



TRANSPORT MALTA
Annual Report
2023





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Executive Summary

Mr. Joseph Bugeja Chairman & CEO

Merchant Shipping Directorate

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

The Directorate is also entrusted with regulating the employment and certification of seafarers while promoting and advancing the skills of seafarers and of persons employed in the maritime industry, 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 besides 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.

At the end of December 2023, the number of ships registered under the Merchant Shipping Act was 9,542 for a total gross tonnage of 81.74 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.

The Directorate has also further strengthened its presence in the super yacht sector. Positive results were once again achieved in the registration of super yachts under the Malta flag. During 2023, the Malta flag registered another record increase of over 5% over the

previous year in the registration of super yachts over 24m in length, under the Merchant Shipping Act, with over 1,111 super yachts flying the Malta flag.

Ports and Yachting Directorate

In 2023 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. Throughout 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 with promoting 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 provided assistance to a number of government and private entities through the organisation of events organised within our ports and territorial waters by providing support and technical assistance. The above ensured the achievement of the right balance in the use of our waters for leisure and commercial operations.

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 wastes;
- Provision of a safe and efficient maritime transport system;
- Provision of technical nautical services, fire-fighting facilities, supplies and other ship requirements;
- Regulation of yachting and maritime leisure facilities;
- Compilation of maritime statistics; and
- Organisation of popular bays and swimmers’ zones including the annual Safety at Sea campaign.

Throughout the operational year the Ports and Yachting Directorate was also consulted on projects related to the maritime industry which amongst other included the fast ferry service operating between the Grand Harbour in Valletta and the Mġarr Harbour in Gozo which is meant to improve connectivity between the two islands. The service came into force in July 2022 and has been operating ever since with some changes to the schedule to reflect demand, including a change to the management of both service providers who have joined forces to provide vessels, within their fleet, to ensure the service remains available and feasible in all aspects of operation.



In addition, it also provided assistance to Infrastructure Malta in maritime infrastructural projects being undertaken by the government entity some of which were initiated in the previous years. Some of the projects include the Qrejten Breakwater, which is now complete; new landing facilities for ferry passengers in Sliema and Bormla; the upgrading of the Mgarr fishing port in Gozo, which is now complete; new pontoons at Il-Maghluq, Marsaxlokk, also completed; reconstruction of quays and other coastal structures, such as the Deep Water Quay project, Grand Harbour upgrade and Marsaxlokk slipways.

Civil Aviation Directorate

- The functions of the Civil Aviation Directorate (CAD) are the following:
- 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 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

- The main reasons to do aircraft leasing are the:
- Highly competitive personal and corporate tax framework
 - Extensive Double Taxation Treaty Network
 - Robust Legal system and landscape
 - Lessor – friendly legislation

Marking the third year of the implementation of the EASA UAS regulations, several new UAS Operator registrations were issued, as well as remote pilot licenses for both the A1/A3 and A2 subcategories. Furthermore, both current LUC holders had their first annual oversight audit and inspections.

The Initial Certification and Business Development Unit (ICBDU) deals with a pre-application phase which is critical to establish the eligibility of the organisation and viability of the project as well as ensuring a smooth and successful process.

- The new AOCs issued under the ICBDU in 2023 were:
- Valletta Airlines (MT-74)
 - SkyUp MT (MT-75)
 - Bridges Air Cargo (MT-77)
 - KM Malta Airlines (MT-80).

The Personnel Licensing Unit (PEL) issued: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 were identified and mitigation measures were put into place.

The Personnel Licensing Unit (PEL) issued:

Licence Type	Total number of Licences	NEW Licences 2023
Part-FCL ATPL(A)	935	103
Part-FCL ATPL(H)	16	9
Part-FCL CPL(A)	243	44
Part-FCL CPL(H)	14	2
Part-FCL MPL (A)	3	0
Part-FCL PPL(A)	460	40
Part-FCL LAPL(A)	3	1
Part-FCL PPL(H)	35	8
Part-FCL LAPL(H)	1	0

Examinations are conducted at TMCAD and at foreign examination centres approved by the PEL Unit.

Approved Training Organisations are as follows:

- Air Malta;
- European Pilot Academy;
- Malta School of Flying;
- VistaJet Ltd;
- Freebird;
- Air Horizont;
- Flexjet Operations Ltd;
- Aviation South West;
- Challenge Air Cargo Ltd;
- Nordic Sky Ltd;
- Qualiflight Ltd;
- MH Helicopters;

With regard to FSTD Operators the PEL Unit has certified and maintained regulatory oversight of 2 FSTD Operators as below:

- FR Aviation Leasing (who manage 15 FSTDs overseen by TMCAD);
- European Pilot Academy (who manage 1 FSTD overseen by TMCAD);

The PEL Unit audited and maintained regulatory oversight of Malta Air Traffic Services Ltd. as a training organisation and St. James Hospital as an Aero-Medical Centre.

Within the ANS Unit, the highlight of the year was the near completion of the Controller Pilot Data Link Communications (CPDLC). The CPDLC shall be fully operational during 2024 when all air traffic controllers conclude their CPDLC training. The ANS unit was also the driver responsible for the implementation of the Commission Implementing Regulation No. 1079/2012 known also as the 8.33 kHz Regulation, due to major infrastructural works and the ongoing construction of the new Apron X at Luqa airport which brought about, changes in ATC ground procedures requiring the Unit's change management approvals.

The revamped surface of the MIA addresses rainwater seepage concerns by eliminating cracks, thereby ensuring the runway's prolonged operational life.

The ADR Unit played a crucial role in overseeing MIA's development, managing plans, documentation, and notifications, including Aeronautical Information Publication Supplements and pertinent Notices to Airmen.

The ADR unit scrutinises development applications from the Planning Authority to ensure compliance with obstacles limitation surfaces at Luqa airport.

During the year under review, two (2) ANS and ADR Inspectors were selected and qualified by the European Aviation Safety Agency (EASA) to form part of their standardisation inspection teams to conduct Agency regulatory safety audits in the Czech Republic, Austria and Hungary. In the light of Malta's Chairmanship, two days of meetings were held in Malta last September.

The Air Transport Regulation Unit (ATRU) collaborates closely with other Government Ministries, the ATRU actively monitors ongoing aviation discussions in the European Union (EU) and its agencies, as well as international forums such as the European Civil Aviation Conference, Eurocontrol and UNFCCC. Throughout 2023, the ATRU diligently followed developments in air transport matters and played a crucial role in the coordination process, offering essential feedback and serving as a key link between airline operators and other

Government entities. The ATRU remains committed to upholding Malta's interests in the dynamic aviation landscape.

Prior to events, the ATRU assists the Director General for Civil Aviation in the preparatory work and follows the coordination process within ECAC as well as the European Union.

In 2023, the ATRU continued to follow-up on existing Air Services Agreements (ASA) between Malta and other countries to ensure that these are kept up to date. Furthermore, the ATRU processed requests for the designation of airlines, route development and for traffic rights and flight permissions.

Following the 41st Assembly, ICAO has adopted a LongTerm Aspirational Goal (LTAG) to achieve net zero CO2 emissions by 2050.

During 2023, the ATRU was tasked with assisting the National Supervisory Authority (another part of the Civil Aviation Directorate), in particular with the review of the economic aspects of the Air Navigation Service Providers.

Efforts were also made to reinforce the statistical collection of aviation data for the purposes of improving

national specific information on the sector that does not fall within scope of the ICAO Statistical Programme. The Airworthiness Unit carried out around 120 onsite audits of Part-CAMO and Part-CAO organisations, Part-145 aircraft maintenance organisations, and Part147 aircraft maintenance training and examination organisations.

The Airworthiness Unit also conducted more than 462 desktop reviews of manuals, procedures, MELs and documentation for approval or acceptance.

The Continuing Airworthiness Management Organisations include five (5) CAMOs as part of the new AOCs issued in 2023.

The Flight Operations unit conducted seven (7) external audits and inspections on behalf of EASA.

Aviation in Malta cannot develop safely in an unchecked and haphazard manner but is conditional to safety standards maintained by an effective oversight system.

Safety has always been and will remain the highest priority to aviation service providers and stakeholders, and hence the Safety and Compliance Unit (SCU) plays a crucial role within the industry. Nevertheless,

although there is internal sharing of information and action, the SCU acts as an independent unit which enables it to maintain the required autonomy when handling notices of confidential safety issues and concerns. The SCU also monitors developments and acts proactively together with EASA counterparts and EU Member States. Maintaining the CAD’s continuous pursuit in promoting the importance of safety within the local aviation industry, the SCU continuously publishes safety promotional material on the TM-CAD website, including safety reports, and distributed them amongst stakeholders.

Regulation (EU) 376/2014 concerns occurrence reporting in civil aviation, and clearly states that operators and aviation professionals are required

to report and that the sole objective of occurrence reporting is the prevention of accidents and incidents and not to attribute blame or liability. 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).

Land Transport Directorate

The Land Transport Directorate continued its activities as the regulator of land transport throughout 2023.

2023 will be remembered as the year for the largest ever package of transport financial grants awarded through



Transport Malta. It is evident that road transport is the major contributor to air pollution, specifically the emission of air pollutants directly associated with road traffic. The reduction of emissions from road transport necessarily involves a suite of measures tackling both demand and supply, such as: reducing the need for road-based travelling within the Maltese territory, shifting mobility to alternative modes of transport and shifting road-based mobility to mass transport, as well as finding alternative technological solutions to the current internal combustion engine (ICE) system. No single measure would be enough in itself.

In this regard, Transport Malta has launched several packages of incentives, including cash grants to promote the uptake of electric vehicles. One also needs to keep in mind that these grants being offered are on the higher end when compared to other European countries.

Six financial schemes for more sustainable private means of transport were launched, with an investment of €34,166,000.

The total Government revenue collected from vehicle registration tax amounted to €34.6 million an increase of €7.6m when compared to 2022; a total of €37m in VAT, an increase of €8m when compared to 2022; and

a total of €86m from the annual circulation licence fees, an increase of €2.8m when compared to 2022. Total revenue was of €157m.

A total of 17,997 practical driving tests for various categories were processed and carried out, together with hundreds of other more specialised tests. Moreover, 3,173 Customer Care exams, 1077 CPC Initial Tests and 1868 CPC Periodic certifications were conducted. The number of new driving licences issued amounted to 6,380, whilst 23,837 were renewed. Another 18,024 licences were subject to changes, withdrawals, and/or exchanges.

Scheduled Public Transport passenger trips had the highest number ever recorded during 2023 with an overall increase of 36.6% when compared to the previous year. In fact, over 67.3million passenger trips were recorded during the year with a percentage of 17.1% higher than that recorded during 2019 (which was the highest ever recorded number prior to 2023).

The Free Public Transport Measure was expanded further, and it was the first full year where it was offered to all holders of the Personalised Travel Card, more commonly known as the Tallinja Card.

Just over 51.5m or 77% different persons benefitted from this measure.



Chairman’s Message



Transport Malta has demonstrated a concerted effort over the past year to bolster various facets of the transport sector. From prioritising road safety to embracing digitalisation, the authority has spearheaded initiatives aimed at fostering a safer, more efficient transportation landscape.

One of Transport Malta’s paramount objectives has been the enhancement of road safety. Through heightened enforcement measures and educational campaigns like “Driving is no Different!”, the authority has endeavoured to instill a culture of responsible road use. By targeting specific issues such as drink driving during festive seasons, Transport Malta aims to reduce accidents and mitigate risks on Maltese roads.

Moreover, Transport Malta has actively engaged in refining legislation pertinent to transport service provision and enforcement. By strengthening regulatory frameworks, the authority ensures that laws remain robust and adaptable, facilitating effective regulation and enforcement practices. This commitment underscores Transport Malta’s dedication to upholding standards and ensuring compliance within the transport industry.

Recognising the importance of fostering a supportive work environment, Transport Malta has negotiated a new collective agreement to enhance working conditions for its employees. This agreement underscores the authority’s commitment to the well-being of its staff, affirming its role as a responsible employer.

In line with celebrating achievements within the transport sector, Transport Malta organized the Malta National Transport Awards. This platform provided stakeholders with an opportunity to showcase their accomplishments and initiatives, fostering collaboration and innovation within the industry. By acknowledging outstanding contributions, these awards serve to inspire further advancements and underscore the collective effort required to drive progress in transportation.

Furthermore, Transport Malta has embarked on a digitalisation journey to modernise its procedures and optimise service delivery. By investing in digital infrastructure, the authority aims to streamline processes, enhance traffic management, and improve overall efficiency. This shift towards digitalisation reflects Transport Malta’s commitment to embracing technological advancements to better serve its constituents.

Transport Malta’s endeavours collectively highlight its steadfast commitment to propelling advancements in the transportation sector. By placing a premium on enhancing road safety, refining labour environments, acknowledging accomplishments, and integrating digital solutions, the agency showcases a proactive stance in nurturing a safer and more streamlined transportation network. These endeavours not only bolster road safety and service quality but also position Malta as a forward-looking and inventive participant in the worldwide transportation arena. Through ongoing collaboration and ingenuity, Transport Malta stands ready to spearhead sustainable progress and advancement within the Maltese transportation sphere.



Transport Malta

Current Administration

01

Ms Mary Rose Pace

Chief Officer
Strategy & Corporate Services Directorate

Capt. Charles Pace

Director General
for Civil Aviation

Capt. David Bugeja

Chief Officer and Harbour Master
Ports & Yachting Directorate
(succeeded by Capt. Fritz Farrugia - July 2023)

Mr Ivan Sammut

Registrar General of Shipping & Seamen
Merchant Shipping Directorate
(succeeded by Dr Ivan Tabone - November 2023)

Mr David Sutton

Chief Officer
Integrated Transport Strategy Directorate

Mr Pierre Montebello

Chief Officer
Land Transport Directorate

Mr Emanuel Grech

Chief Officer
Information & Communication Technology Directorate

Members of the Board of Transport Malta

02

Chairman
Mr Michael Callus
Deputy Chairman
Mr Christian Sammut

CEO
Brigadier Jeffrey Curmi
1st January 2022 – 30th September 2023
Mr Jonathan Borg
1st May 2023 – 31st December 2023

Board Members

Liam Pace	Matthew Chetcuti	Luca Gatt
Celine Vella	Mariella Agius	Godwin Grech
Joe Mizzi	Jason Mangani	Victor Dimech
Lara Azzopardi - till 2 nd August 2023		
As from 2 nd August 2023		
Dorianne Abela	Joseph Theuma	
Joseph Rodgers	Marlene Attard	

Board Secretary
Ludgard Scicluna
till 2nd August 2023
Bernice Poljsak
2nd August 2023 onwards



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.

03





Corporate Social Responsibility

In 2023, Transport Malta remained steadfast in its commitment to serving society beyond its core responsibilities. Demonstrating a dedication to both social welfare and environmental stewardship, TM engaged in various initiatives and partnerships aimed at uplifting communities and fostering sustainability.

Throughout the year, TM actively supported a range of events and causes that extended beyond its immediate purview. Emphasising its identity as an organisation comprised of individuals who genuinely care about people, TM collaborated in endeavours particularly through educational outreach programs.

Moreover, TM took proactive steps to promote environmental consciousness and sustainable practices. By spearheading initiatives like information sessions and school lectures, TM empowered young people to become ambassadors for mobility, encouraging discussions on topics such as sustainable transportation and road safety. These efforts underscored TM's commitment to fostering a culture of eco-awareness and responsible mobility among future generations.

Recognising the importance of inclusivity, TM ensured that its outreach efforts extended to diverse stakeholders within the community. By embracing a holistic approach to engagement, the Authority sought to address the needs and concerns of all members of society, fostering a sense of unity and collaboration.

Central to TM's mission in 2023 was its genuine desire to address the pressing challenges faced by communities and individuals alike. Through transparent and consistent actions, the Authority continued to uphold its philanthropic ethos for instance the Istrina donation while actively addressing environmental issues. By aligning its operations with values that prioritise social responsibility and environmental sustainability, TM reaffirmed its role as a dedicated steward of both people and planet.



