

TRANSPORT MALTA
Annual Report
2020



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Executive Summary

Joseph Bugeja Chairman & CEO

Merchant Shipping Directorate

As of the end of December 2020, the number of ships registered under the Merchant Shipping Act was 8,807, for a total gross tonnage of 84.27 million. This represents a growth rate of around 2.48% over the previous year, with Malta maintaining its position as the largest register in Europe and the sixth largest in the world in terms of gross tonnage. The Directorate has also further strengthened its presence in the superyacht sector. Positive results were once again achieved in the registration of superyachts under the Malta flag. In 2020, the Malta flag registered an increase of over 6.6% over the previous year in the registration of superyachts over 24 metres in length under the Merchant Shipping Act, with almost 860 superyachts flying the Malta flag.

Ports and Yachting Directorate

The COVID-19 pandemic has also left its impact on port business, and this resulted in a decrease in marine traffic, particularly within the Grand Harbour. This is mainly attributed to a drop in the Cruise and Ferry sector. There was also a decrease in ship calls calling for services such as repairs and bunkering. In actual fact, the total number of cruise passengers visiting the Maltese Islands in 2020 went down to just 59,018 from the 908,549 passengers reported the previous year. Also affected were the shipping movements, which in 2020 amounted to 10,695; a decrease of 1,697 movements when compared to the previous year. Another drop was reported in the total number of passengers travelling to and from Malta by Catamaran or RO-RO in 2020. The number reported, 219,720, is a decrease of 104,250 over the previous year.

In 2020, the Ports and Yachting Directorate was entrusted with the administration of the Port Charges Refund Scheme with an allocated budget of €2.08 Million. The beneficiaries of this scheme included ship operators, import and export agents as well as freight forwarding agents. The scheme was computed on actual ship calls that took place between December 2019 and May 2020. The Directorate, with the support of the Ministry, also supported a number of front-line maritime service providers including Pilots, Mooring Men and Port Workers, by giving financial assistance for the procurement of PPEs and sanitation equipment. The Directorate also assisted the Health Authorities in developing a protocol to facilitate crew changes via Malta without compromising public safety.

Scheduled liner cargo services with essential goods including food and medical supplies remained consistent with no operational delays or reduction in service.

Civil Aviation Directorate

The registration sector has encountered significant growth of more than 150% over the past five (5) years, from the Maltese aircraft register listing over 200 aircraft in 2015 to over 500 aircraft at the end of 2020. The number of Air Operating Certificate (AOC) holders exceeded 40 at the end of the year. Two new Foreign Examination Centres were certified in 2020, together with three new Language Testing Bodies.

Aircraft Leasing Malta was launched during this year, and the compelling reasons to introduce aircraft leasing in Malta include a highly competitive personal and corporate tax framework, an extensive double taxation treaty network, a robust legal system and landscape, and lessor benefits from a friendly legislation. Further to this launch, an online drone management system, tmcad.idronect.com, was also launched, whereby Unmanned Aircraft Systems operators can register and submit flight requests to obtain flight authorisations. An online training course has been launched, as required by EASA, to enable remote pilots to obtain an A1/A3 certification which also provides examinations for both A1/A3 as well as A2 subcategories.

Due to the outbreak of the COVID-19 pandemic, the Air Transport Regulation Unit within the Civil Aviation Directorate (CAD) made sure to follow the developments in air transport matters from an International and European perspective, assisted in the coordination process by providing the necessary feedback, and served as a link between airline operators and other Government entities. The Safety and Compliance Unit within CAD was also in constant liaison with the respective CAD inspectorates, EASA counterparts, and operators/organisations under the CAD oversight, in order to ensure that operational safety risks are identified and mitigation measures are put into place.

Land Transport Directorate

The Land Transport Directorate continued its activities as regulator of land transport throughout 2020. As for all other entities, the COVID-19 pandemic posed some severe challenges to the operations of the Directorate, some of which had to stop temporarily for some weeks when Malta was in a semi-lockdown situation. The cyber-attack suffered by Transport Malta's IT system also had its negative impacts on the Directorate's activity.

Throughout 2020, Transport Malta extended the range of services available from its offices in Hal Lija and deployed a new queue management system. Almost all services related to vehicle registration and driver licensing and permitting are now available from both offices. The Directorate's regulatory unit moved to new dedicated offices in Paola, so that not all the unit's staff and processes are grouped within the same premises.

Five financial schemes for more sustainable private means of transport were launched, with an investment of €5 million. The Directorate continued its effort to recover licence arrears, bringing closure to 612 cases, with a total recovered revenue of €180,000. The total Government revenue from vehicle registration and licensing increased by €2.9 million from 2019. The e-Transfer service was also promoted further, with significant increased usage for garaging, de-garaging and exporting of vehicles.

A total of 11,990 practical driving tests for various categories were processed and carried out, together with hundreds of other more specialized tests. Moreover, 1,312 Customer Care exams, 363 CPC Initial Tests and 1,597 CPC Periodic certifications were conducted. The number of new driving

licences issued amounted to 5,527, whilst 29,808 were renewed. Another 15,576 licences were subject to changes, withdrawals, and/or exchanges.

Fifty new buses were introduced, bringing the fleet's average age to 5.2 years. Whilst the passenger trips in January and February saw an increase of 21% over the same period in 2019, the COVID-19 pandemic caused an overall decrease of 41% throughout the whole year, during which a total of 33.8 million passenger trips were carried out. The free transport scheme was extended to all persons having at least 75 years of age, with more than 50,000 persons benefitting from 5.7 million free trips. The Tallinja card was held by 420,000 persons with 87% of the total trips paid through this card.

A new taximeter was installed on all taxis in Malta and Gozo, with 13 new vehicles replacing older ones in the fleet. A set of amendments to the Taxi Services Regulations were proposed and approved, representing the second major review of the original 2010 Regulations.

Regulatory control on VRT Stations to ensure safer and cleaner vehicles on our roads was maintained, resulting in 2 testers found in breach of the VRT regulations. They were penalized accordingly, and court procedures started against one station.





Looking Back at 2020 with optimism for the future

Kevin Farrugia

Deputy Chief Executive Officer and
Chief Operating Officer

For Transport Malta, 2020 has been a year like no other. As the Authority celebrated its 10th Anniversary since its inception, we also had to face one of the deadliest of viruses that came to our shores as it spread across the globe.

This brought to the Authority new challenges never experienced before, since transport operations dwindled across all transport modes. This resulted in loss of revenues to nearly all transport operators and third-party stakeholders, particularly passenger transport. Dwindling numbers in cruise passengers and flight passenger arrivals, in turn, also negatively affected land transport passenger services and respective operators.

From trying to keep up with the unprecedented economic activity that we got accustomed to in the last few years of the pre-pandemic age and which at times put pressure on the authority especially from a human resources perspective, in 2020 this all changed and during the first few months of the year, members of our staff were called in to give a helping hand to the rest of the front liners battling the COVID-19 pandemic. This is work which we are still carrying out today as the pandemic rages on.

In spite of this, Transport Malta continued with its day-to-day operations like many other public institutions and private companies. The Authority started to change its modus operandi in the way it operates while simultaneously consolidating our basic obligations towards the General Public.

This included assigning members of our staff who could work from home by resorting to teleworking and thus restricting the need to travel on the one hand while, on the other, taking the opportunity to continue modernising the Authority from the ground up and make it even better to face the post-pandemic years.

Additional measures also include putting in place a new IT system, upping our investment in a comprehensive GIS system to streamline data and information acquisition, dissemination of the latter in real time, as well as purchasing

new equipment and other resources, thus bolstering our regulatory functions, and last but not least, investing in the re-training of our staff across all directorates.

Throughout 2020, we continued to increase our presence, both on our roads and in our waters, making such presence greatly felt with the General Public, particularly with our newly set up Rapid Intervention Unit and assisting our traditional Traffic Police in the policing of our roads and waters, in accordance with both the enforcement of regulations as well as assisting road users and contributing to road and sea safety.

This investment will continue throughout most of 2021, as we await the delivery of additional assets to bolster our operations. This is in addition to the massive investments taking place in the modernisation of our properties and buildings from where we operate, to provide our increasing members of staff with state-of-the art resources and improved working conditions, as the Authority is becoming one of the largest employers within the wider public sector. The Authority is looking forward to continuing with its current pace in 2021 and beyond, to make itself more relevant to road users and the general public and to make our urban environment safer.



Transport Malta Current Administration



Chief Officers



Bugeja David

Chief Officer & Harbour Master –
Ports & Yachting Directorate



Grech Emanuel

Chief Officer – Information &
Communication Technology
Directorate



Montebello Pierre

Chief Officer – Land Transport
Directorate



Pace Charles

Director General for Civil Aviation –
Civil Aviation Directorate



Pace Mary Rose

Chief Officer – Strategy &
Corporate Services Directorate



Sammut Ivan

Registrar General of Shipping &
Seamen – Merchant Shipping
Directorate



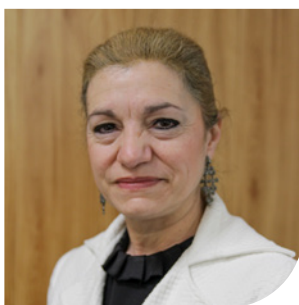
Sutton David

Chief Officer – Integrated
Transport Strategy Directorate

Deputy Chief Officers



Agius Gilbert
Deputy Chief Officer – Land
Transport Directorate



Bartolo Sylvana
Deputy Chief Officer – Civil
Aviation Directorate



Farrugia Fritz
Deputy Chief Officer & Deputy
Harbour Master – Ports &
Yachting Directorate



Gouder Donald
Deputy Chief Officer – Strategy
& Corporate Services Directorate



Muscat Jesmond
Deputy Chief Officer – Integrated
Transport Strategy Directorate



Tabone Ivan
Deputy Chief Officer – Merchant
Shipping Directorate

Directors



Attard David

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



Axisa Charles

Director Business Development
Office of the Chairman & CEO



Axisa Clint

Director – Land Enforcement
Enforcement Directorate



Barbara Peter Paul

Director - Malta National
Electromobility Platform
Department



Conti Antoinette

Director Operations - Office of
the Deputy CEO & COO



Farrugia Brian Miguel

Director Regulatory Unit – Land
Transport Directorate



Grima Jesmond

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



Mallia Laura Sue

Director - Risk Management,
Policy & EU Affairs - Strategy &
Corporate Services Directorate



Mansueto Clint

Director – Driver Permit Testing
& Training
Land Transport Directorate



Micallef Pule` Vince

Director - Road Transport
Licensing - Land Transport
Directorate



Pollacco Patrick

Director – Maritime Enforcement
Enforcement Directorate



Vella Ivan Pierre

Director – Public Transport
Land Transport Directorate



Members of the Board of Transport Malta



In the period between 1st January 2020 and 31st December 2020, the Board Members of Transport Malta were:

Chairman & CEO

Mr Joseph Bugeja

Deputy Chairman

Mr Christian Sammut

Board Secretary

Dr Vanessa Vella

Members:

Dr Malcolm Mangion

Mr Paul Muscat

Dr Mary Gauci

Dr Denise Abela

Mr Matthew Chetcuti

Dr Andre Borg

Ms Pamela Schembri

Mr Vincent Micallef

Mr Nazzareno Calleja

Mr Renald Falzon (until November 2020)



Mission statement

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



Main objectives and policies

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

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

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

Transport Malta encompasses operational and supporting units and directorates. These include maritime (ports, yachting and merchant shipping), traffic management, land transportation, roads, infrastructure and civil aviation. Corporate, financial, strategic, enforcement and ICT services are implemented horizontally across the Authority's structure. Following the establishment of roads agency Infrastructure Malta in 2018, Transport Malta has retained its regulatory role with regard to Malta's road network.



Merchant Shipping
Directorate

Functions and Duties

The functions and duties entrusted to the Merchant Shipping Directorate in terms and in pursuance of the provisions of the Authority for Transport in Malta Act are to regulate, control, and administer all matters related to merchant shipping and marine pollution prevention and control, provided for under the Merchant Shipping Act and other related legislation.

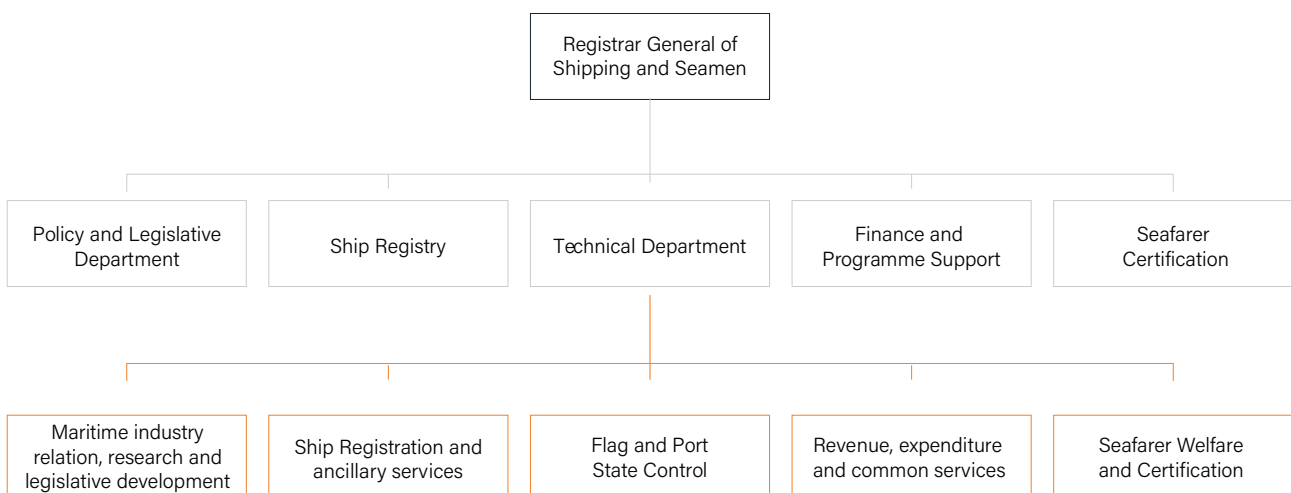
This includes ship and yacht registration under the Malta flag and their technical performance with regard to safety and pollution prevention, and the promotion of the maritime services which are provided by Malta to the international shipping community.

The Directorate is also entrusted with regulating the employment and certification of seafarers and the promotion and advancement of the skills of seafarers and of persons employed in the maritime industry. This is done with the purpose of fostering Malta's relations in international shipping fora and administering the implementation of

maritime and other related international conventions and agreements. In order to provide a one-stop-shop service to its client base, the Directorate is also responsible for regulating and controlling the licensing of shipping organizations and regulating, controlling and administering maritime radio communication services for Maltese ships.

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

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



Capacity building is an ongoing process. Efficiency and effectiveness are augmented by specialisation and training, the introduction of new systems and methods, the further digitisation 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. These were mostly organized virtually, mainly due to the COVID-19 pandemic. The programme is financed both from funds of the Authority, or through schemes made available by the European Commission.

Projects, Initiatives and Performance of Duties

The reality of a leading flag Administration and the unprecedented challenges brought about by the COVID-19 pandemic were of particular focus in 2020. The Directorate took a number of proactive initiatives to continue providing an uninterrupted service to the Maltese shipping community.

The Malta Ship Registry, fully aware that the shipping industry had been severely impacted by the pandemic

and was facing serious cash flow issues, was proactive in deferring the payment of the relevant fees. Moreover, the Directorate took a very active role in the facilitation of crew changes to take place in these unprecedented times. An array of challenges were encountered during the repatriation of seafarers around the globe. Such measures certainly enabled shipping companies, owners, managers and operators of Maltese merchant ships to address the difficulties encountered due to the COVID-19 outbreak.

During the period under review, the Directorate continued with the process, leading to the introduction of more electronic services aimed at enhancing cohesion and more timeliness in the services provided. With the progress in digitisation, further digitised services are being introduced. The electronic fleet management system is the main tool used by the Directorate to assist with daily ship registration operations and the issue of all certificates of registry. The process leading to the introduction of new electronic systems within the Seafarers' Certification Department has continued. The Directorate is in the final stages of finalising a fully digitised platform whereby customers can have online access to services on a 24/7 basis. The system aims to address the needs of the Directorate's client base in terms of applying for any service related to training and certification, online payment clearance, and also, a real time certification authentication platform. During the year under review, the relevant software was developed and the final testing on the system is being carried out with a view to go live in 2021. Unfortunately, progress was hindered by the cyber-attack on the Authority.

In 2020, the Directorate finalised the implementation of the EU Funded Project under Regulation (EU) 2017/825 on the

establishment of the Structural Reform Support Programme ("SRSP Regulation"), to analyse and support the introduction of electronic services to the Maltese maritime industry. The project was aimed at contributing to the introduction of improved processes in the Maltese maritime administration by refining the mapping of existing processes, identifying bottlenecks, and developing recommendations for new simplified processes that can be implemented electronically in order to reform the maritime sector. This process was done with a view to enhance competitiveness, productivity, sustainable growth, job creation as well as investment. All the business processes have been reviewed and discussed in detail, both internally, and externally with all stakeholders. The project resulted in the development of recommendations and a detailed plan, including resources and time estimates, to introduce simplified processes within the Maltese maritime administration. This project also contributed to fulfilling the Maltese National Digital Strategy. The implementation of simplified processes and the introduction of electronic solutions will improve existing work practices, increasing the efficiency and effectiveness of the Directorate in a more sustainable manner. The new procedures and system should reduce the workload and eliminate existing gaps which could be the source of human error. The system shall also provide better control over all stages of the process with increased security, accessibility and accountability. In 2020, the Authority also secured funding for the next phase of the digitisation process of the operations of the Merchant Shipping Directorate. A project that will be implemented in 2021 will see a detailed analysis of the requirements for the implementation of a Document Management System. This will enable the Directorate to start the process leading to the digitisation of its records.

The year under review saw the Directorate further consolidating its consultations with the industry and stakeholders, both locally and internationally. This is usually done through initiatives, such as the holding of workshops, participation in trade visits, and through the holding of bilateral discussions with a number of other important maritime nations. In view of the COVID-19 pandemic, such initiatives were held virtually. In close collaboration with the Maltese shipping community, operational procedures were developed and implemented in order to continue with the uninterrupted provision of services.

Moreover, following extensive internal and external consultations with all stakeholders, and while taking into consideration new industry and market standards, the requirements of the Commercial Yacht Code (CYC) 2015 were duly revised and improved, and a new CYC 2020 was issued, replacing the CYC 2015.

The CYC 2020 will better serve the needs of the yachting industry as it aims to optimise the regulatory regime to the particular needs, demands and technologies of this market, in conformity with safety and international regulations and standards. The new revised CYC 2020 is applicable to all commercial yachts and will become effective as of 1st January 2021.

Furthermore, in 2020, the Directorate launched the draft Passenger Yacht Code (PYC) for extensive consultation. Aware of the ever-growing needs of the industry, as large commercial yachts increase in size, the twelve-passenger limitation has become more perceptible, and the Malta Ship Registry developed its own Code for consultation with the industry. The PYC is specifically designed and intended for

passenger yachts of more than 500 gross tons, which carry more than twelve passengers. The consultation is open until the first quarter of 2021, but from preliminary feedback received, this initiative was very much welcomed by the industry.

Spurred by the demand for further services provided by Malta as a leading yachting jurisdiction, the Directorate has also launched a number of training courses specific to the yachting industry. This has also placed Malta as a leading maritime education jurisdiction. In parallel, the Directorate has also launched the Yachting Record Book, which is available to all yachting persons who are sailing, or shall be sailing, on board pleasure yachts registered under the Malta flag.

The Directorate has also launched a consultation with all interested stakeholders on the implementation of remote surveys by its Recognised Organisations. Whilst there are a number of benefits of remote surveys, these could also pose a number of challenges. As a proactive Administration, the ongoing consultations will assist the drawing up of future policies that further support the development of a digital maritime environment.

Following certification by the Malta Competition and Consumer Affairs Authority (MCCAA) as having in place an ISO 9001:2015 quality management system, the Directorate underwent one remote audit by the MCCAA in 2020. Once again, it confirmed its certification, showing the Directorate's commitment to continuously improve and provide high value-added services to shipowners and operators around the world and to the Maltese maritime community at large. In 2020, the Directorate further consolidated its services as a leading Flag State, carrying preparatory work leading to the accession to additional international conventions and further enhancement of its processes and procedures. As a leading maritime Administration, the Directorate has continued to play a very active role in discussions on the sustainability of the shipping industry and climate change challenges.

Registry of Ships

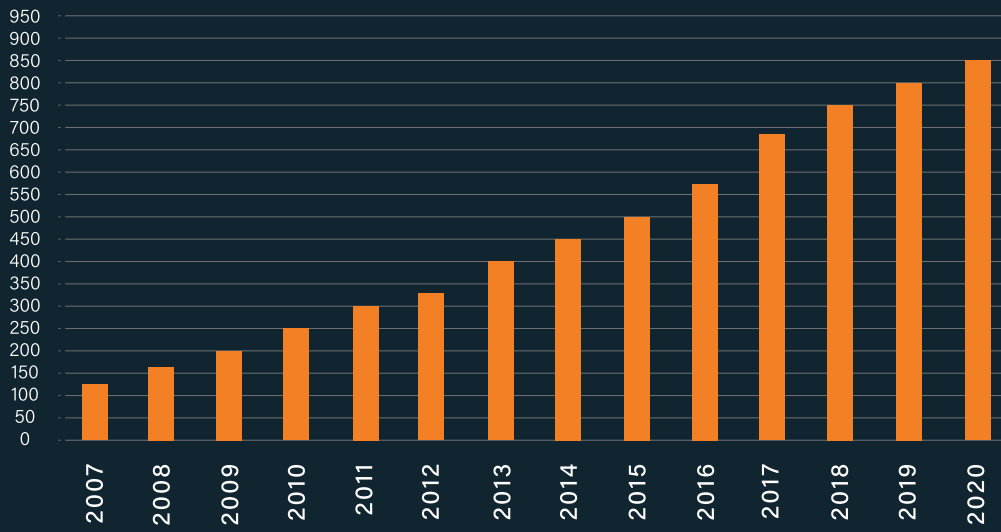
Between January and December 2020, 624 vessels totalling a gross tonnage of 7,237,870 were registered under the Malta flag, while cancellation of registry was affected in respect of 385 vessels with a total gross tonnage of 5,034,231. These results represent a growth of 2.48% over the end of 2019 for the Malta flag.

As at the end of December 2020, the number of ships registered under the Merchant Shipping Act was 8,807, for a total gross tonnage of 84.27 million. Through the ongoing efforts of the Merchant Shipping Directorate and the shipping community, Malta has maintained its position as the largest register in Europe and the sixth largest in the world in terms of gross tonnage. The average age of all vessels registered during this same period was 11 years, and 10 years for ships with a gross tonnage of 100 and over. The average age for deletion of registry was 17.9 years, with ships of gross tonnage of 100 and over averaging 17.2 years. The average age of merchant vessels registered as at 31st December 2020 was 14 years.

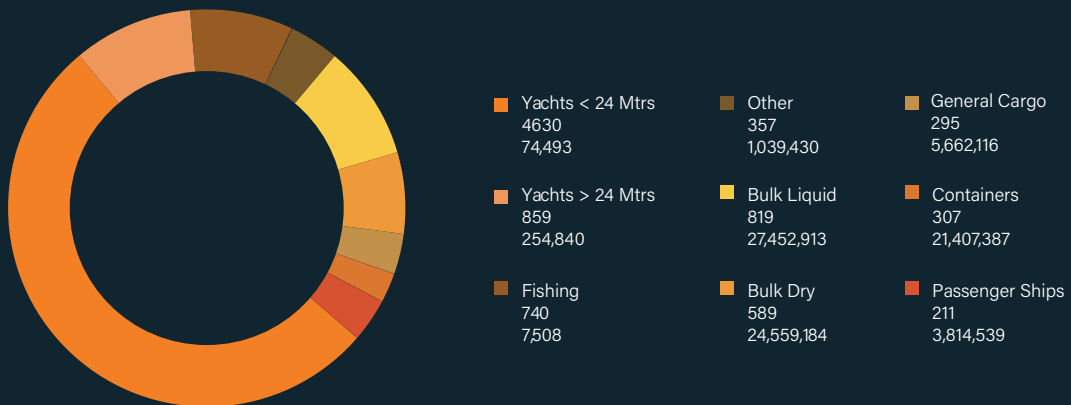
The Directorate has also further strengthened its presence in the superyacht sector. Positive results were once again achieved in the registration of superyachts under the Malta flag. In 2020, the Malta flag registered an increase of more than 6.6% over the previous year in the registration of superyachts over 24 metres in length under the Merchant Shipping Act, with almost 860 super yachts flying the Malta flag.

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

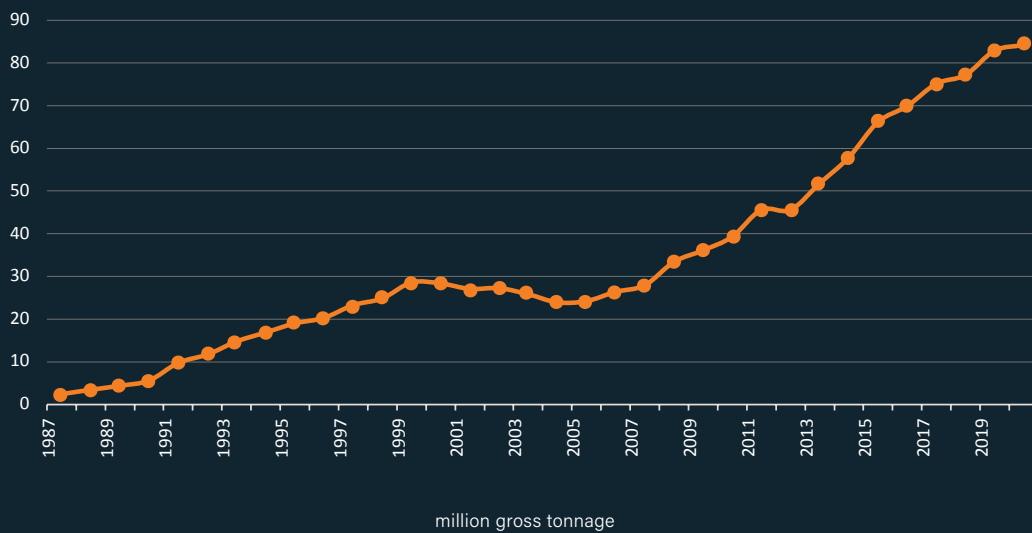
> 24 MTRS



Super Yachts Registered under the Merchant Shipping Act as at 31st December 2020



Vessels by Type Registered under the Merchant Shipping Act as at 31st December 2020



Flag State Control

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

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

The Directorate continued to conduct general and risk-based inspections of Maltese registered ships around the world, 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 the expense of Transport Malta.

