



ANNUAL REPORT

2015



Transport Malta



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# EXECUTIVE SUMMARY

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**This report covers the activities of the Authority for Transport in Malta for the year ending 31st December 2015.** This was the sixth year of operation for the Authority which was set up on the 1st of January 2010 following the enactment of the Authority for Transport in Malta Act (Act XV) of 2009.

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

## Merchant Shipping

By the end December 2015, the number of ships registered under the Merchant Shipping Act had reached 7,249, for a total gross tonnage of 66.2 million. This signifies a steady increase over the previous years with Malta maintaining its position as the largest register in Europe and one of the 10 largest registers in the world in terms of gross tonnage. The Directorate also continued to consolidate its presence in the superyacht sector. The Malta flag registered an increase of almost 11% over the previous year in the registration of super yachts over 24m in length, under the Merchant Shipping Act, with over 500 super yachts now flying the Malta flag.

## Ports and Yachting

During 2015, 324 cruise liners visited the Maltese Islands, with a total of 678,270 cruise passengers onboard, representing an increase of 31% when compared to the previous year. Out of these, 18 cruise vessels with 9,873 passengers anchored off Mgarr, Gozo. An increase of 6% was also registered in the number of overall ship calls to Malta, from 11,297 in 2014 to 11,934 in 2015. Unitised cargo continued to experience an increase in volumes in the Port of Valletta, whilst trailers registered an increase of 7% over the preceding year, from 75,856 to 80,862 in 2015. The number of visiting foreign yachts at marinas amounted to 1,741 yachts during the year under review, with the busiest month for this sector being August.

### **Scheduled Public Transport**

The year 2015 was an eventful one for public transport. Following the Expression of Interest issued in 2014 for concession rights to operate the scheduled bus service in Malta and Gozo, the new public transport operator, Autobuses de Leon, took over the service in January. The new and improved route network was subsequently rolled out in June in Gozo, and during November and December 2015 in Malta, after a wide consultation process involving both the general public and local councils carried out in 2013. The new route network saw the introduction of 24 new routes, modifications on 43 existing routes, an increase of an average 400 daily trips, with an additional 2.5 million kilometers annually. The new route network led to modifications at the Valletta Bus Terminus in order to accommodate the increase in the number of trips, with 14 bus bays being added.

Furthermore, during 2015, the public transport operator brought over a total of 143 new Euro 6 buses to be able to better serve the improved network. These new buses are all low floor, have two doors thus making alighting and boarding of passengers quicker and are better suited to Maltese roads since they are narrower than the remainder of the fleet. 2015 also saw the introduction of a new fare structure and tallinja card which system brought about a number of benefits to commuters such as faster boarding times leading to reduced journey times, as well as reduced fares for Concessionary Card holders.

### **Roads and Infrastructure**

The Road and Infrastructure Directorate's major project throughout the year under review was the €53 million, 7.2 km-long Triq il-Kosta Project (Coast Road). The road was in fact opened to motorists in November. Additionally, the Directorate was responsible for the completion of 16 residential roads, 80 rural roads, 115 interventions on arterial and distributor roads and another 74 interventions across various localities.

During the year under review, the Directorate also dedicated significant resources to the various tenders for the Kappara Junction Project including the alternative routes to be used for the duration of the works. Additionally, the Directorate continued with the preparations relating to the Marsa Addolorata Junction Project and the Mriehel Pedestrian Bridge Project. Extensive maintenance works were also carried out on the arterial and distributor network and other roads of national importance in the run up to the Valletta Summit and CHOGM (Commonwealth Heads of Government Meeting).

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

### **Aircraft Registration and Aviation Matters**

The aviation sector also continued to build on the successes of the previous year. As at the end of 2015, the number of aircraft on the Malta National Aircraft Register stood at 213, with 61 new aircraft registrations and with the majority of them being business jet aircraft. In addition, the Flight Operations Inspectorate registered 6 new Operators during 2015 with a total of 28 Air Operating Certificate (AOC) holders at the end of 2015.

During 2015, the Civil Aviation Directorate participated at the ICAO Air Services Negotiations Event (ICAN/2015) which proved very fruitful and served to establish contacts and further develop bilateral relations with other countries. As a result of discussions held during this event, Malta concluded eight air service agreements and MoUs to improve on existing agreements.

**James Piscopo**  
**Chairman & CEO**

# MEMBERS OF THE BOARD OF TRANSPORT MALTA

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During the period 1st January 2015 – 31st December 2015, the Board Members of Transport Malta were:

**Mr James Piscopo (Chairman)**

**Perit Christopher Cachia (Deputy Chairman)** up to 13th April 2015

**Mr Frans Bajada (Deputy Chairman)** as from 13th April 2015

**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 was Secretary to the Board.**

## 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.*



# MAIN OBJECTIVES AND POLICIES

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

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

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

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

# INTEGRATED TRANSPORT STRATEGY DIRECTORATE

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## 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

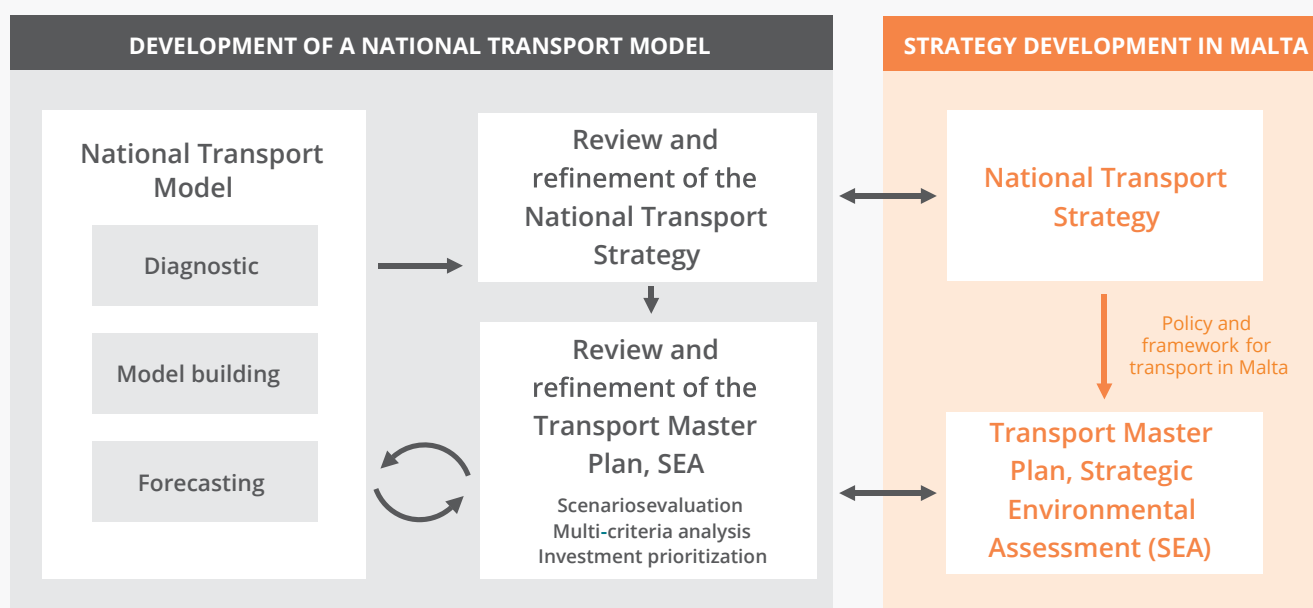
### Development of the National Transport Strategy

Throughout 2015, ITSD continued with the development of 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.

This exercise consists of two main components:

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

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



**Components of the Development of the National Transport Strategy & Master Plan.**

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 up to 2025. The policy measures that are required to be considered include, amongst others, transport infrastructure development, vehicle restraint, and alternative (maritime, non-motorised) modes of transport. The Transport Master Plan covers all modes of transport: land, including public transport, maritime, air and intermodal transport. As there is a difference between domestic and international transport, both internal and external transport is considered (where applicable).

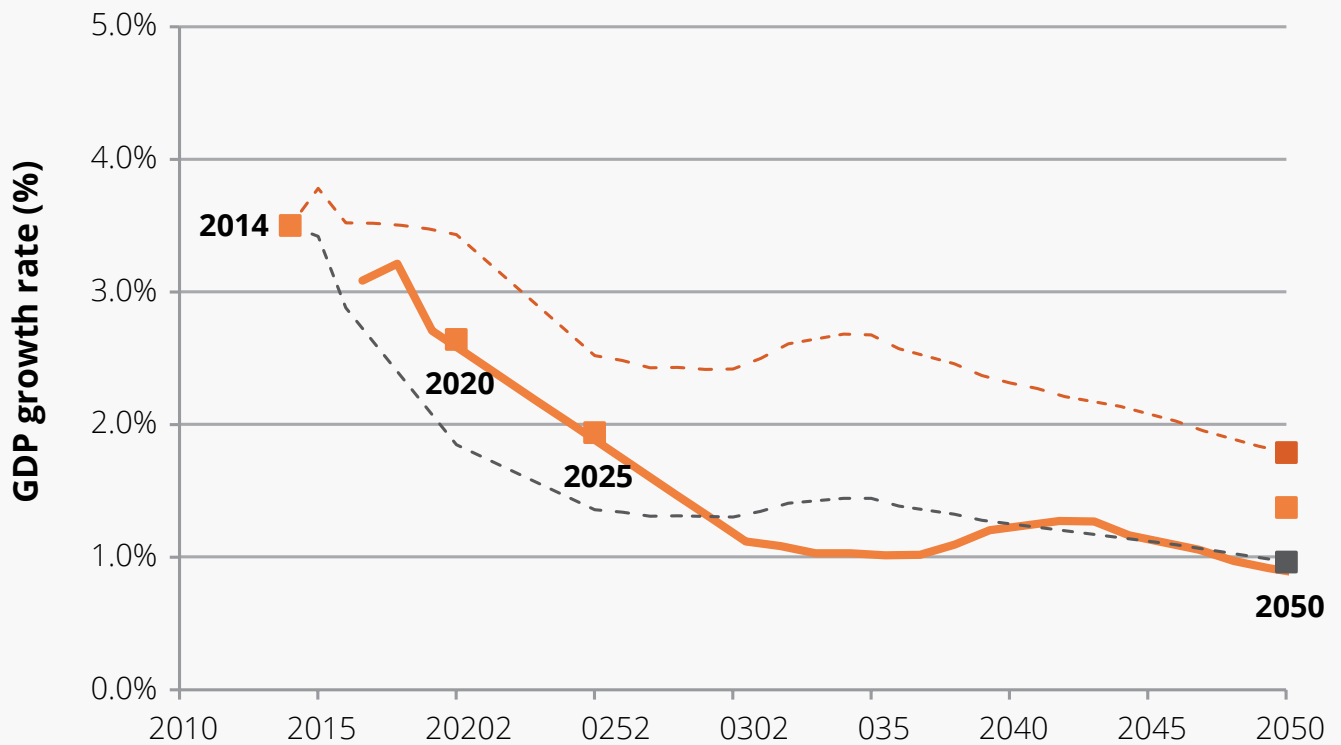
The project contains three main phases:

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.*

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**The Transport Master Plan covers all modes of transport: land, including public transport, maritime, air and intermodal transport.**

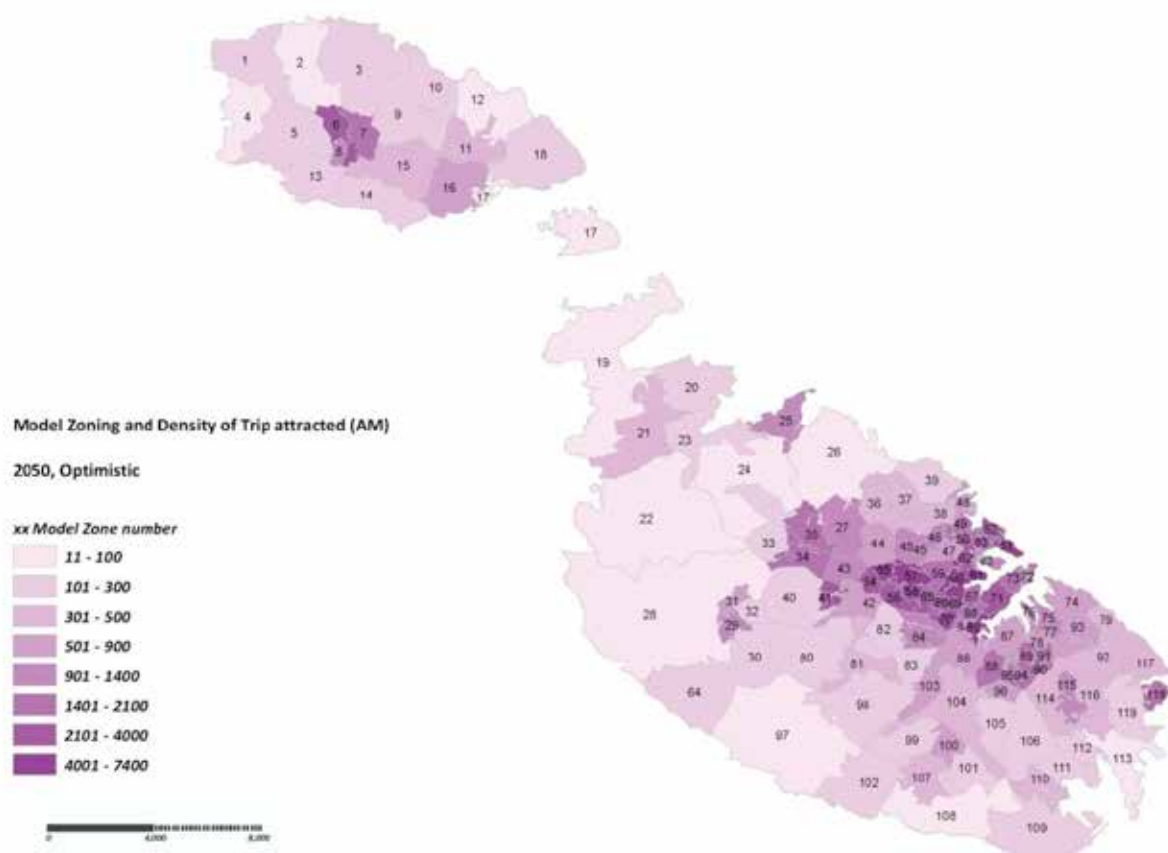
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**GDP growth rate, % (Eurostat; Ageing Report + EPC-EC; Elaboration)**

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.



***AM Future Attracted Trips density per TAZ, 2050, Optimistic (NTM; Elaboration)***

The work involves the detailed analysis of operation and regulation of all modes of transport, both internal and international, to identify problems and impact of transport, assess the transport demand and supply needs in both Malta and Gozo, and shall seek to forecast how Malta's transport system will perform in future years. Through the

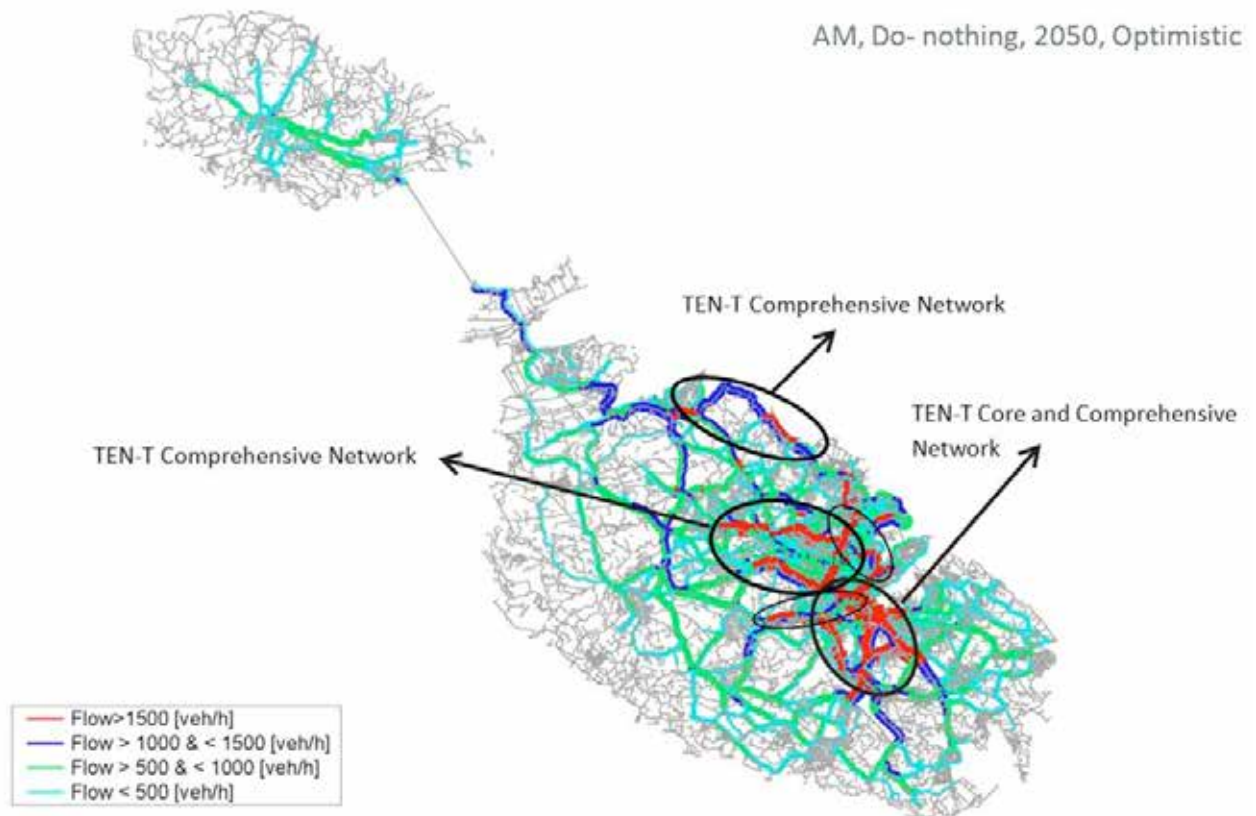
National Transport Strategy, in collaboration with all other Government Ministries and agencies, Transport Malta is developing a vision of where Malta wants to be in the long term, the strategic direction required to get there and the indicators that we can use to measure our progress towards that long term vision.

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**Transport Malta is developing a vision of where Malta wants to be in the long term.**

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**AM Road traffic volumes (PCU/h) of the entire network, Do-Nothing, 2050, Optimistic (NTM)**

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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.

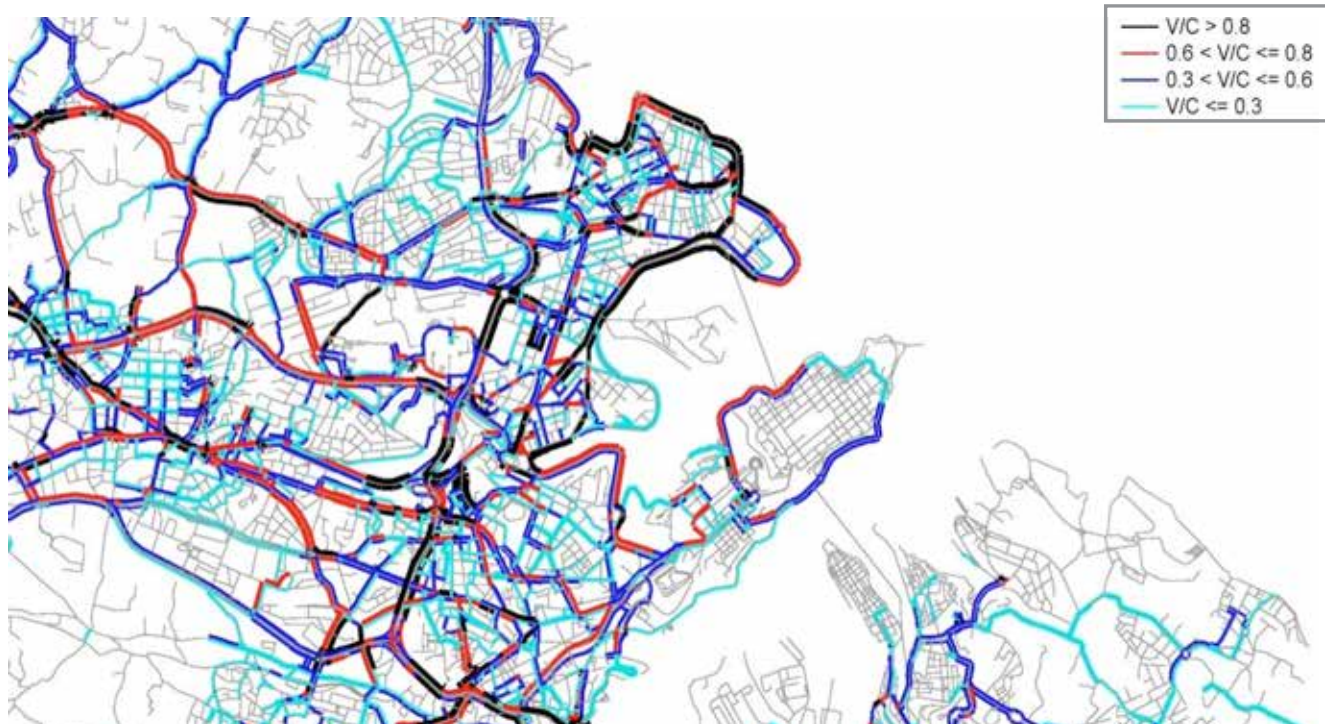
The development of the National Transport Strategy and Transport Master Plan will include various aspects of public involvement and shall include public consultation in 2016 on the measures considered in the draft Master Plan and Strategy.

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**The development of the National Transport Strategy and Transport Master Plan will include various aspects of public involvement.**

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**Volume / Capacity Map 2014 from the National Transport Model**

### 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.

### *TEN-T Core Network Corridor – Connecting Europe Facility*

The directorate participated at EU level in the strategic planning of the Trans-European Transport Network and in the development of the implementation programme for the Scandinavian-Mediterranean Core Network Corridor, which Malta forms part of.

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**Micro-simulation of the Marsa junction to determine the best options**

In the early part of the year, the Directorate coordinated the preparation of Phase I of the Marsa Addolorata TEN-T junction project as a proposal to be submitted for EU funding under the Connecting Europe Facility - transport sector. This involved the carrying out of a full cost-benefit analysis required for the financial and economic justification of the project and the testing and simulation

modelling of the preferred and alternative design options. The Marsa Addolorata TEN-T Phase I project was one of only 240 proposals selected for EU funding under the Connecting Europe Facility, scoring highly in the evaluation. The Grant Agreement for this project between Transport Malta and the European Commission that was signed in December 2015 allocates more than €38 million EU funds for this project.

