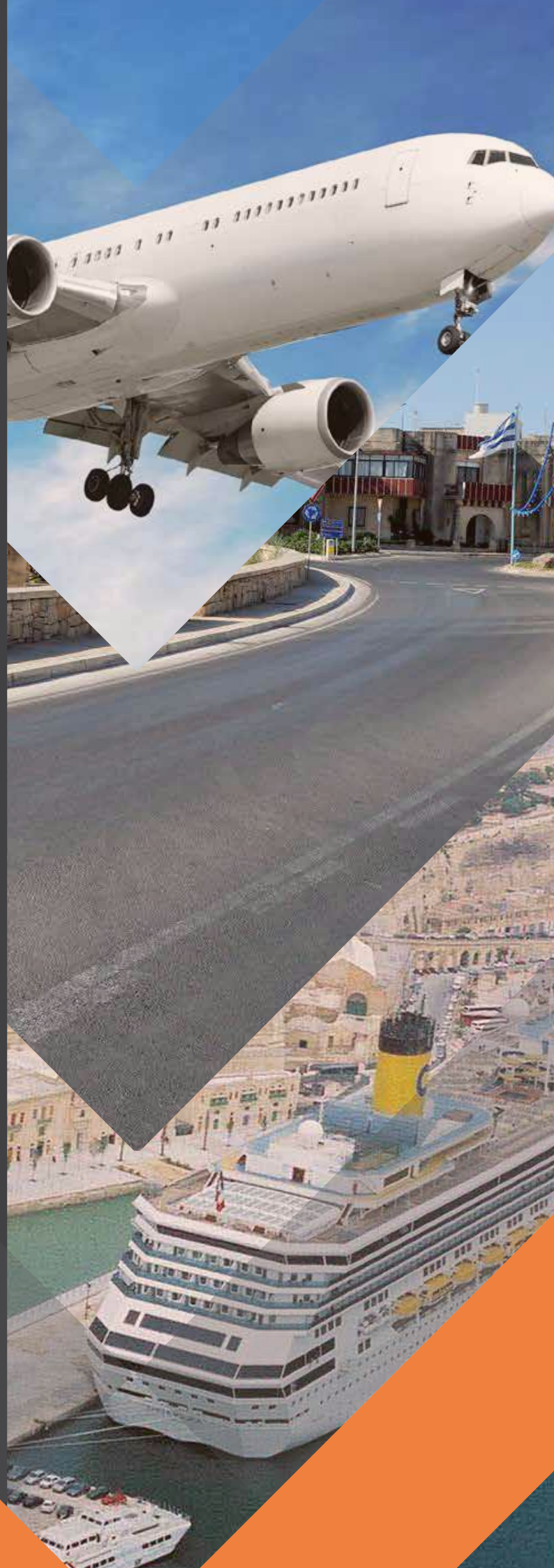


tm

Transport Malta

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# ANNUAL REPORT 2014





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## 01

EXECUTIVE  
SUMMARY

This report covers the activities of the Authority for Transport in Malta for the year ending 31st December 2014.

This was the fifth year of operation for the Authority which was set up on the 1st of January 2010 following the enactment of the Authority for Transport in Malta Act (Act XV) of 2009.

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

#### Merchant Shipping

As at end December 2014 the number of ships registered under the Merchant Shipping Act was 6,667 for a total gross tonnage of 57.9 million consolidating Malta's position as the largest register in Europe and one of the 10 largest registers in the world in terms of gross tonnage. The average age of all merchant vessels registered at 31 December 2014 was 12 years. Positive results were also registered in the registration of superyachts under the Malta flag. The trend registered during the past years was further consolidated last year as the Malta flag registered an increase of 13.6% over the previous year in

the registration of superyachts over 24m in length, under the Merchant Shipping Act, with over 450 superyachts flying the Malta flag.

#### Ports and Yachting

During 2014, 308 cruise ships visited the Maltese Islands with 519,297 passengers onboard. This represents an increase of almost 4% over the number of vessels and 7% over the number of passengers calling at Malta the previous year. German cruise passengers account for 29% of total passengers whilst 15% hail from Italy. The number of ship calls also registered an increase over the previous year, from 11,012 in 2013 to 11,297 during the year under review, a further increase of 3%. Containers handled at Malta Freeport increased by 4% to 2.87 million TEUs. The number of ferry passengers has increased from 277,593 to 289,346 over the previous year whilst trailers at the Port of Valletta registered an increase by 8% over last year, from 69,994 to 75,856 this year.

#### Public Transport

Following a mutual agreement that was reached between the Government and Arriva Malta Limited in December 2013, the public transport service company was taken over by Government on the 2nd January 2014 and was operated by Government for the entire year. At the same time Transport Malta issued a new Expression of Interest on the 27th January 2014.

The objective of this Expression of Interest was for interested parties to submit offers to acquire the exclusive concession rights to operate the Scheduled Bus Services in Malta and Gozo. By the end of the year, negotiations with the selected new public transport operator, namely Autobuses de Leon, were concluded so that the operator could take over operations as from 2015. With regards to operations during 2014, the average Route Punctuality on main lines during 2014 experienced a slight improvement when compared to the previous year and stood at 97%.

During 2014, the Public Transport Operator reported a 10.8% increase in the number of passengers carried when compared to the previous year. The system used to measure passengers was the same as that introduced in 2011 when a system of estimates was introduced given that the ticketing structure is based on period tickets as opposed to single-trip tickets, which are therefore used for more than one trip.

#### Roads and Infrastructure

The Road and Infrastructure Directorate's main project throughout the year under review was the €53M Triq il-Kosta Project. Additionally, it issued the tender for the Kappara Junction Project and continued with preparations related to the Marsa Addolorata Junction.

During the year, the Directorate also finalised details and issued a pre-qualification questionnaire for the Mriehel Pedestrian Bridge and completed 30 residential roads and started planning the construction of another 60. In October of 2014, the Directorate, through the Department of Contracts, signed the Framework Agreement with 33 contractors categorized in 3 levels.

This is a precursor for contractor certification and speedier tendering of road works. The Directorate is also responsible for several maritime infrastructural projects. During 2014, it continued working on the refurbishment and upgrade of the Deep Water Quay at the Grand Harbour whilst it completed the works on the Marsaxlokk Breakwater and Lascaris Wharf.

#### Aircraft Registration and Aviation matters

The Malta National Aircraft Register continued to register encouraging results. In fact, as at the end of year 2014, the register accounted for 176 aircraft which represent an increase of 13% over the previous year. Malta's jurisdiction continues to garner the respect of major international operators in aviation sector in terms of aircraft registration. Transport Malta's efforts in this sector focus on promoting the industry by pursuing initiatives aimed at promoting our Island both as jurisdiction for aircraft registration and as an attractive location to base air-operating companies. During the year, four new aircraft operators were issued with an Air Operating Certificate.

James Piscopo  
Chairman & CEO

# 02

## MEMBERS OF THE BOARD OF TRANSPORT MALTA

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During the period 1st January 2014 – 31st December 2014, the Board Members of Transport Malta were:

**Mr James Piscopo** (Chairman)  
**Perit Christopher Cachia** (Deputy Chairman)  
**Captain Alan Brown**  
**Ms Carmen Ciantar**  
**Ms Annette Farrugia**  
**Dr Deborah Mercieca**  
**Mr Paul Muscat**  
**Captain Charles Pace**  
**Dr Mark Sammut**  
**Dr Vanessa Vella**  
**Ms Alison Zerafa Civelli**

**Robert Borg** is Secretary to the Board.

# 03

## MISSION STATEMENT

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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.



# 04

## 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:

(a) develop integrated transport policies aimed at achieving modal shifts that favour public transport and non polluting strategies;

(b) ensure the development of an efficient and socially sustainable public transport system in Malta;

(c) promote the maritime and civil aviation facilities of Malta and the registration of ships and aircraft under the Maltese flag;

(d) promote policies that favour the development of Malta as a maritime hub in the Mediterranean and as an entry port to the European Union;

(e) encourage measures for the development of civil aviation and ancillary services, and in particular of air transport services of both passengers and cargo;

(f) ensure that the administration, services and operations of ports and yachting centres in Malta are more efficient and cost-effective;

(g) provide a sound financial basis for the Authority to be able to achieve target returns and investments;

(h) standardise practices in the transport sector in Malta in line with international norms and with those of the European Union in particular;

(i) construct and maintain roads, manage traffic and promote traffic safety and;

(j) develop and maintain maritime infrastructure.

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

**TRANSPORT MALTA ENCOMPASSES OPERATIONAL AND SUPPORTING UNITS AND DIRECTORATES.**

# 05

## INTEGRATED TRANSPORT STRATEGY DIRECTORATE

### Functions and Duties

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

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

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

### Transport Research and Infrastructure Planning

#### Development of the National Transport Strategy

Throughout 2014 ITSD has been developing a National Transport Strategy and Master Plan ("Comprehensive Master Plan" in line with the ex-ante conditionality requirements for transport stipulated in Regulation (EU) No. 1303/2013 on common provisions for European Structural and Innovation Funds [ESIF]). The project is funded under Operational Programme I - Priority Axis 7 which aims to facilitate the overall

implementation of OPI and to reinforce the administrative capacity of the public administrations concerned.

This exercise consists of two main components:

- Development of a National Transport Strategy
- Development Transport Master Plan

The National Transport Strategy has a visionary longer range timeline of 2050 and will set the scene and framework of the other components of this exercise bearing in mind Malta's international, EU and national commitments as well as the economic, social and environmental aspects of transport.

The Transport Master Plan is a short to medium term plan and will set out policy measures as well as infrastructure proposals for the period 2015-2025.

The policy measures that are required to be considered are for example transport infrastructure development, vehicle restraint, alternative (maritime, non-motorised) modes of transport, among others. The Transport Master Plan will cover all modes of transport as follows: Land Transport, Public Transport, Maritime Transport, Air Transport

and Intermodal Transport. As there is a difference between domestic and international transport, both internal and external transport is considered (where applicable).

The project contains three main phases:

- 1) Analysis of the existing situation and development of a Base Year Transport Model;
- 2) Using the Model as an assessment tool for future scenarios;
- 3) Using the outputs of phase 1 and 2 to develop the Transport Strategy and Master Plan.

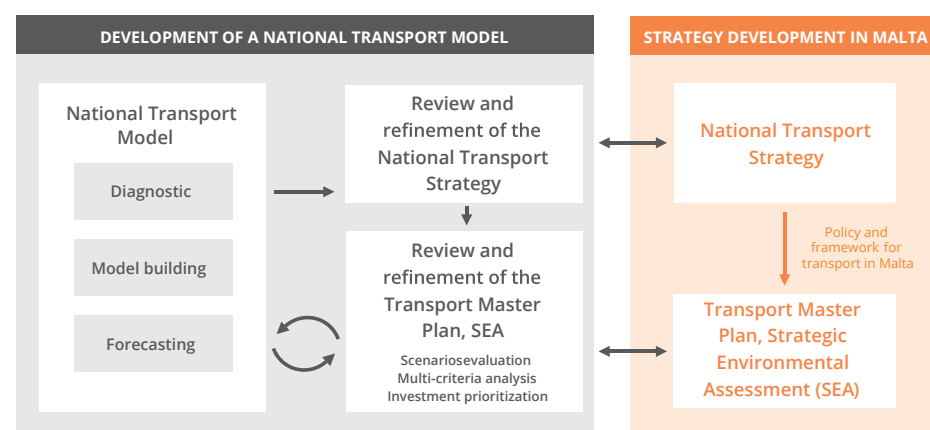
Since interactions of transport, the population, visitors and businesses that use transport are highly variable and complex, a National Transport Model is being built which will allow Transport Malta to simulate how Malta's transport system will perform under various economic and growth scenarios, compared with a number of action scenarios for the years 2014, 2020, 2025 and 2050. The Transport Master Plan is also subject to a Strategic Environmental Assessment process which is being carried out in parallel with the development of the transport strategy and the transport model.

Besides being a requirement for Malta to be able to access EU structural funds (2014-2020), this exercise is also the first holistic comprehensive look at all transport modes and the inter-modality that will become the future for both freight and passenger transport. The Directorate is working closely with JASPERS (European Investment Bank and European Commission) as well as contracted experts

from Spain and Italy to assist in the technical development of the transport strategy, transport master plan and transport model.

The work involves the detailed analysis of operation and regulation of all modes of transport -both internal and international - to identify problems, assess the transport demand and supply needs in both Malta and Gozo, the impact of transport, and shall seek to forecast how Malta's transport system will perform in future years. Through the National Transport Strategy in collaboration with all other Government Ministries and agencies, Transport Malta is developing a vision of where Malta wants to be in the long term, the strategic direction required to get there and the indicators that we can use to measure our progress towards that long term vision.

The development of the National Transport Strategy and Master Plan are required to be based on a deep analysis of the transport system, so that strong, justifiable and comprehensive measures can be developed to further provide and manage the transport needs of Malta and Gozo in the longer term. All future transport projects and interventions for the next 10 years will be required to be analysed, justified within the framework of the Transport Strategy and prioritised for implementation in the Transport Master Plan.



As part of the existing situation analysis in phase 1, focus groups were organised in collaboration with the Faculty of the Built Environment of the University of Malta. The aim of these focus groups was to bring together a small group of individuals with diverse expertise and from various sectors of society so as to form a 'think tank'. Six different transport themes were identified for in depth discussion; these being: inclusiveness, safety, sustainability, reliability, efficiency and integrated transport. The development of the National Transport Strategy and Transport Master Plan will include various aspects of public involvement and shall include public consultation in 2015 on the draft documents.

#### Other Transport Related Strategies

The Directorate coordinated Transport Malta's input on a number of EU-related strategic plans, policies and programmes that were in development over the year; often presenting Malta's position during bilateral meetings with the European Commission.

#### Scandinavian-Mediterranean TEN-T Core Network Corridor

During the year under review, the Directorate had coordinated

Malta's input into the definition and development of the section of the TEN-T Scandinavian-Mediterranean Core Network Corridor. This involved the organisation of bilateral meetings with Corridor Coordinator Pat Cox and high level officials from European Commission's DG-MOVE, the identification of potential air, sea and road transport projects on the Core Corridor, and technical input into the main report and the work plan published at the end of the year by the European Commission.

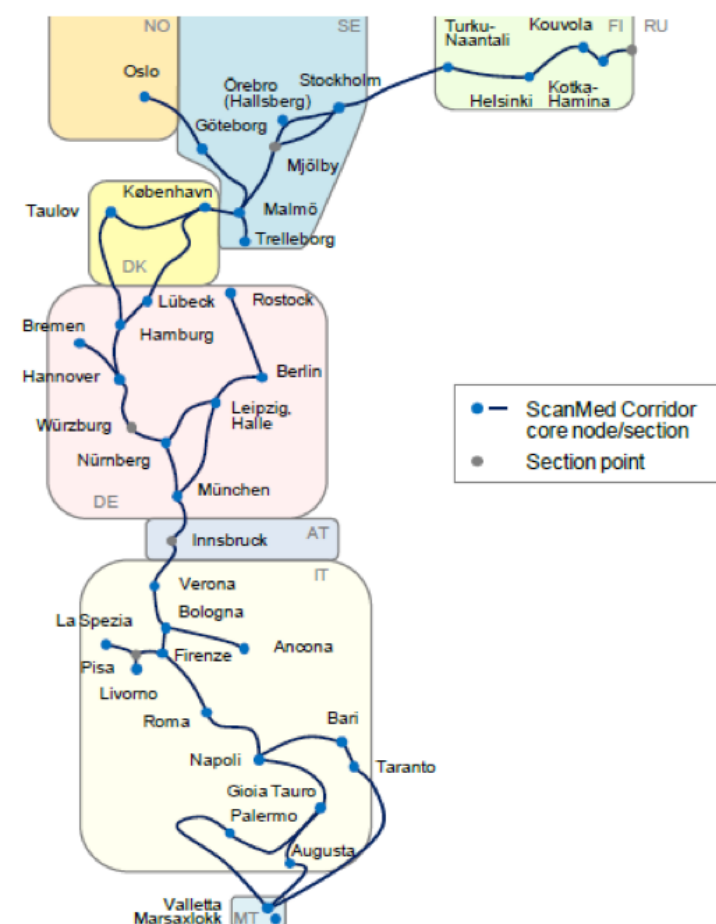


Figure 1: Alignment of Scan-Med corridor

#### Malta's Partnership Agreement 2014-2020

Over the year, the Directorate represented Malta in bilateral meetings with the European Commission in relation to the planning of transport policy, programmes and measures for the programming period 2014-2020. The Directorate hosted a technical visit by a DG-REGIO appointed expert to assess Malta's progress in infrastructure and sustainable transport development and progress towards achieving EU 2020 transport targets in renewable energy and air quality. The Directorate prepared an Action Plan which outlined in detail the phases and milestones planned by Malta for the fulfilment of the ex-ante conditionality under Regulation (EU) 1303/2013 on

common provisions for European Structural and Innovation Funds. This Action Plan was approved by the European Commission towards the end of the year.

#### Other EU Strategies

Other EU strategies which the Directorate had provided feedback on over the year included the National Reform Programme, Europe 2020 Strategy and the CSR relating to Reducing Emissions from the Transport Sector and the European Semester.

#### Major Infrastructure Planning

The Directorate provided technical support and guidance in the traffic modelling, design, option testing and Cost Benefit Analysis for a number of road infrastructure

project pipelines which are being planned for implementation post-2014.

#### Transport and Land Use Planning

In 2014, Transport Malta had received 185 MEPA planning applications for consultation. The Directorate has coordinated the inter-directorate feedback by Transport Malta on these applications. The Directorate also assisted 119 preliminary applications for screening (MEPA tracking number) to fulfil the transport related conditions prior to their full MEPA application and provided consultation feedback to MEPA or the applicant on 34 DNO applications.



Transport Malta was also consulted by MEPA on 19 Planning Control applications for changes of schemed road alignment.

#### Development of Transport Policies

ITSD provided specialised transport input into cross-sectoral policy documents including polices and plans on tourism, environment and local plans.

#### Coordination of horizontal European Union and International Affairs

##### Assessment of EU Legislative Proposals

During 2014, 21 Working Party meeting Instruction Notes (Council of Ministers - Transport) were reviewed and the related coordination of legal and technical clearance of the dossiers was completed. The coordination of a variety of transport related input was provided for consideration by the Ministry for Transport and Infrastructure towards positions led by other Ministries. A further 20 draft national positions and briefings (for committees, expert groups and other meetings attended by staff from across TM), as well as their coordination and approval by Government were developed in 2014. Two Explanatory Memoranda were drafted and nine were reviewed for consideration by the Maltese parliament.

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

The Directorate continues with its active role and participation in the Inland Transport Committee of UNECE and its contribution to UN-ECE working parties on the main agreements to which Malta

is a contracting party: Carriage of Dangerous Goods by Road Agreement (ADR), Contract for Roads Goods Transport Agreement (CMR) and the Work of Crews in International Road Transport (AETR).

The Directorate contributed to the continued work on developing sustainable transport systems being jointly carried out by the UN-ECE and World Health Organisation through the Transport, Health and Environment Pan-European Programme.

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

#### Malta National Electromobility Platform –MNEP

The set up of The Malta National Electromobility Platform (MNEP) is a cornerstone in the Government's policy on the electrification of transport. Representation in the MNEP cuts across almost all sectors of the economy. Set up in December 2013 with the aim to promote electromobility in Malta and implement, the Malta National Electromobility Action Plan (MNEAP) published in the same month, the MNEP is a joint initiative between Transport Malta and the Ministry of Transport and Infrastructure (MTI) and falls under the Chairmanship of the Minister for Transport and Infrastructure.

The MNEP is committed to achieve:

1. a change in the local culture and its view of mobility and transportation in general by overseeing the implementation of a considerable number of projects and initiatives included in the MNEAP,
2. monitoring and adaptations of new technologies on the market to the Maltese context, and
3. continuous consultation with key stakeholders to ensure proper inclusion of the right expertise to assist the Government to achieve its targets in the field of electromobility.

Key stakeholders include various ministries whose portfolio is directly relevant to the implementation of the Action Plan (Transport, Finance, Sustainable Development, Resources and Climate Change), Local Councils, research institutions and members of the private sector.

#### Aims of the Platform

The main aim of the platform is the gradual electrification of different modes of transport with the aim to contribute towards a number of environmental targets including:

- Increasing storage capabilities of Renewable Energy Sources (RES)
- 10% RES fuel climate change and energy
- Demonstrating carbon neutral transportation
- Assisting in Battery Electric Vehicle market entry
- Improving air quality levels
- Reducing noise pollution
- Deployment of related infrastructure
- Use of renewable energy sources
- Promoting Malta as a large-scale laboratory / beta test site for new, innovative and green technologies

#### Malta National Electromobility Action Plan

The Malta National Electromobility Action Plan (MNEAP) was compiled and put forward for public consultation with stakeholders and experts in the field of transport and electromobility; particularly with the international automotive industry and with the major new car importers. The starting point of this plan was an evaluation of the existing problems in the national transport sector and an assessment of the environmental targets which Malta has committed itself to achieving.

The Action Plan focuses on all modes of transport including public mass transport, car sharing initiatives, private and commercial

transport. As part of the Action Plan, twenty-two projects have been identified to be implemented over the coming seven years with a target of deploying 5000 electric vehicles on Maltese roads and 500 charging points by 2020. These targets are derived from various EU set obligations to mitigate climate change and improve the air quality and noise pollution by 2020.

#### Ongoing and past projects

*PORT-PVEV (2012 – 2015):* As part of the PORT PVEV (2012 – 2015) project, funded under the OP Italia-Malta 2007-2013, during 2014, TM purchased and deployed 13 different types of full electric vehicles to be used strictly in port operations.

The vehicles purchased under this project included;

- One BMW i3
- Two Renault Zoes
- Six Renault Kangoo crew vans and panel vans
- Four Quadricycles

**DURING 2014 TM PURCHASED AND DEPLOYED 13 DIFFERENT TYPES OF FULL ELECTRIC VEHICLES TO BE USED STRICTLY IN PORT OPERATIONS.**

The project also studied the extent to which carbon neutrality can be achieved by installing 3 solar charging stations – essentially these are tent-like structures covered in PV panels which generate energy on site and transfer this energy to the batteries installed at the station. When batteries are full, the excess energy is fed to the grid. This project deliverable is being carried out by the Ministry for Transport and Infrastructure which is a partner in the PORT-PVEV Project.

When a vehicle is charging using one of the two pillars installed on site, it uses the energy stored in the batteries. If and when the battery is depleted mid-charge, the pillar automatically switches to the grid and continues the charge using electricity from the grid. The main aim of this project is to contribute towards the decoupling of economic growth from reliance on RES as well as demonstrating the extent to which carbon neutrality can be achieved in port operations.

In addition, through this project, TM also installed a large Photovoltaic Farm on the roof of the Malta Transport Centre in Marsa as well as a number of charging points, including a 50kW fast charger which is the first of its type in Malta.

Another deliverable of this project carried out by Transport Malta included the drawing up of a feasibility study with respect to 'On-Shore' Electricity Supply for Berthing Vessels in the Grand Harbour, which study will be published in the second quarter of 2015.