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

04



Functions and Duties

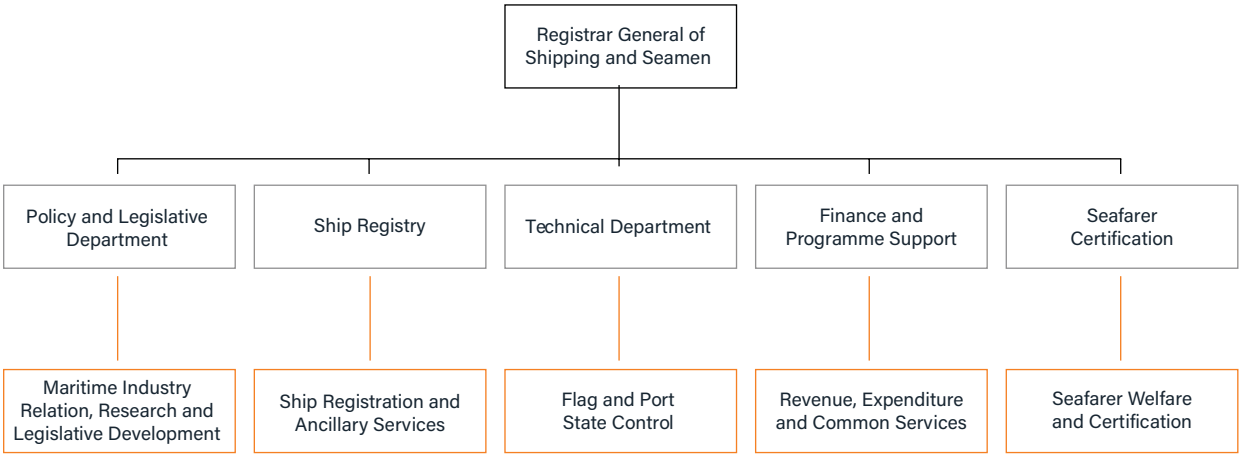
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The Directorate is also entrusted with regulating the employment and certification of seafarers and to promote and advance the skills of seafarers and of persons employed in the maritime industry, to foster Malta's relations in international shipping fora and to administer the implementation of maritime and other

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

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

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



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

During the period under review the ongoing organisational review aimed at ensuring adequate capacity building and optimisation of resources has continued. It must be said, however, that the problem of a decreasing human resources has become acute with some of the existing staff leaving to take up appointments with the private sector. As yet, recruitment does not match replacements needs and new demands created by the increase in the regulatory framework, an expanded client base, larger volumes and new developments.

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 online

and physical participation of Directorate personnel in a number of short courses, seminars and workshops as well as familiarisation visits in Malta and abroad. The programme is financed both from funds of the Authority or through schemes made available by the European Commission.

Projects, Initiatives and Performance of Duties

The shipping industry is directly affected by the geopolitical situation worldwide. 2023 was a year marked by global conflict, the escalation of war in Ukraine and the Israel-Hamas conflict, with the latter raising the spectre of a regional war in the Middle East. This saw the Directorate being heavily involved in ongoing discussions at EU level that had a direct impact on the shipping industry, and together with its European and international partners, did its utmost to ensure that workable measures were adopted.

In 2023, the Directorate continued with the deployment of the digitalisation of the Malta Ship Register and its supporting operations, with the aim to increase the efficiency, competitiveness and security of the services provided to external stakeholders and clients and to further improve the Malta Ship Register's reputation at European and international level.

Between 2018 and 2021, the Merchant Shipping Directorate secured a series of funding commitments under Regulation (EU) 2021/240 of the European Parliament and of the Council of 10 February 2021 establishing a Technical Support Instrument. This helped the Directorate carry out detailed analysis of its operations in order to inform the design and development of the remaining modules of the Maritime Digital Platform.

The Directorate secured further funding under the Recovery and Resilience Facility to deploy in practice the electronic systems which will constitute the digitalisation of the Malta Ship Register. The project commenced implementation in October 2021. It shall implement the various components of the digitalised system as envisaged and built on all the preparatory work that has been conducted in previous years. The first twelve months of implementation were mainly dedicated to procuring various service providers who shall be facilitating the implementation of the project as envisaged.

Throughout 2023, the Directorate proceeded with the scanning and digitisation of the Ship Registry Archives which includes files pertaining to vessels registered with the Malta Flag since the inception of the ship register. A total of twenty-two thousand vessel files have been

scanned during the year in review and made available digitally for use by the Directorate's personnel.

The development of a Data and Document Management system was also underway throughout the reporting period. After a series of co-creation workshops with the Directorate's team, a Data and Document Management System has been developed and is currently undergoing user acceptance testing.

In the meantime, as the digital transformation shall bring with it much change in relation to day-to-day operations, MSD personnel are undergoing a training programme to assist them with handling such changes. Four training modules have been delivered to all team members during the year with topics covering Data Governance and Process Optimisation aiming to instil a digital-first mindset.

The transformational change to the entire Directorate's operations is in line with the EU's policy towards digitalisation and, more concretely, is contributing towards fulfilling the Maltese National Digital Strategy.

The implementation of simplified processes and the introduction of electronic solutions will improve the existing work practices, thus 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 can be the source of human error. The system shall also provide better control over all stages of the process with increased security, accessibility and accountability.

During 2023, the Directorate has further consolidated its consultations with the industry and stakeholders both locally and internationally. This has been achieved through various initiatives such as holding workshops, participating in trade visits and through bilateral discussions with several important maritime nations.

Once again, the Directorate has participated in the yearly Monaco Yacht Show exhibition from 27th-30th September 2023. The Monaco Yacht show serves as the perfect platform for Malta to showcase its potential as an international yachting service centre of excellence.

During the year under review, the Malta Ship Registry has also commemorated the 50th anniversary since the enactment of the Merchant Shipping Act and the establishment of the Malta Ship Registry. The Directorate celebrated this anniversary through various initiatives and events. On 30th May, Transport Malta in collaboration with the Ministry for Transport, Infrastructure and Capital Projects, the Malta Maritime Law Association (MMLA)

and the Malta International Shipowners Association (MISA) organised the Malta Shipping Symposium, titled 'Yesterday, Today and Tomorrow – Celebrating our 50th Anniversary'. This Symposium served as a platform for discussions and networking amongst various local and international stakeholders including policymakers, legal professionals, and leading industry experts. It has served as a forum for discussion on past achievements and challenges, whilst paving the way for the future direction of the maritime industry.

Following certification by the Malta Competition and Consumer Affairs Authority (MCCAA) as having in place an ISO 9001:2015 quality management system, the Directorate has gone through a re-certification audit in May 2023. 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.

The Directorate has further consolidated its services as a leading Flag State, carrying preparatory work leading to the accession of 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 the discussions on the sustainability of the shipping

industry and the Climate Change challenges.

According to a report of the International Maritime Organisation (IMO), shipping accounts for nearly 3% of the worldwide CO2 emissions, and projections are that emissions would continue to increase despite further energy efficiency gains, as maritime transport demand is expected to continue growing. Conscious of its obligations as a leading maritime administration, the Directorate remained committed to the development of international strategies and policies to accelerate the momentum of decarbonisation. This is leading the sustainability movement to make waves and rewrite the rules of every maritime player, including that of flag administrations. This is also why, the Directorate continued to support efforts to promote the use of greener fuels to reduce carbon emissions from ships inter alia, by having a leading role in the progress concerning the Fit for 55 Package at European Union Level.

Registry of Ships

Between January and December 2023, 766 vessels totalling 5,799,609 gross tonnage were registered under the Malta flag while cancellation of registry was effected in respect of 548 vessels with a total gross tonnage of 8,161,303.



As the end of December 2023, the number of ships registered under the Merchant Shipping Act was 9,542 for a total gross tonnage of 81.74million. Through the ongoing efforts of the Merchant Shipping Directorate and the shipping community, Malta has maintained its position as the largest register in Europe.

The average age of all vessels registered during this same period was 11.42 years; and 10.76 years for ships of 100 gross tonnage and over. The average age for deletion of registry was 17.18 years, with ships of 100 gross tonnage and over averaging 14.85 years. The

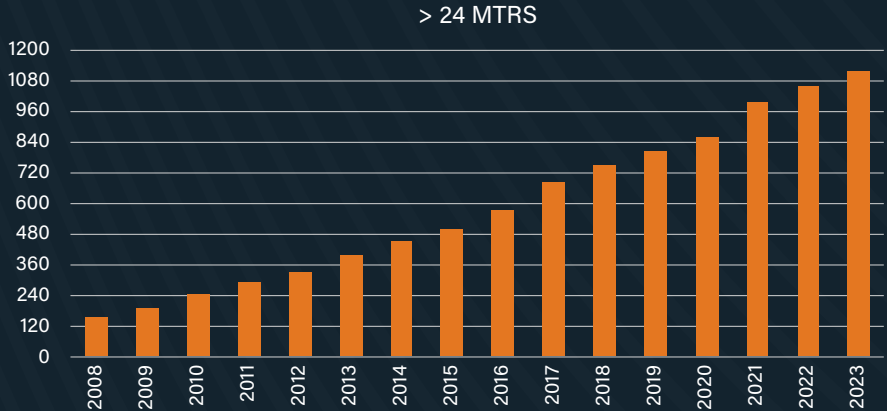
average age of vessels of 100 gross tonnage and over registered as 31 December 2023 was 15.2 years.

The Directorate has also further strengthened its presence in the super yacht sector. Positive results were once again achieved in the registration of super yachts under the Malta flag. During 2023, the Malta flag registered another record increase of over 5% over the previous year in the registration of super yachts over 24m in length, under the Merchant Shipping Act, with over 1,111 super yachts flying the Malta flag.



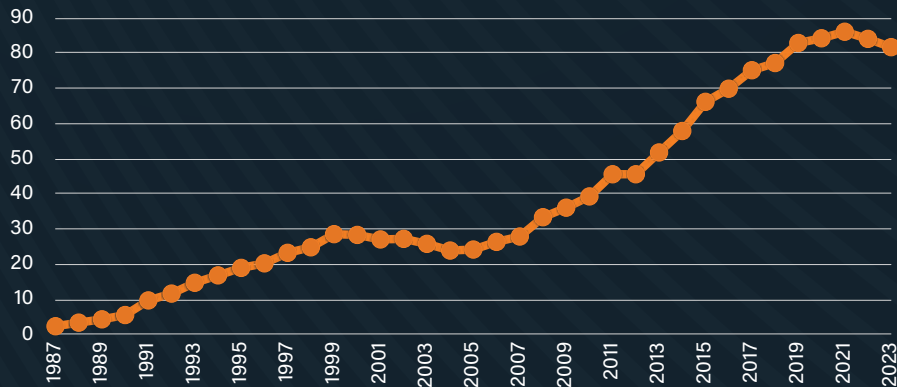
Vessels by Type Registered under the Merchant Shipping Act as at 31 December 2023

Yachts < 24 Mtrs No: 5,555 GT: 82,918	Other No: 245 GT: 966,370	General Cargo No: 179 GT: 5,201,774
Yachts > 24 Mtrs No: 1,111 GT: 293,604.98	Bulk Liquid No: 712 GT: 28,976,336.85	Containers No: 355 GT: 23,377,722
Fishing No: 727 GT: 7,327	Bulk Dry No: 463 GT: 23,116,133	Passenger Ships No: 195 GT: 4,105,238



Super Yachts Registered under the Merchant Shipping Act as at 31 December 2023

Million Gross Tonnage (GT)



218+

in 2023

5%
increase

super yachts (>24m)

9,542
ships

with a GT of 81.74 Million

Flag State Control

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

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

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

Between January and December 2023, 1,198 inspections (47,985,481 gross tons) were carried out in 290 ports in 36 different countries worldwide. The Directorate detained 37 ships until it was ascertained that they had been brought up to the required standard.

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

Although no official figures have yet been released by the Secretariat of the Paris Memorandum of Understanding on Port State Control, the detention rate for Maltese ships in ports covered by the Memorandum for calendar year 2023 can be provisionally quoted as 2.43% which would reaffirm Malta’s place in the MoU’s white list.

Port State Control

It is the responsibility of the Directorate to ensure, as much as possible, that ships leaving Maltese waters

on international voyages, irrespective of flag, are being maintained in accordance with the required international standards.

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

Between January and December 2023, 191 foreign flagged ships were inspected. This represents more than 24% of the total number of foreign merchant ships entering Maltese ports. Detention orders were issued in respect of 9 vessels of different nationalities.

Meanwhile, the Directorate has continued with its active participation in the Paris Memorandum of Understanding on Port State Control where in 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, notifications of occurrences were received by the Directorate. As is the policy of the Directorate, investigations were carried out. In many of the cases, the assistance and collaboration of foreign maritime Administrations was also received.

The Directorate cooperated with the Marine Safety Investigation Unit, which reports to the Ministry for Transport, Infrastructure and Capital Projects, for the latter to carry out the necessary safety investigations in accordance with the Laws of Malta and provided all the necessary information. Draft safety investigation reports provided to the Directorate as a Substantially Interested Party to the safety investigation, by the Marine Safety Investigation Unit were reviewed as part of the safety investigation’s consultation process.

It is important to point out that whilst 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 decrease in the overall number of reported occurrences.



Maritime Radiocommunication Services

During the past year, the Directorate continued to render available maritime radiocommunication services to its client base. During the period under review, 2,722 radio licences were issued. These included Operational and Non-Operational Provisional ship radio licences; permanent GMDSS ship radio licences, including their amendment and renewal (for SOLAS vessels); Operational and Non-Operational Provisional ship radio licences; permanent Non-GMDSS ship radio licences, including their amendment and renewal (for non-SOLAS vessels).

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

Certification of Seafarers

As part of its responsibilities as a Flag Administration, the Directorate also has the responsibility for the training and certification of seafarers engaged on Maltese ships. By end of December 2023, the Directorate had processed over 361,784 applications from officers serving or wanting to serve on Maltese ships for the issue of endorsements attesting the recognition of their certificate of competency issued by a foreign Administration. Of these, 23,059 were processed in the year under review.

Meanwhile, the Directorate continued to oversee courses run by the Centre for Maritime Studies within the Institute of Engineering and Transport of the Malta College of Arts, Science and Technology and other training conducted by approved training providers both in Malta and abroad, ashore and on board, which

courses lead to the issue of certificates of competency, certificates of proficiency and other seafarer certificates in terms of the Merchant Shipping Act and relevant International legislation. Currently, there are 29 approved maritime training providers delivering 191 approved STCW courses and 19 non-STCW courses. During the period under review, the Directorate has approved 24 new maritime training courses and 23 maritime training courses were re-approved.

During 2023, the Directorate organised 27 examination sessions leading to the issue of Certificates of Competency as Master Mariner, Chief Mate and Officer in Charge of a Navigational Watch and GMDSS GOC/ROC.

During this same period, 2 Revalidations for Certificate of Competency were issued for an Officer in Charge of an Engineering Watch, 4 new Certificates of Competency were issued as Officer in Charge of a Navigational Watch and 10 revalidations, 5 new Certificates for Chief Mate and 1 revalidation, 5 new Certificates for Master Mariner and 2 revalidations, 25 new Certificates for Officer in Charge of a Navigational Watch on Yachts less than 3000 GT and 4 revalidations, and 25 new Certificates for Master on Yachts less than 500 GT / Chief Mate on Yachts less than 3000 GT, 1 revalidation for Master Yachts 500GT and 3 new Master Yachts 3000

GT. Moreover, 32 GMDSS General Operator Certificates of Competency together with 26 revalidations, 8 revalidations GMDSS Restricted Operator Certificate and 1 new GMDSS Restricted Operator Certificate, 103 VHF-SRC certificates, 414 PSCRB certificates, 121 FRB certificates, 9 EDH certificates, 161 SSO certificates, 20 Engineering Watch Rating Certificates, 40 Navigational Watch Rating Certificates, 8 Electro-Technical Rating Certificates, 21 Able Seafarer Certificates, 192 Security Awareness Training Certificates, 9 6 Designated Security Duties Certificates, 199 Advanced Fire Fighting Certificates, 158 Medical First Aid Certificates, 61 Medical Care Certificates, 3793 Seaman Record Books, 85 Basic Tanker Training Certificates, 124 Advanced Tanker Training Certificates, 908 Basic Safety Training Certificates, 37 Certificates for Seafarers Engaged On Ships Operating in Polar Waters, 169 Certificates for Seafarers Engaged On Board Ships Subject to the IGF Code, 66 Master of Yachts less than 200 GT, 128 Recreational Skipper certificates, 12 Accredited Engine Courses, 81 Yachting Record Books, 4 seaman cards, and 484 attestation letters were issued.

International Relations and Participation

The reality of a Register that is among the largest in the world increases the responsibility that Malta has to meet its international commitments and to actively participate

in international shipping fora. The heavy involvement of Directorate officials during these meetings is imperative for Malta to achieve its key objectives relating to maritime safety, security, protection of the environment and the safety and welfare of seafarers.

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

The Directorate also persevered with its close collaboration with Malta Maritime Forum (MMF) and the Malta Maritime Law Association (MMLA), for the further development of national policy leading to the further consolidation of Malta as a Centre of Maritime Excellence. Close collaboration was also maintained with the Malta Chamber of Commerce, particularly its Yachting Section, the Super Yacht Industry Network and the Malta Chamber of SMEs to coordinate possible strategic initiatives to continue promoting Malta as a leading yachting jurisdiction.

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

Malta has continued to further enhance its active involvement in the work of the International Maritime Organisation (IMO), the United Nations’ specialised agency for maritime safety, as well as the security and protection of the environment from pollution from ships. Directorate officials actively participated in practically all IMO fora. The Merchant Shipping Directorate participated in both virtually and in-person meetings of IMO Assembly, the IMO Council and in the work of the Legal, Marine Environment Protection, Maritime

Safety and Technical Cooperation Committees, and that of other sub-committees. In November 2023, during the 33rd session of the IMO General Assembly, Malta was re-elected as a member of the IMO Council for the period 2024-2025, garnering the second highest number of votes in Category C.