Between January and December 2020, 753 inspections (27,152,971 gross tons) were carried out in 84 ports in 31 different countries around the world. The Directorate detained 41 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, which includes shipowners themselves. Undoubtedly, it has substantially improved the monitoring capabilities of the Directorate and the overall performance of the Maltese fleet. Without in any way diminishing the importance of an ever-increasing awareness amongst shipowners and seafarers of the need for quality shipping, the flag State control regime has been an important contributing factor towards the reduction in the rate of detentions of Maltese ships in foreign ports.

Although no official figures have yet been released by the Secretariat of the Paris Memorandum of Understanding on Port State Control, the detention rate for Maltese ships in ports covered by the Memorandum for calendar year 2020 can be provisionally quoted as 2.6%, which would reaffirm Malta's place in the MoU's whitelist.

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 that 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 2020, 157 foreign flagged ships were inspected. This represents 30.4% of the total number of foreign merchant ships entering Maltese ports. Detention orders were issued in respect of 3 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.

Ship Casualty Investigation

During the period under review, a total of 454 occurrences were reported to the Marine Safety Investigation Unit (MSIU). Of these, 305 were reportable accidents and incidents on board Maltese registered ships. The majority of these were classified as less serious or minor incidents. There were nine accidents which were classified as very serious. All very serious accidents involved loss of life of either people on board or shore workers, whilst one of the very serious accidents resulted in the loss of two crew members overboard, who remain missing. Three of the reported occurrences involved fishing vessels. 33 accidents resulted in serious injuries to persons on board. Other reported accidents involved, inter alia, minor collisions, main propulsion failures, collisions, groundings, strandings and fires. 15 of the reported occurrences involved foreign flagged ships, which were either in Maltese territorial waters or Maltese internal waters.

In 2020, the MSIU published 23 safety investigation reports and initiated 24 new safety investigations. An interim safety investigation report was also published in 2020, leading into a

safety investigation led by Panama, but it was not completed within 12 months from the accident date. Moreover, Malta was also a substantially interested State in three other safety investigations, led by Liberia, Panama and the USA.

The Directorate cooperated with the MSIU for the latter to carry out the necessary safety investigations in accordance with the Laws of Malta and provided all the necessary information.

It is important to point out that although marine casualties are not a performance indicator of the Maltese registered fleet, one can identify a stable rate of reported occurrences over the previous years, with a marginal decrease in the overall number of reported occurrences, but a minor increase in the number of reported very serious casualties.

Maritime Radiocommunication Services

Throughout the past year, the Directorate continued to render maritime radiocommunication services to its client base. During the period under review, 2,541 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 and 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 as well as the allocation of Maritime Mobile Service Identities (MMSI) to SOLAS and non-SOLAS Maltese registered ships.

Certification of Seafarers

As part of its responsibilities as a Flag Administration, the Directorate also has the responsibility of training and certification of seafarers engaged on Maltese ships. By end of December 2020, the Directorate had processed over 318,571 applications from officers engaged on Maltese ships for the issue of endorsements attesting to the recognition of their certificate of competency issued by a foreign Administration. Of these, 15,786 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 accredited training providers both in Malta and abroad, ashore and on-board. These 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 legislation. Currently, there are 26 approved maritime training providers delivering 187 approved STCW courses and 21 non-STCW courses. During the period under review, the Directorate has approved 1 new maritime training centre and 23 new maritime training courses; furthermore, 21 maritime training courses were re-approved.

During the year under review, the Directorate was very active in developing new courses leading to certificates for satisfying the requirements of the yachting sector. A number of non-STCW courses were launched to fill a growing gap in the industry. These certificates aim to provide the holder with the necessary knowledge to perform his/her duties with confidence and proficiency. 2020 also saw the launching of new STCW Certificates of Competency for yachts, a first

for the Maltese Administration. A Yachting Record Book aimed at logging sea service obtained on yachts has also been released.

In 2020, the Directorate organised 23 examination sessions leading to the issue of Certificates of Competency as Master Mariner, Chief Mate and Officer in Charge of a Navigational Watch. All examinations were financed by Transport Malta. During this same period, 3 Revalidations for Certificate of Competency were issued for an Officer in Charge of an Engineering Watch, 7 new Certificates of Competency and 12 revalidations were issued as Officer in Charge of a Navigational Watch, 2 New Certificates and 2 Revalidations for Chief Mate, and 7 New Certificates and 15 Revalidations for Master Mariner. Moreover, 9 GMDSS General Operator Certificates of Competency together with 12 revalidations, 4 New GMDSS Restricted Operator Certificates, 72 new VHF-SRC certificates, 380 PSCRB Certificates, 192 FRB Certificates, 6 EDH Certificates, 31 SSO Certificates, 23 Engineering Watch Rating Certificates, 23 Navigational Watch Rating Certificates, 15 Able Seafarer Certificates, 174 Security Awareness Training Certificates, 32 Designated Security Duties Certificates, 278 Advanced Fire Fighting Certificates, 81 Medical First Aid Certificates, 79 Medical Care Certificates, 1686 Seaman Record Books, 55 Basic Tanker Training Certificates, 204 Advanced Tanker Training Certificates, 761 Basic Safety Training Certificates, 4 Basic Training Certificates for Seafarers Engaged On Ships Operating in Polar Waters, 11 Master of Yachts less than 200 GT Unlimited, 37 Recreational Skipper and 325 attestation letters 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 in its international commitments and the active participation in international shipping fora. The heavy involvement of Directorate officials at these meetings is imperative for Malta's achievement of 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 Non-governmental 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, the Malta Ship Registry Office in Greece, 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 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, and it 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.

During the year under review, various bilateral discussions were held with third countries to further foster the cooperation in the maritime field. This has also led to the conclusion of a number of bilateral agreements. Moreover, in 2020, the Directorate hosted a number of officials from third countries on twinning projects that provided technical assistance for the further development of maritime services in their respective country.

Malta has continued to further enhance its active involvement in the work of the International Maritime Organisation (IMO), and the United Nations' specialised agency for maritime safety, security and the protection of the environment from pollution from ships.

Directorate officials actively participated in practically all IMO fora. 2020 was a particularly challenging year and most of the negotiations were held virtually. During the period under review, Merchant Shipping Directorate officials participated in virtual meetings of the IMO Council and in the work of the Legal, Marine Environment Protection, Maritime Safety and Technical Cooperation Committees, and that of other Sub-Committees.

In September, Malta celebrated the 31st Graduation Ceremony of the IMO International Maritime Law Institute. During the graduation ceremony, which in view of the current situation regarding the COVID-19 pandemic was held virtually, Malta bid farewell to 63 students from 35 States who were awarded the Diploma in International Maritime Law, the Master of Laws Degree in International Maritime Law, the Master of Humanities in International Maritime Legislation and the Magister Juris Degree in International Maritime Law.



European Union

The Merchant Shipping Directorate has continued its active involvement in providing input for the formulation of Malta's policy with respect to the ongoing debates on maritime issues at EU level. 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. Negotiations continued on the proposal for a Regulation amending Regulation (EU) 2015/757, in order to take appropriate account of the global data collection system for ship fuel oil consumption data. In view of the COVID-19 pandemic, the Directorate participated in EU coordination activities to coordinate Member State actions to deal with the pandemic situation in the transport sector. This included measures to streamline and address the disruptions caused to shipping and to minimise the impacts on seafarers, particularly in relation to facilitating crew changes.

Although most discussions in EU fora have shifted to a virtual mode due to the pandemic, the discussions on various maritime policy areas at EU level has continued. Throughout 2020, the Directorate followed and participated in various discussions at EU level, as well as inter-Ministerial consultations focusing on the European Commission's Green Deal in relation to the envisaged actions aimed at reducing GHG emissions from shipping. EU coordination of the positions to be adopted by the EU Member States during IMO Committees and Sub-Committees was also carried out. The Directorate examined proposals for Council Decisions setting out formal EU positions, together with Commission papers establishing EU coordinated positions.

The Directorate continues to support the work of the European Maritime Safety Agency (EMSA), through its participation in the Administrative Board. EMSA operates in the areas of maritime safety, maritime security and prevention of pollution by ships. The said Agency organises events for stakeholders during which they are trained, informed and piloted, in order 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 participated in various training sessions and workshops on the implementation of EU maritime legislation organised by EMSA. A team from EMSA has also conducted a remote audit of the Directorate in order to assess Malta's implementation of Regulation (EC) No 725/2004 on enhancing ship and port facility security. Officials from the Directorate have participated in the work of the European Sustainable Shipping Forum, which is a forum comprised of representatives of EU Member States' maritime authorities and stakeholders from the shipping industry, to enable a structural dialogue and an 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. The forum also held several discussions to contribute towards the work of the IMO Marine Environment Protection Committee, particularly in developing measures for improving the energy efficiency of ships. The Directorate also participated in various other meetings, including the Maritime Directors meeting, which brought together high-level officials from maritime administrations to discuss the development of EU maritime policy.

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

International Conventions and Legislative development

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

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

In 2020, the Directorate continued to intensify the implementation of its oversight programme on Recognized Organisations and Appointed Government Surveyors acting on behalf of the Government of Malta. This included the carrying out of a number of audits in offices around the world to ensure that the relevant procedures and standards are maintained at all times.

During the period under review, the revision of a number of subsidiary legislations under the Merchant Shipping Act was carried out. Four pieces of legislation were promulgated, namely the Merchant Shipping (Shipping Organisations– Private Companies) (Amendment) Regulations, 2020; the Merchant Shipping (Ships Eligible for Registration) (Amendment) Regulations, 2020; the Merchant Shipping (Maritime Labour Convention) (Amendment) Rules, 2020 and the Merchant Shipping Fees (Amendment) Regulations, 2020.

The Merchant Shipping (Shipping Organisations – Private Companies) (Amendment) Regulations, 2020 introduced amendments to the principal regulations, to correct errors or omissions in the principal regulations. These regulations added innovative features already existing in other parts of Maltese company law to shipping companies and also incorporated penalties for breaches of the regulations.

In terms of the Merchant Shipping Act and the Ships Eligible for Registration Regulations, EU, EEA and Swiss citizens may be eligible to be registered as owners of Maltese registered ships. A number of Maltese registered vessels, particularly yachts, are registered in the name of British citizens. As the UK is no longer part of the EU following 31st December 2020, and to avoid a situation where owners would automatically no longer be eligible to be registered as owners of these

vessels, the need arose to create the Ships Eligible for Registration (Amendment) Regulations, 2020. This allows UK citizens to still be eligible to be registered as owners of Maltese ships.

The Merchant Shipping (Maritime Labour Convention) (Amendment) Rules, 2020, were made to cater for the 2018 amendments which were made to the Maritime Labour Convention, 2006. According to these amendments, a seafarer's employment agreement shall continue to have effect while a seafarer is held captive on or off the ship as a result of acts of piracy or armed robbery against ships. The Merchant Shipping Fees (Amendment) Regulations, 2020 have been drafted inter alia to transpose the fees which to date are found in the Radiocommunications (Certificates of Operators) Regulations, which regulations shall be repealed and transposed into the Merchant Shipping (Training and Certification) Regulations. They also introduce fees for a number of new certificates, including a service record book aimed at the yachting industry. Examination fees found in the Radiocommunications (Certificates of Operators) Regulations were also transposed into these amendment regulations to offer a holistic approach and one standard fee for all examinations leading to certificates of competence.

In 2020, the Directorate has also engaged in a consultation with the Malta Maritime Law Association in order to review the Merchant Shipping Act and to consider possible amendments to address provisions that may be outdated or are in need of review, in view of overall improvement and clarification of the relevant provisions of the said Act. Developments at an international level continued on the

reduction of greenhouse gas (GHG) emissions from ships, particularly as this topic is among the top priorities both at IMO and EU level, amidst growing pressure to address climate change. The Directorate has continued its active involvement in the ongoing work aimed at implementing the IMO Initial Strategy for the Reduction of GHG Emissions from Ships. In particular, significant progress was made towards the development of short-term measures. In spite of the global pandemic throughout the year 2020, IMO Committee meetings have continued taking place remotely or ordered to ensure that the momentum of progress continues as planned, to the possible extent. The 75th meeting of the IMO Marine Environment Protection Committee approved draft new mandatory regulations to cut the carbon intensity of existing ships. The draft amendments to the MARPOL convention would require ships to combine a technical and operational approach to reduce their carbon intensity, in line with the ambition of the Initial IMO GHG Strategy, and from a longer-term perspective, progress also continued on the need to encourage the uptake of alternative low- and zero-carbon fuels in the shipping sector.

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

Moreover, the Directorate actively participated in the ongoing work within UNCITRAL, with respect to the development of an instrument regarding the Judicial Sale of Ships. The draft instrument on the judicial sale of ships that is being discussed by UNCITRAL Working Group VI has its origins in a proposal by the Comité Maritime International (CMI) for

future work on cross-border issues related to the judicial sale of ships. The proposal outlines certain problems associated with the non-recognition in one State of judgments ordering the sale of a ship that emanated from another State. In particular, the failure to recognise the clean title acquired by the purchaser under the law of the State of sale led to difficulties in deregistering the ship from its presale registry and gave rise to the risk of subsequent arrest of the ship for presale claims.

The development of an instrument on the Judicial Sale of Ships aims to address such issues and safeguard the interests of the parties involved in a judicial sale.



Merchant Shipping Notices

In 2020, 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, twelve Merchant Shipping Notices, seven Technical Notices, and five Information Notices were issued, as per below list:

Precautionary Measures against Novel Coronavirus (MS Notice);

Extraordinary measures resulting from the COVID-19 Pandemic (MS Notice);

Security Guidance for Mariners operating in the Gulf of Guinea (MS Notice);

Supporting Measures to the Maltese Shipping Industry during the COVID-19 Pandemic (MS Notice);

Discharge of wash water from Exhaust Gas Cleaning Systems (MS Notice);

Marine Equipment Directive 201490EU - Market Surveillance and Reporting (MS Notice);

Enforcement of EU Ship Recycling Regulation No. 1257/2013 relating to the Inventory of Hazardous Materials (MS Notice);

Revision of the Commercial Yacht Code (MS Notice);

Training and Certification of Crew engaged on Yachts and Workboats (International Voyages) (MS Notice);

Extension of sea service beyond the seafarer employment agreement period (MS Notice);

Amendments to the Maritime Labour Convention, 2006 (MS Notice);

Contact details of the Merchant Shipping Directorate (MS Notice);

Guidance on new regulations on Sulphur content of fuel oil (Technical Notice);

Periodic Servicing of lifeboats, life rafts and rescue boats, launching appliances and release gear (Technical Notice);

Fire and Abandon Ship drills (Technical Notice);

Entry into force of the Ballast Water Management Code (Technical Notice);

Electronic Record Books for MARPOL related record keeping (Technical Notice);

International Ship and Port Facility Security Code (Technical Notice);

Maritime Cyber Risk Management (Technical Notice);

The use of VHF Radio Communication and AIS for collision avoidance (Information Notice);

Wire Ropes Maintenance (Information Notice);

Potential Hazards associated with carriage of Cargoes in Bulk (Information Notice);

Crew arrangements for Ships calling at Australian Ports during the COVID-19 pandemic (Information Notice);

National and Public Holidays (Information Notice).

Economic Performance

Economic performance is certainly not the most suitable indicator of the success of a Flag State Administration. Nevertheless, the economic activity generated from merchant shipping during the period under review has been quite considerable. Economic benefits, including the high amount of foreign exchange earned, is of advantage to both

Government authorities and the local private sector. Revenue earned 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 it is vital for Malta's economic well-being.





Ports and Yachting
Directorate

Functions and Duties

In 2020, the Ports and Yachting Directorate continued with its regulatory role in monitoring the maritime activities which took place within ports and the internal and territorial waters of Malta. In the same year, the Directorate was also responsible for the management of port facilities which are under the control of the Authority, including yachting and mooring facilities. Other tasks undertaken were related to the promotion of the efficient use of our ports and maritime facilities and ensuring that port users and service providers comply with legislation and contractual obligations. Additionally, the Directorate assisted with the organisation of a number of government and private events organised within our ports and territorial waters, by providing support and technical assistance. The above ensured the achievement of the right balance between leisure and commercial operations in the use of our waters.

Further to the above, the Directorate was consulted on several projects related to the maritime industry, which included, besides other smaller local infrastructural projects, the upgrade of Pinto Wharves 4 and 5, the establishment of a berm within the Grand Harbour to mitigate inclement weather, the possible construction of a smaller breakwater in the way of the breakwater bridge, and the land reclamation and establishment of a new quay connecting Ras Hanżir and Fuel Wharf as a multi modal purpose quay, in which the prime purpose would be Ro-Ro and Ro-Pax vessels. In addition to the above, the Ports and Yachting Directorate was responsible for:

- The promotion of port services and maritime activities;
- Preservation of good order in the internal and territorial waters, including safety of navigation;
- Compliance and regulation of International and European Legislation and Directives;
- Prevention and control of pollution, including the provision of port reception facilities for ship-generated waste;
- The provision of a safe and efficient maritime transport system;
- Ensuring the provision of technical nautical services, firefighting facilities, supplies, and other ship requirements;
- Regulation of yachting and maritime leisure facilities;
- The compilation of maritime statistics; 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;
- superyacht 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, particularly the importation of fuel for the domestic market. Enemalta is the public entity responsible for power generation and the Delimara Power Station Berth. The LNG import facilities, including a jetty to cater for the berthing of a Floating Storage Unit (FSU) and a shore-based Regasification unit, are now fully functional. The LPG Gas Installation is located within this port, with its LPG bottling and storage facility located at Bengħajsa and operated by Gasco Energy. Berthing facilities for LPG tankers are located at Oil Tanking Ltd.

Marsamxett

The Port of Marsamxett is primarily a leisure port and provides a base from where a number of domestic commercial vessels operate local cruises. It hosts a number of marinas and 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 (operations) Limited. The Port of Mġarr is also a fishing port and hosts a marina and several berths for small craft. It also caters for small cargo vessels and the occasional small cruise liner. Large cruise liners

are also permitted to anchor outside Mġarr Harbour, thus providing the possibility to offer Gozo as a cruise destination. The transfer of passengers ashore is carried out either by the ships' tenders or local commercial vessels. 17 cruise liners made a dedicated port call to Mġarr. The vessels anchored in a location outside the port and passengers were transferred with the ships' boats.

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

COVID-19 challenges for the Ports and Yachting Directorate

Throughout the operational year, the Ports and Yachting Directorate faced several new and unprecedented challenges which were mainly attributed to the COVID-19 pandemic, that led to logistical challenges and an increase in transport costs. Other problems encountered were attributed to port restrictions, a decrease in demand and limitations in seafarers' movements.

In reaction to the outbreak of COVID-19, the Ports and Yachting Directorate within the Authority for Transport in Malta issued a number of Port Notices addressed to stakeholders, with the first requesting all ships to provide information about ports of call of the affected country/region as required by the Maritime Declaration of Health for vessels in order to enter port. Subsequently, another Notice was issued which was addressed to ship owners and operators, ship masters and crew, ship agents, and marine terminal and facilities, which imposed a temporary ban on the entry



of cruise liners and passenger ships into Maltese ports and territorial waters. This was followed up with a Legal Notice which extended the travel ban to persons coming to Malta or leaving from Malta to and from all countries. However, the proviso exempted “cargo ships including container ships and ro-ro vessels carrying goods and essential commodities and tankers loaded with essential fuels” from the travel ban. The Legal Notice also empowered the Superintendent of Public Health to issue an exemption from this order for the travel of essential persons or goods. Additional precautionary measures were subsequently provided through another Port Notice, whereby crew members were prohibited from disembarking from vessels during the vessel’s call in Maltese waters and ports.

Another problem that was to be tackled was that encountered in February, when Maltese chandlers and port workers stopped their operations over coronavirus fears, refusing to board and unload cargo from vessels coming from Italy. Port workers refused to handle cargo unless in supervision and after clearance of medical doctors. Some of the cargo affected included retail food and other supplies. Maltese port workers were not convinced with documents showing that the vessels had been given the all-clear. This dispute was eventually settled after it was agreed that ships were to be certified as clear from the virus by a doctor. In 2020, the Ports and Yachting Directorate was entrusted with the administration of the €2.08 Million COVID-19 Scheme for Port Operators as a partial refund for handling fees incurred for all those activities and operations which took place during the period of the COVID-19 pandemic. The beneficiaries of this scheme included ship operators, import and export agents, as well as freight forwarding and shipping agents who operated in Malta between December 2019 and May 2020. In this period, a total of 1,357 ship calls

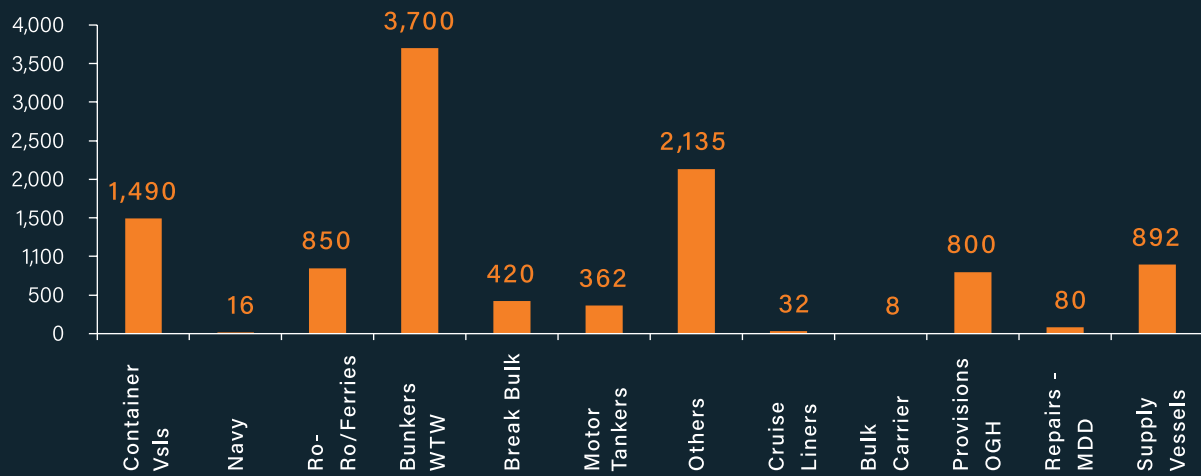
and movements were registered, involving 24,719 containers and 14,755 trailers. With this scheme, those operators whose information was already available at the Authority had to be refunded. This scheme also processed operators’ applications and aided with the required documentation and receipts of payments being made during this period.

Statistics and New Services

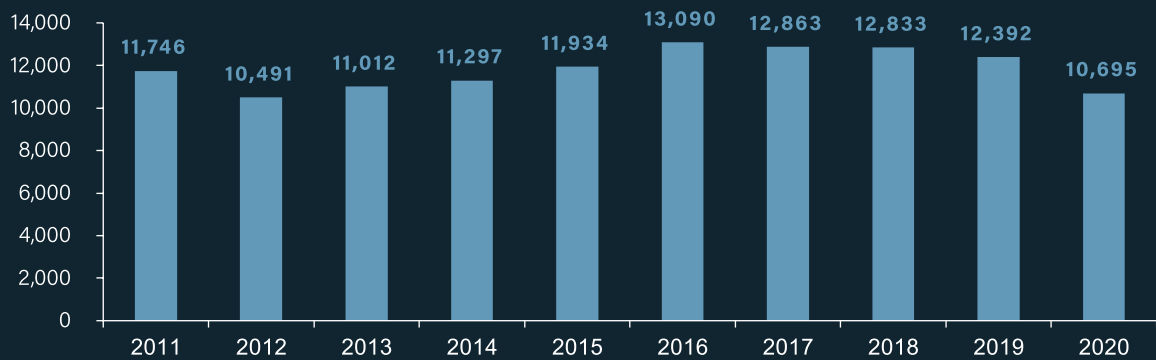
The Ports and Yachting Directorate is responsible for the collection of maritime data with regard to Directive 2009/42/EC on statistical returns in respect of carriage of goods and passengers by sea. It continuously liaises with ship agents and operators to provide data in a timely and accurate manner,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

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

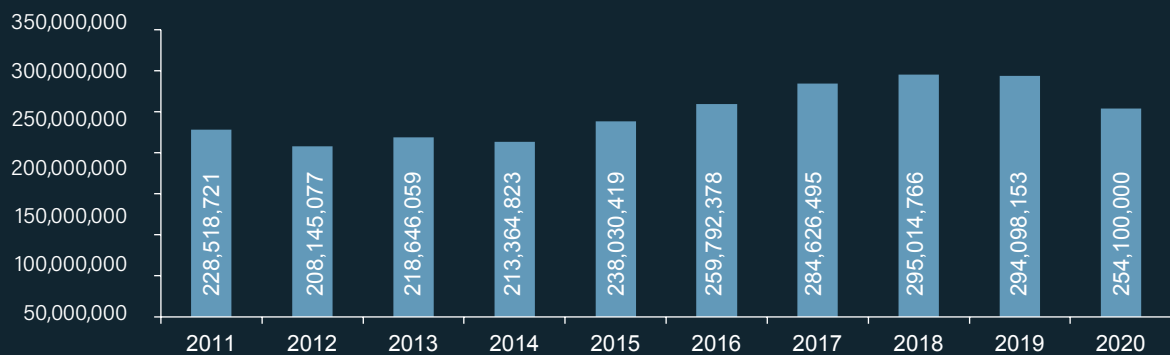
- Throughout 2020, the total number of cruise passengers visiting the Maltese Islands went down to 59,018 from 908,549 passengers reported the previous year. Consequently, the number of cruise liners also decreased to 32 from 376 the previous year;
- The number of recorded shipping movements in 2020 amounted to 10,695; a decrease of 1,697 from the previous year. Circa 34.5% of these were Bunkers within territorial waters (wtw);
- The total number of passengers travelling to and from Malta by Catamaran or RO-RO in 2020 was 219,720; a decrease of 104,250 over the previous year.