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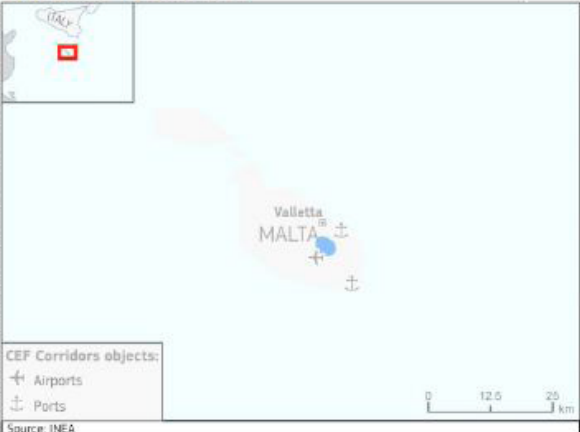


European Commission

### Upgrading of Modal Interconnection on Malta's TEN-T (road) Core Network: Marsaxlokk-Luqa-Valetta

**2014-MT-TMC-0360-W**  
Scandinavian - Mediterranean

<b>Cohesion Call</b>	
<b>Member State(s) involved:</b> Malta	
<b>(Coordinating) Applicant:</b> Authority for Transport in Malta	
<b>Implementation schedule:</b> Start date: December 2013 End date: November 2020	
<b>Requested funding:</b>	
Total eligible costs:	€45 711 522
Requested funding:	€38 854 794
Requested EU support:	85.00%
<b>Recommended funding:</b>	
Recommended total eligible costs:	€45 711 522
Recommended funding:	€38 854 794
Recommended EU support:	85.00%



CEF Corridors objects:  
✈ Airports  
⚓ Ports  
Source: INEA

The Scandinavian-Mediterranean Corridor in Malta includes the core sea ports of Valletta and Marsaxlokk as well as the core airport in Luqa, interconnected by a 22km road network. The proposed Action is part of a Global Project for their modal interconnection and the removal of a bottleneck by upgrading a critical section on the road network. The Action covers studies and works for the elimination of the northbound bottleneck at Node EA20a towards Valetta through the construction of an overpass link. It will also introduce modal shift initiatives such as a park and ride facility, connected bus lanes, cycle lanes and footpaths. The Action aims to contribute to the decongestion of the network and promote the efficiency of the Corridor. In the long term, the Action aims to improve Malta's territorial cohesion and achieve sustainability.

**Evaluation Remarks**

The proposed Action is very relevant to the Call for proposals as it covers studies and works for the removal of a bottleneck on a pre-identified section of the Core Network. The maturity of the Action is good as it has secured the necessary financial resources and political commitment. The action's impact is very good since it will reduce congestion and encourage modal shift towards public transport. The overall quality of the proposal is very good since the activities are coherent with the Action's objectives and are adequate to achieve them.

**Approval of funding for the TEN-T Project to upgrade Marsa junction.**



### *EU Strategies*

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. It presented Malta's position on the subject of resource efficiency in the transport sector during discussions with the European Commission on the Country Specific Recommendations for 2015 and, in conjunction with the Ministry for Transport and Infrastructure, organised visits to Malta by Mr. Brian Simpson, European Coordinator for TEN-T Motorways of the Sea and high level representatives from the Association of the European Rail Industry (UNIFE).

### **Major Infrastructure Planning**

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

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

In 2015, Transport Malta received 171 MEPA planning applications for consultation of which 41 required either a Transport Impact Assessment or Simplified Transport Study. The Directorate has coordinated the inter-directorate feedback by Transport Malta on these applications. The Directorate also assessed 123 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 19 Development Notification Order (DNO) applications and 74 pre-DNO applications.

Transport Malta was also consulted by MEPA on 40 Planning Control applications for changes of schemed road alignment.

### **Development of Transport Policies**

ITSD provided specialised transport input into cross-sectoral policy documents including policies and plans on tourism, environment and local plans. Representatives of the directorate had

prepared a number of conference papers over the year, including papers on urban mobility, motorways of the sea, and Europe-Asia transport networks which were presented at major international conferences held in Cyprus, Italy, South Korea and China.

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

#### *Assessment of EU Legislative Proposals*

During 2015, 16 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 6 draft national positions and briefings (for committees, expert groups and other meetings) were prepared by the Directorate, and another 15 for meetings attended by staff from across TM were reviewed. The coordination and approval by Government of these 21 positions were developed in 2015.

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

The Directorate continued 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 and participated in UN expert group discussions on transport and climate change.

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

The Malta National Electromobility Platform (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. Set up in December 2013 with the aim to promote electromobility in Malta and implement the Malta National Electromobility Action Plan (MNEAP), the MNEP continued in its activities aimed at promoting the electrification of transport in Malta with the aim to contribute towards a number of environmental targets including:

- *Cutting Greenhouse Gas Emissions by a limited increase of 5% when compared to 2005 levels;*
- *Achieving a 10% RES in fuel use;*
- *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.*

### Ongoing and past projects

In line with MNEAP, this Unit continued working on a number of initiatives during 2015.

#### PORT-PVEV (2012 – 2015)

This project came to a conclusion during 2015. Through the project, which was funded under the OP Italia-Malta 2007-2013, TM installed a Photovoltaic Plant at the Malta Transport Centre (TM Head Office Located in Marsa). The plant covers a surface area of 1,290m<sup>2</sup> and produces 189,240 kWh/annum.

The energy generated by the PV plant is utilised to offset part of the energy required by the building and also used to entirely offset the energy required by the electric

vehicles deployed as part of TM fleet through the same project. Thirteen full electric vehicles have been deployed in total which are to be used as part of Transport Malta's day-to-day operations within the port area. Vehicles purchased include:

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

The energy required by the fleet accounts for 51.37% of the total energy produced by the PV plant, meaning that the total average of 85,506 km travelled by the vehicles annually is entirely carbon neutral. The electric vehicles are charged using the supporting infrastructure installed through the project at the TM premises which include one fast charger which charges a car battery from 0-80% in 30 minutes; one medium-fast double point charging pillar and one wall box.

The project also studied the extent to which direct 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. Two double point charging pillars are installed at each station located in Ta' Xbiex, Deep Water Quay and Ċirkewwa. When a vehicle is connected to the pillars, electricity to charge the vehicle is extracted directly from the on-site battery. Electricity is then extracted from the grid when the battery is depleted. Should no vehicles be connected to the pillars, the on-site battery releases the excess energy into the grid. Through the project, it was determined that the 3 solar car charging stations can support a total of 3,285 EV full charging events at full carbon neutrality; i.e. using solely solar power.

The PORT-PVEV project has achieved an overall 122.99 tonnes in Carbon Dioxide Emissions savings, and which will continue to be saved annually through the use of the equipment and installations deployed through the project.

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. The technology represents a process whereby electrical power is supplied to ships from the quay-side while the main and auxiliary engines of the ships are shut down. Using this infrastructure, ships can turn off their engines for the entire time they are docked at the harbour and use the electrical power supplied from the national electricity grid to power the vessel. The Feasibility Study was published in the second quarter of 2015.

#### *MEDNET (2012 – 2015)*

Through the MEDNET project, co-financed under the MED Programme and concluded in 2015, Transport Malta compiled the required preparations needed to develop a National Single Window (NSW) in preparation for the entry into force of the Port Formalities Directive 2010/65/EU. The purpose of the directive is 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 a harmonised and coordinated manner.

Through MEDNET, Malta compiled a Masterplan to guide the set up of Malta's National Single Window. The Masterplan also fed into the MEDNET Strategic Action Plan which is intended towards the harmonisation of port operations.

#### *GROWSMARTER (2015 – 2020)*

Funded under Horizon 2020, Transport Malta is participating on behalf of the Valletta Region as a Follower City to observe and follow activities being implemented with regards to roll out and installation of EV charging infrastructure and the deployment of e-car and e-bike sharing solutions. At the end of the project, TM will have compiled two Replication Plans in this regard that will guide similar implementation of activities in Malta. During 2015, the MNEP Unit worked on the drawing up of the respective tenders for the engagement of consultants which will be providing for the supply and

delivery of a detailed Preparatory Study (including a Mapping Plan) and a Cost Benefit Analysis for the extension of the current electric vehicle charging network and additional infrastructure connected with electromobility around the northern and southern port (Valletta) regions. It is envisaged that this project will be completed during the year 2016.

### **Project Applications submitted for EU Funding Consideration**

#### *LIFE ECO DRIVE (LIFE)*

An application for LIFE funding was submitted in the 4th Quarter of 2015 for a project whose aim is to create awareness on the environmental effects of road transport emissions and educate selected members of the public on sustainable transport practices which could be adopted to make transport in Malta more energy-efficient and less harmful to the environment. The outcome of the application will be made public during the first quarter of 2016.

#### *DESTINATIONS (CIVITAS)*

An application for CIVITAS funding was submitted in 2015 for a project whose aim is to deploy, demonstrate and test various measures within Valletta and its surrounding region. The measures are geared towards reducing the impact brought about by the transport demand created by tourism both in the passenger and freight sectors. Measures include the integration of the Marsamxett ferry landing site within the public transport network, testing of the last mile delivery of goods, compilation of a sustainable urban mobility plan for the region and deployment of various data collection measures. The outcome of the application will be made public during the first quarter of 2016.

#### PEPE (INTERREG-MED)

An application for INTERREG MED funding was submitted in 2015 for a project whose aim is to compile a Sustainable Energy Action Plan for the port area and deploy pilot projects with the view of encouraging and deploying car pooling on a wide scale. The outcome of the application will be made public during the first quarter of 2016.

#### Grants for Electric Vehicles

During 2015, through the input from the MNEP, grants as part of the Car-Scrappage Scheme for private individuals who wanted to purchase a BEV or a Battery operated quadricycle were extended. The grants put in place were as follows:

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

During 2015, the MNEP in consultation with TM and MTI as well as with the State Aid Monitoring Board, also extended the above grant for private companies, partnerships and self-employed persons to use the grants for commercial vehicles. While individuals and 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. Discussions were also held to extend the grant further into 2016.

The efforts of the Government in the field of electromobility has meant that the number of electric vehicles has increased from 36 electric vehicles by the first quarter of 2013 to 163 full electric vehicles and 449 hybrid vehicles at the end 2015.

#### European Mobility Week and the 2nd National Conference

During 2015, the MNEP was also entrusted with the coordination of the 2015 edition of the European Mobility Week (EMW). In 2015, the Do The Right Mix Campaign was launched by the European Commission thus extending the European Mobility Week events throughout the year.

In this regard, apart from the events which took place between the 16th and 22nd September, events were also held during the last week of October to promote the 'Do the Right Mix' message.

#### European Mobility Week: 16th to 22nd September

Activities deployed in 2015 where an improvement of what took place in 2014. Activities included:

- A competition for Local Councils to implement activities during the EMW with a set of criteria that had to be followed, relating to transport, planning, renewable energy measures. Three Local Councils were shortlisted to avail themselves of a cash grant of €2,000 per Council;
- A competition for NGOs to implement activities during the EMW with a set of criteria that had to be followed, relating to Transport Measures. One NGO was shortlisted to avail of a cash grant of €2,000;
- The organisation of the second edition of the National Bicycle Ride which took place on Independence Day. 160 participants took part in the ride, which is double the participants who took part in 2014. A lottery among participants was drawn at the end of the event by which five cyclists were awarded a pedelec each;

- *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. Bormla Local Council won the competition, receiving a €50,000 grant to implement the proposed project which will introduce electric bus transport on demand within Bormla. St Paul's Bay was the second runner-up and received €30,000 to introduced e-bike sharing within the locality;*
- *Car Free Day was celebrated on 27th September. St Anne Street was closed for vehicular traffic on the day.*

#### *DO THE RIGHT MIX Campaign/ 2nd Electromobility Conference*

On 28th October 2015 Transport Malta organised the 2nd National Electromobility Conference entitled 'The Air We Share' during which the Minister for Transport and Infrastructure and the Minister for the Environment, Sustainable Development and Climate Change addressed participants on the current developments in the electromobility transport and air quality sectors. The main issues which were highlighted included Government's efforts in reducing congestion through a series of initiatives like car sharing and pooling and reducing pollution generated by traffic through grants in favour of electric vehicle take-up, as well as Government's continued efforts at addressing air quality through a review of a policy which was being discussed at Cabinet level and which would be up for discussion by the public and stakeholders in the weeks that followed. Other experts, both local and foreign, participated in the conference.

The Greening the Islands Conference, an annual, travelling conference highlighting sustainable solutions for islands was held in Malta for the first time between the 29th and 30th October at the Malta Conference Centre and in conjunction with The Air We Share Conference. The themes for the two-day event focused on transport, energy

and water with the aim of implementing an interdisciplinary approach between these key areas of green economy.

As part of the events mentioned above, an Award Ceremony was held during which presentations were made to the winners of "Greening the Islands international call for submissions for projects aimed at implementing green solutions". In this regard, Transport Malta's own project – PORT-PVEV – won the transport category for best Greening Transport Solution.

Presentations by Transport Malta were also made to the local councils of Paola, Valletta, Qormi and Bormla for their ranking in the 2014 SUMP Competition. Bormla and St Paul's Bay were nominated as winners for the 2015 SUMP Awards and a special award for achievement went to Birgu for efforts made in greening the Birgu locality through pedestrianisation.

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**Activities deployed in 2015  
where an improvement of  
what took place in 2014.**

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Furthermore, between the 26th October and 1st November events aimed at promoting sustainable mobility were held in various localities around Malta and Gozo as follows:

- *Between the 26th and 30th October, Bormla Local Council offered free electric taxi services from all parts of Bormla to the city centre.*
- *On the 30th October, Għarb Local Council (Gozo) hosted a workshop on cycling safety and other activities at the main square which was pedestrianised for the day.*
- *On the 31st October, Għaqda Muzikali Madonna tal-Ġilju hosted a workshop on cycling safety, a rodeo for children, an Electric Vehicles Exhibition and other activities at the Mqabba main square which was closed for traffic for the day.*
- *On the 1st November, Birgu Local Council hosted several activities at the city core which was entirely closed for traffic on the day. Activities included walking tours and electric vehicle tours around Birgu's historical centre, electric cars and antique bicycles exhibitions, dgħajjes tal-pass transport from Birgu to Valletta and Isla, all offered on discounted prices on the day.*

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All of these events were held as part of the 2015 'Do The Right Mix' Campaign, a joint initiative in conjunction with European Mobility Week being promoted by the European Commission to promote urban sustainable mobility.

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**Between the 26th October and 1st November events aimed at promoting sustainable mobility were held in various localities around Malta and Gozo.**

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# PORTS AND YACHTING DIRECTORATE

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

### The Port of Marsaxlokk

Marsaxlokk hosts the container transshipment terminal and industrial storage facilities which are operated by the Malta Freeport Terminals. It also has a number of petroleum terminals. These include the terminals operated by Oiltanking Malta Limited and San Lucian Oil Company Limited. Other petroleum installations in the port are operated by Enemed, a Government owned company that is responsible for petroleum operations, in particular the importation of fuel for the domestic market. Enemalta is the public entity responsible for power generation and the Delimara Power Station Berth. LNG import facilities including jetty to cater for the berthing of a Floating Storage Unit (FSU) and a shore based Regasification unit are under construction. The LPG Gas Installation is located within this port with its LPG bottling and storage facility located at Bengħajsa and operated by Gasco Energy. Berthing facilities for LPG tankers are located at Oil Tanking Ltd.

### Marsamxett

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

### Mġarr and Ċirkewwa

The Port of Mġarr, Gozo is the largest port on the island. The island of Gozo is connected by a scheduled passenger ro-ro service that operates on a route between the ports of Ċirkewwa, Malta and Mġarr, Gozo. The ferry service is operated by Gozo Channel Company Limited.

The Port of Mġarr is also a fishing port and hosts a marina and several berths for small craft. The port also caters for small cargo vessels and the occasional small cruise liner. Large cruise liners are also permitted to anchor outside Mġarr Harbour thus providing the possibility to offer Gozo as a cruise destination. The transfer of passengers ashore is carried out either with the ships' tenders or local commercial vessels.

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

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



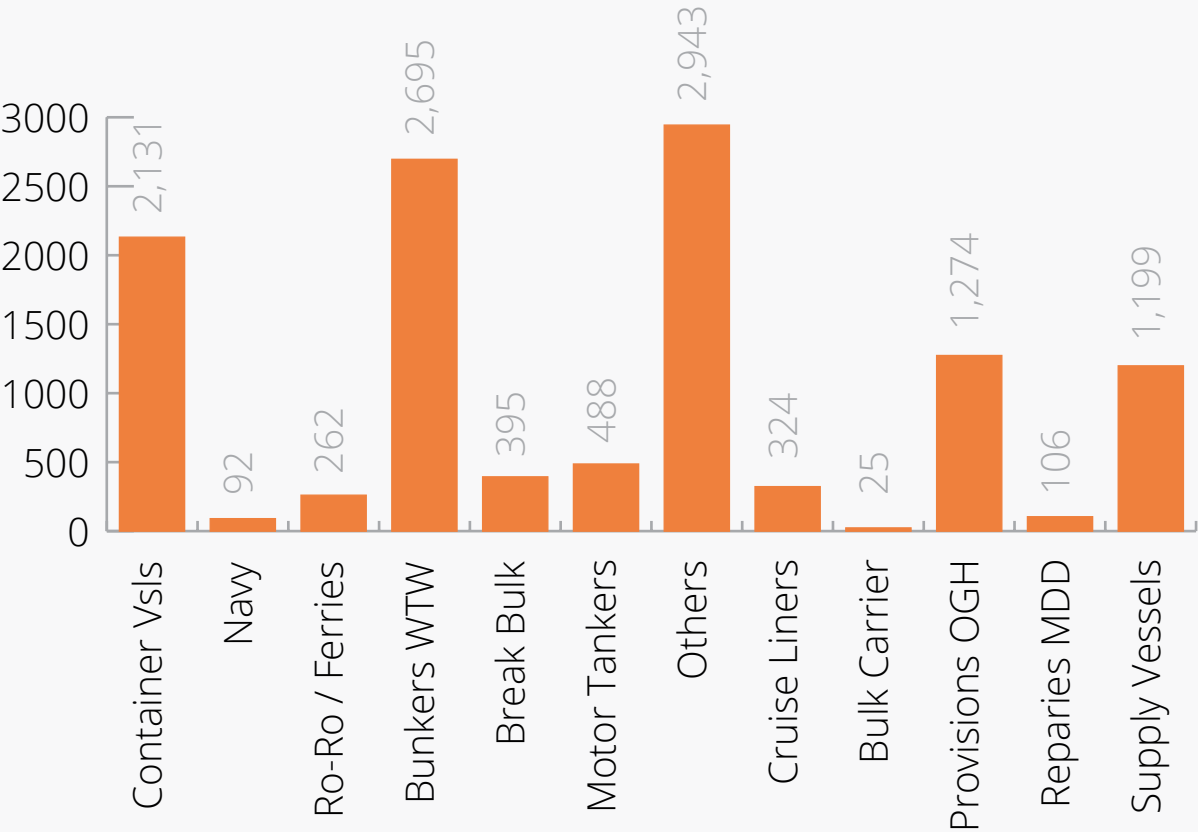
The main statistics are collated over the year under review show the following:

- *During 2015, the total number of cruise passengers visiting the Maltese Islands stood at 678,270, an increase of 31% over the previous year. The 27% of cruise passengers were from Germany and 16% from Italy. 6% of passengers from non-EU states came from the United States. There were 324 cruise liner calls to the Maltese Islands in 2015, an increase of 16 vessels when compared to 2014 levels. Out of these, 18 cruise vessels with 9,873 passengers anchored off Mgarr Gozo.*
- *The number of ferry passengers has stood at same levels of the previous year from 289,346 to 289,334 passengers.*
- *Unitised cargo continued to register an increase in volumes in the Port of Valletta. Trailers at the Port of Valletta registered an increase of 7% over last year, from 75,856 to 80,862 this year.*
- *The number of ship calls also registered an increase over the previous year, from 11,297 in 2014 to 11,934 during the year under review, a further increase of 6%. Out of these, 7,409 vessels entered Maltese ports while 4,524 remained in territorial waters to render a service such as bunkering, conveyances and provision of supply.*
- *The number of visiting foreign yachts at marinas amounted to 1,741 yachts during 2015.*

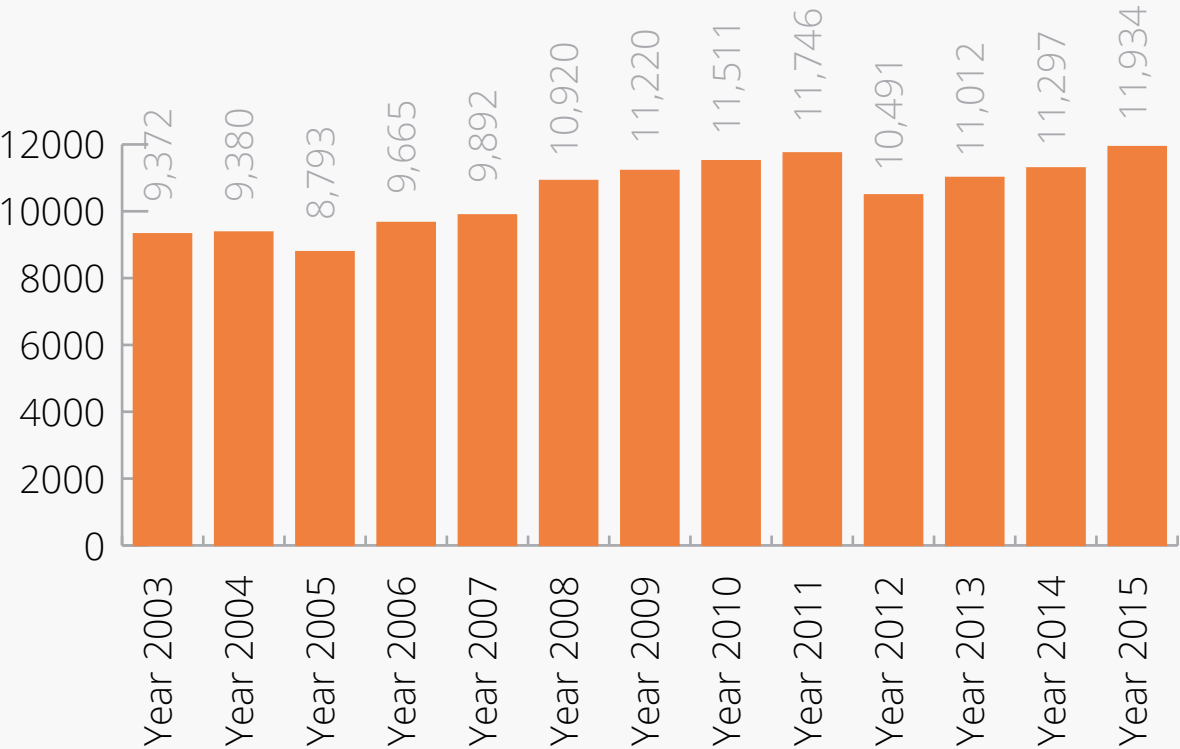


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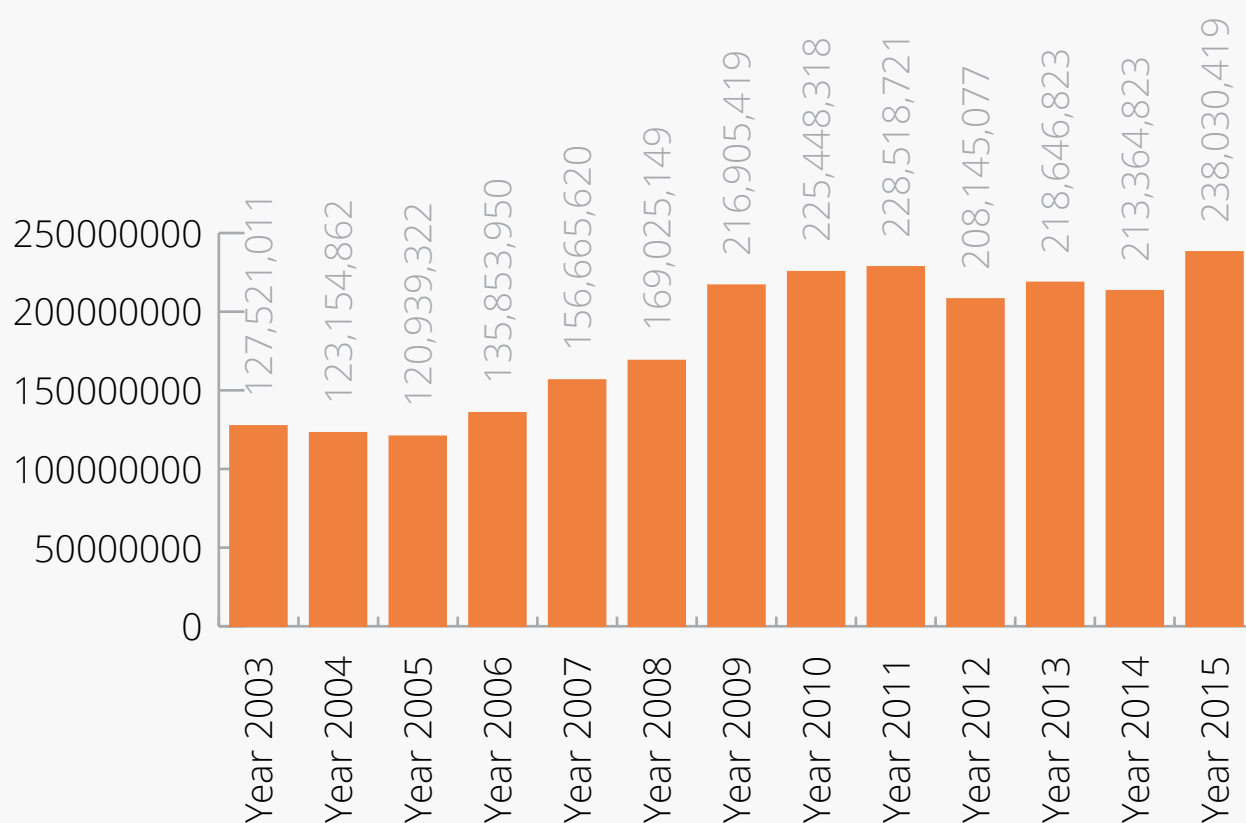