In July, Malta celebrated the 34th Graduation Ceremony of the IMO International Maritime Law Institute. During the graduation ceremony, Malta bid farewell to 53 students 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 ongoing deliberations at EU level on maritime issues. It has undertaken an analysis of various EU legislative proposals and policy documents, and drafted recommended policy directions to be followed by Malta during discussions in various EU fora.

During 2023, negotiations on various proposals of the Fit for 55 package were concluded. This comprises a

package of proposals from the European Commission aiming to fulfil the EU’s target of reducing net greenhouse gas emissions by at least 55% by 2030.

During the year 2023, the Directorate continued following and participating 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 for IMO meetings.

The Directorate continues to support the work of the European Maritime Safety Agency (EMSA), which 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 to achieve better standards in their areas of operation. Amongst other things it also oversees operations in the cases of oil slicks and manages the EU Long-Range Identification and Tracking (LRIT) of vessels 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.

In view of Russia's invasion of Ukraine in February 2022, the imposition of restrictive measures continued in respect of actions undermining or threatening the territorial integrity, sovereignty and independence of Ukraine. By the end of 2023, twelve packages of sanctions had been adopted by the EU, many of which had a direct bearing on shipping. To this effect, the Merchant Shipping Directorate, together with the Sanctions Monitoring Board, was engaged in both the discussions leading to their adoption as well as guiding Malta flagged vessels in following the applicable sanctions regime.

Officials from the Directorate have also participated in the work of the European Sustainable Shipping Forum, which is a forum composed of representatives of EU Member States' maritime authorities and stakeholders from the shipping industry to enable a structured 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 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.

In 2023, the European Commission presented five legislative proposals to modernise EU rules on maritime safety and prevent water pollution from ships: the Proposal for a Regulation on the European Maritime Safety Agency; Proposal for a Directive amending Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector; Proposal for a Directive amending Directive 2009/16/EC on port State control; Proposal for a Directive amending Directive 2009/21/EC on compliance with flag State requirements; and the Proposal for a Directive amending Directive 2005/35/EC on ship-source pollution and on the introduction of penalties, including criminal penalties, for pollution offences.

Given the direct impact on the Merchant Shipping Directorate, the said Directorate was particularly focussed on analysing and preparing negotiation positions to be taken during the discussions on the flag State Directive proposal and the port State control proposal. During 2023, under the Spanish Presidency, a General Approach was reached within the Council, with further negotiations with the European Parliament expected in 2024.

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 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 Malta Maritime Law Association (MMLA) set up to serve as a research and development agency that can advise and assist the Maltese Administration in ensuring continuous harmonisation of Maltese maritime legislation with international maritime law and the needs of the shipping industry.

During 2023, the Directorate continued its exercise to amend the Merchant Shipping Act. By the end of 2023, the amendments to the Merchant Shipping Act were being discussed in Parliament. The majority of



the proposed amendments aim at making the Malta Ship Register more attractive when compared to other registers. Certain provisions, which needed fine-tuning, have also been amended or substituted. Conflicting provisions between the Act and subsidiary legislation were also addressed. This will ensure more clarity to the industry and that a streamlined process is implemented. During the revision exercise, it was also ensured that any provisions that needed to be amended to reflect progress on the international scene are also reflected in Maltese Law.

Moreover, in line with the amendments introduced by Regulation (EU) 2023/957 of the European Parliament and of the Council of 10 May 2023, amending Regulation (EU) 2015/757 in order to provide for the inclusion of maritime transport activities in the EU Emissions Trading System and for the monitoring, reporting and verification of emissions of additional greenhouse gases and emissions from additional ship types, the Merchant Shipping (Monitoring, Reporting, and Verification of Carbon Dioxide Emissions from Maritime Transport) (Amendment) Regulations, 2024, amended the scope of application of the Merchant Shipping (Monitoring, Reporting and Verification of Carbon Dioxide Emissions from Maritime Transport) Regulations, 2017. The scope of the principal regulations was amended to also include as from 1 January 2024 methane (CH4) and nitrous oxide

(N2O), and from 1 January 2025, general cargo ships between four hundred (400) and five thousand (5,000) gross tonnage and offshore ships of five thousand (5,000) gross tonnage and above.

In 2023, 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. Directorate officials also participated in a number of remote audits carried out by the European Commission on its Recognized Organisations.

Developments at 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 80th Session of the IMO Marine Environment Protection Committee (MEPC 80) adopted a revised IMO GHG Strategy on the reduction of GHG emissions from international shipping including a strengthened level of ambition. The Directorate will continue following closely the negotiations and work with IMO Members towards the smooth and effective implementation of the 2023 IMO GHG Strategy.

This is clear evidence of the environmental conscience the Administration has. It worked hand in hand with the industry to improve the environmental impact of shipping and to identify ways how the stringent industry can make it more sustainable.

Notices issued by the Merchant Shipping Directorate

During 2023, the Directorate continued to issue Notices to disseminate information, expound on procedures and communicate the parameters for the exercise of discretionary powers. In total seven Merchant Shipping Notices, seven Technical Notices, seven Information Notices and one Commercial Yachting Notice were issued, as per below list:

Merchant Shipping Notices

- Focus on planned maintenance during port State control in Australian ports
- Annual return of shipping organisations benefitting from the tonnage tax regime
- Implementation of the International Convention on Standards of Training, Certification and Watchkeeping for seafarers, as amended (Rev.1)
- Revocation of MS Notices
- Contact details of the Merchant Shipping Directorate
- Amended EU MRV Regulation
- EU 12th package of sanctions against Russia

Technical Notices

- International Code of Safety for Ships Carrying Industrial Personnel
- Liferafts with extended servicing intervals
- Vessels operating on Biofuels Synthetic Fuels and Blends thereof (Rev.1)
- International Ship and Port Facility Security Code (Rev.3)
- IGPS Rollover TT-3026X (Rev.1)
- Electronic Record Books and Electronic BDNs for MARPOL related record keeping (Rev.1)
- Interim guidance on the use of Biofuels under regulations 26,27,28 of MARPOL Annex VI

Information Notices

- Non-Compliant 275N Lifejacket and Trans Suit
- Winches for Survival Craft and Rescue Boats
- Pirolec L-35 Rocket Parachute Flares
- Dangers of forklift truck operations
- The Malta International Shipowners Association
- AWG Fire Hose Nozzles
- National and Public Holidays 2024

Commercial Yachting Notices

- Manning guidelines during lay-up or wintering periods

Economic Performance

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

the local private sector. Revenue derived by Transport Malta is ploughed back into projects to the benefit of the different sectors of the maritime industry and the Maltese nation at large. Merchant shipping continues to be a very important component of Malta’s maritime and international service industries, so vital for its economic well-being.



Civil Aviation
Directorate

05

In September, 2023 the Civil Aviation Directorate, hosted the 72nd special meeting of the Directors General of Civil Aviation (DGCA's) of the European Civil Aviation Conference (ECAC). ICAO Secretary General Juan Carlos Salazar concluded a series of meetings with European States and stakeholders to advocate for partnerships and innovation towards sustainable, resilient and inclusive civil aviation.

Functions and Duties

The Civil Aviation Directorate (CAD) kept on building on past successes and plans ahead in order to continue to grow and stay ahead in an ever-changing landscape. Today, risk management is a well-established discipline in the aviation industry.

- The functions of 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 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

Cape Town Convention

Cape Town Index	
Made Qualifying Declarations	Yes
Score	95
Category	Very High

The Cape Town Convention Compliance Index (the compliance index) assesses compliance by contracting states to the Cape Town Convention and its Aircraft Protocol (CTC) with that treaty. Malta ranked second on the Cape Town Convention Compliance Index. It came first in Europe and second worldwide on the Index, with a top score of 95 on 100.

Aircraft Leasing Malta

- The main reasons to do aircraft leasing in Malta:
- Highly competitive personal and corporate tax framework
 - Extensive Double Taxation Treaty Network
 - Robust legal system and landscape
 - Lessor-friendly legislation

Aircraft Leasing Malta aims to promote Malta as a jurisdiction for aircraft leasing services, building on an already strong aircraft registration service.

Drones

2023 was another busy year for drones, marking the third year of the implementation of the EASA UAS

regulations. To this end, several new UAS Operator registrations were issued, as well as remote pilot licenses for both the A1/A3 and A2 subcategories. This year marked the first drone swarm shows on the island, which took place in April by the company VergeAero as an Operational Authorisation. Moreover, a second model aircraft club also applied for and received authorization from the CAD. Besides other Operational Authorisations for local and cross-border drone flights in the specific category, a new application for Light UAS Operator Certificate (LUC) was submitted together with another application for Recognised Entity. Furthermore, both current LUC holders had their first annual oversight audit and inspections.

Initial Certification and Business Development Unit

The Initial Certification and Business Development Unit (ICBDU) is the unit within the CAD with the function of dealing with preliminary inquiries of prospective operators and managing the pre-application and application phases of initial AOC processes, promoting an integrated approach between Flight Operations and Airworthiness procedures. After the issue of the AOC, newly certified operators are handed over to the Flight Operations and Airworthiness Units for the continuous oversight.

The ICBDU is also the contact in conjunction with the Airworthiness Unit for organisations interested in applying for a Part-145, Part-147 or independent Part-CAMO approval. The pre-application phase is critical to establish eligibility of the organisation and viability of the project while ensuring a smooth and successful process.

A total of 16 prospective operators and 4 prospective applicants for a Part-145 approval contacted the CAD during 2023.

- The new AOC issued under the ICBDU in 2023 were:
- Valletta Airlines (MT-74)
 - SkyUp MT (MT-75)
 - Bridges Air Cargo (MT-77)
 - KM Malta Airlines (MT-80).

At the end of 2023, the number of AOC applications still in progress were 6.

The Personnel Licensing Unit

The Personnel Licensing Unit (PEL Unit) managed a total of 196 pilot validations and 1710 pilot licences, of which 207 were newly issued in 2023. These are split as below:

License Type	Total number of Licences	NEW Licenses 2023
Part-FCL ATPL(A)	935	103

License Type	Total number of Licences	NEW Licenses 2023
Part-FCL ATPL(H)	16	9
Part-FCL CPL(A)	243	44
Part-FCL CPL(H)	14	2
Part-FCL MPL (A)	3	0
Part-FCL PPL(A)	460	40
Part-FCL LAPL(A)	3	1
Part-FCL PPL(H)	35	8
Part-FCL LAPL(H)	1	0

The PEL Unit regularly conducted theoretical examinations. In 2023, the unit was responsible for 2239 examinations for the Airline Transport Pilot Licence (ATPL), 1157 examinations for the Private Pilot Licence (PPL) Aeroplane and 65 examinations for the Private Pilot Licence (PPL) Helicopter. These examinations were conducted at TMCAD and at foreign examination centres approved by the PEL Unit.

Below is a summary of organisations that were maintained and approved by the PEL Unit.

With regard to Approved Training Organisations (ATOs) the PEL Unit has certified and maintained regulatory oversight of all 12 approved training organisations as Part-ORA. Approved Training Organisations are as follows:

- Air Malta;

- European Pilot Academy;
- Malta School of Flying;
- VistaJet Ltd;
- Freebird
- Air Horizont
- Flexjet Operations Ltd
- Aviation South West
- Challenge Air Cargo Ltd
- Nordic Sky Ltd
- Qualiflight Ltd
- MH Helicopters

With regard to Cabin Crew Training Organisations, the PEL Unit has certified and maintained regulatory oversight of 6 CCTO's as follows:

- Air Malta;
- Fly People;
- Corporate Flight Training
- TAG Aviation
- EAC Ltd
- Lauda Europe

Between all Malta approved Cabin Crew Training Organisations, a total of 3537 attestations were issued up till 2023. A total of 917 of those were issued in 2023.

With regard to FSTD Operators, the PEL Unit has certified and maintained regulatory oversight of 2 FSTD Operators as below:

- FR Aviation Leasing (who manage 15 FSTDs overseen by TMCAD);
- European Pilot Academy (who manage 1 FSTD overseen by TMCAD).

With regard to Language Testing/ Assessment Bodies, the PEL Unit certified and maintained regulatory oversight of 4 organisations, namely:

- LPCheck
- The English Centre
- ICAO4U
- Lingaero

Between these testing bodies and including TMCAD approved assessors, a total of over 3000 English Language Tests for pilots and Air Traffic Controllers were conducted in 2023.

The PEL Unit conducted over 200 audits and inspections, which resulted in 140 non-compliances. The PEL Unit also audited and maintained regulatory oversight of Malta Air Traffic Services Ltd. as a training organisation and St. James Hospital as an Aero-Medical Centre.

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

The Year 2023 was undoubtedly marked by major infrastructural works conducted at the Malta International Airport (MIA) in the form of the complete resurfacing of Runway 23/05 while, at the same time, inbound and outbound air traffic from Luqa surpassed the record mark of the pre COVID year, 2019. There were also notable developments in airspace management as new navigation and communication systems were also commissioned into service or are very near to being declared fully operational. Hence, 2023 proved to be another exciting year for both the Air Navigation Services (ANS) and Aerodromes (ADR) Unit which Unit is tasked to maintain safety oversight during these works and operational changes conducted by our two main stakeholders, Malta Air Traffic Services (MATS) and Malta International Airport (MIA).

Within the ANS section, the highlight of the year was the near completion of the Controller Pilot Data Link Communications (CPDLC). The CPDLC is set to revolutionise air traffic control as it will progressively replace most transmitted voice communication between ground air traffic control and aircraft operating above flight level 195 with visible electronic dialogues or messages. Such communication systems are aimed at reducing radio transmission congestion over the



airwaves while increasing safety by reducing pilot and ATCO workload. For this purpose, MATS has constructed a new station at Bengħajsa to handle the transmission and receipt of this data. The CPDLC shall be fully operational during 2024 when all air traffic controllers conclude their CPDLC training. The ANS section further verified a total of eighteen other changes/projects conducted by MATS and three by the MIA Meteorological Office. Changes during the year under review included the Malta International Air Show and the Robert Cup events. Technical changes included a new messaging system known as NewPens between the Luqa Area Control Centre and other neighbouring Air Traffic Control Units, namely Athens, Rome and Tunis. The ANS section was also the driver responsible for the implementation of the Commission

Implementing Regulation No. 1079/2012 known also as the 8.33 kHz Regulation. In coordination with our stakeholders, namely the Malta Communications Authority and Eurocontrol, all frequencies in use, other than those exempted by the Regulation, were converted from 25 kHz to 8.33khz channel spacing. This change will contribute to reduce congestion on the aeronautical frequency spectrum in Europe. The Unit also maintained a very active and robust audit programme while maintaining pace with day-to-day air navigation and airspace management issues. This work was further pronounced due to the major infrastructural works mentioned previously, and the ongoing construction of the new Apron X at Luqa airport which brought about changes in ATC ground procedures requiring the Unit's change management approvals.

As anticipated, the Aerodromes (ADR) Unit experienced a highly active year. As previously noted, Malta International Airport (MIA) undertook a significant infrastructure project, involving the resurfacing and, in certain sections, complete reconstruction of Runway 23/05. Notably, this project was successfully completed ahead of schedule, introducing a new camber to the runway and incorporating centreline lights. The revamped surface addresses rainwater seepage concerns by eliminating cracks, thereby ensuring the runway's prolonged operational life. All lighting fixtures were upgraded to utilise LED technology. This undertaking posed a substantial challenge to aircraft capacity as MIA temporarily operated with only one runway.

The ADR Section played a crucial role in overseeing MIA's development, managing plans, documentation, and notifications, including Aeronautical Information Publication Supplements and pertinent Notices to Airmen. Safety oversight extended to the management of signage and aircraft taxi schemes. Concurrently, ongoing major projects, such as the construction of the new Apron X, progressed according to plan.

The ADR Section sustained its commitment to the aerodrome safeguarding program. This involved scrutinising development applications from the

Planning Authority to ensure compliance with obstacles limitation surfaces at Luqa airport. Safeguarding efforts encompassed protection against structures causing hazardous sun reflections and security measures. Attention was also dedicated to wildlife, tree height control, and other enforcement activities around the airport. Simultaneously, the ADR Section conducted audits on MIA, maintaining vigilance over off-site operations at private helipads and yacht marinas. The Section remained actively engaged in formulating plans for the transformation of the Gozo Heliport into an airfield for light aircraft operations. During the year under review, two ANS and ADR Inspectors were selected and qualified by the European Aviation Safety Agency (EASA) to form part of their standardisation inspection teams to conduct Agency regulatory safety audits in the Czech Republic, Austria, and Hungary. This is a testament to the level of preparedness of our inspectors. As anticipated, Malta also took on the Chairmanship of the Governing Board of the Blue Med States, Functional Airspace Block (BM FAB) as well as of most of the sub-committees forming this group. A member from the ANS and ADR Unit is also currently chairing the Civil Military Cooperation Committee (CMCC). In light of Malta's Chairmanship, two days of meetings were held in Malta last September. The ANS Section was present for the CMCC and the National Supervisory Authority Committee (NSAC) meeting.

