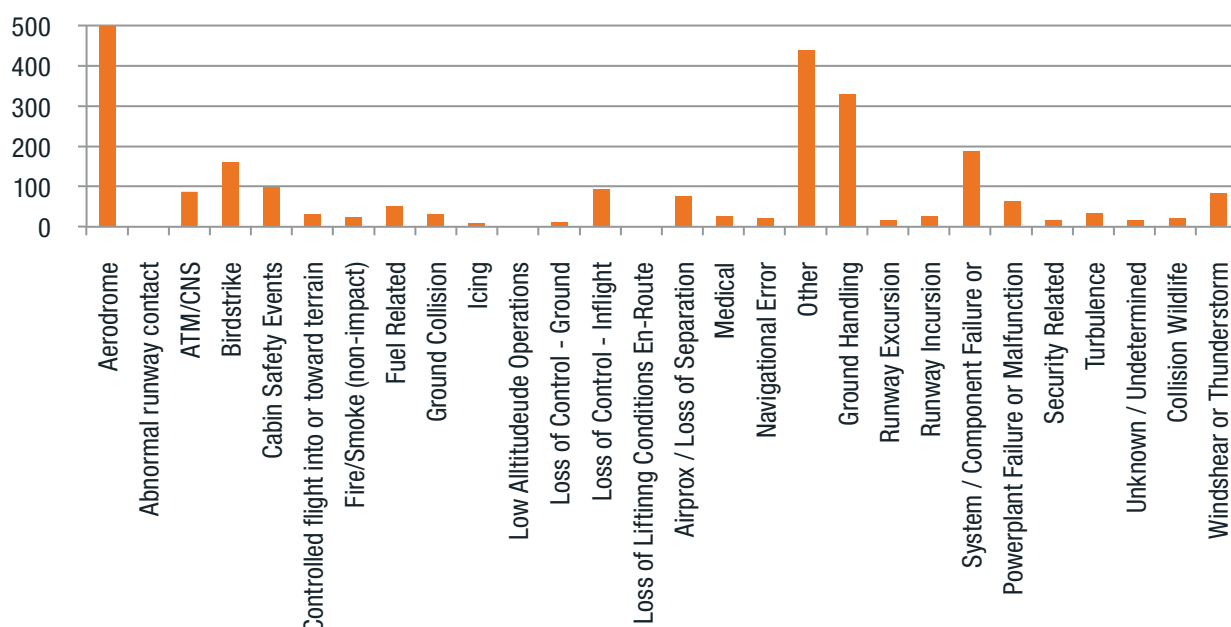
During 2019, the domain of occurrence reporting which falls under the responsibility of the SCU, was audited by the European Aviation Safety Agency (EASA). In addition to the day-to-day management of safety and compliance duties, the SCU worked towards promoting the importance of safety to the local aviation industry. This was conducted via presentations and discussions during three large-scale events organised by the CAD, namely the Flight Operations Coordination Group (FOCG), the General Aviation (GA) Conference and the first Cabin Crew Meeting.

## CAD Occurrence Reporting System

Regulation (EU) 376/2014 concerns occurrence reporting in civil aviation, and clearly states that operators and aviation professionals 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 the collection, storage and protection of information, amongst other things.

The CAD has invested in a new online system which makes it easier for the collection, storage and analysis of these reports. This will serve as an additional means to enhance a safe environment within the industry and act as a proactive rather than reactive approach.

In 2019, the SCU handled and analysed a total of 2,296 occurrence reports. Each report was analysed for its risk classification and followed up with a root cause analysis and mitigation measures to avoid a repetition of such event. Each report is initially classified into a specific category, to which a visual aid is shown as follows:



## Personnel Licensing Unit

The Personnel Licensing Unit (PELU) managed a total of 650 pilot licences, namely 400 professional licences and 250 private pilot licences as well as 60 air traffic controller licences in 2019. PELU had in total 137 initial issues which consisted of 26 Private Pilot Licences (PPL), 34 Commercial Pilot Licences (CPL) and 77 Airline Transport Pilot Licences (ATPL). It felt necessary to issue a new licence category for Malta, and after various meetings and the necessary assessments PELU also started issuing Helicopter private pilot licences in line with requirements and as per Part-FCL 1178/2011.

It regularly conducted theoretical examinations and in 2019 was responsible for 431 examinations for the Airline Transport Pilot Licence (ATPL) and 757 examinations for the Private Pilot Licence (PPL). It also conducted 97 English Language Proficiency (ELP) Assessments for pilots and air traffic controllers and 24 Radio-Telephony examinations.

With regard to Approved Training Organisations (ATOs) the PELU has certified and maintained regulatory oversight of all five approved training organisations as Part-ORA.

Approved Training Organisations as follows:

- Air Malta;
- European Pilot Academy;
- Malta School of Flying;
- VistaJet Ltd;
- Freebird

Two new Cabin Crew Training Organisations were also certified in 2019 by the PELU bringing the number of approved CCTOs to 5, namely:

- Air Malta;
- AirX;
- Medavia;
- Fly People;
- Corporate Flight Training

A total of 828 attestations were issued in 2019.

The PELU also audited and maintained regulatory oversight of Malta Air Traffic Services Ltd. as a training organisation.

## The Air Navigation Services (ANS) and Aerodromes Unit

During 2019, the Air Navigation Services (ANS) and Aerodromes Unit, put into use the EUROCONTROL ATM reporting and investigation tool, e-Tokai. This web-based tool has enabled the National Supervisory Authority (NSA) to enhance the transmission of Air Traffic Management (ATM) occurrence data between the Air Navigation Service Provider (ANSP) and the NSA. It has also provided a means for occurrence notification and has facilitated a harmonised application of relevant safety regulations (ICAO Annex 13, ESARRs and relevant EC Directives and Regulations). Furthermore, this online tool allows the user to transfer data to a European Coordination Centre for Accidents and Incidents Reporting System (ECCAIRS), or to produce reports in different formats, including the Annual Summary Template (AST) needed for the exchange of safety information with EUROCONTROL and the Commission.

This Unit, as in previous years, reviewed several safety assessments of changes to functional systems presented by the ANSP, Malta Air Traffic Services (MATS) and the Malta International Airport Meteorological (MIA Met) office. Two major changes, amongst others reviewed by this Unit, were the upgrade to the Automatic Weather Observation System (AWOS) and the Integration of ADS-B in the MATS ATM Operational Systems. The introduction of these two systems mentioned above form part of an ongoing endeavour by our service providers to improve safety through the introduction into service of the latest cutting edge technology in aviation. With regard to this aspect of oversight activities, this Unit has prepared for the transition to the new regulation regime presented by the Regulation (EU) 2017/373 which was applied on 2<sup>nd</sup> January 2020. This has proved to be a very demanding task for this Unit as it had to produce a new process of change in order to be compliant with this new Regulation. These also had to be agreed with the service providers.

The ANS and Aerodromes Unit was involved in the publication of a Service Level Agreement (SLA) for the supply of aeronautical information between Malta International Airport (MIA) as the data originator, and MATS as the aeronautical information service provider. Amongst others, benefits gained from this SLA include the definition of the agreed standards and the provision of a means for gauging aeronautical information service effectiveness.

The Unit was also engaged, in coordination with the Network Manager (NM), with the monitoring and coordination of activities for the deployment of 8.33 kHz voice channel spacing below FL195. This involved a number of meetings with various stakeholders including the Malta Communications Authority (MCA). Some frequencies will temporarily remain in 25 kHz after having obtained the necessary exemptions from Regulation (EU) 1079/2012.

The Unit also populated the Year 2018 LSSIP database and, during the last quarter of the year started work on the 2019 LSSIP Level 1 publication and database. The ANS and Aerodromes Unit was also very active on the International scene and hosted the Blue Med FAB Governing Board and the AST meeting in Malta. These meetings were held in July and September respectively. The Unit was also highly involved in meetings held overseas in the ATS/ATM, U-space and the Aerodrome domain. Most notable of these were meetings at EUROCONTROL, SESAR Joint Undertaking, EASA, the Single Sky Committee and the NSA Coordination Platform of the European Commission.

During 2019, this Unit also took into its stride the responsibility for processing all the incoming Self Declarations for the Safe Operation of Drones in Malta. The Unit is responsible for overseeing and coordinating commercial drone activities over the Islands. One such major activity was the use of a drone to survey all the roads of Malta and Gozo for Infrastructure Malta. This project involved intense coordination between all the stakeholders involved, such as the air traffic services and the aerodrome operator.

The ANS and Aerodromes Unit stepped up their oversight activities with regard to the activities of the service providers under its responsibility. Oversight activities included ad-hoc inspections at the aerodrome and numerous audits at MIA, MIA Met and MATS against the applying of EU Regulations and in accordance with the audit plan devised by this Unit. In order to increase the Unit's efficiency and accuracy during audits, this Unit introduced the use of the online platform Centrik. This platform is also used for the investigation of classification of safety occurrences.

During the year under review, the Unit continued to support Government agencies in their 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 civilian inter-island medevac service. ANS and Aerodromes inspectors inspected and approved a number of off-site operations by helicopters and were in liaison with the Planning Authority to ensure the safeguarding of obstacle limitation surfaces around the aerodrome related to developments by third parties. Furthermore, the Unit produced two Advisory documents concerning unlicensed landing sites in Malta and laser emissions which may endanger the safety of aircraft.

## Drones

In October, the Civil Aviation Directorate dedicated a full-time resource to implement the EASA UAS Regulations, which were published in May 2019 in Malta. In this respect, the EASA regulations were studied thoroughly and a presentation prepared and given to the Heads of Units summarising the main elements of the regulation, identifying the tasks of the Member States and proposing a plan for the way forward during the first half of 2020 to ensure everything is in place when the regulation comes into force on 1st July 2020. To this end, Malta participated in the European Committee Specific Operations Working Group held on 9th December in Brussels, and also attended the Drone High Level Conference in Amsterdam on 4th-6th December.

Besides regular permits for flying drones for recreational purposes from both locals and tourists, specific permits were requested for commercial/government purposes, including a road survey by Infrastructure Malta and a quarry survey by ERA in November 2019. Furthermore, the CAD was also approached by entities interested in providing drone-related services in Malta including using drones for delivering mail and providing drone pilot courses.

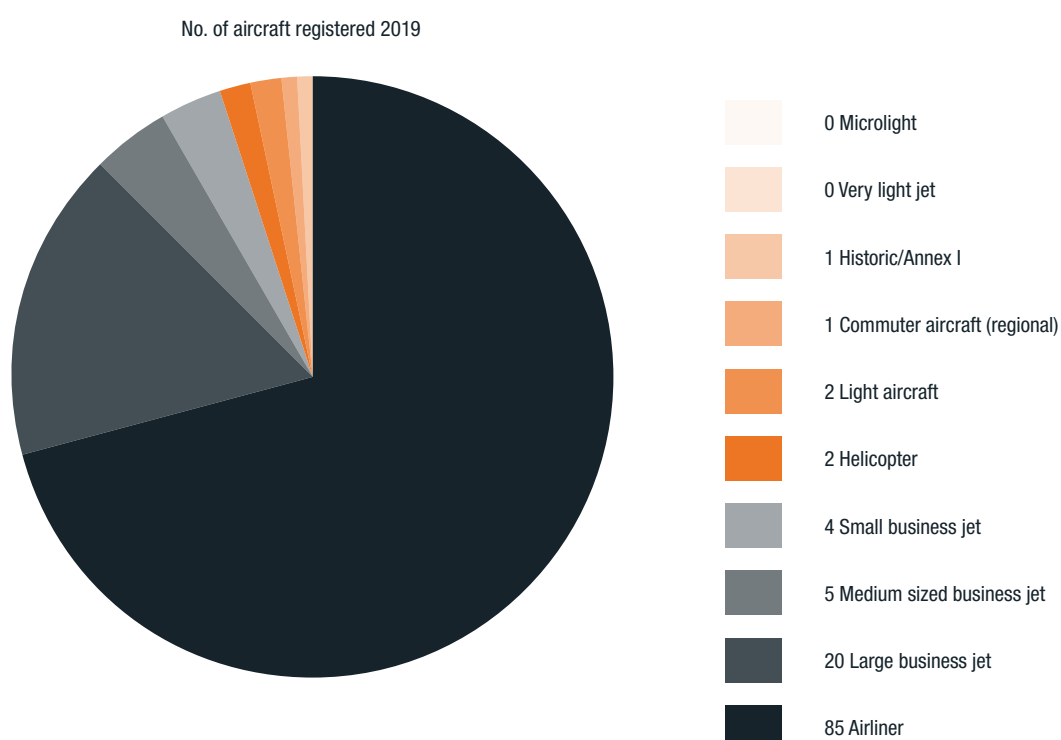
## Airworthiness Inspectorate

### Aircraft Registration

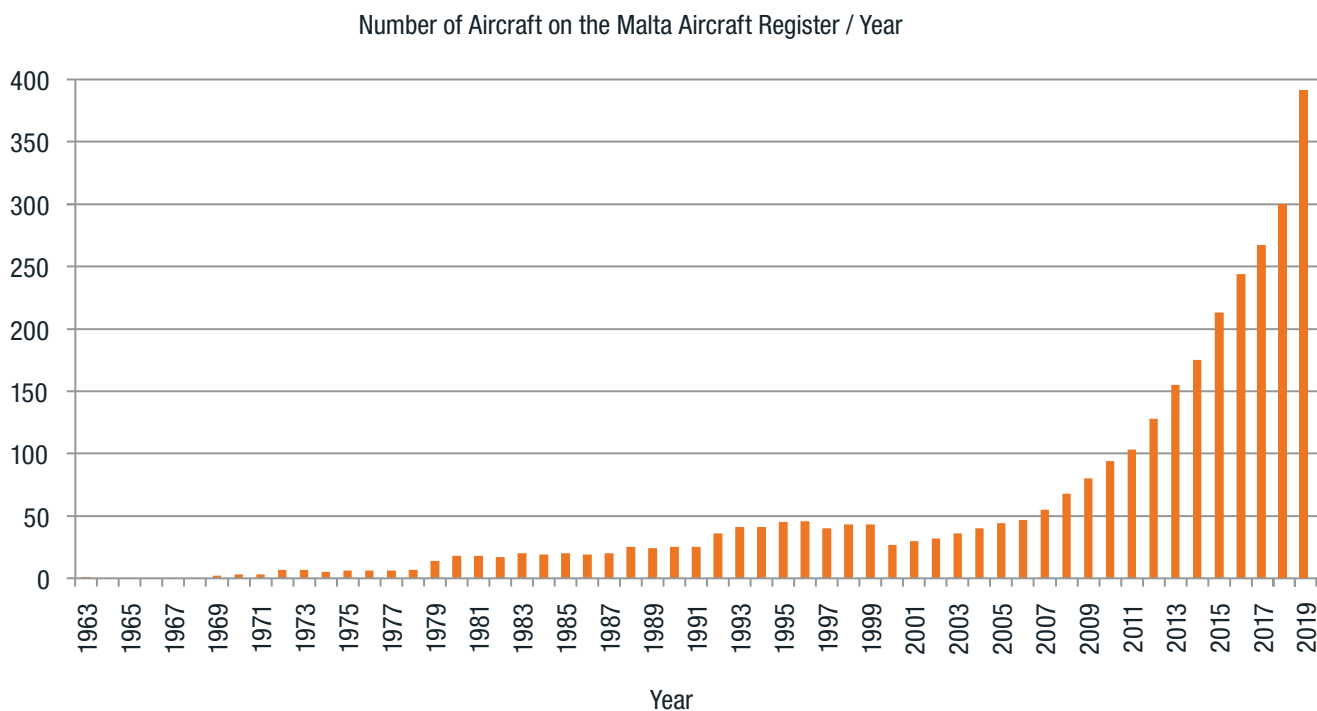
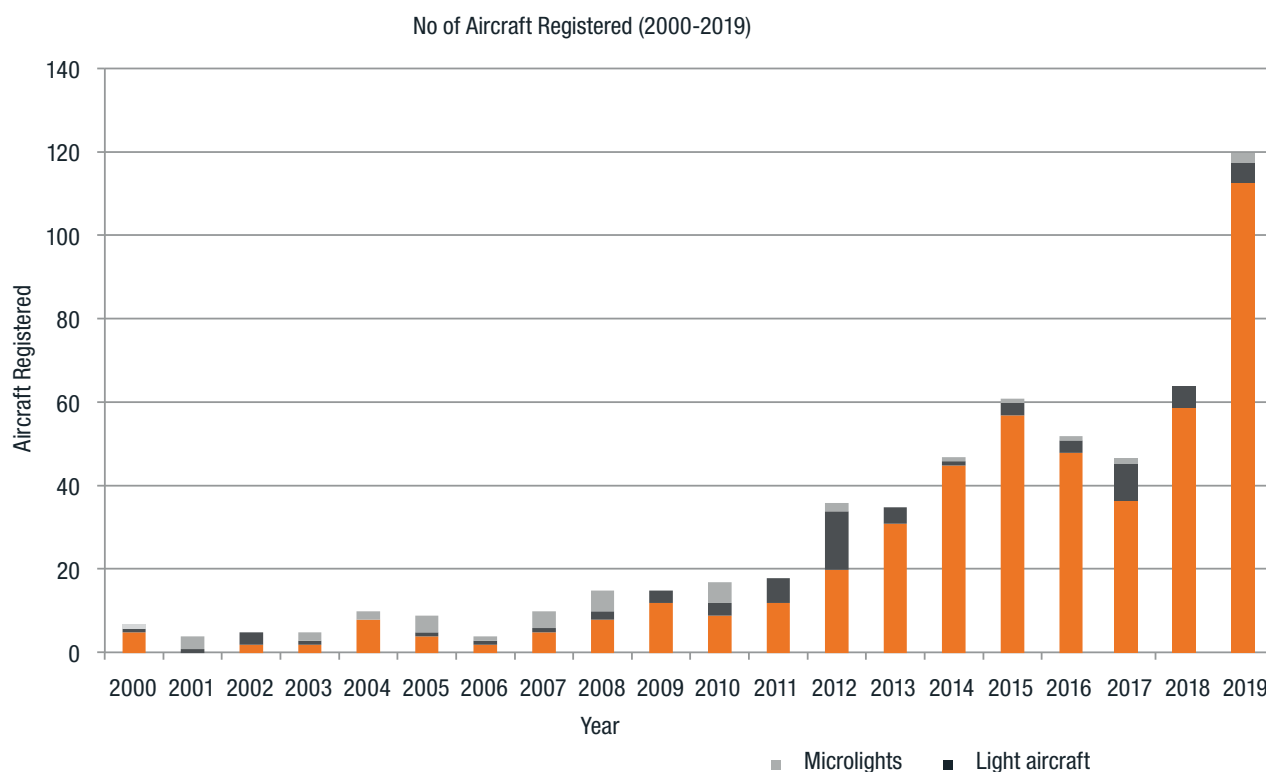
The Malta National Aircraft Register reached 392 aircraft as at the end of year 2019. A total of 120 aircraft have been registered with a record number of airliners being registered (85), including seven 7 widebody aircraft. 27 aircraft have been deregistered. This is more than a 100% increase in the number of aircraft registered compared with previous years.