*GROWSMARTER (2015 – 2020):* funded under Horizon 2020, Transport Malta is participating on behalf of the Valletta Region as a Follower City to observe and follow activities being implemented with regards to roll out and installation of EV charging infrastructure and the deployment of e-car and e-bike sharing solutions. At the end of the project, TM will have compiled two Replication Plans in this regard that will guide similar implementation of activities in Malta.

*DEMOEV (2010 – 2014):* As part of the DEMOEV project co financed under the Life+ Programme, Government purchased and installed 45 EV charging pillars covering the entire national road network and also deployed 24 full electric vehicles to be used in a pilot between 2013 and 2014 to test and study the feasibility of electric vehicles in Malta and their adaptability to the local topography and climate conditions. Transport Malta was one of the partners in this project which was led by the Ministry for Transport and Infrastructure with the participation of the Ministry for Gozo and Enemalta. Participants in this pilot included volunteer members of the general public subdivided between private households, NGOs and SMEs; each using the EV assigned as the main vehicle for the duration of the pilot. The volunteers were selected following a public call and meeting certain criteria including an equal division of North/South/East and West demographic

selection and also required that 10% of the volunteers to own PV infrastructure at their private premises in order to test whether the energy required by the vehicle could be off-set by the solar energy generated on site.

Results attained through this project include:

Total mileage covered by battery electric vehicles (at zero tail-pipe emissions): 298,413.11 Km  
Total CO2 saved: 68 tonnes  
Total battery electric vehicles utilised: 24

Total number of charging points made available to the public on the national network: 90  
Total number of trained participants: 188  
Total number of private citizens, companies, organisations and Government entities taking part: 133  
Total kWh in EV battery charging affected by DEMOEV participants: 38,100.35 kWh  
Total kWh generated from photovoltaic energy generated during the project from participants' premises: 227.835 kWP

#### Grants for Electric Vehicles

In the third quarter of 2013, the MNEP put forward a proposal for new grants as part of the Car-Scrappage Scheme for private individuals who wanted to purchase a BEV or a Battery operated Quadricycle. The grants put in place were as follows:

i. €5,000 for the purchase of a Battery Electric Vehicle (as defined) in connection with scrapping an older ICE vehicle

or  
ii. €4,000 grant for the purchase of a Battery Electric Vehicle (as defined) without scrapping an older ICE vehicle  
or  
iii. €1,500 grant for the purchase of an Electric Quadricycle (as defined)

During 2014, the MNEP in consultation with TM and MTI as well as with the State Aid Monitoring Board, also proposed an extension of the above grant for 2015 which would be open for NGOs and private companies as well as to private individuals. While NGOs benefit from one grant, private companies could benefit from a similar grant with the purchase of a number of electric vehicles (as above) with a maximum total grant of €10,000.

The grant is also applicable to second hand electric vehicles, providing that these vehicles adhere to strict conditions indicated in the legal notice.

The efforts of the Government in the field of electromobility has meant that the number of electric vehicles has increased from 36 Electric Vehicles at the first quarter of 2013 to 129 Electric Vehicles at the end of March 2015.

#### European Mobility Week

During 2014, the MNEP was also entrusted with the coordination of the 2014 edition of the European Mobility Week. Compared to previous years, the budget allocations for this year where increased to €140,000 of which €70,000 were committed by MEPA and €70,000 committed by the

MTI. The Coordinating Committee of the EMW was made up of representatives from:

- Transport Malta
- Ministry for Transport and Infrastructure
- Ministry for Sustainable Development, the Environment and Climate Change
- Ministry for Gozo
- MEPA
- Parliamentary Secretariat for Local Government

For this year a number of innovative ideas where implemented:

1. A competition for Local Councils to implement activities during the EMW with a set of criteria that had to be followed, relating to Transport Measures. Five Local Councils where shortlisted to avail themselves of a cash grant of €2,000 per Council

2. A competition for NGOs to implement activities during the EMW with a set of criteria that had to be followed, relating to Transport Measures. Four NGOs where shortlisted to avail themselves of a cash grant of €2,000 each

3. The organisation for the first time of the National Bicycle Ride which took place on Independence Day (on the eve of the Car Free Day) under the patronage of H.E. The President of the Republic. Financial donations by participants were collected in Aid of the Community Chest Fund. A lottery among participants was drawn at the end of the event by which three cyclists were awarded a pedelec each. This event is meant to be a recurrent feature of the local (National) Mobility Week activities.

4. For the first time, a SUMP Competition and Award (Sustainable Urban Mobility Plan) was open for all Local Councils, whereby each plan submitted included a number of mobility/urban planning related permanent Measures. The winner of the completion will receive a €50,000 grant to implement one of the proposed measures, while the three runner ups will receive an electric quadricycle for the use of the respective local council.

5. The closure of St Anne Street, as a symbolic major road closure on Car Free Day (in view of the fact that for 2014, Car Free Day had coincided with the opening of the State Schools after the summer holidays).

# 06

## PORTS AND YACHTING DIRECTORATE

### Functions and Duties

The Ports and Yachting Directorate has a regulatory role in monitoring the maritime activities which take place within ports and the internal and territorial waters of Malta. It also manages port facilities which are under the control of the Authority, including yachting and mooring facilities. The Directorate is primarily responsible for ensuring that port users and service providers comply with legislation and contractual obligations, while at the same time promoting the efficient use of our ports and maritime facilities. 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;
- Prevention and control of pollution, including the provision of port reception facilities for ship-generated wastes;
- The provision of a safe and efficient maritime transport system;
- Ensuring the provision of technical nautical services, fire fighting facilities, supplies and other ship requirements;

- Licensing of marine commercial craft;
- The management of port facilities;
- Regulation of yachting and maritime leisure facilities;
- The compilation of maritime statistics;
- The organisation of mooring areas ; and
- The organisation of popular bays and swimmers' zones including the annual Safety at Sea campaign.

### Ports in Malta

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

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

### 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. Other petroleum installations in the port are operated by Enemalta Corporation, the public entity responsible for power generation and the import of petroleum for the local market. The LPG Gas Installation is located within this port with its LPG bottling and storage facility located at Benghajsa and operated by Gasco Energy. The port of Marsaxlokk will also host the new LNG facility that is expected to come in service in 2016.

### Marsamxett

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

### Mgarr and Cirkewwa

The island of Gozo is connected by a scheduled Passenger Ro-Ro service that operates on a route between the ports of Cirkewwa and Mgarr. The Port of Mgarr, Gozo is the largest port on the island. In addition to the ferry terminal, the Port of Mgarr is also a fishing port. It also has a marina and several berths for small craft. The port also caters for small cargo vessels and the occasional small cruise liner. The Port of Cirkewwa is primarily a

ferry terminal comprising of a passenger and vehicle handling facilities. The ferry service is operated by Gozo Channel Company Limited.

### 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 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 also upon requests by third parties, assisting stakeholders in market research and forecasting purposes.

The main statistics are given in a number of tables further on. Some highlights are the following:

- During 2014 the total number of cruise passengers visiting the Maltese Islands stood at 519,297, an increase of 7% over the previous year. Furthermore, the 29% of cruise passengers were from Germany and 15% from Italy. 8% of passengers from non-EU states came from the United States. There were 308 cruise liner calls to the Maltese Islands in 2014, an increase of 11 vessels when compared to 2013 levels.
- The number of ferry passengers has increased from 277,593 to 289,346 over the previous year.

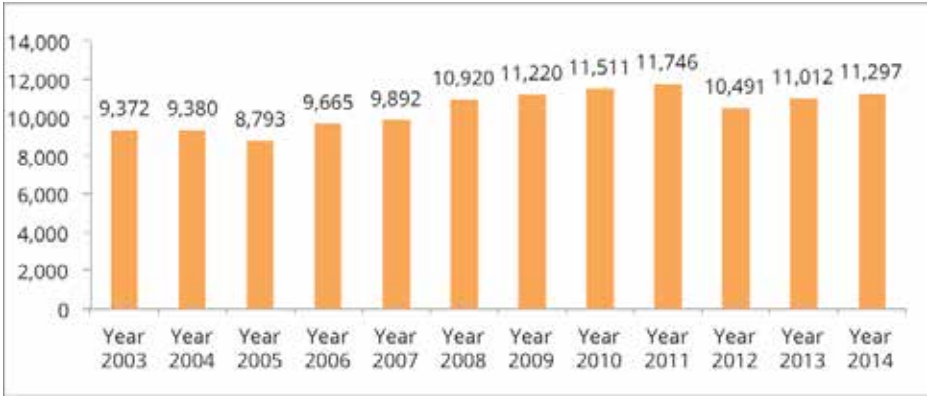
• Unitised cargo continued to register an increase in volumes in the Port of Valletta. Trailers at the Port of Valletta registered an increase by 8% over last year, from 69,994 to 75,856 this year.

• The number of ship calls also registered an increase over the previous year, from 11,012 in 2013 to 11,297 during the year under review, a further increase of 3%.

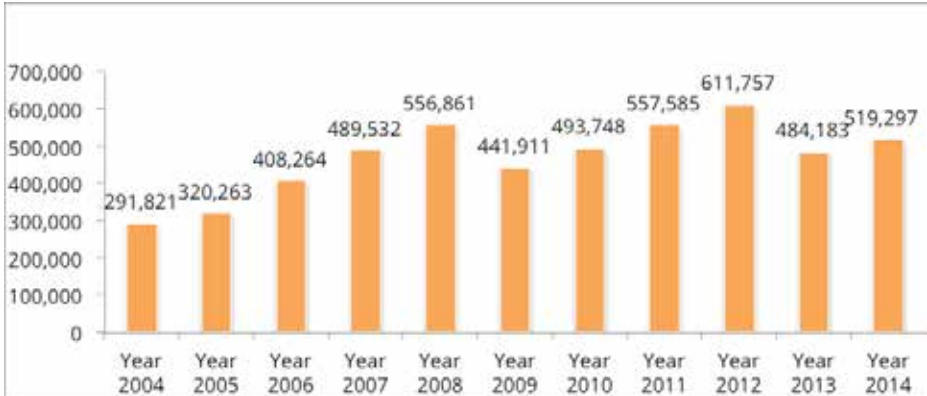
• The number of visiting foreign yacht at Marinas amounts to 2,214 yachts during 2014.



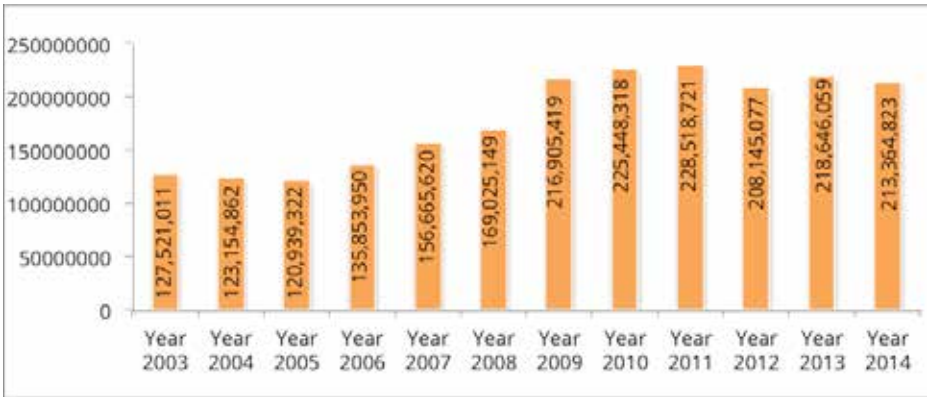
Number of Vessels arriving in Maltese Territorial Waters



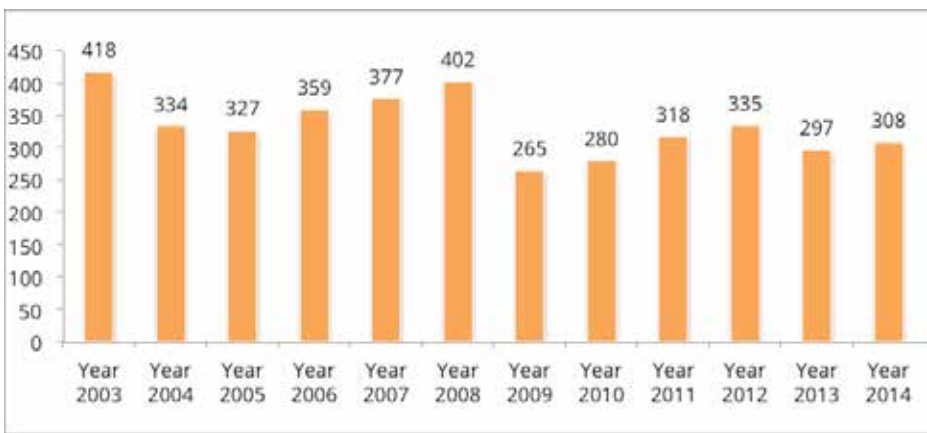
Cruise Passengers in Malta



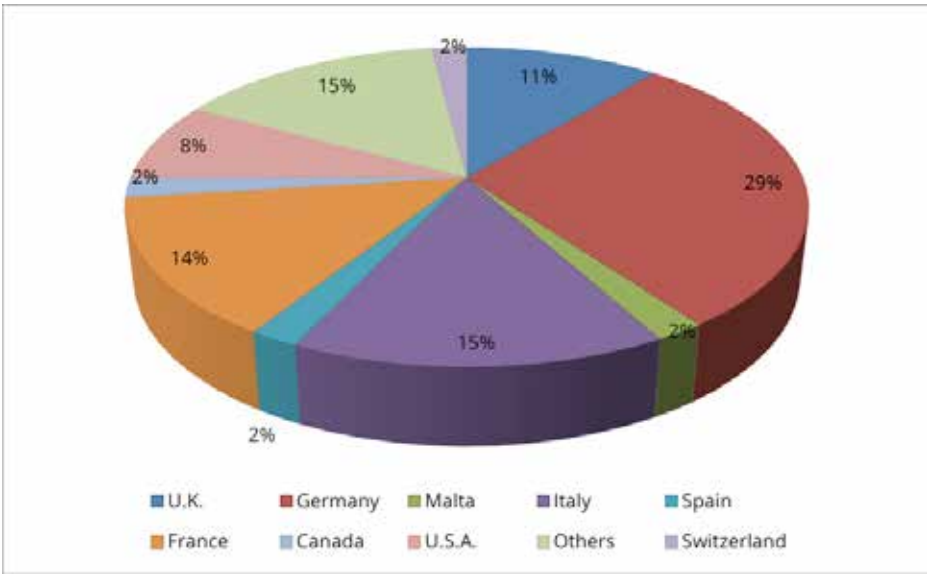
Gross Tonnage of Vessels arriving in Maltese Territorial Waters



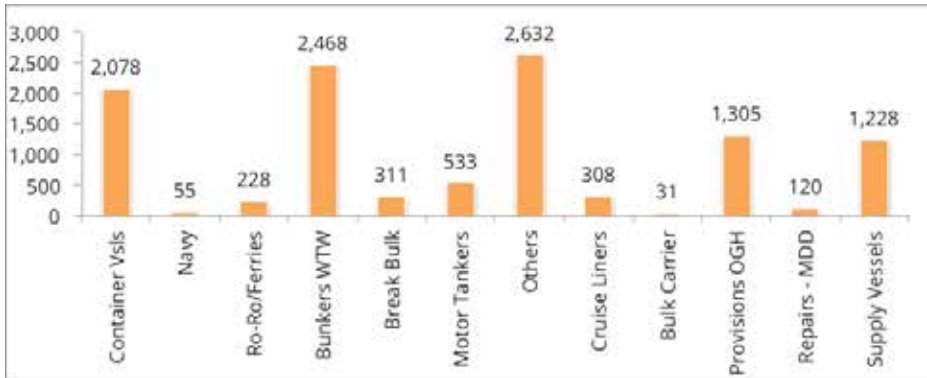
Cruise Vessels in Malta



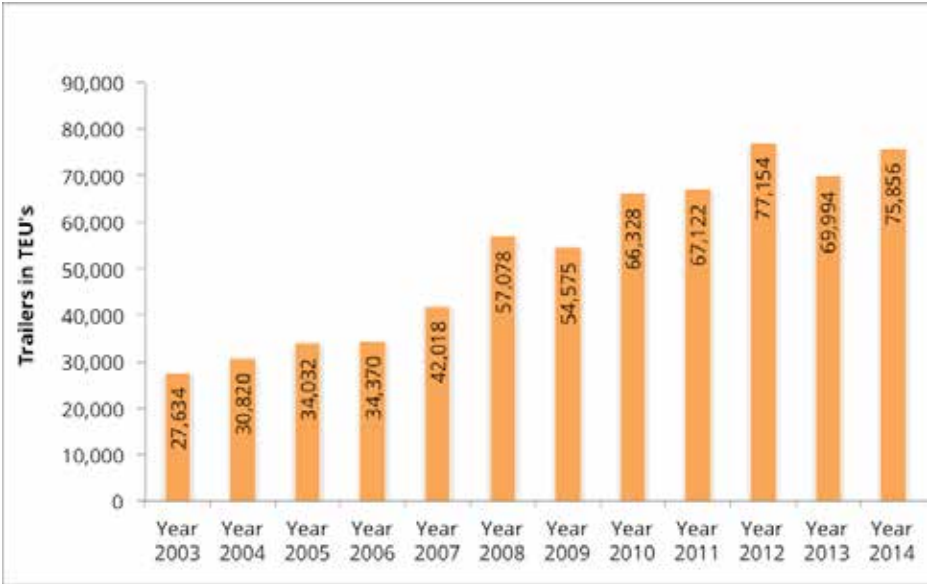
Cruise Passenger Nationalities



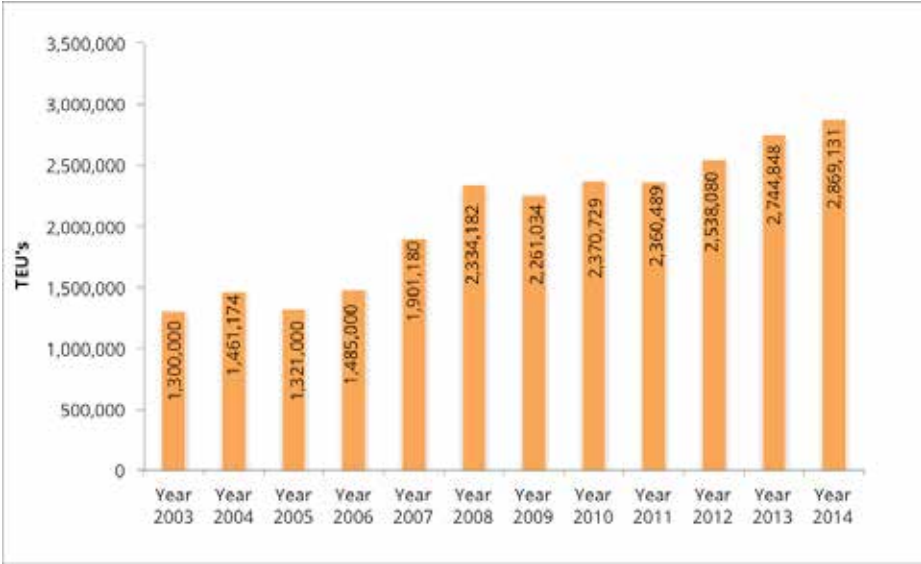
Shipping Movements



Trailers Handled at the Port of Valletta



Container Throughput at Malta Freeport (TEUs)



**Malta Freeport**  
During last year, Malta Freeport Terminals welcomed ‘Emma Maersk’, a container ship of Maersk Line, the largest shipping line in the world, and Malta Freeport Terminals’ second largest client. ‘Emma Maersk’ berthed on arrival at Terminal Two North Quay loading around 2,000 TEUs. When launched in 2006, ‘Emma Maersk’

set new standards in the global shipping industry becoming the largest container ship ever built having a capacity of 14,770 TEU and the longest ship having a length of 397 metres.  
In line with the continuous development and to continue providing the highest level of service to the global shipping

carriers and be able to efficiently handle at its facilities, the Freeport has last year extended Terminal Two North Quay by an additional 33 metres to a total length of 513 meters with a water depth of 17 metres.

**Yachting and Marinas**

During the year under review, there were five consortia that bid for the development and management of a marina at Sa Maison. In July, Transport Malta issued a request for proposals for the development, operation and management of an all-weather marina. The concession for the preferred bidder will be

for 25 years and the marina will provide up to 240 berths and shore facilities at Pieta’. The investment would generate commercial activity and would also be raising Malta’s profile in the yachting industry across the Mediterranean and consolidating the island’s strategic position as an international centre of maritime excellence.

Monthly Arrivals	Classification by length of yacht							Total
	1-12m	13-23m	24-36m	37-48m	49-60m	61-72m	Over 72m	
January	18	21	3	4	2	0	1	49
February	8	7	4	2	3	2	1	27
March	16	22	4	2	1	1	2	48
April	43	68	18	8	2	0	2	141
May	89	114	15	11	11	2	1	243
June	147	112	28	16	10	3	8	324
July	127	200	34	12	5	5	6	389
August	196	205	38	6	0	1	4	450
September	79	111	27	14	4	4	9	248
October	56	109	14	13	2	2	6	202
November	26	33	3	3	1	4	0	70
December	7	11	1	3	1	0	0	23

Foreign Visiting Yachts at the Marinas for Year 2014

IN JULY, TRANSPORT MALTA ISSUED A REQUEST FOR PROPOSALS FOR THE DEVELOPMENT, OPERATION AND MANAGEMENT OF AN ALL-WEATHER MARINA.



**Small Ships Registration and Commercial Vessels**

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

Also, this Directorate is responsible for the small ships registration and issuing of nautical licences. During last year, there were 585 new registrations of small ships and issued 1,117 new nautical licences.

Type of Certificate	Total in 2014
<b>Commercial Vessels Certificates:</b>	
New	123
Renewals	615
<b>Commercial Vessel Operator Licence:</b>	
New	50
Renewals	240
<b>Certificates of Competency</b>	
New	50
Revalidation	78
Equivalency	22
<b>Authorisation of Maritime Events</b>	36
<b>Registration of Small Ships</b>	
New Registrations of small ships	585
Renewal of small ships	5,622
<b>Moorings</b>	
Malta and Gozo	1,129
<b>Nautical Licence</b>	
New	1,117
Renewals	549

**Inspectorate Unit**

The Inspectorate Unit provides technical support to the Directorate and also designated to carry out daily land or seaborne inspections. This Unit is responsible for the vetting of technical documentation required to be submitted to the Authority. It also issues a number of permissions to ships (both local and international) in ports to be able to carry out certain activities while in port. During the last summer months of the current calendar year, the Port Inspectors joined forces with TM Enforcement Directorate in conjunction with enforcement duties related to the lawful operation of the seasonal, vast number of pleasure crafts operating within bays, internal waters and territorial waters. Port Inspectors were also involved in maintaining smooth operation of the water taxi service within Marsamxett Harbour and the ferry services both in Marsamxett/ Sliema and Lascaris/three cities routes.

**Pollution and Incident Response Unit (PIRU)**

The Pollution and Incident Response Unit is responsible for matters relating to Maritime Pollution and Incident Response. During last year, the PIR Unit managed the response to nineteen (19) incidents that required the unit’s intervention. These incidents were mainly oil spills, a collision between two commercial vessels, two fire incidents onboard vessels berthed at Palumbo Shipyards and other maritime related incidents. A number of smaller incidents were also reported and were very often

followed up through an inspection by and a report/email according to the complexity of the incident. On average, about four (4) incidents are reported every per month by the shipping community or the public. This year, due to the occurrence of two unattached spills, Transport Malta also carried out an emergency clean up in Marsaxlokk and Valletta using TM funds to engage a contractor for the works. A number of inspections in respect of Port Reception Facilities for Ship-Generated Wastes were carried out in collaboration with the Inspectorate Unit.