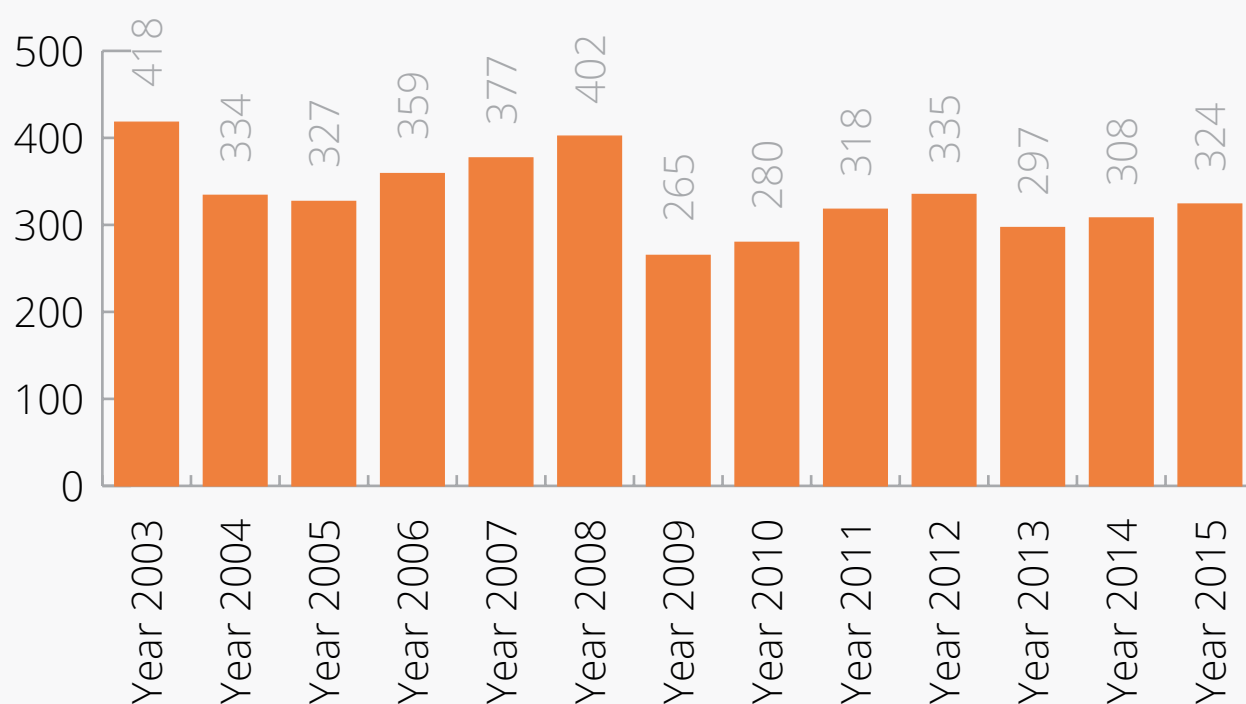
Shipping Movements from January to December 2015



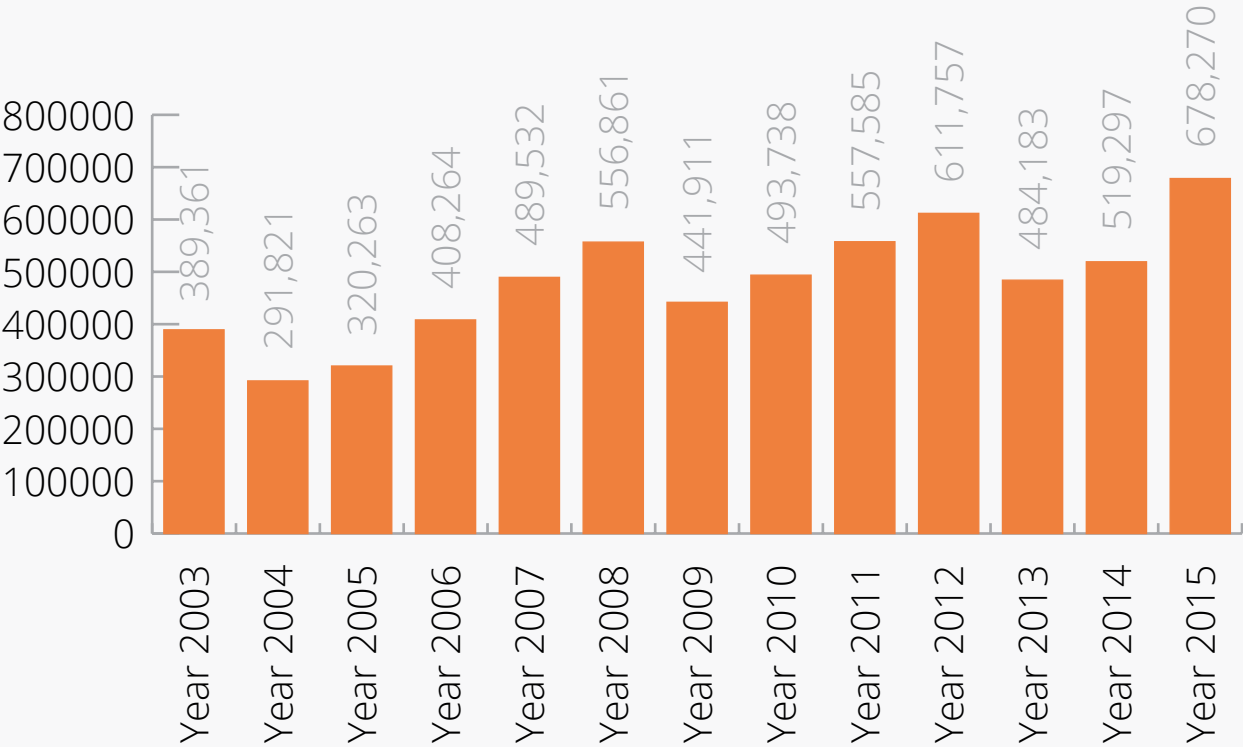
Number of Vessels arriving in Malta



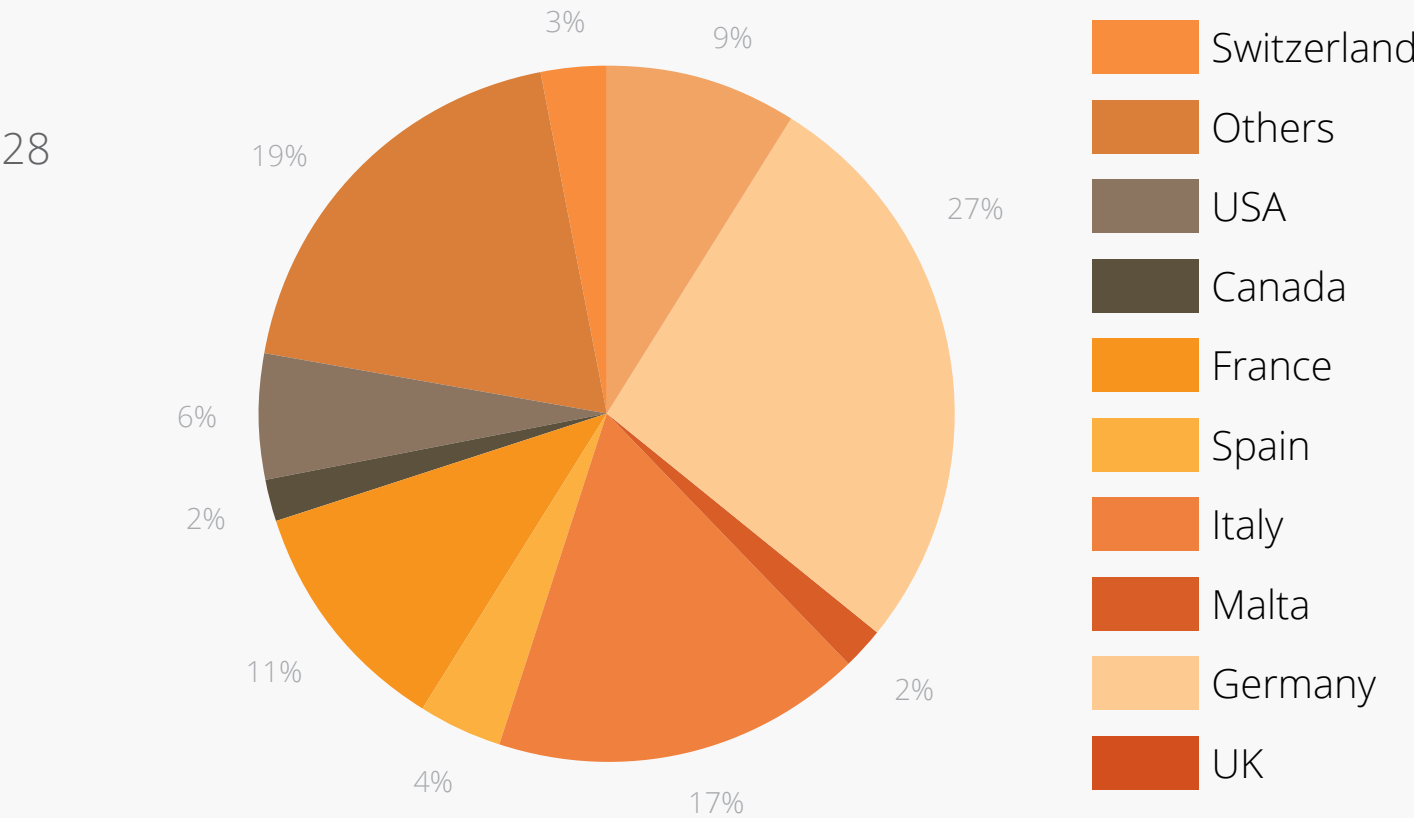
**Gross Tonnage of Vessels in Malta**



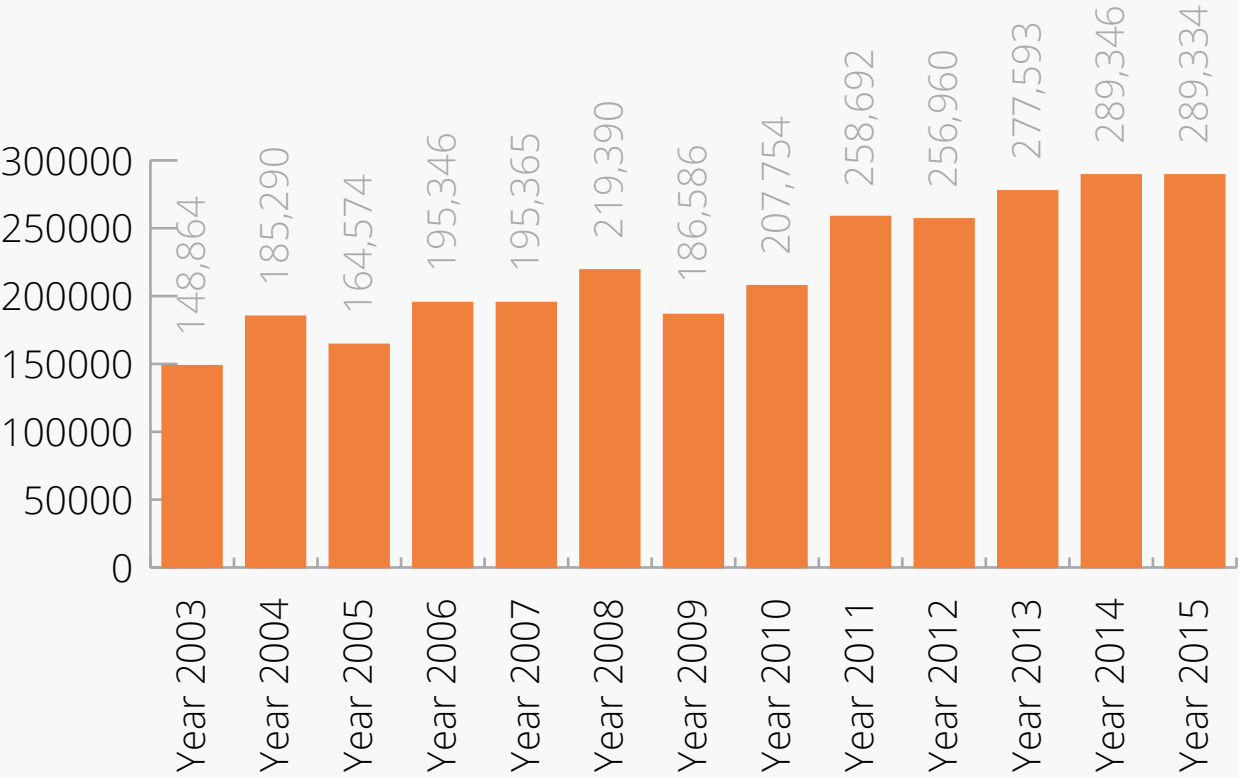
**Cruise Liners in Malta**



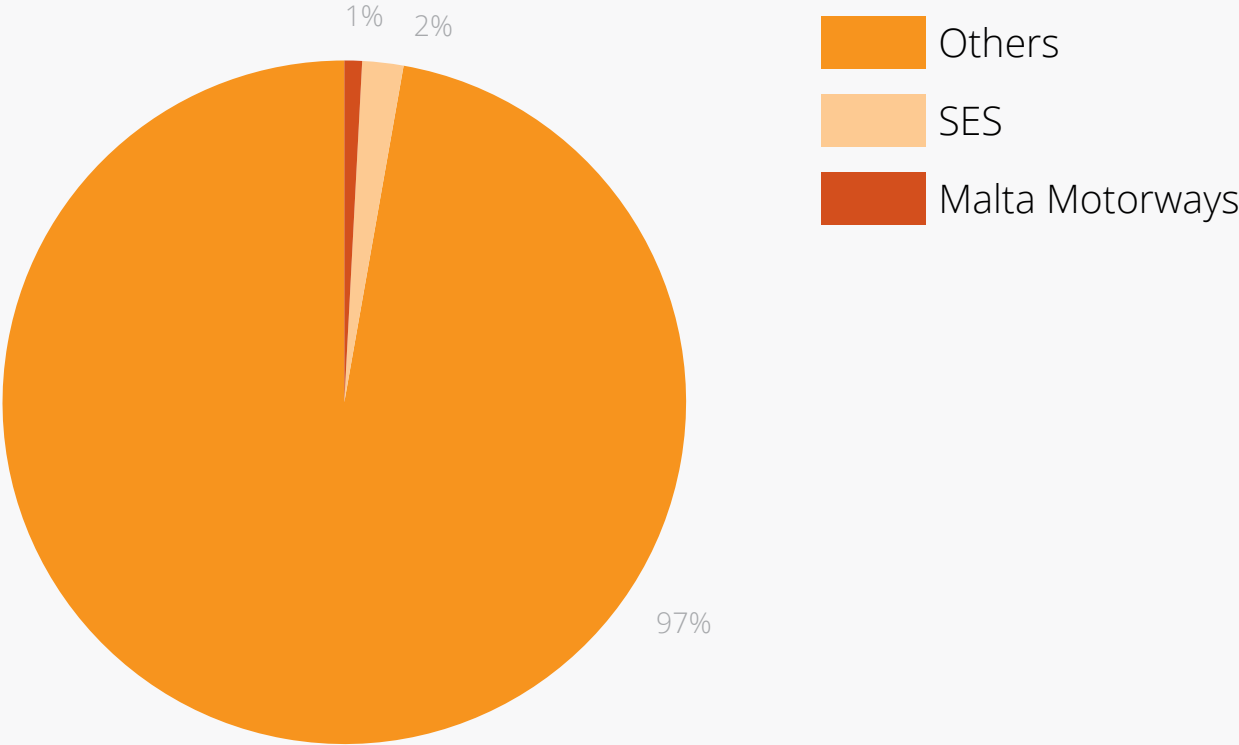
Cruise Passengers in Malta



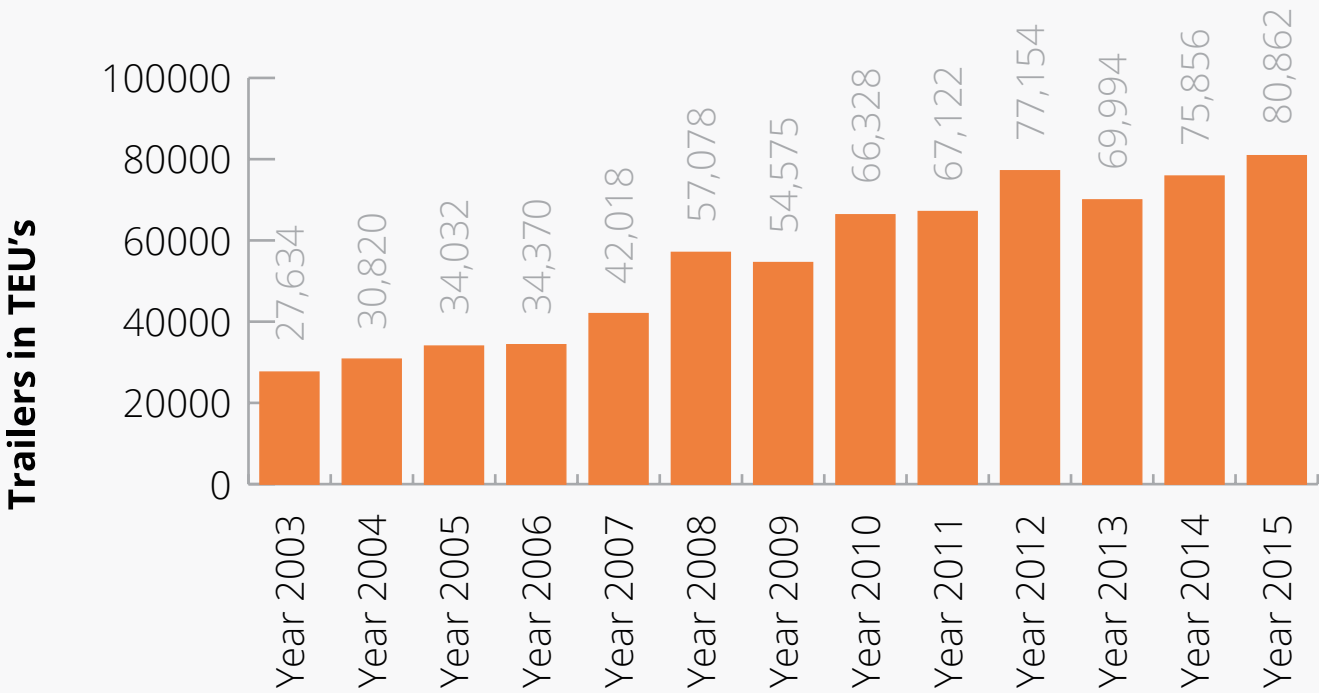
Cruise Passenger Nationalities



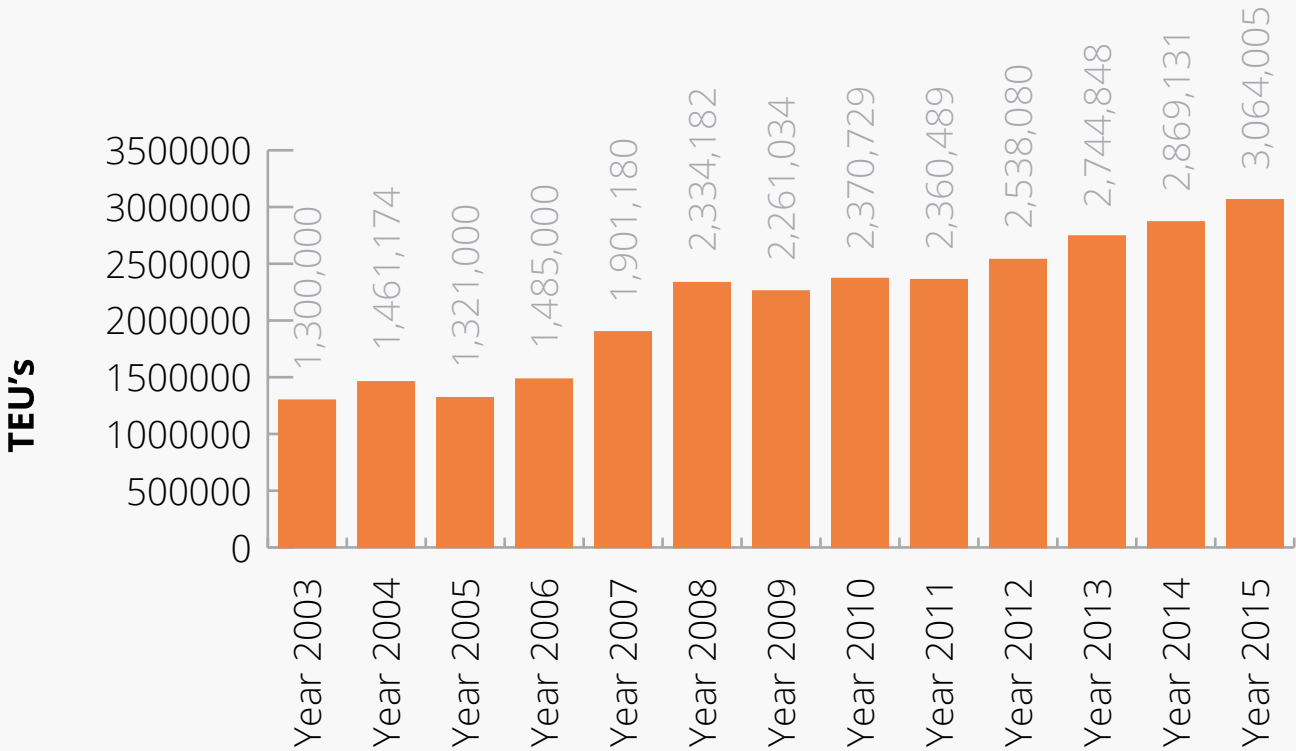
Ferry Passengers in Malta



Total Ferry Passengers from January to December 2015



*Trailers handled at Port of Valletta (TEU's)*



*Cargo Throughput at Malta Freeport*

Monthly Arrivals	Classification by length of yacht							Total
	1-12m	13-23m	24-36m	37-48m	49-60m	61-72m	Over 72m	
<b>January</b>	22	13	5	5	2	0	1	48
<b>February</b>	9	7	3	0	1	0	1	21
<b>March</b>	5	13	4	4	2	0	0	28
<b>April</b>	39	68	9	8	3	0	1	128
<b>May</b>	81	103	23	9	10	4	1	231
<b>June</b>	102	124	24	7	7	2	1	267
<b>July</b>	130	114	17	15	15	2	1	294
<b>August</b>	168	107	25	4	4	3	2	313
<b>September</b>	60	93	19	7	5	2	3	189
<b>October</b>	44	76	18	9	4	1	3	155
<b>November</b>	12	20	5	2	2	2	4	47
<b>December</b>	8	5	5	1	0	0	1	20

#### ***Foreign Visiting Yachts at the Marinas for Year 2015***

##### **Malta Freeport**

During the year under review, the '2M' Alliance made up of Maersk Line and Mediterranean Shipping Company (MSC) and the 'Ocean Three Alliance' composed of CMA CGM, China Shipping Container Lines (CSCL) and United Arab Shipping Company (UASC) chose Malta Freeport Terminals as their main transshipment hub in the Central Mediterranean. This is a significant accomplishment for Malta Freeport Terminals which clearly attests that the Freeport's facilities offer carriers the required infrastructure and equipment to operate the largest vessels. The new Alliances have strengthened Malta Freeport Terminals' accessibility and the Freeport is now offering its clients a total of 17 weekly mainline services, which are complemented by an extensive number of weekly feeder services. A total of 128 ports all across the globe can now be reached from Malta Freeport Terminals. The increased regular global network connections available from the Port are providing the local importers and exporters remarkable opportunities to boost the efficiency and competitiveness of their business operations.