The breakdown of aircraft type registered is as follows:

Aircraft type	No Registered
Airliner	85
Large business jet	20
Medium sized business jet	5
Small business jet	4
Helicopter	2
Light aircraft	2
Commuter aircraft (regional)	1
Very light jet	0
Microlight	0
<b>TOTAL</b>	<b>120</b>

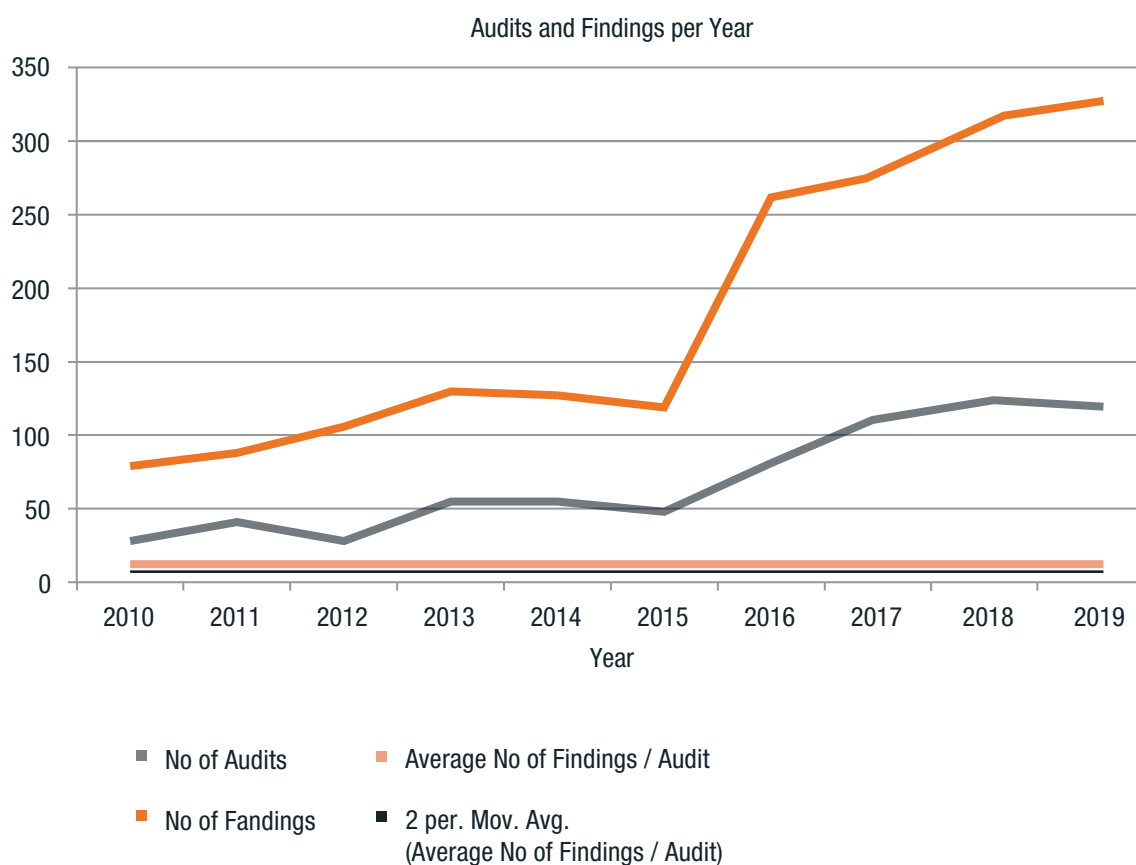






The Airworthiness Inspectorate (AI) carried out around 110 on site audits of Part-M.G CAMO, Part-M.F organisations, Part-145 aircraft maintenance organisations, and Part-147 aircraft maintenance training and examination organisations. These audits are conducted as part of the biannual audit plan for every approved organisation as well as required audits due to changes in the organisations.

The Airworthiness inspectorate also conducted around 220 desktop reviews of manuals and documentation for approval or acceptance.



## Certification of Aircraft

Certificates	
Issue of Certificate of Airworthiness	103
Issue of Noise Certificate	107
Issue/Renewal of Airworthiness Review Certificate	105
Issue of EASA Permit to Fly	44
Issue of National Permit to Fly	15
Issue of Export Conformity Statements	4

Total Number of certificates issued was 205, and 92 Certificates were issued pursuant to EU Regulations, whereas 13 were pursuant to Air Navigation Order Requirements.

141 Mode S Addresses and 111 406MHz ELT codes were issued in 2019.

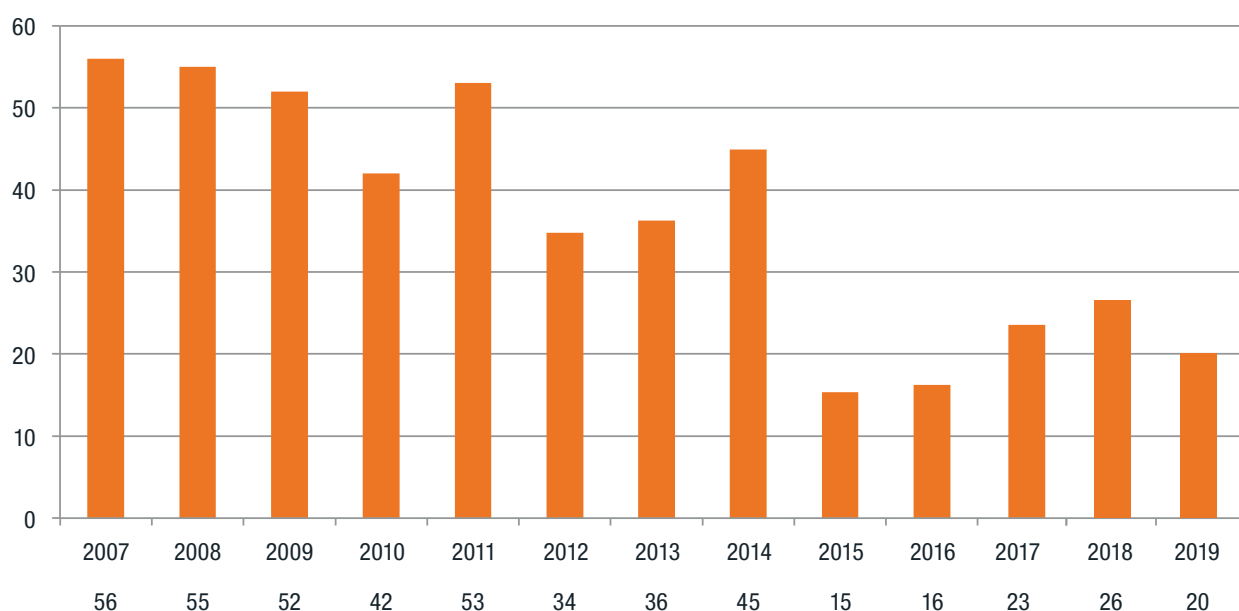
## Aircraft Continuing Airworthiness Monitoring (ACAM)

This is a mandatory sampling programme of aircraft inspections.

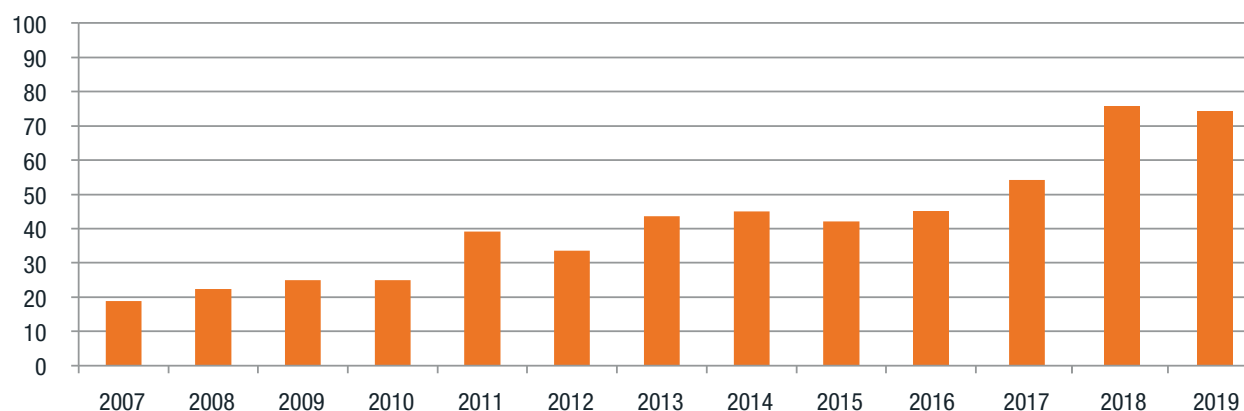
The AI conducted 75 aircraft inspections in 2019. These inspections include inspections of aircraft during maintenance, airworthiness reviews, technical records reviews and ramp inspections.

Year 2019	Planned	Actual
Total Inspections for 2019	60	75
Number of Aircraft	265	379
Percentage	23%	20%

Percentage of ACAM inspections per Year



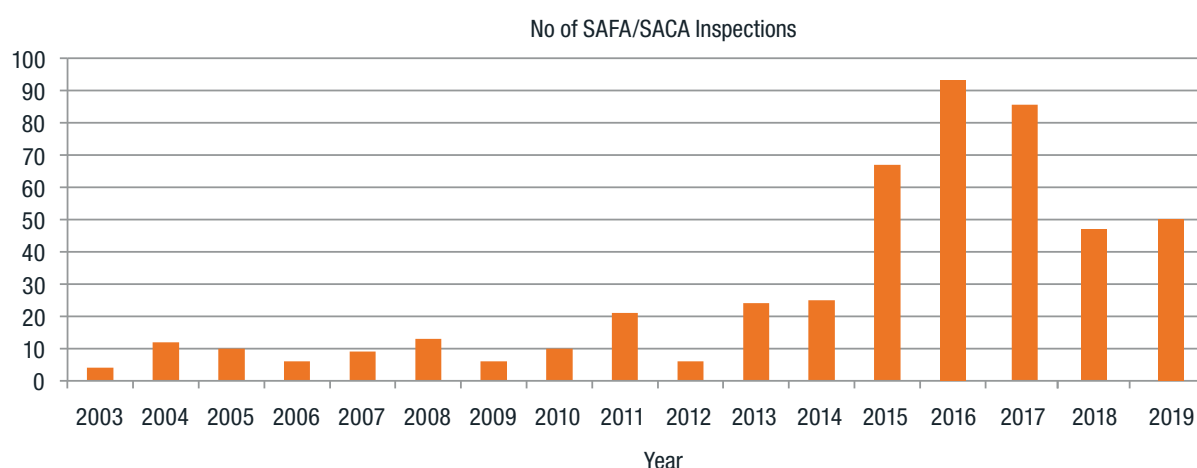
No of ACAM Inspections / year



## Safety Assessment of Foreign/Community Aircraft

SAFA/SACA Inspections	Total No. of Ramp Inspections
2019	50

50 SAFA/SACA Ramp Inspections were performed with the Flight Operations Inspectorate satisfying the requirements of the European system-wide coordination plan for Malta for 2019.

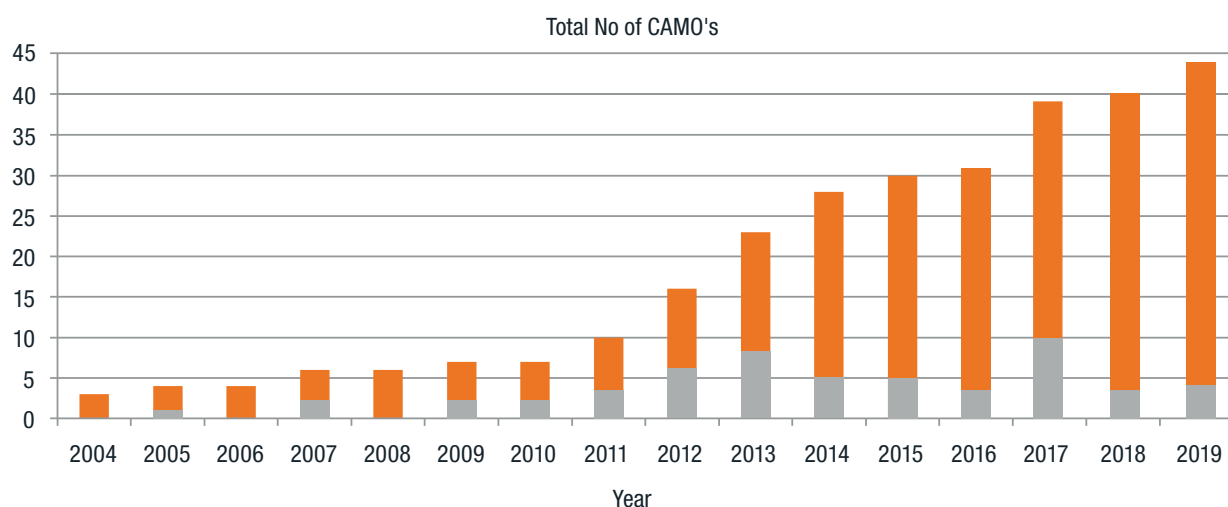


## Organisation Approvals

### Continuing Airworthiness Management Organisations (CAMO)

The total number of Continuing Airworthiness Management Organisations has risen to 44. This includes 4 new CAMOs as part of the 4 new AOCs issued in 2019.

Organisation	Part M Subpart G Approval No.	Revision No.	Date of Issue
1 Freebird Airlines Europe Ltd.	MT.MG.50	Initial	28-Jan-19
2 SmartLynx Airlines Malta Ltd.	MT.MG.46	Initial	11-Apr-19
3 Avion Express Malta Ltd.	MT.MG.56	Initial	07-May-19
4 Malta Air Ltd.	MT.MG.57	Initial	29-May-19



### Aircraft Maintenance Organisations

List of Part-145 Organisations Approvals Issues - 2019		
Organisation	Approval No.	Date of Issue
1 Air X Jet Support (Malta) Ltd.	MT.145.14	24-May-19
2 Vistajet Aircraft Maintenance Ltd.	MT.145.15	04-Oct-19

In 2018, Transport Malta CAD issued 2 new Part-145 approval with A1 Line Maintenance scope.

There were also 10 variations to the scope of Part-145 organisations in 2017.

### Aircraft Maintenance Training Organisations

Transport Malta CAD issued 2 new Part-147 approvals for type Training and examinations in 2019.

List of Part-145 Organisations Approvals Issues - 2019		
Organisation	Approval No.	Date of Revision
1 MATA	MT.147.07	08-Jan-19

## Aircraft Maintenance Licences

The Airworthiness Inspectorate issued the following licences:

<b>Part-66 AML Initial Issue</b>	<b>97</b>
<b>Category A1</b>	<b>89</b>
<b>Category B1.1</b>	<b>83</b>
<b>Category B2</b>	<b>18</b>
<b>Part-66 Variations</b>	<b>127</b>
<b>Part-66 AML Renewals</b>	<b>12</b>

A record number of 97 Part-66 AMLs in one year have been issued since 2004; this is also on account of Brexit.

The total number of Part-66 Aircraft Maintenance Licences at the end of 2019 was 422.

## Part-66 Basic Modules Examinations

A total of 40 examinations were conducted for a total of 353 examinees.

	<b>Part-66 Module Exams</b>	<b>Category</b>	<b>Date of Examination</b>	<b>No. of persons sitting for Exam</b>	<b>Passed / Certificates Issued</b>	<b>Pass Rate</b>
1	M1	B1/B2	16-Jan-19	18	11	61%
2	M5	B1.1	23-Jan-19	5	3	60%
3	M9 MCQ	B1/B2	20-Feb-19	26	24	92%
4	M9 Essay	B1/B2	20-Feb-19	22	16	73%
5	M2	B1/B2	27-Feb-19	8	3	38%
6	M3	B1/B2	06-Mar-19	17	7	41%
7	M10 MCQ	B1/B2	13-Mar-19	3	2	67%
8	M10 Essay	B1/B2	13-Mar-19	3	2	67%
9	M11A	B1	20-Mar-19	2	0	0%
10	M6	B1	03-Apr-19	16	1	6%
11	M1	B1/B2	02-May-19	5	3	60%
12	M5	B2	08-May-19	3	2	67%
13	M14	B2	15-May-19	3	3	100%
14	M15	B1	15-May-19	4	3	75%
15	M4	B2	22-May-19	1	1	100%
16	M9 MCQ	B1/B2	29-May-19	3	2	67%



	Part-66 Module Exams	Category	Date of Examination	No. of persons sitting for Exam	Passed / Certificates Issued	Pass Rate
17	M9 Essay	B1/B2	29-May-19	10	5	50%
18	M17	B1	05-Jun-19	5	5	100%
19	M8	B1/B2	12-Jun-19	18	9	50%
20	M10 MCQ	B1/B2	19-Jun-19	10	6	60%
21	M10 Essay	B1/B2	19-Jun-19	11	6	55%
22	M2	B1/B2	26-Jun-19	13	7	54%
23	M7 MCQ	B1	03-Jul-19	13	13	100%
24	M7 Essay	B1	03-Jul-19	10	4	40%
25	M11A	B1	10-Jul-19	5	5	100%
26	M13	B2	10-Jul-19	3	2	67%
27	M1	B1/B2	11-Sep-19	5	4	80%
28	M6	B1	25-Sep-19	21	20	95%
29	M3	B1/B2	02-Oct-19	13	9	69%
30	M5	B1.1	09-Oct-19	3	0	0%
31	M5	B2	09-Oct-19	2	2	100%
32	M4	B1	16-Oct-19	12	8	66%
33	M4	B2	16-Oct-19	6	3	50%
34	M9 MCQ	B1/B2	16-Oct-19	7	5	71%
35	M9 Essay	B1/B2	16-Oct-19	9	4	44%
36	M14	B2	23-Oct-19	1	1	100%
37	M15	B1	23-Oct-19	5	1	20%
38	M17A	B1	30-Oct-19	6	4	67%
39	M7 MCQ	B1	06-Nov-19	13	11	85%
40	M7 Essay	B1	06-Nov-19	13	7	54%



# LAND TRANSPORT DIRECTORATE

## Scheduled Public Transport

The concession agreement between Transport Malta and Malta Public Transport for the provision of a scheduled public transport service in Malta and Gozo entered its 5<sup>th</sup> year during 2019.

### Introduction of new buses

In 2019 the scheduled public transport operator introduced 40 new, 12-metre low floor bus to the network. 10 of the new buses replaced 10 older 9-metre buses.

The introduction of these buses meant that capacity was increased by 66,000 seats yearly.

The average age of the bus fleet as at the end of 2018 stood at 5.2 years.

### Added frequencies on several routes and modification in routes

In order to increase capacity, frequency was added on 9 different routes and modification conducted on another route in order to be able to serve an area not previously covered by the service.

The increase in frequency resulted in over 110 trips added daily to the network.

### Free public transport for measure

Following two successful years of the free public transport measure, in 2019 this benefit was extended to include all 14-20-year-olds and all full-time students aged 21 or older.

As of December, persons with disability also started benefiting from free public transport.

In total 40,420 persons benefited from this measure and collectively made over 7.9 million trips

### Transport Card

83% of all passenger trips on board scheduled public transport were made using transport cards (more commonly known as *tallinja* cards).

The number of persons in possession of the personalised *tallinja* card rose by 10.8% during 2019 when compared to the previous year. The number of passengers holding such a card as at the end of December was 352,065.

## Passengers

The number of passenger trips continued to rise during this year and reached 57.4 million passengers, a further growth of 7.4% when compared to the previous year.

A further 1.154 million passenger trips were done on Tal-linja Direct Routes bring the total passenger trips on scheduled public transport to 58.56 million.

## Route Reliability and Punctuality

Route Reliability and Punctuality measurements are based on information gathered through GPS data from onboard buses.

Average route reliability for 2019 as measured across the whole network was recorded at 99.2%.

Average Route Punctuality across the whole network was measured at 87.9%.