The Unit organized and conducted its annual major oil spill exercise, MALTEX 2014, on the 2 and 3 September 2014 in collaboration with the European Maritime and Safety Agency. The exercise is necessary to test and consequently review aspects of policies, procedures and communications between National, Regional and International entities.

**Traffic Management Unit and Valletta Traffic Service**

The Traffic Management Unit is responsible for the receipt, processing of notifications, berth planning and co-ordinating the movement of vessels within our ports, and the territorial waters of Malta. The VTMISS is the section responsible to provide the necessary interface between the ports and the vessels and ensure that vessels navigate safely at the port approaches and within our harbours.

On an operational level the unit

provides the important ship/shore interface and regularly intervenes to discuss and find solutions with the port users ranging from the ship agent, pilots, tugs, mooring men and the terminals. This coordination is important since although the unit does not directly assign port facilities to the vessel, it enhances operational efficiency by pre-empting operational problems that may have negative impact on the vessel’s stay in the port.

The unit is focused to maintain its important role as the notification authority for all vessels requesting to come to Malta or call for services within territorial waters and to ensure that safety considerations are equally adhered to and maintained.

The Vessel Traffic Service (VTS) section is responsible to monitoring and regulating traffic to ensure compliance with all local, national and international regulations. Monitoring vessel movements is done through a network of radars, automatic identification system stations, VHF communications, VHF direction finders and weather stations around the Maltese islands and is intended to improve the safety and efficiency of vessel traffic and to protect the marine environment.

## ALL CONTRACTS AND AGREEMENTS ARE PERIODICALLY SCRUTINIZED WITH AN OBJECT TO CALL ON THE CONTRACT HOLDER TO MEET ITS OBLIGATIONS.

### Concessions and Service Level Agreements

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

### Hydrography

During the year under review, the Hydrographic unit assisted in the Hydrographic surveys at Malta Freeport Terminals prior and after dredging by De Null. The Hydrographic Unit also carried out hydrographic surveys to finalise the dredging and slope at Lascaris wharf. Similar to

previous years this unit assisted the Yachting centre with the reorganisation of Swimmers Zones by providing up to date Charts and delimitating new swimmer areas. It assisted the Yachting Section by providing updated charts for the establishment of a Marina at Sa Maison

### EU and Local Legislations and Regulations

#### Amendments to the Commercial Vessels Regulations

One of the responsibilities of the Ports and Yachting Directorate is the regulation of commercial vessels and all commercial operations and activities carried by and from such vessels. The Commercial Vessels Regulations are the applicable regulations in force. These amendments concerned the regulation of the sale of tickets for passenger transport services. Prior the amendments that were carried out, such Regulations dealt only with the minimum safety standards that should be implemented for the operation of the vessels in order that the health and safety of the passengers, crew, other users of the sea and the vessel itself are safeguarded at all times during the commercial operations. The Regulations established the minimum safety

standards of the vessels as well as the minimum certification that the crew on board should be in possession of, and what licences and certificates should be in place. Commercial activities and operations per se were not regulated, although the Authority had the power to establish and assign routes, schedules and fares. Therefore, these regulations also fall short from regulating the sale of tickets for the services provided.

This notwithstanding, the Authority felt that the sale of such tickets has to a certain extent, become a transport related issue as well, considering that it is having a direct effect on the quality of the transport service being provided. The lucrative market created by the introduction of particular routes in the maritime transport sector has seen the proliferation of a number of commercial vessel operators offering a number of services, including sightseeing tours, ferrying services and boat parties. Unfortunately, the service has been characterised by aggressive competition between

the operators, most of which have their own ticket sellers approaching tourists on our promenades and other tourist sensitive areas. These include the Sliema Ferries, Valletta Cruise Port, and the sea passenger terminals at Ċirkewwa and Mgarr, Gozo. This was deemed as not sustainable since it was resulting in numerous complaints from tourists and locals alike and was causing a bad name to Malta's international image in the touristic industry. The situation was somewhat reminiscent of the time when timeshare operators were still unregulated and used to harass tourists.

The amendments that were carried out, therefore, had as their main scope and objective the elimination of soliciting and importuning of passengers, especially tourists. Today, passenger transport services can only be sold from authorised commercial premises, from the operator's offices or operating centre, online, by telephone or by mail, from the vessel itself, from the operator's licensed and authorized stand or within

## THE AMENDMENTS THAT WERE CARRIED OUT, THEREFORE, HAD AS THEIR MAIN SCOPE AND OBJECTIVE THE ELIMINATION OF SOLICITING AND IMPORTUNING OF PASSENGERS, ESPECIALLY TOURISTS.

five metres of the established pick-up and, or drop-off points. With respect to the five-metre zone, such zone should not interfere with the rights of, or cause any kind of nuisance to, a neighbouring operator; and shall not be within five metres of any bus stop, taxi stand or horse cab stand, or any other stop or stand used exclusively for land transport services. Furthermore, the necessary permits, authorisations or licences must be obtained from the competent authorities for the setting up, placing, affixing or installation of the street furniture required. The persons selling the tickets must wear at all times an identification tag issued by the operator, which tag shall contain the photograph of such person, his name and Identity Card number and the name of the operator.

More importantly, calling, requesting, soliciting or otherwise importuning any person in any manner whatsoever to use any passenger transport services is prohibited. Any breach is subject to the penalties laid down in the Regulations.

Finally, other amendments were also carried out which reflected the commercial practices in place as well as to fine-tune the Regulations.

#### Ports Policy Package

One of the challenges encountered during the past year concerned the Proposal for a Regulation of the European Parliament and of the Council establishing a framework on market access to port services and financial transparency of ports, which,

when adopted, would have a significant impact on the current port systems including accounting and financial systems, policies and procedures, legislation and contractual obligations in place, including the new administrative burden associated therewith. Efficient port services are crucial, especially for the performance of the TEN-T seaports. The Commission together with sector identified three issues that may prevent port services from being organised in an optimal way: i. many of the port services are subject to weak competitive pressure due to market access restrictions; ii. monopolistic or oligopolistic, although justified in a number of situations, may lead to market abuses and; iii. in some ports users are faced with too much administrative burden due to a lack of coordination within ports.

#### Projects

Directive 2010/65/EU was established in order to simplify and harmonise the administrative procedures related to port formalities by making the electronic transmission of information standard and by rationalising reporting procedures, ensuring that the reporting formalities are requested in harmonised and coordinated manner.

Directive 2010/65/EU applies to the reporting formalities applicable to maritime transport for ships arriving in and ships departing from ports in European Union (EU) countries. The objective of this directive is to reduce the administrative burdens

for shipping companies by simplifying and harmonising the documentary and physical checks conducted on ships and goods moving between EU ports. The Single Window will be the place where all information is reported once, and made available to various competent authorities and the EU countries.

#### IMP Demonstrator Project

Malta is participating in the Integrated Maritime Policy (IMP) demonstration project together with four other member states, namely Bulgaria, Greece, Italy and Romania. Norway is also participating in a form of parallel and aligned development of a National Single Window (NSW) system that will be based on their existing platform.

Transport Malta took the initiative to bring together all stakeholders which will be affected with this Directive in order to work closely together to find the best solution in implementation of this Directive. To this effect, a Steering Committee has been set up, composed of representatives from: Transport Malta, Department of Customs, The Immigration Section of the Malta Police Force, The Environmental Health Directorate, The Veterinary and Phytosanitary Regulation Department, The Plant Health Department and MTI.

#### MEDNET Project

In view of the Port Formalities Directive and as part of the MEDNET project deliverables during the year under review, Transport Malta has commissioned a Master Plan to be used as a guide to implement

the Directive. The Master Plan has been completed at the end of the year. During the month of August 2014 Transport Malta organised a seminar in Malta participated by the European Maritime Safety Agency (EMSA) with Maltese authorities and shipping industry regarding Directive 2010/65/EU and the National Single Window. It has been hosted and chaired by Transport Malta, with the support of EMSA.

Based on the results, EMSA together with Transport Malta and PWC discussed the development of the Malta NSW and the possibilities of adapting the NSW Prototype to national requirements, including connections to the national SafeSeaNet system. The Master plan includes the drawing up of all technical documentation necessary for the systems that will be implemented to develop the NSW in compliance with Directive 2010/65/EU.

Also, Transport Malta hosted the MEDNET mid-term conference which was well attended by both local and foreign delegates. The outcome of this conference was very positive where essential components for a successful logistics emerged. The need for stability and reliability were identified as top priorities and the MEDNET project would make significant contributions towards this goal. The simplification and harmonisation of maritime and port procedures throughout the Mediterranean region was necessary to increase sustainable shipping.

#### Maritime Training

Malta also provides a number of training institutions for the training of qualified and competent seafarers that are needed for the sustainable growth of the maritime industry and the maritime cluster. Apart from Government investment through the MCAST Maritime Institute there are a number of private institutions providing such training.

The P&Y Directorate act as a certifying Authority for local qualification and facilitate port training and education.

#### The Mediterranean Maritime Research & Training Centre

The Mediterranean Maritime Research & Training Centre is a Training Institution founded by the Malta Maritime Pilots with the primary objective to train Marine Pilots and conduct risk assessments for local and foreign ports. Ship Masters, Tug Masters, Ships' Officers, Naval Officers and Cadets can also be instructed in safe Ship Handling techniques.

#### Simulator

The Simulator is a state of the art Marin Industries (Holland) Compact Simulator. Two main, stand alone bridges are available, with the facility to operate tugs and various ship models. The Simulator has the capability to alter the environmental conditions, such as wind, current, rough seas, swell, poor visibility, rain, night or day, so as to test the individual capabilities of personnel. Anchors and mooring lines can also be deployed; machinery and instrument failure may also be simulated when training on emergency preparedness sessions.

#### MCAST

The Authority works closely with the Malta College of Arts Science and Technology (MCAST) who is entrusted with the education and training in various maritime aspects. The Institute runs a comprehensive training programme for commercial vessel operators and small craft owners. These courses are run in conjunction with the Ports and Yachting Directorate. It also offers courses intended to prepare persons for the role of Foreman of Port Workers. This includes induction course in Port Work procedures, cargo securing, cargo handling, slinging, terminal and ship's loading and unloading equipment, health and safety at place of work and knowledge of the IMDG Code.



07

MERCHANT SHIPPING DIRECTORATE

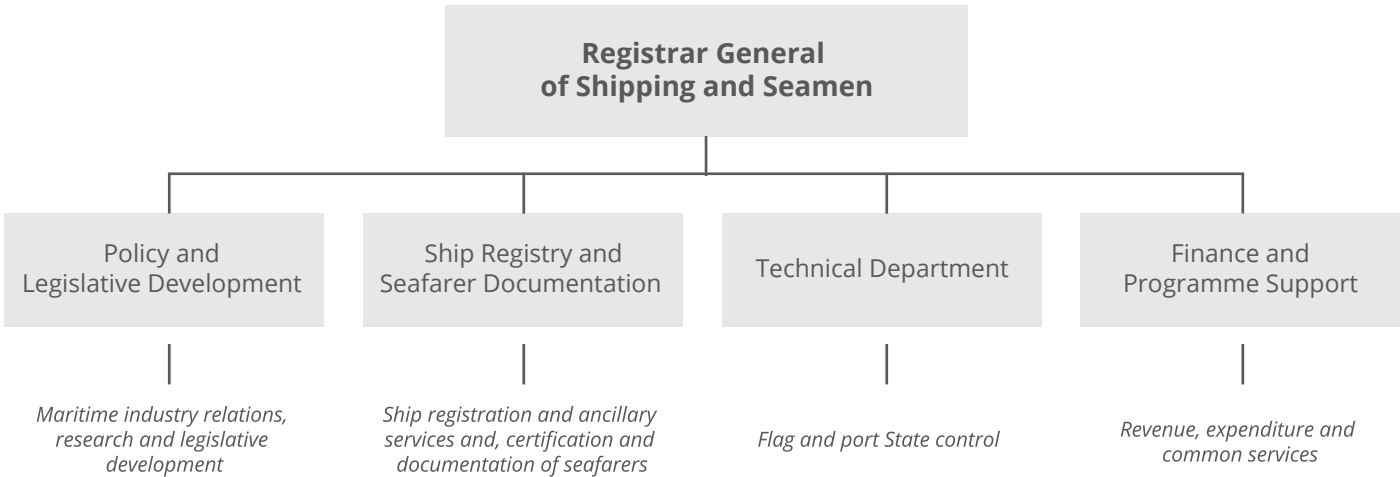
Functions and Duties

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

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

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

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



Capacity building is an ongoing process. Efficiency and effectiveness are augmented by specialisation and training, the introduction of new systems and methods, the further computerisation of certain processes and, where necessary, by the recruitment of additional staff. This continues to further enhance the reputation for service that the Directorate enjoys both locally and internationally. During the period under review the ongoing organisational review aimed at ensuring adequate capacity building and optimisation of resources has continued. Training of personnel is an integral part of capacity building. The Directorate’s training programme is made up of both long-term and short-term training aimed towards the professional development of its employees. Long-term training includes diploma, graduate and post-graduate courses both in Malta and abroad. The short training programme includes attendance and participation of Directorate personnel at a number of short

courses, seminars and workshops and familiarisation visits in Malta and abroad. The programme is financed both from funds of the Authority or through schemes made available by the European Commission.

Projects, Initiatives and Performance of Duties

The introduction of the electronic fleet management system in 2013 has become the main tool used by the Directorate to assist with daily ship registration operations and the issue of all certificates of registry. The fleet management system has assisted in enhancing cohesion and productivity in a timely manner in the services offered by the Directorate.

During the year under review the Merchant Shipping Directorate has been successfully certified and registered by the Malta Competition and Consumer Affairs Authority (MCCAA), as having in place an ISO 9001:2008 quality management system under the United Kingdom Accreditation System (UKAS). The Directorate

is committed to maintaining this certification and to continually improving and providing high value added services to shipowners and operators around the world and to the Maltese maritime community.

The year under review also saw, the Directorate further consolidating its services as a leading flag State, through initiatives such as the publication of a new Seamen Book, accession to additional international conventions and further enhancement of its process and procedures.

Registry of Ships

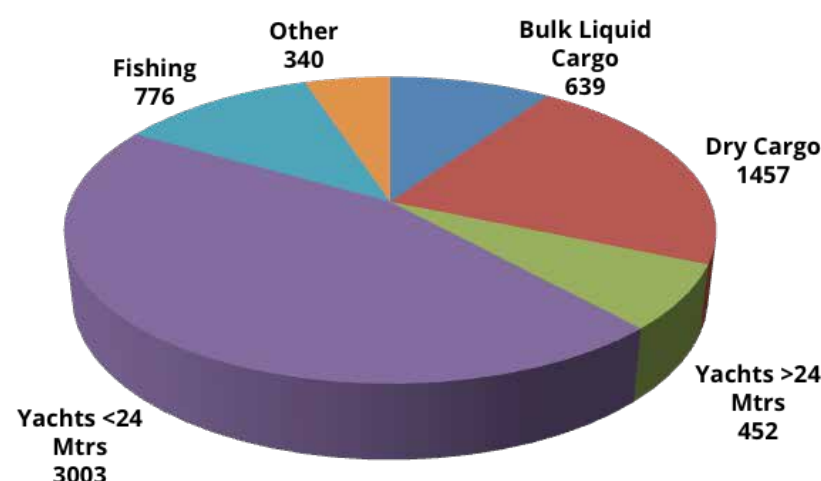
Between January and December 2014, 805 vessels totaling 9,889,342 gross tonnage were registered under the Malta flag while cancellation of registry was effected in respect of 388 vessels with a total gross tonnage of 3,457,528.

As at end December 2014 the number of ships registered under the Merchant Shipping Act was

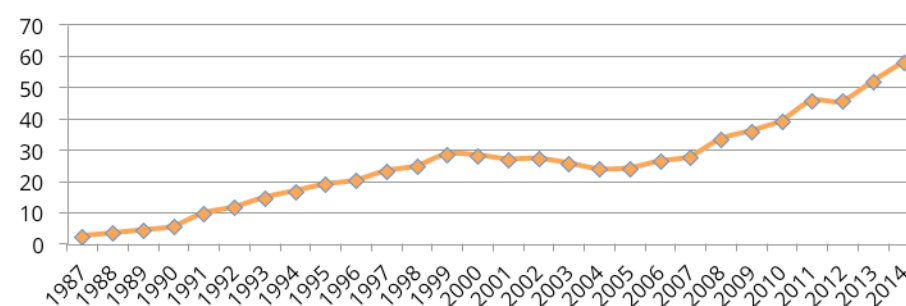
6,667 for a total gross tonnage of 57.9 million. Through the ongoing efforts of the Merchant Shipping Directorate, Malta has maintained its position as the largest register in Europe and one of the 10 largest registers in the world in terms of gross tonnage. The average age of all vessels registered during this same period was 8.7 years; this decreased to 7 years for ships of 100 gross tonnage and over. The average age for deletion of registry was 15 years, with ships of 100 gross tonnage and over averaging 15 years. The average age of all merchant vessels registered as 31 December 2014 was 12 years.

Positive results were also registered in the registration of superyachts under the Malta flag. Despite the financial situation worldwide which had an impact on this luxury sector, the trend registered during the past years was further consolidated last year. The Malta flag registered an increase of 13.6% over the previous year in the registration of superyachts over 24m in length, under the Merchant Shipping Act, with over 450 superyachts flying the Malta flag.

Vessels by Type Registered under the Merchant Shipping Act as at 31 December 2014



Million gross tonnage



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

#### Flag State Control

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

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

The Directorate continued to operate the system introduced in 1993, that of conducting random inspections of Maltese ships worldwide using the services of its own global network of inspectors. These inspections are in addition to the regular statutory surveys carried out by the classification societies and are effected on the specific instructions of the Directorate. The results and the performance of the inspectors and the inspections are closely monitored by the Technical

Department. Since this activity is part of the monitoring process that is the responsibility of a Flag State Administration, as a rule, inspections are conducted at TM expense.

Between January and December 2014, 753 inspections (19,810,893 gross tons) were carried out in 203 ports in 46 different countries worldwide. The Directorate detained 29 ships until it was ascertained that they had been brought up to the required standard.

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

Although no official figures have yet been released by the Secretariat of the Paris Memorandum of Understanding on Port State Control the detention rate for Maltese ships in ports covered by the Memorandum for calendar year 2014 can be provisionally quoted as 2.57% which would reaffirm Malta's place in the MoU's white list.

#### Port State Control

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

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

Between January and December 2014, 205 foreign flagged ships were inspected. This is nearly 26% of the total number of foreign merchant ships entering Maltese ports. Detention orders were issued in respect of 12 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



## DURING THE PERIOD UNDER REVIEW 2,620 RADIO LICENCES WERE ISSUED.

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 428 occurrences were reported to the Marine Safety Investigation Unit (MSIU). Of these, 315 were reported accidents and incidents which happened on Maltese registered ships. The majority of these were classified as less serious or minor incidents. There were 10 accidents, which were classified as very serious, involving loss of life of crew members and stevedore, and a collision resulting in the foundering of a fishing boat with no loss of lives. 47 accidents resulted in serious injuries to persons on board. Other reported accidents involved, inter alia, minor allisions, main propulsion failures, collisions, groundings, strandings and fires. The MSIU has also initiated a number of safety investigations into non Convention vessels which, however, have potential safety lessons that may help avoid similar future accidents.

The Directorate cooperated with the Marine Safety Investigation Unit in order for the latter to carry out the necessary safety

investigations in accordance with the Laws of Malta. It is important to point that although marine casualties are not a performance indicator of the Maltese registered fleet, one can identify a stable rate of reported occurrences over the previous years

### Maritime Radiocommunication Services

During the past year, the Directorate continued to render maritime radiocommunication services to its client base. During the period under review 2,620 radio licences were issued. These included Operational and Non-Operational Provisional ship radio licences, permanent GMDSS ship radio licences including their amendment and renewal (for SOLAS vessels), Operational and Non-Operational Provisional ship radio licences, permanent Non-GMDSS ship radio licences including their amendment and renewal (for non-SOLAS vessels).

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

### Certification of Seafarers

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

By end December 2014, the Directorate had processed over 191,376 applications from officers serving or wanting to serve on Maltese ships, for the issue of endorsements attesting to the recognition of their certificate of competency issued by a foreign Administration. Of these, 16,639 were processed in the year under review.

Meanwhile, the Directorate continued to oversee courses run by the Maritime Institute of the Malta College of Arts, Science and Technology and other training conducted by approved institutions both in Malta and abroad, onshore and afloat which courses lead to the issue of certificates of competency, certificates of proficiency and other seafarer certificates in terms of the Merchant Shipping Act and relevant international Conventions.

Currently, there are 17 approved maritime training centres. During the period under review, the Directorate has approved 19 maritime training courses with 5 more courses from various institutes presently under review.

During 2014, the Directorate organised 32 examination sessions leading to the issue of Certificates of Competency as Officer in Charge of an Engineering Watch,

Officer in Charge of a Navigational Watch, Chief Mate, Master mariners and GMDSS. These examinations were financed by Transport Malta.

During this same period, 2 new Certificate of Competence was issued for an Officer in Charge of an Engineering Watch, 10 new Certificate of Competency was issued as Officer in Charge of a Navigational Watch, 2 certificates for Chief Mate and 8 certificates for Master. Moreover, 8 GMDSS General Operator Certificates of Competence together with 15 revalidations, 15 VHF-SRC certificates together with 3 revalidations, 110 PSCRB Certificates, 19 EDH Certificates, 71 SSO Certificates, 19 Engineering Watch Rating Certificates, 32 Navigational Watch Rating Certificates, 6 AB Certificates, 4713 Security Awareness Training Certificates, 1682 Designated Security Duties Certificates, 49 Fire Prevention and Fire Fighting Certificates, 2 Medical First Aid Certificates, 547 Seaman's Books and 666 Basic Safety Training Certificates were issued.

### International Relations and Participation

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

the safety and welfare of seafarers.

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

The Directorate continues with its close cooperation with the Malta International Shipping Council, formed as an initiative of forward looking owners of ships operating under the Malta flag. The Council 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 that the Directorate may continue to provide an efficient service and to meet its obligations as a flag State Administration.

Malta has continued to further enhance its active involvement in the work of the International

Maritime Organisation (IMO), the United Nations specialized agency for maritime safety, security and the protection of the environment from pollution from ships.

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

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

In June, Maritime Malta hosted the IMO Secretary-General, Mr Koji Sekimizu, who visited Malta for the 25th Graduation Ceremony of the IMO International Maritime Law Institute. During the graduation ceremony, Malta bid farewell to 33 lawyers from 25 States awarded the Master of Laws Degree in International Maritime Law.

At regional level, Directorate officials participated at the annual Committee Meetings of the Mediterranean and the Paris MoUs on Port State Control and other technical seminars organised by the Paris MoU secretariat.