The BM FAB Governing Board meeting was chaired by the Director General for Civil Aviation in Malta. During 2023, no standardisation inspections were conducted by EASA on the ANS and ADR Unit, however, the Unit was, nonetheless, engaged in continuous collaboration with EASA through its various advisory bodies, namely the ATM/ANS and ADR TeBs and other rule-drafting committees.

Air Transport Regulation Unit (ATRU)

The Air Transport Regulation Unit (ATRU) has taken on the International and European Affairs responsibilities and provides continuous support to the Director General for Civil Aviation and other Civil Aviation Directorate Units. Collaborating closely with other Government Ministries, the ATRU actively monitors ongoing aviation discussions in the European Union (EU) and its agencies, as well as international forums such as the European Civil Aviation Conference, Eurocontrol and UNFCCC . It plays a pivotal role in providing support and recommendations to Ministries, contributing significantly to the formulation of a cohesive Malta position.

Additionally, the ATRU is dedicated to safeguarding and advancing Malta's aviation interests by actively contributing to the development of international and EU regulatory frameworks. Throughout 2023, the

ATRU diligently followed developments in air transport matters and played a crucial role in the coordination process, ensuring continued efficient and safe aviation operations while offering essential feedback and serving as a key link between airline operators and other Government entities.

A top priority for the ATRU is ensuring that proposed aviation legislation does not adversely impact industry competitiveness, nor connectivity with Malta. The unit actively works to prevent scenarios where such legislation could lead to increased consumer prices, potentially placing Maltese airlines at a disadvantage. This is especially critical for peripheral and insular Member States like Malta, heavily reliant on aviation for their connectivity needs. The ATRU remains committed to uphold Malta's interests in the dynamic aviation landscape. Furthermore, the ATRU actively contributes to the formulation of international and regional policy that advances the sustainable use of aviation as a means of connectivity and economic development.

**International Organisations -
ICAO, ECAC, Eurocontrol & 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 to establish various

ECAC / EU positions on the items that are subsequently discussed in ICAO. As air navigation is essential to ensure continued efficient and safe aviation operations to, from and around Malta, input into Eurocontrol policy and operational processes is becoming more of ATRU remit than ever before. Strong participation in the debate provides the opportunity for Malta to make a strong, influential, and well-coordinated contribution to international aviation policy development.

The ATRU participates in various events of the International Civil Aviation Organisation (ICAO) as well as various expert groups of the European Commission. Prior to these events, the ATRU assists the Director General for Civil Aviation in the preparatory work and follows the coordination process within ECAC as well

as the European Union. The advance coordination of the various ECAC / EU positions on the items under discussion enables Malta's growing influence in the aviation sector to also have influence on international policy direction. As an ICAO Member State and a Member of the EU and ECAC, Malta is committed to support the coordinated ECAC positions that are agreed upon during the DGCA ECAC meetings which are also discussed at the Aviation Working Party for adoption by the EU.

**Air Transport Connectivity and
Air Services Negotiations**

The ATRU, in cooperation with the respective Ministries, is responsible for air services negotiations with other third countries. In 2023, the ATRU continued to follow-



up existing Air Services Agreements (ASA) between Malta and other countries to ensure that these are kept up to date. These ASAs provide the necessary legal framework for the airlines to obtain traffic rights, permits and authorisations required to operate flights to and from Malta. From an EU perspective, the ATRU ensured that any changes made to these ASAs were in line with EU law, mainly Regulation (EC) No 847/2004 on the negotiation and implementation of air services agreements between Member States and third countries, and Regulation (EC) No 1008/2008 on common rules for the operation of air services within the EU. During 2023, the ATRU made proposals for the commencement of negotiations of new air services agreements, updated existing air services agreements, and continued working on the finalisation of initiated agreements in preparation for their signature. Furthermore, the ATRU processed requests for designation of airlines, route development and requests for traffic rights and flight permissions.

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 taking 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, as well as to purchase, cancel, and report equivalent emission units that are purchased from ICAO approved sources. 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). During 2023, the ATRU coordinated with other government stakeholders to ensure that the EU legislative framework, practical implementation and operational capacity are enabled so as to successfully implement CORSIA.

Following the 41st Assembly, ICAO has adopted a Long-Term Aspirational Goal (LTAG) to achieve net zero CO2 emissions by 2050. The decision, regarding a LTAG at ICAO, comes after intense negotiations, bringing the different levels of development across the world. There was overwhelming support at the ICAO Assembly for the goal. Additionally, the Assembly reinforced its commitment to CORSIA and increased its ambition by agreeing to stabilise emissions of international aviation at 85% of the 2019 level. In agreeing to this, many Governments emphasised CORSIA's role as the

only economic measure applied to manage the carbon footprint of international aviation. The Assembly also agreed on several key areas of support for Sustainable Aviation Fuel (SAF).

Following the adoption of the ReFuelEU Aviation regulation relating to SAF use in the European Union, the ATRU has advised the DGCA and the Ministry for Transport as to the practical implementation of the requirements of this new legal requirement, ensuring that the EU legislation supports and enhances the international climate mitigation actions being lead by ICAO.

Economic Oversight

During 2023, the ATRU was tasked with assisting the National Supervisory Authority (another part of the Civil Aviation Directorate), in particular with review of the economic aspects of the Air Navigation Service Providers. This involved implementation of processes with respect to efficient and safe air navigation oversight of the two stakeholders such that cost recoveries are efficient, equitable and appropriate to all parties.

Statistical Collation and Analysis

In 2023, the ATRU continued to collect, collate, assess, and relay statistical data to ICAO as part of its obligations under the Chicago Convention. This includes

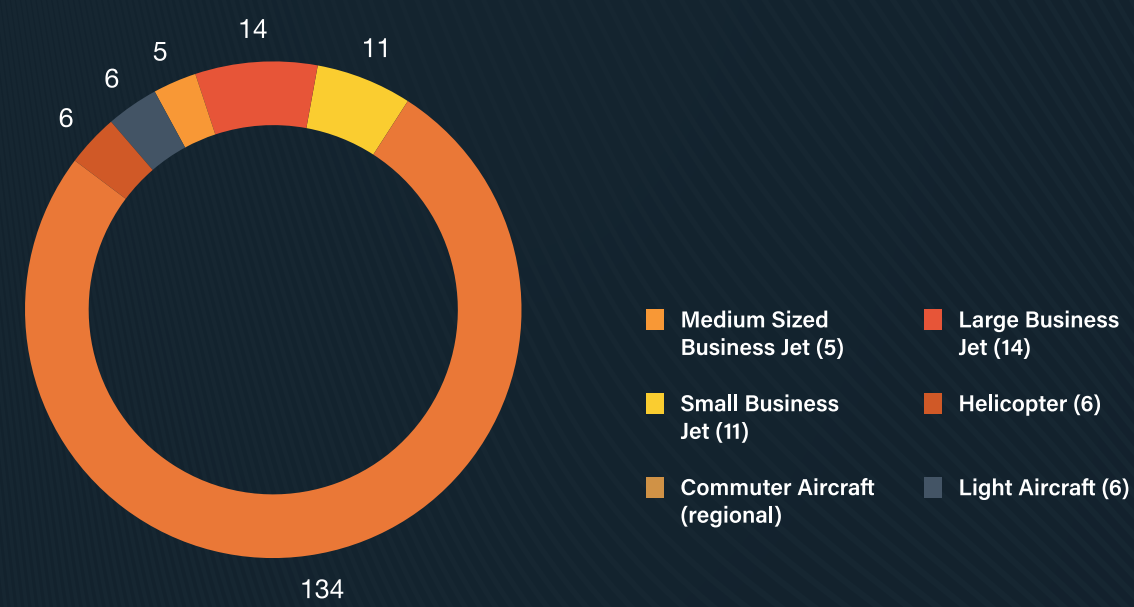
data on flight operations, airport operations, capacity of personnel and training facilities as well as other indicators that support the assessment of growth of the sector and its environmental footprint to better inform Government and supranational entities of the economic and environmental impacts of the aviation sector. Efforts were also made 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.

Airworthiness Unit

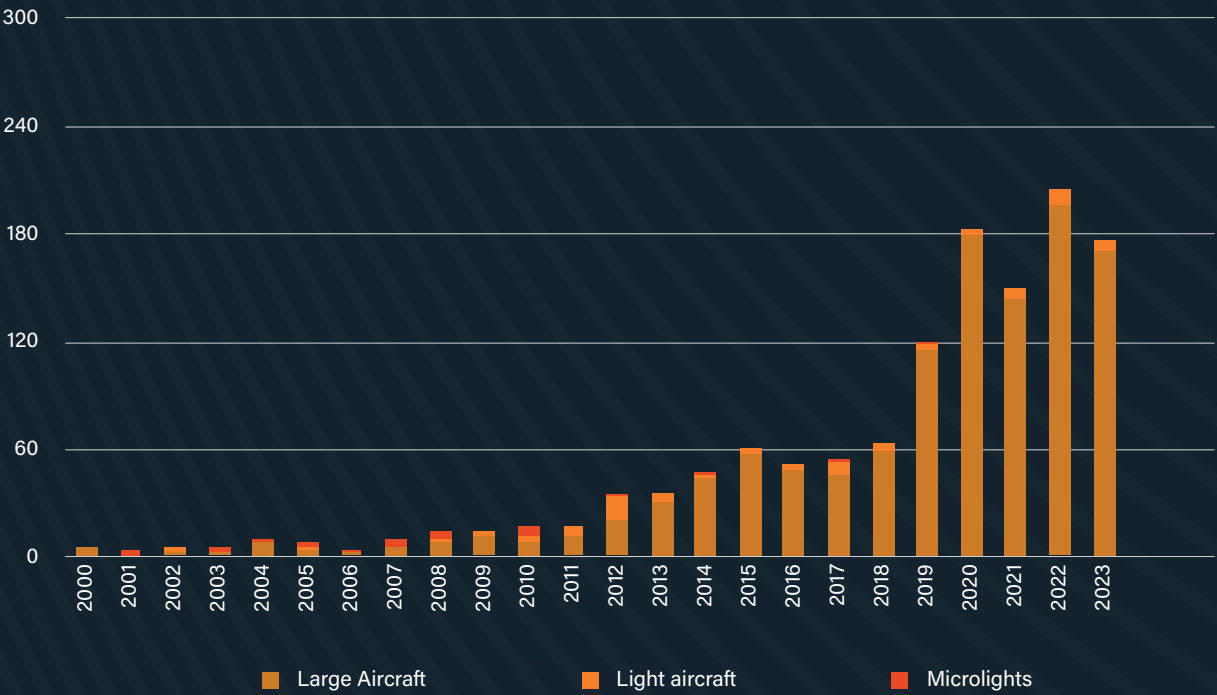
Aircraft Registration

The Malta National Aircraft Register reached 863 aircraft as of the end of 2023. A total of 176 aircraft have been registered with 135 aircraft being airliners, including 16 widebody aircraft. 70 aircraft have been deregistered.

The Aircraft register has witnessed another strong year in terms of aircraft registrations including 9 widebody airliners, 6 helicopters and 6 light aircraft. 73 aircraft were de-registered in 2023.



Number of aircraft registered in 2023

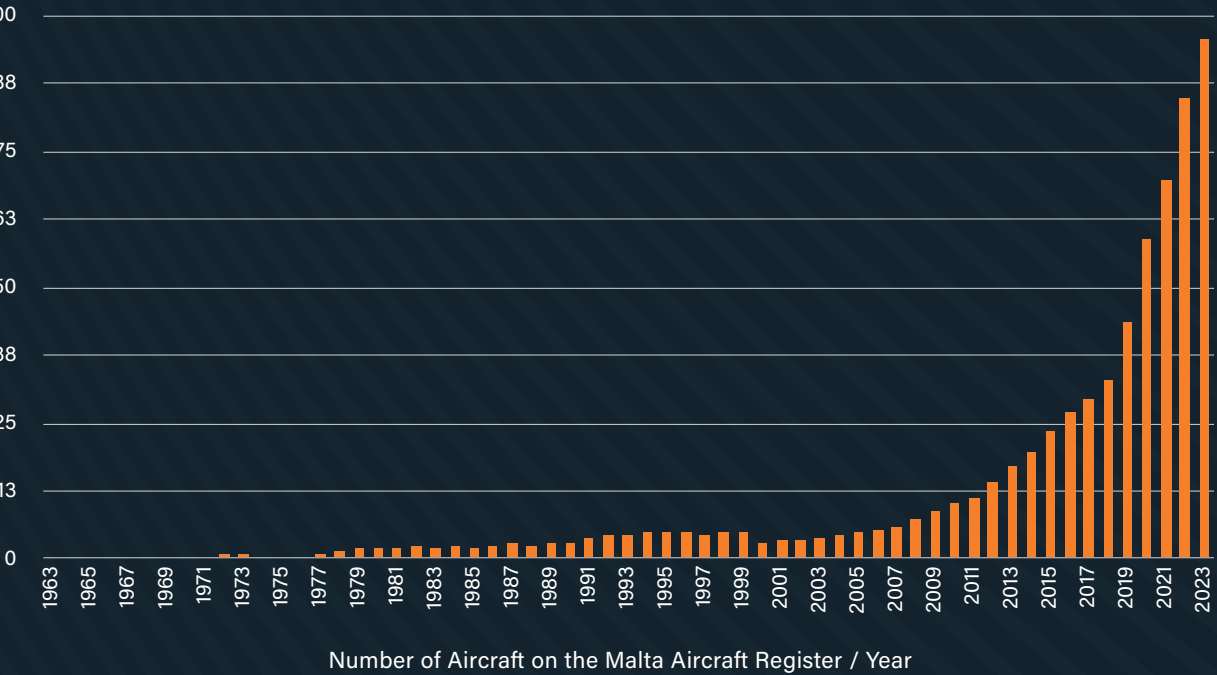


Number of aircraft registered (2000-2023)

The breakdown of aircraft type registered is as follows:

Aircraft Type	No Registered
Airliner	135
Large business jet	23
Medium sized business jet	19
Small business jet	8
Helicopter	1
Light aircraft	9
Commuter aircraft (regional)	10
Very light jet	0
Microlight	0

205+
total
aircraft registration

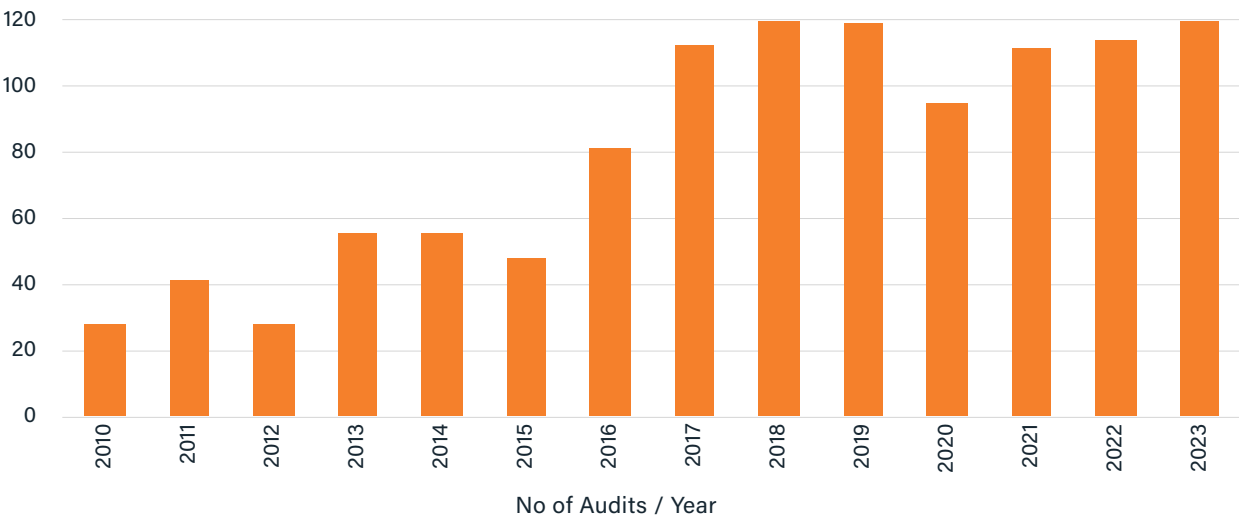


Number of Aircraft on the Malta Aircraft Register / Year

Airworthiness Unit Safety Oversight

The Airworthiness Unit carried out around 120 on-site audits of Part-CAMO, Part-CAO 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 Unit also conducted more than 462 desktop reviews of manuals, procedures, MELs and documentation for approval or acceptance.