## Compliance

During 2019 several inspections were conducted in relation to safety (5,269 inspections), buses (941 inspections), drivers (5,287 inspections) and infrastructure (1,868 inspections).

## Bus Shelters

11 new bus shelters were installed in various localities on the scheduled public network during 2019. A 44-metre bus shelter canopy was installed at the Bombi bus stop in Floriana whilst works were nearing completion on the 225-metre canopy in St. James Ditch Valletta at end 2019.

## Road Transport Licensing Unit

### *Sustainable Passenger Transport Services*

#### **Taxi Services**

During 2019, the taxi sector saw a continued update of the fleet with new vehicles. A number of regulatory changes agreed upon between Transport Malta and the Malta Taxi Licensed Association are awaiting approval and implementation. The points below detail the main activities undertaken in this sector during the year:

- The Malta Taxi Licensed Association (MTLA) nominated a Maltese company to develop a new taxi meter device and peripheral devices to be installed on the whole taxi fleet in Malta and Gozo;
- The new taximeter had to incorporate all the devices requested in the Taxi Service Regulations, namely a fiscal taximeter, a tracking device, panic buttons and a 2-way communications system;
- A taximeter hardware, in the form of a rear-view mirror, was selected by the taxi association and eventually approved by the Authority;
- The taximeter and tracking software were developed by the contractor and tested by the Unit;
- Following successful confirmation of the software's capabilities, the new taximeter was installed on 10 taxis and tested over a trial period of 2 months;
- Once all requirements for the taximeter and tracking device were confirmed, the installation of the new taximeter on the remaining fleet was approved. This occurred in December 2019 and the installation process started in January 2020;
- 16 taxi vehicles were replaced with new models;
- 136 temporary taxi licences were issued to allow taxi owners to operate even when their actual taxi vehicle could not be used following accidents or faults;
- 31 new taxi drivers were licensed following the completion of the relative training programmes and tests.



## Animals and Animal-drawn Vehicles

The Unit continued its implementation of the Regulations concerning the Use of Animals and Animal-drawn Vehicles on the Road using the Document Management System developed by the Unit. The following are the main operational measures implemented for this sector during 2019:

- 90 animal-drawn vehicles were inspected;
- 95 karozzini licences were renewed;
- 3 operator licences for the operation of karozzini were issued, whereas 78 were renewed;
- 2 licences for the operation of horse carriages for hire or reward (karozzelli) were issued and 18 were renewed;
- 65 new licences for the use of animal-drawn vehicles on the road for personal or leisure purposes were issued and 208 were renewed;
- 47 licences for horses to be used in horse riding schools were issued;
- 60 animal-drawn vehicle licences and 9 karozzini licences were modified;
- 130 driver licences, which were made up of 68 new licences for categories X, Y and Z and 62 licences for categories Y and Z, were issued;
- A new shaded stand for 2 karozzini was installed next to the cruise port terminal in Floriana.

## Road Haulage

During 2019, 6 new Community Licences were issued, while 10 Community and 1 National Operator Licences were renewed. No new National Operator Licences were issued. In total, 24 vehicles were added to the licensed fleet, and 64 Driver Attestations were issued during the same period.

The scheme aimed at supporting professional drivers of goods-carrying vehicles who needed to obtain their periodic training of the Driver CPC was maintained, with 38 vouchers issued and 39 received and processed after training was given.

The Unit continued its participation within the Group on Road Transport of the International Transport Forum (OECD), and continued to chair the sub-group tasked with the development of the current multilateral licence system into a paperless one. Phase 1 of this process, through which all member countries had to update the ITF licence data automatically and in real time, became mandatory from 1<sup>st</sup> January 2019. A detailed plan for the development of Phase 2 was established and approved by the Road Transport Group in October. It is now being developed and shall become mandatory in January 2021. The Unit also acted as Acting Chair of the Road Transport Group between January and June, and then as Vice-Chair for the rest of the year.

The Unit was also involved in providing advice and national positions on the planned changes to the EU Regulations concerning the carriage of goods, particularly to Regulation (EU) No. 1071/2009, Regulation (EU) No.1072/2009, Regulation (EU) No.165/2014, Regulation (EU) No.561/2006, Directive 2006/1/EC, the rules for the Posting of Workers in Transport and Directive 92/106/EEC.



## Carriage of Dangerous Goods

Throughout 2019, 601 drivers were issued certificates for drivers of dangerous goods vehicles following the successful completion of the related training programme. Most of these were Italian drivers.

No new Dangerous Goods Safety Advisors (DGSAs) were certified, while 8 dangerous goods vehicles were approved for registration, 5 of which were brand new vehicles and registered for the first time in Malta.

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 maintained its regulatory control on VRT Stations to ensure safer and cleaner vehicles on our roads. To this effect, a number of quality control measures were carried out on VRT stations using a risk-based assessment. As a result of these measures, 2 Operators and 7 testers were found in breach of the VRT regulations and were penalised accordingly, 2 stations and one tester had their licence revoked following criminal proceedings, while another 2 stations and 3 testers are still undergoing court procedures. The following measures were also implemented:

- 1,254 post-VRT checks were conducted on high risk vehicles. These vehicles were called at the Technical Services Unit for further inspection;
- 147 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. 8,825 photos were verified by the Unit for correct photo taking and reporting procedures, and checking of the date and time when the vehicle was tested.

## Controlled Vehicle Access (CVA) System in Valletta

The Unit maintained its regulatory oversight on the operations of the CVA system in Valletta, the Board that administers the CVA System and the Contestation Board - both set up in terms of the Vehicle Access Zones (Control) Regulations (S.L. 65.31).

Throughout 2019, the CVA Administration Board approved a total of 1,309 applications for short-term exemptions from CVA-related charges, while rejecting 50. The Board also approved 219 applications for yearly exemptions from CVA charges after confirming that the eligibility criteria and related conditions laid down in S.L. 65.31 were satisfied.

Out of a total of 21 contestations that were filed before the Contestation Board, 15 were approved.

An audit on the CVA system was also conducted during 2019. The audit covered the following aspects:

- a) Compliance by the Operator with the Contract on the accuracy rate of the system;
- b) Compliance by the Operator with the Contract on the financial aspects of the system;
- c) Technical robustness and security of the system; and
- d) Compliance by the Operator with other obligations stipulated in the Contract.

## **Policy Development and Amendments to Regulatory Frameworks**

During 2019, the Road Transport Licensing Unit carried out reviews and compiled new policies which led to the publication of a number of amendments to transport-related regulations. These included the following:

- Drafting, publication and implementation of Legal Notice 38 of 2019 to transpose Directive (EU) 2018/1846, and publication of Legal Notice 360 of 2018 to transpose Directive (EU) 2018/217, both on the Carriage of Dangerous Goods by Road;
- Drafting, publication and implementation of Legal Notice 50 of 2019 to upgrade emission standards of coaches that are registered for the first time in Malta;
- Coordination of an independent study on the sustainability of VRT Stations with a view to full liberalisation of VRT Station authorisations;
- Drafting, publication and implementation of Legal Notice 330 of 2019 concerning increases in VRT fees;
- Drafting of a study and policy proposal on the potential increase of taxi licences in Malta.

## **Driver Testing and Training Unit**

Candidates undergoing driver training prior to being licensed, are tested for their driving skills and behaviour through a practical driving test performed by the Unit's Driving Examiners. Within the period under review, the Driver Testing and Training Unit processed and carried out 13,555 practical driving tests for categories A, B, C and D, with an overall pass rate of 54%. The Unit also carried out 187 driving assessments for non-European drivers.

There were also 580 CPC practical demonstration tests, 45 taxi tests and 49 driving and instructional ability tests for prospective driving instructors. In addition, 3 candidates underwent an assessment to have a particular category within their driving licence reinstated. These concessions were 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 computerised system that year.

With regard to the theory test, the Unit processed and scheduled 832 translator-assisted theory tests of which 103 were candidates of Malta Public Transport, whilst another 912 candidates benefitted from the reading assistance service that Transport Malta offers to candidates who have serious reading difficulties, or have a medical condition that hinders their ability to read.

Besides its core functions, the Unit invigilated a total of 124 Customer Care examination sessions which led to the certification of 2,480 drivers for light passenger transport vehicles (chauffer driven) and horse-drawn cabs. In view of CPC (Certificate of Professional Competence) within the given period of time, the Unit reviewed 941 periodic training applications and processed 580 CPC practical demonstration tests. As a result, the Unit issued around 4,000 certification letters in relation to CPC and Customer Care exams.

The table below lists the main transactions carried throughout 2019, compared to the previous year at the Driver Testing and Training Unit.

	2018	2019	% Change
<b>Driving Practical Tests</b>	13,689	13,555	-1%
<b>CPC practical demonstration tests</b>	565	580	3%
<b>Driving assessments for non-European drivers</b>	-	187	
<b>Assisted theory tests</b>	917	912	-1%
<b>Translator-assisted theory tests</b>	945	832	-12%
<b>Customer care exams</b>	2,801	2,480	-11%
<b>CPC certification letters issued</b>	1,280	1,521	19%

## Driver and Vehicle Licensing Unit Paola Offices - A3 Towers & Lija Head Office

2019 saw a general improvement in all services pertaining to vehicle and driving licence transactions. Additionally, service and queuing times were decreased for all transactions in comparison to previous years.

### Opening of DVLU offices at Lija.

On 4<sup>th</sup> November, Transport Malta inaugurated a new office offering services in relation to the Driver and Vehicles Licensing Unit. This new office, operating from Transport Malta's Head Office located in Lija, offers clients from the North and Central parts of the island an alternative rather than having to travel to Paola. Although currently not all services are being offered from the Lija office, a deposit service was launched through which clients can deposit and collect documents and plates from Lija.

The list of services offered in Lija are as follows:

- Registration of Vehicles
- Change of Ownership requiring Plates, change of Engine/Body type/Colour
- Re-Issue of Vehicle Registration Certificates and/or Vehicle Licence Discs
- Scrapping and Garaging

- Payment of Licences in Arrears and Licence revocations
- Licence/Category Renewals and Driving Licence alterations
- Exchange of driving licences, International Driving Permits and Learner permits
- Tachographs
- Medical referrals
- Seat belt exemptions

## Ex-gratia Grant Scheme

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 owned a vehicle registered between 1<sup>st</sup> January and 31<sup>st</sup> December 2008.

Payments were issued in full in June 2019. A total of €5 million were paid to the 6,423 eligible applicants. In total Transport Malta has issued over €23.7 million in payments throughout these past 5 years.

## Scrappage Scheme

During 2019, another scheme was introduced to encourage the purchase of new category M1 motor vehicles (passenger car) whereby a one-time grant was given to every vehicle owner who scrapped an M1 (passenger car) with an age of 10 years or more and registered a new M1 (passenger car) with CO<sub>2</sub> emissions of not more than 130g/km and having a length of not more than 4,460mm. This grant was planned to encourage the disposal of older vehicles and investment in new cars with lower emissions.

This scheme was aimed at reducing the number of old motor vehicles from the road and consequently reducing pollution. Subject to various conditions, the grant provided:

- €900 up to a maximum of €1,500 and equivalent to the actual Registration Tax paid for persons registering a new Category M1 vehicle with CO<sub>2</sub> emission levels up to 100g/km;
- €800 for persons registering a new Category M1 vehicle with CO<sub>2</sub> emission levels between 101 and 130g/km;
- €2,000 for persons registering a new category M1 Hybrid Vehicle with CO<sub>2</sub> emissions between 40-65 g/km;

Every eligible person was entitled to only one grant under this scheme.

The Government allocated €1.8 million for this scheme. There were 1,637 beneficiaries. Applications were handled on a first come first served basis.

## Purchase of Electric Vehicles by Private Individuals, Registered NGOs and Private Companies

The scheme was aimed to reduce emissions generated from vehicular traffic and improve air quality levels by reducing the number of old motor vehicles from our roads, through the promotion of Battery Electric Vehicles and Battery Electric Quadricycles.

During 2019, the amount of €1.5 million was allocated and all the applications submitted for the grant were accommodated to the extent that 229 additional electric vehicles were registered on Maltese Roads.

The grant was applicable to Private Car Owners, Registered NGOs, the Business Community and Local Councils.

The scheme, subject to various conditions, provided:

- a) €7,000 upon registering a new Battery Electric/Plug-In Hybrid M1 and N1 vehicle; (when another vehicle with an internal combustion engine having at least 10 years from the year of its manufacture was de-registered and scrapped at an authorised destruction facility);
- b) €6,000 upon registering a new Battery Electric/Plug-In Hybrid M1 and N1 vehicle (without scrapping another vehicle);
- c) €2,000 upon registering an imported second hand Battery Electric/Plug-In Hybrid M1 and N1 vehicle which are not older than 36 months and not having more than 15,000km on the odometer (without scrapping another vehicle);
- d) €3,500 upon registering a new or used Battery Electric quadricycle (without scrapping another vehicle);
- e) Up to €200,000 for commercial companies to change vehicle fleet from ICE to EV.

Applications were handled on a first come first served basis. Companies which had benefitted from the previous scheme related to electric vehicles were eligible to benefit again from this scheme as long as they were in line with state aid regulations.

## Conversion of Vehicles to LPG/Autogas

The scheme whereby vehicle owners could convert M1 (passenger vehicles) and N1 (goods carrying vehicles up to 3,500kg) to LPG/Autogas was extended in 2019, offering a one time grant of €200 and leading to the reduction of the CO<sub>2</sub> emission levels by 10%. The total budget committed towards this grant by Government amounted to €50,000. A total of 203 vehicles benefitted from the grant. 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.

## **Purchase of New Wheelchair Accessible Vehicles to be used as Taxis or a chauffeur driven vehicle**

A grant of €10,000 upon registering a new wheelchair accessible taxi (WAT) or a passenger transport vehicle and up to a maximum of €100,000 per year was re-issued. The grant was applicable in cases where another vehicle with an internal combustion engine, having at least 10 years from the year of its manufacture and which had a valid licence for the past 5 years, was de-registered and scrapped at an authorised destruction facility.

The Government allocated €100,000 for this scheme with Transport Malta and received eight applications.

## **Grant of €400 for the purchase of NEW Pedelegs (Electric Power Assisted Bicycle) or NEW Electric Motorcycles, Mopeds, Tricycles or New Quads**

Persons buying a new pedelec (Electric Power Assisted Bicycle) or a new electric motorcycle, new moped, new tricycle or a new quad ie: L1e, L2e, L3e, L5e, L6e were also given a one-time grant of €400.

During 2019, the amount of €120,000 was allocated and all the applications submitted for the grant were accommodated to the extent that 280 additional pedelecs were registered on Maltese Roads.

## **Regularisation of Vehicles with Licence in arrears**

Transport Malta continued focusing its efforts on the collection of vehicle licences in arrears. The Authority issued monthly notices to vehicle owners with licences in arrears, advising them to regularise their position and pay their vehicles' road licences and any other pending fees.

- Total revenue collected from the scheme only during 2019 - €118,217;
- Total Government Revenue increase during 2019 when compared with 2018 - €2.9 million;
- Total amount of vehicles that came in line through the scheme during 2019 - 820;

## **Amendments to Regulatory Frameworks**

In 2019, the Driver and Vehicle Licensing Unit compiled and processed amendments to transport-related regulations and put in place administrative provisions to bring into effect the relative provisions. These included the Amendments to the Exemption from Motor Vehicles Registration Tax Regulations SL.368.01 with the purpose of this Legal Notice being to harmonise all time-frames in all cases where an application for exemption is to be filed. The business process from application to adjudicating was re-engineered and a new simplified application form was launched with the aim to remove all possible bureaucracy.



## eTransfers

Transport Malta encouraged and assisted insurance agencies and brokers to process the transfer of ownership of vehicles through an online system. In relation to this eservice, 1,846 transfers were affected during the year under review - an increase of 18% compared with the 1,563 processed in 2018.

The table below lists the main transactions carried out throughout 2019, compared to the previous year at the operational driver and vehicle licensing units.

	Licensing Service	Number of Transactions		
		2018	2019	% Change
Vehicles	Newly Registered Vehicles	26,500	26,799	1%
	Change of Owner (Transfers)	57,585	56,574	-2%
	Other Changes to Vehicles	10,210	12,358	21%
	De-garaged Vehicles	5,429	5,527	2%
	Exported Vehicles	319	344	8%
	Garaged Vehicles	8,952	10,048	12%
	Scrapped Vehicles	9,080	9,116	1%
	Road Licences Renewed	379,130	390,365	3%
	Number Plates Issued	75,912	84,750	12%
	Pre-registration Vehicle Inspections	8,100	8,423	4%

The table below lists the main transactions carried throughout 2019, compared to the previous year at the Driver Licensing Unit.

	Licensing Service	Number of Transactions		
		2018	2019	% Change
Driving Licences	Learner Permits Issued	11,488	12,781	11%
	New Driving Licences Issued	5,985	5,758	-4%
	Renewed Driving Licences	29,075	31,150	7%
	Driving Practical Tests	13,730	13,571	-2%
	Driving Licences Exchanged	1,394	2,027	49%
	International Driving Permits	879	1,226	39%
	Withdrawn Driving Licences	1,310	1,544	18%
	Changes to Driving Licences	14,434	15,237	6%

## Driving Licences

During 2019 a total of 31,150 driving licences were renewed to existing driving licence holders. A total of 1,544 driving licences were withdrawn/given up for various reasons, such as those being deceased, holder no longer intending to keep his/her driving licence, withdrawal due to penalty points and/or withdrawal as per court ruling.

A total of 15,237 driving licences were re-issued with changes as requested by clients. These cases included changes in address, changes in holder's name and/or adding of a new driving licence category.

## Exchange of Driving Licences

On a regular basis the Unit also receives requests from foreign driving licence holders to have their licence exchanged to a Maltese one. Once the necessary vetting 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 of 2,027 driving licences were exchanged during 2019.

## International Driving Licences

A total of 1,226 Maltese licence holders applied for them to be able to drive in another country outside the European Union.

## 125cc Motorcycle Policy

Holders of a Maltese driving licence in Category B may 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 0.1 kilowatts (kW) per kilogram if it is powered by an electric motor on Maltese territory. In 2019, the amount of persons who benefitted from this scheme amounted to 1,389. Persons must undergo practical training with a professional licensed motoring school with Category A requirements and approved by Transport Malta. The training shall consist of 10 hours of training, comprising of 30% theory and 70% practical sessions. Training includes basic vehicle controls and ancillary controls.

## Seat belt exemptions

During 2019, Transport Malta received a total of 217 applications from vehicle owners requesting exemptions from wearing a seatbelt whilst driving due to medical conditions. Applications for Seatbelt exemptions are verified by the Authority's medical consultant prior to their grant.

## Tax Rebate Scheme on School Transport

A total of 1,177 applied for a tax rebate during 2019. By means of this scheme parents of school children using transport could apply to receive a tax refund on the relevant fees paid.

## Regulatory Unit

### 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 Licence issued. During this process, the Unit checks the Fedina Penali and the financial standing for each operator. During 2019, the Unit verified the documents of 300 operators. These operators had their relevant Operator Licence renewed and/or newly issued.

During the year under review, 663 drivers obtained their Initial Certificate of Professional Competence (CPC) and 1,037 drivers obtained the periodical CPC, which enables them to drive public transport or heavy goods vehicles.

The Unit registered 75 new Operators during 2019 with a total of 737 Passenger Transport Operators at the end of 2019.

## Public Service Garage 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 949 public service garage permits paid (renewed) while 131 new permits were issued during the year under review.

An exercise to collect public service garage arrears which were not paid by the operators for a number of years was carried out. The amount of €15,740.40 was collected during this exercise.