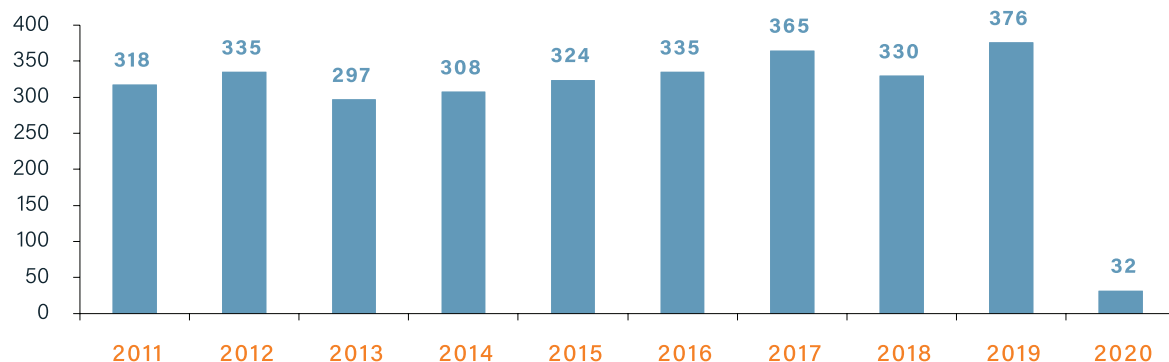
Shipping Movements from January to December 2020



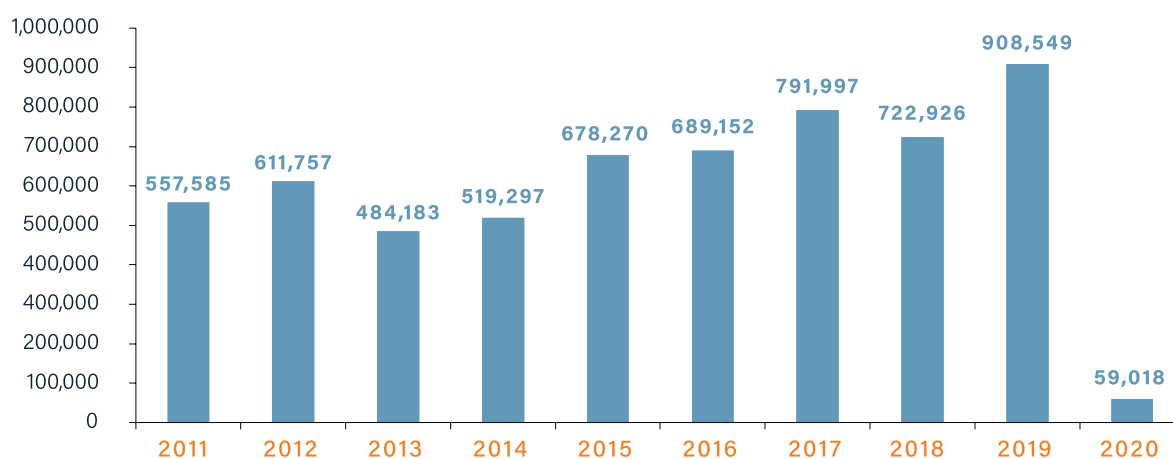
Number of Vessels arriving in Malta



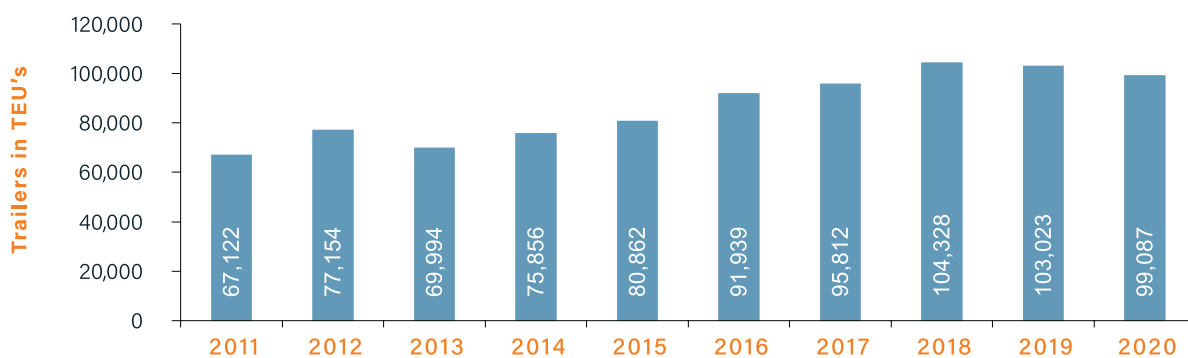
Gross Tonnage of Vessels in Malta



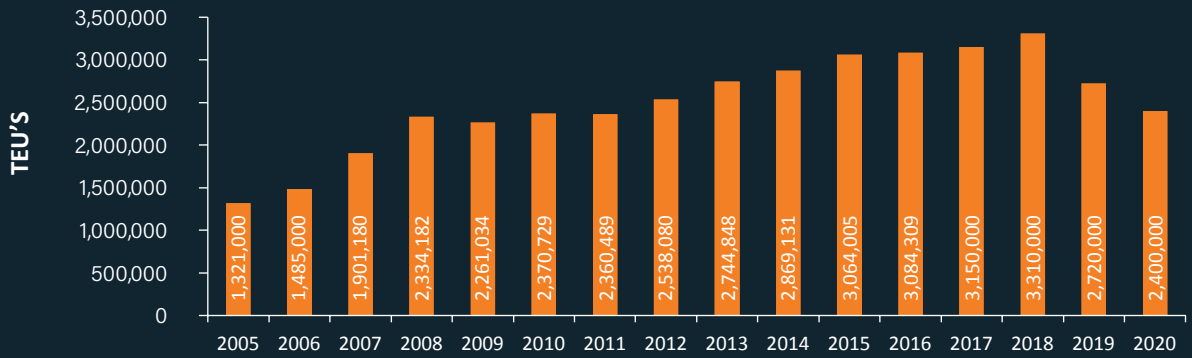
Cruise Liners in Malta



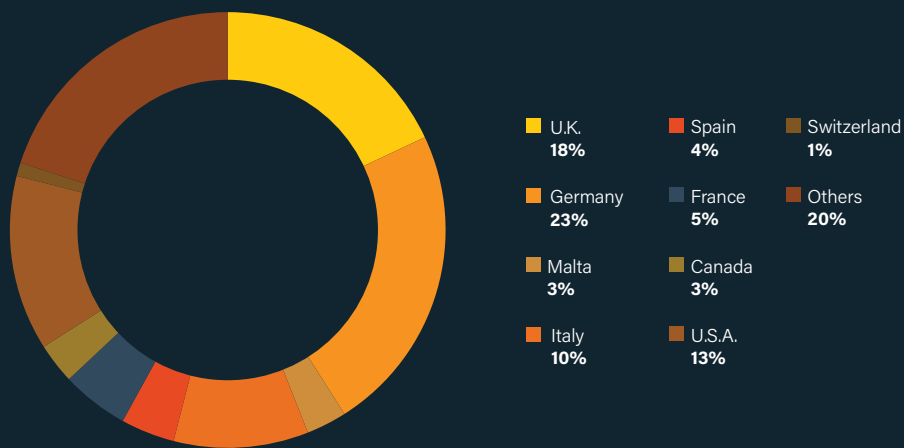
Cruise Passengers in Malta



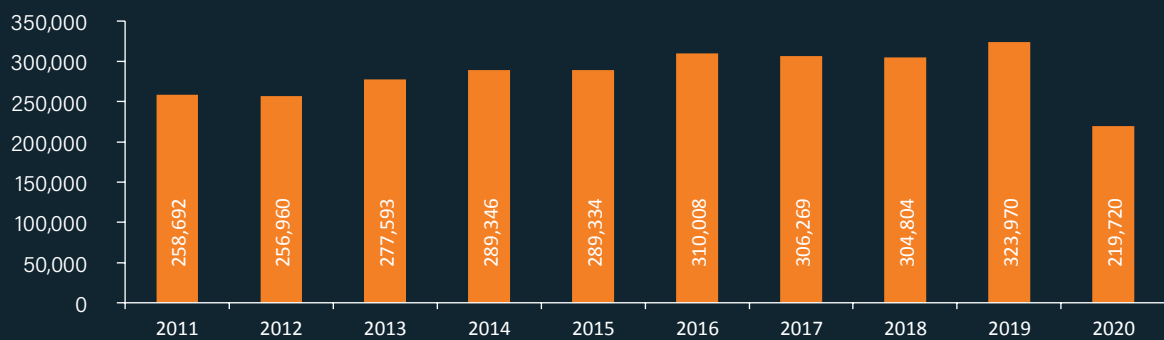
Trailers handled at the Port of Valletta



Trailer's handled at Malta Freeport



Cruise Passenger Nationalities



RO-RO and Catamaran Ferry Passengers in Malta

Malta Freeport

Since its establishment in 1988, Malta Freeport has registered remarkable growth and is now considered as a leading Mediterranean hub which consistently reaches outstanding performance levels, enjoying positive international recognition with global carriers as a reliable and credible port. Malta Freeport Terminals amalgamates the activities of container handling and industrial storage.

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

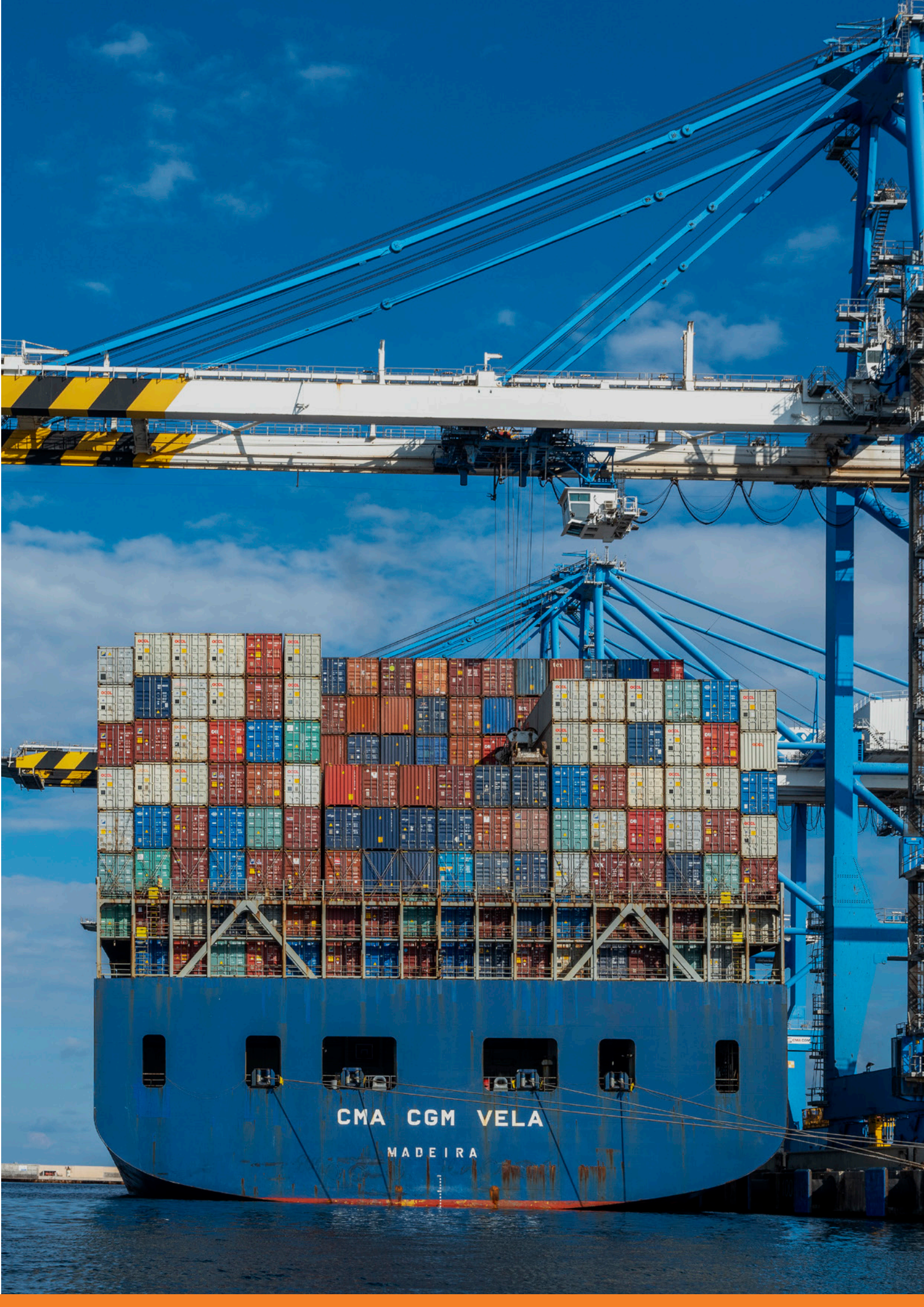
In 2020, Malta Freeport Terminals joined the global TradeLens blockchain supply chain platform, heralding a new digital era for the terminal. TradeLens is an open platform bringing together all parties in the supply chain and providing seamless, secure sharing of real-time, actionable information and collaboration. Through this platform Malta Freeport can safely integrate data with partners including carriers, ports, terminals operators and other stakeholders, boosting the terminal's capability to deliver a state-of-the-art service, reducing the cost of connecting partners, and optimising vessel and truck service times. This new technology was described by Malta Freeport CEO Alex Montebello as

"a strategic investment programme aimed at making Malta Freeport one of the most technologically-advanced and efficient ports in the Mediterranean."

Malta Freeport Terminals has been selected as a port of call on the weekly NEW NEMO Service connecting Malta to 7 new ports worldwide, stretching from the UK to Australia. Operated jointly by CMA CGM and MSC, the new service offers fast direct connections linking Europe to Australia on its southbound route, and Australia to Singapore, Port Kelang, India, Colombo, and Europe northbound. Throughout the same operational year, Malta Freeport Terminals was chosen as a port of call on the new weekly Round The Africa (RTA) route, a unique service directly linking Asia to Malta, Senegal and Sierra Leone, with the added bonus of the best transit time. Launched on July 25, 2020 in Shanghai, this service connects Malta Freeport with West Africa and covers a port rotation from Shanghai to Ningbo, Nansha, Singapore, Malta, Tanger Med, Dakar (Senegal), Freetown (Sierra Leone), Tema (Ghana), Abidjan (Cote d'Ivoire), Port Kelang and back to Shanghai.

During the year under review, Malta Freeport Terminals welcomed Champs Elysees, the second 23,000 TEU containership to be powered by liquefied natural gas (LNG). To handle the 23,000 TEU capacity ship with maximum efficiency, Freeport deployed three megamax quay cranes. This vessel, which is owned by CMA CGM, is considered as the state-of-the-art energy solution for preserving air quality as it delivers a 99% reduction in sulphur dioxide and fine particle emissions, and an 85% reduction in nitrogen oxide emissions, all of which represent a major healthcare challenge. LNG is currently considered as the best intermediary solution for the industry in its drive to achieve zero-emission transport.





Marine Operations | Incident Response Unit

During the year under review, the Marine Operations Incident Response Unit, which is responsible for matters relating to maritime pollution and incident response, answered to more than 45 calls related to different incidents that mainly included Tier one oil spills, minor collisions, vessel fires and local recreational vessels running aground in adverse weather conditions. Although no serious pollution incidents had occurred, the Unit had to respond to two serious cases, one involving an empty oil tanker which broke in two in heavy seas, as well as a fire which broke out at a Yachting Centre in Gozo. The latter presented a number of challenges and had to request the support of the Civil Protection Department which was also involved in the clean-up of the residues. Unfortunately, one person lost his life during the incident.

The Unit with the support of the Port Inspectors Unit also carried out thirteen (13) inspections at various port facilities and marinas. The purpose of these inspections was to ensure that port facilities were abiding by and complying with the requirements of the Port Reception Facilities (PRF) Regulations and the Dangerous Cargo Ships, Marine Terminals and Facilities and Bunkering Regulations. As was the case during the last 10 years, the majority of Terminal and Facility Operators were found to be compliant. Other inspections and audits were conducted on organisations/contractors involved in offering on-call Service to the Bunkering Industry. The purpose of these audits was to ensure that service providers were complying with the requirements and were equipped for any exigency that might arise in the case of hydrocarbon spills. These contractors have shown considerable improvement throughout the last three years. The number of inspections conducted by the

Unit in 2020 was hampered by the COVID-19 pandemic since it also affected the Maritime sector.

In 2020, the Unit approved eight (8) Waste Management Plans and several Emergency Response Plans. Furthermore, the Unit issued four (4) Waste Exemption Certificates to vessels engaged in scheduled traffic with frequent and regular port calls. The number of vessels applying for such an exemption has decreased gradually throughout the years, the main reason being more stringent criteria and conditions imposed by the EU Directive 2000/59/EC.

The Directorate, along with the Ministry for Transport, Infrastructure and Capital Projects, spearheaded the transposition of the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC). This Legal Notice which was published in December 2020 and entered into force on 1st January 2021 is aimed to provide the necessary legal framework to implement the National Marine Pollution Contingency Plan and ensure that Malta is further prepared for an eventual pollution incident.

A follow-up workshop was organised with major local stakeholders to discuss the report issued by the International Tanker Owners Pollution Federation (ITOPF) and the continuous improvement programme which Malta is obliged to follow. The Authority also took the opportunity to update all stakeholders with the progress that was achieved this year. Malta has transposed the Oil Pollution, Preparedness, Response and Co-operation Convention and HNS Protocol into national law. Furthermore, the Authority obtained the necessary support from the Government to better implement the National Marine Pollution Contingency Plan as mentioned in the 2020 budget speech.

The Deputy Head of Unit provided support to the European Maritime Safety Agency (EMSA) in relation to Places of Refuge Training delivered to the Georgian Maritime Administration. The latter, along with other trainers from EMSA, delivered various lectures and practical experiences during the two day visit in Georgia.

The Unit is also responsible for the implementation of various environmental legislation related to ports and shipping. Throughout the year, the Marine Operations | Incident Response Unit as well as the Legal, EU, and International Affairs Unit within PYD were involved in various discussions and consultations in relation to the Port Reception Facilities for Ship-Generated Waste Directive. Both Units are preparing the necessary policy for the implementation of the new Directive.

In line with the Directorate's continuous efforts toward the Environment, the Unit kickstarted a process to obtain Environmental related Certification from the European Ship and Port Organisation (ESPO) and ECOPORTS. This will involve the update of the Marine Environment Risk Management System and the development of new environmental policy.

EU Funded Projects

The Ports and Yachting Directorate is participating in a number of EU funded projects. Some of the projects were initiated during the year under review whilst others were initiated prior to the year or came to an end during the year. One project that the Ports and Yachting Directorate was and is still actively participating in is the Calypso South co-funded through the Interreg Italia Malta agreement. The project addresses the challenges of safer marine transportation, protection of human lives at sea, and the safeguarding of

marine and coastal resources from irreversible damages. During the year under review, a number of weather stations were installed in several prime locations around Malta and Gozo.

Other projects initiated in 2019 that were still ongoing throughout the year 2020 included the West MOPoCo project and the IMAROS project. The West MOPoCo Project (Western Mediterranean Region Marine Oil and HNS Pollution Cooperation) supports Algeria, France, Italy, Malta, Morocco, Spain and Tunisia in collaboration with Monaco, in strengthening their cooperation in the field of preparedness for and in response to oil and Highly Noxious Substances (HNS) marine pollution, and in improving the quality and interoperability of their response capacities. The West MOPoCo project aims specifically to enhance emergency decision making capabilities, assess national contingency plans, and strengthen cooperation and national emergency procedures.

In 2020, the Ports and Yachting Directorate within the Authority for Transport was again invited to participate in another Interreg Italia Malta project named iWaveNET. In its capacity as Partner within the project, the Authority will be installing an intelligent buoy to monitor the state of the sea within the context of climate change. The lead partner of the project is the University of Palermo whilst other partners are the University of Malta, the University of Catania, the National Institute of Geophysics in Catania (INGV-CT), the Institute for environmental protection and research located in Rome, and the National Council for research, also located in Rome.

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

In the year under review, the Traffic Management Unit continued with its task of assisting with all matters related to the monitoring and management of vessels. TMU was re-centralised in Marsa, following a stint where we operated two offices from Valletta and Marsaxlokk. A number of procedures adopted by the Unit were revised to ensure better handover and coordination with other relevant stakeholders at the Ports and Yachting Directorate. Regular meetings were also held with Malta Freeport to ensure better management of traffic movements within Marsaxlokk during sensitive operational times such as dredging. Although the pandemic has forced various regulating Authorities to adopt new procedures, the Port Authority was able to remain fully operational at all times. Traffic density has decreased, primarily in the Grand Harbour, following a drastic but understandable drop in cruise liner calls. However, liner services, which ensure that Malta receives all her supplies, remained operational with no delays or change in traffic schedule.

An agreement was reached and signed with Actual Limited, a Slovenian IT company with vast experience in the development of port management systems. The new platform, which will cost circa €625,000 will be developed in a number of stages. The system is aimed to simplify and harmonise the exchange of information in an effort to facilitate internal and cross border trade. This was one of the obligations imposed through EU Directives and by other international and EU Agencies such as the European Maritime Safety Agency (EMSA) and the International Maritime Organisation (IMO). The new portal will also address the current non-harmonised reporting environment

for ships, whilst complying with the proposed new European Maritime Single Window environment which brings together, in a coordinated and harmonised way, all reporting associated with a port call. This, in turn, will also improve interoperability and interconnection between the relevant systems, thus enabling data to be shared and reused more efficiently and as appropriate.

The VTS Unit continued with its task of assisting with all matters related to the monitoring and management of vessels. In an effort to upgrade the current systems, a needs assessment tender was issued and awarded to Aster Limited. Through this agreement, the consultants carried out an assessment of the current VTS system and subsystems that currently exist within Transport Malta and the Armed Forces of Malta (AFM), and recommended changes to the system covering both Coastal VTS and Port VTS systems. The aim of the Directorate is to improve the VTS system coverage, redundancy and functionality through the use of latest technologies that are available on the market. The Consultants have now presented the reports and specifications for a new system, related applications, ancillary equipment, and the VTS system that is to be procured. Such proposals are now being considered. Transport Malta will remain compliant with the VTMIS Directive and will introduce one common system to replace the current two systems, that is, the one used by Transport Malta, and that used by the AFM. The previous setup of a Malta VTS and Port VTS will cease, with one system acting as a coastal VTS system up to IALA standards.

As part of the Calypso South project, partnered with the University of Malta, Transport Malta has installed 5



additional weather stations providing the Authority with live data regarding weather conditions in a number of specific areas, namely, Mgarr Gozo, Ċirkewwa, Qammieġh, Kordin and Delimara. This will further assist the Authority in ensuring safety of navigation and proper designated bunkering area planning.

Despite the COVID-19 outbreak which had a drastic effect on the shipping industry, PIU continued with their regular systematic inspections which in 2020 reached a total of 2,320. 150 of these inspections were IMDG inspections, while another 482 were related to pollution and waste. Other inspections were carried out on different vessels to make sure that operators abide with requirements imposed through Subsidiary Legislation 499.12. For most of these inspections, the Unit made use of the refurbished Harbour Masters launch MV tmONE, which now also carries the role of the Authority's official survey vessel.

Maritime activities were affected by the pandemic and therefore, the number of these activities were reduced, bar the national activities which were retained with additional measures introduced to mitigate the risk of infection. The Rolex Middle Sea Race went on as scheduled, however, an unfortunate drop in participants was recorded. Furthermore, the 31st March Regatta was postponed due to COVID-19 restrictions. Some of the other activities that took place and for which authorisation was sought included the now Annual Pageant of the Seas, sailing regattas (13), filming activities (9), two fireworks displays, five rafting and kayaking events, and swimming events (14). The role of the Ports and Yachting Directorate was to ensure that applicants had sufficient knowledge on the activity to be held as well as resulting impacts, and to have the required resources, including competent personnel and equipment to mitigate resulting impacts. On its part, the Directorate provided the necessary logistics and support where it was necessary.

Hydrography

The Hydrographic Office provided support to the Ports and Yachting Directorate through the execution of hydrographic surveys, the issuing of Notice to Mariners, and Navigational warnings through Malta Radio, providing advice and development of hydrographic charts amongst other issues.

The Hydrographic Office is the National Coordinator for Maritime Safety Information promulgation for the central Mediterranean with this activity being made possible with the full cooperation of the Armed Forces of Malta.

The Hydrographic Office is a member of the International Hydrographic Organisation, which brings along several obligations for surveying and charting. The principal aim of the IHO is to ensure that all the world's seas, oceans and navigable waters are surveyed and charted, with its mission being to create a global environment in which States provide adequate and timely hydrographic data, products and services, and ensure their widest possible use. To comply with these obligations, one of the officers received training in Cat B Cartography so as to enhance the charting capabilities of this office for producing electronic and paper charts. In this year, the Hydrographic Office issued a Tender for an Unmanned Survey Vessel. This is now being evaluated. This equipment will replace leadline sounding in very shallow waters with a digital echo sounder.

Throughout the operational year under review, the Directorate issued 155 Local Notices to Mariners and 62 Coastal Notices. This is a decrease over the previous operational year since several maritime activities were cancelled due to the COVID-19 pandemic. The issue of such Notices is an important function of the Directorate, as these serve to improve safety of navigation and thus make our waters safer. In addition to such notices, the Hydrographic office also issued 33 Local and 10 Tunisian Navigational Warnings. In 2020, the Hydrographic Office carried out 5 surveys at

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
LNTM	117	88	95	82	97	109	137	138	171	155
CNTM		21	33	37	31	42	52	45	73	62

Local Notices to Mariners (LNTM) and Coastal Notices to Mariners (CNTM) issued between 2011 and 2020

Marsaxlokk Freeport Terminals, 5 Surveys at Marsaxlokk Magħluq, and provided volumes to be dredged in preparation to the tender that was eventually issued for dredging purposes. The works were eventually carried out and the dredging depth was confirmed by the surveys. 12 surveys were also carried out at Mġarr Harbour, Gozo to confirm that the contractor adhered to the contractual obligations imposed in the tender. Another survey was undertaken in French Creek Grand Harbour to confirm depths at Bormla Wharf and Boathouse Wharf. These were used for Chart correction.