The 17,722 TEU CMA CGM KERGUELEN, the Group's largest vessel, also called at the Malta Freeport during May 2015. This vessel, which is the largest ever to call at the Freeport, has outstanding dimensions including a length of 398 metres, a width of 54 metres, reefer plugs amounting to 1,254, a draft of 16 metres and is equipped with all the latest environmental technologies.

Malta Freeport Terminals Ltd has purchased a total of 24 terminal tractors which will complement the existing yard and quay equipment. These recently acquired MOL tractors are a welcome addition to the current fleet aiding in the efficiency of port operations.

Malta Freeport Terminals welcomed the 18,000 TEU CMA CGM BOUGAINVILLE which has entered the Port of Marsaxlokk during October 2015. This giant of the seas, which was delivered by the Korean shipyard Samsung, has extraordinary dimensions including a length of 400 metres, a width of 54 metres, a draft of 16 metres and a deadweight tonnage of 185,000 tons. Malta Freeport Terminals took delivery of 4 New Quayside Cranes which arrived at the Freeport's facilities on the heavy load carrier 'Zhen Hua 13'. These Cranes, which were built by ZPMC in Shanghai, have exceptional specifications having an outreach of 72m, a capacity of 85 tonnes, a lifting height under spreader above rail of 54m and capable of handling twin-lift spreaders. The new cranes are able to effectively handle 18,000 TEU vessels and larger. This investment was imperative for the Freeport considering that the shipping lines are investing heavily in ever-larger container vessels. With these cranes Malta Freeport Terminals is the only hub in the Mediterranean capable of handling 18,000 TEU vessels and over on 2 berths.

Three of these cranes will be placed on Terminal One North Quay and Terminal Two North Quay. In preparation for the arrival of the new cranes, Malta Freeport Terminals undertook infrastructural works thus ensuring that these will be able to operate alongside the overall length of the quay.

### **Small Ships Registration and Commercial Vessels**

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

This Directorate is also responsible for the small ships registration and issue of nautical licences. During the year under review, there were 693 new registrations of small ships and 1,034 new nautical licences were issued.



**The new Alliances have strengthened Malta Freeport Terminals' accessibility and the Freeport is now offering its clients a total of 17 weekly mainline services, which are complemented by an extensive number of weekly feeding services.**





Type of Certificate	Total issued in 2015	
<b>Commercial Vessels Certificates</b>		
New	141	
Renewals	646	
<b>Commercial Vessel Operator Licence</b>		
New	58	
Renewals	250	
<b>Certificates of Competency</b>		
New	58	
Revalidation	107	
Equivalency	32	
<b>Authorisation of Maritime Events</b>	47	
<b>Registration of Small Ships</b>		
New Registrations of small ships	693	33
Renewal of small ships	5,729	
<b>Moorings</b>		
Malta and Gozo	1,204	
<b>Nautical Licence</b>		
New	1,034	
Renewals	557	

### Maritime Security and Enforcement

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

### Safety at Sea Enforcement

Effective law enforcement is crucial for good order at sea. During the year under review, the Maritime Security and Enforcement Department recruited and trained a number of Maritime Enforcement Officers to be able to extend its enforcement operations from a seasonal to an all-year round surveillance at bays and ports. This department also continued to play an active role in the Authority's annual safety at sea campaign taking place during the summer season. Enforcement at sea was reinforced by the daily deployment of maritime enforcement officers on board sea craft to perform patrolling and to ensure safe navigation and bathers' safety as much as possible. Furthermore, with the increase of night time sea activities including organised boat trips and night cruises, MSED carried out, for the first time, night patrols and inspections specifically on commercial vessels.

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 by stressing caution and responsibility, so that, whenever possible, incidents which can sometimes be fatal, are avoided. This notwithstanding, and as overspeeding close to shore remains a problem at our bays and ports, the Authority continues to be vigilant against those who abuse and imposes the applicable administrative fines where necessary

Transactions related to MSED	2014	2015
Vessels Inspected	764	1246
Vessels Found In Order	306	587
Vessels Found Contravening the Regulations	389	659
Warnings issued	255	356
Charges Issued	134	303

During 2015, as in previous years, the Ports & Yachting Directorate continued to implement the concept of bay coordinators. The scope of these coordinators is to establish a continuous presence at the most popular Maltese bays throughout the summer period, so as to ensure that the Authority's presence is felt and to ascertain that sea craft owners abide with the stipulated laws and regulations. This leads to a safer atmosphere within Maltese bays benefiting all.

In view of the ever increasing number of maritime activities, including those at a national level, the MESD took a very active role to facilitate and support these events mostly to ensure that these are carried out smoothly and with minimum disruption on commercial movements. Such assistance includes the preparation for port closures, coordination with other emergency service providers and enforcement agencies, as well as the direct involvement of the Department in providing its dedicated staff to ensure good order at sea. To mention a few, the CHOGM, Valletta Summit, President's Cruise for Solidarity, the Mediterranean Retracing Silk Route, as well as the internationally renowned RC44 and Rolex Middle Sea Races were amongst some of the maritime events hosted during the year under review.

The MESD was also continuously engaged in the following assignments during the year under review: legal/court proceedings; inspections/enforcement on commercial operators, moorings, marinas, slipways and landing places; as well as by providing assistance to other local enforcement agencies, particularly in emergency situations at sea by rapid conveyance for those requiring urgent medical attention.

### **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 over twenty incidents that required the unit's intervention. These incidents were mainly Tier 1 oil spills, a chemical spill from a container vessel, one fire incident onboard

a pleasure vessel 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 incidents are reported every month by the shipping community or the public.

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 also vetted and approved a number of Emergency Response Plans and Waste Management Plans and also issued Waste Exemption Certificates.

The Unit organized and conducted its national annual major oil spill exercise, MALTEX 2015, on 1 and 2 September 2015 in collaboration with the European Maritime and Safety Agency. The objective of this exercise was to test and consequently review aspects of policies, procedures and communications between national, regional and international entities and to deploy equipment at sea. On 1 September an EU-wide Table Top exercise was held back to back with MALTEX 2015 with 45 participants from EU Member States, EMSA, the Commission as well as industry stakeholders. The aim of this exercise was to test the EU Places of Refuge Operational Guidelines which were developed over the previous two years. Head PIRU was fully involved in drafting these Guidelines which were subsequently accepted by the EC. These Guidelines will serve to facilitate the allocation of a place of refuge to a vessel in need of assistance and facilitate quick decision making especially in cases where more than one Member State is involved. They will also serve to give a better understanding to salvors and ship owners / operators of what information and processes are required from Competent Authorities in such circumstances.

The PIRU is also the project promoter for the project 'Oil/HNS Spill Response Capacity Building for the Protection of Malta's Seas'. Through this project which is co-funded by EEA Grants, Transport Malta will address training requirements at a national level, establish a training programme, upgrade training facilities and equipment and address pollution risks from oil offshore drilling operations within and outside of Malta's territorial waters. A number of projects' key activities were completed last year and a workshop with all concerned stakeholders was organized in July. The Project Leader and the Project Manager attended working meetings at the Donor Project Partner's Head Office in Horten, Norway.

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

The Traffic Management Unit is responsible for the receipt and processing of pre-arrival notifications, berth planning and coordination of vessel movements within our ports, and the territorial waters of Malta. On an operational level the unit provides the important ship-shore interface, particularly at the planning stage with the various port users and service providers: ship agent, pilots, tugs, mooring men and the terminal operators. The Unit contributes to operational efficiency by pre-empting situations that require particular attention or priority to ascertain that ships are not caused undue delay and that services are rendered in line with industry practice.

The unit is focused in maintaining its important role as the notification authority for all vessels requesting to call at Maltese ports or for services within the designated anchorages within territorial waters and to ensure that safety considerations are adhered to and maintained. It is also responsible for the issue of any applicable permits and the clearance relating to the transport by sea of dangerous and polluting goods.

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

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

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

#### **Commercial Unit**

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

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

### Hydrography

During the year under review, the Hydrographic Office has applied for Membership to the International Hydrographic Office (IHO). Such application was supported by the Minister for Transport & Infrastructure and passed through parliament. This is now pending approval from IHO member states.

During a meeting held in Monaco regarding Maritime Safety Information (MSI), the Hydrographer presented to the World Wide Navigation Warning panel group Malta's proposal for Malta Radio (operated by AFM) to start transmitting NAVTEX warnings on Tunisian allocated times. This proposal had been previously endorsed by the AFM.

The Hydrographic Office also initiated the process to take over the Electronic Navigation Charts (ENCs) following discussions with United Kingdom's Hydrographic Office (UKHO) to transfer this responsibility to Malta as per SOLAS regulation V Chapter IX.

In addition, the Hydrographic Office carried out various hydrographic surveys at Malta Freeport Terminals to monitor the seabed following the dredging by De Null in 2014. The Hydrographic office also carried out various hydrographic surveys at ex-Marsa Shipbuilding for the safe navigation of an

Oil Rig that was berthed at Quay 5. The channel off Coal Wharf was also surveyed several times to ascertain that the minimum depth had not changed. Similar to previous years, this unit was also involved in the reorganisation of swimmers' zones by providing up-to-date charts and delineating new swimmer zone areas. It also supported the Directorate by providing charts for the setting up of a pontoon at Pieta' to reorganise the moorings in this area, as well as drawings for proposals regarding the reorganisation of moorings at Kalkara Creek.

### EU and Local Legislations and Regulations

During the year under review, the Authority was subject to various Court proceedings amongst which were cases involving changes in berthing agreements. Apart from managing and advising on legal issues and policy matters, during 2015 the Legal Unit within the Directorate was also involved in reporting with respect to the implementation of EU directives such as the VTMS and Port Reception Facilities.

### Malta Shortsea Promotion Centre

The European Shortsea Network (ESN) comprises of 20 member states, including Malta which is represented by the Malta Shortsea Promotion Centre (MSPC). ESN is the official entity by Directorate General Move for the promotion of programmes to assist in the movement of cargo in a more efficient and environment friendly manner. ESN is directly involved in the TEN-T programme to which the EU voted €26 billion for the period 2014-2020. During the year under review the Malta Shortsea Promotion Centre was voted by the ESN members to assume the ESN Presidency of the network for a period of 18 months as from January 2016. This will coincide with Malta's EU presidency in 2017.

The MSPC today comprises 27 members who represent a cross section of the Maltese shipping industry including ship owners, port terminals, ship repair yards, unions, associations and private companies. The active participation of Transport Malta in MSPC is tangible proof of the government's support to the Maltese shipping industry

that reaffirms that the maritime industry is vital for Malta and the government has a clear vision for its further development and growth.

### **Malta Maritime Forum**

The Malta Maritime Forum was officially launched in July 2015 at a briefing session held by the Malta Shortsea Promotion Centre. It had long been felt that there was a dire need for the setting up of a common platform at local level to co-ordinate the efforts, aspirations and challenges faced by the various sectors that make up the Malta maritime industry. The main objectives of the Malta Maritime Forum are to promote and defend the interests of the various maritime sectors and to assist in the development of new maritime activities. Emphasis is being laid on bridging the gap between the industry and academia to ensure that the local maritime industry develops solid foundations for continued consolidation and growth. The aim of the Malta Maritime Forum is to act as a constituted body to consult and advise government in the development of public policies that can have a bearing on the local maritime industry. Transport Malta fully supports this initiative that will be a counter balance for the same authority so that progress is achieved through constant consultation.

### **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 Ports & Yachting Directorate acts as a certifying Authority for local qualifications and to 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. While anchors and mooring lines can 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), the public institution entrusted with education and training in various maritime fields. The Institute runs a comprehensive training programme for commercial vessel operators and small craft owners. 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 the place of work and knowledge of the IMDG Code.

# MERCHANT SHIPPING DIRECTORATE

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## Functions and Duties

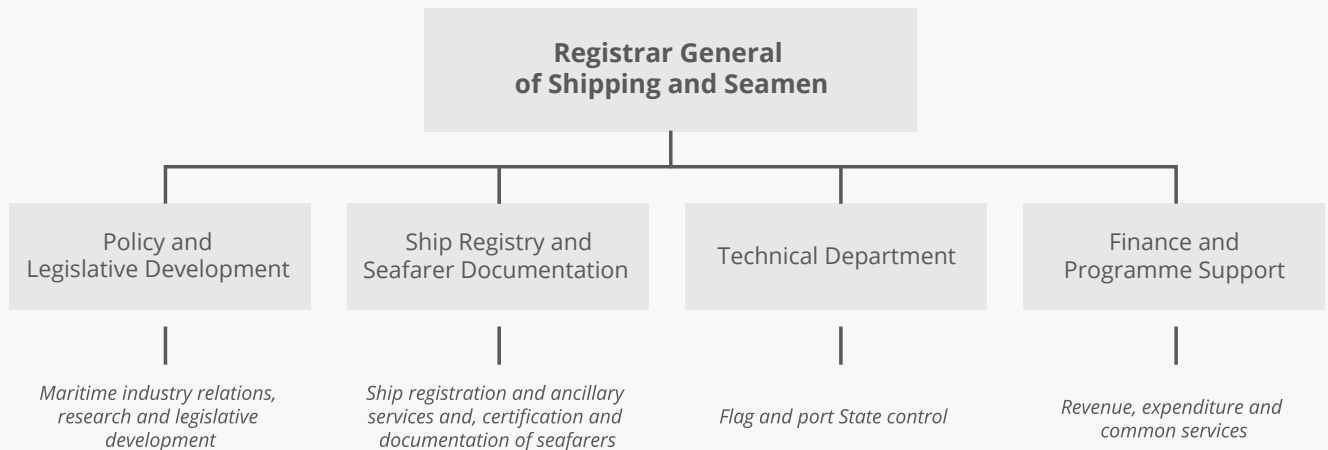
The functions and duties entrusted to the Merchant Shipping Directorate in terms and in pursuance of the provisions of the Authority for Transport in Malta Act are to regulate, control and administer all matters related to merchant shipping and marine pollution prevention and control provided for under 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 local funds or through schemes made available by the European Commission.

### Projects, Initiatives and Performance of Duties

During the period under review, the electronic fleet management system has been further consolidated as the main tool used by the Directorate to assist with daily ship registration operations and the issue of all certificates of registry. The fleet management system has assisted in enhancing cohesion and productivity in a timely manner in the services offered by the Directorate. Moreover, the process leading to the introduction of new electronic systems within the seafarers' certification unit have been initiated.

The Merchant Shipping Directorate has also continued with its work aimed at creating more visibility among younger generations of the employment opportunities that exist in the maritime sector. To this effect, on the occasion of the International Day of the Seafarer, celebrated annually on 25 June, an art competition was organized for primary and secondary school students. Moreover, a workshop was held to expose to educators and guidance teachers of the employment opportunities that exist within the maritime industry.



Following certification by the Malta Competition and Consumer Affairs Authority (MCCAA), as having in place an ISO 9001:2008 quality management system, the Directorate has gone through a thorough surveillance audit by the MCCAA in 2015 and has once again confirmed its certification showing the Directorates' commitment to continuously improve and provide high value added services to shipowners and operators around the world and to the Maltese maritime community.

The year under review also saw the Directorate further consolidate its relations with the industry and stakeholders both locally and internationally. This was done through initiatives such as holding of workshops, participation in trade visits and through the holding of bilateral discussions with a number of other important maritime nations. Inter alia, a seminar was organised in Hamburg Germany for the German shipping industry.

The year under review also saw the Directorate further consolidating its services as a leading flag State, through initiatives such as the hosting of the first MareForum International Conference in Malta, carrying preparatory work leading to the accession to additional international conventions and further enhancement of its process and procedures.

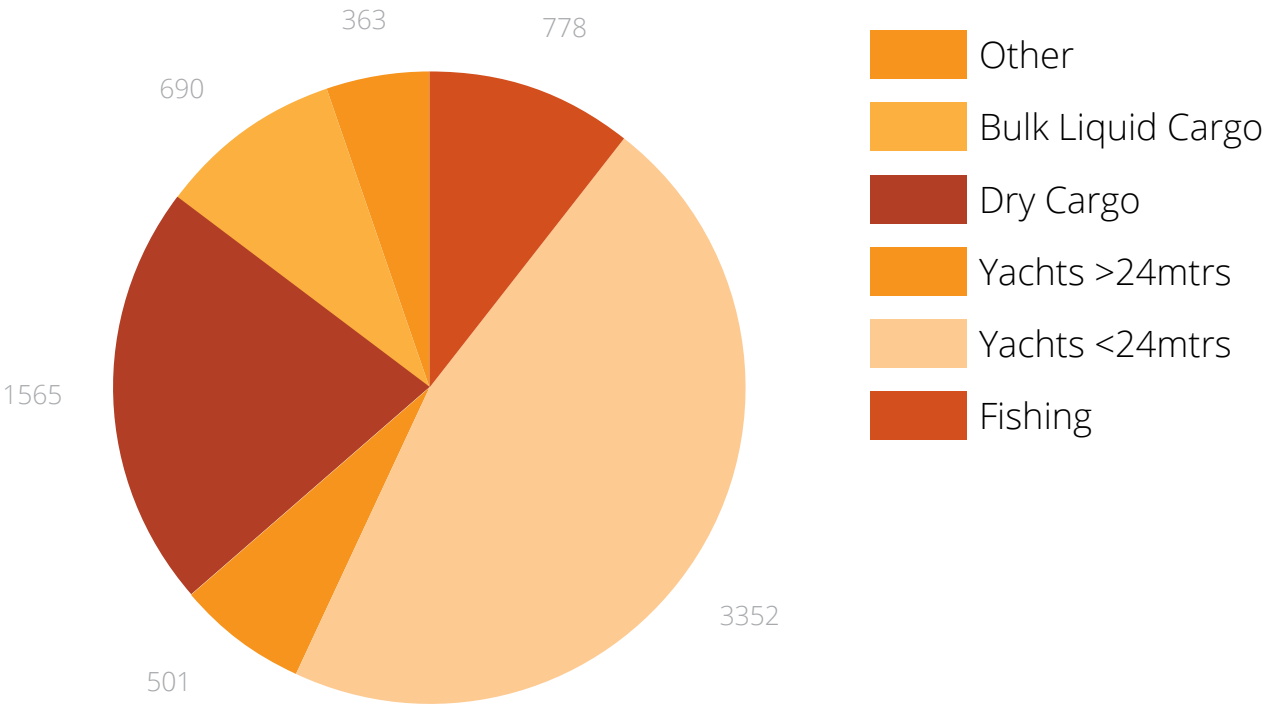
During 2015, Malta was once again re-elected to the Council of the International Maritime Organisation (IMO) which is the highest organ of IMO and comprises of forty members of its entire membership. Malta was re-elected in its category with the third highest number of votes only after Singapore and Turkey.

## Registry of Ships

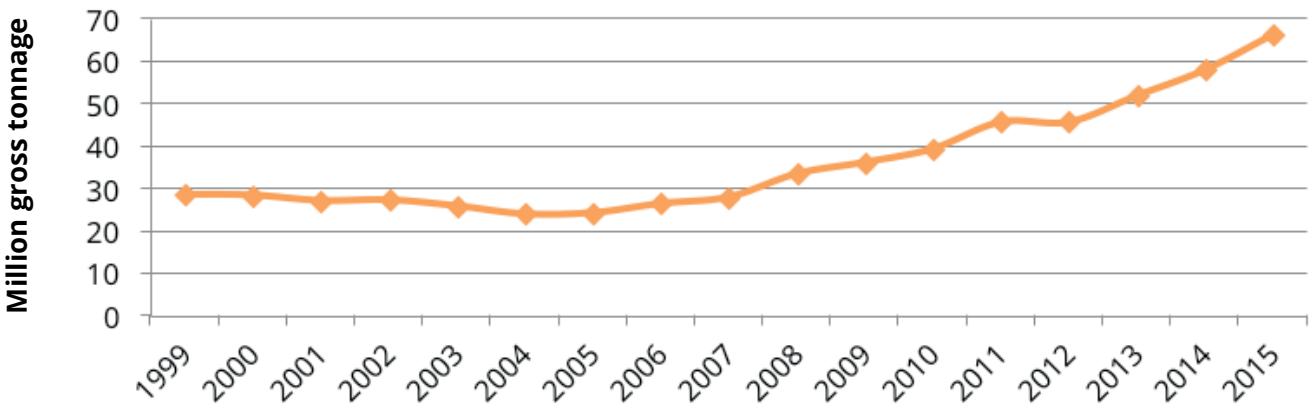
Between January and December 2015, 942 vessels totaling 12,030,319 gross tonnage were registered under the Malta flag while cancellation of registry was effected in respect of 353 vessels with a total gross tonnage of 3,568,363. These results represent record growth for the Malta flag of over 14% over the end of 2014.

As at end December 2015, the number of ships registered under the Merchant Shipping Act was 7,249 for a total gross tonnage of 66.2 million. Through the ongoing efforts of the Merchant Shipping Directorate and the shipping community, Malta has maintained its position as the largest register in Europe and one of the 10 largest registers in the world in terms of gross tonnage. The average age of all vessels registered during this same period was 9 years; this decreased to 6.7 years for ships of 100 gross tonnage and over. The average age for deletion of registry was 15.7 years, with ships of 100 gross tonnage and over averaging 15.6 years. The average age of all merchant vessels registered as at 31 December 2015 was 12 years.