Substantial effort was put into the amendment of the PSG policy which will come into effect by the 1<sup>st</sup> quarter or mid-2020.

## Tags

Tags issued for Category D (buses), D1 (minibuses), Category B (white taxis and chauffeur driven vehicles) and cabs (karozzini) amounted to 5,205 during 2019.

## Customer Care

Customer Care service is delivered through four different channels: Walk-ins, Call Centre, Email and Facebook. In total, during 2019, nearly 170,000 customer contacts (enquiries, suggestions or complaints) were received.

Figure 1 illustrates the percentage distribution of incoming Customer Contacts by channel.

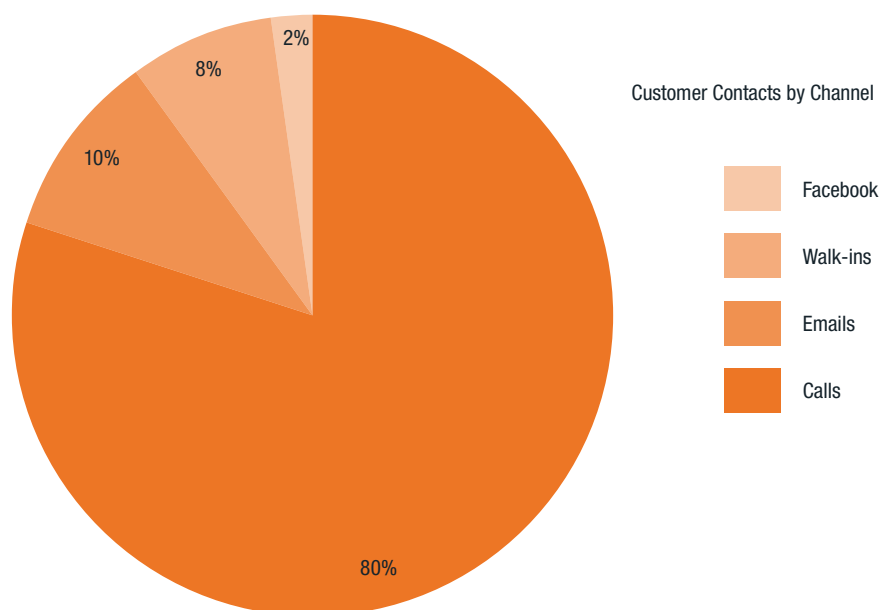


Figure 1



The Directorate receiving the most customer contacts was the Land Transport Directorate. Figure 2 illustrates the percentage distribution of contacts by Directorate.

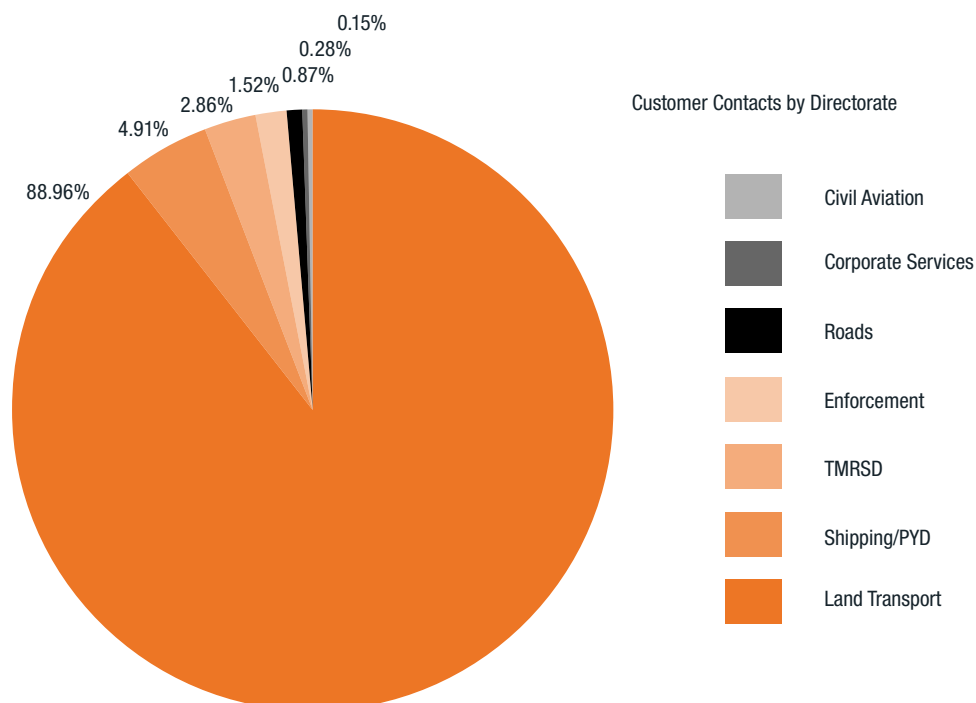


Figure 2

Figure 2 indicates that, at 88.9%, the highest incidence of Customer Contacts, were related to the Land Transport Directorate.

When one looks into the reasons for these Customer Contacts one notes the highest incidence of customer contacts were related to Driving Licences (18.9%) followed by Registration and Importation of Vehicles (7.6%) and Driver Testing and Licensing (5.5%).

Figure 3 illustrates the distribution of the top customer contacts by type.

Land Transport Directorate Top Customer Contacts

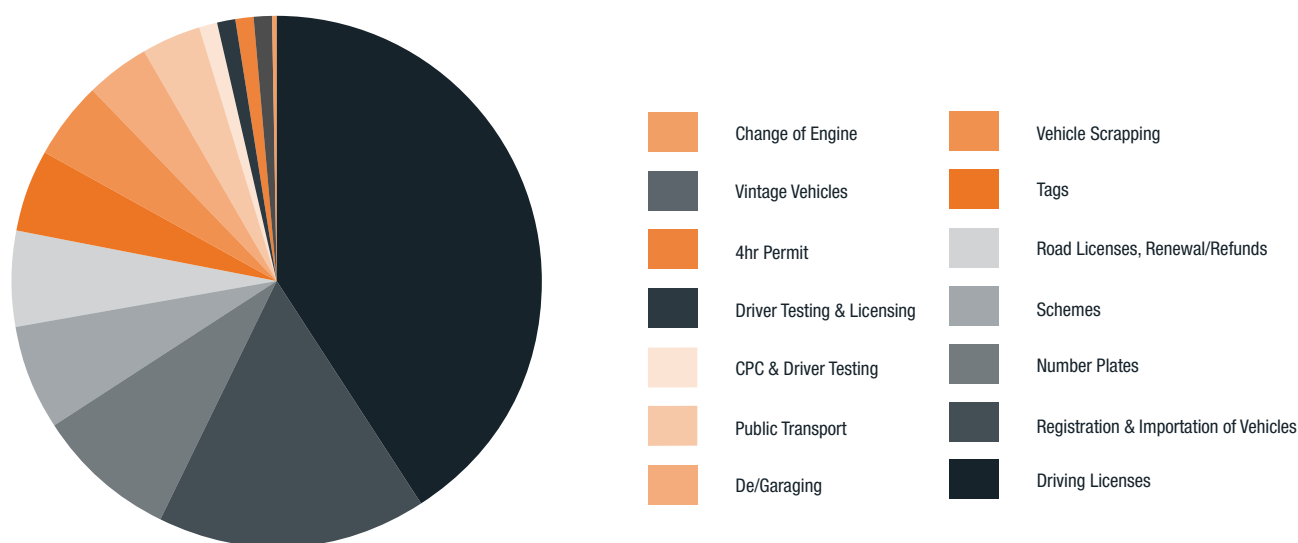


Figure 3

Note: percentages indicated in Figure 3 are taken against the total customer contacts.

## Top Customer Contacts

- Driving Licences include enquiries related to applying for and obtaining a Maltese driving licence, requests to reprint driving licence renewal forms, problems with the renewal processes, enquiry about driving test dates and so on.
- Registration and importation of vehicles are related to requests for information about importing and registering a vehicle from EU and non-EU countries. These include requests for information about schemes exempting the client from paying registration tax, such as the transfer of residence scheme, non-resident worker scheme and non-resident student scheme. Several enquiries were made by clients declaring themselves as tourists.
- Driver Testing & Licensing relate to enquiries about applying for the driving practical test or the theory test and enquiries about the status of practical tests applications.
- Number plates enquiries include plates availability; enquiries about changing plates, and enquiries about applying for a third plate.
- Schemes include enquiries about the various government grant schemes, including the VAT refund scheme, the scrapping scheme, the electric vehicle scheme, and the LPG conversion scheme.
- Road Licence Renewals/Refunds enquiries related to road licence renewals, road licence fees; and requests for road licence refunds due to scrapping, garaging or exporting vehicles.
- Public Transport Tags include enquiries about applying for a public transport tag and about renewing tags. Several enquiries were made about the status of tag renewal applications.



- Vehicle Scrapping include requests for information on the process to scrap a vehicle. There were also various enquiries about the scrappage scheme.
- De/Garaging of vehicles include enquiries about the process of garaging and/or de-garaging vehicles.
- Public transport enquiries include suggestions and/or complaints related to route changes, complaints about missed services, complaints about bus drivers and bus cleanliness, suggestions for inclusion of additional bus shelters, complaints about shifted shelters etc.
- CPC and Driver Testing enquiries include requests for information related to the CPC courses, the CPC training providers, and inclusion of harmonised codes.
- 4 Hour Road Permit requests to issue a 4 hour temporary road permit to drive an un/licensed locally registered vehicle to the VRT station or to a mechanic. This permit is issued by the Customer Care Unit.
- Vintage vehicles enquiries include requests for information about importing and registering vintage vehicles from EU and non-EU countries, enquiries about changing the classification of locally registered vehicles to classic/vintage ones and requests for information to change plates from vintage to normal vehicles after a vehicle had its status as vintage vehicle revoked.
- Change of engine include enquiries about the process of changing an engine imported from EU countries, non-EU countries and removed from locally registered vehicles.

## Walk-in's

Walk-in customers are served by a team of dedicated Customer Care Officers from two Transport Malta offices located in Paola and Lija. Lija Offices were opened for service in July 2019.

A total of nearly 13,000 contacts were recorded from these locations during 2019. This shows an increase of 13.3% on the number of customer contacts on the previous year.

## Calls

During 2019, Call Centre Agents recorded nearly 136,000 customer contacts. This shows a 10% increase on 2018. This channel which is managed by Centrecom Ltd, a third-party outsourced by Transport Malta, is manned by a team of dedicated call centre agents.

## Facebook and Emails

This channel, during 2019 recorded 20,700 customer contacts. This channel is also managed by Centrecom Ltd.



# ENFORCEMENT DIRECTORATE

## Functions

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

The Enforcement Directorate also houses within it a Maritime Enforcement Unit, responsible for providing security services in our ports as well as safety at sea enforcement.

## Land Enforcement

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

- Act as regulator for all licensed land transport providers;
- Ensure all vehicles are within legal emission levels, safe, insured and roadworthy;
- Provide security services to Transport Malta premises;
- Rapid Response and quick traffic clearance solutions;
- Traffic Control on major roads during rush hours;
- Clamping, Towing and Removing of Motor Vehicles and Encumbering Objects;
- Traffic Management and Road Safety;
- Management of temporary Traffic Management during works;
- 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;
- Traffic Control Centre that monitors traffic 24/7.

## 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 road 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 budgets;
- Manages and follows up on contraventions issued by Enforcement Officers;
- 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;
- Is 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.
- **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 authorised dimensions in national and international traffic and the maximum authorised weights in international traffic. Transposition and Cabinet Memo have been completed and questionnaires either issued by the Commission or by any other Member State are regularly filled by the Directorate.



- **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. In 2017, quotations were in the process of 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 met through the submission of a data report every two years on company checks and roadside checks. Questionnaires either issued by the Commission or by any other Member State are regularly filled by the Directorate.
- **Regulation 165/2014/EU:** Regulation of the 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 harmonisation of certain social legislation relating to road transport: This regulation was 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 2019, the Enforcement Directorate issued 16,512 tickets for various contraventions that fall under its remit. The majority of tickets were issued during August (1,579 tickets) followed by January (1,524 tickets) and both July & October (1,492 tickets). The majority of tickets were issued in St Julian's (2,562 tickets), St Paul's Bay (2,436 tickets) and Valletta (1,312 tickets).

The majority of the contraventions issued were primarily related to illegal parking (6,528 tickets), followed by licence not affixed to the windscreen (3,751 tickets) and un-renewed licences (2,786 tickets). Although the Directorate focuses primarily on matters pertaining to the private transport, work related to Public Transport and issues related to commercial vehicles is also undertaken to minimise the duplication of roles with the Malta Police Force and Local Wardens.

## The Rapid Traffic Response Team (MC Unit)

The Rapid Traffic Response Team is a roaming 'on road' service that provides quick clearance solutions and traffic control for hazards primarily on major roads during peak traffic. They work closely with the Police, Emergency Services and Traffic Wardens. Traffic Response Officers are highly trained in accident management and are ready to attend a range of safety and congestion related incidents.

The Rapid Traffic Response Team:

- ensures the area around the accident or event is made safe;
- minimises the risk of a secondary accident;

- patrols designated routes to proactively manage traffic accidents;
- ensures the safe removal of disabled vehicles from main roadways;
- monitors activities that are impacting traffic flow, including road works and construction;
- provides real time traffic intelligence and surveillance to Transport Malta Base.

## 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 illegally used on the road in Malta. Such powers were previously reserved to the Commissioner of Police and Local Councils. As a result of the amendments, the Authority now has the right to clamp and remove from the road 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, in breach of the Motor Vehicles Registration and Licensing Act (Cap. 368) and regulations made under it.

During 2019, a total of 547 vehicles were clamped and 350 vehicles towed.

## Inspections undertaken by the Enforcement Directorate in 2019

SMS Emissions tests	Called for test	Passed	Failed
	vehicles 283	235	29
The procedure used is that vehicles not showing up for first letter calls are called again on second calls. Hence the above figure shows all calls during 2019 including the said doubles (those which failed to show up or failed test on first call). Otherwise the 'Passed' and 'Failed' columns are the correct amount for those showing up on first, second calls or subsequent dates (up to 31.12.2019)			



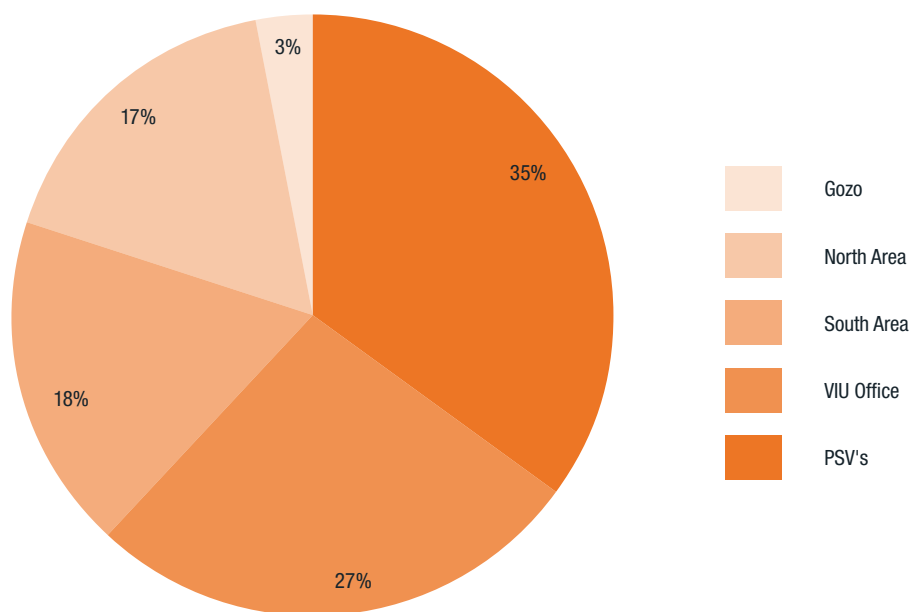
Roadside Technical Inspections (as per entries in database)			
	Inspected	Passed	Failed
M1/N1	748	416	332
N2	925	465	460
N3	547	212	335
O2	2	1	1
O3	1	0	1
O4	83	35	48
M2	296	186	110
M3 (route buses)	706	254	452
M3 (coaches)	207	144	63
T5	0	0	0
<b>Total</b>	<b>3,516</b>	<b>1,714</b>	<b>1,802</b>

ADR inspections	Inspected	Passed	Failed
	74	41	33

	Number of inspections	Days checked	Passed (0-2 pts risks included here)	Failed (3-10 pts medium risks)	Failed (+10 pts high risks)
Roadside Tachograph inspections	8	224	3	41	1
Company checks	0	0	0	0	0

Charges issued	
Badly maintained (multiple faults) during RTI's	146
Excessive emissions	11
Lights	154
Worn tyres	71
Overloading of cargo/protruding load	10
Leaks	9
Other VIU related	126
Enforcement related whilst on VIU duties (recorded)	40
<b>Total</b>	<b>567</b>

**Percentage as per inspections per area (to nearest 1%):-**



Details:

Venue (or nearest vicinity to)	Chart Area code	No. of RTI's performed in area
Bieb is-Sultan - Żabbar	<b>618</b>	9
Corradino		69
Għar Dalam/M'Xlokk Rd		57
Gudja		59
Hal Far		72
Hompesch rd/Dejma		77
Kirkop Tunnels & Żurrieq		86
M'Skala Bypass		66
Triq ir-Ramla-Kirkop/Kandja		24
Triq l-Industrija - Kirkop		16
Triq San Anard - Tarxien		41
Triq il-Kottonera - Birgu/Fgura		42
Hal Luqa		0
Gozo		125
	<b>125**</b>	
Venue (or nearest vicinity to)	Chart Area code	No. of RTI's performed in area

Burmarrad		43
Għajn Tuffieħa Rd - Mġarr		0
John Adye Street - Naxxar		39
Mqabba Rd - Siġġiewi		41
Mġarr rd - Mġarr		0
Mtarfa Bypass		11
Notabile Rd - Attard		90
Independence ave - Mosta		16
Siġġiewi / Lapsi		45
Triq id-Difża Ċivili - Mosta		41
Triq il-Hemsija - Rabat		93
Triq il-Fortizza Mosta		33
Ta' Qali		34
San Ġwann		89
SPB bypass		0
Xemxija		39
City Gate (PSV's)		442
Marsa P&R (PSV's)		177
ĊĊirkewwa (PSV's)		173
Rabat Domus		4
MIA (PSV's)		327
Others (PSV's)		100
VIU (LTD requests)	<b>934</b>	4
VIU (letters)		930
		<b>3514</b>

## Enforcement on Road Contractors/Service Providers

In 2019, the Directorate issued 2,254 fines to contractors and/or service providers for not abiding by the law and regulations related to road works. This is a sharp increase from the 867 fines issued in 2018.

Such fines are issued following a site inspection 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.

## Security at Transport Malta Premises

The Enforcement Directorate also provides security services at Transport Malta premises. The service relates to the security function at Transport Malta offices (Lija Head Office, Licensing and Testing Offices and the Technical Department Offices). Due to the introduction of receptionists within Transport Malta premises, the services of security personnel have been heightened by increased surveillance and responsibility.

## 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 to improve its relation and service towards the Local Councils.

Several issues are discussed and agreed upon during weekly meetings held with Local Councils Association members. Meetings are also held with the Director for Local Government.

The below table outlines the number of meetings held in 2019.