The work on the production of an Electronic Navigation Chart (ENC) continued throughout 2020. Once produced, the charts are submitted to IC-ENC and released for sale. Furthermore, this Office sends data to the UKHO for Navigation Chart updates. We are awaiting an updated revision for Marsaxlokk Chart BA 36 and Valletta Chart BA 177. As part of an ongoing CPD programme, 3 staff members from the Hydrographic Office successfully completed Geographic Information System (GIS) courses organised by the Planning Authority through an EU SIntegraM Project.

Legal, EU and International Affairs

During the year under review, legal issues pertaining to the Directorate were followed up with the necessary and timely legal advice and direction. Furthermore, several Agreements and legislation were reviewed and drafted, including transposition of EU and International legislation.

Additionally, input was provided on EU and International dossiers in line with Malta's position. Together with the external legal counsel, Court cases relating to the statutory remit of the Directorate were argued and sittings were attended to accordingly, providing the necessary evidence when required. A number of pending cases were decided in favour of the Authority with some recognising, confirming and upholding important principles and statutory powers of the Authority.

Finally, support legal services are also given to other Directorates/Departments in connection with the various legal documentation that are notified to the Authority and in relation to the registration of small ships and local commercial maritime activities.

Maritime Training

The Ports and Yachting Directorate within Transport Malta is responsible for regulating training institutions engaged in the training of persons operating pleasure craft and those working on local commercial vessels. To achieve this objective, the Ports and Yachting Directorate acts as a certifying Authority for local qualifications and as a facilitator of training and education programmes. During the last operational year, the Directorate took over the coordination of testing leading to the Nautical Licence; a task previously assumed by the Government-owned MCAST Centre for Maritime Studies.



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

In line with the previous year, the Chairman and CEO has strongly committed to this function and worked incessantly in 2020, so that Transport Malta as the Competent Authority and National Regulator for Maritime Security effectively implements the most realistic measures to assist in detecting security threats and take preventative measures against maritime security incidents that may affect our ports, port facilities, and ships used in local and international trade. This past year has been a highly intensive and important year for generative port security assessments, planning and consolidation. While there are challenges ahead, there lies an exciting future for this maritime transport core function which is set to grow in multiple dimensions and impact various Maritime business clusters.

The Office of the PSO is continuously being modernised along strongly benchmarked models of port security in the international port security arena. The Port CCTV system is geared to be integrated between all twenty-five port facilities, including Transport Malta port facilities and the head office, to give a bird's eye view of the port security environment. It comprises multiple high-definition cameras across the various sites. This includes a number of long-range cameras to monitor all port channel entrances, jetties and outer anchorages. The Ports CCTV system is but one aspect of our broader integrated technological security system, encompassing the Port Security Officer's

integration of digital technology, skills, systems and procedures, which together were designed in 2020. This was a year of assessments, planning and systems design in order to effectively provide multiple layers of security provisions to produce a protective, safe and secure environment in our ports and in this way consolidate a generative maritime economy for Malta.

In conformity with legislation, regulations and our own Integrated Security Management Systems – Security Strategy and National Programme, including a bespoke Quality Management System (QMS), the office of the PSO is rolling out an upgraded security system across our four commercial ports and our Head Office/PSO Offices and all Transport Malta Port Facilities.

The challenge, therefore, is not just the matching of imposed international regulatory requirements, mitigating known security vulnerabilities and performing corrective actions, but to actually proactively reach best practice levels in this growing core maritime transport function through concretely visible and evidence-based actions and operational improvements coordinated with other port functions and marine enforcement activities.

In the next two years (2021-2022) it is envisaged that the integrated digitalised port security system will also facilitate increased levels of domain awareness and resilience, notably through “smart” port security platforms which shall include the web-based Integrated Port Security Management System (IPMS), partially mapped in 2020. When completed, this shall enable key port security

operations to be managed online and in real time on an integrative national security-based model. The results would be increased awareness to maritime cybersecurity as well as increased human factor/background security screening augmented to higher levels. The Office of the PSO is also actively looking at ways to make the security in our ports more “national-security centric” and accessible to important stakeholders, thus making our ports and maritime transport nodes more solidly secure, safe, and reliable along the logistical and operational chains. All this important work, while mostly carried out backstage, has laid the foundation that shall now enable the relevant Maltese Authorities to effectively curb crime and illicit activities in the ports in a more effective, visible and coordinated manner and together with the other stakeholders such as the Police, Armed Forces of Malta and Customs.





Civil Aviation
Directorate

Functions and Duties

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

The functions of the CAD can be summarised as follows:

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

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

CAD is increasing its expertise in the area of Flight

Simulators to provide qualification and oversight services

to the flight training industry, initially within the EU but potentially also further afield, working outside the EU.

Aircraft Registration and Aviation Matters

The registration sector has experienced significant growth over the past five (5) years, with the Maltese aircraft register listing over 500 aircraft. This is an increase of 51.7% compared to the previous year, and the number of Air Operating Certificate (AOC) holders exceeded 40 at the end of the year. These AOCs are complemented by Cabin Crew Training organizations, Airline Training organizations and Part 145 and Part 147 units. From 2018 until the end of 2020, the number of individual licences doubled due to Brexit. In 2020, the Directorate launched the registration of drones and Aircraft Leasing.

As a National Authority, the Civil Aviation Directorate has always valued the importance of aviation safety, whilst playing a key role in our growth strategy. Aviation in Malta cannot develop in an unchecked and haphazard manner; therefore, it is conditional to have safety standards maintained by an effective oversight system.

Aircraft Leasing Malta

Malta has been a long-standing reputable jurisdiction for the registration of aircraft. Aircraft Leasing Malta aims to promote Malta as a jurisdiction for aircraft leasing services, building on an already strong aircraft registration service. In this respect, a robust legislation has been introduced to cater for the registration of aircraft in Malta and the protection of rights of owners, lessors and financiers alike. Owners and lessors have very strong rights and self-help measures in case of default over and above particular lessor-specific rights granted under the Cape Town Convention Aircraft Protocol.

Personnel Licensing Unit

The Personnel Licensing Unit (PELU) managed a total of 857 pilot licences, namely, 560 professional licences and 297 private pilot licences, as well as 60 air traffic controller licences in 2020. PELU had a total of 225 initial issues which consisted of 58 Private Pilot Licences (PPL), 40 Commercial Pilot Licences (CPL) and 127 Airline Transport Pilot Licences (ATPL).

It regularly conducted theoretical examinations and in 2020, it was responsible for 435 examinations for the Airline Transport Pilot Licence (ATPL) and 742 examinations for the Private Pilot Licence (PPL). It also conducted 80 English Language Proficiency (ELP) Assessments for pilots and air traffic controllers, and 9 Radio-Telephony examinations.

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

Approved Training Organisations (Aeroplanes) are as follows:

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

Approved Training Organisations (Helicopters) are as follows:

- MH Helicopters Ltd.

One new Cabin Crew Training Organisation was also certified in 2020 by the PELU, bringing the number of approved CCTOs to 6, namely:

- Air Malta;
- AirX;
- Medavia;
- Fly People;

- Corporate Flight Training;
- TAG Aviation.

310 attestations were issued in 2020. Since 2019, a total of 1,432 attestations were issued.

Three new Language Testing Bodies were certified in 2020 by the PELU, namely:

- LPCheck;
- The English Centre Ltd.;
- Andorra Aviation.

Two new Foreign Examination Centres were certified in 2020 by the PELU, namely:

- Andorra Aviation Academy for ATPL(A) examinations;
- MH Helicopters for PPL (H) examinations.

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

Air Transport Regulation Unit (ATRU)

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

Throughout 2020, the ATRU, in cooperation with other Government Ministries, closely followed ongoing aviation discussions within the various EU and International fora, and provided its support and recommendations to the Ministries, which was essential in the formulation of a consolidated Malta position.

Due to the outbreak of the COVID-19 pandemic, the ATRU made sure to follow the developments in air transport matters from an international and European perspective and assisted in the coordination process by providing the

necessary feedback as well as serving as a link between the airline operators and other Government entities. Such coordination was necessary for ensuring the continued air connectivity of Malta with the rest of the world, assisting in the repatriation of passengers, and the facilitation of essential air cargo operations in a time of crisis.

Similarly, the ATRU continued following the developments in BREXIT preparations, liaising with other Government entities and airline operators in respect to the new regulatory requirements aimed at ensuring a smooth transition for the continued air transport connectivity between Malta and the United Kingdom, as well as ensuring the required level of aviation safety in such operations.

The ATRU was instrumental in the successful conclusion of Air Services Agreements (ASAs) with Curaçao, Rwanda and Mozambique. Moreover, a Memorandum of Understanding on air services was signed with Armenia. The ATRU, in cooperation with the respective Ministries, continued working on follow-ups which were required in respect to air service negotiations with other third countries. Further work and follow-ups took place in preparation for the signing of ASAs with Brazil, Chile, Colombia, Burkina Faso, Tanzania, Oman and Vietnam. Furthermore, the ATRU continued working on the commencement of formal negotiations on air services with Ethiopia, Kenya, Namibia, Uganda, Argentina, Guyana and Mali.

International Organisations – ICAO, ECAC & EU

The ATRU assists the Director General for Civil Aviation in the preparatory work and the coordination process within the European Conference of Civil Aviation (ECAC) and the European Union, so as to establish various ECAC/EU positions on the items that are subsequently discussed in ICAO. Strong participation in the debate provides the opportunity for Malta to make a strong, influential and well-coordinated contribution to international aviation policy development.

Contribution to National Policy

The ATRU provided continuous support to the Director General for Civil Aviation (DGCA), and the other Units within CAD and external parties in its work on drafting national positions and policies for consideration by Government.

Environment: Climate Change Aviation impact mitigation

The ICAO published the Carbon Offsetting and Reduction in International Aviation Scheme (CORSIA) standard in October 2018. This global market-based measure (GMBM) is one of a number of measures that the aviation sector is implementing with the aim of reducing CO₂ emissions from international aviation.

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

In 2020, CAD coordinated with other Government stakeholders to set up the Competent Authority for CORSIA in Malta. The two authorities continue to coordinate, to ensure that the EU legislative framework, practical implementation and operational capacity are enabled, so as to successfully implement ICAO CORSIA.

Along with advancements in aircraft technology, operational improvements and sustainable alternative fuels, CORSIA plays a crucial role in mitigating the negative effects of CO₂ emissions from aviation (aviation GHG).



Environment: Noise from Aviation

As part of its statistical analysis function, ATRU monitored the rapid development of landing and take-off cycles at the Malta International Airport (MIA) as it approximates the threshold of 50,000 movements, which brings the MIA into scope of Regulation (EU) 598/2014 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports within a Balanced Approach. While MIA was expected to be within scope of the Regulation as of the end of 2020, as a result of COVID-19 and the loss of aircraft movements in the year, this development is now expected to be delayed by a number of years.

Statistical Collation and Analysis

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

Further actions will continue in 2021 so as to reinforce the statistical collection of aviation data for the purposes of improving national specific information on the sector that does not fall within the scope of the ICAO Statistical Programme.

Safety and Compliance Unit

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

Although safety is a topic which is of paramount importance within the CAD, the SCU is a completely independent unit which enables it to maintain the required autonomy, since it is entrusted to handle notices of confidential safety issues

and concerns, which are retained as classified and only discussed with the relevant experts.

Even though 2020 led to a great reduction in aviation activity, this has put additional pressures and challenges on the regulatory bodies. The sudden lack of operational activity has brought about its fair share of new operational risks within the industry, which we, as a CAD, were monitoring and sharing information about. The SCU was in constant liaison with the respective CAD inspectorates, EASA counterparts and operators/organisations under the CAD oversight in order to ensure that operational safety risks are identified, and mitigation measures are put in place.

Maintaining CAD's continuous pursuit in promoting the importance of safety to the local aviation industry, the SCU introduced new safety promotional material on the TM-CAD website and published safety reports. Additionally, the SCU presented safety data during the Flight Operations Coordination Group (FOCG) as part of the online Malta Aviation Conference and Expo (MACE) held in November.

CAD Occurrence Reporting System

Regulation (EU) 376/2014 concerns occurrence reporting in civil aviation, and clearly states that operators and aviation professionals are required to report, and that the sole objective of occurrence reporting is the prevention of accidents and incidents, not to attribute blame or liability. It also makes reference to who should report, what should be reported under the mandatory and voluntary reporting scheme, and the collection, storage and protection of information, amongst other things. As a means to ensure that occurrence reporting is used as an additional tool to pro-actively identify safety concerns, the SCU strengthened its working coordination with aviation stakeholders and the Maltese Bureau of Air Accident Investigation (BAAI).

In 2020, the SCU analysed a total of 3,037 reported events. Any report classified as a Mandatory Occurrence Reporting (MOR) is evaluated to better identify the risks and risk score, and followed up to ensure that the causal factors, root cause analysis and mitigation measures are identified by the operator/organisation as a means to avoid a repetition of such an event.

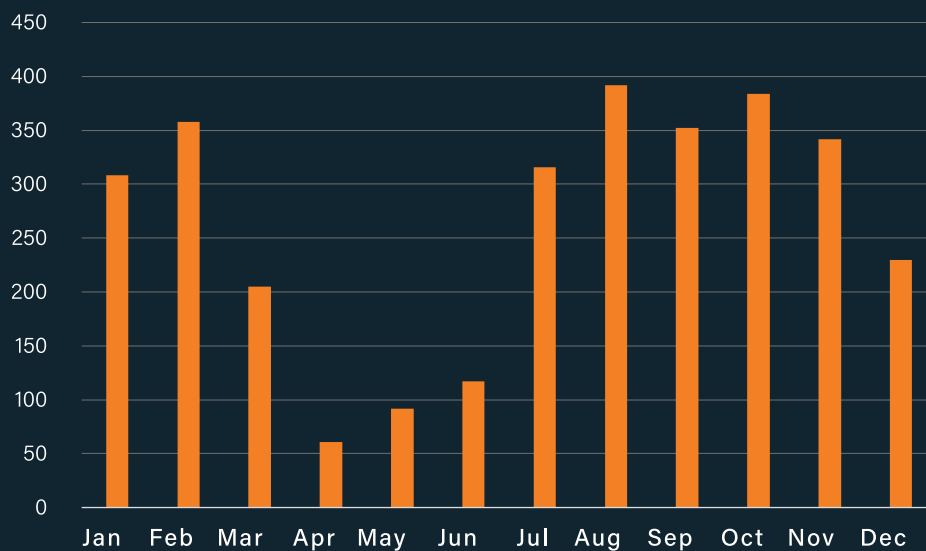


Figure 1 - Reports submitted to TM-CAD in 2020 (monthly)

Each report confirmed to be an MOR is classified into a specific category as shown in the following visual aid:

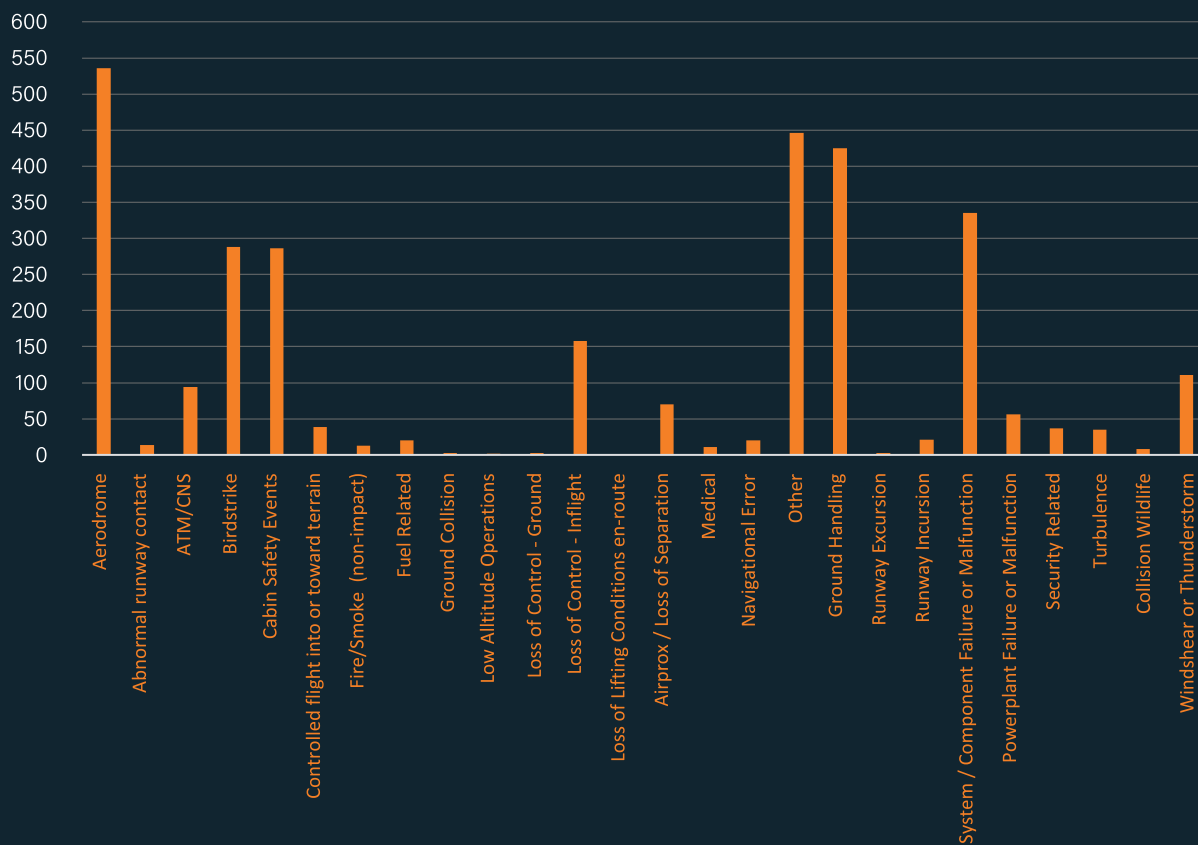


Figure 2 – Reports per Occurrence Category in 2020

State Safety Documentation

In 2020 the SCU updated all State-safety related documentation, namely the State Safety Programme (SSP) and the State Plan for Aviation Safety in Malta (SPAS). The former serves as the master document for all 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 within its territory. On the other hand, the State Plan for Aviation Safety in Malta (SPAS) is the planning document containing the strategic direction of a State for the management of aviation safety for a set time period. This plan contains the actions identified in the European Plan for Aviation Safety (EPAS) and also lists national safety issues with respective SPI's and SPT's to help address identified safety deficiencies and maintain/achieve an acceptable level of aviation safety.

Further to the above master documents, the SCU published its first public safety review report. The scope of the Malta Civil Aviation Safety Report is to provide an overview for a set period in relation to the Maltese civil aviation safety data. The content and analysis of this report is based on data extracted from the Transport Malta Civil Aviation Directorate (TM-CAD) occurrence reporting system and as required by regulation (EU) 376/2014, which will be published annually.

All State-safety related documentation, and other supporting documents/notices are publicly available on the TM-CAD website, under the Safety Management section.

CAD Internal Compliance

The SCU conducted the Audit Plan for 2020 and conducted audits in relation to specific regulatory requirements in the Flight Operations, Aerodrome, Aero-medical and Personnel Licensing domains. Findings and observations were issued in accordance with internal auditing procedures and rectified appropriately. In addition, the SCU satisfactorily addressed and submitted the related evidence as part of the corrective action plan agreed with the European Aviation Safety Agency (EASA) following the SYS audit in 2019.

Drones

The EASA UAS regulation came into force on the 31st of December 2020, and thus, work was carried out to ensure that the tasks required by the Member states were completed. The regulation required Member States to define zones restricted for UAS operations. To this effect, TM-CAD contacted various local entities to define these zones. In order to be compliant with the regulation requirements, TM-CAD also launched an online drone management system, tmcad.idronect.com, whereby UAS operators can register and submit flight requests to obtain flight authorisations. Prior to launching this system, TM-CAD conducted extensive internal testing, both on the software as well as the hardware trackers which may be provided for specific flight requests. TM-CAD also launched an online training course as required by EASA to enable remote pilots to obtain an A1/A3 certification, which is also providing examinations for both A1/A3 as well as A2 subcategories. Moreover, TM-CAD is engaging in raising awareness and promoting the EASA regulations. TM-CAD also had discussions with local insurance companies in order to assist with offering insurance to local UAS operators. Furthermore, TM-CAD

also assisted organisations interested in providing training for remote pilots by reviewing their manuals and course material. To this end, TM-CAD also cooperated with Malta Enterprise and assigned an area where practical flight training may take place under the specified conditions. Additionally, TM-CAD was also approached by several local and international organisations interested in setting up business in Malta and provided assistance in this regard.

Flight Operations Inspectorate

The Flight Operations Inspectorate certified 4 new Operators in 2020, with a total of 43 Air Operating Certificate (AOC) holders at the end of the year. 3 operators were in the process of obtaining an AOC, with another 12 operators showing firm interest to finish certification in 2020.

In addition to the certification of new AOCs, the inspectorate processed 94 additions of aircraft requested by existing certificate holders. The inspectorate conducted 145 audits, which resulted in 438 findings.

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

Airworthiness Inspectorate

Aircraft Registration

The Malta National Aircraft Register reached 534 aircraft as of the end of 2020. A total of 182 aircraft have been registered with a record number of airliners being

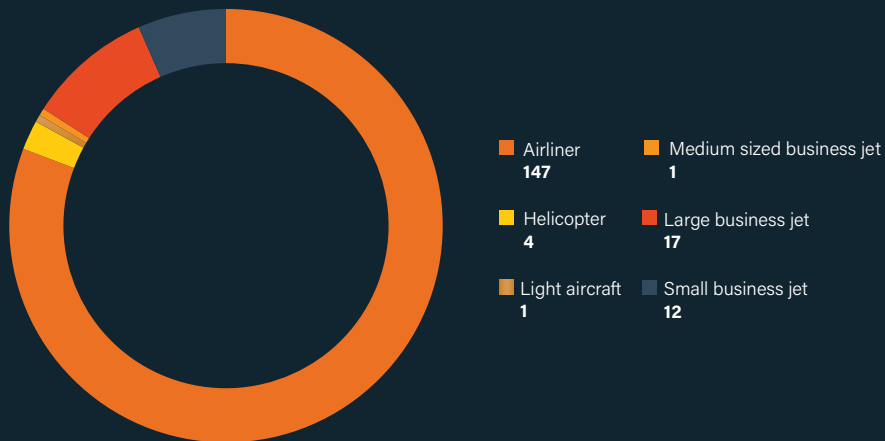
registered (147), including 20 widebody aircraft. 40 aircraft have been deregistered.

The Aircraft register has been very dynamic in 2020, mainly due to the advent of two low-cost operators, Lauda Europe and Malta Air, as well as movement of aircraft from international lessors following repossession of aircraft, mainly airliners resulting from the global pandemic situation. This shows continued trust and good reputation of the Maltese jurisdiction as an aircraft register within the EU.

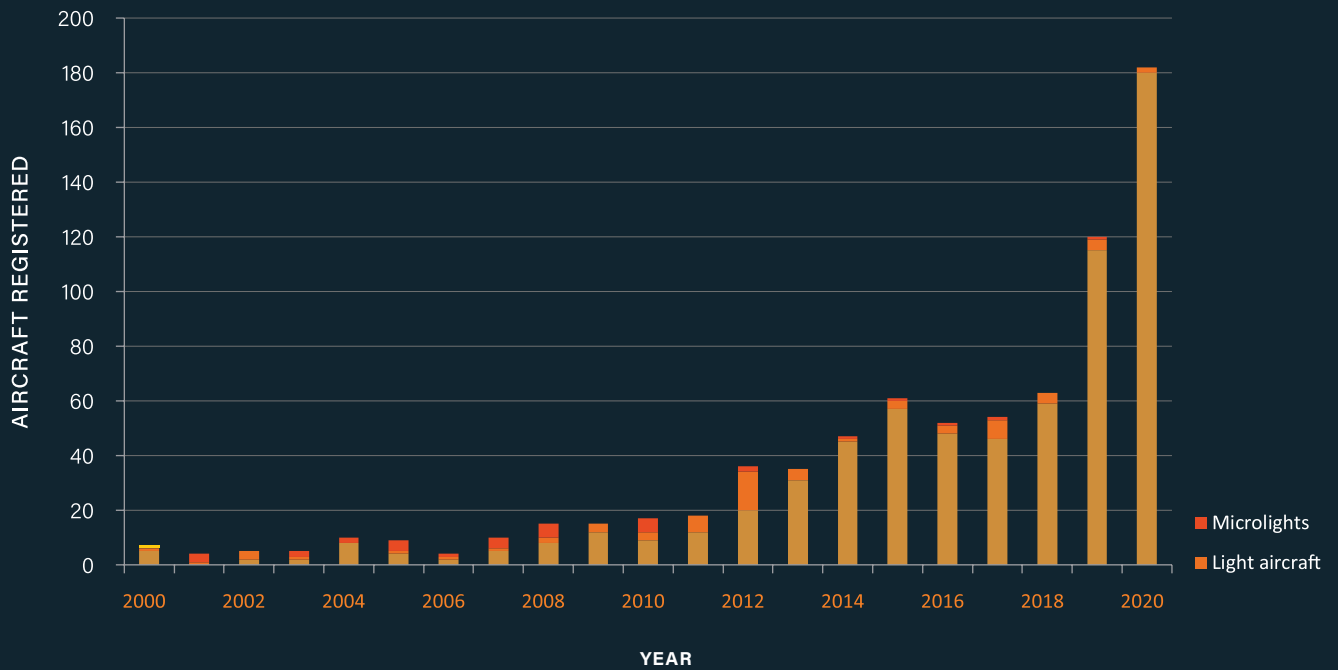
The breakdown of aircraft type registered is as follows:

AIRCRAFT TYPE	NO REGISTERED
Airliner	147
Large business jet	17
Medium sized business jet	1
Small business jet	12
Helicopter	4
Light aircraft	1
Commuter aircraft (regional)	0
Very light jet	0
Microlight	0
TOTAL	182

No of Aircraft Registered in 2020

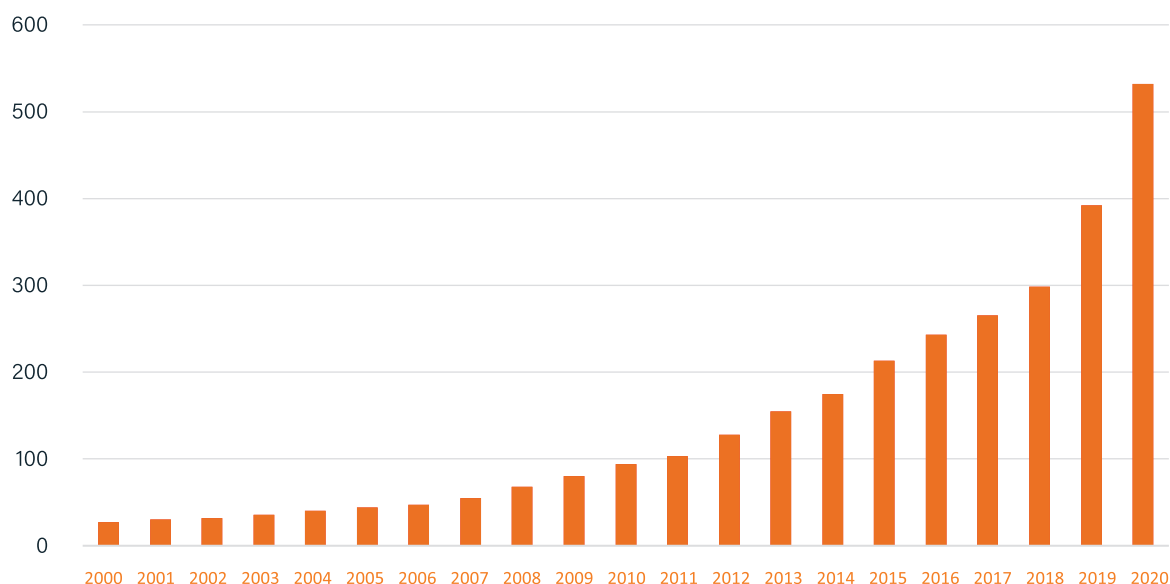


No of Aircraft Registered (2000-2020)



Number of Aircraft on the Malta Aircraft Register / Year

NO OF AIRCRAFT REGISTERED (2000 - 2020)



Airworthiness Inspectorate Safety Oversight

The Airworthiness Inspectorate (AI) carried out around 95 on-site audits of Part-M.G, CAMO, Part-M.F organisations, Part-145 aircraft maintenance organisations, and Part-147 aircraft maintenance training and examination organisations. These audits are conducted as part of the biannual audit plan for every approved organisation as well as required audits due to changes in the organisations.