The Directorate has also further strengthened its presence in the super yacht sector. Positive results were once again achieved in the registration of super yachts under the Malta flag. The Malta flag registered an increase of almost 11% over the previous year in the registration of super yachts over 24m in length, under the Merchant Shipping Act, with over 500 super yachts flying the Malta flag.



Vessels by Type Registered under the Merchant Shipping Act as at 31 December 2015



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

### Flag State Control

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

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

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

Between January and December 2015, 712 inspections (18,857,521 gross tons) were carried out in 209 ports in 50 different countries worldwide. The Directorate detained 30 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 2015 can be provisionally quoted as 3.54% 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 reorganisation of the operations of the Directorate and the introduction of new procedures in order to meet the new obligations.

Between January and December 2015, 191 foreign flagged ships were inspected. This is 22% of the total number of foreign merchant ships entering Maltese ports. Detention orders were issued in respect of 9 vessels of different nationalities.

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

### **Ship Casualty Investigation**

During the period under review, a total of 476 occurrences were reported to the Marine Safety Investigation Unit (MSIU). Of these, 346 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 7 accidents, which were classified as very serious. All very serious accidents involved loss of life of crew members and stevedore pilot boat crew member. 48 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 two safety investigations into non-Convention vessels which, however, have potential safety lessons that may help avoid similar future accidents.

The Directorate cooperated with the Marine Safety Investigation Unit in order for the latter to carry out the necessary safety investigations in accordance with the Laws of Malta. It is important to point out that although marine casualties are not a performance indicator of the Maltese registered fleet, one can identify that the slight increase in the number of accidents may be attributed to the increase in the number of ships registered under the Maltese flags. It is also noticeable that the number of very serious accidents has gone down from 2014.

### **Maritime Radiocommunication Services**

During the year under review, the Directorate continued to render maritime radiocommunication services to its client base. During 2015, 2,726 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 2015, the Directorate had processed over 211,809 applications from officers serving or wanting to serve on Maltese ships for the issue of endorsements attesting the recognition of their certificate of competency issued by a foreign Administration. Of these 20,433 were processed in the year under review.

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

Currently, there are 15 approved maritime training centres. During the period under review, the Directorate has approved 27 maritime training courses.

During 2015, the Directorate organised 33 examination sessions leading to the issue of Certificates of Competency as Officer in Charge of an Engineering Watch, Officer in Charge of a Navigational Watch, Chief Mate, Master mariners and GMDSS. These examinations were financed by Transport Malta.

During this same period, 3 new Certificates of Competency were issued for an Officer in Charge of an Engineering Watch, 4 new Certificates of Competency were issued as Officer in Charge of a Navigational Watch, 5 certificates for Chief Mate and 1 certificate for Master. Moreover, 3 GMDSS General Operator Certificates of Competency together with 17 revalidations, 37 VHF-SRC certificates together with 5 revalidations, 348 PSCRB Certificates, 4 EDH Certificates, 61 SSO Certificates, 16 Engineering Watch Rating Certificates, 15 Navigational Watch Rating Certificates, 3 Able Seafarer Certificates, 253 Security Awareness Training Certificates, 214 Designated Security Duties Certificates, 131 Advanced Fire Fighting Certificates, 3 Medical First Aid Certificates, 9 Medical Care Certificates, 1508 Seaman Record Books, 9 Tanker Training Certificates and 586 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, recognised classification societies and the appointed inspectors, and with various sectors of the shipping industry, particularly ship owners, managers and financiers, maritime Administrations, and representatives of seafarers.

The Directorate continues with its close cooperation with the Malta International Shipping Association, formed as an initiative of forward looking owners of ships operating under the Malta flag. The Association is a full member of the European Community Shipowners Association that brings together the national shipowners' associations of the European Union, Iceland and Norway.

The continuing interaction with, and the assistance and cooperation of these organisations and institutions is crucial in order for the Directorate to continue providing an efficient service and to meet its obligations as a flag State Administration.

Malta has continued to further enhance its active involvement in the work of the International Maritime Organisation (IMO), the United Nations' specialized agency for maritime safety, security and the protection of the environment from pollution from ships. In November 2015, the Assembly re-elected Malta as one of the members of its Council for the period 2016 – 2017 garnering the third highest number of votes in its category.

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, Malta celebrated the 26th Graduation Ceremony of the IMO International Maritime Law Institute. During the graduation ceremony, Malta bid farewell to 35 lawyers from 28 States awarded the Master of Laws Degree in International Maritime Law. On 25 June, Malta joined the rest of the maritime world to celebrate the Day of the Seafarer by holding an art competition for primary and secondary school students and the organization of a workshop with the aim of creating more awareness amongst educators and guidance teachers as to the career opportunities that exist within the maritime industry.

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

In July 2015, Malta hosted the meeting of the Advisory Board of the Mediterranean Memorandum of Understanding on Port State Control, which is the Committee that reviews and recommends policies and procedures for the approval of the main Committee of the MOU.

The period under review also saw the further consolidation of the Malta Maritime Fora initiative. As a maritime nation, Malta proudly hosted an in-house training seminar on Class/Statutory certification and Hull inspection damage and repairs that was delivered by Lloyds Register in April 2015. Furthermore, the Directorate hosted the first MareForum International Conference which brought together in Malta various key maritime executives and stakeholders.

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

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-flagged ships. Directorate officers have attended various training sessions and workshops on the implementation of EU maritime legislation organised by EMSA.

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 continued experiencing an increase in discussions related to maritime issues arising in environmental fora, and in this respect the Directorate has followed these issues closely and provided the necessary feedback, including input on a number of EU and international documents related to climate change, insofar as shipping is concerned.

Officials from the Directorate have participated in the work of the European Sustainable Shipping Forum, which is a forum composed of representatives of EU Member States' maritime authorities and stakeholders from the shipping industry to enable a structural dialogue, exchange of best practices and coordination, thus providing the opportunity to discuss practical issues that could be encountered in the implementation of various pieces of EU maritime legislation covering environmental issues. This included intense work on the implementation and enforcement of the Sulphur Directive, the Ship Recycling Regulation and the Regulation on Monitoring and Reporting of CO<sub>2</sub> emission from ships.

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 view of Malta's upcoming Presidency of the Council of the European Union in January 2017, the Directorate has been making the necessary preparations with the aim of ensuring a successful Presidency. This included contributing towards the establishment of an action plan for the EU Presidency in relation to maritime transport, including preparation of policy areas,

identifying meetings to be organized in Malta and participating in meetings to ensure coordination with all relevant persons and entities.

### **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 (Wreck Removal Convention) Regulations, the Merchant Shipping (Limitation of Liability for Maritime Claims) (Amendment) Regulations and the Merchant Shipping (Fees) (Amendment) Regulations.

The Merchant Shipping (Wreck Removal Convention) Regulations aim to empower the State to remove wrecks situated in the territorial sea which pose a danger to the marine environment, safety of lives, goods and property at sea or obstruct navigation.

The Merchant Shipping (Limitation of Liability for Maritime Claims) (Amendment) Regulations provide for the increase to the limits of liability in the 1996 Protocol to the Convention on Limitation of Liability for Maritime Claims. The Merchant Shipping (Fees) (Amendment) Regulations were drafted to consolidate the fees which are already found in other Merchant Shipping subsidiary legislation, together with the introduction of other fees.

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

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

The Directorate has also been involved in the current work being carried out by the IMO with a view to developing a legal text setting up a global system for the reporting, monitoring and verification of CO<sub>2</sub> emissions.

## Merchant Shipping Notices

During 2015, 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 2015 (Information Notice)*
- *Guideline for the Implementation of the Maritime Labour Convention (Revision) (MS Notice)*
- *Guidelines regarding the issuing of Maltese Seaman's Record Book (MS Notice)*
- *Wreck Removal Convention (MS Notice)*
- *Revision of the Commercial Yacht Code (MS Notice)*
- *Survey on Seafarers Serving on Malta Flag Ships (MS Notice)*
- *Radio Installation on-board non-SOLAS vessels (MS Notice)*
- *Ballast Water Exchange in the North Sea (Technical Notice)*
- *Suspension of certain restrictive measures against Iran (MS Notice)*
- *Ships Entering US Ports (MS Notice)*
- *Restrictive Measures (MS Notice)*
- *Fire Protection Systems and Appliances, and Compressed Gas Cylinders – Periodic Maintenance, Inspection and Testing (Technical Notice)*
- *Risk of Engine Room Fire on Fishing Vessels (Information Notice)*
- *Guidance to Registered Owners and Management Companies on the filing of ISM Joint Declaration Forms (Technical Notice)*
- *National and Public Holidays 2016 (Information Notice)*
- *Reporting Obligations and Detentions (Technical Notice)*
- *New Emission Control Areas in China (MS 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.

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# ROADS AND INFRASTRUCTURE DIRECTORATE

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## 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*

The year under review was characterized by construction works along the 7.3km-long Triq il-Kosta. Partially funded by the European Union and costing €53 million, the works had commenced in April 2014 and included the widening of the carriageways and the realignment of the bends along the road which was previously classified as the road with the highest annual fatal accidents rate in Malta. The carriageways were opened to traffic at the end October 2015. For most of its length, the road now consists of two carriageways incorporating two lanes each, a quasi-continuous central crash barrier, footpaths and cycle lanes. The project was not without its challenges and had to go through a number of re-designs as a consequence of various significant archaeological discoveries dating back to the late Antiquity Period. Towards the end of the year, the works consisted mainly of finishing works and snagging.

*Kappara Junction*

The tender for the Construction of a grade-separated junction at Kappara was issued in November 2014 and closed in February 2015. Most of the year under review was taken up by the adjudication and award processes of this tender and other preparatory work. Additionally, a number of tenders relating to the asphaltting of roads to be used as alternative routes for the duration of the project were also prepared and issued. 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 Għollieqa Bridge deck, the construction of services/utility infrastructure, the construction of a storm water system, and the inclusion of a controlled pedestrian crossing. Transport Malta has submitted an application for the project to be 85% financed through the EU's Cohesion Fund with civil works expected to commence in Q2 2016. The main works are expected to be completed by the end of 2017 at an estimated cost of € 23 million (construction).

*Marsa Junction*

In February 2015 an application was submitted for the financing of the first part of this project, under the EU's Connecting Europe Facility (CEF) financial instrument. This application was submitted for the first phase (first Action) of the project intended to ease Northbound traffic proceeding from the Marsaxlokk Harbour via the Airport and in the direction towards Valletta Harbour. The application was successfully evaluated by the INEA (Innovation and Networks Executive Agency), and Malta was allocated Eur38,854,794 representing 85% of the eligible costs. Following this, works continued on the Grant Agreement which was signed in November 2015 between Transport Malta and the INEA.

Concurrently, works on the MEPA application and on the preparation of a tender for Geotechnical Investigations in preparation for the issue of the actual tender for the execution of such works were also carried out.

*Mriehel Footbridge*

During the year under review, the Directorate entered into discussions with two parties interested in constructing a pedestrian bridge along the Mriehel Bypass on a Build-Finance-Operate-Transfer Basis. By the end of last year the Directorate was working on the issue of a call for best and final offer for the provision of such. The Expression of Interest issued on a Build-Finance-Operate-Transfer-Basis is a first of its kind for the Authority.

**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. No fewer than 113 significant interventions were carried out throughout the year under review. An additional 31 interventions were carried out in the run up to the Valletta Summit and CHOGM (Commonwealth Heads of Government Meetings). The latter interventions resulted in >150,000sq m of asphalt at a cost of € 10 million, 20,000m of line markings on fresh asphalt and 125,000m of refreshed lines at a cost of € 0.6 million.

The year also saw, amongst other things, the installation of 31 Vehicle Activated Signs (VAS). These signs have been 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. VASs, 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 as per legal obligations. 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, 16 residential roads were completed while planning was at an advanced stage on several others. The amount of newly developed residential roads (>70% development) awaiting asphalt as at the end of the year amounted to circa 70.

### Maritime Infrastructure

#### Deep Water Quay

The first phase of the Deep Water Quay project was completed during the year under review. The first phase constituted 60% of the entire project. Comprising an area of 17,000 sq.m, works included piling (8.5km); revetment (81,000 cu.m); repairs on the steel structures, reinforcement and replacement (2.7m Kg), construction of new concrete deck slabs and beams (34,000 tonnes), and asphalt road works (5,000 sq.m). During 2015, a decision was taken to further upgrade the quay to handle larger ships of up to 80,000 tonnes displacement. During the year under review, a tender for the additional works was prepared and the tender process for the procurement of fenders was concluded and awarded. A number of small tenders were issued for minor ancillary works. By year end, €13.4 million in EU funds were disbursed in total. Cirkewwa Ferry Terminal

During 2015 the project was closed off and the final EU funds were disbursed.

### Miscellaneous Projects

#### Rural Roads

During 2015, the Directorate was entrusted with the project management of the upgrading and resurfacing of 80 rural roads. At a cost of €9 million, the project was being partially funded through the EU's Rural Development Programme 2007-2013 Measure 125. The project was completed by year end and is intended to facilitate the development and adaptation of agriculture by supporting the improvement of the necessary infrastructure through the addressing of farms' accessibility; being one of the major limitations affecting agricultural land quality and productivity. Works were carried out in several localities, including Birżebbuġa, Żabbar, Żejtun, Marsaxlokk, Marsaskala, Dingli, Qala, Mgarr, Safi, Għargħur and Mellieħa.

#### Specific interventions

The Roads & Infrastructure Directorate was also assigned project management responsibilities on a number of other projects, namely Castille Square, Qajjenza Promenade (part of), the Blata l-Għolja Housing Estate Area in Mosta, Vjal il-Ħaddiem, Rabat, Triq id-Dejqa, Valletta (works still underway), Triq il-Pluvieri, Żurrieq, Triq Desain, Birgu (works still underway).

### Operational Review

#### Internal Processes

The Directorate continued to build on the 2014 operational objective of upgrading the internal processes for better sustainability and efficiencies. To this end, the Directorate continued fine tuning various operational practices in order to ensure maximization of value added and work output. Effectively managing business processes and streamlining and automating workflows in turn created even more opportunities to improve the Directorate's performance.

## Participation in International Fora

### Permanent International Association of Road Congresses (PIARC) - 25th World Road Congress

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 and their reproduction locally. Membership in PIARC resulted in Transport Malta's participation in the 25th World Road Congress which was held in Seoul in November 2015. Entitled 'Roads and Mobility - Creating new value from Transport', the congress brought together various stakeholders from the public and private sectors from all around the world who gave presentations and discussed recent developments in the building and maintaining of roads as well as sharing lessons learnt and best practices. Whilst in Seoul, the Maltese delegation, headed by the Minister for Transport and Infrastructure, also had the opportunity to meet the Seoul Road Administration and update itself specifically on their best practices.

### Conference of European Directors of Roads (CEDR)

During 2015, the Roads & Infrastructure Directorate, through its Chief Officer, carried out the functions of Deputy Chair at the Conference of European Directors of Roads (CEDR). CEDR brings together the Directors of Roads from 24 European countries. Malta's participation presents an opportunity for trans-European collaboration, including understanding, co-operation and responding to common problems such as road network management, road safety and environmental issues.

# LAND TRANSPORT DIRECTORATE

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## Functions and Duties

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

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

The core strategic objectives of the Directorate are:

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

## Scheduled Public Transport

Following the issuance of the Expression of Interest in 2014 for the acquisition of the exclusive concession rights to operate the Scheduled Bus Services in Malta and Gozo and following finalisation of negotiations with the preferred bidder, the contract between Transport Malta and the new scheduled public transport operator, Autobuses de Leon, was signed on the 8th January 2015. The Operator took over the service on the same day.

## New Network

During 2015, the new route network was rolled out. This improved route network was the result of a wide consultation process with the general public and all the local councils in Malta and Gozo, which took place in 2013. The new route network saw the introduction of 24 new routes, modifications on 43 existing routes, an increase of an average 400 daily trips, and an additional 2.5 million kilometers annually.

The introduction of the new network was planned to take place in five different stages with the first change, affecting Gozo, to be introduced in June 2015 with subsequent changes on the route network in Malta to be introduced in four different phases between September and December 2015. The new network in Gozo was rolled out as planned in June 2015. However, due to industrial disputes and because of a court injunction faced by the public transport operator the rest of the new network could not be rolled out as originally planned. In view of this, the bulk of the new route network in Malta was introduced December 2015 with few changes coming into effect in November.

These changes were introduced once the court injunction was lifted.

### **Extension of Bus Terminus in Valletta**

The new route network necessitated the expansion of the Valletta Bus Terminus, in view that more trips were now servicing Valletta. The expansion of the bus terminus in Saint James Ditch has added fourteen new bus bays to the Valletta Bus Terminus.

### **Introduction of new buses**

During 2015 the scheduled public transport operator brought over a total of 143 new Euro 6 buses in order to be able to better serve the new network. These new buses are all low floor, have two doors thus making alighting and boarding of passengers quicker and are better suited to Maltese roads since they are narrower than the remainder of the fleet.

### **Introduction of Transport Card (tallinja card) and the new fare structure**

July 2015 saw the introduction of the new fare structure and the transport card, popularly known as tallinja card, which system brought about a number of benefits to passengers. These benefits include:

- *Faster boarding times, thus reducing journey times;*
- *Special Identity Card issued by the National Commission for Persons with Disability started to benefit from Concessionary Cards\* and thus reduced fares;*
- *Maximum capping of €0.50 per day or €2.00 per week was introduced for Concessionary Card\* holders;*
- *Decrease in price for 90-day student ticket.*

\*Concessionary Cards are available to persons in possession of a Karta Anzjan or 60+ Maltese Identity Card and persons in possession of the Blue Badge and Special Identity Card issued by the National Commission for Persons with Disability.

As at end December 2015 the public transport operator reported that there were over 225,000 persons in possession of the Travel Card.

### **Compliance**

During 2015, the Directorate continued to monitor the level of service provided by the operator. During the year, a total of 4,098 inspections were carried out on board buses, 4,087 inspections conducted on drivers and other employees and 806 inspections carried out on infrastructure used on the provision of the schedule public transport service.

### **Route Reliability and Punctuality**

The new operator took over the service early in January 2015, so this meant that time was required in order for the necessary acclimatization to the network. In the meantime, and throughout the year, route performance was continuously monitored.

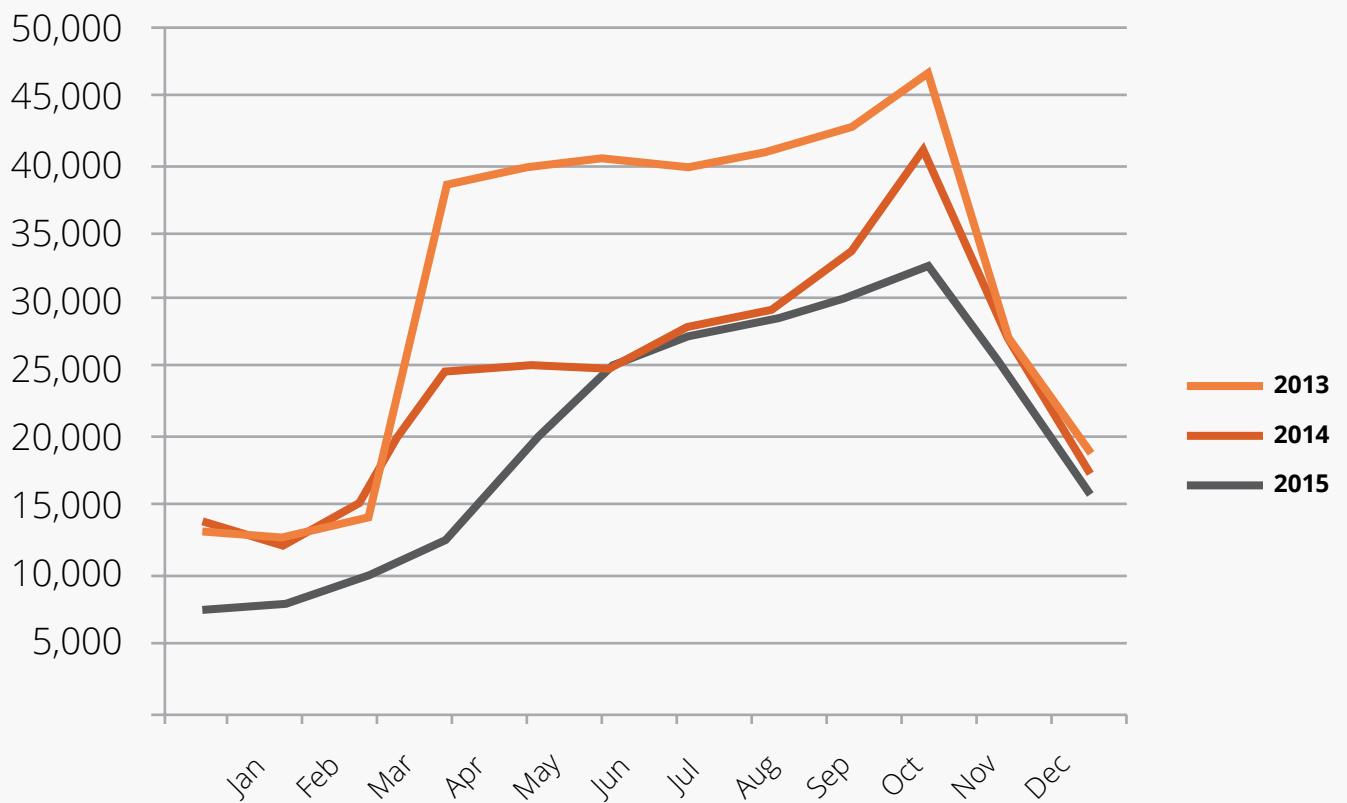
Average Route Reliability for the year was measured at 93%, which was a 4% decrease when compared to the previous year, however it was 3% higher to that of 2013 which was the last year that the previous operator operated the service.

Average Route Punctuality was measured at 93% which was slightly lower than that of last year which was measured at 94%. Similar to route reliability the average punctuality measured in 2015 was also higher than that recorded in 2013 which was measured at 91%.

### **Grand Harbour Lift**

During its third year of operation, the Grand Harbour Barrakka Lift continued to register an increase in the number of passengers carried. In fact the number of passengers increased by 28% when compared to the previous year.





**Comparative figures month on month for Grand Harbour Lift.**

72% of passengers carried during 2015 were fare paying passengers, 15% of passengers carried were persons that had a valid ferry crossing ticket, 11% were holders of Karta Anzjan whilst the remaining 2% were children under the age of 10 years. For the latter three categories of passengers, the use of service 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.

A Request for Proposals was issued in August 2015 for the management and operation of this facility by a private operator, by means of a concession agreement.