The period under review also saw the further consolidation of the Malta Maritime Fora initiative. As a maritime nation, Malta proudly

hosted an EMSA training course on the Integrated Maritime Data Environment (IMDatE). The course was held on the 9, 10 and 11 December 2014 in Transport Malta premises. In May 2014, Malta also hosted students from the World Maritime University in Malmö.

### European Union

The Merchant Shipping Directorate has continued with its active involvement in providing input for the formulation of Malta's policy with respect to the ongoing debates at EU level on maritime related matters. It has undertaken an analysis of various EU legislative proposals and policy documents, and drafted recommended policy directions to be followed by Malta during discussions in various EU fora.

The Directorate has prepared relevant positions to be taken in the relevant shipping meetings and has taken an active role in the process of EU coordination for the preparation of positions to be taken during various meetings of the International Maritime Organisation. Input has also been provided with respect to the discussion on the proposed Decision authorising Member States to ratify the International Convention on Standards of Training, Certification and Watch-keeping for Fishing Vessel Personnel.

The Directorate is an ardent supporter of the work of the European Maritime Safety Agency (EMSA), through its Chief Officer who is Malta's representative on the Administrative Board. Today EMSA operates in the areas of

maritime safety, maritime security and prevention of pollution by ships. It organises events for stakeholders during which they are trained informed and piloted to achieve better standards in their areas of operation. Amongst other things it also oversees operations in the cases of oil slicks and also manages the EU Identification and Tracking of vessels (LRIT) data centre which covers more than 10,000 EU-flag ships. Directorate officers have attended various training sessions organised by EMSA. During the period under review, the Merchant Shipping Directorate was audited by a team of Commission and EMSA auditors to assess the implementation by Malta of the relevant EU legislation relating to maritime security.

Apart from providing direct input on legislative proposals and EU documentation, the Directorate has been involved in the provision of feedback and advice to various entities with respect to maritime related issues. Given the broad spectrum of areas having implications on shipping, the Directorate has on various occasions acted as a facilitator to coordinate discussions amongst various entities and stakeholders to ensure a consistent national horizontal policy with respect to maritime issues.

The period under review has increasingly seen discussions related to maritime issues arising in environment fora, and in this respect the Directorate has followed these issues closely and provided the necessary input. The period under review has been

a time of intense deliberations with respect to the proposed Regulation on monitoring, reporting and verification of carbon dioxide emissions from maritime transport. Apart from the said dossier, input was also provided on a number of EU and international documents related to climate change, insofar as shipping is concerned.

Further work has also continued with respect to the implementation of the Sulphur Directive, in view of the numerous challenges to comply with the stricter sulphur emission limits which entered into force on 1 January 2015 and which still involves great challenges due to a number of reasons, including increased price of low sulphur fuel, the question of the availability and price of low sulphur fuel, uncertainties of alternative technologies and lack of clarity in relation to trials and emission abatement methods. Officials from the Directorate have participated in the work of the European Sustainable Shipping Forum, which is a forum composed of representatives

of EU Member States' maritime authorities and stakeholders from the shipping industry to enable a structural dialogue, exchange of best practices and coordination, thus providing the opportunity to discuss practical issues that could be encountered during the implementation process, in particular during the transition phase before the entry into force of the new standard concerning quality of fuel on ships.

In the area of social policy, the Directorate took an active role during the negotiations concerning the European Commission's proposal to amend five EU labour law Directives to remove the current exclusions for seafarers.

The Directorate has also regularly provided advice and recommendations in preparation for Malta's representatives' participation in high level EU meetings when maritime related dossiers or issues which could affect shipping featured on the agenda. Officials from the Directorate have also regularly participated in meetings

and events involved in the development of EU maritime policy.

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

**IN CARRYING OUT THESE INITIATIVES, THE DIRECTORATE SEEKS THE VIEWS OF THE INDUSTRY AND THE ADVICE OF LOCAL AND FOREIGN EXPERTS.**

### International Conventions and Legislative development

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

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

During the period under review, consultations with all stakeholders were carried out on the revision of a number of legislation under the Merchant Shipping Act. Three pieces of subsidiary legislation were promulgated, namely the Merchant Shipping (Carriage of Passengers by Sea) Regulations, the Merchant Shipping (Port State Control) (Amendment) Regulations and the Merchant Shipping (Port

State Control) (Amendment No. 2) Regulations. The Merchant Shipping (Carriage of Passengers by Sea) Regulations transpose Regulation (EC) No 392/2009 of the European Parliament and of the Council of 23 April 2009 on the liability of carriers of passengers by sea in the event of accidents. The Merchant Shipping (Port State Control) (Amendment) Regulations were made to fine tune the principal regulations since minor inconsistencies were identified whilst the Merchant Shipping (Port State Control) (Amendment No. 2) Regulations were made to transpose the provisions introduced by Directive 2013/38/EU. Moreover, the Directorate undertook an extensive consultation on the revision of the Malta Commercial Yacht Code that will be published during 2015.

The Directorate also continued to pursue an agenda for the ratification of international maritime conventions. During the period under review, the main focus was the finalisation of preparatory work to ratify the Nairobi International Convention on the Removal of Wrecks, 2007.

### Merchant Shipping Notices

During 2014, the Directorate continued to issue Notices to give information, expound on procedures and communicate the parameters for the exercise of discretionary powers. During the period under review, seven Merchant Shipping Notices, two Technical Notices, six Information Notices and the revision of a number of Notices were issued:

- National and Public Holidays 2014 (Information Notice)
- Basic Minimum Wage (MS Notice)
- Measure in Relation to Illicit Crude Oil Experts from Libya (MS Notice)
- Periodic Servicing of Launching Appliances and On-Load Release Gear (Information Notice)
- Wire Ropes Maintenance (Information Notice)
- Counterfeit Nautical Charts (Information Notice)
- Revised consolidated format for reporting alleged inadequacies of port reception facilities (Technical Notice)
- EPIRBS Product Recall (Information Notice)
- Preventive Measures in Response to the Ebola Virus (Information Notice)
- Measures to Enhance Maritime Security in Response to Somalia Based Piracy (MS Notice)
- Compliance with Applicable Fisheries Regulations (MS Notice)
- Restrictive measures in view of the situation in Ukraine (MS Notice)
- Revocation of Merchant Shipping Notices (MS Notice)
- Additional Restrictive Measures in view of the Situation in Ukraine (MS Notice)
- Fuel availability for vessels operating in ECA area (Technical 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.



# 08

## ROADS AND INFRASTRUCTURE DIRECTORATE

### Functions and Duties

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

- Development and maintenance of the Arterial and Distributor Road Network;
- First asphaltting of residential roads;
- Development and Maintenance of the Ports' Maritime Infrastructure;
- Ad hoc projects as assigned by Government.

### Arterial and Distributor Road Network

#### Reconstruction of Arterial and Distributor Road Network

##### *Triq il-Kosta*

2014 was characterised by the commencement of construction works on the 7.3km-long Triq il-Kosta which is being partially funded through the European Union's Cohesion Fund. Regularly classified as the road with the highest annual fatal accidents rate in Malta, works which commenced in April include the widening of the carriageways and the realignment of the bends. Once completed, it will consist, for most of the stretch, of 2 carriageways incorporating 2 lanes each, a continuous central crash barrier, footpaths and cycle lanes.

The project, to date, included the uprooting and replanting of 1,075 trees and 108 shrubs. Additionally, 278 pots of Rare Grass, Elymus Pycanthus were replanted within Gardens and Nature Reserves. Only 7 trees - three Ficus trees and four Pine trees, along the Kennedy Drive stretch on the north-bound carriageway, couldn't be saved as their roots had grown around the replaced sewage pipes located beneath the road surface.

The Directorate is currently executing a number of changes to the original designs around the saltpans following the discovery of several archaeological findings some of which date as far back as the late Antiquity Period. The findings will naturally have an effect on the original timeframes.

##### *Kappara Junction*

During the year under review, Transport Malta issued the tender for the Construction of a grade-separated junction at Kappara. The tender was issued in November of 2014 and closed in February 2015. It is currently being adjudicated. Preparatory works were also done on the issue of a number of tenders for the upgrading of the planned diversion routes to be used during the Kappara works. The Kappara project will

include the construction of a new overpass over a roundabout, the construction of retaining walls, the demolition and extension of the Wied Ghollieqa Bridge deck, the construction of services/utility infrastructure, the construction of a storm water system, and the inclusion of a controlled pedestrian crossing. The project will be 85% financed through the EU's Cohesion Fund with works expected to commence early Q1 2016. The project is expected to be completed during the second half of 2017.

##### *Marsa Addolorata Junction*

Estimated at around €80 million, the Marsa Addolorata Junction Project is being considered a landmark in terms of road design and construction and is expected to alleviate the traffic congestion within the Addolorata Cemetery area and the entire Southern region. Following the submission of preliminary plans to MEPA for the construction of a multi-level junction during the second half of 2013, including pedestrian and cycle paths and a large parking area at the Marsa Addolorata Junction, the year under review was characterized by discussions between MEPA and the Directorate and the engagement of various consultants to carry out the numerous studies which necessarily compliment such a project. An application for the first tranche of financing for the Project, under the EU's Connecting Europe Facility (CEF) financial instrument, was submitted on the 26th of February, 2015.

### Maintaining and Upgrading the Arterial and Distributor Road Network

The arterial and distributor road network continued to be monitored and maintained to retain and upgrade the safety and performance aspects of our roads and to increase the service life of the road structures as well as continuing on the "Self-Explaining and Forgiving Roads" maxim through safety enhancing interventions.

The year saw, amongst other things, the installation of 16 Vehicle Activated Signs (VAS). These signs were installed at various locations around the road network to advise drivers about upcoming road design features such as roundabouts and road curves which require greater attention and lower speeds. At other locations they are used to alert drivers to the speed limits. VASes, through their proactive speed activation, are internationally recognised to be effective in reducing speeds and bringing about the necessary focus at key points of the network.

### Residential Roads

The Roads & Infrastructure Directorate, as indicated earlier, is responsible for the first asphaltting of those residential roads which would have been formed by developers. Residential roads' projects involve the replacement of temporary utilities by permanent infrastructure, finishing of footpaths and surfacing of carriageway/s.

Throughout the year under review, around 30 residential roads were completed while planning was at an advanced stage on several other residential roads. The amount of developed residential roads awaiting asphalt is now down to circa 100.

### Maritime Infrastructure

#### Major Projects

##### *Deep Water Quay*

Works on the Deep Water Quay Project continued during the year under review. Works were focused on the perimeter of the quay both on the seaside and the landside. New piles (totalling circa 2,500m) were constructed along the seaside perimeter to strengthen the quay to be able to accommodate the berthing of larger ships and to reinforce weak sections of the structure. Heavy corrosion and damage from waves and sea splash over the 50 years this quay has been in operation resulted in heavy corrosion to the steel structure and damage to the concrete deck along the landside. Therefore, works along the landside consisted of refurbishment of steel piles and refurbishment and replacement of steel grillage (262,000 kgs of steel); placement of the core sections of the revetment; construction of storm water management system; and the construction of new deck slabs (9,700 tons of concrete and 5,000 sq.m asphalt).

##### *Lascaris Wharf*

The Directorate completed shoring up protection works of Lascaris Wharf through the introduction of a revetment system which is meant to break waves along the quay to prevent wave overtopping.

Since Lascaris Wharf is also being used as a landing place for the Valletta – Birgu Ferry service, water taxis and balklori, the revetment system also provides much safer wave conditions at the berth for these small crafts. Additionally, an adjacent landing place was designed and installed for the balklori.

#### *Marsaxlokk Breakwater*

This project came to a close in 2014 following the completion of the Phase 2 works on the top of the deck of the breakwater. Phase 2 commenced in April and was completed in September. This involved the removal of the top layer of the existing concrete and re-casting a new concrete deck (7,400 tons of concrete). This was constructed in such a way as to maximise the drainage of sea water overtopping and eliminate ponding which was one of the main causes to the deterioration of the deck over its 30-year lifetime since its original construction. Phase 1 of this project, which was completed in 2012, included similar works over the outer surface of the breakwater (harbour side, seaside and top of wave wall plus quay edge) and the reinstatement of open joints between the breakwater caissons. The completed project has extended the service life of the breakwater which protects Malta's largest port and which directly as well as indirectly generates very significant economic activities as the main cargo import and export node for the Maltese islands and as a port transshipment hub. Besides protecting the commercial shipping parts of the port, the

breakwater also offers shelter to residential, touristic and recreational developments and mooring facilities within the inner parts of the port.

#### *Cirkewwa Ferry Terminal*

Following the opening of the terminal in 2013, some enhancements were made to improve pedestrian traffic management. Additionally, three navigational buoys were also installed at Berth No. 3 to improve the safety of navigation during berthing. A scour protection was also constructed to protect the structural integrity of Berth No. 3.

#### Miscellaneous Projects

##### Specific interventions

The Roads & Infrastructure Directorate was also assigned project management responsibilities on a number of other projects, namely:

##### Dock 1

During the year under review, the Directorate oversaw the completion of the Dock 1 Project, works on which had commenced in June 2013. Dock 1 was officially inaugurated in August of 2014. For the first eight months of the year under review, the Directorate was

## THE PROJECT HAS REDUCED TRAFFIC CONGESTION ON ONE OF THE ISLAND'S BUSIEST ROADS THROUGH THE SEGREGATION OF BUSES AND PRIVATE VEHICLES.

involved in the managing of the road infrastructure segment of the Project including road formation and the laying of services in Pjazza Gavino Gulia. Apart from the infrastructural works, asphaltting works were carried out along part of Triq l-Inkurunazzjoni, Triq San Pawl and adjoining roads. Other works included the installation of street lighting along Triq il-Gublew.

#### Modus – Msida Bus Priority Project

The Directorate was responsible for the project management of the Msida Bus Priority infrastructure project. With more than 80 buses commuting through the road, in both directions, every hour, the Project has reduced traffic congestion on one of the island's busiest roads through the segregation of buses and private vehicles. The Project saw the transformation of the Pieta' Service Road into a shared space for the exclusive use of route buses, service vehicles and residents' cars, naturally at very low speeds. Partially funded by the European Union, the Msida Project forms part of the MODUS Project which aims to encourage modal shifts in land transportation. The Project also saw the introduction of bus lanes along Triq Aldo Moro in Marsa and along the Sliema Ferries.

#### Rural Roads

During the year under review, the Directorate was entrusted with the drawing up of plans and the eventual project management of the upgrading and resurfacing of 60 rural roads. At a cost of €6 million, the project will be partially funded through the EU's Rural Development Programme 2007-2013 Measure. The first tenders related to the Project were issued in late 2014.

#### Operational Review

##### Internal Processes

One of the primary operational objectives for 2014 was to upgrade the internal processes for better sustainability and efficiencies. To this end, the Directorate continued fine tuning various operational practices in order to ensure maximization of value adding and work output. Effectively managing business processes and streamlining and automating workflows in turn created even more opportunities to improve the Directorate's performance.

Through its international contacts, namely the UK Highway agency, the Directorate also looked at best practices abroad with the aim of finding scope for reproducing them locally.

#### Participation in International Fora Conference of European Directors of Roads (CEDR)

During 2014, the Roads & Infrastructure Directorate, through its Chief Officer, chaired the Conference of European Directors of Roads (CEDR). Malta's chairmanship culminated in a meeting held locally in October for the members of the Governing Board and Management Committee. The CEDR Malta Meeting brought together the Directors of Roads from 24 European countries presenting an opportunity for trans-national collaboration, understanding, co-operation and responding to common problems such as road network management, road safety and environmental issues.

During the Malta meeting, the Maltese Chair also hosted a workshop on procurement. The workshop included speakers from the various European Road Directorates, the European Commission as well as representations from Industry.

#### *Permanent International Association of Road Congresses (PIARC)*

Malta is a member of the Permanent International Association of Road Congresses (PIARC), a forum that focuses on the exchange of experience and documenting of best practises.



# 09

## LAND TRANSPORT DIRECTORATE

### Functions and Duties

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

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

The core strategic objectives of the Directorate are:

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

### Public Transport

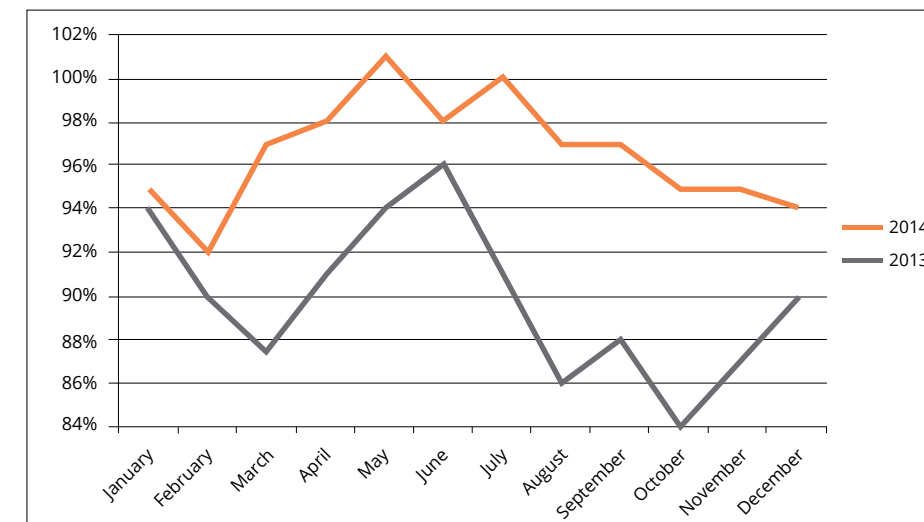
Following a mutual agreement that was reached between the Government and Arriva Malta Limited in December 2013, the public transport service company was taken over by Government on the 2nd January 2014 and was operated by Government for the entire year.

At the same time Transport Malta issued a new Expression of Interest on the 27th January 2014. The objective of this Expression of Interest was for interested parties to submit offers to acquire the exclusive concession rights to operate the Scheduled Bus Services in Malta and Gozo. By the end of the year, negotiations with the selected new public transport operator, namely Autobuses de Leon were concluded so that the operator could take over operations as from 2015. In fact, following an evaluation and due diligence process, on the 8th January 2015, the bus service was handed back over to the private sector with a new bus operator (Autobuses De Leon) for a 15 year concession agreement.

### Reliability and Punctuality of Service

Throughout the year, route performance continued to be measured. This monitoring was done using both surveyors stationed in key locations across the network and through the use of electronic means.

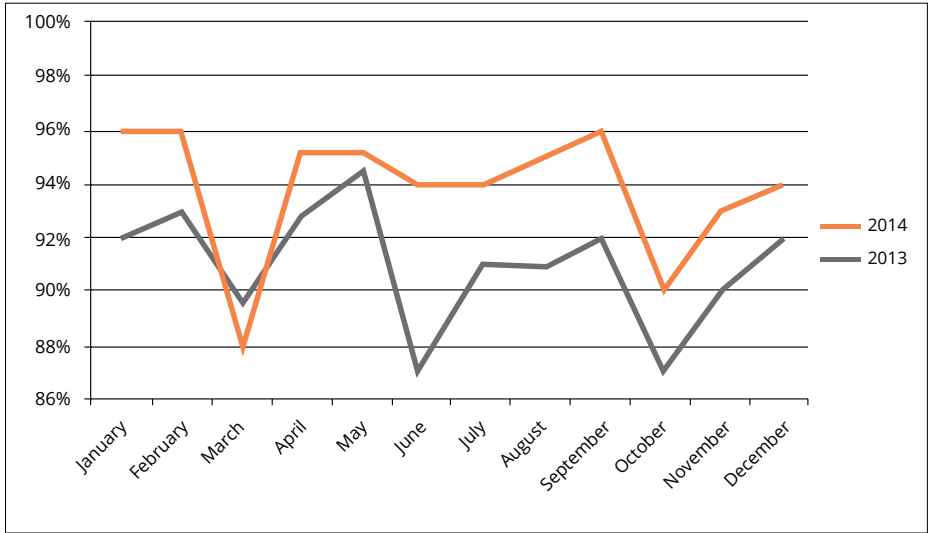
Average Reliability in 2014 (number of buses operated compared to number of buses scheduled to be operated per hour) was measured at 97%. This showed an improvement of 5% when compared to the previous year.



Route reliability 2014 vs 2013

Route Punctuality (number of trips operated within 10 minutes of the scheduled time) was also measured throughout 2014. The Average Route Punctuality in 2014 experienced a 3% improvement when compared to the previous year and stood at 94%. This excluded missed trips.

The average performance was relatively constant throughout the year except for the months of March and October where punctuality fell to 88 and 90% respectively.



Route punctuality 2014 vs 2013

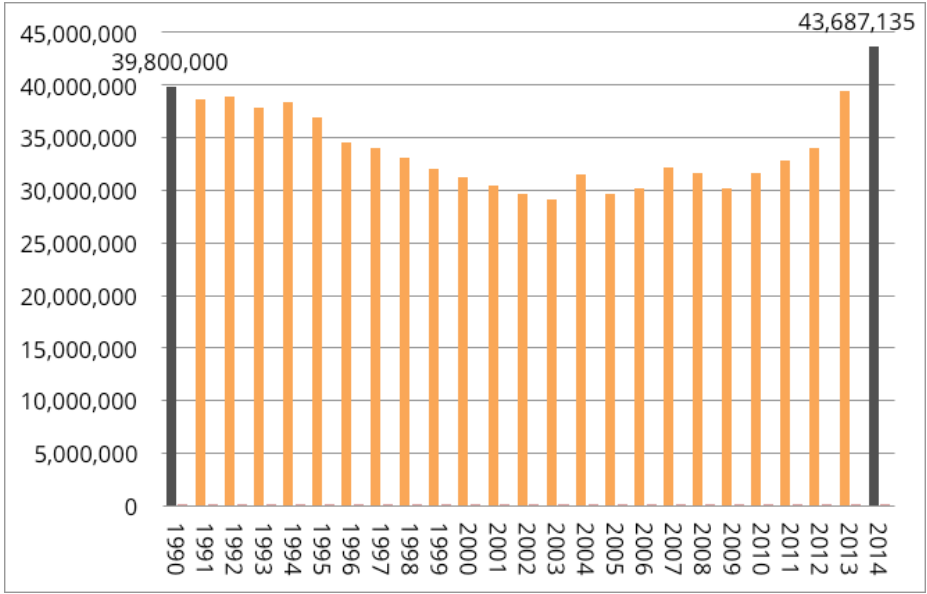
**Contract Compliance**

In order to ensure that the contracted level of service was being adhered to, the Directorate continued to monitor the level of service provided by the Operator. During the year, a total of 2,960 inspections were carried out onboard buses, 3,186 inspections were conducted on bus drivers and other employees and 714 inspections were carried out on infrastructure used on the provision of the scheduled public transport service.

**Passenger Numbers**

During 2014, the Public Transport Operator reported a 10.8% increase in the number of passengers carried when compared to the previous year. The system used to measure passengers was the same as that introduced in 2011 when a system of estimates was introduced given that the ticketing structure is based on period tickets as opposed to single-trip tickets, which are therefore used for more than one trip.