The Airworthiness inspectorate also conducted more than 250 desktop reviews of manuals and documentation for approval or acceptance.

The AI started the transition of all CAMO's from Part-M.G to Part-CAMO and issued the first full Part-CAMO approval to Lauda Europe Ltd. in September 2020.

The AI is also transitioning the only Part-M.F approved organisation to Part-CAO.

The Airworthiness Inspectorate issued various guidelines and exemptions pursuant to Art. 71 of the Basic Regulation EU no 1139/2018 related to airworthiness certification to enable the operators to continue operating within the COVID-19 pandemic restrictions.

Certification of Aircraft

CERTIFICATES	
Issue of Certificate of Airworthiness	159
Issue of Noise Certificate	159
Issue/Renewal of Airworthiness Review Certificate	165
Issue of EASA Permit to Fly	53
Issue of National Permit to Fly	9
Issue of Export Conformity Statements	12

The total number of certificates issued was 557, and 548 Certificates were issued pursuant to EU Regulations, whereas 9 were pursuant to Air Navigation Order Requirements.

145 Mode S Addresses and 14 406MHz ELT codes were issued in 2020.

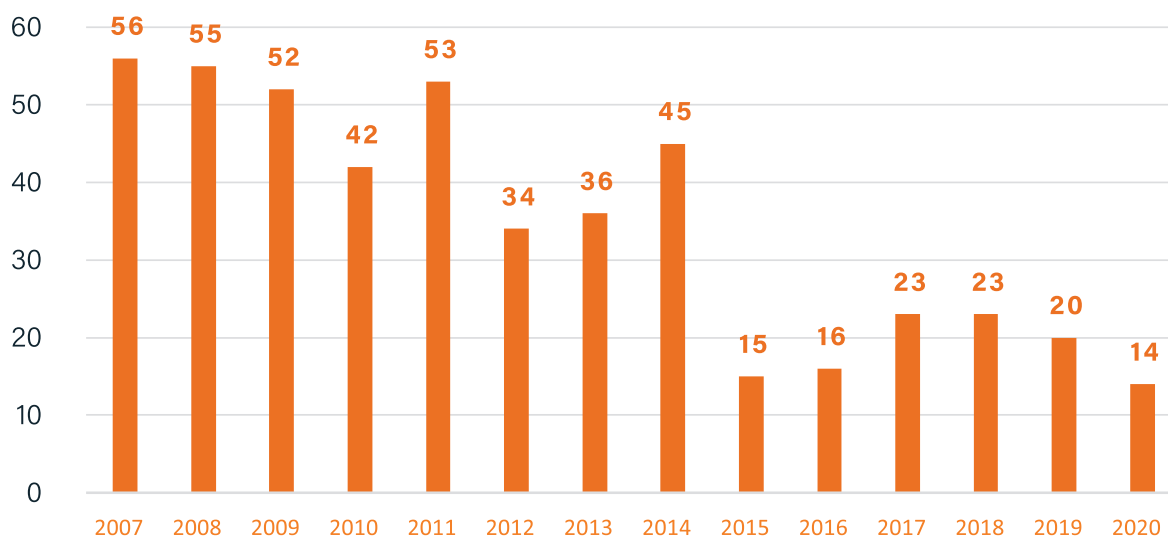


Aircraft Continuing Airworthiness Monitoring (ACAM)

This is a mandatory sampling programme of aircraft inspections based on safety risk assessment

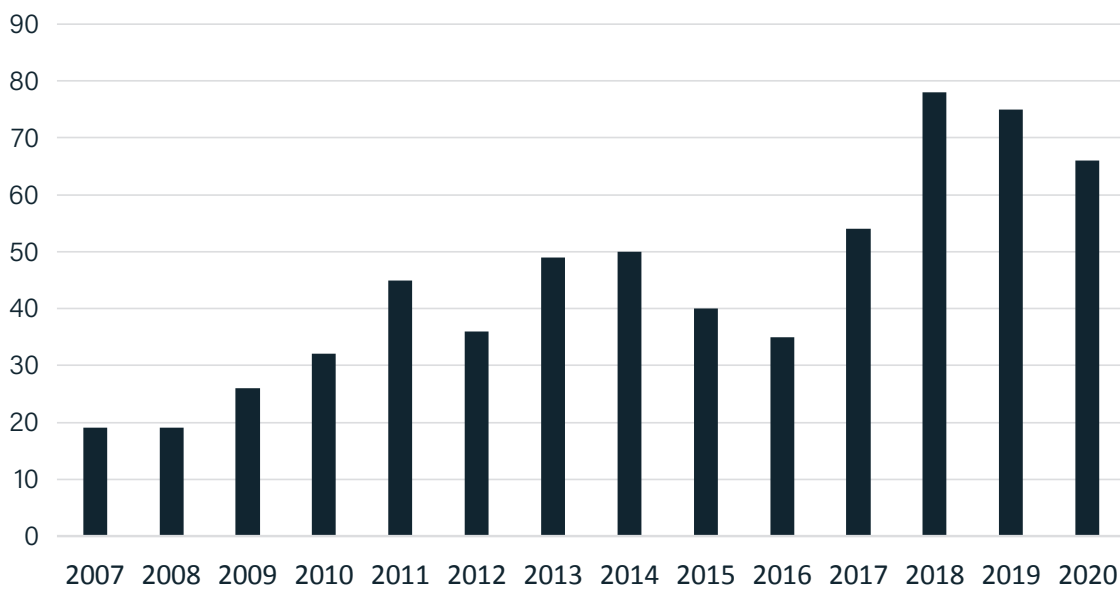
The Airworthiness Inspectorate conducted 66 aircraft inspections in 2020. These inspections include inspections of aircraft during maintenance, airworthiness reviews, technical records reviews and ramp inspections. COVID-19 restrictions have impacted the capability to perform a normal number of inspections, however this is offset by reduced air traffic. The number of inspections amounts to 14% of the number of aircraft in the ACAM programme, which was 426 by the end of 2020.

PERCENTAGE OF AIRCRAFT INSPECTIONS PER YEAR



Percentage of ACAM inspections per Year

NO OF ACAM INSPECTIONS PER YEAR



No of ACAM Inspections / year

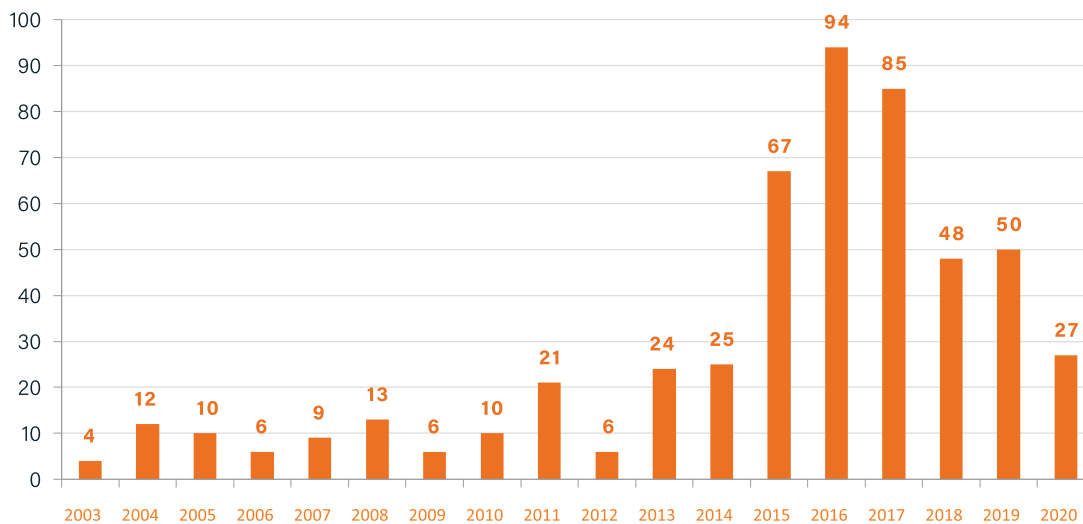
Safety Assessment of Foreign/Community Aircraft

SAFA/SACA INSPECTIONS	TOTAL NO. OF RAMP INSPECTIONS
2020	27

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

This is a reduction of around 50% from the previous year on account of reduced air traffic and COVID-19 restrictions.

NO OF SAFA/SACA INSPECTIONS

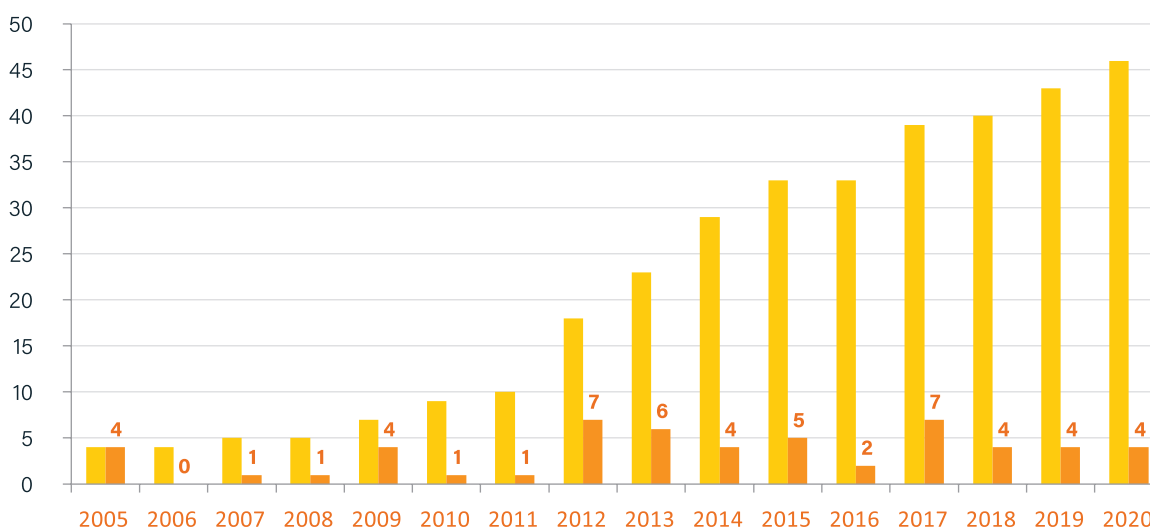


Organisation Approvals

Continuing Airworthiness Management Organisations (CAMO)

The total number of Continuing Airworthiness Management Organisations has risen to 46. This includes 4 new CAMOs as part of the 4 new AOCs issued in 2020 and one independent CAMO.

TOTAL NO OF CAMO'S



Organisation	Part M Subpart G Approval No.	Revision No.	Date of Issue
1 Galistair Trading Ltd.	MT.CAMO.0059	Initial	17th January 2020
2 Airhub Airlines Ltd.	MT.CAMO.0060	Initial	13th July 2020
3 Lauda Europe Ltd.	MT.CAMO.0062	Initial	26th August 2020
4 Air Charter Scotland Ltd	MT.CAMO.0063	Initial	25th August 2020
5 LA International Holdings Ltd dba Infiniti Jet	MT.CAMO.0104	Initial	5th June 2020

Aircraft Maintenance Organisations

In 2020 TM-CAD issued one new Part-145 approval with D1 rating in non-destructive inspections. By the end of 2020, there were 12 Part-145 aircraft maintenance organisations approved by TM-CAD.

List of Part-145 Organisations Approvals Issues - 2020

Organisation	Approval No.	Date of Issue
1 Aerospace Inspection Training Malta Ltd.	MT.145.13	3rd July 2020

Aircraft Maintenance Training and Examination Organisations

Transport Malta CAD issued 2 new Part-147 approvals for Type Training and Examinations in 2020. These two Part-147 organisations provide aircraft type training and examinations. By the end of 2020 there were a total of 9 Part-147 training organisations.

List of Part-147 Organisations Approvals Issues - 2020

Organisation	Approval No.	Date of Issue
1 3Plex Aero (dba Aviation Maintenance Academy - AMA)	MT.147.09	29th May 2020
2 ASG Aerospace Service Group Limited	MT.147.10	18th June 2020

Aircraft Maintenance Licences

The Airworthiness Inspectorate issued the following Part-66 aircraft maintenance licences:

The AI has issued 38 new Part-66 aircraft maintenance licences. The total number of Part-66 Aircraft Maintenance Licences at the end of 2020 was 460.

Part-66 AML Initial Issue	38
Category A1	2
Category B1.1	30
Category B2	6
Part-66 Variations	124
Part-66 AML Renewals	126

Part-66 Basic Modules Examinations

A total of 39 Part-66 AML Module Examinations at B1.1 and B2 level were held in conjunction with MCAST.



Land Transport
Directorate



Functions and Duties

The Land Transport Directorate is responsible for the provision of a properly integrated, safe, economical and efficient public transport system, and the licensing and regulation of vehicles and the drivers thereof, as well as those of commercial road transport operators. In aiming to meet these responsibilities, the Land Transport Directorate (LTD) strives to provide an efficient, integrated, and sustainable scheduled public transport service meeting travelers' needs and expectations, together with an effective regulatory framework for land transport, keeping road safety as a top priority, whilst simultaneously promoting socio-economic development and protection of the environment.

The functions and duties of the Land Transport Directorate therefore include the regulation of all areas related to Land Transport, namely, the training and testing of private and professional drivers and operators, the issuing of driving licences, driver permits and operator licences, the registration and licensing of private and commercial motor vehicles, the regulation of all forms of land transport services, including the scheduled public transport service, taxi services, light passenger transport and vehicle hire services, animal-drawn vehicle services, coach and minivan services, as well as services concerning the carriage of goods and dangerous goods by road. Other land transport operators, such as VRT operators and testers, car park attendants and the CVA system in Valletta are also regulated by the Land Transport Directorate.

Driver and Vehicle Licensing Unit Offices

A3 Towers, Paola & Head Office, Ħal Lija.

2020 saw a general improvement in all services pertaining to vehicle and driving licence transactions. Additionally, service and queuing times were decreased for all transactions in comparison to previous years.

Implementation of new Queue Management System (QMS) in Ħal Lija

We have also launched a state-of-the-art Queue Management System at our Ħal Lija offices, which has enabled us to register an improvement in daily operations and business processes, ultimately maximizing quality and efficiency.

The specifications included in the new QMS are:

- Real time statistics;
- Notification by SMS or email when client will be served;
- Counter Clerks can switch from one queue to another;
- Details reports can be generated ;
- Notifications to Administrators can be sent when queues exceed certain amounts.

It is envisaged that the same infrastructure will be replicated at our office in Paola in 2021.

There has also been considerable improvement in balancing out the delivery of all our services from both of our main offices, wherein a 60/40 percentage (Paola and Ħal Lija respectively) uptake is currently in place.

Ħal Lija Plates Workshop

It is also projected that by mid-2021, we will purchase and install a new plate stamping machine in Ħal Lija, which will enable to further improve all vehicle registration and change transactions. Clients will be able to finalise and obtain their vehicle plates in real time, thus not having to call again and speeding up the whole process, both internally and for the public.

Court access to Penalty Points

Following the need to establish a medium by which penalty points assigned by Courts of Justice could be introduced in our DLS systems, a list of enhancements was drawn up and configured. This was achieved by mapping and implementing system features which enable the insertion, differentiation, and recognizability of court sentence issued points as opposed to traffic violations. All these enhancements and related processes adhere to both Transport Malta procedures and current law.

New Format for Driving Licence Photocards

We have also issued a new and improved Driving Licence Photocard format, which, apart from the visual changes, is also enhanced with further and more reliable security features, making them less prone to possible forgery. This format will gradually replace all of the old cards which are in circulation, through renewals and re-issues. *

Scrappage Scheme

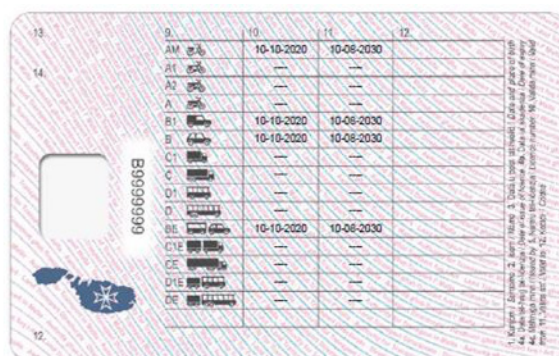
In 2020, the scheme was re-introduced to encourage the purchase of new category M1 motor vehicles (passenger cars), whereby a one-time grant was given to every vehicle owner who scrapped an M1 (passenger car) with an age of

10 years or more, and registered a new M1 (passenger car) with CO2 emissions of not more than 130g/km and having a length of not more than 4,460mm. This grant was planned to encourage the disposal of older vehicles and investment in new cars with lower emissions.

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

- a) €900 up to a maximum of €1,500, equivalent to the actual Registration Tax paid for persons registering a new Category M1 vehicle with CO2 emission levels up to 100g/km;
- b) €800 for persons registering a new Category M1 vehicle with CO2 emission levels between 101 and 130g/km;
- c) €2,000 for persons registering a new category M1 Hybrid Vehicle with CO2 emissions between 40 and 65 g/km;

The Government allocated €1.8 million for this scheme. There were 1,301 beneficiaries.



* New Format for Driving Licence Photocards

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

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

In 2020, the amount of €2.9 million was allocated and all the applications submitted for the grant were accommodated, which resulted in 513 additional electric vehicles being registered on Maltese Roads.

The grant was applicable to Private Car Owners, Registered NGOs, the Business Community and Local Councils. The scheme, subject to various conditions, provided:

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

Conversion of Vehicles to LPG/Autogas

The scheme whereby vehicle owners could convert M1 (passenger vehicles) and N1 (goods carrying vehicles up to 3,500kg) to LPG/Autogas was extended in 2020, offering a one-time grant of €200 and leading to the reduction of the CO2 emission levels by 10%. The total budget committed towards this grant by Government amounted to €100,000. A total of 121 vehicles benefitted from the grant. The use of Autogas/LPG aims to contribute to the reduction of both greenhouse gas emissions and other tail-pipe emissions normally associated with petrol engines.

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

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

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

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

In 2020, the amount of €180,000 was allocated and all the applications submitted for the grant were accommodated, resulting in 431 additional pedelecs being registered on Maltese Roads.

Regularisation of Vehicles with Licence in arrears

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

- Total revenue collected from the scheme in 2020 - €179,404;
- Total Government Revenue increase in 2020 when compared with 2019 - €2.9 million;
- Total amount of vehicles that came in line through the scheme throughout 2020 - 612.

Amendments to Regulatory Frameworks

Throughout 2020, the Driver and Vehicle Licensing Unit compiled and processed amendments to transport-related regulations and put in place administrative provisions to bring into effect the relative provisions.

These included :

- a) Amendments to Driving Licences Regulations by means of LN 183 of 2020;
- b) Introduction of Ministerial Order 319 of 2020 & Ministerial Order 1008 of 2020;
- c) Amendments to Arrears of MV Licence Fees Regularisation by means of Legal notice 425 of 2020.

eTransfers

Transport Malta encouraged and assisted insurance agencies and brokers to process the transfer of ownership of vehicles through an online system. In relation to this eservice, 1,730 transfers were effected during the year under review.



The table below lists the main transactions carried out at the operational driver and vehicle licensing units in 2020, compared to the previous year.

	Licensing Service	Number of transactions		
		2019	2020	% change
Vehicles	Newly Registered Vehicles	26,799	19,479	-27%
	Change of Owner (Transfers)	56,574	54,801	-3%
	Other Changes to Vehicles	12,358	10,041	-19%
	De-garaged Vehicles	5,527	9,680	75%
	Exported Vehicles	344	531	54%
	Garaged Vehicles	10,048	15,734	57%
	Scrapped Vehicles	9,116	8,165	-10%
	Road Licences Renewed	390,365	393,689	1%
	Number Plates Issued	84,750	64,510	-24%
	Pre-registration Vehicle Inspections	8,423	8,932	6%

The table below lists the main transactions carried out in 2020 at the Driver Licensing Unit, compared to the previous year.

	Licensing Service	Number of transactions		
		2019	2020	% change
Driving Licences	Learner Permits Issued	12,781	11,870	-7%
	New Driving Licences Issued	5,758	5,527	-4%
	Renewed Driving Licences	31,150	29,808	-4%
	Driving Practical Tests	13,571	12,828	-5%
	Driving Licences Exchanged	2,027	1,388	-32%
	International Driving Permits	1,226	322	-74%
	Withdrawn Driving Licences	1,544	1,325	-14%
	Changes to Driving Licences	15,237	12,541	-18%

Driving Licences

In 2020 a total of 29,808 driving licences were renewed to existing driving licence holders. A total of 1,325 driving licences were withdrawn/given up for various reasons, such as those being deceased, holder no longer intending to keep his/her driving licence, withdrawal due to penalty points and/or withdrawal as per court ruling.

A total of 12,541 driving licences were re-issued with changes as requested by clients. These cases included changes in address, changes in holder's name and/or adding of a new driving licence category.

Exchange of Driving Licences

On a regular basis the Unit also receives requests from foreign driving licence holders to have their licence exchanged to a Maltese licence. Once the necessary vetting is done through RESPER (a common register within EU Member States), the exchange to a local licence is carried out. To this effect, a total number of 1,388 driving licences were exchanged in 2020.

International Driving Licences

A total of 322 Maltese licence holders applied to be able to drive in another country outside the European Union.

125cc Motorcycle Policy

In Maltese territory, holders of a Category B Maltese driving licence may ride a motorcycle having a cylinder capacity not exceeding 125cc if powered by an internal combustion engine and having a power rating not exceeding 11 kilowatts (kW), with a power/weight ratio not exceeding 0.1 kilowatts (kW) per kilogram if powered by an electric motor. In 2020, the number of persons who benefitted from this scheme amounted to 1,174.

Seat belt exemptions

Throughout 2020, Transport Malta received a total of 205 applications from vehicle owners requesting exemptions from wearing a seatbelt whilst driving, due to medical conditions. Applications for Seatbelt exemptions are verified by the Authority's medical consultant prior to their grant.

Budget 2021

The Driver and Vehicle Licensing Unit was a catalyst to propose and change various legislative measures with the aim to promote sustainable road transport and promote the usage of smaller and cleaner cars.

1. **Red character plate vehicle scheme for M1 cars and motorcycles used only during the weekend and Public/National Holidays**

All owners of licensed vehicles, including owners of licensed motorcycles, may apply for their vehicles to be licensed for use on weekends and Public Holidays only and benefit from a reduction of 65% on their annual circulation licence fee. Vehicles benefitting from this scheme shall have their registration plates changed with ones bearing red registration marks. All vehicles bearing such plates must remain garaged between Monday and Friday until 6:00 p.m.

2. **Vehicles with Red character plates may be used also on Fridays after 6:00 p.m.**

All licensed vehicles, including motorcycles, that are registered with the Authority to be used solely on weekends and Public/National Holidays may now also be used on Fridays after 6:00 p.m.

3. **Motorcycles**

The annual circulation licence fee for motorcycles with a cubic capacity between 125cc and 250cc will be reduced to €25.

4. Vintage vehicles

A vintage vehicle that has travelled a distance of more than three thousand kilometres (3,000 km) on the odometer in one year from its last licence renewal or has, over a period of two years, travelled an average distance of more than three thousand kilometres (3,000 km) per year, shall, upon its licence renewal, be subject to the payment of the full road licence fee for that year or years in addition to the administrative fee of €8.

5. New vehicle registration tax and licence fee regime as from 1st January 2021 for vehicles with new CO₂ emission values

New cars certified by the manufacturer according to the Worldwide Harmonized Light Vehicle Test Procedure (WLTP) and having CO₂ emission values of WLTP can benefit from lower registration tax and licence fee rates. As from 1st January 2021, Transport Malta has introduced a new vehicle registration tax and licence fee regime based on CO₂ WLTP values that will either have a neutral or positive impact - in terms of lower registration tax and licence fees - on consumers.

6. USED EURO 5 standard commercial vehicles

The current registration tax applicable to commercial vehicles having a maximum mass not exceeding 3.5 tonnes is dynamic and depends on the latest Euro standards. The latest Euro standard for such vehicles is no longer Euro 5 but Euro 6 and therefore, the calculation of the registration tax for USED EURO 5 standard commercial vehicles having a maximum mass not exceeding 3.5 tonnes and that were manufactured between 2011 and 2015 shall be changed. New and used Euro 6 standard commercial vehicles shall continue to be charged the same registration tax.