## Road Transport Licencing Unit

### Sustainable Passenger Transport Services

#### Taxi Services

Following consultations held by the Authority with the taxi owners’ representatives and other stakeholders, a new set of amendments to the Taxi Services Regulations were published in December 2015. These amendments are intended to achieve the following main objectives:

- *To improve the taxi experience of all current and future customers of this service;*
- *To improve the regulatory framework so that it can better reflect the exigencies of the sector, the Authority and the general public;*
- *To simplify administrative procedures, ensuring effective implementation and enforcement of the regulations.*

The following measures related to taxis were also implemented during 2015:

- *The training and assessment programme for new taxi drivers continued, attracting 20 new drivers to the sector in 2015;*
- *The training provider was also approved for the provision of the periodic training to taxi drivers in preparation for the introduction of such training in 2016;*
- *The new data handling service for the taxi tracking system was implemented and is now running;*
- *The replacement of taxi vehicles continued bringing the average age of vehicles down to 7.8 years.*

#### *Animals and Animal-Drawn Vehicles*

During 2015, the Road Transport Licensing Unit continued its work on the preparation of a new set of regulations for animals and animal-drawn vehicles used on the road. These regulations were eventually published in December 2015 and are aimed at empowering Transport Malta with the necessary tools to better regulate horses under saddle and all commercial and privately used animal-drawn carriages on the road, such as, karozzini, srieken and xrieret. The regulations provide for licensing and insurance requirements; regulations on usage and conduct of drivers; obligations on cleaning of animal excrement falling on the road; obligations relating to correct charging of fares and issuing of fiscal receipts; requirements on the carriage and equipment; road safety and traffic management considerations, including day and time restrictions at peak hours on the vast majority of arterial and distributor roads; and basic animal welfare safeguards. The implementation and enforcement of this new legal framework will be carried out during 2016.

#### *Road Haulage*

During 2015, three new Community Authorisations were issued, and one was suspended at the request of the respective licensee. During the same period there was no change in the list of National Operator Licences.

The scheme aimed at supporting professional drivers of goods carrying vehicles who need to obtain their periodic training of the Driver CPC was launched and eligible drivers were invited to apply for the voucher entitling them for free training.

#### *Carriage of Dangerous Goods*

A second training provider for the training of drivers of dangerous goods vehicles was approved in December 2015. Throughout 2015, 23 training sessions were held, leading to the certification of 213 drivers of dangerous goods vehicles.

A training provider was also approved to deliver training programmes leading to DGSA certification. Two such programs were held, and 9 persons were certified.

New inspection guidelines and policies for vehicles used for the carriage of dangerous goods that were registered in Malta before 1st May 2004 were finalised and presented for approval by the Authority's top management.



**The replacement of taxi vehicles continued bringing the average age of vehicles down to 7.8 years.**



#### Quality Control on VRT stations

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

- 1,255 post VRT checks were conducted on high risk vehicles. These vehicles were called at the Technical Services Unit for a further inspection;
- 122 unannounced inspections were carried out at various VRT Stations to ensure that correct and full test procedures were being observed;
- All VRT stations were required to photograph all vehicles undergoing a test, for further checking. 7,326 photos were verified by the Unit for correct photo taking procedures, and checking of the date and time when the vehicle was tested;
- A refresher course was organized for VRT testers. The aim of this refresher course was to ensure a common understanding of VRT test procedures among testers;
- A total of 24 new VRT testers were awarded a tester's licence after following a specialized training programme organized by the Authority.

#### Implementation of Budgetary Measures Related to Vehicles

The Road Transport Licensing Unit was also responsible for the drawing up amendments to a number of legal frameworks and for the setting up of related administrative provisions in preparation for the implementation of Budgetary measures that will be brought into force during 2016. These included the following:

- *Amendments to the Motor Vehicle Roadworthiness Test Regulations (S.L. 65.15) to provide that, as from the 1st of January 2016, M1 and N1 category motor vehicles which have reached a distance driven of more than 160,000km in a roadworthiness test shall be obliged to undergo a VRT annually instead of biennially; and*

- *Amendments to the Vehicle Access Zones (Control) Regulations (S.L. 65.31) to provide that as from the 1st of January 2016, hybrid and electric motor vehicles shall be exempted from CVA charges when entering Valletta.*

#### Regulatory Unit

##### Publication of new Regulations

The following regulations were published during 2015:

Legal Notice 178 of 2015 and Legal Notice 342 of 2015 - (Registration and Licensing of Motor Vehicles Act) CAP 368

The scope of these regulations include:

- *the use in Malta, even by persons residing in Malta, of motor vehicles hired or leased in another Member State in line with EU legislation and decisions of the EU Court of Justice;*
- *the use for a temporary period of not more than thirty days of a foreign registered vehicle which is brought or imported into Malta by a person residing in Malta in line with EU legislation;*
- *an extension of ten days, from twenty to thirty days of the period during which a person who imports or brings into Malta a foreign registered used vehicle shall submit an application to Transport Malta to have that vehicle registered in Malta; and*
- *the registration of M1 vehicles (vehicles which can carry up to eight passengers) and motor cycles to be used on the road only on Saturdays, Sundays, public holidays and national holidays.*

##### Legal Notice 176 of 2015 - (Low powered Vehicles and cycle regulations) SL 65.26

The aim of these regulations was to present amendments to the Pedal and Low-Powered Cycles Regulations in order to reclassify pedelegs with a power not exceeding 250w as bicycles and to simplify their registration and licensing process.

*Legal Notice 234 of 2015 - Motor Vehicle (Driving Licences) Regulations SL.65.18.*

The scope of these regulations was the transposition of Directive 2014/85/EU and minor amendments to reflect the changes stipulated in Transport Malta's reply to the Commission's EU Pilot Notification 6930/14/MOVE.

*Legal Notice 169 of 2015 - Motor Vehicles (Exchange of Information) Regulations SL 499.62*

The scope of these regulations was to update the reference to include Directive 2015/413/EU facilitating the cross-border exchange of information on road safety related traffic offences which has replaced Directive 2011/82/EU.

**Scheme to register Category M1 and Motorcycles vehicles to be used during weekends and Public/National Holidays Only**

As of January 2015, vehicle owners could register Category M1 vehicles and Motorcycles to be used only during weekends and Public/National Holidays. Such vehicles are registered and licensed through the normal system, but the registration plates and the annual circulation disc were issued with a different colour. The registration tax payable under this scheme amounted to 40% of the full registration tax due, whilst the Annual Circulation Licence Fee is to be paid annually in full.

This measure applies to M1 vehicles with CO2 emission levels equal to or greater than 221g/km and must have an Emission level equivalent to the latest Euro standard or Latest -1 Euro standard and motorcycles with an engine capacity equal or greater to 801cc. A minimum level of registration tax equal to €2,000 for M1 vehicles and €1,000 for motorcycles was established, applicable to both new and used vehicles being registered under this scheme.

**Removal of Registration Tax for Motorcycles with a cubic capacity less than 250 and classified as Vintage**

Motorcycles with a cubic capacity less than 250cc and approved vintage by the vintage classification committee were exempt from the payment of registration tax.

**Renewal of Scrappage Scheme**

The scheme whereby a one-time grant was be given to every person who scraps an M1 (passenger vehicle) with an age of 10 years or more and registers a New M1 (passenger vehicle) with a CO2 of not more than 130g/km and having a length of not more than 4,460mm, was renewed during 2015. The grant, on a first come first served basis, was higher for those vehicles which pollute the least, as follows:

- €900 were given to persons registering an M1 vehicle with CO2 emission levels not exceeding 100g/km;
- €700 were given to persons registering an M1 vehicle with CO2 emission levels between 101g/km and 130g/km;
- A total of 1,146 vehicles benefitted from the grant allocated for this scheme. The successful initiative was planned to encourage people to dispose of their old vehicles and to invest in new cars with lower emissions.

**VAT paid on Registration Tax for vehicles registered between 1st May and 31st December 2004**

Transport Malta refunded the full amount of VAT paid on registration tax, less the amount of grant paid during 2014 to vehicle owners who were eligible for the grant and had a vehicle registered between the 1st May and 31st December 2004. Payment was issued during September 2015 in full and final settlement. The same process shall be adopted for the following years until all payments, up to end 2008, are settled.

A total of €2.3 million were paid to the 3,336 eligible applicants who had registered a vehicle between 1st May and 31st December 2004

### Conversion of Vehicles to Autogas

The scheme available to convert M1 (passenger vehicles) and N1 (goods carrying vehicles up to 3,500kg) to Autogas was extended in 2015, offering a one time grant of €200 and including the reduction of the CO2 emission levels by 10%. 250 vehicles were converted during 2015.

Vehicle owners who applied for the scheme were given a €200 grant to convert their vehicles to LPG. The grant was subject to a number of conditions and standards which the conversion process must adhere to and was limited to two cars per household. The use of LPG aims to contribute to the reduction of both greenhouse gas emissions and other tail-pipe emissions normally associated with petrol and diesel.

### Registration Tax for Motorcycles reduced

Motorcycles with an engine cubic capacity up to 250cc had their registration tax removed. The registration tax for motorcycles with an engine capacity in excess of 250cc was also reduced.

### Proposals related to the regularisation of Vehicles with Licence in arrears

The Authority extended the regularisation scheme and applied the following provisions:

- *In cases where the defaulter is deceased and their heir/s is not in a position to take responsibility, the €125 administration fee was waived;*
- *Defaulters living in retirement homes for elderly (due to family financial problems) or mentally disabled in hospitals would have their vehicle scrapped and the €125 regularisation fee waived;*
- *The administration fee for vehicles scrapped with licence in arrears of over 8 years (2006) was reduced to €20, for all others the €125 would still apply;*
- *If a defaulter has an unlicensed vehicle registered under his/her name, the defaulter would be precluded from registering another new vehicle in his own name.*

During 2015 monthly notices were sent to vehicle owners advising them to regularise their position and pay the vehicle road licence arrears.

- *Total revenue collected from the scheme only during 2015 – €256,802*
- *Total Government Revenue increase during 2015 when compared with 2014 - € 5.3 million*
- *Total amount of vehicles who regularised their position through the scheme during 2015 – 981*

### Scheme to regularise vehicles that have been scrapped/disposed of without informing the Authority

Transport Malta had launched a scheme to regularise vehicles that had been scrapped/disposed of without informing the Authority. Transport Malta was aware that certain vehicle owners had returned the registration plates of their vehicle, garaged it but then scrapped or sold their vehicle without informing the Authority.

Vehicles which were declared as garaged but which had been disposed of prior to the 1st November 2013 and without giving notice to the Authority, may be de-registered with the Authority upon presentation of a sworn affidavit by not later than the end of February 2016. If a vehicle has been unofficially disposed of after the 1st November 2013, a fee of €100 would have to be paid to the Authority.

The number of vehicles scrapped in 2015 amounted to 7,176, whilst the same figure for 2014 stood at 3,124.

### Driver & Vehicle Licensing Units

The table below lists the main transactions carried throughout 2015, compared to the previous year at the operational driver and vehicle licensing units.

		Number of Transactions		
	Licencing Service	2014	2015	% Change
Vehicles	Newly Registered Vehicles	19,212	21,474	11%
	Change of Owner (Transfers)	51,010	53,084	4%
	Other Changes to Vehicles	10,086	8,976	-12%
	De-Garaged Vehicles	5,266	7,254	27%
	Exported Vehicles	204	411	50%
	Garaged Vehicles	8,449	8,792	4%
	Scrapped Vehicles	3,124	7,176	56%
	Road Licences Renewed	326,187	339,267	4%
	Number Plates Issued	56,954	62,620	9%
	Pre-Registration Vehicle Inspections	6,426	6,023	-7%
Driving Licences	Learner Permits Issued	10,173	10,440	2%
	New Driving Licences Issued	6,491	6,460	-1%
	Renewed Driving Licences	23,791	20,063	-16%
	Driving Practical Tests	12,173	11,429	-7%
	Driving Licences Exchanged	936	1,094	16%
	International Driving Permits	519	548	5%
	Withdrawn Driving Licences	615	300	-52%
	Changes to Driving Licences	5,416	6,221	14%



## Driving Licences

Once candidates undergo driver training, they are assessed on their driving skills through practical tests by the Unit's driving examiners. Between January and December 2015, the Unit received an approximate total of 9,483 applications from candidates/motoring schools to undergo practical driving test for categories A, B, C and D. There were also 94 assessments for prospective Driving Instructors.

During the year under review, there were a total of 6,460 candidates who passed their driving test, whereas 4,969 failed their test. In addition, the Unit carried out the following assessments: 2 KNDP driving assessment (for disabled persons), whilst 18 candidates underwent an assessment to have a particular Category within their driving licence re-instated. These concessions are only given to licence holders who had obtained Category A or B before the year 1991 and which Category had been lost during the changeover from the old driving licence system to the new computerized system in 1991.

With regards to the theory test, Transport Malta also offers the facility to those candidates who find difficulty in reading the theory test question bank by sending an employee within the Unit to read out the questions. During 2015, there were 605 candidates who benefitted from this service.

The Unit has also processed a total number of 20,063 driving licence renewals to existing driving licence holders. A total of 300 driving licences were withdrawn/given up for various reasons, amongst those being deceased, holder no longer intends to keep his/her driving licence, withdrawn due to penalty points and/or withdrawn as per Court ruling.

There were 6,221 driving licences which were re-issued with changes as requested by the client. These cases include change in address, change in holder's name and/or adding of a new driving licence Category.

## Exchange of Driving Licences

The Unit also receives, on a regular basis, requests from foreign driving licence holders to have their licence exchanged into a Maltese one. Once the necessary checking is done through RESPER (a common register within EU member states), the exchange to a local licence is carried out. To this effect, a total number 1,094 driving licences were exchanged in 2015.

## International Driving Licences

A total of 548 international driving licences have been issued to Maltese licence holders in order for them to be able to drive in another country outside the European Union.

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

Every five years the Unit verifies documents of each and every Operator's Licence issued. During this process the Unit checks the Fedina Penali and the financial standing for each operator. During 2015, the Unit has verified documents of 182 operators.

During the year under review, there were 28 persons who have obtained a licence to drive a white taxi, and 86 drivers who have obtained their Certificate of Professional Competence (CPC) which enables them to drive a public transport bus.

## Public Service Garages Permits

Holders of public service garages (operators of vehicles with a maximum seating capacity of 8 seats plus driver) are bound to pay their respective permit every year. There were 671 public service garage permits paid (renewed) whereas 35 new permits were issued.

## Tags

Tags issued for Category D (buses), Category B (white taxis and chauffeur driven vehicles) amounted to 1,623 during the year under review.



### *Customer Care Courses*

As of September 2015, the Unit has taken over the responsibility of invigilation during exams, where candidates sit for following completion of the Customer Care course. This work has been previously carried out at the Theory Test Centre, however as of September it has been taken over by Transport Malta due to security issues. There were a total of 183 candidates who were examined between September and December 2015.

### **New Policy**

During the month of November 2015, a new policy (effective as of 1st January 2016) was introduced based on one of the 2015/6 budgetary measures introduced by the Government. This policy entails holders of a Maltese driving license in Category B, to ride a motorcycle having a cylinder capacity not exceeding 125cc if powered by an internal combustion engine and having a power rating not exceeding 11 kilowatts (kW) and with a power/weight ratio not exceeding 0.15 kilowatts (kW) per kilogram, if it is powered by an electric motor on Maltese territory. Persons who wished to benefit from this new scheme were to undergo practical training with a professional licensed motoring school with Category A requirements. The training would consist of ten hours training, comprising of 30% theory and 70% practical.

### **New Online Systems**

Throughout the year under review, the Unit has worked on the introduction of two new online systems namely the application for a learners' permit and driving licence test booking.

### **Medical Certificate on Medical Fitness to Drive and Medical Certificate Guidelines**

In addition to the above, and as part of the Unit's contribution towards the Authority's drive for increased road safety, a working group was set up to review the Medical Certificate on Medical Fitness to Drive and to draw up a set of Guidelines that would be of assistance to Medical Doctors. These Guidelines are based on the Subsidiary Legislation 65.18 and the EU Driving Directive. The revised Medical Certificate includes more medical data relative to applicant's fitness to drive, applicant's self declaration regarding known medical conditions and other declarations.

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**The number of vehicles scrapped in 2015 amounted to 7,176, whilst the same figure for 2014 stood at 3,124.**

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# CIVIL AVIATION DIRECTORATE

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## Functions and Duties

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

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

- *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 6 new Operators during 2015 with a total of 28 Air Operating Certificate (AOC) holders at the end of 2015. 3 operators were in the process of obtaining an AOC.

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

### **Air Transport Regulation Unit (ATRU)**

The Air Transport Regulation Unit 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 6 Air Operating Licences and was instrumental in the conclusion of new Air Services Agreements.

In 2015, the ATRU participated for the second time in the ICAO Air Services Negotiations Event (ICAN/2015) which was held in Antalya, Turkey between 19th and 23rd October 2015. This is an annual event aimed to permit States to meet and discuss bilateral air services agreements. Malta's participation in this event was 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/2015 event, the Maltese delegation held bilateral discussions on air services with several other States. As a result of these discussions, eight air services Agreements were concluded with Burkina Faso, Curaçao, Hong Kong, Mali, Mongolia, Pakistan, Tanzania and Viet Nam whilst others were improved upon by means of a Memorandum of Understanding signed by the heads of delegations.

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

### **The Safety Management Unit (SMU)**

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

### **State Safety Programme**

States are required to develop a State Safety Programme (SSP) in accordance with the ICAO International Standards and Recommended Practices (SARPs) contained in Annexes 1, 6, 8, 11, 13 and 14. The State Safety Programme is an ICAO SARP, effective from 2010. Since Malta is an ICAO compliant state, it also requires a SSP. The SSP includes safety activities that must be performed by the State, together with regulations and directives declared by the State in order to support its responsibilities concerning safe and efficient delivery of aviation activities in the State. The SMU is responsible for establishing this programme and for the day-to-day running of the SSP, updating it from time to time with new regulations and directives.

### **State Safety Plan**

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

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

### **CAD Occurrence Reporting System**

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

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

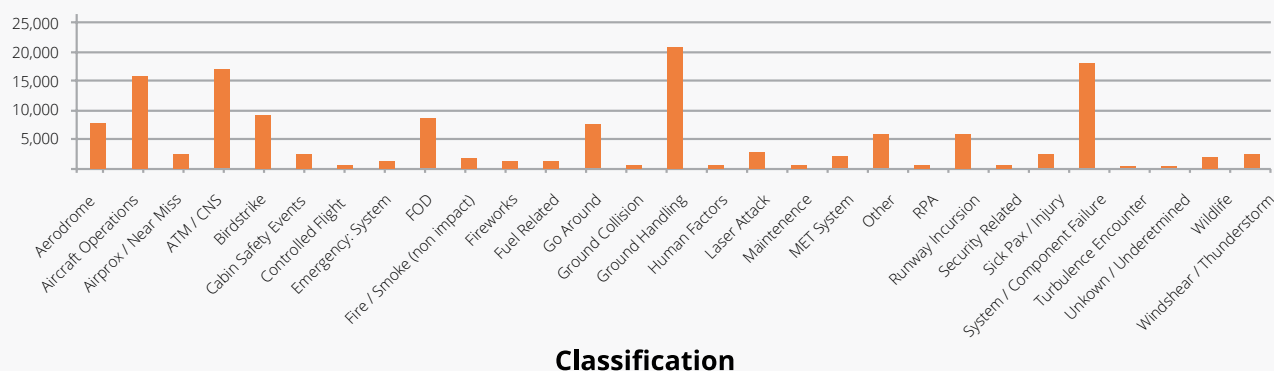
Like all other systems, the occurrence reporting system will be modified and improved as time goes by, so as to ensure a more efficient system and proper management of occurrence reports.

### *Occurrence Reports*

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

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.

No of Reports in 2015



Classification

Throughout 2015, the CAD received a total of 1,393 occurrence reports which translates into a significant increase over the previous year of 48.5%. The graph above depicts these reports according to classification. Nonetheless, one can safely say that the local reporting culture is moving in the right direction.

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

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

### 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.

Another initiative that the SMU has taken in order to fulfil its obligation of safety promotion in line with the SSP, is that of issuing safety bulletins. 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 issued every three months.

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

### Personnel Licensing Unit

The Personnel Licensing Unit (PELU) managed 446 pilot licences and 54 air traffic controller licences in 2015. It regularly conducted theoretical examinations for the Airline Transport Pilot Licence (ATPL) and the Private Pilot Licence (PPL). It also conducted English Language Proficiency (ELP) Assessments for pilots and air traffic controllers.

The PELU certified the following pilot training organisations as Part-ORA Approved Training Organisations:

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

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

During 2015, 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. EASA had 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 2015 timeframe have been carried out by the unit and completed. Two major actions included separate audit exercises on MATS and the MET office of the MIA that have been carried out during 2015. EASA has also carried out a focused inspection during 2015.

The ANS & Aerodromes Unit has been involved in the safety oversight of the final phases of the ATM system upgrade. The unit participated in, and reviewed, various other safety assessments at MATS. Some of the safety assessments are still ongoing.

Another task of the unit is the approval and coordination of the aerial activities over Maltese territorial waters and within the Malta FIR/UIR. Furthermore, 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 unit continued to populate the ECCAIRS database which keeps record of all reported occurrences. The responsibility of this data base has now been transferred to the Safety Management Unit.

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 2015 LSSIP database and, during the last quarter of the year, started work on the database for 2016. 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. To this effect, a report on the performance of air navigation service providers was forwarded to the European Commission.



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 included an audit on the Fire Services. Corrective action plans were drawn and followed up accordingly.

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. 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.

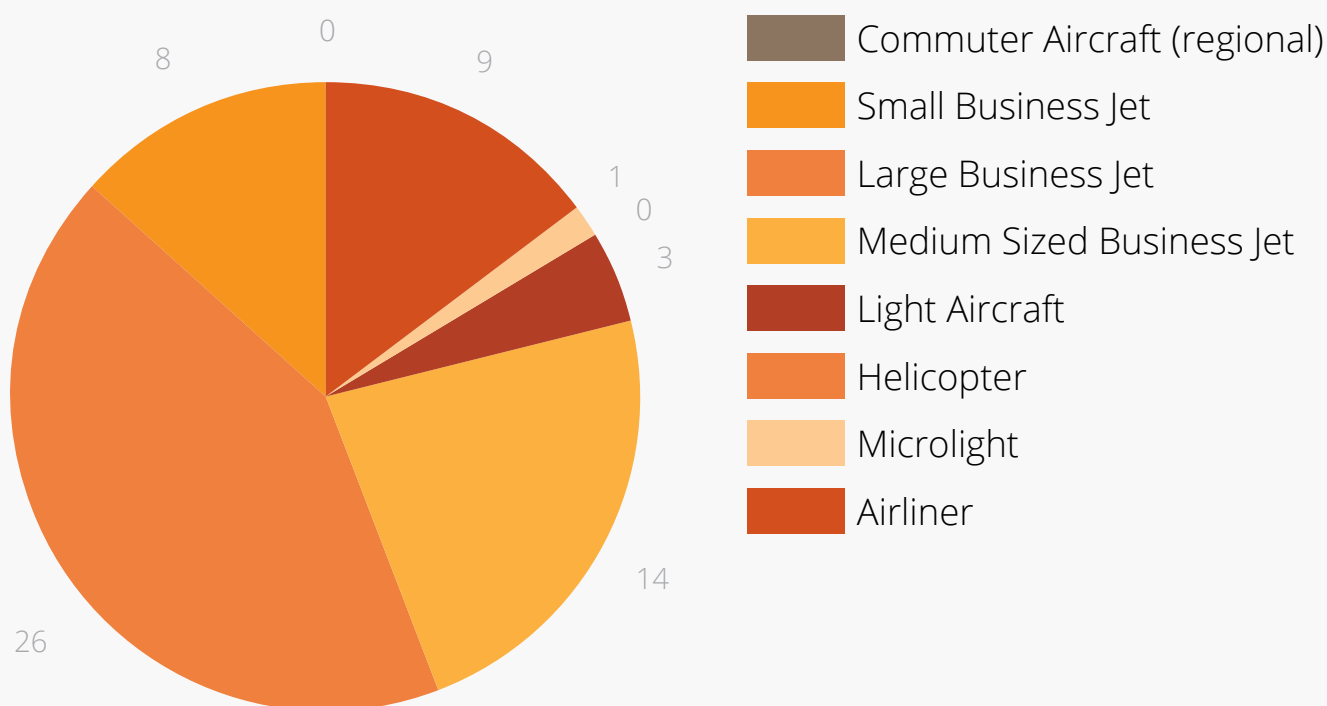
Staff at the ANS & Aerodromes Unit continued to undergo further training during 2015 and continued their training leading to the award of the Certificate of Achievement of the EUROCONTROL National Supervisory Authority Training Initiative. Two staff members successfully completed the auditing technique course. Additional training in various other fields will be required during 2016 in order to provide other areas of expertise, as necessary.