Certification of Aircraft

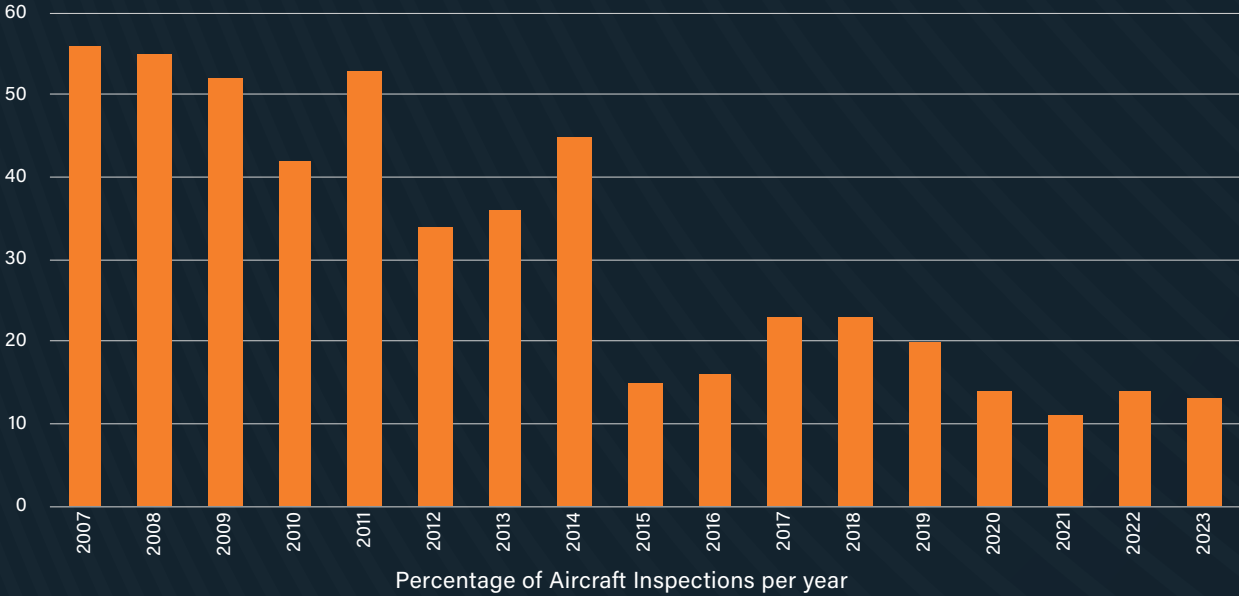
Certificates	
Issue of Certificate of Airworthiness	188
Issue of Noise Certificate	258
Issue/Renewal of Airworthiness Review Certificate	202
Issue of EASA Permit to Fly	84
Issue of National Permit to Fly	5
Issue of Export Conformity Statements	21

121 Mode S Addresses and 76 406MHz ELT codes were issued in 2023.

Aircraft Continuing Airworthiness Monitoring (ACAM)

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

The Airworthiness Inspectorate inspected 120 aircraft in 2023. These inspections include inspections of aircraft during certification for issue of Certificate of Airworthiness or Export, during maintenance, airworthiness reviews, technical records reviews and ramp inspections. The number of inspections amounts to 13% of the number of aircraft in the ACAM programme, which was 923 by the end of 2023 considering the aircraft registered by the end of 2023 and those on the register in the beginning of 2023.



Year	2023
Total No. of Ramp Inspections	135
Total No. of Alcohol Tests	23

36 SAFA/SACA Ramp Inspections were performed together with the Flight Operations Inspectorate ramp inspectors. Eight alcohol tests were conducted on flight and cabin crews during SAFA/SACA inspections, all resulting negative.

Organisation Approvals

Continuing Airworthiness Management Organisations (CAMO)

The total number of Continuing Airworthiness Management Organisations has risen to 56, since 2 CAMOs have been revoked in 2023. This includes 5 new CAMOs as part of the new AOCs issued in 2023.

Organisation	AOC ref	Camo Approval No.	Date of Issue
Valletta Airlines Ltd	MT-74	MT.CAMO.0074	26 January 2023
SKYUP MT Limited	MT-75	MT.CAMO.0075	18 April 2023
Bridges Air Cargo Ltd.	MT-77	MT.CAMO.0077	21 August 2023
KM Malta Airlines Ltd.	MT-80	MT.CAMO.0080	01 December 2023
Astonjet Ltd	MT-81	MT.CAMO.0081	22 December 2023

Aircraft Maintenance Organisations

The number of Part-145 organisations approved by TM CAD is 14.

TM CAD has issued 8 Part-145 approval variations during 2023.

Aircraft Maintenance Training and Examination Organisations

Transport Malta CAD did not issue any new Part-147 approvals in 2023, but has issued five variations to the scope of approved Part-147 organisations.

Part-66 AML Initial Issue	
Category A1	41
Category A3	1
Category B1.1	41
Category B1.2	0
Category B1.3	1
Category B2	4
Part-66 Variations	167
Part-66 AML Renewals	42

The AI has issued 45 new Part-66 aircraft maintenance licences. The total number of valid Part-66 Aircraft Maintenance Licences at the end of 2023 was 595.

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 in 2023.

Flight Operations

The Flight Operations Unit certifies new Air Operator Licences and had a total of 50 Air Operating Certificate (AOC) holders by the end of the year.

In addition to the certification of new AOCs, the unit processed 104 additions of aircraft requested by existing certificate holders.

The unit conducted over 350 audits and inspections, which resulted in 780 findings.

Furthermore, seven (7) external audits and inspections were also conducted on behalf of EASA.

The Unit continued with its monitoring of aircraft operators certified in Malta in its effort to promote and ensure safety.

In addition, the Unit continues to promulgate safety information through Operations Advisory Notices and the annual Flight Operations Consultation Group with its operators.

Safety and Compliance Unit

As a National Authority, the Civil Aviation Directorate (CAD) has always valued the importance of aviation safety and plays a key role in our growth strategy. Aviation in Malta cannot develop safely in an unchecked and haphazard manner but is conditional to safety standards maintained by an effective oversight system.

The Safety and Compliance Unit (SCU) is the unit within the CAD with the function of dealing with the management of aviation safety, industry occurrence reporting and internal compliance of the Directorate

according to 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. Due to the importance of safety within the whole aviation industry, the SCU liaises with the other inspectorate units within the CAD to ensure that any safety concern is shared, discussed, mitigated, and monitored along its life cycle. Nevertheless, although there is internal sharing of information and action, the SCU acts as an independent unit which enables it to maintain the required autonomy when handling notices of confidential safety issues and concerns.

The growth in the aviation activity trend from 2022 continued strongly in 2023 which resulted in an increase of flight hours in all aspects of passenger, business, and cargo operations. Nonetheless, warzones and other territorial conflicts created the need for additional mitigation procedures to ensure safe operations for all stakeholders. To this end, the SCU was monitoring developments and acted proactively together with EASA counterparts and EU Member States. Maintaining the CAD’s continuous pursuit in promoting the importance of safety to the local aviation industry, the SCU continuously publishes safety promotional material on the TM-CAD website, including safety reports, while ensuring their distribution amongst stakeholders. A

safety awareness campaign was initiated among the General Aviation community and ATO's as part of the promotional programme of CAD.

CAD Occurrence Reporting System

Regulation (EU) 376/2014 concerns occurrence reporting in civil aviation, and clearly states that operators and aviation professionals are required to report and that the sole objective of occurrence reporting is the prevention of accidents and incidents and not to attribute blame or liability. It also refers 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 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 2023, the SCU analysed slightly more than 7,500 reported events which reflected the increase in aviation activity within the Maltese jurisdiction. Any report classified as a Mandatory Occurrence Reporting (MOR) is evaluated to better identify the risks and risk score using the European Risk Classification Scheme (introduced from January 2023), while also being followed up to ensure that the causal factors, root cause

analysis and mitigation measures are identified by the operator/organisation to avoid a repetition of such an event.

During the evaluation process, each report confirmed as an MOR is classified under a specific category, which assists the CAD in the data analysis and to address the most important Root-Cause Analysis for the event. Values for each category are presented in the annual safety report published by the CAD, together with the occurrence class and event type. Nevertheless, it is important to mention that the most common event category does not necessarily constitute the highest safety risk. The CAD monitors these specific categories to ensure that any increase does not constitute a negative impact on operational safety. Furthermore, such data categories contribute to identify risks and address realistic Safety Performance Indicators and Targets by the respective operators/organisations.

State Safety Documentation

During 2023 the SCU reviewed and updated as necessary all State-safety related documentation, namely the Sate Safety Programme (SSP) and the State Plan for Aviation Safety in Malta (SPAS). The former serves as the master document of all safety activities that must be performed by the State, together with regulations and directives declared by the State

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 period. This plan contains the actions identified in the European Plan for Aviation Safety (EPAS) and lists national safety issues with respective Safety Performance Indicators and Safety Performance Targets to help address identified safety deficiencies and maintain/achieve an acceptable level of aviation safety.

Further to the above master documents, the SCU published the annual 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 annual report is based on data extracted from the CAD occurrence reporting system and as required by regulation (EU) 376/2014. Safety Information and Advisory Notices (SIAN) were also published as another tool to promote safety and share specific information to our stakeholders. All State-safety related documentation, and other supporting documents/notices are publicly available on the TM-CAD website, under the Safety Management section, and also shared directly via the CAD online platform

with our stakeholders.

CAD Compliance

The SCU is responsible for preparing and conducting the internal audit programme for the CAD. All regulatory elements listed in the he Audit Plan for 2023 have been conducted, besides covering ad-hoc audits on specific areas of the regulations effective to the CAD. In addition, the SCU also coordinates standardisation visits of the European Union Aviation Safety Agency (EASA) at the CAD in accordance with an agreed standardisation visit programme for the year. From these standardisation visits, no safety concerns on the CAD were raised by EASA.

Additionally, as an International Civil Aviation Organisation (ICAO) Member State and signatory to the Chicago Convention, the CAD also participates in the ICAO Universal Safety Oversight Assessment Programme (USOAP) to ensure effective implementation of ICAO's safety-related Standards and Recommended Practices (SARPs) and associated procedures and guidance material.



Ports and Yachting Directorate

06

General Information - Ports in Malta

The Grand Harbour, Valletta

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

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

The Port of Marsaxlokk

Marsaxlokk hosts the container transshipment terminal and industrial storage facilities which are operated by the Malta Freeport Terminals. It also has a number of petroleum terminals. These include the terminals operated by Oiltanking Malta Limited and San Lucian Oil Company Limited. Other petroleum installations in the port are operated by Enemed, a Government owned company that is responsible for petroleum operations, in particular the importation of fuel for the domestic market. Enemalta is the public entity responsible for power generation and the Delimara Power Station Berth.

The LNG import facilities including jetty to cater for the berthing of a Floating Storage Unit (FSU) and a shore based Regasification unit are now 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. Moreover, it 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.

Statistics

The Ports and Yachting Directorate is responsible for the collection of maritime data in line with Directive 2009/42/EC on statistical returns in respect of carriage of goods and passengers by sea. To achieve this objective, 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.

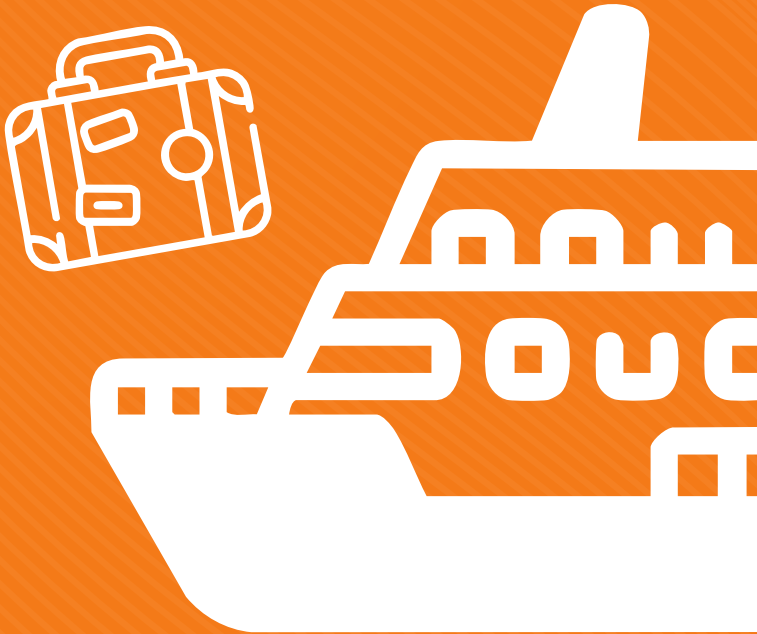
The main statistics that were collated over the year under review show the following:

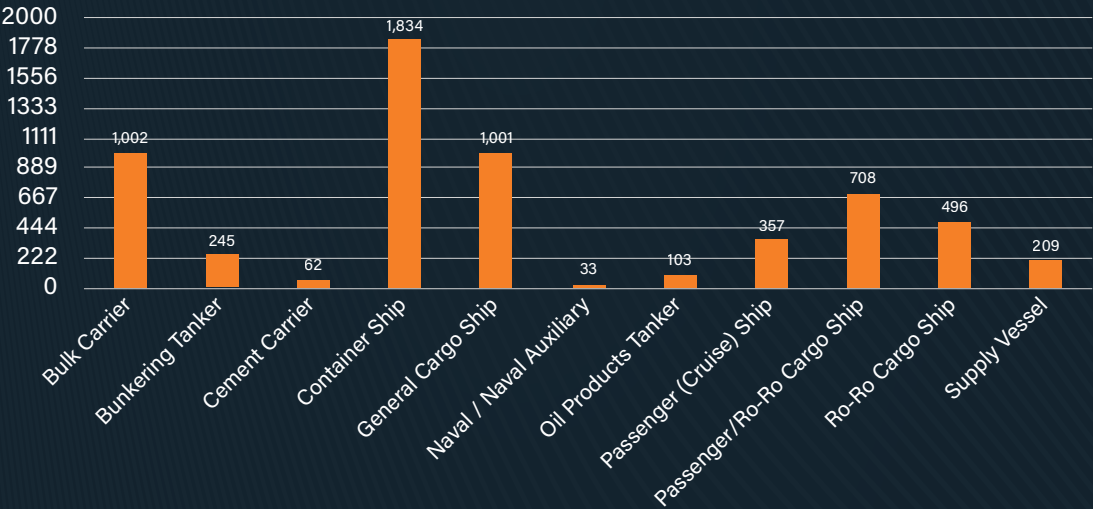
- During 2023, the total number of cruise passengers visiting the Maltese Islands went up to 900,337 from 566,009 passengers reported the previous year. This shows that passenger confidence in this form of tourism has increased once again following the COVID 19 outbreak. The increase was also reported for cruise liners which increased to 357 in 2023 from 304 reported in 2022, an increase of 53 vessels.
- The highest number of cruise passengers were from UK with 202,720 passengers or 22% of the total followed by Italy and USA with 19% and 12% respectively.
- The number of vessels arriving in Malta during the 12 months of 2023 amounted to 13,544 increasing by 1,646 vessels when compared to the previous year which stood at 11,898.
- The total number of passengers travelling to and from Malta by Catamaran or RO-RO during 2023 increased to 220,268 from 206,563 in 2022.
- The number of trailers handled within the port of Valletta increased from 103,799 in 2022 to 107,257 in 2023. A slight decrease in cargo throughput was reported at Malta Freeport where cargo handled in 2023 stood at 2,800,147 while 2,888,685 was handled in the previous year.