Scheduled Public Transport

The concession agreement between Transport Malta and Malta Public Transport for the provision of a scheduled public transport service in Malta and Gozo entered its 6th year as of 2020.

Introduction of new buses

In 2020, the scheduled public transport operator introduced 50 new 12-metre, Euro 6 buses to the network bringing the total fleet to 428 buses.

The average age of the bus fleet as at the end of 2020 stood at 5.2 years.

Measures aimed at reducing the risk of the spread of COVID-19 whilst using Public Transport

A number of measures aimed at reducing the risk of spreading COVID-19 were taken and continue to be applied. These measures were introduced following consultation with the Health Authorities.

These measures included:

1. Daily fumigation of all buses used in the service. Since the introduction of this measure, a total of 86,183 fumigations took place onboard buses;
2. Reduced the number of standing passengers (depending on bus size and type);
3. Deeper bus cleaning taking place in between trips using hospital-grade chemicals instead of regular detergents;
4. Frequent cleaning of infrastructure;
5. Introduction of the "No Change" policy;
6. Protective screen separating the driver from the passengers;
7. Change of air conditioning filters.

Passengers

At the beginning of the year, passenger trip figures were indicating that they were again on the increase. In fact, between January and February of 2020, passenger trip figures grew by an average of 21% compared to the same period in 2019.

However, by year end, passenger figures fell by 41% for a total figure of 33,778,974.

Drop in passenger figures is attributed to the COVID-19 pandemic, whereby there was a substantial number of persons teleworking, students attending their lectures online, and a sharp drop in tourist arrivals.

Free public transport measure

In, 2020 the Free Public Transport measure was expanded even further where besides 14 to 20-year-olds, full-time students aged 21 or over, persons with a disability, and persons 75 years of age and over were added to the beneficiaries.

Over 50,000 persons benefitted from this measure. These persons generated a total of 5.7 million passenger trips.

Transport Card

As at end December 2020 there were 420,000 persons in possession of the transport card (more commonly known as tallinja card). 87% of all passenger trips made in 2020 were made using these cards.

Route Reliability and Punctuality

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

Average route reliability for 2019 as measured across the whole network was recorded at 99.2%. Average Route Punctuality across the whole network was measured at 87.9%.

Compliance

In 2020, Public Transport Officers conducted inspections relating to safety (4,492 inspections), buses (9,455 inspections), drivers and employees (4,903 inspections), and infrastructure (1,739 inspections).

Road Transport Licensing Unit

Sustainable Passenger Transport Services

Taxi Services

Throughout 2020, the taxi sector saw a continued update of the fleet with new vehicles, notwithstanding the limitations and restrictions brought about by the COVID-19 pandemic. Several regulatory changes agreed upon between Transport Malta and the Malta Taxi Licensed Association were approved and their implementation started towards the end of the year. The Unit also maintained its continuous support towards the sector, especially through ongoing guidance on the implementation of mandatory COVID-19 guidelines, and the granting of licence rebates for garaged taxis.

The points below detail the main activities undertaken in this sector during the year:

- The new taximeter and related devices were installed on all taxis in Malta and Gozo;
- The new taximeter had to incorporate all the devices requested in the Taxi Service Regulations, namely a fiscal taximeter in the form of a rear-view mirror, a tracking device, panic buttons and 2-way communications system;



- The taxi association saw a change in leadership following the election of a new committee in December;
- 13 taxi vehicles were replaced with new models;
- 15 temporary taxi licences were issued to allow taxi owners to operate even when their actual taxi vehicle could not be used following accidents or faults;
- 5 new taxi drivers were licensed following the completion of the relative training programmes and tests.

Animals and Animal-drawn Vehicles

The Unit continued its implementation of the Regulations concerning the Use of Animals and Animal-drawn Vehicles on the Road using the Document Management System developed by the Unit. Maintenance of horse stands and shelters was also successfully carried out despite constraints due to the COVID-19 pandemic. The Unit also collaborated with the Ministry for Agriculture, Fisheries and Animal Rights (MAFA) to address certain aspects which are of concern to activists and to ensure that the tradition of the karozzini in Malta is kept alive.

The following are the main operational measures implemented for this sector throughout 2020:

- 29 animal-drawn vehicles were inspected;
- 76 karozzini licences were renewed;
- 3 operator licences for the operation of karozzini were issued, while 47 were renewed;
- 13 licences for the operation of horse carriages for hire or reward (karozzelli) were renewed;
- 11 new licences for the use of animal-drawn vehicles on the road for personal use or leisure purposes were issued, while 240 were renewed and 2 were cancelled;
- 9 new licences for horses to be used in horse riding schools were issued, 48 were renewed and 1 was cancelled;
- 79 animal-drawn vehicle licences and 7 karozzini licences were modified;
- 8 new driving licences for categories X, Y, and Z, and 16 driving licences for categories Y and/or Z, were issued.

Road Haulage

In 2020, the Unit fully supported and maintained continuous consultation with the sector, especially in preparation ahead of Brexit and in ensuring a seamless cross-border supply chain during the COVID-19 crisis.

11 Community Operator Licences were renewed. In total, 17 vehicles were added to the licensed fleet, and 67 Driver Attestations were issued during the same period.

The Unit continued its participation within the Group on Road Transport of the International Transport Forum (OECD), and continued until mid-year to chair the sub-group tasked with the development of the current multilateral licence system into a paperless one.

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

Following the approval of these amendments (termed as the EU Mobility Package) by the European Parliament in June, the Unit took an active role in the preparations of Malta's legal challenge against some of these amendments before the ECJ. In this respect, the Unit was directly involved in the commissioning and compilation of a market study and Impact Assessment on the effects of the EU Mobility Package; the commissioning of, and collaboration with, the Office of the State's Advocate and a foreign legal firm to advise Government on potential legal action by Malta against the EU Commission, and the drawing up of a Cabinet memo, recommending the filing of a legal challenge by Malta against the EU Commission. The Cabinet of Ministers fully adopted the recommendations made and a legal challenge against the EU Commission was successfully filed.

Carriage of Dangerous Goods

Throughout 2020, 934 drivers, including various Italian citizens, were issued certificates for drivers of dangerous goods vehicles following the successful completion of the related training programme.

A Dangerous Goods Safety Advisor (DGSA) training programme was successfully concluded and implemented, despite COVID-19 restrictions, where 9 new DGSAs were certified, while 3 dangerous goods vehicles were approved for registration, 8 ADR certificates were renewed and 10 new ADR Certificates were issued.

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

Quality Control on VRT Stations

The Road Transport Licensing Unit maintained its regulatory control on VRT Stations to ensure safer and cleaner vehicles on our roads. To this effect, a number of quality control measures were carried out on VRT stations using a risk-based assessment. As a result of these measures, 2 testers were found in breach of the VRT regulations and were penalized accordingly, while one station is still undergoing court procedures. The following quality control measures were also implemented:

- 373 post-VRT checks were conducted on high-risk vehicles. These vehicles were called at the Technical Services Unit for further inspection;
- 69 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. 9,785 photos were verified by the Unit for correct photo taking and reporting procedures and checking of the date and time when the vehicle was tested.

Controlled Vehicle Access (CVA) System in Valletta

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

Throughout 2020, the CVA Administration Board approved a total of 847 applications for short-term exemptions from CVA-related charges. The Board also approved 491 applications for yearly exemptions from CVA charges after confirming that the eligibility criteria and related conditions laid down in S.L. 65.31 were satisfied.

Out of a total of 22 contestations that were filed before the Contestation Board, 18 were approved.

An audit on the CVA system was also conducted in 2020.

The audit covered the following aspects:

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

Policy Development and Amendments to Regulatory Frameworks

Throughout 2020, the Road Transport Licensing Unit carried out reviews and compiled new policies which led to the publication of a number of amendments to transport-related regulations. These included the following:

- Drafting, publication and implementation of Legal Notice 416 of 2020, concerning a holistic review of the Taxi Services Regulations (S.L. 499.59);
- Direct involvement in the consolidation, drafting and processing of the Light Passenger Transport Services and Vehicle Hire Services Regulations, 2020, that were published in September by Legal Notice 366 of 2020.

Driver Training and Testing Unit

During the period under review, the Driver Permits, Testing and Training Unit was forced to shut down its operations for almost 3 months due to COVID-19. Consequently, the Unit had to overcome a backlog of around 4,000 practical driving tests, which managed to be overcome by the end of September 2020. Despite these difficulties, the Unit still managed to process and carry out 11,990 practical driving tests for various categories, together with hundreds of other more specialised tests.

One of the prerequisites to obtain the driver's tag (permit) for chauffeur-driven vehicles is to sit for the Customer Care examination. The Unit processed and invigilated 76 Customer Care examination sessions which led to the certification of 1,312 drivers for light passenger transport vehicles (chauffeur driven) and horse-drawn cabs, and reviewed 1,597 CPC periodic training applications and processed 363 CPC practical demonstration tests.

Driver Permits, Testing and Training Unit in Floriana

Candidates undergoing driver training, prior to being licensed, are tested for their driving skills and behaviour through a practical driving test performed by the Unit's Driving Examiners. Within the period under review, the Driver Permits, Testing and Training Unit processed and carried out 11,990 practical driving tests for categories A, B, C and D and their respective sub-categories with an overall pass rate of 57%.

From 11th March till 4th June 2020 the Unit was forced to shut down all of its operations due to COVID-19. Consequently, the Unit had to deal with a backlog of around 4,000 practical driving tests, which the Unit managed to overcome by the end of September 2020.

In addition, the Unit conducted 363 CPC Initial practical demonstration tests, 6 taxi tests and 43 driving and instructional ability tests for prospective driving instructors. In addition, 3 candidates underwent an assessment to have a particular category within their driving licence reinstated. These concessions were only given to licence holders who had obtained Category A or B before the year 1991 and the Category that had been lost during the changeover from the old driving licence system to the new computerised system that year.

With regard to the theory testing centre, these operations were also subject to COVID-19 lockdown restrictions, hence the drastic reduction in the number of persons benefitting from the reading assistance service that Transport Malta offers to candidates who have serious reading difficulties or have a medical condition that hinders their ability to read.

Besides its core functions, the Unit invigilated a total of 76 Customer Care examination sessions which led to the certification of 1,312 drivers of light passenger transport vehicles (chauffer driven) and horse-drawn cabs. In view of the Certificate of Professional Competence (CPC) within the given period of time, the Unit reviewed 1,597 periodic training applications and processed 363 CPC practical demonstration tests.

	2019	2020	% Change
Practical driving tests	13,555	11,990	-11%
Assisted theory tests	912	25	-97%
Customer care exams	2,480	1,312	-47%
CPC Periodic certifications	1,521	1,597	5%
CPC Initial practical demonstration tests	580	363	-37%

*The figures reported do not represent all the work carried out in 2020 and due to a cyber-attack sustained by the Authority, certain data is no longer accessible, thus cannot be reported in full.



Enforcement
Directorate

Functions and Duties

The Enforcement Directorate within Transport Malta is responsible for the enforcement on land and at sea. This Directorate coordinates closely with other internal Directorates, local Law Enforcement bodies, and other regulatory agencies to ensure secure, safe and legal transportation.

The Land Enforcement Unit responds to and investigates complaints about unsafe vehicles and other passenger carriers. This Directorate is responsible 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 Maritime Enforcement Unit ensures the good order at Ports and their approaches on the coast and in bays, by carrying out effective enforcement and security patrols in line with the applicable legislation. The Maritime Enforcement Unit is responsible for providing security services in our ports as well as enforcement safety at sea.

These duties are carried out by the deployment of vessels manned by uniformed enforcement officers who are in constant contact with the Maritime Control Centre via a dedicated radio frequency and Valletta Port Control.

Land Enforcement

The Land Enforcement Unit carries out the following operations to meet its responsibilities:

- Acting as regulator for all licensed land transport providers;
- Ensuring that all vehicles are within legal emission levels, safe, insured and roadworthy;
- Traffic management and road safety;
- Monitoring of traffic flow 24/7;
- Design, programming and maintenance of traffic signals, including traffic lights junctions;
- Providing security services to TM premises;
- Enforcing the applicable legislation on operators to ensure compliance;
- Ensuring that all transport sectors operate safely and efficiently;
- Providing customer care to all stakeholders via enforcement staff;
- Bringing all defaulters before respective courts/tribunals to be sanctioned accordingly or otherwise;
- Following up complaints and taking action when necessary;
- Enforcing the applicable regulations on road intervention works;
- Carrying out road-side checks and inspections;
- Managing budgets;
- Managing and following up tickets issued by Enforcement Officers;
- Managing statistical data pertaining to enforcement processes;
- Being involved in the preparation and management of tenders related to Land Enforcement;
- Managing, implementing, reporting and transposing the EU regulations/directives pertinent to enforcement, namely:
 - Directive 2014/47/EU: Technical Roadside Inspections of the roadworthiness of commercial vehicles circulating in the union and repealing directive 2000/30/EC.

- Directive 2015/719/EU: Directive of the European Parliament and of the Council amending Council Directive 96/53/EC laying down for certain road vehicles circulating within the community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic.
- 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.
- 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 directive 88/599/EEC.
- 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.
- Regulation 165/2014/EU: European Parliament and of the Council on tachographs in road transportation repealing Council regulation 3821/85 EEC on recording equipment in road transport and amending regulation EC 561/2006 of the European Parliament and Council on the harmonization of certain social legislation relating to road transport.
- 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.

To enhance expertise, the Land Enforcement Unit is composed of five distinct, but complimentary units:

- Enforcement Unit;
- Traffic Control Centre (TCC);
- Traffic Management Division (TMD);
- Engineering Unit;
- Gozo Unit.

The Enforcement Unit carries out the following operations to meet its responsibilities:

- Traffic management;
- Road closures;
- Escorting large-slow moving vehicles;
- Issuing of contraventions;
- Investigation of infringement reports;
- Removal and clamping of vehicles;
- Road-side vehicle inspections;
- Emission tests & Emission Alert;
- Dedicated enforcement operations;
- Road-side checks;
- Provide security services for Transport Malta's premises.

The Traffic Control Centre carries out the following operations to meet its responsibilities:

- Take account of traffic situation;
- Control traffic via rapid intervention;
- Point of reference during traffic management;

- Provide roadside assistance;
- Guide drivers to use alternative routes.

The Traffic Management Division carries out the following operations to meet its responsibilities:

- Assessment of traffic management measures on Local Councils roads;
- Providing technical assistance to Local Councils;
- Assessing requests for reserved parking bays for persons with disability;
- Registration of contractors that are authorised to perform road intervention works;
- Issuing of Road Work Permits;
- Providing guidelines for trenching excavations and reinstatements;
- Providing guidelines for better traffic management during road intervention works;
- Enforcement on road contractors.

The Engineering Unit carries out the following operations to meet its responsibilities:

- Installation, programming and maintenance of traffic lights and other pedestrian crossings;
- Installation and maintenance of Variable Message Signs and Lane Changing Signs;
- Research and Development.

The Gozo Unit carries out most of the operations listed above in Gozo.

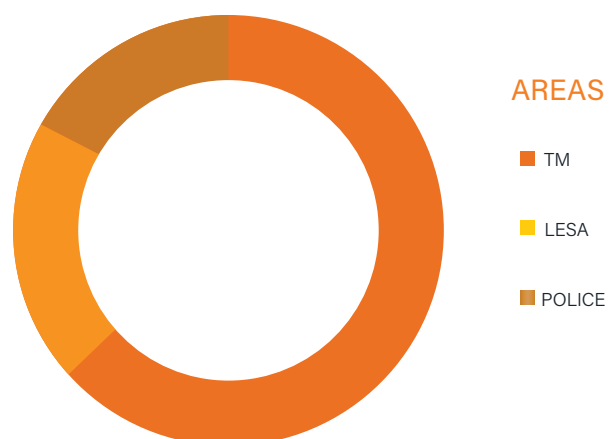
Traffic Management

The Land Enforcement Unit recognises the importance of traffic management and its role in road safety. The design of temporary traffic management arrangements has developed into one of the core responsibilities. Such arrangements are to ensure that safety and traffic flow patterns are managed within capacity of alternative links & junctions.

Throughout the month of September 2020, the Land Enforcement Unit coordinated with the Malta Police Force and LESA regarding traffic management arrangements during rush traffic hours for the scholastic period. It was decided that Transport Malta would manage most areas.

27 areas are currently being managed by the Transport Malta Land Enforcement Unit.

The pie chart below indicates that 63% of areas are currently being managed by Transport Malta Land Enforcement Officers during morning traffic rush hours.



Road Closures

Road closure assistance was designed to ensure safety and management of traffic flow patterns during road intervention works, private/commercial works and other events that may disrupt traffic.

Throughout 2020, the Land Enforcement Unit received a total of 7,183 requests for road closure assistance.

Requests received:

- 3,885 requests from Governmental Entities;
- 3,298 requests from Private/Commercial Entities.

Escorting Large-Slow Moving Vehicles

Escorting large-slow moving vehicles is a service provided by the Land Enforcement Unit, upon request, via the Motorcycle Team.

Throughout the past two years this service was provided to Infrastructure Malta for the transportation of large construction material required for major infrastructural projects.

Throughout 2020, the Unit received 178 requests.

Issuing of Contraventions

In the year 2020, the Enforcement Unit issued 15,287 contraventions that fall under its remit.

Most tickets were issued in:

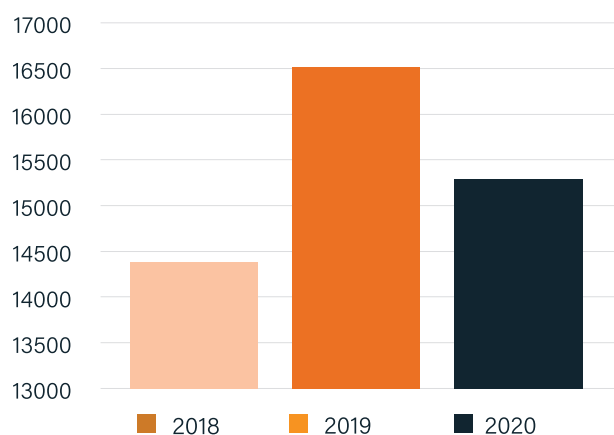
- St. Paul's Bay – 16%;
- St. Julian's – 9%;
- Tas-Sliema – 6%.

The most frequent infringements were:

- Illegal parking – 29%;
- Unrenewed licence – 21%;
- Licence not affixed – 17%.

Graph below indicates statistical data of the total number of contraventions issued in the past 3 years.

TOTAL CONTRAVENTIONS



Investigating Infringement Reports

In 2020, a total of 210 infringement reports were received and investigated. These reports were received via three main sources: in person, via email and by phone.

Most reports were related to unlicensed and illegal parking.

Removal and Clamping of Vehicles

S.L.65.13 grants Land Enforcement Officers of Transport Malta the power to clamp and remove vehicles which are being illegally used on National Territories. Such powers were previously reserved to the Commissioner of Police and the Local Councils.

Illegally used means:

- Not registered & licensed with the Authority for Transport in Malta;
- Foreign registered vehicles not properly licensed in Malta;
- Vehicle licence expiry exceeding 1 month;
- In breach of Chapter 368 from the Laws of Malta.

In 2020, a total of:

- 192 vehicles were clamped;
- 121 vehicles were removed.

Emission Alert – SMS & MRTU APP

Vehicles emitting high fumes can be reported via SMS (50611899) or through the MRTU application. When three reports are received, the reported vehicle will be requested to attend for an emission test.

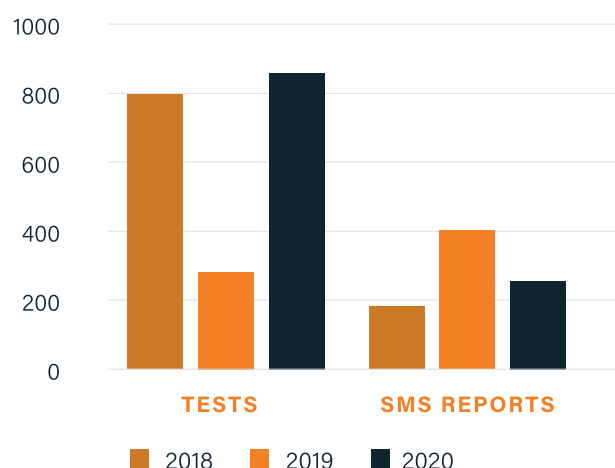
In 2020, a total of 256 vehicles were reported via SMS and 378 vehicles were reported via the MRTU App.

Emissions tests	Called for test	Passed	Failed	Scrapped
	857	490	53	15

The procedure used is that vehicles not showing up for first letter calls are called again for a second time. Hence, the above figure shows all calls in 2020, including the said doubles (those which failed to show up or failed test on first call). Otherwise, the 'Passed' and 'Failed' columns are the correct amount for those showing up on first, second calls or subsequent dates (up to 31.12.2020). Vehicles which failed to show up are imposed with a licence restriction.

Graph below indicates the total number of tests and SMS reports received in the past 3 years.

TOTAL EMISSION TESTS & SMS REPORTS



Vehicle Inspections

Road-side Vehicle Inspections

The vehicle inspectorate section with the Land Enforcement Unit performs various tests and inspections on various categories of vehicles. Land Enforcement Officers are assigned at different locations every day during the morning shift where they randomly check vehicles for their roadworthiness.

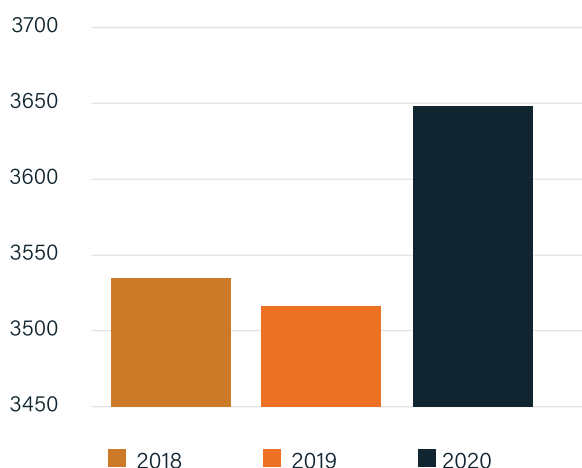
If a vehicle fails the inspection and/or test, a restriction is imposed on the vehicle licence and this restriction is only lifted once the vehicle is found roadworthy by Transport Malta officials.

The table below indicates the number of vehicles inspected and test results during road-side inspection operations:

Roadside Technical Inspections (as per entries in database)	Inspected	Passed	Failed
M1/N1	634	426	208
N2	1,247	656	591
N3	780	364	416
O4	121	54	67
M2*	132	85	47
M3 (route buses)	692	360	332
M3 (coaches)*	39	25	14
T5	3	1	2
Total	3,648	1,971	1,677

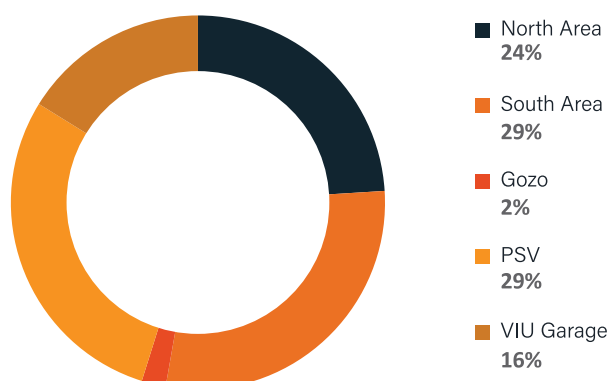
The graph below indicates the total number of road-side vehicle inspections conducted throughout the past 3 years:

TOTAL ROAD-SIDE INSPECTIONS



The pie chart and table below indicate location and number of conducted road-side inspection operations:

LOCATION OF INSPECTIONS



Venue (or nearest vicinity to)	Chart Area code	No. of RSI's performed in area
Bieb is-Sultan - Ħaż-Żabbar	1049	43
Corradino		16
Għar Dalam / M'Xlokk Rd.		172
Gudja		105
Ħal Far		16
Triq Hompesch/Dejma		29
Kirkop Tunnels & Żurrieq		81
M'Skala Bypass		66
Ta' Kandja		205
Triq il-Kučcard - Żurrieq		8
Triq Valletta - Marsa		21
Triq L-Imdina - Ħal Qormi		66
Triq id-Dejma - Fgura		48
Triq ir-Ramlja - Ħal Kirkop		82
Triq l-Industrija - Ħal Kirkop		37
Triq San Anard - Ħal Tarxien		33
Triq il-Kottonera - Vittoriosa/Fgura		21
Ħal Luqa		0
Gozo	76	76
Burmarrad	876	24
Triq il-Kosta - Baħar iċ-Ċagħaq		25
John Adye Street - Naxxar		190
Triq L-Imqabba - Siġġiewi		39
Triq L-Imġarr - Mġarr		34
Mtarfa Bypass		32
Triq Notabile - Ħ'Attard		126
Vjal l-Indipendenza - Mosta		10
Siġġiewi/Lapsi		44
Triq id-Difiza Ċivili - Mosta		36
Triq il-Ħemsija - Rabat		85
Tarġa Gap/Triq il-Fortizza - Mosta		33
Ta' Qali		70
San Ġwann		67
SPB bypass		26
Xemxija		35
City Gate (PSV's)	1057	342
Marsa P&R (PSV's)		157
Ċirkewwa (PSV's)		114
Rabat Domus		17
MIA (PSV's)		124
Others (PSV's)		303
VIU (letters)	590	590
Total		3,648



Other Road-Side Vehicle Inspections

Road-side inspections also include the inspection of vehicles in relation to weight limits (weighbridge) and transportation of dangerous goods (ADR).

Weighbridge inspections	Inspected	Passed	Failed
	184	103	81

ADR inspections	Inspected	Passed	Failed
	80	62	18

General Vehicle Inspection Data

The tables below indicate the total number of charges to vehicle owners due to failed tests and the total number of inspections conducted throughout 2020.

Charges issued	
Badly maintained (multiple faults) during RTI's	168
Excessive emissions	8
Lights	194
Worn tyres	83
Overloading of cargo/protruding load	81
Leaks	35
Other VIU related	141
Enforcement related whilst on VIU duties (recorded)	48
Total	758

TOTAL INSPECTIONS by the Vehicle Inspectorate Unit	Amount
Roadside Technical Inspections	3,648
SMS Alert Inspections (VIU Garage)	543
ADR Inspections	80
Weighbridge Inspections	184
MRTU Inspections (VIU Garage)	62
Follow up inspection (Failures - 2nd & 3rd Inspections) (VIU Garage)	1,000
Total	5,517

Enforcement Operations

The Land Enforcement Unit conducts dedicated enforcement operations to guarantee that service providers licensed by Transport Malta are operating in adherence to laws and regulations.