## Airworthiness Inspectorate

### Aircraft Registration

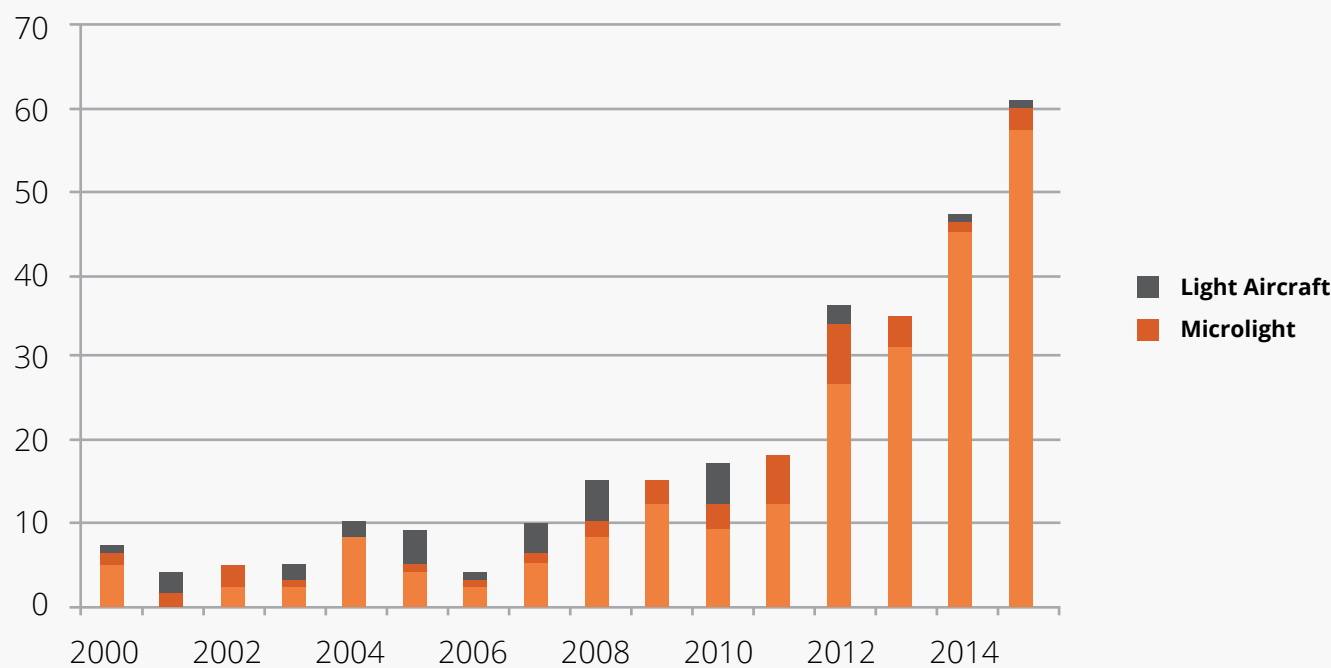
The Malta National Aircraft Register reached 213 aircraft as at the end of year 2015. The Airworthiness Inspectorate exceeded expectations with 83 aircraft register movements (registered 61 new aircraft and deregistered 22) which is a further increase to the movements effected in 2014. A total of 61 aircraft have been registered with the majority being mainly business jet aircraft. Nine airliner aircraft have been registered, three being wide-body aircraft.

The breakdown of aircraft type registered is as follows:

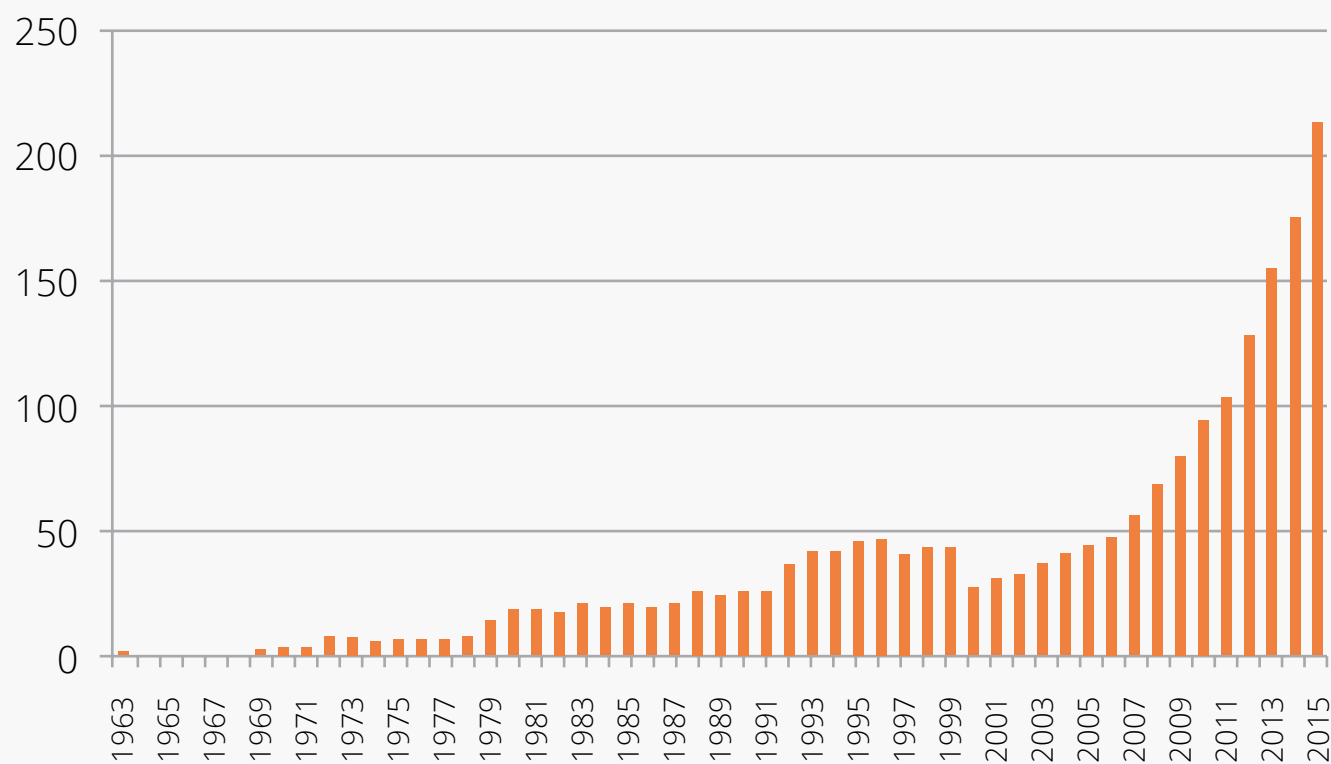


**Number of Aircraft Registered in 2015**





Number of Aircraft Registered (2000-2015)



Number of Aircraft on the Malta Aircraft Register / Year (1964-2015)

The Airworthiness Inspectorate (AI) carried out the following number of Audits and Inspections during 2015, which inspections are conducted as part of the biannual audit plan for every approved organization as well as required due to changes in the organisations.

The Airworthiness Inspectorate conducted 47 organisation audits, registered 96 lease agreements, 31 mortgages and issued 253 aircraft certificates. In addition, 61 Mode S Addresses and 23 406MHz ELT codes were issued in 2015.

### **Aircraft Continuing Airworthiness Monitoring (ACAM)**

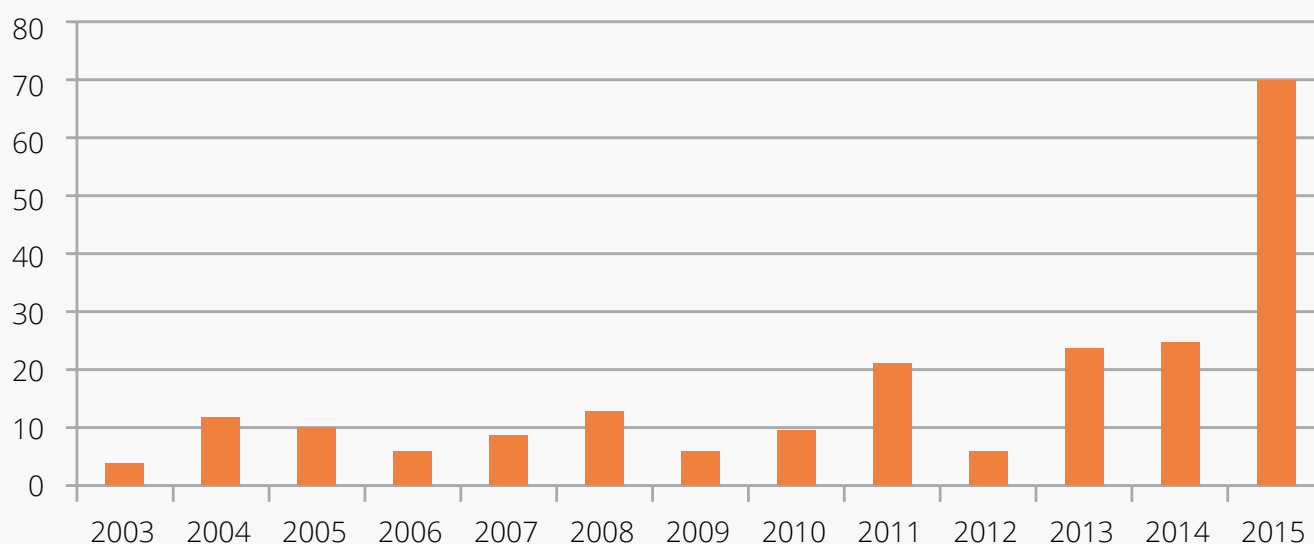
This is a mandatory sampling programme of aircraft inspections. These inspections include inspections of aircraft during maintenance, airworthiness reviews, technical records, reviews and ramp inspections.

42 inspections were performed in 2015 and this was within the average of previous years. The sampling percentage has decreased to 20% on account of the increasing number of aircraft.

### **Safety Assessment of Foreign/Community Aircraft**

The Ramp Inspections programme for 2015 had to be enhanced to meet the requirements set by Regulation (EU) 965/2012 Part-ARO.RAMP. This required a drastic increase in ramp inspections to be performed compared with previous years.

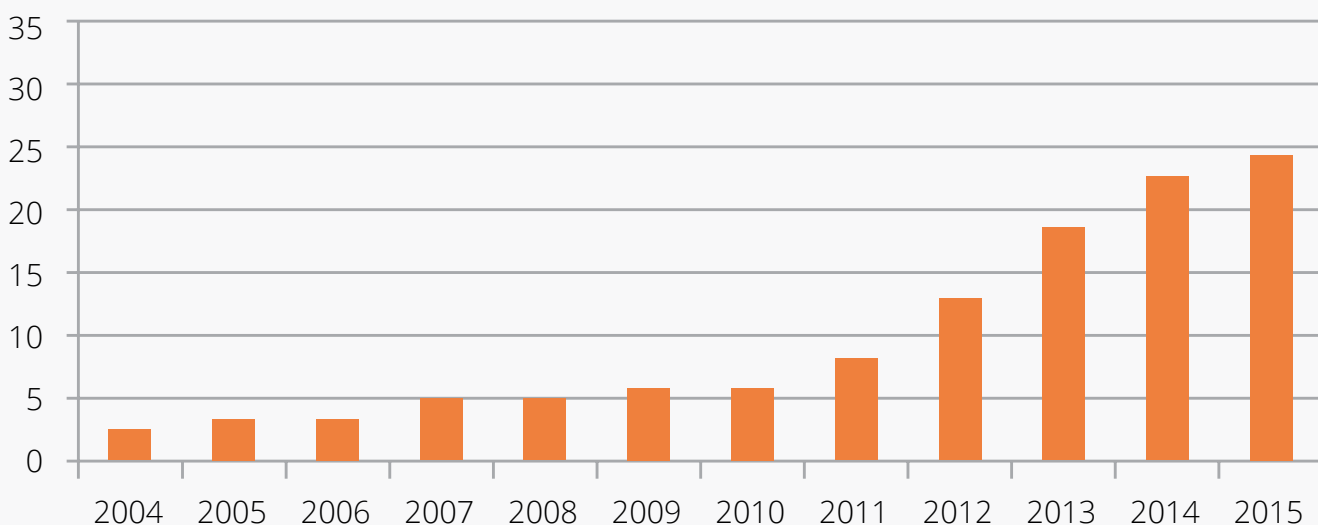
The qualification of more SAFA/SACA inspectors enabled TM CAD to perform more inspections, including out of office hours inspections. 70 SAFA/SACA Inspections were performed with the Flight Operations Inspectorate.



**Number of SAFA/SACA Ramp Inspections**

### Continuing Airworthiness Management Organisations (CAMO)

TM CAD has issued 5 new CAMO approvals, as part of the 5 new AOCs issued in 2015. The total number of Continuing Airworthiness Management Organisations has increased to 28. This includes 5 CAMOs as part of the 5 new AOC's issued in 2015. 3 CAMO approvals have been suspended.



**Total Number of CAMOs**

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### Aircraft Maintenance Organisations

The number of approved maintenance organisations has remained the same. There have been changes to the approval scope of MCM Ltd. and Medavia Co. Ltd. Part-145 maintenance organisations.

### Aircraft Maintenance Training Organisations

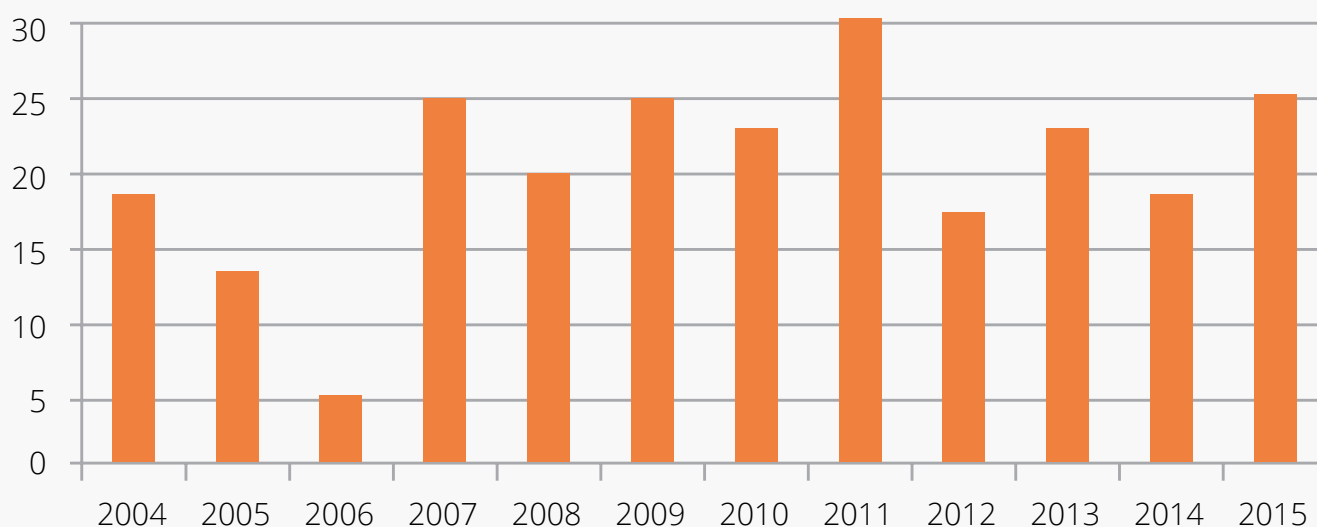
No new Part-147 Maintenance training organisation approval has been issued in 2015.

### Desktop Audits

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

### Aircraft Maintenance Licenses

The Airworthiness Inspectorate issued 23 Part-66 AML licences, 45 Part-66 variations and 16 Part-66 renewals.



**Number of New Part-66 Licences Issued per Year**

### Part-66 Basic Modules Examinations

A total of 16 examinations were conducted for a total of 225 examinees. In 2015, the Multiple Choice Questions bank has been consolidated with the inclusion of more MCQs in the question bank. This exercise will be continued in 2016.

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**The total number of Continuing Airworthiness Management Organisations has increased to 28.**

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# CORPORATE SERVICES DIRECTORATE

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## Functions and Duties

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

## Business Planning Process

During 2015, various initiatives have been undertaken to discuss and engage in long term business planning to, first and foremost, ascertain the core business of each and every operational directorate and enhance its regulatory and compliance role. The structures of all directorates have been strengthened in terms of the wide set of skills and competences needed to meet the current demands of the core business book. This process will be completed during 2016 to be able to fully match the cohesion and flexibility pertinent to the business needs. All this has been carried out after devising and implementing a holistic capacity building plan and embarking upon pilot project apprenticeships with educational institutions. These pilot projects depict a sustainable plan to develop, train and manage current and future staff complements with a view to work towards the attainment of future challenges faced by the Authority in terms of customer-facing matters, type of services provided, international benchmarks to aspire to and innovative policy-making measures. In fact, two industry analyses have been conducted to separately identify such international benchmarks and future trends of the industries regulated by the Authority. Prospective regulatory and compliance regimes that need to be in place have been defined and illustrated and innovative approaches towards national business-oriented portfolios and potential resource and financial generation have been proposed.

## Training & Development and Human Resource Management

The first major training plan since the inception of the Authority has been fully implemented and completed by end of December 2015. The project ESF 4.218 – Capacity Building for TM employees has been closed at €1,018,466.24. 1,283 were the total number of participants, 95% of which received certificates confirming a high level of attendance and participation. In some training components, MQF level certification was awarded too.

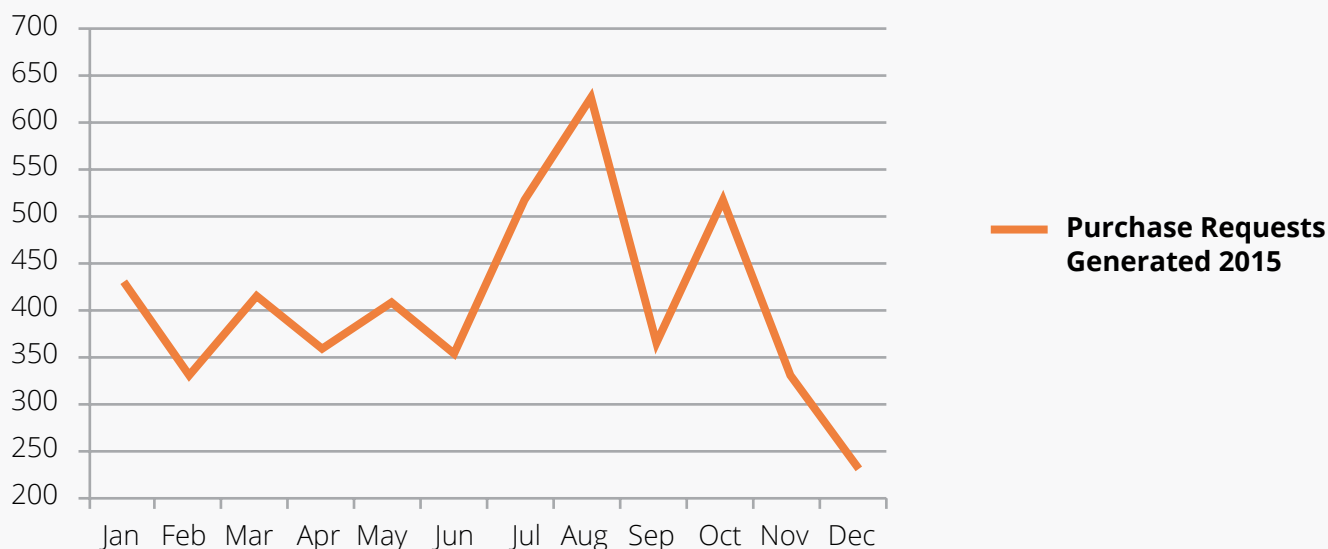
This project, which was taken over in November 2013, reached its climax of implementation during 2015 and has contributed to a major landmark towards one of the most important strategies for Transport Malta, that is of building the organisational capabilities on a long term basis and in a sustainable manner. This has been the major training campaign embarked upon by TM since its inception and endeavoured to have employees from different directorates to be exposed to the same training platform with respect to various organisational behaviour matters. New technical/operational employees were also trained through a number of Expressions of Interest issued.

During 2015, the Training and Development Unit has been set up within the Human Resources Department. Besides becoming the operational arm of business planning in the attainment/implementation of one of the most important strategic goals, that of building up organisational capabilities, this newly founded Unit will continue to reap the benefits sown through the ESF initiative. Besides the obvious upskilling and gain in knowledge, it has enabled the Authority to plan holistically training needs, to enter into various agreements with educational institutions and stakeholders, to enhance the quality of potential recruits and to implement a monitoring mechanism of internal mentors to coach new employees, understudies, apprentices and new recruits. Human resource management includes day-to-day personnel-related operational matters but more so Health and Safety Management. During 2015, the Health and Safety Unit has been set to address and advise on a number of day-to-day operational matters on various TM work places and/or areas of responsibilities of TM at law in an organised corporate manner to continuously embed health and safety into the corporate philosophy.

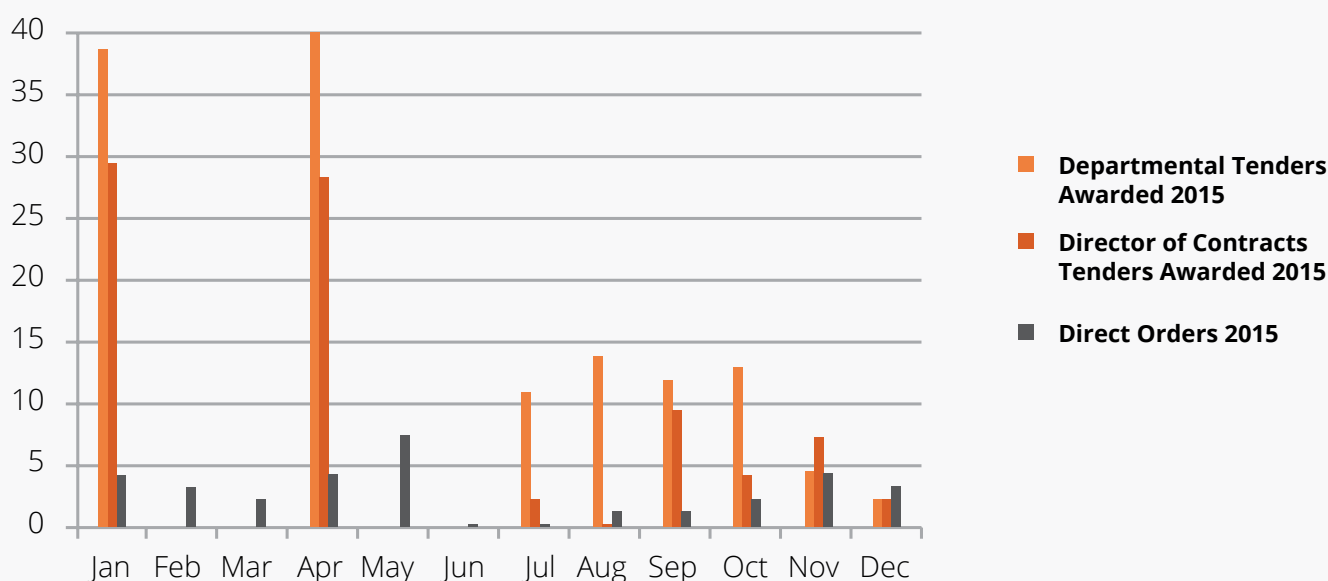
## Procurement Management

The Procurement Unit acts as the co-ordinating unit for the Authority's procurement function. Its major role is to ensure that all relevant procurement procedures are adhered to by all the Directorates of the Authority. In this regard, the Unit is responsible for the management process related to the issuance and adjudication of tenders, direct orders and quotations. During the year under review, Procurement Unit staff continued to attend training in e-tendering procedures. Department of Contract tenders were already being issued through the e-tendering system. By the end of the year, the Unit had converted all public tendering issues to the e-tendering system, except for contract allocations pertaining to the old Framework Agreement. The year 2015 was significant for the Procurement Unit, in terms of the number of public calls issued and finalised, as it was the final year for EU-funded projects and so tighter deadlines had to be met for the evaluation and contracting phases. 2015 was the year of full transition to e-procurement procedures replacing all the manual procedures from the formulation up to evaluation stages of all public calls. The activities of the Procurement Unit during 2015 included the publication of 352 calls comprising of 176 contract allocations, 51 public tenders, 118 quotations and 7 requests for proposals/expressions of interest. The total value of works, supplies and services awarded during 2015 amounted to €52,692,847. This included the largest tender awarded during the year which was the Kappara Junction Civil Works valued at €22,470,000. Works on this project are expected to commence during the first quarter of 2016.