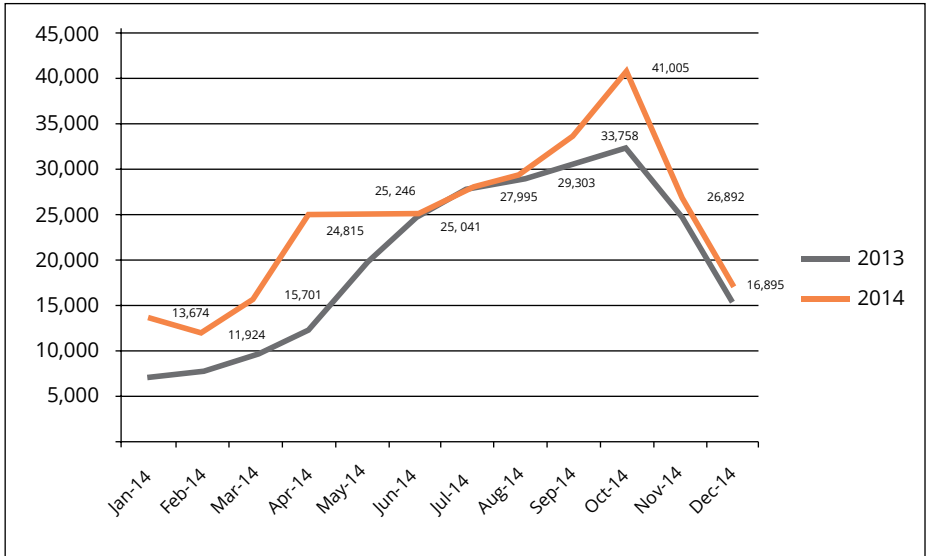
This is being changed in 2015 to a per-trip ticket which will provide more accurate passenger numbers.



Public Transport patronage 1990 - 2014

**Grand Harbour Lift**

2014 was the second full year that the Grand Harbour Barrakka Lift service has been in operation. In 2014, Transport Malta recorded a growth of 22% in the number of passengers carried when compared to the previous year. Passenger trends were very similar to the previous year with the highest level of patronage being registered in October.



Comparative figures month by month for the Grand Harbour lift.

75% of passengers that made use of the service during 2014 were fare paying passengers, 15% were passengers who had a valid ferry crossing ticket, 7% were holders of the Karta Anzjan whilst 3% were children under the age of 10 years. It is to be noted that the service for the latter three categories of passengers is free of charge.

The lift service was also open to all passengers free of charge during a number of national events, which included Notte Bianca, Christmas Eve and New Year's Eve.

#### Sustainable Passenger Transport Services

##### Taxi Services

The following measures were implemented during 2014:

- The training and assessment programme for new taxi drivers continued, attracting 20 new drivers to the sector in 2014;
- A set of amendments to the Taxi Services Regulations were prepared following a lengthy consultation process with the taxi association in Malta, and the taxi owners in Gozo. These amendments are expected to come into force during 2015;
- A tender was published and adjudicated for the provision of data handling services related to the taxi tracking system which will provide improved reporting and controls for the Regulator.

##### Passenger Transport Services

Transport Malta brought all passenger transport operators

in line with national and international legislation. This required all operators to be in possession of an operator licence. In 2014, a total of 13 National and 1 Community Operators' Licenses were issued.

In addition to this, Transport Malta issued 12 Certificates of Professional Competence for transport operators, following a number of training courses and exams organised by the Directorate in conjunction with approved training providers. These exams are based on EU Directives.

During 2014, Transport Malta in consultation with the representatives of the passenger transport sector and the Malta Tourism Authority, published a set of amendments to the Passenger Transport Services Regulations. These amendments were aimed at regularizing the sale of passenger transport services mainly to tourists, by introducing new rules on the orderly sale of tickets from authorized locations and outlets in Malta and in Gozo, while introducing harsh penalties for unauthorized sales and importuning of tourists.

##### Trackless Trains

Throughout the year, Transport Malta approved the operation of 24 temporary trackless train routes during special events in various localities.

##### Public Service Garages

During 2014, 20 new public service garage permits have been issued.

#### Road Haulage

During 2014, six new Community Authorisations were issued, five were cancelled by licensees and one was suspended due to court cases involving the licensee. In the same period one new National Operator Licence was issued whereas three were cancelled.

The scheme aimed at supporting drivers of goods vehicles needing to obtain their Initial Qualification of the Driver CPC was concluded in April and all eligible drivers obtained the necessary qualification. A similar scheme to support those drivers that needed to attend their first periodic training program of the Driver CPC is ongoing with 105 drivers having been trained and certified throughout 2014. This programme should be concluded in 2016.

##### Carriage of Dangerous Goods

A training provider for the training of drivers of dangerous goods vehicles was approved in January 2014, and up to the end of the year eight training programs were held leading to the issuing of 78 Dangerous Goods Driver Training Certificates.

A number of training programs for Dangerous Goods Safety Advisors (DGSA), Enforcement Officers, and drivers of Explosive Goods were organised in December 2014. As a result, seven DGSA certificates were renewed, and six new DGSA's were certified.

The work leading to the publication of new inspection guidelines and policies for vehicles used for the carriage of dangerous goods that were

registered in Malta before 1st May 2004 continued through stakeholder consultations and further research on this field. The aim is to publish these guidelines in the second quarter of 2015.

#### Regulatory and Policy Framework

The Land Transport Directorate continued with its efforts to strengthen its regulatory and policy framework in the context of national and international requirements. A number of measures were introduced in 2014, including the following:

##### Compulsory use of Child Restraint Systems in Motor Vehicles

Regulations were published in line with the new requirements of an EU Directive on child restraint systems for children under the age of three years. The publication of these regulations was followed by an information and media campaign.

##### Technical Specifications and Guidelines

During 2014, a total of 59 off road and sports vehicles were inspected and regularized as a result of the technical specifications and guidelines that were published last year. These specifications and guidelines are aimed at having safer vehicles on the road, and cover the installation of internal and external roll cages, seat belts, head rests, winches, frontal protection and other technical specifications relating to the materials used.

##### Implementation of Budgetary Measures Related to Vehicles

Transport Malta administered the ex-gratia grant scheme for vehicles registered and licensed for personal use between the period of 1st May 2004 and the 31st December 2008. During the first week of May, Transport Malta issued payments to over 29,000 eligible vehicle owners who applied for the grant. Transport Malta shall continue issuing such grants over a period of seven years.

Other budgetary measures that were implemented include the following:

- The registration tax payable to register Quad Bikes and All-Terrain Vehicles (ATV's) was reduced by approximately 50%;
- Motorcycles with a cubic capacity of less than 250cc and certified as vintage vehicles by the vintage classification committee were exempted from the payment of registration tax;
- A one-time grant was given to 656 vehicle owners who scrapped an M1 vehicle older than 10 years, and who registered a new M1 passenger vehicle with a CO2 of not more than 150g/ km and having a length of not more than 4,460mm;
- A one-time grant of €200 was given together with the reduction of the CO2 emission levels by 10% for 306 vehicle owners that converted their vehicles to LPG.

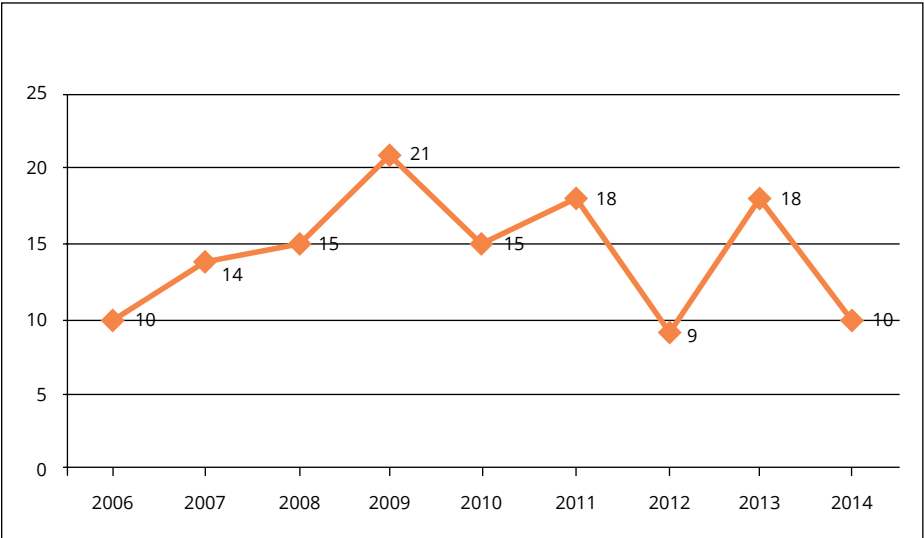
##### Exchange of Information Systems

Transport Malta set up an online facility which exchanges personal information before driving licences are exchanged from other EU Member States to ensure compliance with regulatory international legislation. This replaces cumbersome and lengthy manual procedures, and provides additional security before issuing driving licences.

Another system was set up which allows the Customs Department, the Malta Police Force and Transport Malta to share information about vehicles and their respective owners with their counterparts in other Member States on particular road safety contraventions. This exchange of information is a further improvement of cross-border cooperation, particularly in combating terrorism and cross-border crime.

Improving Driving Standards

The number of road related fatalities in Malta in 2014 was of 10 persons, which represented a decrease of 8 fatalities over the previous year as indicated below.



Total fatalities (2006-2014)

One of the main objectives of the Land Transport Directorate is to improve road safety, through effective driver education and driver licensing. To achieve these objectives an effective regulatory framework and a proactive educational approach are needed in order to improve the national driving standard in general. A number of proposals aimed at improving road safety were published for consultation in April 2014 as part of a holistic Road Safety Strategy.

A number of training programmes were organized for the driving examiners as part of a plan to continuously develop their interpersonal and assessment skills. To improve the quality and consistency of driving tests, the guidelines regulating category B driving tests were updated in July after a consultation process with stakeholders. In addition, for the first time these documents were published on-line in both Maltese and English.

Training related to the Certificate of Professional Competence (CPC) for drivers continued in 2014. This was held by two approved training providers. Over 1,200 drivers undertook their periodic training and were certified accordingly. The majority of these drivers, benefited from a scheme financed by Transport Malta. Within, the same year around 250 new drivers obtained their Initial CPC qualification.

Customer Service

The table below lists the main licensing transactions throughout 2014, compared to the previous year. Overall the number of driver and vehicle licensing related transactions slightly increased from the previous year.

	Licensing Service	Number of Transactions		
		2013	2014	% Change
Vehicles	Newly Registered Vehicles	15,087	19,212	27%
	Change of Owner (Transfers)	44,843	51,010	14%
	Other Changes to Vehicles	10,172	10,086	-1%
	De-Garaged Vehicles	5,918	5,266	-11%
	Exported Vehicles	111	204	84%
	Garaged Vehicles	8,003	8,449	6%
	Scrapped Vehicles	5,617	3,123	-44%
	Road Licences Renewed	316,280	326,187	3%
	Number Plates Issued	56,677	56,954	0%
	Pre-Registration Vehicle Inspections	7,033	6,426	-9%
Driving Licences	Learner Permits Issued	10,820	10,173	-6%
	New Driving Licences Issued	7,167	6,491	-10%
	Renewed Driving Licences	27,419	23,791	-13%
	Driving Practical Tests	12,585	12,173	-3%
	Driving Theoretical Tests	7,911	7540	-5%
	Driving Licences Exchanged	727	936	29%
	International Driving Permits	569	519	-09%
	Withdrawn Driving Licences	315	615	95%
	Changes to Driving Licences	4,605	5,416	18%
	Tachograph Cards Issued	90	119	32%
Total Operational		541949	554690	2%

**Quality Control on VRT stations**

The Directorate continued with its commitment to ensure that vehicles are safer and cleaner on our roads. To this effect, a number of quality control measures using a risk based assessment on VRT stations, were carried out. Furthermore; to enhance its quality control on VRT Stations, during 2014 the Directorate introduced the carrying out of undercover inspections at VRT Stations across Malta and Gozo.

The following measures were implemented:

- Conducting 1,260 post VRT checks on high risk vehicles, by calling them into our offices for a further inspection;
- Close monitoring of VRT Stations by conducting a total of 137 unannounced inspections at various VRT Stations to ensure that correct and full test procedures are being observed;
- All VRT stations were required to photograph all vehicles undergoing a test, for further checking. A total 6,634 photos were verified by the Authority for correct photo taking procedures, and checking of the date and time when the vehicle was tested.

Moreover, during 2014 Transport Malta issued a set of amendments to the Motor Vehicle (Roadworthiness Test) Regulations. These amendments were aimed at minimizing administrative and operational burdens for VRT operators.

**THESE AMENDMENTS WERE AIMED AT MINIMIZING ADMINISTRATIVE AND OPERATIONAL BURDENS FOR VRT OPERATORS.**

# 10

## CIVIL AVIATION DIRECTORATE

**Functions and Duties**

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

- Achieve a sustainable growth in the aviation register and civil aviation operations such as aircraft operators, maintenance, training, air navigation and personnel licensing;
- Enhance civil aviation oversight and safety;
- Enhance the efficiency and standardisation of civil aviation operations;
- Maintain a strong and efficient

continuing oversight of civil aviation operations;

- Strengthen law governing civil aviation;
- Promote safety;
- Minimise the adverse effect of civil aviation on the environment.

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

**Flight Operations Inspectorate**

The Flight Operations Inspectorate registered 4 new Operators during 2014 leaving a total of 23 Air Operating Certificate (AOC) holders at the end of 2014. 16 operators are in the process of obtaining an AOC.



No.	Air Operators	Inspections in 2014
1	Air Malta	16
2	Comlux Aviation Malta	9
3	Eurojet	2
4	Maleth Aero (AOC) Malta	8
5	Hermes Aviation	11
6	Hyperion Aviation	11
7	Luxwing	14
8	Malta Wings	1
9	Medavia	14
10	Orion (Malta)	10
11	Privajet	11
12	Skyfirst	9
13	Vista Jet	12
14	Avcon Jet	6
15	Europ-Star	10
16	JetMagic	16
17	Air X Charter Ltd.	11
18*	Hi Fly Ltd.	0
19	Oasis flight Malta	7
20	Nomad Aviation Ltd.	6
21	Albinati Aviation	0
22	Elitavia	3
23	Blue Square Aviation	3
	<b>Total FOI Inspections</b>	<b>190</b>

Air Operator Inspections carried out in 2014

\* Hi Fly suspended operations after sale of their A340-600 in 2014 but are resuming the operation with their A340-300 aircraft by April 2015. An additional 132 inspections were conducted on 22 operators during 2014 as part of the transition process from EU-OPS Regulation to the EASA Air Ops Regulation.

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 was set up in January 2012. The ATRU assumes the International and European Affairs functions of the CAD, the Aircraft Registry Coordination, the issuance of Air Operating Licenses and Legal Affairs. During the year under review, the ATRU issued 4 Air Operating Licenses and was instrumental in the conclusion of five new Air Services Agreements between the Government of Malta and the respective Governments of Saudi Arabia, Algeria, The Gambia, Oman and Yemen.

The ATRU participated in the ICAO Air Services Negotiations Event (ICAN/2014) which was held in Bali, Indonesia between 17th and 21st November 2014. This is an annual event aimed to permit States to meet and discuss bilateral air services agreements. It is to be noted that this was the first time that Malta participated in such an event which resulted very fruitful and served to establish contacts and exchange ideas with other prospective countries with a view to initiate negotiations on air services with them in the near future.

Moreover, during the ICAN/2014 event, the delegation of Malta held bilateral discussions on air services with China, Cote d’Ivoire, Curacao, The Gambia, Mongolia, Nigeria, Oman, Pakistan, Qatar, Singapore, South Korea, Turkey and Yemen. As a result of these discussions, three new Air Services Agreements were concluded with The Gambia, Oman and Yemen whilst others were upgraded by means of a Memorandum of Understanding signed by the heads of the delegations. The Air Services Agreement between Malta and Singapore, which was initiated in 2008, was officially signed during this occasion.

The ATRU also provided continuous support to the DGCA, the other Units within CAD and to external parties. The Unit liaises with and also acts as a gatekeeper vis a` vis Ministries and governmental entities and has taken over the functions of what was previously known the ‘Duty Management Office’. In 2014, the ATRU consisted of 5 full time members.

THE ATRU ALSO PROVIDED CONTINUOUS SUPPORT TO THE DGCA, THE OTHER UNITS WITHIN CAD AND TO EXTERNAL PARTIES.

### The Safety Management Unit (SMU)

The Safety Management Unit is the unit within the Civil Aviation Directorate (CAD) with the function of dealing with safety related events. The CAD is the authority within the State to which the management of aviation safety has been entrusted. Safety has always been, and will always be, at the centre of all aviation service providers and stakeholders, and hence the SMU plays an important, leading role within this industry. The SMU currently consists of a Safety Officer and Safety Coordinator whose responsibilities are the day-to-day running of this unit and an Accountable Executive / Safety Manager, the Director General for Civil Aviation. The Accountable Executive / Safety Manager is the person with full responsibility of this unit and it is to him that the Safety Officer reports. It is important to note that although safety is a topic which is of prime concern to all other units, the SMU is completely independent of all other units and should maintain this independence. The SMU may receive notice of confidential safety issues and concerns, which should be kept confidential and only discussed with the relevant experts.

### State Safety Programme

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

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

The State Safety Programme (SSP), together with the State Enforcement Policy and State Safety Policy, has been issued and approved by CAD management. EASA and ICAO have also been notified. The SSP and associated documents have been sent to all service providers operating within the State.

### State Safety Plan

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

Malta's first State Safety Plan (SSp) was drafted, circulated for comments and approved by CAD management in May 2014. The SSp was also launched and made available to all operators during one of the FOCG meetings held in the first half of 2014. The SSp is available for download from our website.

### CAD Occurrence Reporting System

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

Directive 2003/42/EC, the regulation concerning occurrence reporting in civil aviation, clearly states that operators are required to report and that the sole objective of occurrence reporting is the prevention of accidents and incidents and not to attribute blame or liability. It also talks about who should report, what should be reported under the mandatory and voluntary reporting scheme, collection, storage and protection of information, amongst other things. The State should have in place a system to receive and manage these reports. The SMU is the unit responsible to ensure that this system is indeed in place, functions as intended and ropes in all other units for the effective management of these safety reports. The goal of the SMU and ultimately of the CAD is to evolve from being reactive to being proactive and predictive.

The SMU launched the newly designed occurrence reporting system in the first quarter of 2014.

The task has been divided into three phases:

Phase 1 – Concept  
Phase 2 – Definition  
Phase 3 – Implementation

The CAD's new occurrence reporting system has already been reviewed a number of times during audits carried out by EASA inspectors. Excellent feedback has been received. This occurrence reporting system has even been labelled as 'best practice' in this regard.

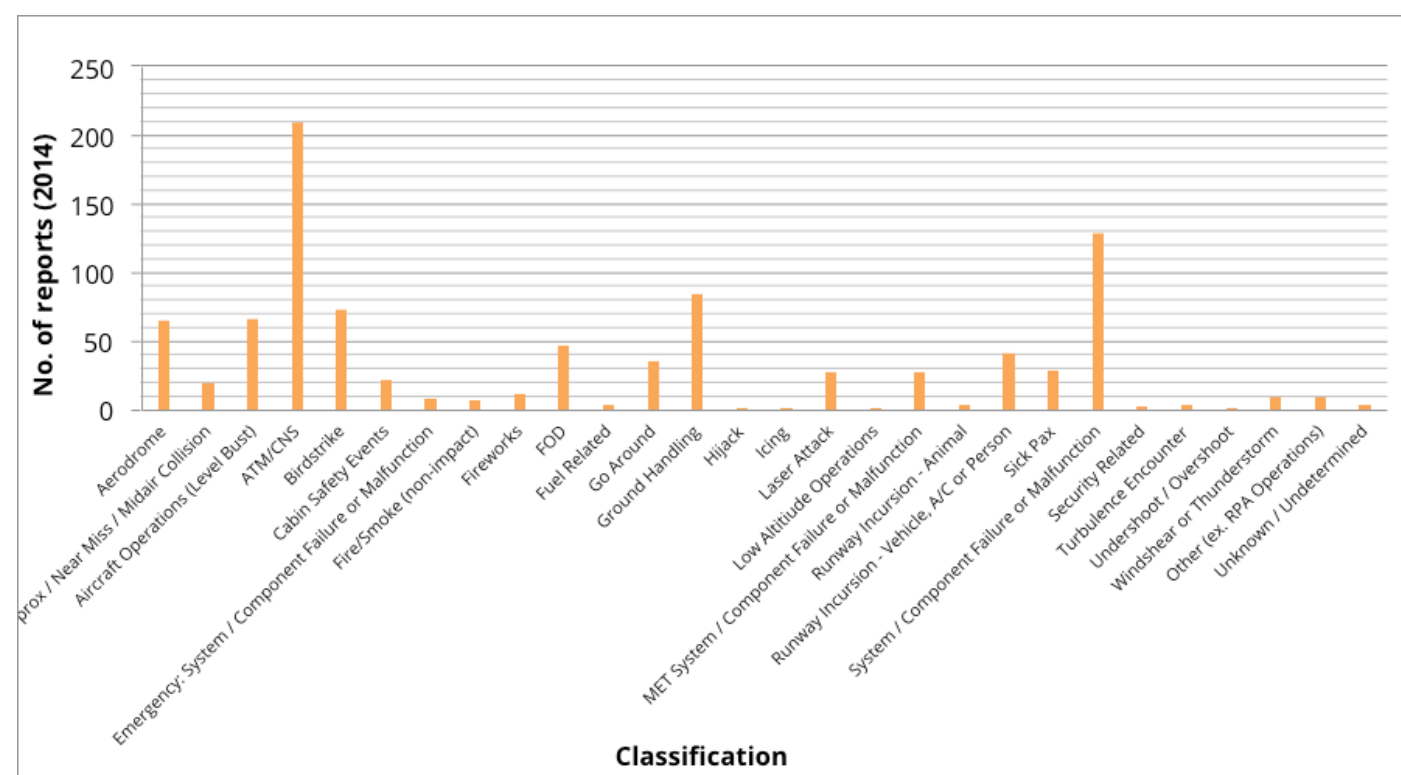
Like all other new systems, the occurrence reporting system will be modified and improved as time goes by, to ensure efficient and proper management of occurrence reports.

### Occurrence Reports

The objective of occurrence reporting is to contribute to the improvement of flight safety by ensuring that relevant information on safety is reported, collected, stored, protected and disseminated. The sole objective of occurrence reporting is to identify areas of concern before they actually develop into a safety hazard, accidents or incident and not to attribute blame or liability. This is clearly stressed in Directive 2003/42/EC, TM CAD document on occurrence reporting, in Malta's State Safety Programme and also in the State Enforcement Policy and State Safety Policy.

The CAD, through the SMU, is working hard to build a strong reporting culture. In this regard, the SMU has issued and sent an information notice to all service providers highlighting the importance and associated benefits of occurrence reporting. Together with the assistance of other units, the SMU has also published a number of updated occurrence report forms, which can be used by anyone wishing to file an aviation related safety occurrence report.

## THE SMU LAUNCHED THE NEWLY DESIGNED OCCURRENCE REPORTING SYSTEM IN THE FIRST QUARTER OF 2014.



Throughout 2014, the CAD received a total of 938 occurrence reports. The graph overleaf depicts these reports according to classification. Although there has been a sharp increase in the number of occurrence reports received, as always, there is room for improvement. Nonetheless, one can safely say that the local reporting culture is moving in the right direction.