Motoring Schools

Enforcement operations are also carried out in respect of motoring schools, to ensure that they are operating according to the law. Enforcement Officers verify several matters, including:

- Only those who turned 18 years old can attend driving lessons;
- A learner's permit was issued by Transport Malta;
- The instructor is authorised to provide driving tuition.

In 2020, a total of 170 motoring school vehicles (during tuition) were inspected.

Foreign Registered Vehicles

The Land Enforcement Unit manages the enforcement of foreign registered vehicles through a structured system based on four categories, these being:

- Vehicles imported for personal use;
- Vehicles imported by dealers for re-sale;
- Vehicles imported by non-resident workers/students;
- Vehicles imported for a temporary stay.

During the inspections, if a vehicle is found to be non-compliant with the stated regulations, necessary action is taken. Such vehicles are either impounded by Transport Malta, or their owners are instructed to put the vehicles in a private garage and pass on the logbook and number plates to Transport Malta until they align themselves with the stipulated regulations.

Parkers

The Land Enforcement Unit performed various inspections at Public Parking areas to confirm that parkers within these areas are authorised to provide such a service, and that no monetary or any other type of compensation is being requested by them.

Motor Dealers

Inspections and road-side checks were carried out in respect of motor dealers to guarantee proper use of the trail-run plates, and to ensure that vehicles declared/registered with Transport Malta for re-sale are not being used on public roads.

TAXIs, CABS, Mini-Buses and Horse Drawn Cabs (Karozzini)

The Land Enforcement Unit conducted enforcement operations in respect of vehicles for hire, such as TAXIs, CABS, Mini-buses and horse drawn cabs. The scope of these

operations was to guarantee that drivers are authorised to provide such a service, and that they are operating within the provided parameters.

Valletta Area

The Land Enforcement Unit is also responsible for controlling vehicular access within Valletta. These controls are managed by placing and/or removal of bollards, located in different areas within the Capital City.

Road-Side Checks

Road-side checks are periodically conducted to ensure that vehicles are properly licensed, and that drivers are in possession of a valid driving licence.

In 2020, a total of 375 vehicles (including the driver) were checked during such operations.

Security at Transport Malta Premises

The Land Enforcement Unit also provides security services at Transport Malta premises:

- Transport Malta Head Offices, Ħal Lija;
- LTD Offices, Paola;
- Testing Centre, Floriana;
- Ports & Yachting, Marsa.

COVID-19 & Enforcement

In 2020, the Land Enforcement Unit allocated part of its resources to assist and enforce regulations related to the COVID-19 pandemic, mainly the use of masks and social distancing.

Inspections were conducted at:

- Bus terminuses;
- Bus shelters;
- On-board public transport vehicles.

A total of 468 contraventions were issued for non-compliance with mask-wearing obligations.

Account of Traffic Situation

The Traffic Control Centre operates on a 24/7 basis and can take a reliable account of the traffic situation via several CCTV cameras installed in 5 different areas.

A total of 39 cameras are installed to monitor traffic in major junctions.

Rapid Intervention

Traffic Controllers within the Traffic Control Centre make use of radios to notify the Rapid Traffic Response Team (motorcycles unit) of congestions and/or when such problems are anticipated.

The Rapid Traffic Response Team is a roaming on-road service that provides quick clearance solutions, break-down assistance, and traffic control for hazards, primarily on major roads during peak traffic.

The Rapid Response Officers are highly trained in incident management and are ready to attend to a range of safety and congestion related incidents.

The RTRT:

- Are on site within a few minutes;
- Work closely with the Police, Emergency Services, and LESA;
- Implement traffic diversion plans for planned or unplanned incidents or events;
- Ensures that the area around the incident or event is made safe;
- Minimises the risks of second incidents;
- Patrols designated areas to proactively manage traffic;

- Ensures the safe removal of disabled vehicles from main roadways;
- Monitors activities that are impacting traffic flows, including road intervention works.

In certain circumstances, the RTRT is also assisted by a 4x4 safety support vehicle equipped with emergency signs, traffic cones and other road safety equipment.

Road-Side Assistance

A swift road-side assistance to drivers in difficulty is provided free of charge. This service operates during the scholastic period to ease traffic in case of emergency and similar circumstances.

This service consists of having towing vehicles on standby at strategic locations, to provide road-side assistance.

In 2020, a total of 89 drivers were assisted via this service.

Guidance to Drivers

Traffic controllers within the Traffic Control Centre have the facility to alter messages and indications on electronic boards installed in major junctions. Via these boards, drivers are notified of alternative routes, accidents, and other hazards on the road ahead.

A total of 82 electronic boards are currently installed and in operation.

Assessment of Traffic Management Measures on Local Council Roads

The Traffic Management Division assesses traffic management measures on Local Council roads. Applications are submitted by Local Councils, the public, Government entities, and Parastatal Authorities.

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.

In 2014, the e-Forms system, an electronic online system where submissions of requests for traffic management measures are submitted by Local Councils, was introduced. This has enabled better quality control of requests submitted, and an improved tracking of internal and external consultation on these applications.

Throughout 2020, the Traffic Management Division processed a total of 1,811 requests.

Requests are mainly related to:

- Parking bays;
- Line markings;
- Speed limit;
- Road humps;
- Pedestrian crossings.

Providing Technical Assistance to Local Councils

A system has been established within the Traffic Management Division, whereby technical design assistance is provided to Local Councils in relation to requests made for the implementation of measures, which may require specialised knowledge on road design.

Several issues are discussed and agreed upon during meetings held with the Local Councils Association members and Local Government.

Table below shows the number of meetings held with Local Councils throughout the year 2020.

Locality	Hal Lija	LC	TMC
Valletta		7	2
Vittoriosa			2
Senglea	1	1	
Haż-Żebbug			1
Haż-Żabbar		1	
Sigġiewi			1
Rabat, Malta	1		
Ħ'Attard	1	1	1
Birżebbuġa	2		
Fgura	1	1	
Gudja	1	1	
Mellieħa	1		2
Mqabba	1		
Naxxar	1		
Paola	1	1	1
San Ġiljan	1		2
San Ġwann	1		
St Paul's Bay	1		1
Tas-Sliema	1		1
Hal Tarxien	1		1
Xgħajra		1	
Hal Għarghur	1		
Hal Luqa	1		
Cospicua		1	
Floriana			1
Żejtun	1		
Birkirkara	1		
Total:	20	15	16



Requests for Reserved Parking Bays for Persons with Disability

Transport Malta also administers requests for reserved parking bays for persons with disabilities (Blue Badge holders).

In 2020, Transport Malta received a total of 738 requests.

Reserved parking bays may vary as per below:

- Communal reserved parking;
- Personal reserved parking;
- Keep clear bay.

Registration of Contractors Authorised to Provide Road Intervention Works

Road intervention works can solely be conducted by contractors authorised by Transport Malta. Contractors are required to apply for registration prior to submitting permit requests for road intervention works.

The scope for registration is to guarantee that contractors have the necessary capabilities, and to provide a guarantee during road works.

Registered contractors are required to provide Transport Malta with:

- Contractor information data;
- Guarantee agreement;
- Bank guarantee;
- Insurance policy.

Issuing of Road Work Permits

As from August 2015, the Traffic Management Division was entrusted with the Road Permit System. This system was designed to be accessed through a web-browser via the following address – www.roadpermits.gov.mt. The system allows entities to provide feedback as well as print permits that have been issued.

The type of permits that may be applied for are:

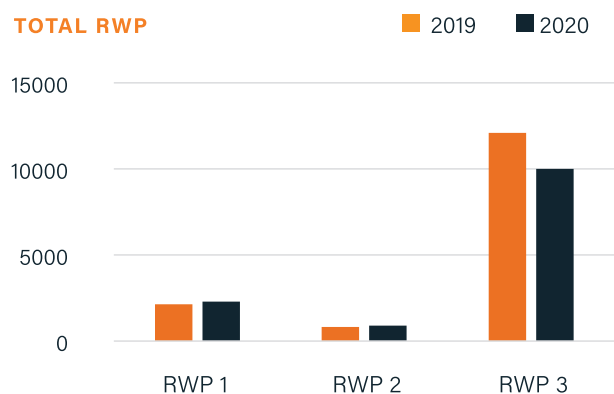
- RWP 1 – Major Road Work;
- RWP 2 – Emergency Road Work;
- RWP 3 – Minor Road Work.

Road intervention works are monitored by Field Officers and architects appointed by Transport Malta, to guarantee quality of work and adherence to regulations.

The total number of permits issued in 2020:

- RWP 1 – 2,302 permits;
- RWP 2 – 910 permits;
- RWP 3 – 9,995 permits.

The graph below indicates the total number of road intervention permits issued throughout the past 2 years:



Guidelines for Trenching Excavations and Reinstatements

The Traffic Management Division shares recommended practices through technical guidelines, which may be accessed by all interested parties and stakeholders. Guidelines provide a basic description of methods and procedures to be adopted during excavations & reinstatements.

The objective is to protect existing road structures and to ensure long life service.

Guidelines for Traffic Management during Road Intervention Works

The Traffic Management Division shares recommended practices via diagrams. Diagrams provide basic descriptions and indications of how traffic signs and signals should be placed during road work interventions.

The scope is to create a safe environment for traffic management and to enhance road safety.

Enforcement during Road Intervention Works

The Authority reserves the right to enforce measures for any road intervention works being carried out without the necessary permits or in breach of standard practices. It is the responsibility of the Traffic Management Division, via Field Officers, to:

- Monitor road intervention works;
- Detect illegal road works;
- Ensure compliance;
- Enforce against any breaches.

Regular enforcement duties include:

- Inspection prior to the undertaking of road intervention works;
- Inspection during execution of road works;
- Ensuring quality of road works;
- Post-roadworks interventions.

Infringements during road intervention works include:

- Carrying out road intervention works without being a registered contractor;
- Failure to obtain the necessary permits prior to commencing road works;
- Failure to work within the stipulated time periods;
- Failure to adhere to permit conditions;
- Failure to adhere to and maintain public safety and traffic management conditions;
- Failure to leave site safe and unobstructed;
- Failure to leave site at acceptable reinstatement levels;

- Failure to submit compliance report;
- Failure to achieve acceptable levels of completed works as audited by the Authority;
- Falsely applying for an emergency permit.

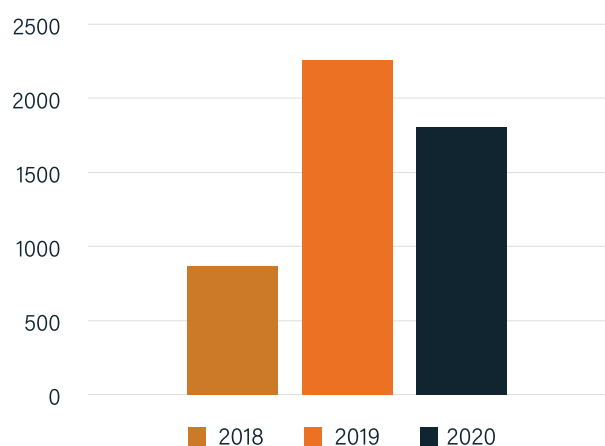
Enforcement action may include:

- Imposition of fines deducted directly from bank guarantees;
- Withdrawal of existing permits and suspension of any permit application;
- Immediate discontinuation of existing road intervention works;
- Immediate reinstatement of road work intervention works by the Authority to the expense of the contractor;
- Proceeding with any further legal action in line with the applicable legal framework.

In 2020, a total of 1,810 enforcement letters were issued to contractors for not abiding by laws and regulations related to road intervention works.

The graph below indicates statistical data with respect to enforcement letters issued to contractors during the past 3 years.

ENFORCEMENT LETTERS TO CONTRACTORS



Installation, Maintenance and Programming of Traffic Lights

The Engineering Unit within the Land Enforcement Unit is responsible for the proper function and operation of the traffic light system on the network. Roadside inspections are carried out daily, to ensure that any faults are logged and electronically reported for the necessary repairs. The Unit manages all traffic lights operated by Transport Malta by creating specific programs for each junction. A total of 297 traffic lights are being managed by this Unit, however the number is continuously changing.

Throughout 2019 and 2020, a number of traffic lights were further upgraded by the installation of sensors which adjust timings according to traffic volume. The Unit also connected all major traffic lights junctions to a system, allowing remote control of traffic lights.

The Engineering Unit is continually coordinating with Infrastructure Malta with regard to updates and re-configuration due to the ongoing junction projects. Also, in coordination with IM, several pedestrian crossings were installed or modified in conjunction with road widening projects in various localities.

Installation and Maintenance of Variable Message Signs and Lane Changing Signs

The Engineering Unit is also in charge of repairing and maintaining the existing VMSs, LCSs and CCTV sites. The Unit coordinates with the Traffic Control Centre to test and restore connections with devices that are found to be faulty.

Current number of VMSs and LCSs installed:

- 34 variable message signs;
- 48 lane changing signs.

Lighting System

Throughout the year 2020, the Engineering Unit, in collaboration with Gozo Channel and Birdlife, installed the lighting system at the Ċirkewwa Ferry Terminal.

Research and Development

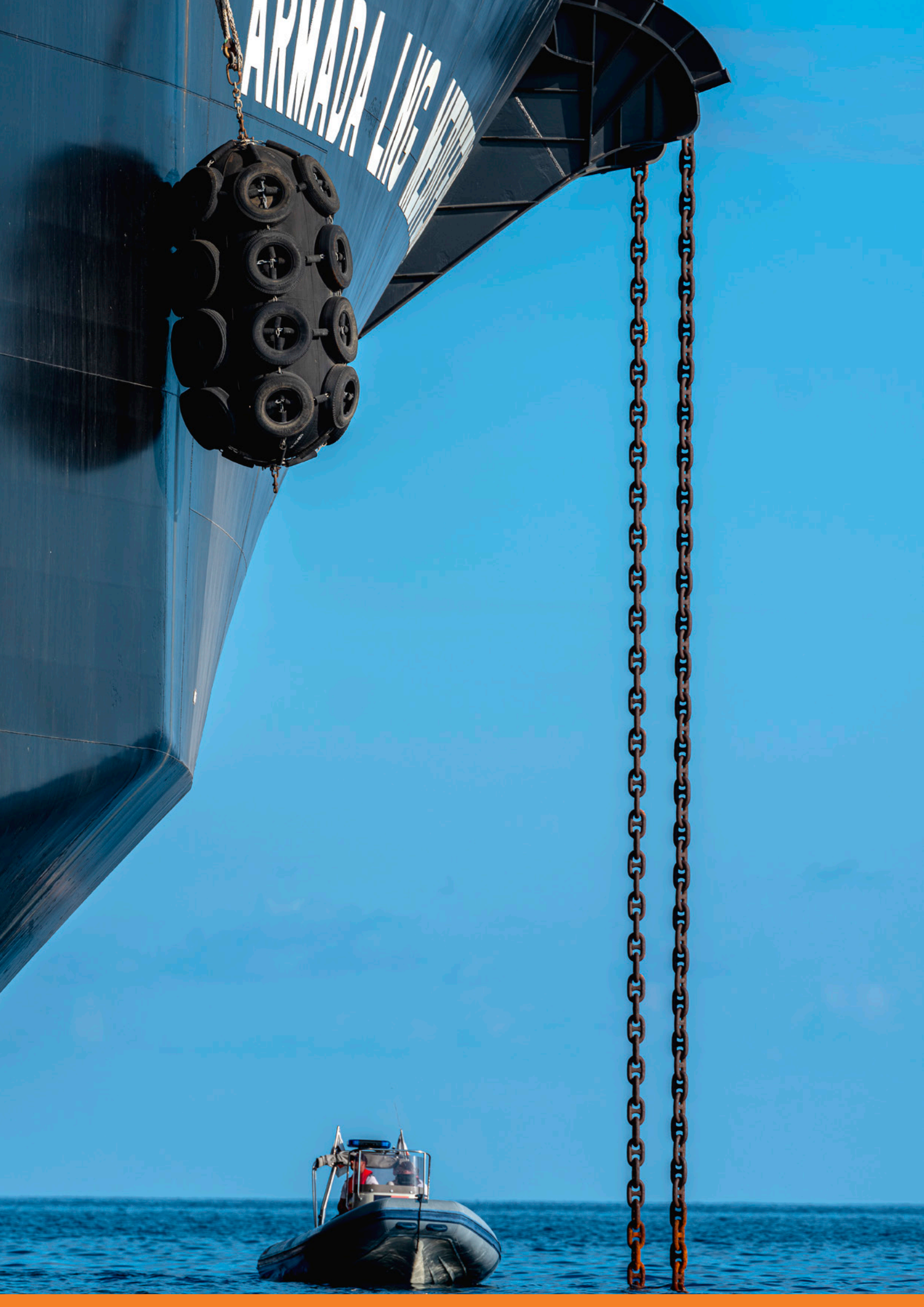
The primary focus of the Engineering Unit is operational, however, research and development related to traffic management and intelligent traffic systems are also carried out.

Throughout the past years, engineers within this unit were provided with several training courses and/or workshops in respect of remote-control systems, VMS and LCS signs, and traffic lights junction simulations.

In 2020, research was focused on how to integrate all our systems so that they can communicate with one another. An example is the Adaptive Traffic Light System, which was recently implemented in most major junctions, consisting of traffic detection through its own traffic counting loops and automatic timing adaptation.

Traffic Control Committee

The Land Enforcement Unit also organises and hosts the Traffic Control Committee, previously organised by the Transport Ministry. The scope of these meetings is to oversee all traffic management issues at a National level, with the active participation of all the national stakeholders involved, including representatives from Local Councils, GRTU, Infrastructure Malta, MTA, MPT and all enforcement agencies, amongst others.



Maritime Enforcement

The Maritime Enforcement Unit was originally set up as a small rudimentary unit in 2008 by the then Malta Maritime Authority which was later integrated within Transport Malta in 2010. However, the Maritime Enforcement Unit was miniscule then, when compared to the present day. Since then, the Unit has gradually continued to evolve into the fully fledged enforcement force that it is today; a fully functional Unit with increased functionality, responsibilities, personnel, resources and new assets that are provided to it through increased investments made by the Authority.

The main role of the Maritime Enforcement Unit within Transport Malta's Enforcement Directorate is to ensure good order at our Ports and their approaches, both around the coast as well as in bays, by carrying out effective enforcement and security patrols in line with the respective legislation.

The Maritime Enforcement Unit carries out a multitude of operations and activities to meet its responsibilities and obligations bestowed on it by national laws, directives, and regulations in place, particularly with the provisions spelled out in the Authority for Transport in Malta Act and with the main aim to ensure an efficient, safe and secure transport system.

Another important role of the Unit is to manage the day-to-day running of the Maritime Control Room on a 24/7 basis, thus guaranteeing continuous monitoring, review, and instant response when any incidents are captured on CCTV cameras. All this is done whilst

ensuring that operations are run in accordance with the Code of Practice, the Authority for Transport in Malta Procedures Manual, as well as Directive 2005/65/EC. Similar to previous years, in 2020, the Maritime Enforcement Unit continued to be responsible for providing security services in all ports and neighbouring port facilities as well as in and around other critical infrastructure.

These duties are carried out through the deployment of vessels manned by uniformed enforcement officers who are in constant contact with the Maritime Control Centre through a dedicated radio frequency, as well as with Valletta Port Control. Additionally, 24/7 monitoring of areas within the ports through dedicated CCTV in select areas along the coast is also carried out, with the aim to enhance enforcement and security of related tasks. This unit also carries out coordinated activities with other Transport Malta Directorates as well as with other local law Enforcement and regulatory agencies when the need arises. This is to ensure safe and secure legal maritime transportation and vessel movements.



Functions of the Maritime Control Centre

- Operational 24/7;
- Real-time surveillance by means of CCTVs put in place in designated areas within our ports as well as in other sensitive areas;
- Coordination of enforcement of operations;
- Monitoring of shipping activities and operations to ensure safe navigation in our territorial waters;
- Serves as a means of communication with other local enforcement agencies when required;
- Assists other Transport Malta Directorates and respective units with functions like detection of pollution at sea;
- Provides assistance to police and other entities when requested or called upon.

Enforcement in Territorial Waters

The Maritime Enforcement Unit continued to play an active role in the Authority's annual Safety at Sea campaign which kicks off just before the summer season. This year, the Safety at Sea Campaign saw an increase in the number of patrols and inspections carried out by the Unit's maritime enforcement officers on board sea craft. The main aim of such patrols is to ensure safe navigation as well as a safe environment for bathers and seafarers alike, most particularly enforcing against over speeding of sea crafts and navigation within the designated distances. The Maritime Enforcement Unit followed all communications and instructions issued by the Port Authorities to the general public with respect to COVID-19 related measures, assisted other local enforcement agencies, as well as carried out inspections onboard vessels to ensure full observance and compliance with these same measures. These activities strengthened

the presence of the Unit in ports to assist arriving and departing ships as well as other vessels.

In 2020, the Unit engaged additional resources and recruited an additional eleven Maritime Enforcement Officers to the current complement. The increase in personnel was made to ensure that the number and frequency of inspections both during daytime and at night could be increased, including those on commercial vessels carrying passengers.

The Unit is also in the process of deploying additional newly purchased assets to its current fleet, consisting of two full cabin and three cuddy cabin RHIBs. These will enhance the Unit's day-to-day operational commitments with respect to the enforcement of the applicable laws and regulations in accordance with its responsibilities.

The Authority's policy has always been to emphasise the educational aspect of enforcement. To meet this objective, the Unit actively participated in a number of media campaigns. The aim of this practice is to instil a sense of awareness of the various regulations among members of the general public, while emphasising caution and responsibility. The main aim of this is to avoid as much as possible and whenever possible, accidents which could sometimes be fatal. In spite of these campaigns however, the Authority still continues to be vigilant and impose the applicable administrative fines when and wherever these are necessary or required.



Main Functions

- Vessels manned by uniformed personnel deployed daily in ports and territorial waters;
- Seaborne Security patrols and response to Port and Port facilities' security reports;
- Fully support the office of the Port Security Officer (PSO) in its exigencies, including participation in drills and exercises;
- Inspections with respect to activities of a commercial nature, by looking for the validity of the CVC, manning document and the checking of Certificates of Competence. The Logbook is also checked onboard commercial vessels;
- Pleasure boat inspections, particularly vessel registration and insurance documents, local N/L and recommended equipment;
- Escort in and outbound piloted vessels;
- Closures and related port vessel traffic management;
- Carry out random inspections as required on any vessel operating within Maltese territorial waters;
- Issue citations and fines as well as take any legal action as required against actors contravening the law;
- Coordination of marine related activities by enforcing the Notice to Mariners (NTM);
- Legal and Court proceedings;
- Inspections and Enforcement of mooring;
- Enforcement on marine slipways and landing places.

Transactions related to MSED	2019	2020
Vessels Inspected at Sea	1,161	2,572
Vessels Found Contravening Regulations	443	852
Charges Issued	310	851
Warnings issued	133	263
Vessels Found in Order	718	1,587



Integrated Transport Strategy Directorate

Functions and Duties

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

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

1. Integration of Transport Research and Infrastructure Planning

Transport and Land Use Planning

The Directorate is responsible for the assessment and review of Planning Authority development applications (PA), Planning Control applications (PC), and Development Notification Orders (DNO) during the PA consultation process. The Directorate coordinates the inter-directorate feedback by Transport Malta and Infrastructure Malta on these applications by submitting recommendations, reports and any required transport-related conditions within the stipulated Planning Authority timeframe. The Directorate also provides feedback on assessments of Transport Impact Assessments and/or Simplified Transport Studies, prepared by the Planning Authority.

In summary, in 2020, Transport Malta received approximately 7,775 consultation requests for the consultation of planning applications (PA), of which 1,100 were transport-related, and of these, 50 required either a Transport Impact Assessment or a Simplified Transport Study. Transport Malta was also consulted by the Planning Authority on 90 Planning Control applications (PC) for changes to schemed road

alignment. The Directorate also technically assessed 59 Development Notification Order (DNO) applications and 65 pre-DNO applications.

ITSD is also responsible for the bi-monthly TRACC (Transport Consultation Committee) meetings between Transport Malta, Infrastructure Malta and the Planning Authority, in order to discuss specific transport-related projects, requiring further assessment between both Authorities.

The Directorate also assesses PA Infrastructure Services Waiver requests, in consultation with Infrastructure Malta.

2. Development and Coordination of Transport Policies

Throughout the year, ITSD reviewed and provided technical input on a number of cross-sectoral national strategy and policy development documents, where these concerned the transport sector. These included feedback on questionnaires and interviews with consultants appointed by DG-Move to provide country feedback on the policy and regulatory review of the guidelines on the Trans-European Transport Network, coordinating Transport Malta's feedback on the Low Carbon Development Strategy and the draft of the National Energy and Climate Plan for 2021-2030, a Health Enhanced Physical Activity Action Plan, and providing consolidated feedback to the Planning Authority on national urban policies, development briefs and partial reviews of local plans.

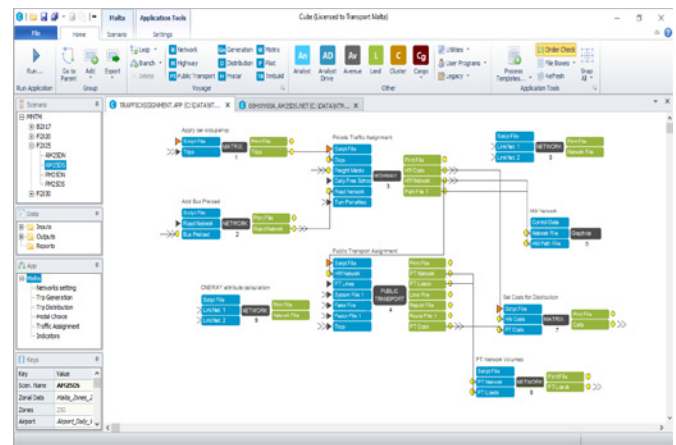
Continued Development of the National Transport Model

The Directorate continued its development of the National Transport Model (NTM). The NTM continued to be used as an invaluable technical tool for transport policy development and testing. Indeed, the NTM was used to continue the

monitoring of the implementation of Malta's National Transport Strategy, 2050, and Transport Master Plan, 2025.