Locality	Lija	LC	Luqa	A3 Towers	MTIP	TMC
Valletta		5				3
Mdina	1					
Birgu		1	2		2	
Senglea	2					
Qormi	1					
Żebbuġ	1					2
Żabbar		4				3
Siggiewi	1					2
Rabat	2					
Attard		2				1
Balzan						1
Birżebbuga	1	1				
Fgura		1				
Gudja	2	2				3
Gżira	1					1
Kalkara		3				
Kirkop	1					
Lija	3					2
Marsa	2	1				2

Locality	Lija	LC	Luqa	A3 Towers	MTIP	TMC
Marsaskala	1					
Marsaxlokk	2					1
Mellieħa	2					2
Mġarr	2					
Mosta	1					2
Mqabba	3					
Msida	1					1
Naxxar	3					
Paola		2				1
Qrendi	1					
Rabat	2					
San Ġiljan	1					5
San Ġwann	2					2
San Pawl il-Baħar	1					1
Santa Luċija	1	1				1
Sliema						3
Swatar						1
Tarxien	1					1
Xgħajra		3				1
Żurrieq		1				
<b>Total</b>	<b>42</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>43</b>

## Traffic Control Committee

The Enforcement Directorate organises and hosts the Traffic Control Committee, previously held at the Ministry, to directly communicate and discuss issues pertaining to the country's traffic management and road safety. During these monthly meetings, the Chairman and the members of the Board meet representatives from various entities, Ministries, Local Councils and even the public, in order to reach solutions which meet the approval of those concerned. During 2019, a total of 11 Committees took place. The most popular issues presented during these Committees varied from Traffic Management plans during road works or developments and road closures for erecting/dismantling of tower cranes, to planning events across Malta and Gozo while ensuring safety and swift coordination in our roads.

## 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 inspection users can assign the next inspection date and fill in works in progress forms.

Total of permits issued in 2019:

- 2,139 (RWP1) Major Road Works Permits;
- 805 (RWP2) Emergency Road Works Permits;
- 12,079 (RWP3) Minor Road Works, Maintenance and Repair Permits.

## Engineering Unit - Traffic Lights and Pedestrian Crossings

In coordination with Infrastructure Malta several pedestrian crossings were installed or modified in conjunction with the road widening projects in various localities. Some of the roads include Triq Hal Luqa in Santa Luċġja, Triq Hal Luqa in Qormi, and Triq Buqana in Mosta.

Marsa Junction was updated and re-configured several times during 2019 due to the ongoing Marsa Junction project headed by Infrastructure Malta. We were continually involved with Infrastructure Malta and the Turkish Contractors, modifying the junction itself and the timings in order to optimise traffic flow during the various stages of the project.

Traffic light junctions were further upgraded in 2019: 3 junctions (Żabbar Junction, Freeport Junction and Marsaxlokk Junction) were fitted with traffic sensors in order to adjust timings according to traffic volume. These were also connected to our traffic light monitoring system (TMACS), therefore in 2019 we connected all major traffic light junctions to this system, giving us the capability to monitor and control the junctions remotely.

During 2019, a tender was made public to procure new traffic light controllers and also countdown equipment for the upgrading of junctions and pedestrian crossings in 2020 and beyond. During the year, a tender was awarded for the procurement of new pedestrian activation devices to refill our stores. The new devices are geared towards helping pedestrians with visibility problems cross the road. They come with adaptive buzzers which vary the volume according to ambient noise as well as tactile markings indicating the type of crossing ahead.



## Engineering Unit - Street Lighting

Major maintenance works were commissioned and completed for the street lighting along Mgarr Road in Gozo. New street lighting lamps were installed together with the replacement of cables in street lighting poles to reduce faults in the circuit.

In 2019 the Unit completed the handover of maintenance of Transport Malta's street lighting in arterial and distributor roads to Enemalta.

## Engineering Unit - Kappara Tenders (VMS and CCTV)

Both tenders related to Kappara Junction were completed and commissioned. A total of 19 cameras were installed, some of which are dedicated licence recognition cameras. Additionally, 13 screens of various sizes were installed on gantries along the junction.

## Maritime Security and Enforcement

During the course of 2019, the Maritime Enforcement Department was responsible to provide security services at the Port and Port Facilities. During the operational year under review, as of 1<sup>st</sup> August, the office of the Statutory and Port Security was passed on to another department.

The Surveillance control system together with the maritime enforcement task became the primary role of the Maritime Enforcement Department. The primary role of the department is to manage the day to day functions of the control room on a 24/7 basis, continuous monitoring, review and response to incidents seen via the CCTV cameras and ensuring that operations are run in accordance with the Code of Practice and the Authority for Transport in Malta procedures Manual and the Directive 2005/65/EC.

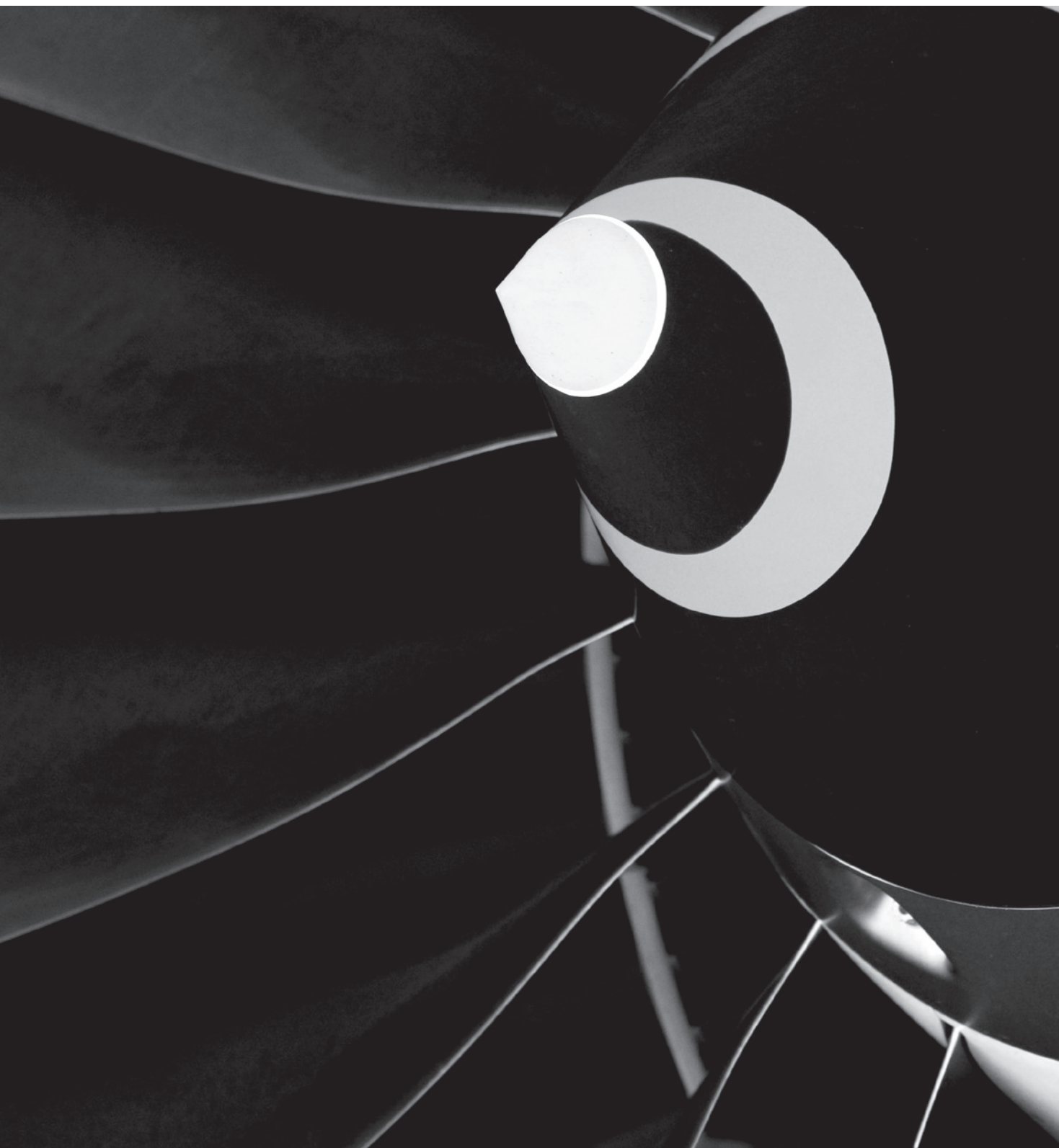
## Sea Enforcement

This department continued to play an active role in the Authority's annual safety at sea campaign taking place during the summer season. In 2019, the safety at sea campaign was further reinforced through an increase in the number of patrols and inspections 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 and seafarers alike. Due to the increase in activity, the Maritime Enforcement Department continued to strengthen its presence in ports to assist arriving and departing ships.

The year under review saw the MEU also increasing inspections on commercial passenger carrying vessels both during the day and at night time to ensure that commercial operators were in line with the applicable laws and regulations for the sake of good order and safety, both for the crews and passengers aboard.

The Authority's policy has always been to emphasise the educational aspect of enforcement, and in this regard in 2019 the department increased its participation in campaigns on the media. The aim was to instil in the general public a sense of awareness of the various regulations while stressing caution and responsibility, so that, whenever possible, accidents which can sometimes be fatal could be avoided. This notwithstanding the Authority continued to be vigilant and imposed the applicable administrative fines where necessary.

Transactions related to MSED	2018	2019
Vessels Inspected at Sea	1,027	1161
Vessels Found Contravening The Regulations	462	443
Charges Issued	223	310
Warnings issued	239	133
Vessels Found In Order	565	718



# INTEGRATED TRANSPORT STRATEGY DIRECTORATE

## **Functions and Duties**

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

1. Integration of transport research and infrastructure planning;
2. Development and coordination of transport policies;
3. Development of standards;
4. Traffic Management and Road Safety;
5. Coordination of European Union affairs.

### **1. Integration of Transport Research and Infrastructure Planning**

#### ***Transport and Land Use Planning***

The Directorate coordinated Transport Malta's assessment of Development Planning applications (DP), Planning Control applications (PC) and Development Notification Orders (DNO), submitting its recommendations, reports and any required transport-related conditions to the Planning Authority within the stipulated time frame. The Transport Coordinating Committee (TraCC), set up under the auspices of Transport Malta to facilitate coordination in the assessment of applications between the Planning Authority, Transport Malta and Infrastructure Malta met 16 times over the year.

In summary, in 2019, Transport Malta received approximately 7,741 consultation requests for the consultation on Development Planning applications, of which 512 were transport-related, and of these, 63 required either a Transport Impact Assessment or a Simplified Transport Study for Transport Malta's consideration and feedback.

Transport Malta was consulted by the Planning Authority on 71 PC applications for changes to schemed road alignment. The Directorate also technically assessed 52 DNO applications and 95 pre-DNO applications.

In addition, ITSD provided technical feedback to the Planning Directorate on the draft partial reviews of Local Plans and Infrastructure Services Waiver requests, in consultation with Infrastructure Malta.

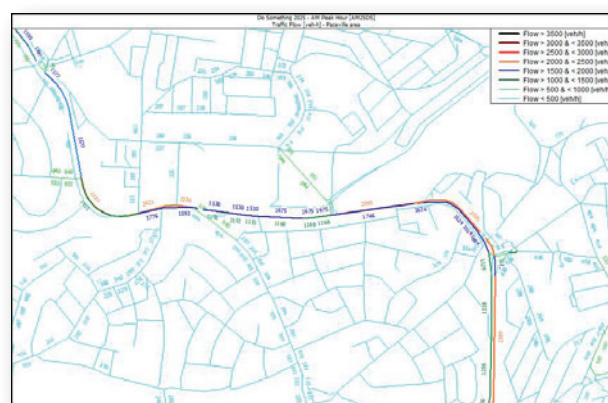
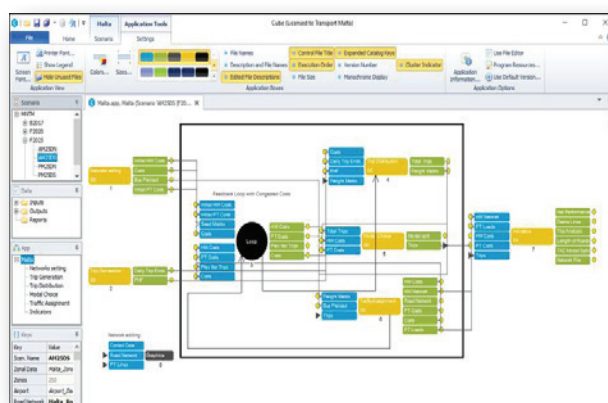
### **2. Development and Coordination of Transport Policies**

Over the year, ITSD reviewed and provided technical input on a number of cross-sectoral national strategy and policy documents where these concerned the transport sector. These included the review of economic and financial impact assessments of alternative fuels in road transport, feedback on the draft Low Carbon Development Strategy, National Air Pollution Control Programme, and the Smart Island Malta inception report.

## Continued Development of the National Transport Model

The Directorate continued its development of the National Transport Model (NTM). The year under review saw the finalisation of the model updated to 2018. The NTM continued to be used as an invaluable technical tool for transport policy development and testing. Indeed, the NTM was used to continue the monitoring of the implementation of Malta's National Transport Strategy, 2050 and Transport Master Plan, 2025.

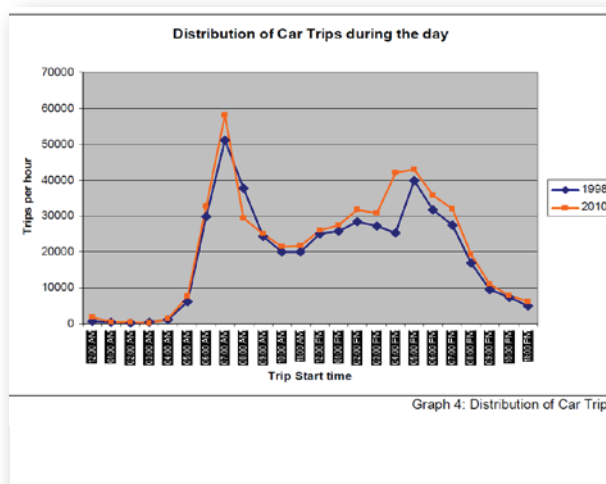
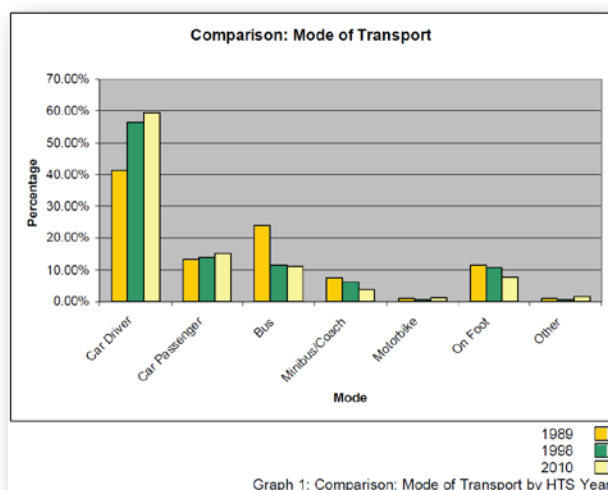
Over the course of the year, the Directorate commenced its preparations for the mid-term review and subsequent updating of Transport Master Plan, 2025. This review will feed into the thematic enabling conditions that will allow Malta to access European Union ERDF and Cohesion Funds that will be earmarked for the transport sector during the next operational programming period between 2021 and 2027. At an EU level, each member state is required to undertake a multimodal mapping exercise that sets out a comprehensive programme of existing and planned infrastructure to be implemented up to 2030. The national transport model will be used for the economic justification of investments, as well as providing the necessary data for the quantification of safety and environmental impacts (air quality and greenhouse gas emissions) that would result from the implementation of the measures.



## National Travel Survey, 2020

To support the analysis, a National Travel Survey (NTS) will be carried out in 2020, for which preparations started towards the end of 2019. The NTS is part of a continuous survey that has been carried out in Malta since 1989 at 10 year intervals. This fourth NTS will once again collect transport-related information from a sample of households across the different localities in Malta and Gozo; information relating to the household (size, structure, car ownership), the individual (socio-economic, demographic, etc.) and a diary of the journeys of each household member on a given day (their start and end location, time, mode of travel, purpose of travel etc.).

The NTS is one of the Transport Ministry's main sources of data on personal travel patterns. Data from the NTS has been used extensively in the past, providing a snapshot of current travel patterns, behaviour and further insight into the changes in travel trends that have taken place over the years. The travel data is also used by different public service sectors, academia and transport operators for planning, policy development, planning of transport infrastructure and for research purposes.



### 3. Development of Standards

As a result of the establishment of Infrastructure Malta (under Chapter 588 of the Laws of Malta), the operational functions of the EU Road Infrastructure Safety Management (RISM) Directive were subsumed by this new agency, while the purely regulatory functions remained within the remit of Transport Malta.

The Directorate, in consultation with Infrastructure Malta, has now prepared a Standard Operating Procedure (SOP) manual to provide step-by-step guidance for both Transport Malta and Infrastructure Malta to achieve efficiency, quality output, and uniformity in the practical application of the RISM Directive. The SOP will apply to Road Safety Impact Assessments, Road Safety Audits on major infrastructure projects on the TEN-T road network, as well as to Road Safety Inspections on the current principal road network. It also takes into consideration new legal requirements that will enter into force in 2021 emanating from recent amendments to the RISM Directive at an EU level.

### 4. Traffic management and Road Safety

#### Traffic Management

The Traffic Management Unit provides the expertise to enable technical assessment of proposed measures related to traffic management whilst developing policies aimed at improving the safety of all road users. Over the 12 month period, the Unit processed over 1,200 applications for traffic management changes, mainly from local councils but also from private individuals and other government entities. Processing of applications includes site inspections, technical assessment and meetings with the applicants to further discuss the proposal and improvements that may be necessary.



The applications processed were varied in terms of extent of the projects, and included:

Traffic management schemes and upgrades of junctions and links;

- Changes in traffic circulation;
- Pedestrian Crossing facilities;
- Facilities for electric vehicles;
- Cycling Infrastructure;
- Traffic Calming measures;
- Road Safety features.

Designs were prepared for a number of Local Councils for projects which required specific technical assistance in road design and safety improvement.

The directorate provided its technical input on area-wide traffic studies being carried out by other entities, such as Mriehel Enterprise Hub and the extension to Mater Dei Hospital being planned by the Foundation for Medical Services. Another task was the safety assessment of different proposals for routes in Malta and Gozo to be used by organised tours using self balancing vehicles. This task was carried out together with the Land Transport Directorate.

Over the year, Field Officers from the Directorate undertook safety inspections at traffic signal junctions and pelican light crossings, and also identified stretches of road where the refreshment of line markings or road signage replacement was required.