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

States are required to contribute to the ECCAIRS database, where reports received are inputted into this database in order for the European Commission to obtain a clear understanding of the level of safety within states and for states to compare their level of safety with each other. The mission of

ECCAIRS is to assist National and European transport entities in collecting, sharing and analysing their safety information in order to improve public transport safety. The SMU owns the programme, however other staff members with the CAD are responsible for data inputting and retrieval. The SMU is concerned with the analysis of this data, from which safety trends can be established, highlighting possible areas of concern, which may need to be addressed in the State Safety Plan.

#### Safety Promotion

Another role of the SMU is safety promotion. This is the fourth pillar on which the State Safety Programme is built. Should the SMU identify a trend or be made aware of a practice which may threaten aviation safety, then it is the responsibility of the SMU

to inform all stakeholders of this safety concern and give advice or recommendations on how to address this issue. However, it is important to note that safety notices issued by the SMU are only intended to inform service providers of this concern and to give recommendations. It is ultimately the responsibility of the stakeholder involved to decide how to address this safety issue and for the CAD to approve.

Throughout 2014, the SMU issued 'Information and Advisory Notices' (IANs). These notices highlight safety concerns with regard to occurrence reporting, AIP familiarity, night operations and mass and balance, amongst others.

Another initiative the SMU has taken in order to fulfil its obligation of safety promotion, in line with the SSP, is that of issuing safety bulletins. In December 2014, the SMU issued the first CAD safety bulletin. The purpose of such bulletins is to inform all CAD staff and the general public of current safety issues in a concise and simple format. These safety bulletins are to be issued every three months with the second being issued in March 2015. All bulletins are available for download from our website.

The SMU plans to keep up this level of safety promotion as it is our duty, as a regulator, to strengthen and encourage the growth of an effective safety culture.

#### Personnel Licensing Unit

The Personnel Licensing Unit (PELU) managed 400 pilot licences and 54 air traffic controller licences. It regularly conducted theoretical examinations for the Airline Transport Pilot Licence (ATPL) and the Private Pilot Licence (PPL). It also conducted English Language Proficiency (ELP) Assessments for pilots and air traffic controllers.

The PELU audited and certified the following pilot training organizations as Part-ORA Approved Training Organisations.

- Air Malta
- European Pilot Academy
- Malta School of Flying
- Diamond Flight School

The PELU also audited Malta Air Traffic Services Ltd. as a training

organization for on-the-job training of air traffic controllers.

During 2014, the PELU carried out inspections of the Registered Facilities providing training for the Private Pilot Licence namely:

- Falcon Aviation Co. Ltd.
- Malta School of Flying Co. Ltd.
- Sky People Aviation Training Ltd.

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

The functions of the ANS and of the Aerodromes Standards units have been amalgamated under one unit, the ANS and Aerodromes unit. Following the audits which have been carried out in 2013 for the re-certification of MATS and the MET office of MIA prior to the expiry of the first certificates issued in 2007, further specific audits have been conducted during 2014 as part of the ongoing oversight of air navigation service providers. EASA has carried out an ATM/ANS Standardisation Inspection during January 2014, following which an agreement was reached on the proposed corrective actions and timeframe for completion. All actions within the 2014 timeframe have been carried out by the unit and completed.

The ANS & Aerodromes Unit has been involved in the safety oversight of two major projects at MATS: the ATM system upgrade and the installation of a new Voice Communication System. The unit participated in, and reviewed, various other safety assessments at MATS. Some of the safety assessments are still ongoing. The unit has also been involved in the

safety oversight of MIA aerodrome projects which included the works on Taxiway 'E'.

Another task of the unit is the approval and coordination of the aerial activities over the Maltese territorial waters and within the Malta FIR/UIR.

The unit has participated in the draft legislation about Remotely Piloted Aircraft Systems (RPAS) following the noticeable increase in the activity of these aircraft. The personnel of the unit have been exposed to the training of these systems.

The unit continued to populate the ECCAIRS database which keeps record of all reported occurrences.

The CAD endorses the Just Culture principle and encourages the reporting of occurrences. This will enable the ANS & Aerodromes Unit to work closely with the Directorate's Safety Unit with a view to ensuring that, where necessary, remedial action is taken and followed up in an effort to prevent, as much as possible, re-occurrences of such incidents. It also assists in the identification of possible trends of occurrences in civil aviation.

With regard to participation in international meetings abroad, the ANS & Aerodromes Unit was involved in the work of the BLUE MED Functional Airspace Block as part of the Single European Sky, notably in the work of the BLUE MED NSA Committee. The ANSU also participated in various meetings at EUROCONTROL, SESAR Joint Undertaking, EASA,

the Single Sky Committee and the NSA Coordination Platform of the European Commission.

The ANS & Aerodromes Unit also populated the Year 2014 LSSIP database and, during the last quarter of the year, started work on the database for 2015. The LSSIP ensures the correct planning, reporting and monitoring of the common agreed implementation actions in the ESSIP. In addition, the LSSIP also covers the planning, reporting and monitoring of the implementation of the Single European Sky legislation and the Flexible Use of Airspace.

The ANS & Aerodromes Unit collaborated with other stakeholders and continued to monitor the implementation of the National Performance Plan for Malta. A report on the performance of air navigation service providers was forwarded to the European Commission.

Prior to the entry into force of the EU SERA regulation during 2014, the unit coordinated the transposition of the applicable articles and annexes of this regulation into the Malta AIP in collaboration with MATS. This task ensured that local procedures reflect the articles of the regulation.

The ANS & Aerodromes Unit carried out inspections on Malta International Airport plc. on a regular basis and findings were brought to the attention of the Airport Operator. This also included a night aerial check on airfield lighting. Corrective action plans were drawn and followed up accordingly.

The Unit was involved in the vetting and approval of major projects on the airfield, including the Lufthansa Technik extension, building of a new MRO facility at Safi Aviation Park, building of a new hangar by MCM Ltd, installation of PV panels on the airfield and several other ancillary projects.

During the year, the unit continued to support the Central Administration in its drive to reactivate aviation facilities in Gozo, both in the short and long term. The ANS & Aerodromes officers inspected and approved a number of off-site operations by helicopters and were in liaison with MEPA to ensure safeguarding of obstacle limitation surfaces related to developments by third parties.

The unit also cooperated with the Ministry for Tourism towards the drawing up of the National Aviation Policy, in respect of airport operations. Preparations for the forthcoming Implementing Rules on Aerodromes and Apron Management Services included attending meetings at EASA in Cologne and respective training in Berlin.

Staff at the ANS & Aerodromes Unit continued to undergo further training during 2014 and started training leading to the award of the Certificate of Achievement of the EUROCONTROL National Supervisory Authority Training Initiative. Additional training in various other fields will be required during 2015 in order to provide other areas of expertise, as necessary.

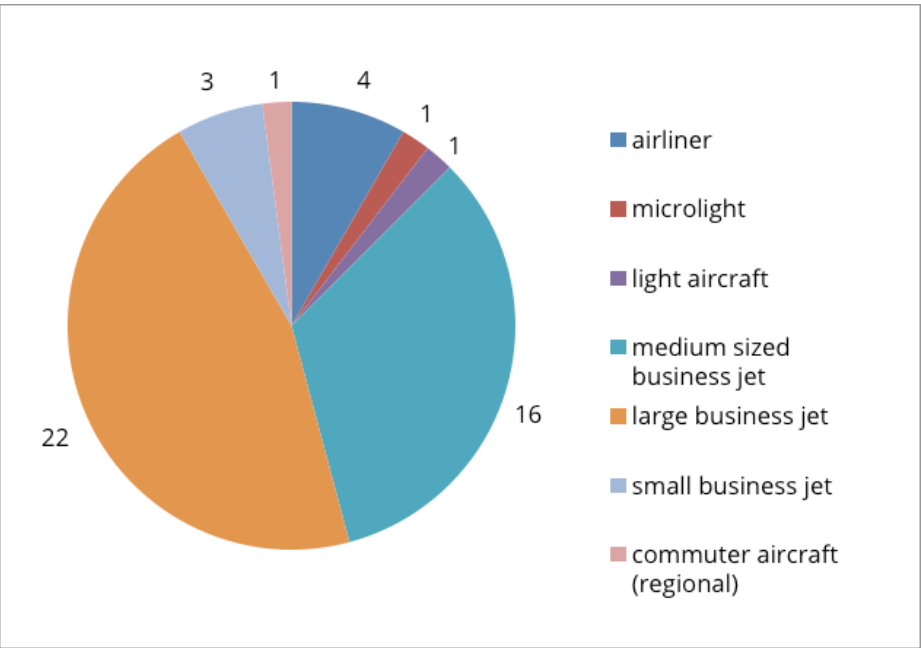
Airworthiness Inspectorate

Aircraft Registration

The Malta National Aircraft Register accounted for 176 aircraft as at the end of year 2014. The Airworthiness Inspectorate has exceeded their expectations with 76 aircraft register movements (registered 48 new aircraft and deregistered 28) compared to 43 movements (35 registered and 8 deregistered) in 2013. Again there has been a substantial increase in large aircraft registration, mainly business jet aircraft and airliner aircraft of higher MTOM have been registered. The aircraft register also saw a record number of aircraft being deregistered in one year.

The breakdown of aircraft type registered is as follows:

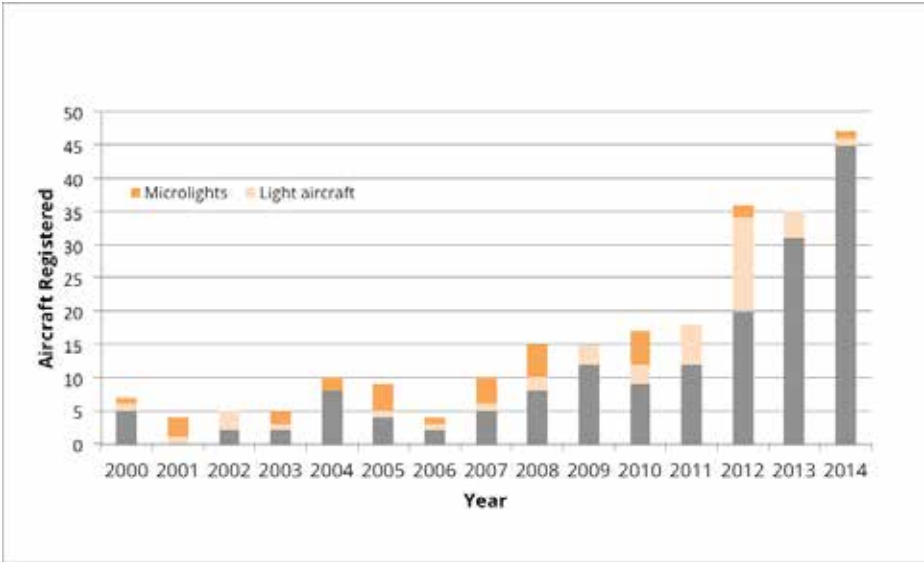
Aircraft type	No Regd.
airliner	4
microlight	1
light aircraft	1
medium sized business jet	16
large business jet	22
small business jet	3
commuter aircraft (regional)	1
total	48



No of Aircraft Registered in 2014

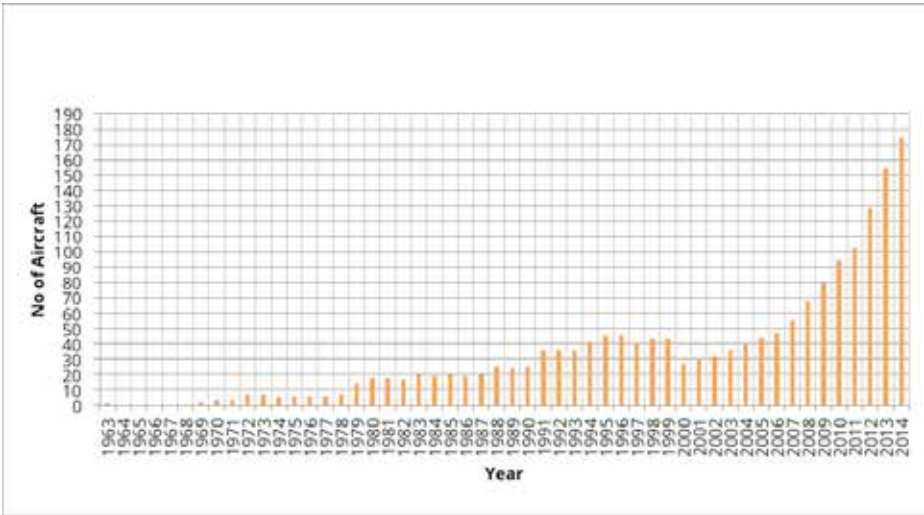


No of Aircraft Registered (2000-2014)



The Airworthiness Inspectorate (AI) carried out the following Audits and Inspections during 2014 which inspections are conducted as part of the biannual audit plan for every approved organization as well as required due to changes in the organizations.

Cumulative Aircraft Registrations per Year (1964-2014)



Organisation Audits	Approval Reference	No of Audits	No of Findings
Continuing Airworthiness Management Organisations			
AirMalta plc	MT.MG.01 (MT-01)	1	Nil
Medavia Co. Ltd.	MT.MG.02 (MT-02)	2	16
Eurojet Co. Ltd.	MT.MG.03 (MT-03)	1	Nil
Comlux Malta Ltd.	MT.MG.08 (MT-08)	3	7
Orion (Malta) Ltd.	MT.MG.10 (MT-10)	1	3
Privajet Ltd.	MT.MG.12 (MT-12)	0	Nil
Malta Wings Ltd.	MT.MG.13 (MT-13)	0	Nil
Maleth Aero AOC Ltd.	MT.MG.14 (MT-14)	2	10
Luxwing Ltd.	MT.MG.15 (MT-15)	1	Nil
Hyperion Aviation Ltd.	MT.MG.16 (MT-16)	2	2
VistaJet Ltd.	MT.MG.17 (MT-17)	1	Nil
SkyFirst Ltd.	MT.MG.18 (MT-18)	1	5
Hermes Aviation Ltd.	MT.MG.19(M-19)	1	Nil
FlyTech Services Ltd.	MT.MG.100	1	1
AP Malta Ltd.	MT.MG.04	1	Nil
Avconjet Ltd.	MT.MG.20 (MT-20)	2	2
Europ-Star Ltd.	MT.MG.21 (MT-21)	1	1
Jet Magic Ltd.	MT.MG.22 (MT-22)	1	3
Air X Charter Ltd.	MT.MG.23 (MT-23)	3	6
Hi Fly Ltd.	MT.MG.24 (MT-24)	1	Nil
Oasis Flight Malta Ltd.	MT.MG.25 (MT-25)	2	5
Nomad Aviation Ltd.	MT.MG.26 (MT-26)	1	2
Albinati	MT.MG.27 (MT-27)	1	Nil
Elitavia Malta Ltd.	MT.MG.28 (MT-28)	2	0
Blue Square Aviation Ltd.	MT.MG.29 (MT-29)	1	4
Emperor Aviation Ltd.	MT.MG.30 (MT-30)	1	Nil
3Plex Aero Ltd.	MT.MG.102	1	Nil

Part-147 Aircraft Maintenance Training and Examination Organisation			
AeroMaritime (Med) Ltd.	MT.147.01	1	Nil
MCAST	MT.147.02	1	Nil
AP Malta Ltd.	MT.147.03	3	11
Academy 147 Ltd.	MT.147.04	1	Nil

Part-145 Maintenance Organisations			
Air Malta plc	MT.145.01	1	5
Medavia Co. Ltd.	MT.145.02	5	26
AeroMaritime (Med) Ltd.	MT.145.03	4	14
MCM Ltd.	MT.145.05	2	4
Team Europe Ltd.	MT.145.07	2	Nil
Part-M-F Maintenance Organisation			
FAE	MT.MF.01	0	Nil

Foreign Part-145 AMO's			
SR Technics	CH.145.	0	N/A
Lufthansa Technik	DE.145.	1	N/A

Total No of Audit	Total No of Findings
56	127

A total of 56 Organisation Audits were conducted and a total of 127 findings raised.

### Registration of Lease Agreements

No of Registered Lease Agreements	69
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### Type of Agreements

Dry Lease Agreement	27
Aircraft Operating Lease Agreement	29
Sub-Lease Agreement	13
Tripartite Management Agreement	0

### Registration of Irrevocable De-Registration Authorisation and Power of Attorney

No of Registered IDERAs	74
No of Registered POA's	Nil

### Registration of Mortgages

No of Registered Mortgages	22
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### Certification of Aircraft

Certificates	
Issue of Certificate of Airworthiness	47
Issue of Noise Certificate	47
Issue/Renewal of Airworthiness Review Certificate	64
Issue of EASA Permit to Fly	11
Issue of National Permit to Fly	13
Issue of Export Conformity Statements	7
<b>Total</b>	<b>189</b>

51 Mode S Addresses and 15 406MHz ELT codes were issued in 2013.

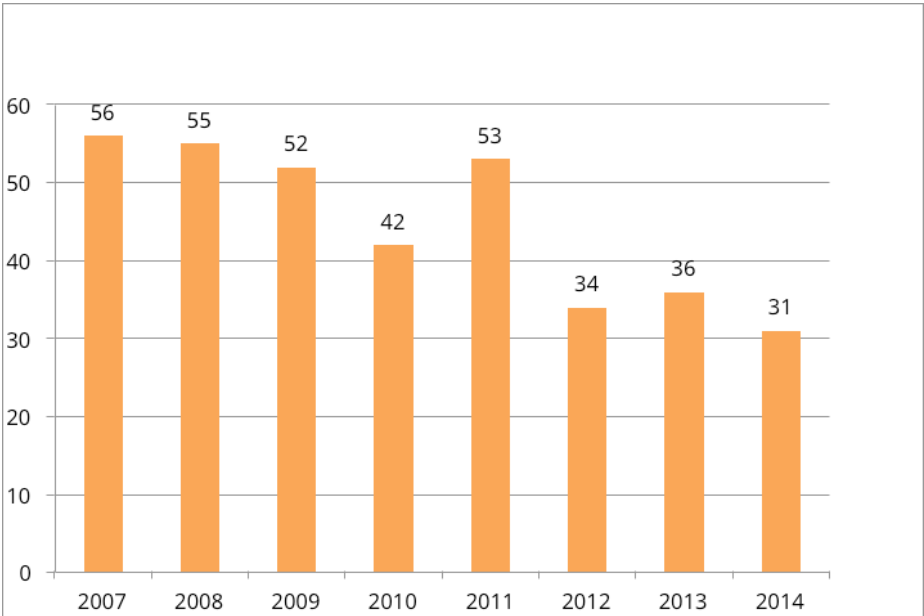
Total Number of certificates issued is 189 and 169 Certificates were issued pursuant to EU Regulations whereas 20 are pursuant to Air Navigation Order Requirements.

Aircraft Continuing Airworthiness Monitoring (ACAM)

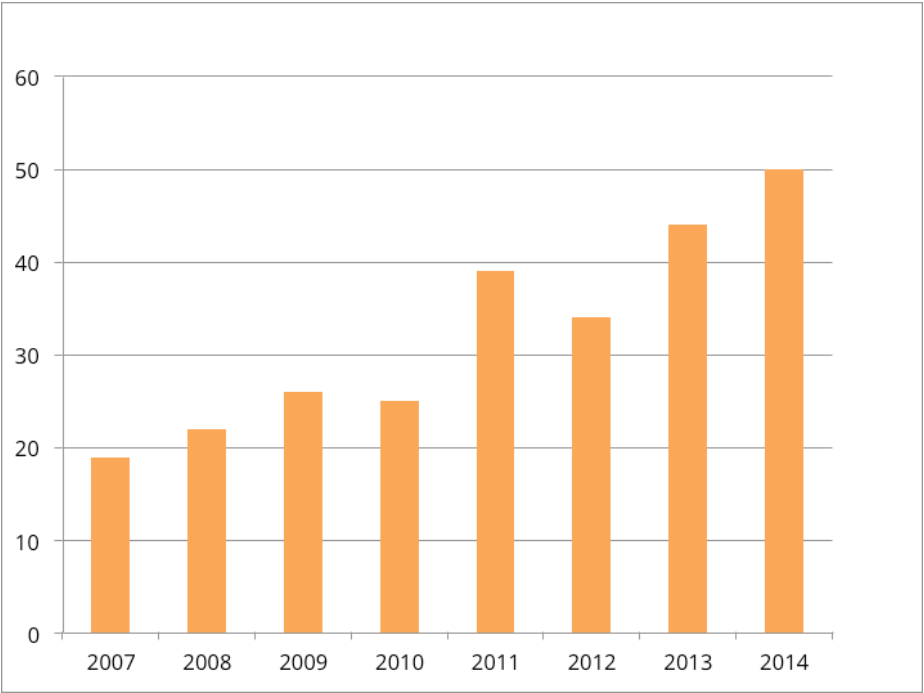
This is a mandatory sampling programme of aircraft inspections. These inspections include inspections of aircraft during maintenance, airworthiness reviews, technical records reviews and ramp inspections.

Year 2014	Planned	Actual
Total Inspections for 2014	38	50
No of Aircraft	117	162
Percentage	32%	31%

Year 2014	Nos
Relevant ACAM Inspections for SAFA	17



Percentage of ACAM inspections per Year



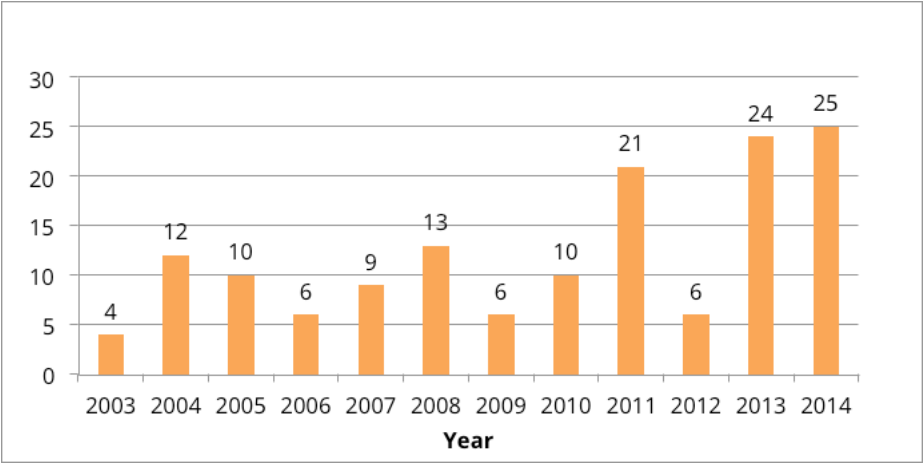
No of ACAM Inspections per Year

Safety Assessment of Foreign/Community Aircraft

SAFA/SACA Inspections	Nos
Total No of Inspections	25

This is the highest amount of inspections performed in a year.

SAFA/SACA Inspections were performed with the Flight Operations Inspectorate.