900,337
cruise
passengers

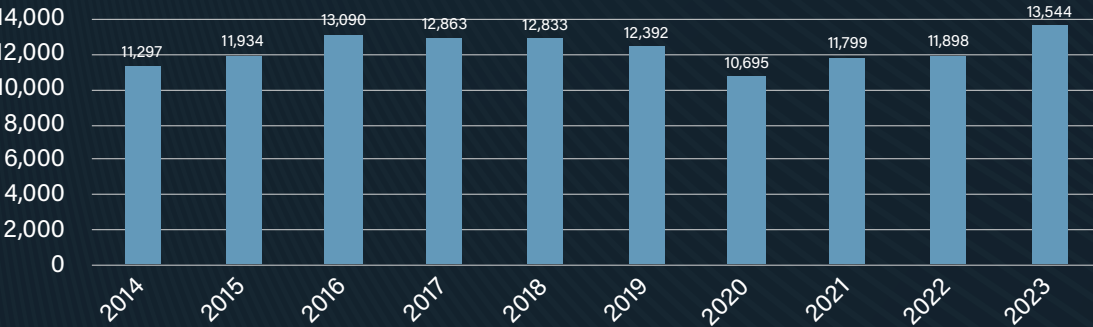
13,544
vessels
arrived in Malta in 2023

220,268
passengers
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by Catamaran or RO-RO

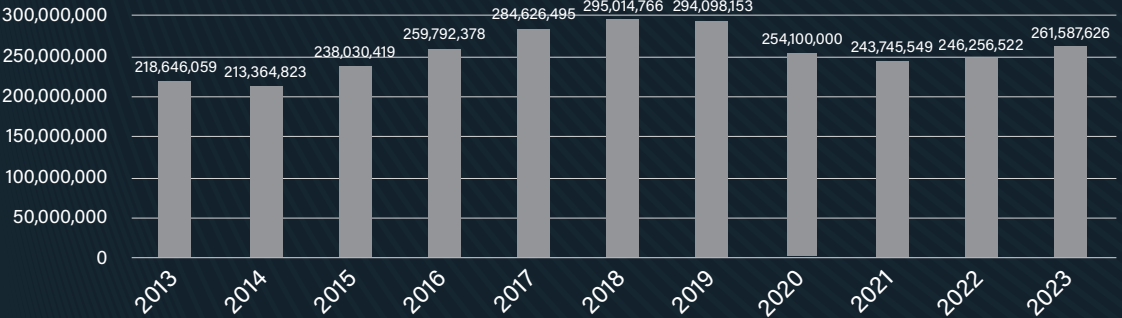




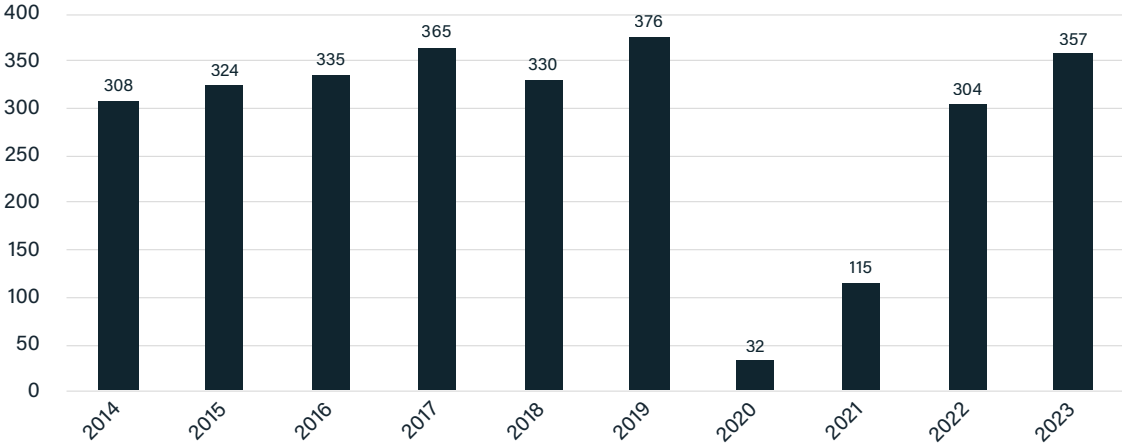
Shipping Movements between January and December 2023



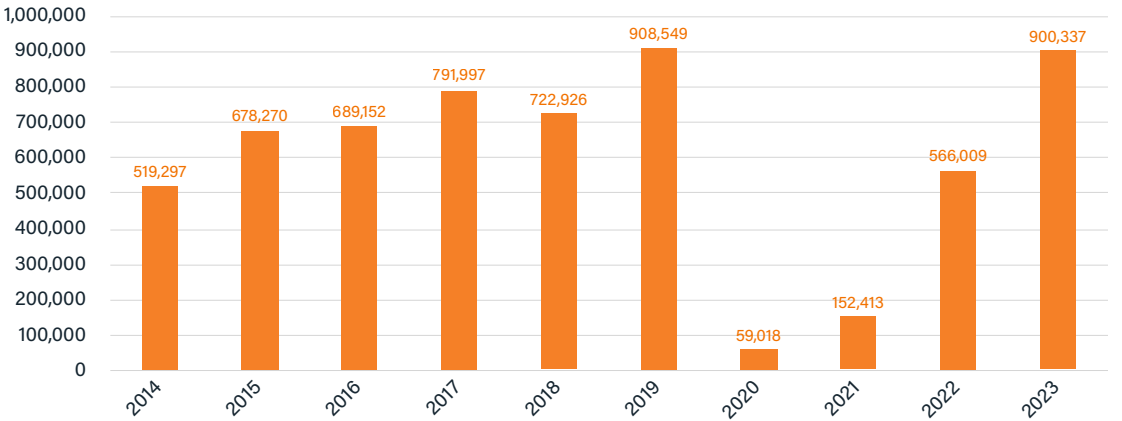
Number of Vessels arriving in Malta



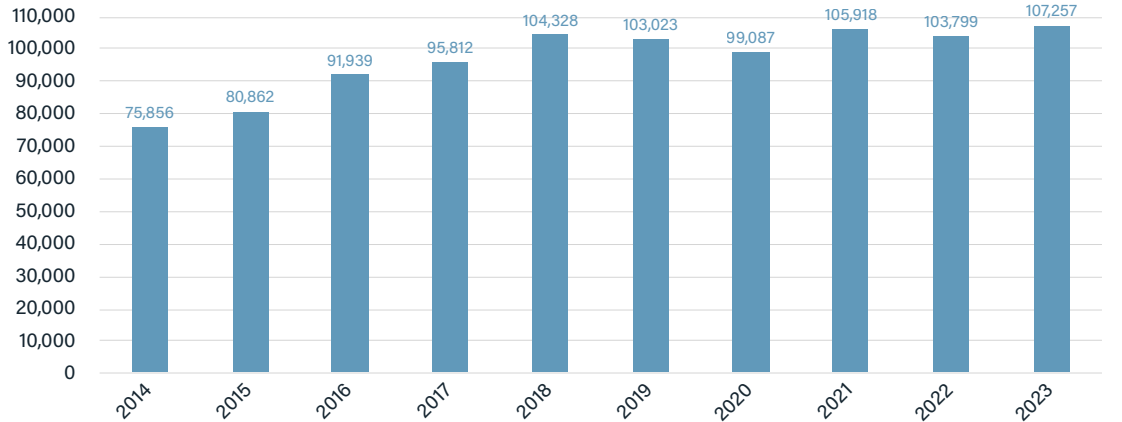
Gross Tonnage of Vessels in Malta



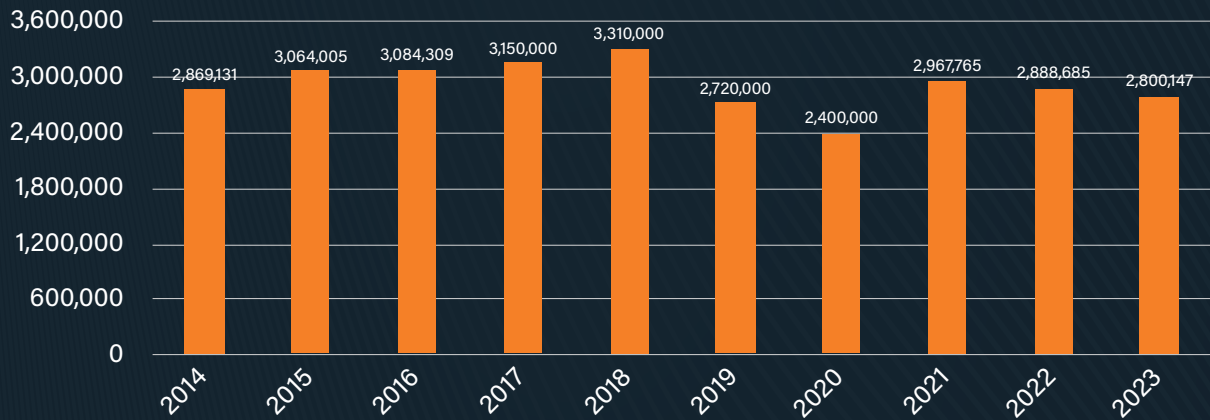
Cruise Liners in Malta between 2014 and 2023



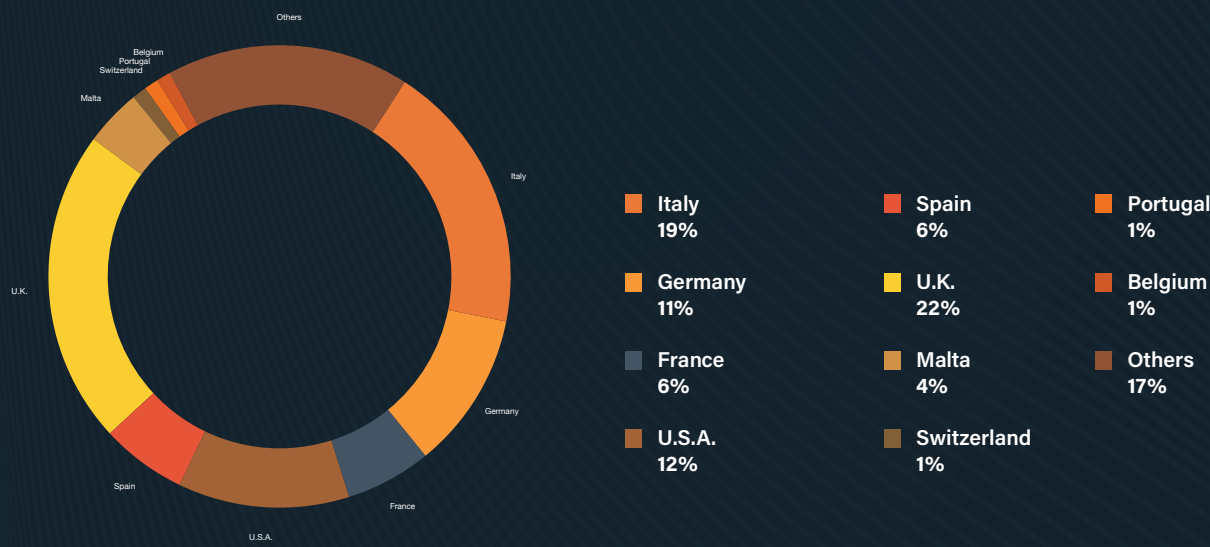
Cruise Passengers in Malta between 2014 and 2023



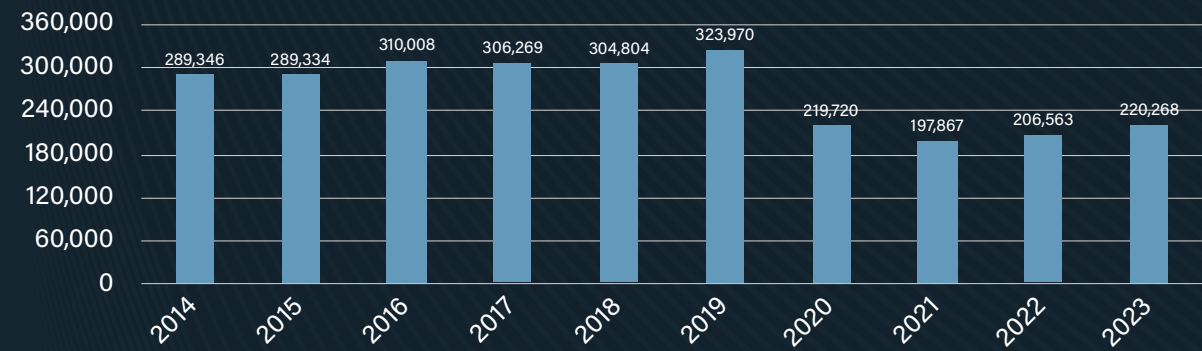
Trailers handled at the Port of Valletta



Cargo Throughput at Malta Freeport



Cruise Passenger Nationalities in 2023



RO-RO and Catamaran Ferry Passengers in Malta

Marine Operations and Incident Response Unit (MOIRU)

During the year under review, the Marine Operations Incident Response Unit which is responsible for matters relating to maritime pollution and incident response, responded to more than ninety (90) calls related to different incidents that mainly included minor oil spills, minor collisions, vessel fires and local recreational vessels running aground during adverse weather conditions.

The Unit also carried out twenty-six (26) inspections at various port facilities and marinas. The purpose of these inspections was to ensure that port facilities are abiding and complying with the requirements of the Port Reception Facilities (PRF) Regulations and the Dangerous Cargo Ships, Marine Terminals and Facilities and bunkering Regulations. The majority of Terminal and Facility Operators were found to be complying with the above-mentioned regulations. Other inspections and audits were conducted on organisations/contractors involved in offering on call Service to the Bunkering Industry. The purpose of these audits was to ensure that service providers are complying with the requirements and are equipped for any exigency that might arise in the case of hydrocarbon spills.

In line with subsidiary legislation 499.69 titled ‘Oil and Hazardous and Noxious Substances Pollution Preparedness, Response and Co-Operation Regulations’, the Unit observed twenty-two (22) tier one exercises organised by the Operators of Terminals, Facilities and Marinas. These exercises provided an opportunity for operators to test their capabilities to respond to pollution incidents.

Another important system managed by the Unit is the CleanSeaNet service, a satellite-based service provided by the European Maritime Safety Agency (EMSA) to support Member States in detecting illegal discharges from Ships. In 2023, Malta received over two hundred twenty (220) possible spill reports in waters under its jurisdiction detected from satellite imagery provided by EMSA. The majority of these reports were vetted and investigated by the MOIRU officer responsible for the implementation of the system. The Armed Forces of Malta supports the Authority in the investigation and on-site verifications of these reports.

Throughout the year, the Unit was involved in various EU Projects and initiatives related to its core functions such as the IRA-MAR Project - Improving the Integrated Response to pollution Accident at sea and chemical risk in port. This project aims to: enable countries to serve across multiple areas and deal with ever-

changing risks; assess the risks related to HNS in ports; and study the possibility of using drones to improve monitoring, detection and response capabilities of various pollutants. Another important EU initiative was the EU wide MODEX Desktop Based Exercise on Marine Pollution whereby Transport Malta was one of the project partners. The Head of Unit was part of the Exercise Management Team organising this exercise in Finland. Over 100 participants from all over the EU participated in this exercise with the main objective being to test the operability between marine pollution and civil protection responders.

The Unit personnel represented the Authority at various EU and International fora on subjects related

to incident and pollution response, as well as Port Reception Facilities for the delivery of waste from Ships, CleanSeaNet and Risk Assessments.

The Unit is also responsible for the implementation of various environmental legislation related to ports and shipping.

Grand Harbour Clean Air Project

During the year, significant project was registered on the €49.9 EUR shore side electricity project which is aimed to monitor the air pollution caused by that cruise liners, Ro-Ro ships and other vessels when visiting the port of Valletta.

The first of the two-phased project includes a €37 million investment to provide shore power at the related quays and wharves in the port of Valletta by the end of 2024. The project within the Grand Harbour will be capable of providing 64MVA of shore-side electricity for up to 5 cruise ships simultaneously at all cruise berths within the port. This power can be provided individually at each berth at a voltage of 11KV or 5.5KV and at a frequency of 50 or 60Hz. Berths are located at Pinto Wharves (3 berths) in Floriana and Valletta, Deep Water Quay (1 berth) in Marsa and Boiler Wharf (1 berth) in Senglea. Malta is one of the first in Europe to adopt electrification for cruise liners on a port-wide scale.

Phase 2 of the project, which is expected to start at the end of 2025, will extend the power network to other areas, namely Ras Hanzir, Palumbo Shipyard and Mediterranean Maritime Hub. The project is in line with the Government’s commitment to decarbonise transport maritime operations within the Grand Harbour.

Port Operations Department and Valletta Traffic Services (VTS)

During the year under review, the Port Operations Department within the Ports and Yachting Directorate continued to provide assistance in matters related to the management and monitoring of ship movements within Maltese ports and territorial waters including

Mgarr Harbour. An increase in traffic density had been registered over the previous year with the number of vessels arriving in Malta amounting to 13,544.

The Port Operations Department, with the support of Actual IT Solutions pursued with the development of the new system, tmSW. The new system being developed simplified and harmonised the exchange of information between port service providers and Government Departments. The tmSW also facilitated the work processes between Transport Malta, Customs, Immigration Police, Port health as well as Shipping Agents. Discussions are underway to integrate the tmSW with the API/PNR system so that it can better assist Immigration Police/Border Control with its operations whilst other Government entities have also shown interest in gaining access to the system. tmSW also served to ensure that TM remained compliant with the obligations imposed through EU Directives and by other international EU Agencies, such as the European Maritime Safety Agency (EMSA) and the International Maritime Organization (IMO). It also addressed the non-harmonised reporting formalities for ships and complies with the European Maritime Single Window environment (EMSWe) Regulation which will come into force in 2025.



The VTS Unit continued with its task of assisting with all matters related to the monitoring and management of vessels. Other than this, the Unit continued to work with consultants from Actual IT Solutions in the development of the VTS system which will be integrated within tmSW.