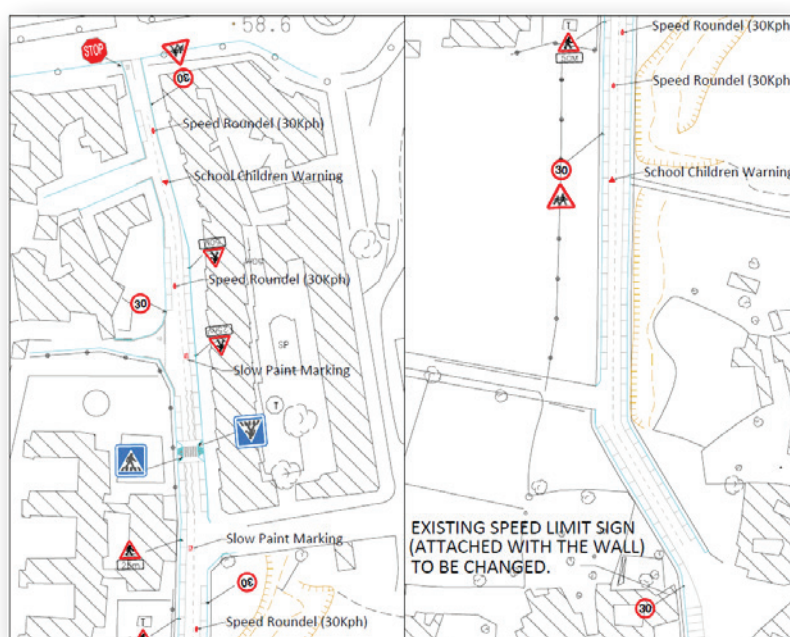


Figure 1: Typical pedestrian crossing combined with traffic calming measures near school

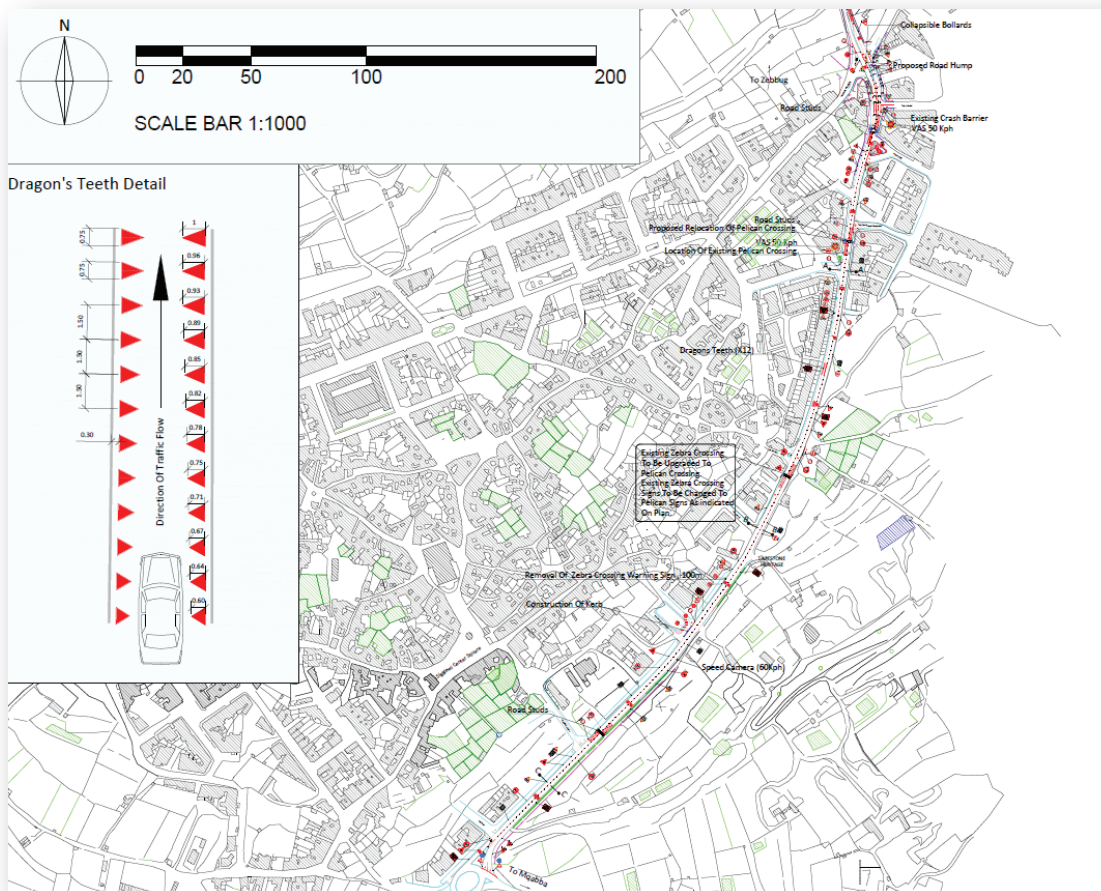


Figure 2: Typical traffic management scheme with traffic calming measures along a link road in Siggiewi.

## Road Safety

The Directorate undertook 13 road safety audits on identified road infrastructure projects on the TEN-T road network, at different stages in the development of the project, in line with the requirements of the EU Infrastructure Safety Management Directive.

In parallel, the Directorate has also recently been enhancing the national road accident database in conjunction with the Health Authorities, the Police and the National Statistics Office in order to harmonise injury severity classification with EU requirements. The upgraded road accident data for the year 2018 was submitted to and endorsed by the European Commission for inclusion in the EU-wide CARE database.

During the course of the year, ITSD's personnel received training in road safety inspections from a UK accredited training service provider.

## 5. Coordination of European Union Affairs

### ***Assessment of EU legislative proposals***

The Directorate coordinated Transport Malta's positions on a number of dossiers being discussed throughout 2019 at the European Council's Working Parties on Land Transport and Intermodal Questions and Networks. Inter alia these included new regulatory proposals on the Trans-European Transport Network (TEN-T), the Connecting Europe Facility (CEF), parts of the Mobility Package, Enabling Conditions for Cohesion Policy Fund Post-2020 Programming Period, and Road Infrastructure Safety Management.

### ***Bilateral Meetings***

The Directorate participated, as part of high level delegations, in a number of high level bilateral meetings held between the Government of Malta and the European Commission; these included topics such as: European Semester, Alternative Fuels Infrastructure, and review of the Trans-European Transport Network with the European Commissioner for Transport.

### ***Non-Legislative***

The Directorate assisted the European Court of Auditors (ECA) in carrying out a performance audit on Urban Mobility in EU member states. Valletta was one of the European cities selected by ECA for an extensive audit of the sustainable urban mobility measures introduced.

It also assisted European Commission DG-Regio in its evaluation of JASPERS technical advisory services (2014-2020) with specific reference to the support provided by JASPERS in the development of Malta's Transport Master Plan, 2025.

The Directorate was asked to present a paper at a conference for EU member states organised by European Commission DG-Clima on "Capacity Building to Facilitate Implementation of the Effort Sharing Legislation, with Focus on Ex-post Evaluation and Policy Lessons Learned". At this conference Malta was asked to share good practices in the development of policies and measures in National Transport Master Plan, 2025.

### ***International Policy Development (non-EU)***

The Directorate provided statistical transport data and Malta's policy positions in a number of transport policy areas in relation to the OECD International Transport Forum (ITF), Inland Transport Committee of the UN-ECE (ITC), the European Transport Safety Council, International Labour Organisation (ILO) and the Asia-Europe Meeting of Transport Ministers (ASEM). In particular, the Directorate vetted and presented Malta's position on a number of draft transport declarations; including international declarations on the: "Promotion of Decent Work and Road Safety in the Transport Sector" (ILO), "Importance of the digitalization and decarbonization of transport systems, sustainability of transport networks of European and Asian countries" (ASEM) and on "Transport Connectivity for Regional Integration" (ITF).

During the year, work commenced on the drawing up of a comparative assessment of UN ECE 1968 Vienna Convention on Road Traffic with Malta's national legislation to determine whether there are any legal and technical impediments to Malta's accession to this legal instrument convention. This convention is considered to be an important European-wide legal instrument on road safety.

## **Sustainable Mobility Unit**

### **Incorporating the Malta National Electromobility Platform (MNEP)**

In line with the Malta National Electromobility Action Plan (MNEAP), this Unit continued working on a number of initiatives involving Sustainable Mobility during 2019. Up till October 2019, the unit had the following projects within its remit, which were then passed on to a new unit formed within the Authority.

### **GROWSMARTER (2015-2019)**

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 regard to the roll-out and installation of EV charging infrastructure and the deployment of e-car and e-bike sharing solutions. The project was concluded during 2019 and as part of the project, Transport Malta has compiled two Replication Plans in this regard, that have guided similar implementation of activities in Malta.

During 2018, the MNEP Unit worked closely with consultants to prepare 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. The Authority has also set guidelines and an implementation on the roll-out of transport sharing. This plan was implemented during 2019 with various types of transport sharing services being introduced to the market from the private sector.

Procurement for additional infrastructure connected with electromobility was completed during 2019 and the infrastructure will be deployed nationwide throughout 2020.

### **CIVITAS DESTINATIONS (2016-2020)**

Funded under Horizon 2020, 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 (SUMP), which shall propose a list of measures to be deployed at locality level dealing with pedestrian infrastructure, improved cycling safety, enforcement, parking issues and freight, among others. Some of these measures will have been tried and tested during the lifetime of the project, including 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. During 2019, the Stakeholder Consultation process required as part of the SUMP development which started in 2017 continued, while preparation for the launch of various pilot measures was carried out. These have included the launch of a pilot project with Crafts Village where an e-Van will be tested for its feasibility in the delivery of goods sector. The partnership with Crafts Village was brokered with the assistance of GRTU.

2019 also saw the launch of a Tourist Mobility information smart phone application which will assist tourists to travel to attractions via sustainable means. A full Feasibility Analysis and Implementation Plan was compiled and presented to stakeholders dealing with the better connection of Marsamxett Ferry Landing site to central Valletta. Procurement for equipment and infrastructure necessary to deploy a smart parking management system in the Hastings Parking Area in Valletta was concluded during 2019; implementation and roll-out are planned for 2020. A Competition aimed at hotels to propose and implement sustainable mobility measures was also designed, launched and evaluated during 2019; the implementation of two winning pilot projects is expected during 2020.

Through the DESTINATIONS Project, a national Information and Awareness raising campaign was also launched throughout 2019 to educate the public on the benefits of transport sharing rather than using own private vehicles. A cycling safety campaign was also launched. It was aimed to educate drivers on how to respect cyclists on the road and interact with them safely. These campaigns were launched on social media, dedicated print media, radio and TV, including dedicated interviews on the Public Broadcasting Service. Several physical appearances at national events were also organised where the public could directly interact with Transport Malta officials to ask questions, try shared vehicles and get information directly on the new services from the operators who were involved in all dissemination activities.

## PROMETEUS (2017-2020)

The Sustainable Mobility Unit was entrusted with 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 (MNEAP) to look further into the second phase of electromobility deployment in view of progress already made and the upcoming cut-off date for internal combustion engine vehicles.

During the year under review, the Unit took the Lead Partner role of the Project as well as its Financial Management and progressed well through the 1<sup>st</sup> Phase of the Project, which is the interregional learning process. Throughout 2019, the Unit worked on the review of the MNEAP with the assistance of an external expert contracted for the purpose following an open call for Tenders. Under this review, the study is taking into consideration deployment made so far in terms of public infrastructure, government grants, market take-up etc. and also taking into consideration the cut-off date for the importation and registration of ICE vehicles currently being discussed. Following a series of stakeholder consultations which took place during 2019, the review of the MNEAP, which is in line with the National Transport Strategy, will be launched in 2020.

## EnerNetMob (2017-2021)

The MNEP Unit participated in a project proposal under InterregMed which was accepted for EU funding to install EV fast charging infrastructure in Port Areas. Through this project, the MNEP will also test and simulate some of the measures indicated in the Malta National Electromobility Action Plan, once this is updated through the Prometheus Project. During 2019, TM hosted one of the scheduled Steering Committee Meetings in Malta.

## Project Applications submitted for EU Funding Consideration

### **SMITHS (ERDF)**

In 2017 the MNEP Unit secured ERDF funding for the Sustainable Multi-Intermodal Transport Hubs (SMITHS) project which 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 with the introduction of passenger waiting facilities. It shall encourage alternative mobility through safe cycling infrastructure. The project shall also address cleaner air by deploying battery electric public transport vehicles in Gozo.

Moreover, SMITHS shall contribute 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 and detect barriers hindering the free flow of buses, giving Transport Malta the capacity to deploy its enforcement assets in real time. The CCTVs shall feed into the National Traffic Control Centre in Sa Maison, Floriana, which is being set up as part of this project. The contract for the purchase of the new CCTV network has been signed and installation started in 2019. This will make public transport more attractive and more efficient through a reduction of journey time. The project will also contribute towards a reduction in GHG emissions to assist Malta in reaching its EU2020 targets.

In summary, the subprojects of the SMITHS project include:

- Upgrading of existing ferry landing sites to include passenger waiting facilities;
- Deployment of ITS infrastructure to improve cycling safety;
- Renovation of Sa Maison facility into the National Traffic Control centre and deployment of CCTV cameras on main bus corridors;
- EV charging pillars (medium to fast and ultra fast).



During 2018, several studies were carried out and preparatory work was done to lay the ground work for the commencement of works which will be needed to implement the upgrade and construction of the planned ferry landing sites, safe cycle routes as well as ITS deployment. In 2019, this was followed up with the deployment of the contracted infrastructure. CCTVs started being installed and discussions with Enemalta were underway to plan where EV charging infrastructure shall be deployed.

## National Traffic Control Centre (NTCC)

All transport-related information systems will be integrated at Transport Malta's facility in Sa Maison, which shall also be hosting ancillary rooms and spaces to act as offices, briefing rooms, server rooms, as well as a traffic crisis management room intended to be used during extraordinary situations and traffic events.

Through these upgrades, decision making in traffic management operations will benefit from the converging of the relevant human resources and information systems which will also streamline its operations between traffic management and public transport enforcement officers, as well as improved asset management in real time. As a result of these interventions, Transport Malta traffic controllers will have:

- Access to real time data and information from roadside traffic monitoring infrastructure;
- Additional situational awareness through the information systems centralised for their perusal;
- Intelligence or best practice guides from traffic management teams that will be situated inside the Sa Maison facility.

The Sustainable Mobility Unit started and completed the redesign of the Transport Malta Sa Maison facility to be converted into a state-of-the-art National Traffic Control Centre. Work included all architectural designs, BOQ's, planning applications and approvals as well as the finalisation of the tender document. Throughout 2019, the Sustainable Mobility Unit coordinated the stripping, refurbishment and upgrade of the building which is expected to be completed in 2020.

## Grants for Electric Vehicles

During 2019, through 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. Individuals, NGOs, private companies, partnerships and self-employed persons and local councils were also eligible to benefit from the grant. The grants which were launched were as follows:

- I. For private individuals, the grant amounted to:
  - a. €7,000 when registering a new electric vehicle falling under the M1 or N1 category while de-registering and scrapping another M1 or N1 ICE vehicle which is at least 10 years old from its year of manufacture;



- b. €6,000 when registering a new electric vehicle falling under the M1 or N1 category;
  - c. €4,000 when registering an imported second-hand electric vehicle under the categories M1 or N1 and the electric vehicle is not older than 36 months and should not exceed 15,000km on the odometer;
  - d. €2,500 when registering a new or used electric quadricycle, falling under the L6e and L7e category;
  - e. €400 for private individuals purchasing a new pedelec (one);
  - f. €400 when purchasing and registering a new electric motorcycle/ moped/ tricycle falling under the L1e, L2e, L3e or L5e category. (one)
- II. For Local Councils and registered Non-Government Organisations (NGO's), the grants could amount to:
- a. €7,000 when registering a new electric vehicle falling under the M1 or N1 category while de-registering and scrapping another conventional M1 or N1 ICE vehicle which is at least 10 years old from its year of manufacture;
  - b. €6,000 when registering a new electric vehicle falling under the M1 or N1 category ;
  - c. €4,000 when registering an imported second-hand electric vehicle under the categories M1 or N1 and the electric vehicle is not older than 36 months and should not exceed 15,000km on the odometer;
  - d. €2,500 when registering a new or used electric quadricycle, falling under the L6e and L7e category;
  - e. €400 per Pedelec when purchasing of up to a maximum of ten (10) new pedelec (maximum grant of €4000);
  - f. €400 purchasing and registering of up to a maximum of ten (10) new electric motorcycles/mopeds/ tricycles falling under the L1e, L2e, L3e or L5e categories. (maximum grant of €4000);
- III. For Registered Business and registered Private Companies, an amount of grant as stipulated in the De Minimis Regulations (i.e. a maximum of €200,000 (or €100,000 in the case of undertakings performing road freight transport for hire or reward) in de minimis aid per single undertaking over a period of three consecutive fiscal years), and the grant could be availed with a mix and match of vehicles as follows :
- a. €7,000 when registering a new electric vehicle falling under the M1 or N1 category while de-registering and scrapping another conventional M1 or N1 ICE vehicle which is at least 10 years old from its year of manufacture;
  - b. €6,000 when registering a new electric vehicle falling under the M1 or N1 category;
  - c. €4,000 when registering an imported second-hand electric vehicle under the categories M1 or N1 and the electric vehicle is not older than 36 months and should not exceed 15,000km on the odometer. This does not apply for companies registered as transport operators.

- d. €2,500 when registering a new or used electric quadricycle, falling under the L6e and L7e category;
- e. €400 per Pedelec when purchasing of up to a maximum of ten (10) new pedelec (maximum grant of €4000);
- f. €400 purchasing and registering of up to a maximum of ten (10) new electric motorcycles/mopeds/tricycles falling under the L1e, L2e, L3e or L5e categories. (maximum grant of €4000);

In addition, government removed registration tax for the registration of all Electric Vehicles (Zero Tax) and introduced a 5-year free road licence from first registration.

The efforts of the Government in the field of electromobility has led to an increase in the number of electric vehicles from 36 electric vehicles by the first quarter of 2013 to 2,196 full electric vehicles and plug-in hybrid electric vehicles by the end of 2019. All of the budget available for these grants was taken up and another line budget over and above the initial one was also exhausted. The total budget spent by end 2019 on full electric vehicles and plug-in hybrid electric vehicles amounted to €1,498,000, while an additional budget of €112,000 was spent on grants related to the purchase of pedelecs.

By the end of 2019, the total number of all types of EVs, including full BEV and Plug-in Electric Hybrids registered totalled 2,196 units and with an additional 2,251 Mild Hybrids, the total on our roads is 4,447 units.

## Garage Scheme

In 2019, 4 companies benefitted from the EV-Garage Scheme, which is intended for New Car Importers and EV fleet operators. A total of €100,000 was given in grants to interested companies.

## European Mobility Week

During 2019, the Sustainable Mobility Unit coordinated the 6<sup>th</sup> consecutive edition of European Mobility Week (EMW). The theme selected by the European Commission for 2019 was 'Safe Walking, Safe Cycling', a theme which dictated the type of events organised in Malta for the year.

Activities deployed in 2019 continued to build on the work done in previous years.

Activities included:

- An open competition where all Local Councils (in conjunction with NGOs) were invited to propose activities to be implemented during European Mobility Week, starting 16<sup>th</sup> September. Proposals submitted by Local Councils were shortlisted and five proposals were implemented during mobility week. Each was reimbursed by a grant of up to a total of €2,500 to cover expenses incurred in the organisation of the selected events;
- In 2019, a new challenge was introduced aimed at the cycling public. The Social Biking Challenge takes place across the European Union, whereby members of the public can win prizes depending on the number of cycling kilometres clocked during the three weeks of the challenge. Each week the categories

change from individual challenges to the pair stage and finally the group stage, where a minimum of four participants must cycle together to be eligible for the prize. The Sustainable Mobility Unit introduced this challenge to Malta for the first time in 2019. An intensive marketing campaign was launched in parallel to inform the public of the rules of the challenge and prizes to be won. Over 200 Maltese cyclists participated in the challenge. A total of €12,000 in prizes was disseminated in pedelecs for the winners of each stage and vouchers redeemable in cycling equipment to the lucky participants whose names came up in the draw held at the end of the challenge.