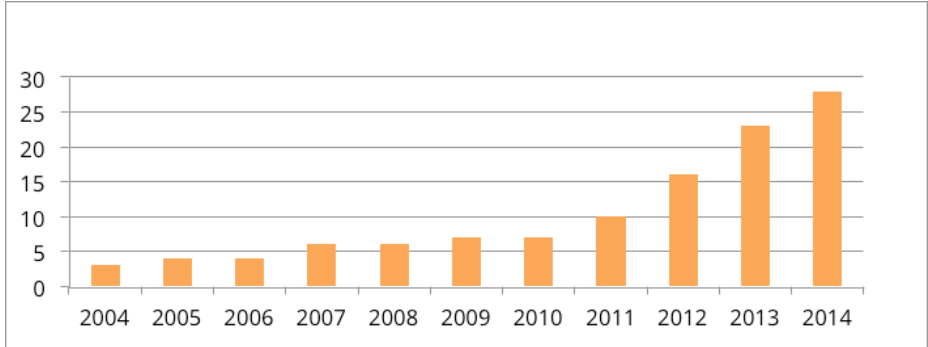


Number of SAFA Inspections/Year

Organisation Approvals

Continuing Airworthiness Management Organisations (CAMO)

The total number of Continuing Airworthiness Management Organisations has increased to 28. This includes 4 CAMO's as part of the 4 new AOC's issued in 2014 and a new independent CAMO 3Plex Aero Ltd.



Total No of CAMO's

Aircraft Maintenance Organisations

The number of approved maintenance organisations has remained the same. There have not been any changes to the approval scope of any maintenance organisations.

Aircraft Maintenance Training Organisations

TM CAD has issued a new approval for a Part-147 Maintenance training organisation for Academy 147 Ltd. This organisation is approved to perform type training and examination for certain business jet aircraft.

Desktop Audits

Approval of Aircraft Maintenance Programme	Total
First Issue	24
Revision	45
Approval of CAME's	
First Issue	5
Revision	53
Approval of Technical Log (CAMO)	5
ARC Recommendations Reviews (Owners/Operators)	23
MEL Reviews (Operators)	34
Training Material Review (Part-147)	3
Approval of MOE's (Part-145)	
First Issue	0
Revision	4
Approval of MTOE's (Part-147)	
First Issue	1
Revision	3
Postholder Interviews (Organisations)	15
Meetings	179

A total of 200 desktop inspections/ reviews were carried out. A total amount of 131 audits and inspections were carried out.



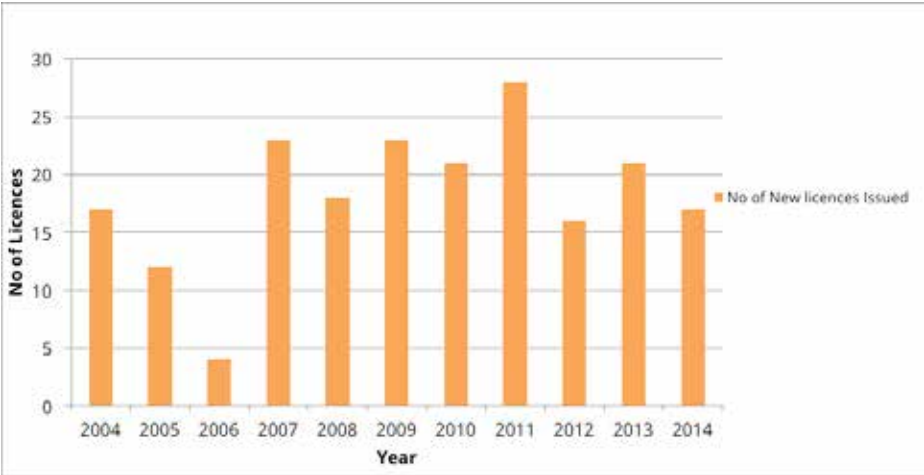
Aircraft Maintenance Licenses

The Airworthiness Inspectorate issued the following licenses:

Part-66 AML Initial Issue	17
Category A1	7
Category B1.1	9
Category B1.1/B2	4
Part-66 Variations	45
Category B1.1	42
Category B1.2	1
Category B2	7
Category C	4
Part-66 AML Renewals	5

There has been slight decrease of new Part-66 AML issues compared to 2013.

The total number of Part-66 aircraft maintenance licences at the end of 2014 was 205.



No. of New Part-66 Licences Issued per Year

Part-66 Basic Modules

Examinations

A total of 18 examinations were conducted for a total of 162 examinees. The number of examinations held and examinees have decreased in comparison with other years. Currently, there are other organizations that are also providing these examinations in Malta.

	Part-66 Module Exams	Category	Date of Examination	No of Students sitting for Exam	Passed / Certificates Issued	Pass Rate	Total no of Exams per month
1	Module 8	B1/B2	29-Jan-14	15	11	73%	1
2	Module 2	B1/B2	19-Feb-14	8	3	67%	1
3	Module 1	B1/B2	26-Mar-14	17	10	59%	1
4	Module 6	B1	02-Apr-14	20	6	30%	
5	Module 7A (MCQ)	B1	30-Apr-14	6	2	33%	
7	Module 7A (Essay)	B1	30-Apr-14	9	4	44%	3
8	Module 9A (MCQ)	B1/B2	07-May-14	6	6	100%	
9	Module 9A (Essay)	B1/B2	07-May-14	5	3	60%	2
10	Module 3	B//B2	04-Jun-14	8	4	50%	
11	Module 4	B1	18-Jun-14	13	5	38%	2
12	Module 5	B1.1	24-Sep-14	9	1	11%	
13	Module 5	B2	24-Sep-14	2	1	50%	2
14	Module 11A	B1	22-Oct-14	2	1	50%	1
15	Module 15	B1	12-Nov-14	6	1	17%	
16	Module 17A	B1	26-Nov-14	11	7	64%	2
17	Module 10 (MCQ)	B1/B2	17-Dec-14	10	0	0%	
18	Module 10 (Essay)	B1/B2	17-Dec-14	15	7	47%	2

# 11

## CORPORATE SERVICES DIRECTORATE

### Functions and Duties

The Corporate Services Directorate (CSD) provides support services to all Directorates across the Authority in areas of Procurement, Human Resources, Marketing and Media, Customer Care, Legal Affairs and Property Management and Maintenance Services.

### Procurement

The Procurement Unit acts as the co-ordinating unit for the Authority's procurement function. Its major role is to ensure that all relevant procurement procedures are adhered to by all the Directorates of the Authority. In this regard, the Unit is responsible for the management process related to the issuance and adjudication of tenders, direct orders and quotations. During the year under review, the Procurement Unit handled procurement processes worth several millions of Euro which also included projects co-funded by the European Union and Grants from the EEA Iceland Liechtenstein and Norway.

The activities of the Procurement Unit included the issue of 173 tenders, encompassing both Departmental and General Contracts tenders. In addition a total of 109 quotations were

issued as well as 2 Expressions of Interest or Request for Proposals. The total value of tenders awarded was € 11 million.

Worth mentioning, during 2014, the tender for the Construction of the Kappara Junction was drafted by Transport Malta and published through the Department of Contracts. This is currently being adjudicated. This is considered to be a major and important project for Malta. In addition, Transport Malta has issued and awarded a Framework Agreement for the Construction and maintenance of roads in different localities in Malta and Gozo with 32 contractors.

The Tendering Committee which is composed of a chairman, secretary and five members meets regularly and approves all procurement and purchase requests that are in excess of €2,500 exc. VAT. During 2014, the Committee met 32 times and dealt with 1175 items.

### Business Planning

As from July 2014, the Authority started to work on a new Business Plan for the coming five to 10 years planning to outline short, medium and long term objectives. Workshops and focus groups have been organised to discuss the

vision and mission statements and corporate values with a view to build a common ground for a long term future together.

The operational directorates have been subdivided into four vertical pillars – Maritime, Aviation, Roads Infrastructure and Land Transport, Enforcement and Traffic Management. Business Plan will include the business context outlining the current and future business challenges together with an outline of the macro-economic or industry analysis performed where pertinent. The critical success factors and milestones that need to be attained are also being identified and explained. Informal working groups are meeting to crystallise an operating plan with milestones, financial projections and action plans with capacity building programmes.

Over-arching strategies of the support directorates are being devised to nurture and maintain the cohesion and synergies that need to exist in a very diversified and complex authority.

### Human Resources

During 2014, Transport Malta signed the Grant Agreement for the programme ESF 4.218 Capacity Building for Transport Malta Employee. Various specialised overseas training courses have been already delivered by reputable international organisations/colleges to technical staff members employed in the maritime and aviation directorates. The ESF programme has also various job shadowing initiatives with foreign institutions in the maritime, aviation and

road infrastructure business spheres. These job shadowing experiences expose employees to innovative materials, methods and business approaches that can bring about a fresher perspective of how to manage challenges in the place of work. Other courses with the primary aim to provide various levels of knowledge in disciplines common to all directorates are being planned for 2015. The subjects covered will include data protection, health and safety, fire safety, first aid, public procurement regulations, e-procurement, ECDL, EU funding regulations, customer care, leadership development and communication skills, dealing with various forms of harassment, project management, report writing, ISO and general Quality Management Systems. Training Schedules are also being prepared for courses updating knowledge of officials working at the Land Transport, Traffic Management and Enforcement Directorates to become in line with various transport-related EU directives and regulations.

During 2014, a Health and Safety Unit has been reconstituted with the primary objective to carry out all the necessary assessments and champion and monitor the implementation of all the corrective actions discussed and agreed upon. This Unit will also be assisting the reallocation of the Land Transport, Roads Infrastructure and Integrated Transport Strategy Directorates to newly leased premises. These staff members will now be housed into modern offices in accordance with building and health and safety

regulations and suitable to the day-to-day provision of services to the general public and business community.

### Customer Care

Transport Malta always aims at having satisfied customers. The year 2014 has been a successful year in this sense. Customer care complaints and queries decreased by around 3,000 from last year. Transport Malta aspires that its customers speak of us highly. Satisfied customers disseminate good will for the authority and make it look better in the public's eye. Moreover, dissatisfied customers will complain about the Authority to an average of ten other customers and potential customers, leading to a damaging multiplier effect.

During 2014, Transport Malta sought resources to improve the level of service provided to the public. Customer Care had to implement various changes to achieve this. This led to a higher standard of Customer Care.

As from October 2013 the Customer Care Unit started implementing a roadmap to introduce changes within the management of the Unit. Customer Care has undergone a change in philosophy, a change in mindset and an operational change of how customer care functions are executed.

### Customer Relationship Management (CRM)

Customer Relation Representatives within each directorate follow a clear process and log the status of each complaint received from various sources, in the system.

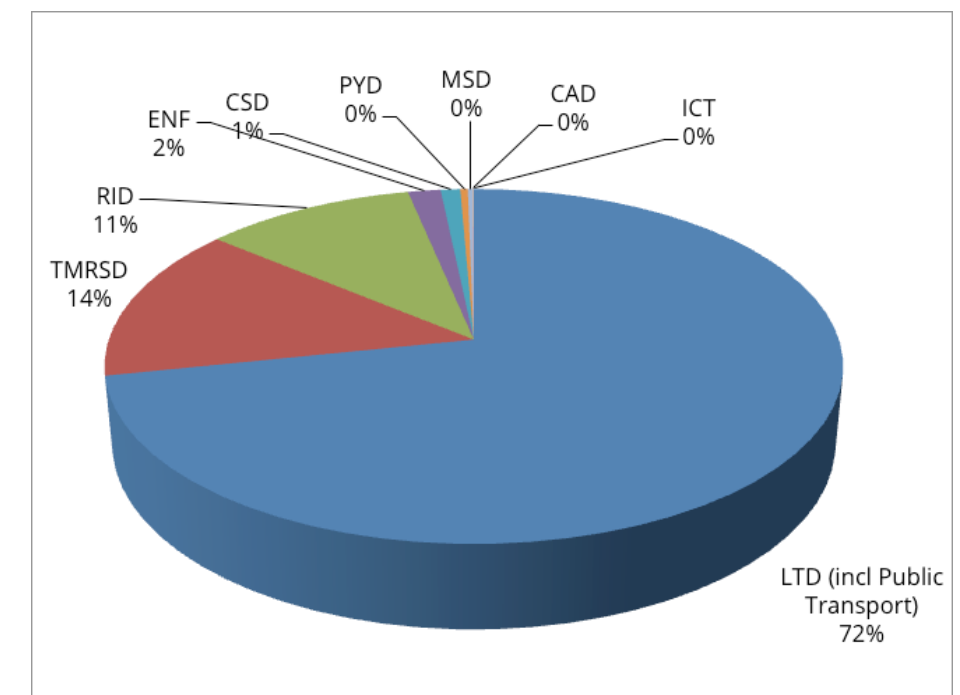
Previously, importance had been given to the quantitative aspect of queries in showing efficiency of how complaints were managed. It transpires that such modus operandi does not give insight as to the areas within Transport Malta, which are mostly prone to a potential complaint from the public.

As from October 2013, the Unit has shifted its focus to the qualitative aspect of queries received from the public. Qualitative documentation allows Transport Malta to focus better on the areas of concern. The authority is thus better equipped to address the issues effectively.

### Customer Queries 2014

The Customer Care Unit received around 3,000 less complaints or queries than the previous year.

During 2013, the complaints received totalled 11,482 whereas in 2014 we received 8,474 complaints. The following pie chart shows a breakdown of the percentage total number of complaints handled by the Customer Care Helpdesk (opened tickets) per Directorate/Unit.



#### Land Transport Directorate

Most of the queries received for the Land Transport Directorate concerned the driving licence. Our clients had issues related with rejections, cards not received and test dates. Others inquired about why a medical certificate is required for example. Amongst the most popular subjects that were queried upon were the various schemes offered by Transport Malta and also the registration tax.

#### Traffic Management

28% of the queries related to Traffic Management and Road Safety Directorate were related to Reserved parking spaces and road markings. Other queries were more directed at traffic management, varying from information requests to suggestions on traffic flows.

#### Roads and Infrastructure Directorate

The huge majority of the queries directed at the Roads and Infrastructure Directorate were feedback from the public. The topics ranged from flooding to general road repairs and lamp posts.

**AS FROM OCTOBER 2013, THE UNIT HAS SHIFTED ITS FOCUS TO THE QUALITATIVE ASPECT OF QUERIES RECEIVED FROM THE PUBLIC.**

**MOST OF THE QUERIES RECEIVED FOR THE LAND TRANSPORT DIRECTORATE CONCERNED THE DRIVING LICENCE**

## Marketing and Media

The Marketing and Communications Office acts as the official interface between the press and the Authority. In this regard, the unit issues on a very regular basis press releases and press replies related to all aspects and functions of the Authority. These include Public Transport issues, Road Closures due to Works, Performance Results and investigations related to incidents involving Maltese registered vessels. Thus, the unit ensures that all formal communications are complete, accurate and handled through the appropriate channels before being published.

The unit also co-ordinates the publishing of all adverts and notices in the media. The wide variety of activity within TM necessitates a very active media placement which takes the form of the publishing of Notice to Mariners, Human Resources Vacancies, Tender Notices and Notices of Road Closures due to Works.

To further promote the various initiatives undertaken by Transport Malta on the new social media outlets, the unit has invested in the necessary resources to produce and edit several PR and publicity events. 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 register. 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. The department, as described in other sections of this report, is also responsible for the implementation of the Safety at Sea campaign, an initiative that forms part of the Authority's main objectives, namely to promote a safer culture within all modes of Transport. In this regard, the unit has stepped up its efforts to launch another edition of this annual campaign to educate and increase safety awareness among boat users.

## Legal

During this year the legal office continued an exercise to streamline the legal activities of the Authority. Amongst the functions of the legal department there are the following:

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

# 12 ENFORCEMENT DIRECTORATE

## Functions and Duties

The responsibility of the Enforcement Directorate according to law is to ensure that transport facilities meet efficiency and safety standards. This Directorate has the responsibility for the overall enforcement of land transport according to the provisions of the Authority for Transport Act and other laws and regulations regulating road transport.

The main functions of the Enforcement Directorate are:

- Act as regulator for all licensed land transport providers;
- Ensure all vehicles are within legal emission levels; and
- Regulate and provide security services to TM premises.

## Enforcement – Land Transport

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

- Acts as regulator for all licensed transport providers;
- Ensures all vehicles are within legal emission levels;
- Enforces the applicable legislation on operators to ensure compliance;
- Ensures that all transport sectors

operate safely and efficiently;

- Provides customer care to all stakeholders via enforcement staff;

- Brings all defaulters before respective courts/tribunals to be sanctioned accordingly or otherwise;
- Follows up complaints and takes action when necessary;
- Enforces the applicable regulations on new roads works and roads works;
- Carries out roadside checks and tests related to emissions, road-worthiness, carriage of dangerous goods and tachographs;
- Conducts company checks at the operating centre of companies involved in international activities;

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 tickets

In 2014, the Enforcement Directorate issued 2,958 tickets for various contraventions that fall under its remit. The majority of tickets were issued during the summer months between May and September with 51.6% of such tickets issued in St Julians.



The contraventions issued are primarily related to poorly maintained vehicles, vehicles creating an obstruction at bus stops, taxi stands and minibus stands and other general issues related to public transport. Although the directorate focuses primarily is on matters pertaining to the provision of public transport, however work related to Public Passenger Transport Services and issues related to commercial vehicles is also undertaken to minimise the duplication of roles with the Malta Police Force and Local Wardens.

**Inspections undertaken by the Enforcement Directorate in 2014**  
 The Vehicle Inspectorate Unit within the Enforcement Directorate performed various tests and inspections on various categories of vehicles. Enforcement Officers are assigned everyday at different locations during the morning shift which they randomly check vehicles for their roadworthiness. If a vehicle fails the inspection and tests, a restriction is imposed on the vehicle licence and this restriction is only lifted once the vehicle is found roadworthy by the TM officials. The roadside checks include also inspection of vehicles in relation to transport of dangerous goods and also to tachographs. Vehicles which are reported through the Emission Alert system are also inspected by this unit. The statistical data, related to such tests and inspections, is as follows:

Emission Alert Campaign  
 Instigated Tests

	2014
Vehicles Called for Test	209
Vehicles Tested	146
Vehicles that Passed Test	125
Vehicles that Failed Test	21
Failure Rate	14.3%

Note: The discrepancy between Vehicles called for Test and Vehicles Tested represents vehicles that did not respond to the Authority’s request for testing.

The licence of such vehicles will not be renewed until such time as they have undertaken and passed this test. Such infringement is also recorded on the vehicles data file at Transport Malta.

Roadside Technical  
 Inspections

	2014
Vehicles Inspected	1680
Vehicles that Passed Inspection	822
Vehicles that Failed Inspection	858
Failure Rate	51.1%

ADR (Carriage of  
 Dangerous Goods by Road)  
 Checks

No of Vehicles	2014
Vehicles Checked	72
Vehicles that Passed Check	13
Vehicles that Failed Check	59
Failure Rate	81.9%

Tachograph checks

Working days checked	At Roadside	1092 working days
	At Company Premises	1153 working days

**Inspections on Foreign Plated Vehicles**  
 During 2014, the Enforcement Directorate managed the enforcement of foreign plate vehicles through a structured system based on four categories namely vehicles with foreign number plates into four categories these being: vehicles imported for personal use, vehicles imported by dealers, vehicles imported by persons of foreign nationality working in Malta, and vehicles imported by persons on holiday in Malta.

During the inspections, if a vehicle is found not in compliance with

the stated regulations, necessary action is taken. Such vehicles are either impounded by TM or their owners are instructed to put their vehicles in a private garage and pass on the log book and number plates to TM until they align themselves with the stipulated regulations.  
  
**Enforcement on road Contractors/ Service providers**  
 In 2014 the Directorate issued 24 enforcement letters to the contractors and/or service providers for not abiding by the law and regulations related to road works and new roads works. Such letters are issued after a direction/approval is given from the Road Infrastructure Directorate.

**Motoring Schools**  
 Enforcement operations are also carried out in respect of motoring schools to ensure that they are operating according to law. Enforcement Officers verify a number of matters including that only those who attained their eighteenth birthday are allowed to learn to drive and that these are issued with a standard learner’s permit. Enforcement Officers are to check that the operations of the Motoring Schools are not conducted on Sundays and public holidays and that that only applicants who are in possession of a valid category B driving license are allowed

to have an advanced learner's permit. Also, it is verified that the vehicles used by examiners display the learner's plates. During 2014, the Directorate affected 155 inspections on motoring schools.

#### Transport Malta Premises Security

The Enforcement Directorate also provides security services at Transport Malta premises. The service relates to the security function at TM Offices (Marsa Head Office, Sa Maison Offices, Licensing and Testing Offices, the Technical Department Offices, the Roads and Infrastructure Directorate Offices) and at the training grounds at Hal Far (Testing) upon request.

#### Traffic Management & Road Safety Department

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

#### Management of Temporary Traffic Management during Works

The design of temporary traffic management arrangements has developed into one of the core responsibilities of the directorate. This area of work is very sensitive because it determines the way traffic will flow during road works. Such schemes are designed to ensure safety at all times and ensure that traffic flow patterns

are managed within capacity of the alternative links and junctions. In the case of road works being carried out by third parties, the temporary traffic management scheme is designed by the contractor, in collaboration with the department, and all necessary consultations with stakeholders are carried out to ensure a seamless scheme throughout. In the case of Transport Malta works, the temporary traffic management arrangements are designed by the department together with the road design engineers. During the road works, the department monitors the temporary traffic management arrangements on site and, in liaison with the Trenching Permit Section of the Roads Infrastructure Directorate, enforcement measures and taken in case of defaulting contractors.

#### Implementation of Traffic Management Measures

The department manages the implementation of traffic management measures on local council roads where no civil works are required. The aim is to reduce to a minimum the period between approval of a traffic management or parking designation and the actual implementation to make the output of the authority more efficient. A number of traffic management measures were designed and implemented by the department to improve safety and to improve the efficiency of the traffic system. Projects that involve infrastructural and civil works were done in co-ordination with the Roads Infrastructural Directorate. Fatalities due to traffic accidents decreased by 38.8%, that is, from a total of 18

in 2013 to a total of 11 in 2014. Projects to implement Traffic Management Measures include:

- A legal notice was prepared to prohibit large vehicles on the arterial and distributor road network during critical peak traffic times with some exceptions;
- Road Safety Audits are being carried out on designs for new road projects on arterial and distributor roads in line with the relevant European Directive;
- Cycle lanes are being included in the designs for new roads where space permits;
- A number of Vehicle Activated Signs showing speed limits, bends and roundabouts have been installed as a safety measure;
- The concept of designing shared spaces has been established;
- A speed camera was approved and installed in St Paul's Bay Bypass;
- Two lanes have been implemented starting from the Lija roundabout to Lija Cemetery;
- The exit form Mdina Road, Marsa, onto the Qormi Serkin Roundabout has been eliminated;
- The pedestrian facilities at the entrance to Mdina were upgraded;
- The junction between Triq Labour and Vjal 21 ta' Settembru in Naxxar was upgraded;

• A waiting lane was created in Triq ta' Buqana at the intersection with the road into Ta' Qali;

• A system of one-way traffic flow was introduced in Triq Mrabat, Triq Birkirkara and Telghet San Giljan in St Julians;

• The junction between Triq Difiza Civili c/w Triq Fortizza tal-Mosta, Mosta, was redesigned and upgraded;

• Centreline was implemented in the middle of the gyratory of the roundabout at Triq Hal Qormi c/w Triq Manuel Dimech c/w Triq San Bastjan, Qormi;

• Triq il-Knisja, San Giljan, was redesigned and re-opened for traffic from Triq Ross up to c/w Triq Spinola, San Giljan, to address the traffic congestions at Triq San Gorg c/w Triq Ross;

• A waiting lane was created at Triq Ghajn Dwieli c/w Triq il-Bacir;

• Traffic lights were designed and installed at Triq Zaghfran c/w Triq Mdina, Attard;

• Bollards were installed to extend the central strip in Mellieha Bypass from Pennellu roundabout;

• 24 new pelican crossings were implemented;

• The junction at Bieb is-Sultan in Birgu, was redesigned;

• Chains were installed at the bollards in Mtarfa Bypass to prevent the bollards from being removed; and

• The junction at Triq Villabate c/w Triq San Guzepp, Zabbar, was redesigned and upgraded to address the accident black spot.