Also, during the year a tender was also issued to identify a contractor who will eventually be tasked with the supply, installation and upkeep of a new VTS system that will cover both Coastal VTS and the Ports VTS systems. The new VTS system which will make use of latest technologies that are available on the market will include more functionality, customization and better coverage. Through this new system TM will remain compliant with the VTMS Directive and will introduce one common system. The new system for which funds have already been secured by MFIN will cost around four million euro. This amount will cover design, supply, installation of the new system and a ten-year maintenance agreement.

The Port Inspectorate Unit continued with their regular systematic inspections and regular patrols during 2023. Inspections relating to Waste, pollution, IMDG (hazardous cargo), bunker barges and commercial vessels were carried out on board ships. The unit conducted other inspections including ship to shore

transfers, road tankers (waste oils and bunkers), TM permits and ferry landings.

With respect to maritime activities, and the activities that took place and for which authorisations were sought, these included: National Regattas, Malta International Fireworks Festiva, Voomquest Chaudron Event, Voomquest V2 Powerboat Event, Malta Seaplanes Robert’s Cup, Rolex Middlesea Race, Beneteau Sailing Regatta and the Euromed Sailing Regatta;

Additionally, on a smaller scale, various other activities were organized, for which permits and Local Notices to Mariners were required and were issued accordingly. These activities included: 12 sailing regattas, 11 filming activities, 5 festa / wedding fireworks displays, 4 seabed clean-ups, 1 water-polo/water games event, 2 rafting events, 4 kayaking/canoeing events, 1 remote control model boat racing event and 18 swimming events.

The Ports and Yachting Directorate played a crucial role in ensuring that applicants possessed adequate knowledge about the proposed activities and their potential impacts. Moreover, the Authority verified that the applicants had the necessary resources, such as competent personnel and equipment, to address any resulting impacts as well as mitigate risks and ensured that clearances from other relevant

regulating Authorities were sought and obtained by the Organisers. The Directorate provided logistical support where needed.

Hydrography

The Malta Hydrographic Office (MHO) continued to provide support to the Ports and Yachting Directorate (PYD) through the execution of hydrographic surveys, the issuing of Notice to Mariners and Navigational warnings through Malta Radio, providing advice and development of marine navigational charts amongst other issues. The Hydrographic Office is the National Coordinator for Maritime Safety Information (MSI) promulgation for the central Mediterranean. This activity is also made possible with the full cooperation of the Armed Forces of Malta. Through a standing agreement, Malta continues to broadcast Tunisian notices to Mariners as coordinated by the MHO. In

addition, when requested by Italy, the MHO also relays safety messages related to Libyan waters.

The Malta Hydrographic Office is a member of the International Hydrographic Organisation (IHO), the Mediterranean and Black Sea High Commission (MBSHC), the International Centre for Electronic Navigational Charts (IC-ENC), the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) and other various hydrographic and surveying entities. It also has a standing agreement with the United Kingdom Hydrographic Office (UKHO).

The work on the production of Electronic Navigation Charts (ENC) continued throughout 2023. Once produced, the charts are submitted to IC-ENC and after verification will be released for sale. Furthermore, this Office continuously sends data and chart corrections to the UKHO for Navigation Chart updates.



During 2023 the MHO completed an Electronic Navigation Chart for Baħar iċ-Ċagħaq, issued a new addition for Plans in the Maltese Islands and updated Charts for Valletta Harbours and Approaches to Malta and Gozo. Moreover, the MHO updated the Paper Charts for Malta, Valletta Harbours, Marsaxlokk, Il Port ta’ L-Imġarr, Il Kosta ta’ Baħar iċ-Ċagħaq, Għawdex (Gozo) Kemmuna (Comino) and the Northern part of Malta, Il-Port taċ-Ċirkewwa, Isola Di Lampedusa to Capo Passero and Dwejra Bay and Inlet Sea. In addition, the unit has undertaken 2 hydrographic surveys in various locations around Malta, some of which were requested by private entities.

Another important task undertaken by the MHO during 2023 was issuing Maritime Safety information that included 225 Local Notices to Mariners, 43 Coastal Notices and 32 Navigational Warnings. Other than these the office has also issued 255 Coastal Warnings and Notices to Mariners for Tunisia in line with the bilateral Agreement reached between the two countries.

The issue of such Notices remains an important function of the Port and Yachting Directorate as these serve to improve safety of navigation especially when taking into consideration the increase in number of locally registered craft and licensed boat owners/operators.

Legal, EU and International Affairs

In general, this Unit provides horizontal legal advice and support to all the Units within the Ports and Yachting Directorate. The Unit is also responsible for the receipt and dissemination of legal documentation and requests notified to the Authority, acting as a single point of contact and liaison office, providing support legal services to other Directorates/Departments as required.

During the year under review, legal issues pertaining to the Directorate were followed up with the necessary and timely legal advice and direction given. Several Agreements and legislation were reviewed and drafted, including the transposition of EU and International legislation. Input was also 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 providing the necessary evidence as 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.

Maritime Enforcement Department

The Maritime Enforcement Department is tasked with the responsibility to provide security services at the

Port and Port Facilities, besides other important critical infrastructures. The Centre has, through continuous monitoring, assisted various other Authorities and Organisations with enforcement related tasks, that included the identification and apprehension of offenders and, by providing the evidence required, took the necessary criminal and civil action in our courts.

Throughout 2023, various Maritime Control Centre officers, received training that included the Incident Command Course held at the University of Malta, attended by two officers, and a one-day training programme on accident, search and rescue operations that was attended by seven officers.

During 2023, the function of the Maritime Enforcement Unit included, amongst other inspections, the verification that private and commercial boat owners of vessels operating within Maltese waters complied with national and international maritime regulations, including the registration of vessels, and other related issues with the total inspections reaching 1,558 inspections. Other than this, the Maritime Enforcement Unit also conducted daily monitoring and surveillance operations of critical infrastructures inside Maltese ports, including, but not limited to, Mġarr Gozo by keeping the fairway and the jetties clear for Gozo Channel Operations Limited.

The unit also collaborated with other Transport Malta

Directorates and other national agencies when necessity thus required.

During 2023, the Unit assisted the Moorings Department on solving several complaints related to mooring arrangements. Other than this it collaborated and has given regular support to the Maintenance Department, the Hydrograph Department, the Traffic Vessel Service and Port Operations.

Maritime Training

Transport Malta – Ports and Yachting Directorate continued to assume the responsibility of 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 continued to coordinate the testing leading to the Nautical Licence, a task previously assumed by the Government owned MCAST Centre for Maritime Studies.



Land Transport Directorate

07

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 travellers' 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, these being also regulated by the Land Transport Directorate.

Driver and vehicle Licensing Unit - DVLU A3 Towers, Paola & Head Office, Hal Lija.

Financial Incentives in the form of grants to promote greener and sustainable transport.

During 2023, Transport Malta, in collaboration with the Ministry for Transport, Infrastructure and Capital Projects, together with the Parliamentary Secretariat responsible for EU Funds launched the largest package of transport financial incentives in the form of grants to promote greener and sustainable transport. A total of around €34,166,000 million in grants were made available to the public in 2023.

The objective of this investment was to instigate a wider shift towards electric mobility and reduce emissions from the sector of road transport in Malta by promoting the uptake of electric vehicles in the private sector and the commercial sector.

Transport Malta continued offering more financial incentives to Maltese motorists in order to make use of a more sustainable and efficient means of transport, and encouraging vehicle owners to purchase new, low emission and more environmentally friendly vehicles, or convert their current vehicle to a cleaner one.

Malta has managed to acquire EU funds under the Maltese recovery and resilience plan (RRP) as a contribution to address challenges related to the steep increase in energy consumption and waste generation resulting from a rapid population growth, employment, and GDP growth in recent years. These funds, amounting to €50.3 million, will be spread over 4 years, starting from 2022 until the end of 2025.

making a difference in order to achieve our main goal of working diligently on the subject of alternative transport. In fact, the amount of €19,166,000 was financed by local funds. One also needs to keep in mind, that these grants being offered are on the higher end when compared to other European countries.

These grants are a demonstration of an environmentally friendly Government and a commitment to continue

The below is a list of all Financial Incentives, which were launched during 2023 including the take up.

Grant	Description	Total	BENEFICIARIES
1	Scrappage Scheme for the Purchase of New Electric Vehicles including New Motorcycles	€15,000,000	2,414
2	Scrappage Scheme for the Purchase of New and Used Plug-in Electric Vehicles and Used Electric Vehicles	€13,796,000	1,399
3	Grant to incentivise the retrofitting of Dual Fuel Systems on Heavy-Duty vehicles with Diesel engines and Auto Gas Powered Vehicles	€160,000	2,608
4	Scrappage Schemes on the Purchase of New Category L Vehicles running on Petrol including Bicycles	€4,200,000	2,219
5	Scrappage Schemes on the Purchase of Environment friendly Petrol and Diesel Vehicles	€300,000	198
6	Scrappage Scheme on the purchase of Wheelchair accessible Vehicles to be Used for the Transport of Passengers for Hire or Reward	€510,000	51
7	Used Electric Vehicles	€150,000	51
8	Retrofit of Photovoltaic Panels	€50,000	51

Amendments to Regulatory Frameworks

During 2023, the DVLU compiled and processed amendments to transport-related regulations and put in place administrative provisions to bring into effect the relative provisions namely to:

- Traffic Regulation Ordinance (Amendment) Act, 2023 (Cap. 65)
- Motor Vehicles (Amendment) Regulations, 2023 (SL 65.11)
- Motor Vehicles (Driving Licences) (Amendment) Regulations, 2023 (SL 65.18)

The rationale of these changes is to implement Government policy in relation to the use of mobile phones and other road safety violations which may contribute to various traffic accidents including serious injuries and fatal accidents. The main objective was to review the current fines and penalty points related to the use of mobile phones, obstruction of the free flow

of traffic by parked vehicles causing several traffic jams, and/ or obstructing bus bays and lanes and other minor road safety violations. Furthermore, in the Motor Vehicles Regulations (SL 65.11) the role of Transport Malta’s enforcement officers has now been provided with enforcement powers similar to those of police officers and community officers.

Consultations were held with the Local Enforcement Agency (LESA) and the Police. The feedback on this matter was positive since the amendments envisage an increase in road safety and a reduction in the number of accidents on Malta’s road network.

All of these amendments are interlinked and this can be seen in the common definitions which were introduced, particularly the definitions of motor vehicle, motor cycle and e-kickscooter.

List of contraventions below:

No	Offence	Previous	New
1	Contravention No-entry sign	€46.59	€75
2	Driving at an excessive speed: over 15 kilometres per hour over the limit	€69.88	€100
3	Driving of motor vehicles carrying iron nets or rods which are not so secure as to prevent damage to the surface of the road	€116.47	€200
4	Non-use of tailboard, overloading or spillage along the road of material being carried	€46.59	not less than €250 but not more than €500
5	Obstruction (including slipways, piers and wharfs)	€104.82	€104.82
6	Hindering of the free flow of traffic in any road including all types of obstacles, such as obstructing a bus or priority lane, the safe entry for bus stops (creating an unauthorised road or closing of a lane, etc)	€104.82	€104.82
7	Overloading of number of passengers exceeding the vehicle's registration certificate (for every extra passenger)	€11.65	€50
8	Use of vehicles for the purpose other than that licensed including the usage of private vehicles for hire and reward	€34.94	€200
9	Holding and, or making use of a hand-held mobile device or any other similar hand-held device, whilst stationary in traffic and, or driving any motor vehicle in categories M1, N1 including any motorcycle and, or any eKickscooter	€100	€200
10	Wearing or making use of in-ear or over-ear hands-free device or similar device in the ear which is closest to the window whilst stationary in traffic and, or driving a motor vehicle in categories M1 or N1.	€100	€200
11	Wearing or making use of in-ear or over-ear hands-free device or similar device in both ears whilst stationary in traffic and/or driving any motorcycle and/or eKickscooter	€100	€200
12	Holding and/or making use of a hand-held mobile device whilst stationary in traffic and/or driving an M1, M2 or M3 motor vehicle for hire and/or an N2 or N3 motor vehicle or any other mechanically propelled machinery for the carriage of goods	€100	€300
13	Wearing or making use of an in-ear or over-ear hands-free device or any similar device in the ear which is closest to the window whilst the vehicle is stationary in traffic and,or driving an M1, M2 or M3 motor vehicle for hire and,or an N2 or N3 motor vehicle or any other mechanically-propelled machinery for the carriage of goods	€100	€300
14	Wearing or making use of an in-ear or over ear hands-free device or any similar device in both ears whilst stationary in traffic and/or driving any motorcycle and,or any eKickscooter for hire	€100	€300

No	Offence	Previous	New
1	Holding and, or making use of a hand-held mobile device or any other similar hand-held device, whilst stationary in traffic and, or driving any motor vehicle in categories M1, N1 including any motorcycle and, or any eKickscooter	3-6	6-9
2	Wearing or making use of in-ear or over-ear hands-free device or similar device in the ear which is closest to the window whilst stationary in traffic and/or driving a motor vehicle in categories M1 or N1.	3-6	6-9
3	Wearing or making use of in-ear or over-ear hands-free device or similar device in both ears whilst stationary in traffic and, or driving any motorcycle and, or eKickscooter	3-6	6-9
4	Holding and, or making use of a hand-held mobile device whilst stationary in traffic and/or driving an M1, M2 or M3 motor vehicle for hire and, or an N2 or N3 motor vehicle or any other mechanically propelled machinery for the carriage of goods	3-6	6-9
5	Wearing or making use of an in-ear or over-ear hands-free device or any similar device in the ear which is closest to the window whilst the vehicle is stationary in traffic and, or driving an M1, M2 or M3 motor vehicle for hire and, or an N2 or N3 motor vehicle or any other mechanically-propelled machinery for the carriage of goods;	3-6	6-9
6	Wearing or making use of an in-ear or over ear hands-free device or any similar device in both ears whilst stationary in traffic and, or driving any motorcycle and, or any eKickscooter for hire or reward:	3-6	6-9

Vehicles with Licence in arrears

Transport Malta and our Internal Enforcement Directorate followed on unlicensed vehicles, with the aim of regularisation. Such actions include possession of vehicles that are no longer used on the roads and towing of any vehicles found to have their licence expired for more than 1 month.

In addition to this we have generated and distributed 1,602 licence arrears notices to Maltese registered companies who have for one reason or another fallen behind with their licence payments.

A total amount of 4,378 notices were also generated to Maltese registered motor car dealers to have their registered stock of vehicles updated in cases where such vehicles are no longer in their possession.

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, 1,134 transfers were effected during the year under review. Moreover, in 2023 Transport Malta launched a new platform which solved the issues in the older version and had a more secure system for login, using the e-ID.

The table below lists the main transactions carried out at the operational driver and vehicle licensing units in 2023, compared to the previous year.

Licensing Service		Number of transactions		
		2022	2023	% change
Vehicles	Newly Registered Vehicles	23,020	24,067	4%
	Change of Owner (Transfers)	59,133	58,280	-2%
	Other Changes to Vehicles	9,440	9,896	4%
	De-garaged Vehicles	10,074	7,810	-22%
	Exported Vehicles	293	279	-5%
	Garaged Vehicles	10,903	10,862	-1%
	Scrapped Vehicles	9,825	6,001	-39%
	Road Licences Renewed	411,840	420,143	2%
	Number Plates Issued	63,502	67,770	7%
	Pre-registration Vehicle Inspections	1,600	10,068	529%*

*as from 2023, Transport Malta extended vehicle inspections and evaluations to non-EU vehicles mostly being particularly Japanese imports

The table below lists the main transactions carried out in 2023, compared to the previous year.

Licensing Service		Number of transactions		
		2022	2023	% change
Driving Licences	Learner Permits Issued	14,898	17,722	17%
	New Driving Licences Issued	6,095	6,380	5%
	Renewed Driving Licences	25,450	23,837	6%
	Driving Practical Tests	13,030	16,530	24%
	Driving Licences Exchanged	1,545	1,159	-28%
	International Driving Permits	870	1,459	50%
	Withdrawn Driving Licences	2,208	1,755	-23%
	Changes to Driving Licences	19,124	18,024	-6%



Driving Licences

In 2023, a total of 23,837 driving licences were added to the existing driving licence holders. A total of 1,755 driving licences were withdrawn/given up for various reasons, such as the holder being deceased or no longer intending to keep his/her driving licence, or having the licence withdrawn due to penalty points and/or withdrawal as per court ruling.

A total of 18,024 driving licences were re-issued with changes as requested by clients. These cases included changes in address or in holder’s name and/or adding of a new driving licence category.

As from the 1st December of 2017, all driving licence holders have been subject to the Penalty Point System - for each contravention convicted, points are imposed (as per listed in S.L. 65.18) and the driving licence is revoked, temporary or permanently, in accordance with licence type and number of points imposed. With this system in place, a probationary driving licence is revoked if during the three-year probationary period an accumulation of 12 twelve penalty points is registered, while a full driving licence is revoked if at any time, during any period of twelve months, its holder accumulates a total of 12 points or more. Also and in the case of probational driving licences, a full driving licence is renewed and issued to the holder only if no

penalty points are recorded or if those imposed are less than 12.