- The Competition for Permanent Measures open for all Local Councils was launched again in 2019. The Annual Competition invites Local Councils to propose implementable measures which promote sustainable mobility within their locality. 2019 saw a record year in participation with 17 Local Councils submitting their proposal for the implementation of sustainable mobility measures within their locality. The Local Councils of Żabbar, Żebbuġ and Hamrun won the competition, receiving a grant of €50,000 and €30,000 respectively to implement their proposed measures. Żabbar applied for a project to semi-pedestrianise the area around the local school during school start and end hours to improve safety for children and encourage walking to school. Hamrun will permanently pedestrianise a further section of Fra Diego Square. Żebbuġ will purchase a cargo pedelec which will be used to collect refuse from narrow streets at the centre of the village. This will assist both in local air quality as well as in the manoeuvrability within these traditional streets.
- In 2019, Transport Malta in conjunction with the Ministry for Transport, Infrastructure and Capital Projects launched the measure implemented by the Local Council of Pietà which had benefitted from the funds made available as part of the 2018 edition of the competition. The Local Council of Pietà purchased a full electric passenger van. The van is being used as a transport on demand service for residents within the locality.
- Two Local Councils hosted the 2019 edition of National Car Free Day on its appointed day, 22<sup>nd</sup> September. The Local Council of Hamrun closed parts of Strada Rjali for traffic and in conjunction with local NGOs and businesses released the stretch of road to pedestrians. The Local Council of Fgura, on the other hand, held its activities along Hompesch Road where sport activities and electric vehicle trial runs were organised.

## Mobility Actions

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

### *Skola Sajf (July/August)*

In conjunction with SkolaSajf, Sustainable Mobility Unit representatives visited schools in order to promote sustainable transport practices with children. Schools were grouped by regions and in turn, six events were held on different dates in both Malta and Gozo. During the events, awareness was raised on traffic congestion and its effects, different types of energy efficient vehicles, safety on the road, and safe bicycle commuting.

## EkoSkola

For the 2018/2019 Scholastic Year, Transport Malta joined forces with Nature Trust and provided a grant to 6 schools to implement sustainable mobility related projects during the scholastic year. Following a competition, 6 schools opted to implement sustainable mobility measures related to cycling, road safety and walking. Sustainable Mobility Unit representatives visited each school and held workshops aimed at students to promote and educate about sustainable transport practices.

## Car Sharing and e-Bike sharing services

During 2018, the Sustainable Mobility Unit rolled out e-car sharing services across Malta and Gozo with the selected operator GoTo following the publication of a concession tender which was signed between the two parties. The service was officially launched in November 2018. Following this, in early 2019 Transport Malta and the Minister for Transport, Infrastructure and Capital Projects published a set of guidelines to be met by the private sector in the deployment of Bike Sharing. The sustainable Mobility Unit coordinated the application process and oversaw the deployment of various transport sharing services, which, apart from bike sharing, included e-bike sharing, scooter sharing and ride sharing. The deployment process was further encouraged by a national Information and Awareness raising campaign which was funded through the DESTINATIONS Project and which has been referred to above.

Regulations on micromobility were also compiled and launched during 2019. 'Micromobility in the Maltese Transport System' mainly deals with the deployment of e-kick-scooters. It was launched for public consultation in September by Transport Malta and the Minister for Transport, Infrastructure and Capital Projects.

## National Cycling policy

In 2018, the Sustainable Mobility Unit concluded and launched the Malta National Cycling Policy for public consultation. The policy calls for the setup of a new stakeholder platform, 'Cycling Malta', as well as a cycling Master Plan with a number of measures and interventions to be implemented by 2025, divided into short and medium timeframes. The public consultation process closed on 31<sup>st</sup> January 2019. During 2019, Transport Malta continued drafting the Policy's Annex that will include reviewed standards and specifications related to cycling infrastructure, including details of the various safe cycle route sections making up the urban cycling corridors proposed. This work is still ongoing.

## Micromobility in the Maltese Transport System

In 2019, Transport Malta through the Sustainable Mobility Unit published preliminary abridged guidelines for the Regulatory Framework for the Regulation of the Micromobility Class, which included a regulatory framework for the use of electric kick-scooters. The framework, while facilitating the use of e-kick-scooters had in mind road safety for both kick-scooter users as well as other road users and pedestrians.

After an extensive public consultation process, the Regulatory Framework was enacted and published, thus entering into force. Malta is now one of the first European countries to put in place a regulatory framework, after learning what other countries have done over the last few years and the disadvantages of having an unregulated sector abroad.

## ICE Cut-Off Date

Throughout 2019, Transport Malta through the MNEP continued to give its input within the National Inter-Ministerial Committee set up by Government to propose an informed cut-off date for the importation and registration of conventional vehicles in the Maltese Territories. It is expected that the work of the committee resumes in 2020.

## ITS action Plan

Throughout 2019, the Malta National ITS Action Plan was continuously reviewed and updated because of constant developments in the sector. The ITS Action Plan is based on the deployment of an Intelligent Transport System (ITS) as indicated in the 2013-2017 National ITS Action Plan for Malta. The 2013-2017 National ITS Action Plan is a synthesis of how Transport Malta has intended to roll out Malta's first phase of ITS deployment over the referred four-year period. The second phase of ITS deployment is being implemented.

Such deployments which took place throughout 2019, include state of the art CCTV cameras and new poles. The deployment was also being carried out by Infrastructure Malta as part of the various road projects completed or still underway. The Transport Malta ITS Action Plan is also being updated to include C-ITS, including Autonomous Vehicle Technology.

The ITS Action plan includes updated data and revised timeframes as far as implementation of the ITS for Malta is concerned. In the meantime, it is to be noted that this Action Plan is being continuously updated to reflect any changes in the plan

Malta's ITS Action Plan is being developed within the framework of the six main priority areas split into a number of actions contained in Directive 2010/40/EU which was planned to be carried out over a seven-year timeframe, from 2013 through 2020.

## Mass Rapid Transport

During 2019, the first phase of the study assigned to the unit with regard to a future mass rapid transport system was near completion. The study includes an option analysis, identification of the best option as well as an initial design of a future mass rapid transport system. The second chapter of the study included a pre-economic and financial business case.

It is expected that the study will be launched for public consultation in 2020. Elements of the study had to be updated to be in line with the latest developments taking place in both public and private infrastructure. Once a decision on the project is taken, Transport Malta will proceed to Phase Two of the study.



# 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

In the last year, the Directorate worked on several changes so the Authority could work better and more efficiently. This led to the creation of a number of new departments and units.

Within the Human Resources Department, we now have for the first time the Industrial and Employment Relations Unit, so that unions and employees who have any complaints can easily enter discussions and try to reach a solution.

A Data Protection Office was also set up to consolidate the most important Data Protection function within the Authority and thus avoid the necessity of consulting third party companies for a number of related services .

The Project Management and Business Solutions Department is also a new important function within the Directorate and the entire Authority. Through this Department we can see that project management, which used to be fragmented around the Authority, is now centralized and working with the hub and spoke principle in collaboration with project coordination units within all Directorates. This unit manages and coordinates both local projects as well as those being implemented through European funds.

The Inspectorate and Compliance Department was introduced, and work is still underway in this regard to reach its fully-fledged potential. This is a process that consolidated the decisions taken by the Authority with respect to internal investigations, inspections, compliance and disciplinary proceedings. This Department has a crucial role to see that the same Authority and employees maintain the required standards.

Another unit that has been introduced is the Strategy and Implementation Unit. In a short time, this unit has already managed to achieve a lot, as there is now a dedicated team to ensure that certain projects are implemented in the necessary timeframes.

The Corporate Legal Affairs Unit is essential, and the Authority took fundamental measures to ensure coordination with the legal officials within the various Directorates of the Authority, as well as external ones. Legal assistance is very important within this Directorate, especially with respect to Collective Agreements, employee contracts, contracts for services and material with the Ombudsman.

The Human Resources Department has worked holistically towards new attendance and payroll solutions with more transparent and modern processes. A thorough exercise was also initiated to identify recruitment and skills. Various approaches were taken to attract the right talent. During 2019 the Authority continued to encourage more of its employees to enhance their abilities by attending seminars, courses and further training. The Authority also participated in various events to encourage students in embarking on a career in transport.



The Property and Facilities Department is important within the Authority and is now back within this Directorate. This Department is doing work of very high standards to ensure proper functioning and upkeep of Transport Malta offices while ensuring maintenance and cleanliness are carried out efficiently.

## Procurement Management

The Procurement Unit acts as the coordinating unit for the Authority's procurement. Its major role is to ensure that all relevant procurement procedures are adhered to by all the Directorates within 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 activities of the Procurement Unit during 2019 included the publication of 76 open calls comprising 53 public tenders, 20 quotations, 1 Dynamic Purchasing System and 2 Request for Proposals. The total value of works, supplies and services awarded during 2019 amounted to €61,432,871.42.

The Tendering Committee, which was composed of a chairman, a secretary and three members, met regularly and reviewed for approval all procurement and purchase requests in excess of €2,500 exc. VAT. During 2019, the Committee met 31 times and dealt with 1,324 items.

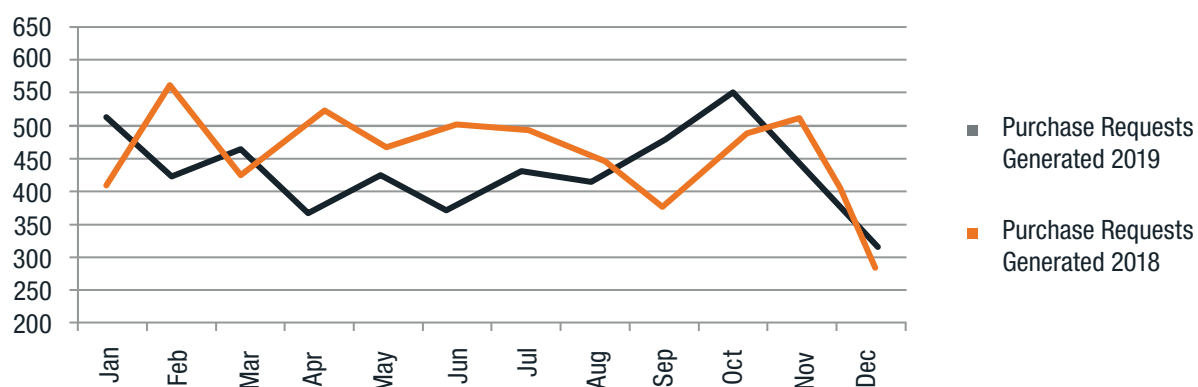
## TENDERING COMMITTEE

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
No. of Meetings	4	2	2	5	2	3	3	0	4	2	2	2
No. of Items	142	109	85	191	58	117	124	0	206	93	126	74

## GENERATED PURCHASE REQUESTS

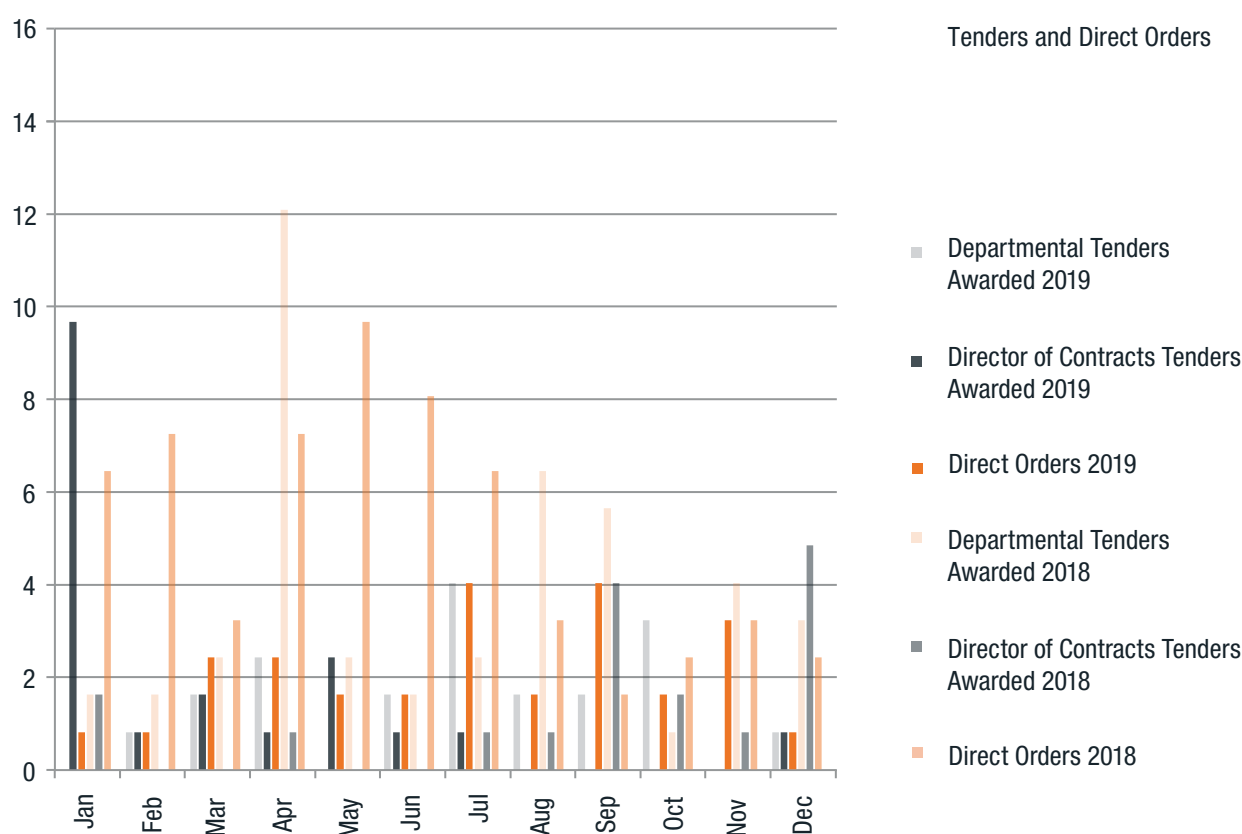
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Purchase Requests Generated 2019	505	420	447	350	429	355	438	413	465	554	443	321	5,140
Purchase Requests Generated 2018	417	552	419	513	459	493	489	441	379	482	502	281	5,427

### Purchase Requests



## AWARDS

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Departmental Tenders Awarded 2019	-	1	2	3	-	2	5	2	2	4	-	1	<b>22</b>
Director of Contracts Tenders Awarded 2019	12	1	2	1	3	1	1	-	-	-	-	1	<b>21</b>
Direct Orders 2019	1	1	3	3	2	2	5	2	5	2	4	1	<b>31</b>
Departmental Tenders Awarded 2018	2	2	3	15	3	2	3	8	7	1	5	4	<b>55</b>
Director of Contracts Tenders Awarded 2018	2	0	0	1	0	0	1	1	5	2	1	6	<b>19</b>
Direct Orders 2018	8	9	4	9	12	10	8	4	2	3	4	3	<b>76</b>



## Legal

During the year under review, the Legal Unit within the Strategy and Corporate Services Directorate sought continuation as well as refinement of its duties from previous years, to ensure a well-structured approach towards the Authority's Legal Affairs and exigencies.

The following is a list of duties undertaken by the Legal Unit;

- Coordination with the Authority's Directorates to appoint external legal consultants according to their exigencies;
- Awareness and enforcement of the Authority's internal policies;
- Assisting and consulting with the Directorates and their legal counsel with regard to any required legislative amendments to the Laws of Malta and Subsidiary Legislations regulating the Authority's affairs;
- Assisting the Directorates with the enforcement of and adherence to the Concession Agreements signed by the Authority;
- The negotiation, drafting and review of Contracts to be signed by the Authority;
- The drafting of legal letters and any other necessary legal documents in the name of the Authority;

- Coordination with external legal counsel to initiate legal action for the recovery of debts due to the Authority and seeking to remedy any injustices suffered by the Authority;
- Advising the Directorates on the Authority's regulatory role and any legal action required;
- Administration and replies of Ombudsman Affairs.

## Marketing and Media

The Marketing and Communications Office acts as the official interface between the press, the 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. The unit ensures that all formal communications spanning all aspects and functions of the Authority are complete, accurate and handled through the appropriate channels before being issued.

This office also organises press conferences both inside and outside of Transport Malta premises, as it may deem fit. Although press releases, interviews and informal media contacts are excellent ways of getting our message across, a press conference is an additional media technique. News, services or schemes require the maximum attention of the media.

The unit also coordinates the publishing of all adverts and notices in the media. The wide variety of activity within Transport Malta necessitates a very active media placement which takes the form of the publishing of notices to mariners, human resources vacancies and tender notices.

The department also manages the site 'news.transport.gov.mt' and Transport Malta's online presence. A newly designed website was launched in 2019. The website is split in three categories, one for each means of transport, that is, Land, Aviation and Maritime. The website is now more straightforward and user-friendly.

## 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. During 2019, Transport Malta participated with a stand at the following events:

1. Monaco Yacht Show, a yachting event held in Monaco
2. EBACE, the leading European aviation event held annually in Geneva, Switzerland
3. Malta Aviation Conference & Expo
4. Careers Week organised by University of Malta
5. Freshers Week organised by University of Malta
6. Concours d'Elegance event to promote road safety

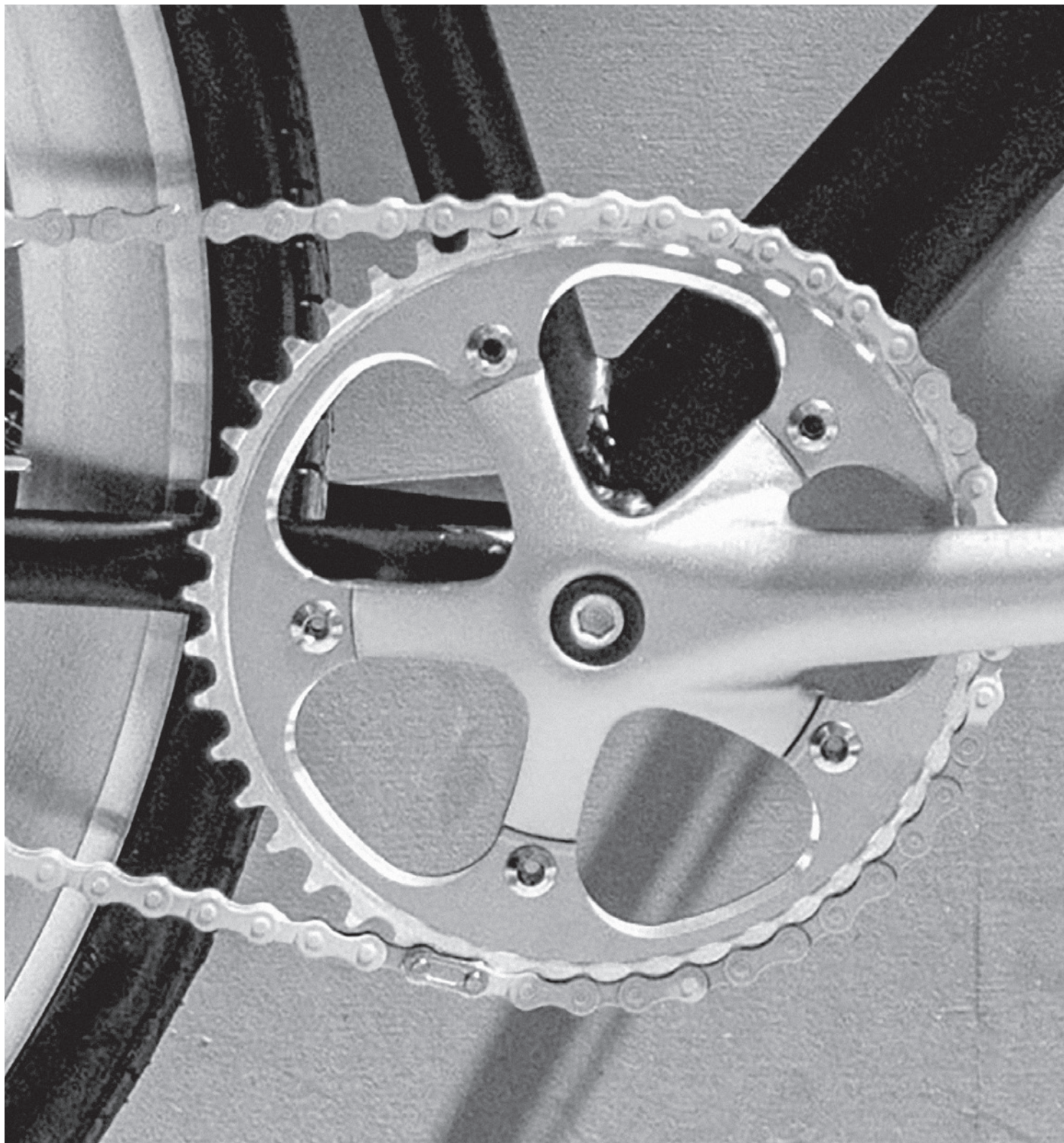
## PR & Promotion

The department, as described in other sections of this report, is also responsible for the implementation of various campaigns aimed at creating awareness about particular aspects of transport in Malta. One of the Authority's main objectives is to promote a safer culture within all modes of transport. Promotional campaigns during 2019 included:

1. Bus 20+, a campaign to promote free public transport for youths
2. Transport19 Campaign - transport schemes as per budget measures
3. St. Valentine's Day - Do not use your mobile phone whilst driving
4. Be Safe at Sea, a campaign to promote safer behaviour at sea
5. Motorcycle safety campaign - to show more respect to motorcyclists
6. Back to School campaign, a generic campaign that targets commuters at a time when traffic increases due to the recommencement of schools in September
7. New Driver and Licensing Unit at Hal Lija - Services related to vehicle registrations and licensing
8. Christmas Campaign 2019, a campaign to remind drivers not to drink and drive during the festive season.