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

The NTM was also used to provide Transport Malta's input for the PRIMES-TREMOVE model, which is an EU-wide transport model used by the European Commission to assess transport and environmental policy decisions, and model the effects of policy scenarios, including those for the 2030 Climate and Energy Policy Framework.



National Travel Survey, 2021

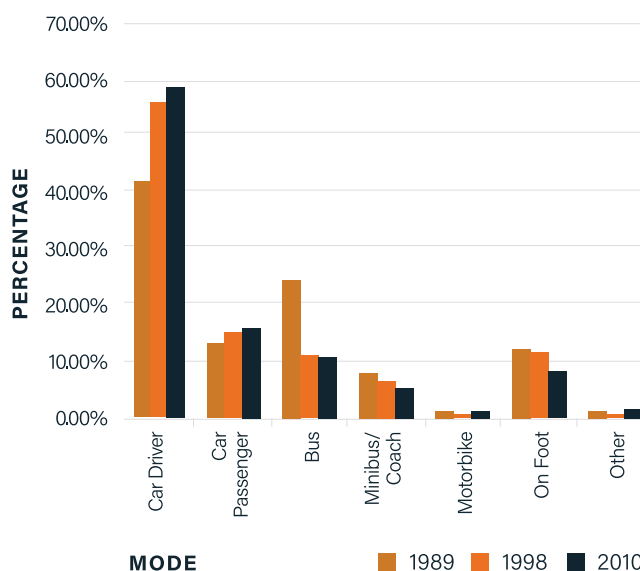
To support the analysis, a National Travel Survey (NTS) will be carried out in 2021, for which preparations started towards the end of 2019 and continued in 2020. The NTS is part of a continuous survey that has been carried out in Malta since 1989 at approximately 10-year intervals. It was planned that the NTS would be carried out throughout the year, however as the COVID-19 pandemic caused widespread disruption to travel throughout most of the year, it was decided to postpone the survey until 2021, when travel patterns and behaviour may hopefully be more reflective of typical conditions. This fourth NTS will once again collect transport-related information from a sample of households across the different localities in Malta and Gozo; information relating to the household (size, structure, car ownership and vehicle characteristics), the individual (socio-economic, demographic, etc.) and a diary of the journeys of each household member on a given day (their start and end location, time, mode of travel, purpose of travel etc.). This edition of the NHTS will entail the development of digital data collection methods, such as the online survey. This will allow higher flexibility in the survey questions asked in addition to more detailed analysis of data.

The NTS is one of the Transport Ministry's main sources of data about personal travel patterns. Data from the NTS has been used extensively in the past, providing a snapshot of current travel patterns, behaviour, and further insight into the changes in travel trends that have taken place over the years. In addition, questions in this edition's survey are specifically targeted toward the COVID-19 health crisis and will be an invaluable source of data for analysing the effects of pandemics on the transport sector.

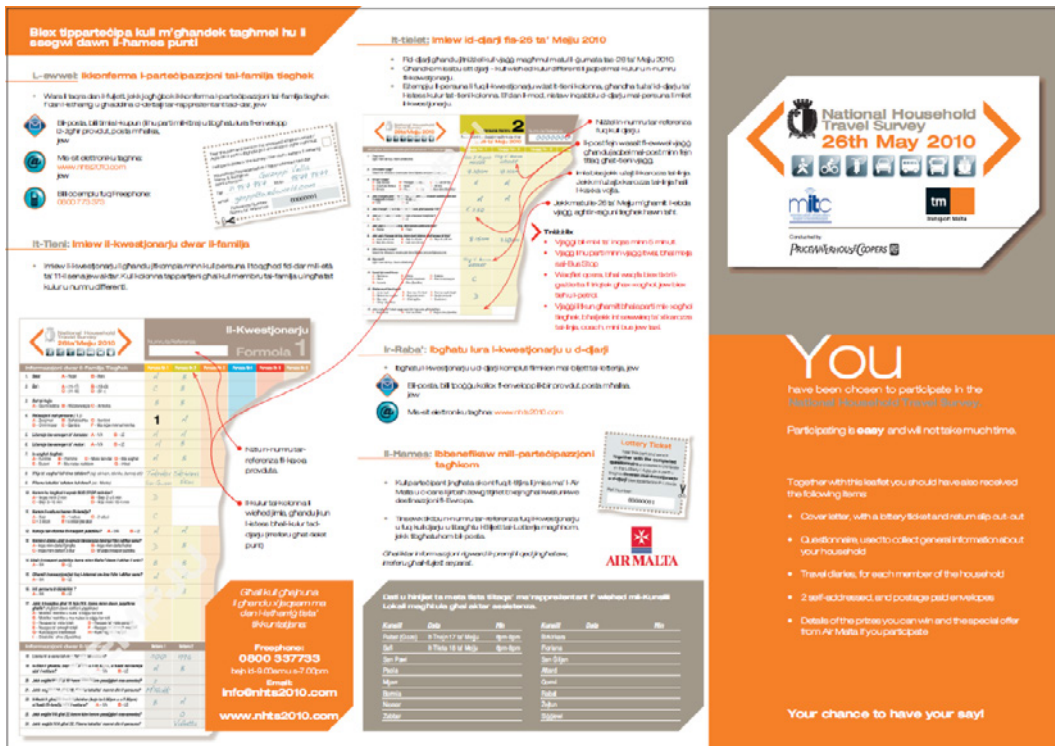
The travel data derived from the NTS will also be used by different public service sectors, academia and transport operators for planning, policy development, planning of transport infrastructure and for research purposes. Therefore, the ITSD has engaged various other public sector institutions to ensure that the survey collects cross-sectorial data for various transport and environmental indicators. Transport Malta will collaborate closely with NSO in the coordination and statistical analysis of survey data.

Mode of transport	1989	1998	2010
Car driver	41.3%	56.4%	59.4%
Car Passenger	13.4%	13.8%	15.2%
Bus	24.3%	11.4%	11.3%
Minibus/coach	7.4%	6.2%	3.7%
Motorbike	1.0%	0.7%	1.1%
On foot	11.6%	10.9%	7.6%
Other	0.9%	0.6%	1.7%

COMPARISON: MODE OF TRANSPORT







3. Development of Standards

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

The Directorate, in consultation with Infrastructure Malta, has now prepared a Standard Operating Procedure (SOP) manual to provide step-by-step guidance for both Transport Malta and Infrastructure Malta to achieve efficiency, quality output, and uniformity in the practical application of the RISM Directive. The SOP will apply to Road Safety Impact

Assessments, Road Safety Audits on major infrastructure projects on the TEN-T road network, as well as to Road Safety Inspections on the current principal road network. It also takes into consideration new legal requirements that will enter into force in 2021, emanating from recent amendments to the RISM Directive at an EU level.

The new requirements of the RISM Directive include the application of road safety procedures on primary roads other than those already part of the TEN-T road network, specific attention to the needs and safety of vulnerable road users, that is, non-motorised road users such as cyclists, pedestrians and powered two-wheelers, and a new type of assessment which is the Network-wide road safety assessment.



Site inspection at Triq Dun Karm, B'Kara

The first assessment is expected to be carried out by 2024 and at least every 5 years thereafter. The new Directive also makes particular reference to the need that the location of accidents is as precise as possible and that it includes GNSS coordinates to enable accurate geo-referencing of the accident and subsequent mapping on the road network.

The Directorate has secured the technical support of the European Investment Bank (EIB) under the Safer Transport Platform. The EIB will review and advise on the road safety management system in use in Malta, considering the application of the amended Road Safety Directive EU/2019/1936 and in piloting examples of road safety network assessment and road safety investment planning, with the view to guide Transport Malta in the establishment of a comprehensive framework for performing road safety network rating assessments in Malta.

4. Road Safety

The Directorate undertook 8 road safety audits on identified road infrastructure projects on the TEN-T road network, at different stages in the development of the project, and in line with the requirements of the EU Road Infrastructure Safety Management (RISM) Directive. The requests for the audits were received by the infrastructural project owners, namely, Infrastructure Malta and the Ministry for Gozo.

During the course of the year, ITSD personnel received training in road safety inspections and initiated the process of undertaking Road Safety Inspections as per requirements of the RISM Directive. This task was under the remit of a different directorate within Transport Malta in previous years. In parallel, the Directorate has also recently been enhancing the national road accident database in conjunction with the Health Authorities, the Police and the National Statistics Office, in order to harmonise injury severity classification with EU requirements. The upgraded road accident data for the year 2018 was submitted to and endorsed by the European Commission for inclusion in the EU-wide CARE database.

Baseline Project

Throughout 2020, ITSD commenced methodological preparations for the Baseline Project. In 2021, Transport Malta will join a Consortium of 17 other EU member states for the collection of data pertaining to Key Performance Indicators (KPIs) for road safety. This data will be used to assess various road safety indicators such as those related to speed, driving under the influence, seatbelt and helmet use, and distraction. Such indicators will contribute to the understanding of different issues that affect road safety performance, and lead to research and policy sharing between Member States.

Assessment of Speed Cameras

The Directorate received a recommendation for the installation of speed cameras along the Coast Road following the conclusion of the magisterial inquiry of a fatal collision. Data was gathered after liaising with the Police and LESA. The stretch under analysis was between is-Salina and Baħar iċ-Ċagħaq, which is part of Route 1 along the TEN-T Network.

The site was inspected to gather the on-site data with respect to speed control and the vehicle restraint systems. The available accident data was mapped and analysed for particular trends and clusters at particular locations, with a tendency of over speeding. Further to that, speed surveys were carried out together with the necessary assessment, in order to establish the need for speed cameras and their location. The findings were referred to the attention of the relevant stakeholders.





5. Coordination of European Union Affairs

Assessment of EU legislative proposals

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

Bilateral Meetings

The Directorate participated in a number of bilateral meetings held online, between the Government of Malta and the European Commission. These included topics such as: the European Semester, mobility package, emergency transport measures under COVID-19 and the review of the Trans-European Transport Network. ITSD has also contributed to the continued development of TENtec, the European Commission's information system to support TEN-T policy and serve various reporting obligations of geographical and technical data. Meetings have therefore looked to improve the collection of data and to continuously update technical and financial data for the entire TEN-T network on a section-by-section basis. The final objective of this is developing an automated data exchange solution together with other Member States.

International Policy Development (non-EU)

The Directorate presented a country update on transport impact and mitigating measures during the COVID-19 pandemic at the UNECE WP.5 meeting on Transport Trends and Economics. It also presented statistical transport data and Malta's policy positions on a number of transport policy areas in relation to the OECD International Transport Forum (ITF), International Monetary Fund, Conference of European Directors of Roads (CEDR) Inland Transport Committee of the UN-ECE (ITC), the European Transport Safety Council, and the Asia-Europe Meeting of Transport Ministers (ASEM).

The Directorate coordinated technical discussions with officials from the Joint Assistance to Support Projects in European Regions (JASPERS) to finalise the terms of reference for technical support in transport investment plans.





Corporate Services Directorate

Functions and Duties

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

Long term planning and alignment of organisational capabilities

Authorities operate in a dynamic and fast changing environment which makes the formulation of a consistent strategy very challenging. Executing that strategy is even more difficult, and therefore, managing and surviving change becomes increasingly important.

The Authority looks deep into the organisational capabilities, resources, systems and processes to identify any gaps. Current capabilities need to be identified and aligned with any long-term planning to translate strategic plans into actions.

Project Management and Business Solutions Department

Throughout the past year, the Project Management and Business Solutions Department was responsible for overseeing the coordination and specific implementation of major projects within Transport Malta in addition to the provision of project support to all Transport Malta Directorates, the coordination of ITS related initiatives, participation at EU level meetings and the implementation of related projects. The following are these projects:

PROMETEUS focuses on the Priority Axis 7 "Shifting towards

a more low-carbon transport sector" of the Cohesion Fund 2014-2020 Operational Programme I of Malta (OPI), particularly on Investment Priority 7c - Developing and improving environmentally friendly (including low noise) and low-carbon transport systems. It includes inland waterways and maritime transport, ports, multimodal links and airport infrastructure, and its purpose is to promote sustainable regional and local mobility. The total budget of the PROMETEUS project is €1,389,765 and Transport Malta was funded €279,150 for this project.

EnerNETMob aims to draft, test, and improve parallel "Sustainable Electromobility Plans" according to common standards and low carbon policies, in order to establish an "Interregional Electromobility Network" across a number of cities of the transnational MED area. To this end, the project shall promote land-sea intermodality using electric transport systems, whilst implementing inter-urban and interregional pilot networks of Electric Vehicles Supply Equipment (EVSE), also co-powered by Renewable Energy Sources.

The total budget of the EnerNETMob project is €574,802 and Transport Malta was funded €396,896 for this project.

The DESTINATIONS project, which is funded through the CIVITAS Horizon 2020 initiative, aims to address challenges in sustainable transport practices in relation to the tourism industry. This project is aimed at targeting smaller touristic destinations where mobility is highly dependent on the use of the personal car, resulting in a high level of congestion. In this project, launched in 2016, Malta is in partnership with sites in Portugal, Spain, Italy, Greece and Cyprus, and is now in its final stages of implementation.

SMITHS aims to encourage a modal shift from private car use to collective, sustainable, and low-carbon alternative modes of transport, improve air quality, and reduce GHG emissions. SMITHS shall facilitate intermodality and help clean the air by introducing various intermodal options, particularly by improving ferry services in the inner part of the port and promoting walking and cycling as a clean and sustainable way to travel. SMITHS will also support a low carbon transport system through a new multimodal hub in Gozo, which includes a Park and Ride facility operated by collective modes of clean transport, and the extension of the national charging network of electric vehicles in Malta and Gozo, to further encourage the use of electric vehicles on the road. It also aims to integrate ITS systems into a single platform in order to provide close to real-time traffic data and travel information. Preparations were also made for the launch of an Information Campaign in 2021 to promote behavioural change in transport practices.

The above project implementation was complemented by efforts geared towards ensuring the availability of funds in the forthcoming EU funding programme period 2021-2027. A series of meetings were attended and a number of consultations with key stakeholders were held. This included the necessary lobbying to ensure that the Government's priority areas related to Air, Land and Sea Transport and alternative and sustainable mobility are met. The department is the liaison point for contracting authorities and funding authorities. As part of this coordination effort, the department provides support to other directorates on the formulation of project applications and Cost Benefit Analysis. In addition, the Department also supported and participated in initiatives by other Authorities, Entities, and Ministries, including the drafting and reviewing of policy and national positions on various topics.

In particular, this department in collaboration with other departments within Transport Malta, represented the Authority to cover 'Directive 2014/94/EU on the deployment of alternative fuels infrastructure' as well as 'Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport,' together with a number of subsidiary delegated regulations covering this directive in the field of Intelligent Transport Systems (ITS) and Cooperative Intelligent Transport Systems (C-ITS). The department is the liaison point for contracting authorities and funding authorities. In terms of Sustainable Mobility, the department was instrumental in coordinating with other Ministries and departments in preparation for an overarching Sustainable Mobility Policy Framework, which will propel Sustainable Mobility into the National Transport System.

Procurement Management

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

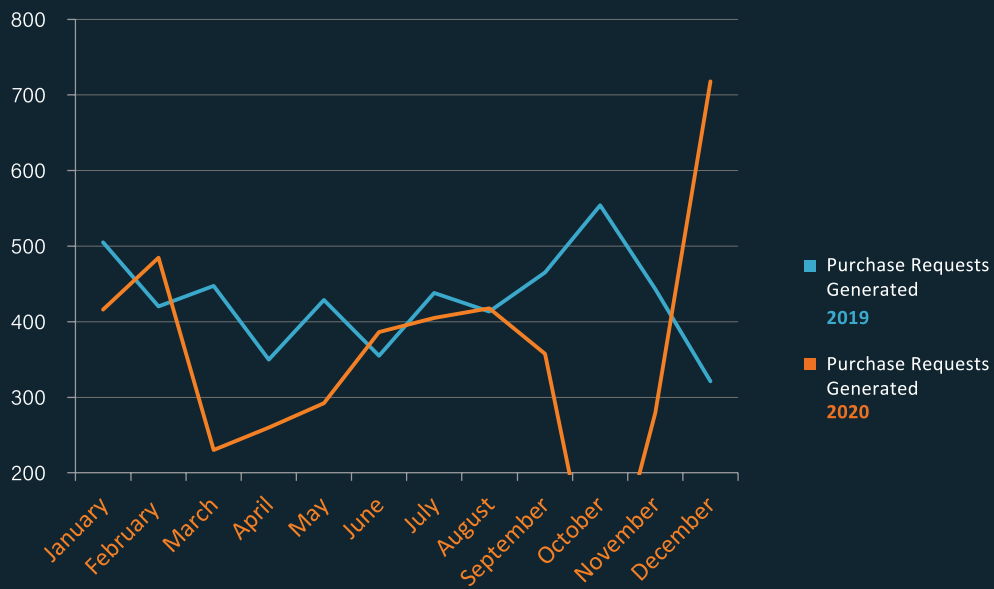
The activities of the Procurement Unit in 2020 included the publication of 26 open calls comprising of public tenders, 15 quotations, and 1 Request for Proposals. The total value of works, supplies, and services awarded throughout 2020 amounted to €7,383,086.75.

The Tendering Committee, which was composed of a chairman, a secretary and four members, meets regularly and reviews for approval all procurement and purchase requests that are in excess of €2,500 exc. VAT. In 2020, the Committee met 32 times and dealt with 1304 items.

TENDERING COMMITTEE

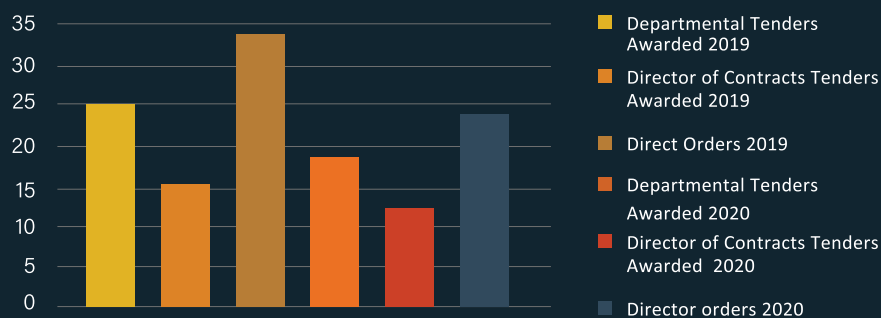
Tendering Committee Minutes - Jan - Dec 2020

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
No. of Meetings	4	2	2	5	2	3	3	0	4	2	2	2
No. of items	142	109	85	191	58	117	124	0	206	93	126	74
Number of Purchase Requests Throughout 2020												
2020	416	485	230	260	292	386	405	418	357	-	279	718
2019	505	420	447	350	429	355	438	413	465	554	443	321



Number of Awards in 2020

Departmental Tenders Awarded 2020	1	3	3	3	0	0	2	2	0	0	0	2
Director of Contracts Tenders Awarded 2020	1	1	1	1	4	0	1	0	0	0	0	0
Direct Orders 2020	1	2	5	2	1	0	2	1	0	2	3	2



Legal

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

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

- Coordination with the Authority's Directorates to appoint external legal consultants according to their exigencies;
- Drafting, reviewing, promoting and enforcing the Authority's internal policies;
- Assisting and consulting with the Directorates and their legal counsel on any required legislative amendments to the Laws of Malta regulating the Authority's affairs;
- Assisting the Directorates with the enforcement of and adherence to the Concession Agreements signed by the Authority;
- The negotiation, drafting and reviewing of Contracts to be signed by the Authority;
- The drafting and issuing of legal letters and any other necessary legal documents in the name of the Authority;
- Coordinating legal actions for the recovery of debts due to the Authority and seeking to remedy any injustices suffered by the Authority;
- Advising the Directorates on the Authority's regulatory role and any legal action required;
- Administration and replies of Ombudsman Affairs;
- Maintaining a registry of the Authority's Contracts and Memoranda of Understanding;
- General legal support, including legal advice and the interpretation of Laws and Contract Clauses

Marketing and Media

The Marketing and Communications Office acts as the official interface between the press, the general public and the Authority. In this regard, the unit issues, on a very regular basis, press releases and press replies related to all aspects and functions of the Authority. The unit ensures that all formal communications spanning all aspects and functions of the Authority are complete, accurate and handled through the appropriate channels before being issued.

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

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

The Marketing and Communications Office also coordinates the participation of representatives from the Authority on various local television programmes, where they tackle subjects which the public needs information and education about. Throughout 2020, it may not have been entirely possible to hold this participation in person, but the online method of videoconferencing allowed it to happen regardless.

In 2020, the Authority celebrated the ten-year milestone since its inception. The publication of a book, *The First*

Ten Years 2010-2020, commemorated the Authority's most significant achievements throughout these ten years, and highlighted the significance of Transport Malta as a Governmental entity.

Marketing

The Department is also responsible for the handling of all marketing and promotional activities within the Authority. The major marketing functions revolve around promoting the Maltese shipping and aviation registers. It also includes the handling of all functions related to the Authority's participation at both local and international exhibitions, the production and distribution of multimedia productions, advertising, and other promotional material. In 2020, participation with stands had to be postponed, given the situation with the pandemic. The following are events which were cancelled:

1. Monaco Yacht Show, a yachting event held in Monaco;
2. EBACE, the leading European aviation event held annually in Geneva, Switzerland;
3. The Posidonia international shipping exhibition, held biennially in Athens, Greece.

PR & Promotion

The department, as described in other sections of this report, is also responsible for the implementation of various campaigns aimed at creating awareness on particular aspects of transport in Malta. One of the Authority's main objectives is to promote a safer and smarter culture within all modes of transport. Promotional campaigns throughout 2020 included:

1. Bus 75+, a campaign to promote free public transport for senior citizens over the age of 75;
2. Budget Measures 2020, including transport schemes;

3. Be Safe at Sea - A campaign to promote safer practices at sea;
4. Travel Smart campaign – In 2020, due to the uncertainty of the education system given the outbreak of COVID-19, the annual 'Back to School' campaign was transformed into a more generic campaign and given the name 'Travel Smart'. It promoted the use of e-kickscooters, what to do in case of a front-to-rear accident, and the free towing services provided by the Authority;
5. Don't Drink and Drive Campaign 2020 – Despite the outbreak of COVID-19 and the lack of social gatherings during Christmastime, Transport Malta reminded the public that not drinking when driving is a concept which applies regardless of any situation.

With regard to internal marketing, the department introduced the weekly 'Keeping You Posted' newsletter, in order to update all employees with any news and ongoing work in the Authority.





Information &
Communication
Technology
Directorate

Functions and Duties

The Information and Communication Technology (ICT) Directorate is the main driver of the Authority's information, communications and technology strategy, and aims to improve standards in ICT services. At the helm there is the Chief Information Officer (CIO), whose role is to make sure that all information and technologies are affiliated with all the business priorities. This directorate is the main ICT focal point within the Authority, providing support in terms of ICT operations, strategy, project implementation, consultancy and governance to all directorates within Transport Malta.

Initiatives and improvements in 2020

In 2020, Transport Malta embarked on several initiatives. Such initiatives mainly focus on system simplification, for a more efficient service. This was attained by the implementation of new enhancements on the current solutions. As a result, a number of services are now accessible anywhere and anytime on mobile devices, namely:

- Transport Malta Website – ICTD together with the Transport Malta website business owner (Marketing Section) has improved the website to be compliant with the legal obligation in relation to the Accessibility Regulation and the Single Digital Gateway. Moreover, ICTD is also pursuing beneficial enhancements to the portal for an improved user experience, both for internal users as well as to the general public.
- eForms – A new strategy has been established to transpose Transport Malta online forms into a more interactive method, whereby the public can follow their workflow and status online. Forms considered to be of high priority have been identified, designed and planned for implementation.
- Learner Permits and Driving Tests – Transport Malta introduced a new online solution which is more efficient and convenient. The procedure to apply for such services has been facilitated. Upon application, the general public has the possibility to upload all necessary supporting documents, whereby the motoring school is aware of all the incoming applications. It gives the learner visibility and full accessibility to make any updates and apply for the practical test, subject to a successful theory test.
- Seafarers – A new web-based solution was designed and implemented throughout 2020 to provide a holistic approach to the Seafarers Certification business processes. Currently, the solution is in its final testing phases with the plan to be implemented within the first quarter of 2021.
- New Transport Malta Environment – Transport Malta has invested in a new environment to host its own solutions. This also encapsulates new security features to be in line with all ICT Security best practices and industrial standards.
- Port Management Solution – This project is primarily aimed at integrating several port related services into one holistic solution. The National Single Window will facilitate port business, therefore enhancing efficiency, improving safety, reducing administrative burden and integration with national/international obligations such as EMSA.

- Online Driving Licence Renewal – A new enhancement to the Learners Permit and Driving Test solution has been designed to provide a new functionality to renew expired driving licences.
- eREG – Online Vehicle Registration – eREG has been designed as a three-phased-project. As of 2020, the general public as well as car dealers are able to book online to obtain a registration number plate. Such process will facilitate the identification of the availability of number plates, and also simplify the procedure to book personalised number plates. In 2021, it is envisaged that Transport Malta will continue to implement the other 2 phases on eREG, mainly the registration of new vehicles and the registration of commercial vehicles, respectively.
- Payroll Solution – Transport Malta payroll solution has been migrated to cloud service to benefit from new functionalities as well as to be in line with security and business continuity best practices. The solution covers the full life cycle of payroll and human resources.
- ECCAIRS - European Co-ordination Centre for Accident and Incident Reporting Systems (ECCAIRS) is an application to assist states with collecting, sharing, and analysing their safety aviation information. ICTD has liaised with and assisted the Civil Aviation Directorate (CAD) with upgrading the system to its latest version and is also monitoring the User Acceptance Testing (UAT) process prior to cloud migration of the system. ICTD will eventually co-ordinate and assist the European Union Aviation Safety Agency (EASA) to migrate to the online solution.

New challenges

In 2021, the main challenges are to keep streamlining the current electronic services in line with new technologies, and to build a new infrastructure as medium for its services. The simplification of processes, by using the latest technology and the gathering of different data sources to provide a clearer picture of Transport Malta's business progress, are also on the agenda.



"It is only when they go wrong that machines remind you how powerful they are."

Clive James

Broadcaster and Journalist



Transport Malta