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 2015, the Committee met 40 times and dealt with 1,360 items.



**Number of Generated Procurement Requests**



**Number of Awarded Tenders**

### Customer Care

Transport Malta always aims at having satisfied customers and it aspires that its customers speak highly of the Authority. 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.

### 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 aiming to be better equipped to address the issues effectively.

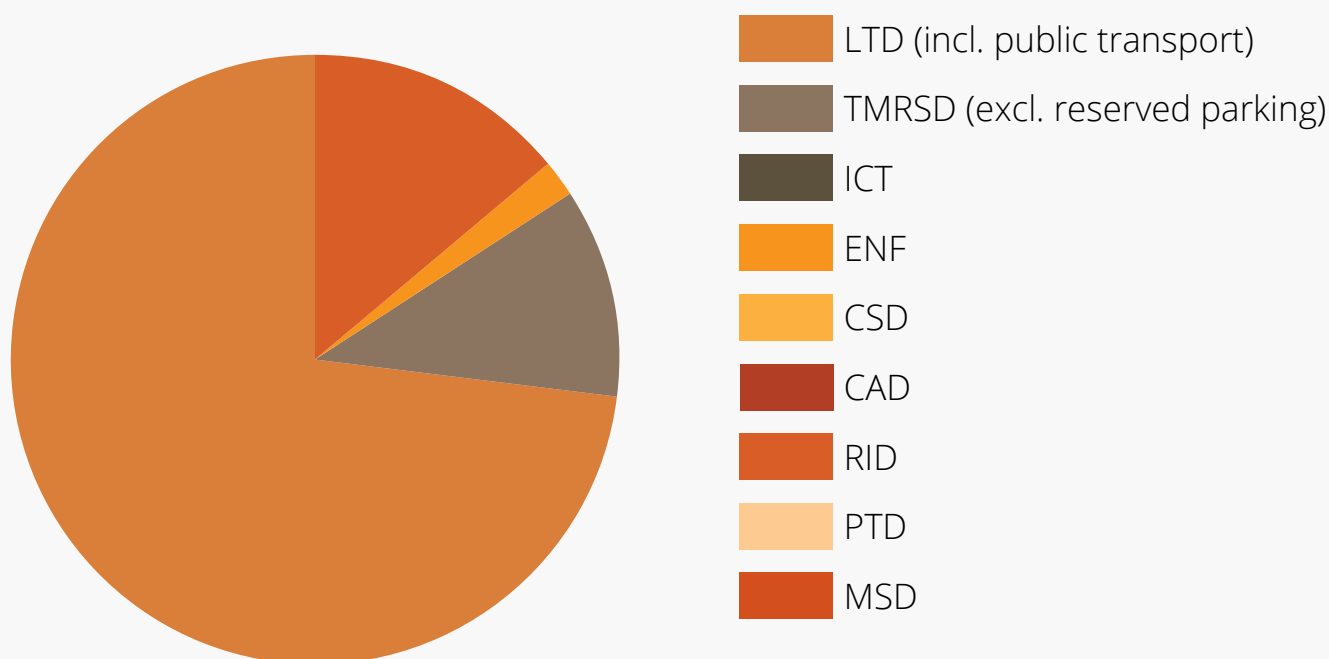
### Customer Queries 2015

The Customer Care Unit received 13,751 complaints and/or queries during 2015, that is an increase of 5,273 complaints and/or queries over the previous year.

This increase in queries and/or complaints was brought about mainly due to the many initiatives and the changes being undertaken in the part of the overhaul of the public transport system.

An important indicator of the efficiency of the Customer Care Team is reflected in the fact that whilst the team continued to diminish in number of human resources, the amount of queries and/or complaints kept increasing. Moreover, by the end of December 2015, the pending queries resulted to only 1% of the total received.

The following chart shows a breakdown of the percentage total number of complaints handled by the Customer Care Helpdesk per Directorate/Unit.



### Number of Complaints per Directorate / Unit

#### Land Transport Directorate

Most of the queries received for the Land Transport Directorate concerned the "tallinja card" where clients queried its lack of functionality and also concerns regarding issue and receipt of card. Moreover, another

area of complaint was the driving licence, followed by issues related with rejections, cards not received and test dates. Amongst the most popular subjects that were queried upon were the various schemes offered by Transport Malta, particularly with regards to the vehicle registration tax refund.

#### *Roads and Infrastructure Directorate*

The huge majority of queries directed at the Roads and Infrastructure Directorate were with regards to road repairs and also feedback from the public regarding the Salina Coast Road. The topics ranged from flooding of roads to maintenance of lamp posts.

#### *Traffic Management*

Queries related to the Traffic Management and Road Safety Unit were related to reserved parking spaces and road markings. Other queries were directed at traffic management, varying from information requests to suggestions on traffic flows.

#### **Marketing and Media**

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

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

	Press releases issued	Media queries handled	Media programmes attended (radio / TV)	Adverts published	Parliamentary questions answered
<b>General</b>	8	2	Nil	10	90
<b>Roads &amp; Infrastructure</b>	192	30	5	4	336
<b>Traffic Management</b>	7	20	12	1	157
<b>Land Transport</b>	42	40	9	12	218
<b>Maritime</b>	20	17	4	4	49
<b>Aviation</b>	2	11	2	1	1
<b>Total</b>	<b>271</b>	<b>120</b>	<b>32</b>	<b>24</b>	<b>851</b>

**Media Transactions during 2015**

To further promote the various initiatives undertaken by Transport Malta on various social media channels, 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.

## Legal

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

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

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**Queries related to the Traffic Management and Road Safety Unit were related to reserved parking spaces and road markings.**

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# ENFORCEMENT DIRECTORATE

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## Functions and Duties

The responsibility of the Enforcement Directorate 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 in Malta Act, and other laws and regulations regulating road transport.

The main functions of the Enforcement Directorate are to:

- *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;*
- *Carries out roadside checks and tests related to emissions, road worthiness, carriage of dangerous goods and tachographs;*
- *Conducts company checks at the operating centre of companies involved in international activities;*
- *Manages budgets;*
- *Manages and follows up on tickets issued by Enforcement Officers;*
- *Manages an Appeals system;*
- *Manages the statistical data pertaining to enforcement processes;*
- *Manages, processes and effects enforcement of road works infringements;*
- *Designs and manages road closures manned by enforcement officers;*
- *Involved in the preparation and management of tenders related to security services across the authority;*
- *Manages, implements, reports and transposes the EU Regulations/ Directives pertinent to enforcement namely:*

**- Directive 2014/47/EU:** Technical Roadside Inspections of the Roadworthiness of Commercial Vehicles circulating in the union and repealing Directive 2000/30/EC. Work has started on the transposition of Directive 2014/47/EU whilst it is still ongoing on Directive 2000/30/EC whereby all Vehicle Inspectorate Unit equipment is now in full working order, has been repaired as necessary and other equipment calibrated. New equipment was also purchased.

**- Directive 2015/719/EU:** Directive of the European Parliament and of the Council amending Council Directive 96/53/EC laying down for certain road vehicles circulating within the community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic. Transposition and Cabinet Memo have been completed and we regularly fill up questionnaires either issued by the Commission or issued by any other Member State.

**- Directive 2015/413/EU:** Directive of the European Parliament and of the Council facilitating cross-border exchange of information on road safety related to traffic offences. This directive is in the process of being transposed, whereby the Malta is currently adopting Directive 2011/82/EU.

**- Directive 2006/22/EC:** Directive of the European Parliament and of the Council on minimum conditions for the implementation of council regulations (EEC) No. 3820/85 and (EEC) No. 3821/85 concerning social legislation relating to road transport activities and repealing council directive 88/599/EEC. Quotations were being prepared for the procurement of tachograph readers (hardware), tachograph software to extract data of both vehicles and driver and training of Enforcement Officers. Reporting obligations are being met through the submission of a data report every two years on company checks and roadside checks. We regularly fill

up questionnaires either issued by the Commission or issued by any other Member State.

**- Directive 2006/1/EC:** European Parliament and of the Council on the use of vehicles hired without drivers for the carriage of goods by road. The obligations of this directive are being implemented by the Vehicle Inspectorate Unit. We regularly fill up questionnaires either issued by the Commission or issued by any other Member State.

**- Regulation 165/2014/EU:** European Parliament and of the Council on tachographs in road transport repealing Council Regulation 3821/85 (EEC) on recording equipment in road transport and amending Regulation (EC) 561/2006 of the European Parliament and the Council on the harmonization of certain social legislation relating to road transport: This regulation has been approved by the European Parliament on 28th January 2016. The Authority currently satisfies all obligations through Roadside Checks.

**- Regulation 1071/2009/EC:** European Parliament and of the Council establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC.

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 2015, the Enforcement Directorate issued 7,764 tickets for various contraventions that fall under its remit. This is an increase of 162% over the year 2014. The majority of tickets were issued during April followed by March, June and August. The majority of tickets were issued in St Julians followed by Malta International Airport, Valletta Bus Terminus and Mater Dei.

The majority of the contraventions issued were primarily related to illegal parking, followed by mobile phone use whilst driving, poorly maintained vehicles, licence not affixed to windscreen and licence not renewed. Although the directorate focuses primarily on matters pertaining to the provision of public transport, however work related to Public Passenger Transport Services and issues related to commercial vehicles is also undertaken to minimise the duplication of roles with the Malta Police Force and Local Wardens.

### 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 where they randomly check vehicles for their roadworthiness. If a vehicle fails the inspection and tests, a restriction is imposed on the vehicle licence and this restriction is only lifted once the vehicle is found roadworthy by TM officials. The roadside checks also include inspection of vehicles in relation to transport of dangerous goods and also to tachographs. Vehicles which are reported through the Emission Alert system are also inspected by this unit. The statistical data, related to such tests and inspections, is as follows:

	2014	2015
<b>Vehicles Called for Test</b>	209	266
<b>Vehicles Tested</b>	146	192
<b>Vehicles that Passed Test</b>	125	160
<b>Vehicles that Failed Test</b>	21	32
<b>Failure Rate</b>	14.3%	16.6%

#### ***Emission Alert Campaign Instigated Tests***

*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.*

There was an increase of 27% of the amount of vehicles called for test in 2015 over the previous year. Also, there was a percentage increase of 2.3% of vehicles which failed the test.

	2014	2015
<b>Vehicles Inspected</b>	1,680	3,358
<b>Vehicles that Passed Inspection</b>	822	1,560
<b>Vehicles that Failed Inspection</b>	858	1,798
<b>Failure Rate</b>	51.1%	53.5%

#### *Roadside Technical Inspections*

In the year 2015 there was an increase of 99.8% of the total number of Roadside Technical Inspections carried out over the year 2014. There was also a percentage increase of 2.4% of vehicles which failed the inspection.

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No of Vehicles	2014	2015
<b>Vehicles Checked</b>	72	73
<b>Vehicles that Passed Check</b>	13	35
<b>Vehicles that Failed Check</b>	59	38
<b>Failure Rate</b>	81.9%	52.0%

#### *ADR (Carriage of Dangerous Goods by Road) Checks*

In the year 2015 there was practically the same amount of Roadside Checks carried out as in the year 2014. However, the failure rate decreased substantially by 30%.



## Number of Checks

2013/2014

2015/2016

**Roadside**

1,092 working days

448 working days

**At Company Premises**

1,153 working days

365 working days

***Tachograph checks***

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

**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, 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 2015, the Directorate issued 98 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 following site section carried out by the Field Officers of the department in relation to

temporary traffic management conditions and also following assessment of the road reinstatement conditions managed by the Roads & Infrastructure Directorate. This is an increase of 300% over the previous year.

**Motoring Schools**

Enforcement operations are also carried out in respect of motoring schools to ensure that they are operating according to law. Enforcement Officers verify a number of matters including that only those who attained their eighteenth birthday are allowed to learn to drive and that these are issued with a standard learner's permit. Enforcement Officers are to check that the operations of the Motoring Schools are not conducted on Sundays and public holidays and that only applicants who are in possession of a valid category B driving license are allowed to have an advanced learner's permit. Also, it is verified that the vehicles used by examiners display the learner's plates. During 2015, the Directorate effected 28 inspections on motoring schools.

**Security at Transport Malta Premises**

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

## **Traffic Management & Road Safety Department**

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

### **Management of Temporary Traffic Management during Works**

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

### **Implementation of Traffic Management Measures**

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

## **Technical Assistance to Local Councils**

A system 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 which require specialised knowledge on road design.

### **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 2015, 118 fault reports were forwarded for repair works to be carried out by the Maintenance and Services Department. This means that there was a reduction of 52% of faults over the previous year. The highest number of faults were reported in October followed closely by February, March and January. The majority of the faults reported were related to system failure.

## **Research and Development**

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

The department extensively researched and designed the first tidal lane to be implemented on the islands at Vjal Sir Paul Boffa in Paola. The concept of the use of a tidal lane is applicable to roads which have tidal flows. The system is intended to manage tidal flows by using the existing road space more efficiently by increasing its flexibility. An additional lane was created in the middle of the carriageway, which lane changes the permitted direction of flow according to stipulated timings but still retains the ability to change direction of flow on demand in the event that an emergency or the need arises. The tidal lane will be bound by bollards on both sides to prohibit

overtaking. The opening and closing of the lane will be with automated bollards and synchronised cats' eyes and traffic lights to inform the driver.

### Road Permit System

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

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

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

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

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

For the year 2015, a total of 11,990 permits were uploaded into the system. 80% of the permits were RWP3, 15% of the permits were RWP1 and the remaining 5% were RWP2. Major Road Works Permits RWP1 generally involve the design of specific Temporary Traffic Management Schemes which are implemented on site to ensure that the disruption to traffic is restricted to the minimum possible.

### Traffic Management Scheme Appraisal on all Classes of Roads

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 2015, the department processed a total of 2,052 traffic management scheme inquiries, requests and applications from local councils, the public and other entities. There was a slight decrease in the amount of requests received by the department over the previous year. 51% of the requests received were approved, 38% were settled, 9% were refused and the remaining 2% are still pending further assessment within the department or are still pending additional information from local councils. The highest amount of applications were received in August followed by July and October.

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 439 applications for reserved parking for disabled persons were received. This is an increase of 11% of applications when compared with the previous year. Of the amount of applications processed, 29% were approved for a reserved bay for disabled persons, 4 were approved for a 1.5m Keep Clear Bay, 30% of the applications were refused and the remaining 17% are pending missing information from the application which is required for processing. The highest amounts of applications were received in April followed by June and December.

### Survey Data

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

Traffic counts surveys, pedestrian surveys and speed survey data are collected and analysed. The department also collects and analyses traffic accident data which is used to 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.

### MODUS EU-Funded Project

The department has the responsibility for the management of the MODUS project. In 2015, the projects related to MODUS proceeded through the implementation phase whereby the following bus lanes were constructed:

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**In 2015, the department processed a total of 2,052 traffic management scheme inquiries, requests and applications from local councils, the public and other entities.**

**//**

Locality	Project
<b>Various localities</b>	The contracts for the installation of all the necessary equipment and infrastructure for the Intelligent Traffic Management System and Control Centre were awarded. Such works include the installation and operation of Variable Message Signs, Closed Circuit Television Cameras, Automated Number Plate Recognition Cameras, Traffic Lights Adaptive Systems and Bus Priority systems.
<b>Birkirkara and Fleur-de-Lys Interchange</b>	All necessary works were completed which included the installation of pelican crossings and the upgrading and construction of footways and bus interchanges.
<b>Blata l-Bajda and Bombi Bus Priority</b>	Works on site commenced for the construction of additional bus lanes, upgrading of the footways and bus interchanges at this major bus corridor.
<b>Msida/Pieta Bus Lanes and Interchanges</b>	Works on site were completed whereby new bus lanes were constructed in Msida, a shared space for pedestrians and route buses was constructed in Pieta' together with upgrading works at the Msida Traffic Light Junction to segregate the route bus movement at the junction and increase the capacity at the other approaching lanes. Various sections of footways were upgraded and interchanges were constructed.
<b>Gżira, Triq ix-Xatt</b>	Works on site were completed whereby footways were reconstructed, the bus lane at Triq ix-Xatt Sliema was extended up to the Manoel Island Junction and the bus bays were upgraded.
<b>Intelligent Bus Card Campaign</b>	The project also included the scheme for the Bus Card Campaign whereby public transport users were given a top-up of their bus card value against specific criteria for usage. Also, various advertising and marketing measures were implemented to promote the use of public transport to support the whole concept of modal shift on which the MODUS project is based.
<b>Construction of the Valletta Bus Terminus</b>	The main bus terminus in Valletta was extended to meet the increase in demand for the use of the route bus as a result of the improvements made to the bus schedules and to the components of the MODUS Project.

The whole concept of the MODUS Project was to promote the use of public transport by providing the necessary infrastructure and systems to improve service reliability and comfort. The ITMS component is crucial to the whole project because the route buses operate on a network which needs to be enhanced to enable the route bus to be more efficient. Through the specific implementation of bus priority measures and designated bus lanes, the public transport service is more efficient and thus more reliable to meet the demands of users. Furthermore, the Intelligent Traffic Management System, through the Control Centre, is an important and essential tool to manage traffic and to influence journey planning thus managing and better controlling traffic congestions on the network.

# INFORMATION & COMMUNICATION TECHNOLOGY DIRECTORATE

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## Functions and Duties

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

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## Projects, Initiatives and Performance of Duties

### ICT Helpdesk and User Support

In 2015, the Authority recruited two additional Support Officers to continue improving on the level of service offered to the directorates. Furthermore ICTD introduced a 24/7 ICT support to ensure that all systems remain fully operational with the minimum possible downtimes.

The ICT unit provides ICT support to all TM users at TM sites. During 2015 the section handled over 4,500 tickets from various Directorates via the HelpDesk system.

### 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. Today, nearly all servers are virtualized. Blade servers were introduced and there is a plan to convert to such servers with VM on top of them.

### Disaster Recovery

ICTD continued on its project to ensure that data is safeguarded in case of a disaster. A new site at CAD in Luqa was earmarked and ready to host this equipment. In this regard a more powerful appliance was required in order to upgrade the existing storage for backups of all existing servers. This setup will replace the one sited at MITA.  
Ports and Coast VTMS Project

During the year under review one of the main objectives was to improve the Ports and Coast VTMS. This objective has been reached through the following:

- *New GO fibre optic links were installed replacing the old microwave links which were the main reason for the frequent total systems failure;*
- *New VHF base station was installed at VTS operations room to be used as backup when needed;*
- *New weather station installed at Delimara radar site;*
- *5 new large HD screen monitors were installed at VTS operations room for the viewing of PHB cameras, AIS targets and Weather stations.*

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

### PHB CCTV Cameras

The improvement in port security was one of Transport Malta's aims for 2015. One of the measures to achieve this aim was to improve the existing CCTV systems and ensure that all areas are secured. To improve the system the following measures were implemented:

- *New point to multipoint fibre optic links were installed between MTC – control room and all the cameras sites. This setup was a huge improvement on the previous microwave links. The result was a much more reliable system and improved video quality of the cameras;*
- *New generation high definition I.P. cameras were installed at Ċirkewwa Passenger Terminal, MTC-Marsa, St. Elmo facing the Grand Harbour entrance and Lascaris Wharf;*
- *Two new large HD screens were installed at MTC - control room for the viewing of cameras;*
- *A new NVR was also installed at MTC-control room for the recording of the new I.P. cameras;*
- *Two new NVRs and 30 I.P. cameras were procured to be installed at Flagstone Wharf to secure the area.*

### New Office in Fgura (A3 Towers)

New offices in Paola were being finalized to move existing units from Marsa, Sa Maison and Floriana. ICTD was responsible to ensure that all information and technological requirements for these Units was made available. The following are some of the tasks performed by ICTD personnel;

- *Two new 20Kva UPSs were installed to provide continuous and clean mains power for all ICT equipment;*
- *ICTD terminated, labelled and tested all 900 network points including the installation of the respective patch panels in the equipment cabinets in both Server rooms;*
- *Installation of 3G repeaters for all service providers;*
- *Assisting in the installation of CCTV cameras system.*

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

## STREETS Project

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 for 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.*

Currently focusing on building the internal services (data and tools), for every directorate into one single repository so directorates are connected with each other through this Platform. In conjunction with RID; Transport Malta is building the GIS capabilities and delving in detail into the data structured required; and setting up the required data structure for the proposed network of 6 entities, so these will be mapped on GIS for planning purposes. Furthermore a dynamic link in the form of a web service to communicate between TM and MEPA is being set up.

## NSW (National Single Window) Project

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

### Formalities

The Portnet Upgrade done 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.*

### *Design*

After various study and presentations TM opted to upgrade the existing Portnet system in order to cater for the above directive. The National Single Window (Portnet) covers the information flows between:

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

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

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

TM also held various hands-on training sessions to agents who were going to use the new format (uploading of various excel forms) in order to see a smooth transition. The system was also upgraded to cater for the Safe Sea Net V3 obligation which TM is obliged to provide to EMSA.

### **Business Services Improvement**

A new role has been established to champion TM's business process improvement initiatives with the ultimate aim being to simplify bureaucracy. The main functions are the following;

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

During the year under review a high level review on the existing processes and systems used by the Land Transport Directorate to regulate the vehicle and drivers has been performed. The main scope of this review was to identify any waste and/or unnecessary bureaucracy and provide options to reduce or eliminate it. The information regarding the existing processes was compiled, assessed, reviewed and then analyzed to refine “as is” and define “to be” processes through several meetings held with management and key players from the Land Transport Directorate.

Several improvements have been identified to eliminate existing gaps and increase the level of control. The changes required in the existing processes have been grouped under the following seven headings:

- *Personnel empowerment*
- *Information distribution*
- *Office layout*
- *Process improvements*
- *IT systems upgrades*
- *New IT systems*