In 2019, the marketing and communications department further intensified the use of social media to promote the various initiatives undertaken by Transport Malta and to raise awareness about particular issues.





## 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 the sharing of information, the reduction of costs and the increase of checks. The Directorate is responsible for the provision of ICT related support services to the other Directorates and 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 remained the central focus of the Directorate through the provision of support mechanisms and helpdesk facilities, notwithstanding the increased pressure to support Transport Malta with diverse needs spanning some 8 site offices and 20 remote sites (VTS, Radars and PHB cameras) across Malta and Gozo with limited resources. The Directorate also continued with its efforts to increase efficiency through ICT systems.

## Projects, Initiatives and Performance of Duties

### ICT Helpdesk and User Support

The ICT Directorate provides all Transport Malta users at any site 24/7 ICT support, ensuring that all systems remain fully operational with the minimum possible downtimes. During 2019, the section handled over 7,000 tickets from various Directorates via the Helpdesk system.

The ICT Directorate has established and maintained a new Service Level Agreement by both internal and third-party support. Only two levels of problem severity have been put in place: "Critical" and "Non-Critical". Critical problems are responded to in 30 minutes, restored in 2 hours and completely resolved in 4 hours. Non-Critical problems are responded to in 8 hours, restored in 16 hours and completely resolved in 40 hours.

A new IT Asset Management Strategy that ensures accountability for the life-cycle management (from acquisition through disposal) of information technology assets has been established. The new strategy includes the development of policies, standards, processes, systems and measurements that enable the Directorate to manage (make decisions about) IT Assets with respect to risk, cost, control, IT Governance, compliance and business performance objectives. Assets include all elements of hardware (physical components of computers and computer networks) and software (licences, versions and installed endpoints) that are owned by the Authority. A key component is capturing the financial information about the hardware life cycle which aids the Authority in making business decisions based on meaningful and measurable financial objectives.



## Hardware, Network and Telephone

The main objectives of ICTD are:

- Enhancing security features while improving secure remote connectivity and speed;
- Improving back-end systems and storage whilst improving disaster recovery mechanisms.

During 2019, the Directorate focused on the following:

- **Firewall Setup** - ICTD continued working on improving the setup of the new firewall. Cisco AnyConnect VPN was installed on all Eurostat and Portnet users which provide more secure and efficient connectivity for remote access to specific servers and applications according to specified users or groups.
- Issued a Call for Quotes for a White Box Vulnerability Assessment in order to identify any vulnerabilities on the Transport Malta network and Servers.
- **New Wi-Fi installations** - New filtered Wi-Fi systems were installed at Lija HO and A3. These systems offer filtered internet access to the public when waiting at the respective offices.
- **New Lija LTD Offices** - The ICTD was responsible for the Network and CCTV Cameras installations at the New LTD Offices in Lija. A new network was also installed at Lija Level 2 - Traffic Management Section. Full workstations installations including PCs, Electronic Point of Sale, printers, photocopiers and scanners were done by ICT Support Staff.
- **New ICT Helpdesk** - ICTD upgraded the ICT Helpdesk software. Such software is utilised by all Transport Malta staff in order to request ICTD any form of support from ordering of toners to major issues encountered during day to day business.
- **New remote offices Fibre connections** - New point-to-point fibre connections together with firewalls and network switches were installed at Mġarr-Gozo and VIU-Luqa offices.
- **Disaster Recovery site** - A dedicated network setup was installed at PWS Level 1 Server room to be used as a Disaster Recovery site. Setting up initial equipment to this site (deduplication appliance). The Directorate is awaiting the green light regarding budgets so that we will start issuing tenders for other equipment required.
- **Redundant Fibre Connections** - New fibre connections from an alternate route were installed at Lija Level 2 Server room to be used for redundancy. The main fibre connections are installed at Lija Server Room Level 0. With this new setup and the configuration of a second firewall in the Server Room at Level 2 using HSRP (Hot Standby Router Protocol), we can provide uninterrupted 24/7 Services.
- **New servers** - 3 new blade servers were procured to complement the existing setup and hence can handle more servers while also providing failover. Investment was also made in top of the range switches so that any bottlenecks with the servers will be eliminated.

The Directorate started work on the new OA Servers with clustering technology in order to have more reliable, faster and secure servers. Servers are already in place and awaiting migration of data.

- **End Users Computers** - An exercise has been performed by ICTD personnel to identify the existing users with old computers (desktop or laptops) and monitors with the objective to replace these with new more efficient equipment in the following units: Port Workers, LTD Registry office and Drivers Examiners Unit - Floriana A tender has been issued and awarded, having over 100 old computers replaced. This not only improved the efficiency of each terminal but should also help to reduce the number of ICT support requests;
- **Transport Malta Backups** - Invested in new Veeam software for backups. This will help reduce time since it's faster for backing up servers while being more reliable. This was tested successfully. This was complemented with a new deduplication appliance. All other backups were decommissioned.
- **Teleworking** - Improved teleworking facility by installing a more powerful server with the latest technology.
- **Intranet** - Intranet services were upgraded with new and more powerful servers. Latest version of SharePoint was installed to replace the older one.
- **Storage** - This year a huge investment was made to procure new equipment for the ICT Department to handle the ever-increasing servers and applications. A new SAN (Storage Area Network) was procured in order to cater for new requirements and applications like Seafarers, K2 Servers and many others.
- **Traffic Control Centre** - The ICTD together with LTD and ED took part in a pilot project regarding AI in Transport Management. The suggested business case by Transport Malta was chosen by the National AI Committee and is to be implemented in three phases. Phase one is expected to be completed before the end of 2021.
- **Telephone System** - The Main PABX shelf at Lija was upgraded with the latest software release. This added more features and scalability to the PABX in order to cater for the increase in the Authority's daily operations. Re-patching and cable management was performed by ICT Support Staff. Furthermore, a quote for the installation of a 2nd CPU board was requested from the supplier in order to increase the PABX processing power and for redundancy purposes. The respective budget was allocated, and the upgrade is going to be made in the first quarter of 2020.

## Vessel Traffic Services (VTS)

The present VTS infrastructure which comprises of the Port and Coastal systems has been in operation for the past 10 years. During the year, ICTD and PYD personnel conducted a detailed analysis of the systems in place establishing the way forward. The main objectives of the established plan are mainly the following:

- In order to increase performance and add redundancy a major upgrade to the existing Vessel Traffic Management System (VTS) with AIS (Automatic Identification System) is required. Consequently, a Tender for the Consultancy regarding the upgrade of the Ports VTS has been issued and is in the Evaluation process. An audit of the existing equipment is to be done and then recommendations received accordingly on how to proceed. The ICTD together with PYD took part in the consultation process for the issue of Tender for a Ports and Coast VTS upgrade. The Tender will be issued in the first quarter of 2020.

Installed 3 new VHF base stations with high power amplifiers, one at each radar site. The new voip system now has the capability of multiple channel monitoring and transmitting simultaneously on different channels from any site.

## Security and Safety

Following the same footsteps of previous years, the improvement in port security was once again one of Transport Malta's aims for 2019. Additional full HD I.P. cameras were installed at Boiler Wharf and Flagstone Wharf. With these additional cameras both quays are now being monitored and controlled 24/7. 6 new High speed 4K Dome PTZ cameras have also been procured in order to be installed in new strategic coast locations and to replace faulty PHB cameras.

## New/Refurbished Offices

### ***Vehicle Inspection Unit***

In 2019, ICT personnel were instrumental in relocating all IT related equipment found in Vehicle Inspection Unit, Floriana, and the same equipment was transferred and installed at Transport Malta Luqa premises.

### ***Customer Care Offices***

During the year under review, A3 Customer Care offices were relocated from level 1 to level 0. This involved shifting all personal computers, photocopiers and other IT related equipment. New network points and other ancillary equipment were installed at the new location on Level 0.

### ***Maritime Enforcement Site Offices***

In 2019, ICTD was in charge of setting up a new site office which was later utilized by the Maritime Enforcement Unit. All network points were done by ICTD. All related IT equipment was shifted from ex Transport Malta HO Marsa to this new mobile office.

### ***New DVLU Offices Hal-Lija***

On Monday 4<sup>th</sup> November Transport Malta opened new DVLU offices at Lija, where the Authority started providing most of the services related to vehicles and drivers and that until that date, were being offered only from Transport Malta's offices in Paola. This effort by Transport Malta is in favour of more points of contact with the public and to improve accessibility. ICTD was responsible for all the ICT set-up including hardware, networks, telephony and peripherals.

## Business Services Improvement

In 2019, as per previous years, ICTD assisted and coordinated several projects for new operational systems with the objective to improve performance, simplify processes and increase functionalities. During the period under review, the Directorate coordinated or assisted in ten (10) different projects, several of which have been completed or are in the process of being completed in the first quarter of 2020

- Integrated System for the Seafarers Certification Unit MSD** - the objective of this project is to deploy a web-based solution providing a holistic approach to the business processes of the Seafarer Certification Unit within the Merchant Shipping Directorate. This solution shall be available to internal staff, clients and stakeholders 24/7. The solution must be able to interface with financial software and possibly other ship register platforms. Tender has been awarded and works were initiated in the first quarter of 2018. Concurrently TM infrastructure upgrade is in progress in order to handle such new application. Web service will be launched in the first half of 2020.
- E-forms** - A strategy to automate all Transport Malta public forms by mid-2020 has been established. Currently e-forms are being tested prior launch by mid-2020
- Online application for Learner Permits and Practical Tests** - Transport Malta is introducing an online system making applications for Learner Permits and Practical Tests more efficient and convenient. A person who needs to apply for a learner's permit would be able to do so online. This shall also include the upload of medical test results directly by doctors and the online confirmation of the motoring school. Once the application is approved by Transport Malta officials, the applicant will automatically receive their learner permit. Applicants may also change their motoring school online if required. The app shall also provide the applicant with the functionality to apply for his or her practical test once he or she has passed the theory test. The system has been developed and is being tested. It is planned to be launched in the first quarter of 2020.
- LTD Tag System** - LTD Tag System was launched in mid-2019. Such system simplified the issuance of drivers' tags process by eliminating the need to request clients for photos, and that includes user access control and audit trail, and compiling detailed requirements to submit for accurate supplier estimates.
- Transport Malta Servers** - All physical servers were migrated to VM (Virtual machine). This helped us get rid of old servers while also gaining a lot of space in the Computer rooms. This is also in line with Transport Malta's policy regarding environmental responsibility.
- Port Management System** - The project is primarily aimed at integrating several Port related services into one IT based system that will facilitate the transit of both goods and services, enhancing efficiency, improving the safety of ports and reducing the administrative burden. Later this year an agreement was signed between Transport Malta and a foreign company for the provision of a new National Single Window to cater for all national authorities while connected with EMSW at the same time. All infrastructure required is in place including the latest technology servers, operating systems, backups and anti-virus. The project is underway with first phase scheduled to be ready by May 2020. This project will help eliminate old and legacy systems as these will all be incorporated in one system. This system is aimed to help the maritime sector to have a single point of entry for all documents and approvals while having at the same time various new features like system-to-system facility for data exchange.
- Small Ships Registry** - The Small Ships Registry system which was hosted at MITA was reallocated to Transport Malta servers. This requested a lot of meetings with software developers in order to ensure that once system is hosted at Transport Malta, the service provided to the general public wouldn't be affected.
- Driving Licence Online Renewal System** - In the last quarter of 2019, Transport Malta embarked on a project to replace the current Driving Licence Online Renewal System. Such system will eliminate the double entry of data by Transport Malta LTD personnel and it will be integrated with the new online learner permit application.

- **Dakar Payroll (TM)** - System was also moved to a newer virtual server with better specifications and the latest operating system.
- **Dakar Port Workers payroll** - A new Port Workers payroll was introduced instead of Shireburn payroll (standardised to be like the Transport Malta payroll system). This project required the installation of a new virtual machine and new instance installation.

During the year under review, ICTD also assisted and coordinated several upgrades of existing operational systems that mainly improved performance, simplified processes and increased functionalities. During 2019, the Directorate coordinated the enhancements of 7 different systems, namely:

- VERA;
- VRTS;
- SAGE Asset Management + SEPA payments upgrade;
- Driving Licence System;
- Road Permit System;
- Portnet;
- Small Ships Register.

## GIS Initiatives

During the year under review, the GIS Unit assisted and coordinated various initiatives such as mentoring personnel, designing databases and reengineering business processes of specific GIS initiatives to empower the Transport sector.

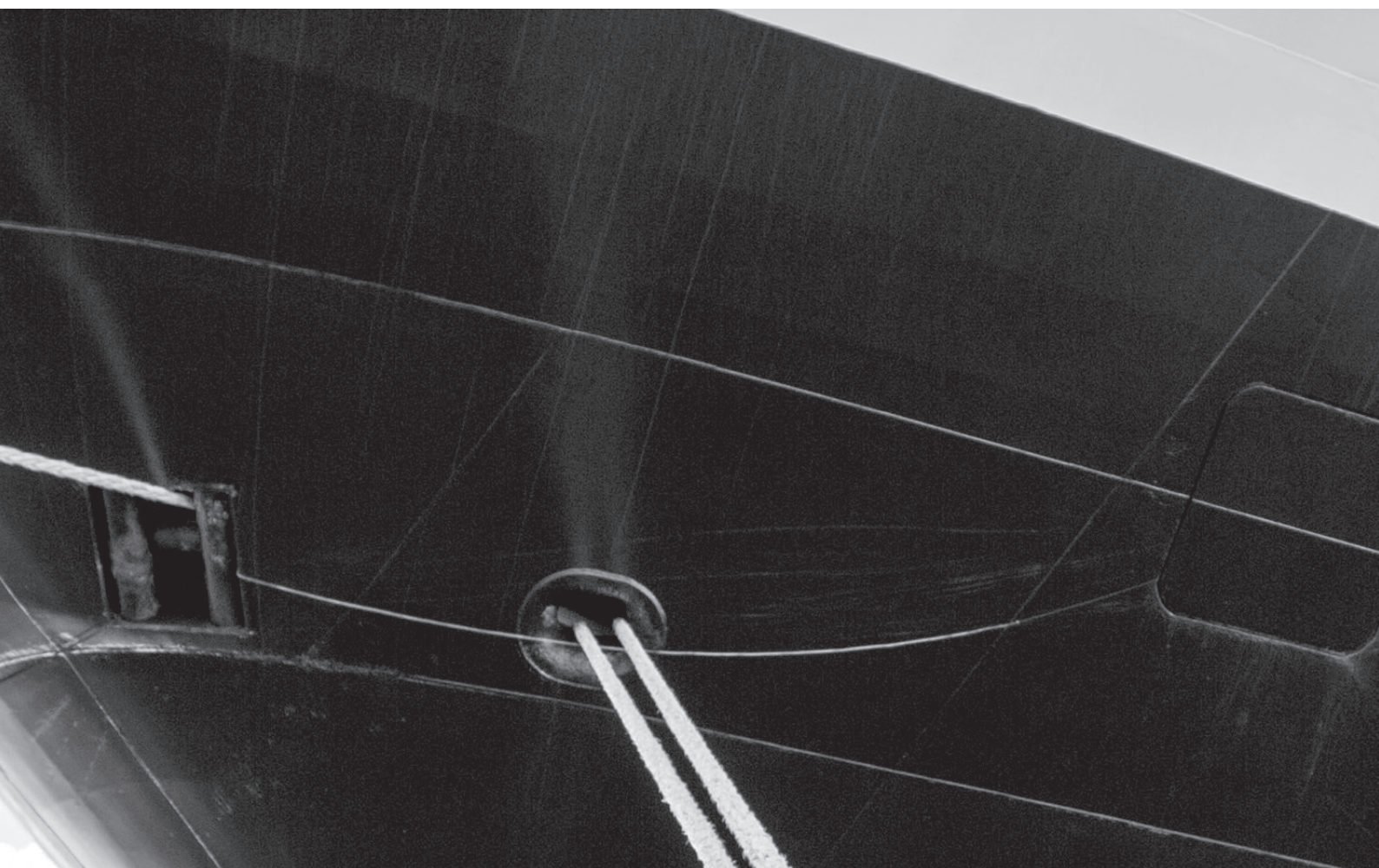
During the DELTA Summit 2019, the proposal of Transport Malta was chosen as one of the 6 pilot projects announced as part of the National Strategy on Artificial Intelligence. One of the key milestones is the use of Malta's traffic control and GIS technology to identify the patterns in transport behaviour to reduce congestion and emissions, and preempt Traffic Control Room and Enforcement in real time of any congested areas.

- Additional functionalities were implemented to visualise the permits issued for Road Closures by the Road Permitting System. These are also marked live on the GIS Platform as a service between the two systems feeds the GIS Platform. End users can see the actual locations of the Road Closures as issued by Transport Malta permit.
- Collaboration with the Planning Authority on the Spatial Train project to help Transport Malta colleagues obtain Certificates, Diplomas, Bachelor degrees and also Masters level in the field of Geospatial Technology.
- Collaboration with the Planning Authority on the SINTEGRAM project, where one of the deliverables shall be a new vector base map, orthophotos, and LIDAR data for all Malta and Gozo to be used by all entities.

During the year under review, the collaboration between Transport Malta and Infrastructure Malta has intensified, whereby the GIS Unit is heavily assisting Infrastructure Malta. One of the main projects is the Road Condition Survey to capture the actual road condition through Drone imagery and transposing this data to prioritise roads construction and maintenance.







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