#### Technical Assistance to Local Councils

A system has been established within the department whereby technical design assistance is provided to local councils in relation to requests made for the implementation of measures such as pedestrian crossings, traffic calming schemes and junction upgrading. This system includes more consultations with the local council and has rendered necessary design processes easier for local councils.

#### Monitoring of Existing Pelican and Traffic Light Systems

The department is responsible for the proper function and operation of the traffic and pelican light systems on the network. A monitoring programme has been established whereby road side site inspections are carried out daily and faults are logged and electronically reported daily for the necessary repair works to be carried out. Such work ensures that these systems function properly at all times for the safety of road users. During the year 2014, 267 fault reports were forwarded for repair works to be carried out by the Maintenance and Services Department.

#### Research and Development

Although the primary focus of the department is operational, however research and development related to traffic management and Intelligent Traffic Systems are also carried out.

The department extensively researched and compiled the first Road Safety Strategy for the Maltese Islands. This strategy document sets out a (10) year direction for a safer land transport system and it focuses on the main areas where there is evidence that a sustained and coordinated effort leads to considerable gains and where measures may be implemented which give long-term improvement with the aim of achieving a 50% reduction in fatalities, 30% in grievous injuries and 20% in slight injuries by 2020. This strategy is based on the concepts of Safety Through Engineering (Inginerija), Enforcement (Infurzar), Vehicles (Ingenji) and Education (Istruzzjoni). The National Road Safety Strategy (2014-2024) has the necessary tools to achieve the desired road safety benefits for all classes of road users. The strategy recognizes that policy decisions and actions will impact the effectiveness of the road safety outcomes and will also impact other areas of society because road safety has links with policies on infrastructure, health, police, transport, energy, education, emergency services, research, environment, technology, insurance, innovation and trade amongst others. The Road Safety Strategy also includes an ambitious Action Plan which is intended to achieve the stipulated accident reduction targets.

The department was also responsible to research and prepare the revised Car Parking Policy for Malta. This revised Car Parking Policy aims to establish a comprehensive and

sustainable approach for the better management of on-street and off-street parking within the Maltese islands by providing the framework for effective parking management which supports the objectives for integrated land use and transport planning, social inclusion, environment, urban regeneration and economic development which are all important elements to ensure sustainable development.

Parking management is one of the most important tools to influence how and when people travel by car as opposed to other transport modes and effects a wide range of people and organizations.

A level of parking provision is important for towns and for the convenience of residents and visitors alike. It is to be noted that parking space and availability are directly linked to traffic volumes, congestion, pollution and noise together with adverse health and climatic change impacts. A balance must be achieved between parking provision, parking controls and enforcement to ensure that the social, environmental and economic wellbeing of citizens is achieved.

The primary purpose of parking management is to address the need for on-street parking bays between competing groups of car parkers when demand for on-street parking is high whilst ensuring that on-street parking does not compromise the safety of road users or create obstructions for access. The main parking concerns which this policy aims to address are the following:

1. The on-street and off-street parking stock available within town centres and the periphery are fully utilized at peak periods;
2. Parking demand for residents and visitors is forecasted to continue to grow;
3. There is inadequate enforcement of on-street parking controls.

This Parking Policy is an overall strategic policy document which establishes how parking management in commercial/recreational, high commuter traffic generators and residential areas should develop over the short to long term. The policy has been developed taking into consideration current parking policies, legislation, emergent trends in transport patterns and feedback received from local councils. Given that parking issues often have complicated connections and connotations with other wider transport, environmental, economic and planning issues, an Inter-Ministerial Committee has been established with the aim of delving in more detail into the benefits, threats, risks and opportunities of the policy.

#### **Traffic Management Scheme**

Appraisal on all Classes of Roads Another core responsibility of the department is the assessment of traffic management applications received. Applications are submitted by local councils, by the public and also by other government entities and parastatal authorities. The work is continuous and the aim is to improve the safety and efficiency of the traffic and transportation

systems on all classes of roads keeping in mind the promotion of a sustainable transport network and optimising the use of existing infrastructure. The main areas addressed included upgrading of links and junctions, assessment of traffic flow systems, on-street parking management, traffic calming and speed management.

In 2014, the eForms system, which is an electronic online system where submission of requests for traffic management measures are made by local councils, started being operated. This has enabled better quality control of requests submitted and an improved tracking of internal and external consultation on these applications.

In 2014, the department processed a total of 2,254 traffic management scheme inquiries, requests and applications from local councils, the public and other entities. There was an increase of 11.9% in requests assessed by the department over the previous year. 50.7% of the requests received were approved, 36.1% were settled, 9.4% were refused, 2.6% are still pending further assessment within the department and 1.2% are still pending additional information from local councils.

The unit also administers the Board for Reserved Parking for Disabled Persons which assesses requests in line with eligibility criteria by persons with reduced mobility for reserved parking outside of their residences. During the year under review a total of 396 applications for reserved

parking for disabled persons were received. Of these, 34.8% were approved for a reserved bay for disabled persons, 11.6 were approved for a 1.5m Keep Clear Bay, 47.7% of the applications were refused and the remaining 5.9% are pending missing information from the application which is required for processing.

#### **Survey Data**

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

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

#### **Traffic Signals**

The department is also responsible for the design, maintenance and programming of traffic signals around Malta and Gozo including pelican crossings and traffic light junctions. The work is continuous throughout the year whereby all systems are regularly monitored and, where applicable, the traffic light programmes are fine tuned to meet the changing travel patterns to ensure the efficiency of the systems.

#### **Educational Aspects of Transport within the Authority**

Transport safety training and education programme is another area of responsibility of the department. The Road Safety Skills Programme is directed at different target groups and is regularly delivered in different schools in both Malta and Gozo. The department also manages a Road Safety Competition for school children which is based on the Road safety Handouts distributed by the department.

**TRAFFIC COUNTS SURVEYS, PEDESTRIAN SURVEYS AND SPEED SURVEY DATA ARE COLLECTED AND ANALYSED**



**MODUS EU-Funded Project**

The department has the responsibility for the management of the MODUS project. In 2014, the projects related to MODUS proceeded through the implementation phase whereby the following bus lanes were constructed:

Street	Locality	Project
Aldo Moro (Southbound)	Marsa	A bus lane, measuring 334m, was constructed.
Msida	Msida	A bus lane, measuring 369m, was constructed in and around Misrah il-Menqa and Misrah Guze Ellul Mercer. A pelican crossing including a bus gate was also implemented which will increase the safety of pedestrians crossing a full four-lane carriageway. The junction at Misrah il-Menqa has also been upgraded and a designed bus lane has been included at the approach to the traffic lights. New footways were constructed and the roads were resurfaced.
Pieta’ Bus Lane	Pieta’	A shared space measuring 208m in length was constructed in Pieta which facilitates the passage of the route bus along and has also upgraded and embellished the dilapidated area in Triq ix-Xatt.
Sliema Ferries Bus Lane	Sliema	A bus lane, measuring 318m, was constructed together with an upgraded bus interchange.
Ta’ Qali Junction	Rabat	The junction was upgraded to a traffic light junction and two pelican crossings were also constructed, together with bus facilities and road resurfacing.

The tenders for the electronic installations of the Intelligent Traffic Management Project were re-designed and re-issued. This MODUS component is extremely important and it consists of a network of CCTV cameras and Variable Message Signs to be implemented on the road network at strategic and traffic sensitive locations, traffic light junctions which are in relatively close proximity to each other will be connected to enable optimisation of the green times for the better

management of car platoons to maximise the efficiency of the junctions and electronic devices at bus lanes to give priority to the buses. These components will be linked to a Control Centre from where all will be remotely controlled. Traffic information will be given to the public through the official website of Transport Malta and through radio broadcasts. This system is a tool which will enable traffic engineers to influence journey planning this increasing the efficiency of the road links and junctions.

**Maritime Enforcement and Port Facility Security Department**

As part of the re-structuring process, during 2014, the Maritime Enforcement and Port Facility Security Department was established as separate department within the Ports & Yachting Directorate. The newly established department is in the process to develop itself into an effective security and enforcement body responsible for the security at the ports, at port facilities under the control of the Authority, and also tasked to enforce the applicable maritime regulations. Other roles assumed by the department include the management of maritime events. This relatively new function necessitates various liaison between the external enforcement agencies and the Authority and resulted in effectively implementing the various enforcement objectives of the Directorate from the onset of the event.

**Transport Malta Port facilities Security**

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

**Safety at Sea Enforcement**

Law enforcement is a major determinant of safety at sea. Thus, the Maritime Enforcement and Port Facility Security Department plays an active role in the Authority’s annual safety at sea campaign. To fully support this campaign, during the summer season enforcement at sea is enhanced by the deployment of Maritime Enforcement officers on board sea crafts to perform patrolling duties and also take other enforcement actions to reduce abuses, hence improving safe navigation to ensure bathers’ safety as much as possible.

The Authority’s policy has always been to emphasize the educational aspect of enforcement. This is principally achieved by instilling in the general public a sense of awareness of the various regulations and emphasizing that by acting cautiously and responsibly when at sea one will avoid incidents that can sometimes be fatal. However as over speeding close to shore remained the major problem at our bays, a new punitive measure that of suspending the nautical license was successfully introduced which had a knock on effect on those caught abusing.

Transactions	2013	2014
Vessels Inspected	603	764
Vessels Found In Order	195	306
Vessels Found Contravening the Regulations	417	389
Warnings issued	333	255
Charges Issued	84	134



During 2014 as per previous years the Port & Yachting Directorate continued to implement the concept of Bay Coordinators. The scope of these Coordinators is to establish continuous presence at the main Maltese bays during peak hours throughout the summer period to ensure that the Authority's presence is felt and to ascertain that sea craft owners abide with the stipulated regulations. This leads to a safer atmosphere within Maltese bays benefiting all. Such coordinators were mostly present at Blue Lagoon, Comino and the vicinities, being amongst the busiest and most populated areas in the Maltese islands during the summer period.

The Maritime Enforcement & Port Facility Security department was also continuously engaged in the following assignments:

- Legal/court proceedings;
- Inspections/enforcement on commercial operators;
- Inspections/enforcement moorings;
- Inspections/enforcement on marinas and landing places.

# 13

## INFORMATION AND COMMUNICATION TECHNOLOGY DIRECTORATE

### Functions and Duties

The Information and Communication Technology (ICT) Directorate is responsible for developing and implementing ICT policies, procedures and technologies aimed at enhancing efficiency and sharing of information, the reduction of costs and the increase of checks, strengthening of controls and enforcement of regulations and to assist in the promotion of safer, cleaner and more efficient transportation. The directorate is responsible for the provision of ICT related support services to the other directorates and is also responsible for the running and maintenance of several end-client systems and e-services. The Directorate provides Information, communication and technology services to the Organization whilst managing all resources and systems. User and systems management are the central focus of the Directorate through the provision of support mechanisms and helpdesk facilities, notwithstanding the increased pressure to support such an Organization with diverse needs spanning some 6 sites across Malta and Gozo with limited resources. The Directorate also continued with its efforts to increase efficiency through ICT systems by improving

back-end systems and storage whilst improving disaster recovery mechanisms.

### Projects, Initiatives and Performance of Duties

#### Infrastructure Development & Support - New Fiber Optic point to point connections:

- *Malta Transport Centre (MTC) Gigabit connection to all remote sites.* As part of the disaster recovery strategy, to increase redundancy and efficiency, a redundancy link feasibility study was undertaken in order to ascertain the provision of services to the organisation even when the main broadband link is down. Discussions and further groundwork have been undertaken with the service provider so that TM can set up a secondary broadband link service independent of the one presently in use so that full redundancy can be achieved.

- *Fiber Optic cable between Port Work Scheme office and MTC Marsa.* The ICTD was responsible for the laying of cable, termination and connectivity between the two offices. The new connection provided a much higher bandwidth, 1Gbps instead of the previous 20 Mbps, provided by the

MW link together with improved reliability and network security. The former MW link was left in operation as a backup in case of an emergency.

#### New Installation of CCTV Cameras:

- *Licensing section LTD - Floriana.* The installation of 2 new DVRs together with supporting hardware in a new secure cabinet was completed during the year. During this operation a complete new cable management was also finalised.

#### New Installations relating to VTS:

- *A 2nd 10 Mbps Fiber Optic link between Luqa and MTC-Marsa.* This installation was necessary in order to connect the AIS equipment that was previously installed at Freeport and which was relocated at MTC – Marsa Level 5. The ICTD was involved not only in the physical shift of the equipment but also in the configuration of the switches/routers.

- *Replacement of 10Kva UPS batteries of all 3 VTS sites.* In order to ascertain the operation of VTS systems, ICTD performs maintenance and support services on all equipment through the contracted suppliers. This year

UPS batteries of Qammieh, Delimara and Turretta sites were replaced with new ones thus guaranteeing the provision of backup power facilities.

#### Other Installations included:

- Installation of 3 Kva single Phase UPS together with a 6 Kva backup generator plus UPS power circuit at LTD-Floriana
- Installation of 20 Kva UPS at RID
- New installation of a Queue Management system (QMS) at LTD – Floriana.

#### Wi-Fi Installations

- *Cirkewwa new passenger Terminal:* This installation is part of the Government's Wi-Fi project (through MCA) around the islands. Apart from the two outdoor APs, a 3rd indoor AP was installed in order to provide Wi-Fi service inside the Terminal at the main foyer/waiting area.

#### Back-end Systems

*Enhancement and Upgrade of Core Virtualised Environment:* The ICTD employs a virtualized environment to support the majority of back-end operations. This infrastructure allows for the centralized management of multiple servers and virtual machines (VMs) from different

ESX servers through a single console application allowing the configuration of ESX servers and VMs, as well as performance monitoring throughout the entire infrastructure, using events and alerts.

During the year under review, ICTD continued with the upgrading of the back-end virtualized environment by providing more disc space in order to meet the ever increasing demand of the organisation.

In 2014 significant progress was finalized on Core Virtualized Server environment.

#### Business Continuity

ICTD also continued on its project to ensure business continuity of all ICT services. Work is being done to implement a secondary fibre optic link to increase redundancy of broadband services. Moreover, the implementation of a business continuity setup catering for core application systems and data hosted outside the Authority (at MITA data centre) is at an advanced implementation stage. MITA will be responsible for industry standard hosting environment including reliable power supply, effective cooling, automatic fire suppression system and appropriate security

measures whereas systems/equipment will be supported and maintained by TM ICTD.

#### ICT Helpdesk and User Support

The ICT unit provides ICT support to all TM users at TM sites. During 2014 the section handled over 4,600 tickets from various Directorates via the HelpDesk system.

#### Projects

During the year ICTD finalized a number of projects, including the Small Ships Register, eForms, VERA/DLS enhancement program and Portnet enhancement. Moreover the Directorate is also working on a number of other projects as detailed overleaf:

#### EUCARIS

EUCARIS which stands for EUropean CAR and driving license Information System is an information exchange system that provides an infrastructure and software to countries to share, among others, their car and driving licence registration information helping to fight car theft and registration fraud. EUCARIS is developed by and is for governmental authorities and is able to support all kinds of transport related information exchange based on the Prüm treaty, also partly adapted by Council Decision 2008/615/JHA and 2008/616/JHA. The treaty and Council Decisions supports cross-border cooperation, particularly in combating terrorism and cross-border crime.

Transport Malta has been working on EUCARIS for a number of years now and during 2013 after

finalization of all development and testing, the system was the subject of a site visit from the European Commission in order to fully test its functionality and integration with EU counterparts as part of the PRUM Treaty.

#### European Register of Road Transport Undertakings (ERRU)

The European Commission has adopted rules for linking national electronic registers of road transport undertakings. This linked-up database is called the “European Registers of Road Transport Undertakings” (ERRU) and should be operational by 1st January 2013. ERRU allows a better exchange of information between Member States, so that the competent authorities can better monitor the compliance of road transport undertakings with the rules in force. Undertakings that do not respect the rules when operating abroad will face the consequences in the Member State where they are based. This creates fairer competition conditions in the road transport market. The set-up of the national registers and their interconnection are required under the legislation on the access to the profession of road transport undertakings (Regulation (EC) No 1071/2009). A first decision on the format of the national electronic registers has been adopted in 2009 on minimum requirements for the data to be entered in the national electronic register of road transport undertakings.

Development on ERRU has been finalised and testing has also been successfully completed with the EUCARIS HelpDesk in Denmark.

The system is now awaiting commissioning by the EU to be fully operational.

#### Réseau Permis de Conduire (RESPER) – Drivers' Licence Network

RESPER is a telematic network to be established across the EU. It shall act as a hub for the exchange of information between national authorities responsible for issuing driving licences, in particular to guarantee recognition of documents and acquired rights originating in other Member States, combat document fraud and avoid the issuance of multiple licences. Moreover, the European Court of Justice has recently identified an obligation for Member States to exchange information on driving licences under certain circumstances. In view of the very large number of documents in circulation and licence holders changing normal residence between Member States each year, only a telematic network such as RESPER will be able to carry out the above tasks systematically and efficiently. Similar to ERRU, RESPER should also be operational by 19th January 2013.

Systems development for RESPER has been completed and the system is undergoing functional testing. During the coming months full operational tests will be performed with the EUCARIS HelpDesk and the EU Commission and it is anticipated that it will be fully operational during the year.

#### CBE - Cross-border exchange of information on road safety related traffic offences.

This Directive is being

implemented within Transport Malta in order to be capable of exchanging information with EU counterparts on offences related to road safety. The scope and requirements are currently being analysed in order to set up the required infrastructure and systems in line with obligations and utilising the EUCARIS backbone already in place.

### eTransfers

Following the successful launch of various initiatives that promote the on-line take-up of various transport services, Transport Malta is implementing a major e-service, namely eTransfers. This service will provide citizens, through their respective AEs with the facility to transfer a vehicle on-line using a new delivery mechanism similar to the facility already in place for license renewals.

Through this facility Authorised Agents will be able to carry out vehicle transfer of ownership inclusive of payment processes. The development of this on-line service is currently under way and is anticipated to go live in the coming weeks.

### E-Registration of Commercial Vehicles

Currently Transport Malta, through the eREG portal, provides all Motor Car Agents, Dealers as well as the general public the facility to:

- Register their vehicles directly online with Transport Malta;
- Obtain the Registration Value (RV) and the amount of Registration Tax to be paid of a used Motor Vehicle (M1), Goods Carrying Vehicle, Motorcycle, Quad

Bike or ATV in accordance with the Motor Vehicle Registration and Licensing Act, CAP 368. The system is currently being upgraded in order to start supporting the registration of commercial vehicles through the portal. The requirements analysis has been finalized and it is anticipated that development initializes in the coming weeks to be able to implement this on-line service during the coming year.

### VERA & DLS Enhancement Program

The VERA (Vehicle Registration System) and DLS (Driving Licenses System) are the core applications used to support the registration of vehicles and drivers' licenses. These applications require continuous enhancement and upgrading in order to support legislative and operational changes whilst increasing controls and efficiency. During this year an enhancement program for both systems was followed through MITA to implement the required changes/enhancements.

### STREETS

In 2012, STREETS was one of the projects approved by the ERDF, Italy-Malta OP. As the main deliverable of this project is to strengthen the link between Malta and Sicily, Transport Malta is strengthening also its backbone infrastructure, by ensuring that processes, resources and isolated datasets are integrated in this platform. Through this project, Transport Malta aims to implement an enterprise-wide GIS implementation across all the Authority to consolidate operations within the directorates, facilitate transportation

planning decisions, visualise and manipulate data of the Land, Sea and Air transport. This internet and intranet based GIS solution shall be imperative to other national projects currently underway. The overall activities will focus on the development of an efficient and integrated GIS based transport information system. Specific deliverables shall concentrate on the build up of spatial data related to the multimodal transport network to provide efficient connections between the ports, land and air transport models. Subsequently the system would develop into a web based GIS platform and integrate to other specific transport applications as identified in a needs assessment exercise. The enterprise-level GIS shall support planning, daily operational and business needs for managing and maintaining a transport network and services. The aim is to ultimately use this platform as an integrator, bringing together every aspect of the Authority's operations by providing interoperable technology, geographic data standards, deployed data storages and technologies. The key objectives of this project are to:

- Build the foundation transportation data model, infrastructure, and database for the GIS System within Transport Malta;
- Use GIS data, and processes to capture all the transport lifecycles from planning, design, construction, operations, maintenance processes;

- Create a public facing portal;

- Create an intranet portal (internal), where each directorate shall integrate GIS applications with other Transport Malta business;

- Create an enterprise-level intranet portal that would provide accurate and reliable geospatial information and services to various Directorates most importantly in land transport, aviation, roads Infrastructure and maritime sector.

### NSW (National Single Window)

Directive 2010/65/EU establishes that Member States shall accept the fulfilment of reporting formalities in electronic format and their transmission via a single window no later than 1 June 2015. This single window shall be the place where all information is reported once and made available to various competent authorities and other Member States.

### Formalities

The NSW prototype supports the following formalities referred to in Directive 2010/65/EU:

- Notification for ships arriving in and departing from ports of the Member States (Directive 2002/59/EC),
- Border checks on persons (Regulation (EC) No 562/2006),
- Notification of dangerous or polluting goods carried on board (Directive 2002/59/EC),
- Notification of waste and residues (Directive 2000/59/EC),
- Notification of security information (Regulation (EC) No 725/2004),

- Entry Summary Declaration (Regulation (EEC) 2913/92 and Regulation (EC) 450/2008),
- FAL form 1: General Declaration,
- FAL Form 2: Cargo Declaration,
- FAL form 3: Ship's Stores Declaration,
- FAL form 4: Crew's Effects Declaration,
- FAL form 5: Crew List,
- FAL form 6: Passenger List,
- FAL form 7: Dangerous Goods, Maritime Declaration of Health, And the notifications required by Directive 2009/16/EC:
- Pre-arrival notification for ships eligible to expanded inspection,
- Notifications of actual arrival and departure.

### Member States Participation

Six Member States are participating in the project with a dedicated NSW prototype: Bulgaria, Greece, Italy, Malta, Romania and Norway.

### Design

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

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

The design of the prototype has been elaborated from a series of "leading principles" which were drafted in collaboration with the participating Member States. Ship Data Providers fulfil the reporting formalities through a harmonized graphical user interface, a system-to-system

interface (SOAP and XML) and through uploading XLS files. The data structure and formats are based on the results of the work of the eMS Group which was established to co-ordinate the implementation of Directive 2010/65/EU. The XML message structure is based on ISO 28005 standard for Electronic Port Clearance.

Information on the reporting formalities is distributed to the public authorities registered in the NSW prototype depending on their roles. Decisions and comments recorded in the NSW by these authorities are communicated back to the Ship Data Providers via the user interface and the system-to-system interface.