The Authority takes full ownership of this important system and in this respect, the DVLU has set up a dedicated office that follows up rigorously on all revocation types, not only those triggered by the Penalty Point System but also those that are imposed by the Court of Magistrates or the Commissioners for Justice. All individuals subject to any type of revocation are informed of whichever status their driving licence may be in, ranging from a warning letter issued when the driving licence holder is close to accumulating the points for a revocation and/or thereafter when the licence is revoked and must be returned.

By the end the end of December 2023, a total of 2,669 driving licenses had been revoked, of which 391 had a probationary licence and 1,798 had a full license (first time revocation). A total of 480 were subject to the 2nd revocation, implying that their driving licence was permanently lost and that a practical test must be retaken.

The DVLU is also in the process of drafting requirements for a system that will be sending SMS notifications to inform drivers of their penalty points and licence status. This enterprise will ensure that drivers are informed of

their obligation to adhere to regulations and be aware if/when they cannot drive, ultimately also serving to renew and refresh the important and necessary public’s awareness of the Penalty Point System.

The same principle will be applied, in the long run, for driving licence arrears, in a long-term plan to further boost all the related service provisions. Notifications for all types of driving licence related bring-ups, such as medical requirements, court notifications, sentences, etc. are also in the pipeline, and are currently at the first stage of development and will be introduced in the near future.

The first phase of the Driving Licences SMS notifications was finalised and deployed during 2023, wherein such notifications are now being sent for basic transaction completion as a confirmation. Requirements for licence driving arrears and penalty points related SMS notifications are currently being drafted for development.

Regularisation unreturned, revoked and disqualified driving licences

During 2023, we also continued the process of retrieving and inserting in the Driving Licence System (DLS) all possible telephone/mobile number contacts in order to start sending SMS notifications related to all driving licences in the long run. An ongoing process to

populate DLS with all possible mobile number contacts is still in progress – this is a precursor to what will follow up in 2024, wherein individuals who need to renew their driving licence, and have arrears, accumulated penalty points or a revocation in place will be informed via a message on their phone. This system will work conveniently in conjunction with the new platforms we have launched and all the related and interjacent services.

Exchange of Driving Licences

On a regular basis the Unit also receives requests from foreign driving licence holders to have their licence exchanged for 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 1,159 driving licences were exchanged in 2023.

2023 DLS Portal Enhancements

2023 also saw the implementation and launch of additional services through the already existing DLS Portal, with the primary focus of this platform being not only a way to keep on bolstering the Authority’s and Government’s commitment to improve on its quality online services and facilities, but also to elevate and promote the DLS Portal as a primary electronic hub for all driving licence related transactions and services.

International Driving Permits applications are also now available, being offered through the portal.

Additionally, the final stage of including the option to renew expired categories C and categories (goods and passenger carrying) renew are also being envisaged as being included in the same portal after the DVLU’s plans to introduce other primary services which are often requested by its clients such as document reissues, inclusion of other categories or other related changes.

Through this enhanced service, clients can access all the other various driving licence related services from the same portal, these being new learner permits for first time drivers, applications for new categories to be added on driving licences or access to checking personal penalty points.

International Driving Licences

A total of 1,459 Maltese licence holders applied to be able to drive in another country outside the European Union.

125cc Motorcycle Policy

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 2023, the number of persons who benefitted from this scheme amounted to 1,514.

Seat belt Exemptions

Throughout 2023, Transport Malta received a total of 195 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.

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 9th year as of 2024.

Passenger Trip Figures

The number of trips conducted by passengers using the Scheduled Public Transport service continued to show a steady increase during 2023. In fact, over 67.3million passenger trips were recorded during the year. This is the highest number of passengers ever recorded by the Scheduled Public Transport service and is 36.6% higher than that recorded during the previous year and 171%

higher than that recorded during 2019 (which was the highest ever recorded number prior to 2023).

Network Improvements

During 2023 seventeen main routes saw an increase in the number of trips conducted. This increase resulted in an addition of 410 trips daily.

Further to the increase in frequencies, a new express route was reintroduced (X300) between Cirkewwa and University. During times of inclement weather, when the Fast Ferry would not be operational, the number of trips on this route increases. This route is also extended to Valletta/ MCAST Paola during such circumstances.

Scheduled Public Transport Bus Fleet

2023 has seen the bus fleet augmented by a further 30 new, 12meter, low floor fully electric buses. This has brought the number of buses operating on the service to 460 buses. An electric minibus has also been introduced as a test to be used on routes with low demand and where the road infrastructure can be challenging.

The average age of the bus fleet stands at 7.4 years.

The introduction of these new electric buses necessitated the construction of an electric bus

charging depot where these buses could be charged. A new charging depot which has the capacity to charge over 30 buses simultaneously was constructed in Blata il-Bajda.

A 20 million euros investment went into the acquisition of these buses and the infrastructure.

Public Transport Administration Unit

Free Public Transport

This was the first full year where Free Public Transport was offered to all holders of the Personalised Travel Card, more commonly known as the Tallinja Card.

During the first full year of the measure (October 2022 and September 2023) 265,378 unique passengers benefitted from this measure who on average made 16 passenger trips per month. During this period, a total of just over 51.5m or 77% of all passenger trips benefitted from this measure.

As at year end, this measure had cost nearly €26.3m.

Route Reliability and Punctuality

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

Average route reliability for 2023, as measured across the whole network, was recorded at 97.2%.

Average Route Punctuality, across the whole network, was measured at 79.8%.

Compliance

21,306 unique inspections were carried out by Public Transport Officers onboard buses, on the bus operator’s employees, including drivers, safety and infrastructure. The number of inspections carried out were as follows:

- Safety: 5,915 inspections
- Buses: 6,829 inspections
- Drivers/Employees: 6,920 inspections
- Infrastructure: 1,642 inspections

Road Transport Licensing Unit
Sustainable Passenger Transport Services

Taxi Services

Throughout 2023, the Unit maintained its full support of the taxi sector and held regular meetings with the taxi owners’ association (MTLA) on operational and enforcement matters. As a result, the Unit initiated Court action against a number of light passenger transport vehicle (LPTV) operators for breaching certain provisions of the Taxi Services Regulations. The Unit also piloted new regulations partly aimed at

curbing unfair competition by LPTV operators. Additionally, the following operations were carried out during the year:

- 16 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.
- 15 new taxi drivers were licensed following the completion of the relative training programmes and tests.
- 2 wheelchair accessible taxis were registered.

Animals and Animal-drawn Vehicles

The Unit continued its administration of the Regulations concerning the Use of Animals and Animal-drawn Vehicles on the Road. Maintenance of karrozzini stands and shelters was also carried out through the support of TM’s maintenance unit and staff.

The following are the main operational measures implemented for this sector throughout 2023:

- 74 animal-drawn vehicles were inspected.
- 88 karrozzini licences were renewed.
- 7 new operator licences for the operation of karrozzini were issued.
- 33 licences for the operation of horse carriages for

hire or reward (karozzelli) were renewed.

- 43 new licences for the use of animal-drawn vehicles on the road for personal use or leisure purposes were issued and 219 were renewed.
- 6 new licences for horses to be used in horse-riding schools were issued and 35 were renewed.
- 90 animal-drawn vehicle licences and 45 karrozzini licences were modified.
- 59 driving licences for categories Y and Z, and 10 category X, were issued.

Road Haulage

Throughout 2023, the Unit maintained its full support of the sector through regular consultation.

Moreover, the Unit maintained Malta’s ongoing legal challenge before the ECJ against certain provisions of the EU Mobility Package. Following a favourable opinion delivered by the EU Attorney General in November, the ECJ is now expected to decide the case in the first few months of 2024.

Regular meetings of the EU Solidarity Lanes Network were held to facilitate Ukraine’s agricultural export and bilateral trade with the EU due to Russia’s war of aggression. The Unit also continued its participation within the Group on Road Transport of the International Transport Forum (OECD) and continued to chair the

sub-group tasked with the development of the current multilateral licence system into a paperless one.

The Unit also coordinated Malta positions on a number of pipeline EU Legislation related to Road Transport, including the following:

- Draft Implementing Regulation amending Regulation (EU) 2016/799 as regards a transitional smart tachograph in its use of the Galileo Open Service for Navigation Message Authentication,
- Revision of the Weights and Dimensions Directive,
- Revision of the Combined Transport Directive,
- Introducing Directive (EU) 2022/738 of the European Parliament and of the Council of 6 April 2022 to amend Directive 2006/1/EC on the use of vehicles hired without drivers for the carriage of goods by road,
- Proposal for a Regulation of the European Parliament and of the Council amending Regulations (EC) No 80/2009, (EU) No 996/2010 and (EU) No 165/ 2014 as regards certain reporting requirements in the fields of road transport and aviation.
- Ongoing assistance in the transposition of Directive (EU) 2022/362 of the European Parliament and of the Council of 24 February 2022 amending Directives 1999/62/EC, 1999/37/EC and (EU) 2019/520, as regards the charging of vehicles for

the use of certain infrastructures.

The following Directives were also transposed into national legislation and implemented by the Unit:

- Directive (EU) 2022/738 amending Directive 2006/1/EC on the use of hired vehicles in S.L. 65.19, and
- Commission Delegated Directive (EU) 2022/2407 to amend reference to the ADR in S.L. 65.22.

In terms of operations, in 2023, 6 Community Operator Licences were renewed and 6 new ones were issued. 36 vehicles were added to the licensed fleet while 4 were removed, and 37 Driver Attestations were issued during the same period. 1 ECMT licence was issued.

Carriage of Dangerous Goods

Throughout 2023, 1,075 drivers were issued certificates for drivers of dangerous goods' vehicles following the successful completion of the related training programme.

12 dangerous goods vehicles were approved for registration, 4 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.

Carriage of Perishable Goods

The Unit also continued to issue ATP certificates in line with the respective UNECE agreement. 48 ATP certificates were issued.

Car park attendants

32 car park attendant permits were renewed.

Vehicle Roadworthiness

Throughout 2023, the Unit ensured full implementation of the Motor Vehicle Roadworthiness Test Regulations (S.L. 65.15), including the requirements emanating from the EU Roadworthiness Directive (Directive 2014/45/EU).

The VRT sector was fully supported and guided on the upgrading of test equipment.

The unit also approved the opening of one (1) new VRT station. Additionally, two (2) VRT tester training providers were approved during 2023: one was approved to deliver the initial and refresher VRT tester's courses, while MCAST was approved to deliver a new MQF level 4 training course and exam in vehicle technology and VRT testing.



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 series of quality control measures were carried out on VRT station operators and testers using a risk-based assessment. As a result, one (1) Tester licence was revoked due to serious breaches of test procedures. Penalty points and administrative fines were also issued to one (1) VRT operator and one (1) tester. On the other hand, two (2) new VRT Stations were granted a licence to operate. The following quality control measures were also implemented:

- 754 post-VRT checks were conducted on high-risk vehicles. These vehicles were called to the Technical Services Unit for further inspection.
- 14 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. 10,631 photos were verified by the Unit for correct photo taking and reporting procedures as well as the checking of the date and time when the vehicles were tested.

Other Vehicle Inspections

The Road Transport Licensing Unit was also tasked with carrying out various other vehicle technical inspections, both before and after these are registered in Malta, to ensure that the required technical and safety standards are upheld. The following additional inspections were carried out during 2023:

Vehicle Inspection Type	Number
Foreign Country vehicles (TM Paola)	1,766
Foreign Country vehicles (Customs)	8,302
Foreign Country engines inspections	259
Modifications to vehicles	466
E-bikes and e-kick scooters	536
Motoring Schools' vehicles	50
Reported vehicles	17

Controlled Vehicle Access (CVA) System in Valletta

The Unit maintained its regulatory oversight on the operations of the CVA system in Valletta, namely 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 2023, a total of 1,588 applications for short-term exemptions from CVA related charges were vetted and processed. The Board also approved 387

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.

A total of 60 contestations were presented to the Contestation Board and all were approved.

Policy Development and Amendments to Regulatory Frameworks

Throughout 2023, the Road Transport Licensing Unit carried out regulatory reviews and compiled new policies which led to the publication of a number of amendments to transport-related regulations. These included the following:

- Drafted and implemented amendments to the Passenger Transport Services Regulations (S.L. 499.56) aimed at exempting new minibuses from the entry fee, allowing such minibuses to be registered based on their emission standard, rather than their age, and providing for the entry to remain applicable indefinitely,
- Drafted and implemented 3 sets of amendments to the Light Passenger Transport Services and Vehicle Hire Services Regulations (S.L. 499.68) introducing new rules and restrictions for drivers and operators of LPTVs,
- Partnered with ERA on an EU-funded project (LIFE Retrofix) for the retrofitting of heavy-goods

vehicles.

- Evaluated and approved a Technical Service (GreenKar) for the purpose of testing and issuing SVA certificates for used Third Country vehicles before being registered in Malta,
- Directly involved in the drafting of 3 Preliminary Market Consultation documents conceived by the Ministry for Transport, Infrastructure and Capital Projects:
 - The Upgrade, Upkeep, Maintenance and Operation of a Number of Public Car Parking Sites Across Malta and Gozo,
 - The Provision of Park and Ride Facilities to Service the University of Malta, and
 - The Provision of Out of Town Park and Ride Facilities.

Driver Training and Testing Unit

During the year 2023, the Driver Permits, Testing and Training Unit operated on the basis of being short-staffed. The Unit still had to recover from the situation of having a backlog of various practical driving tests, however, it managed to overcome this in a short period of time. Despite these difficulties and due to the staff shortage, the Unit still managed to process and carry out 17,997 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 Customer Care examination sessions which led to the certification of 2,817 drivers for light passenger transport vehicles (chauffer driven) and horse-drawn cabs, and reviewed 1,868 CPC periodic training applications besides processing 1,005 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 17,997 practical driving tests for categories A, B, C and D and their respective sub-categories.

There were instances where the Unit was faced with the postponement of practical driving tests, however, such situations were dealt with in an effective and efficient manner. This situation transpires when Driving Examiners report absent or are undergoing training, or when a motoring school reports car damages or one of their candidates being absent.

In addition, the Unit conducted 1,077 CPC Initial practical demonstration tests, 14 taxi tests and 91 driving and instructional ability tests for prospective driving instructors.

Regarding the theory testing centre, these operations were also subject to a waiting list, 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. The Unit still managed to carry out 650 assisted theory tests which were assisted by 1 or 2 Driving Examiners.

Besides its core functions, the Unit invigilated Customer Care examination sessions which led to the certification of 2,817 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, the Unit reviewed 1,868 periodic training applications and processed 1,005 CPC practical demonstration tests.

	2023	2021	% Change
Practical driving tests	17,997	16,816	+40%
Assisted theory tests	650	296	+1084%
Customer care exams	3,173	1,626	+60%
CPC Periodic certifications	1,868	2,108	+31%
CPC Initial practical demonstration tests	1,077	391	+7%

	2022	% Change
Practical driving tests	15,041	+10%
Assisted theory tests	606	+104%
Customer care exams	4,000	+146%
CPC Periodic certifications	1,728	+18%
CPC Initial practical demonstration tests	550	+40%



Integrated Transport Strategy Directorate

08

Main Duties and Responsibilities

The duties and responsibilities entrusted to the Integrated Transport Strategy Directorate (ITSD) in pursuance of the provisions of the Authority for Transport in Malta Act (Cap499), are the:

1. Integration of transport research and infrastructure planning;
2. Development and coordination of transport policies;
3. Educational aspects of transport within the Authority;
4. Development of standards;
5. Coordination of European Union affairs.

Additionally, the Directorate has also been tasked with regulating road safety, particularly in relation to the Road Infrastructure Safety Management (RISM) Directive.

Integration of Transport Research and Infrastructure Planning

Transport and Land Use Planning

Transport Malta is a statutory external consultee on all planning applications received by the Planning Authority (PA) and the Directorate is responsible for technically assessing and review the development planning applications (PA), Planning Control applications (PC), and Development Notification Orders (DNO) during the Planning Authority consultation process.

The Directorate coordinates replies in consultation with all relevant directorates and sections within Transport Malta as well as the inter-directorate feedback with Infrastructure Malta on these planning applications by submitting recommendations, reports and any required transport-related conditions within the stipulated timeframe established by the Planning Authority. The Directorate also provides feedback on assessment of Transport Impact Assessments and/or Simplified Transport Studies required mostly for all major projects, prepared by the Planning Authority.

During 2023, Transport Malta received approximately 7,000 requests for the consultation of planning applications (PA), of which 2700 were identified to require further assessment on transport-related matters internally and with other Directorates. Additionally, Transport Malta has also received 153 consultations regarding Planning Control applications (PC) for changes to schemed road alignment. Moreover, the Directorate also technically assessed 101 Development Notification Order (DNO) applications and 51 pre-DNO applications, amongst other various miscellaneous requests received through other channels.

In order to consolidate and discuss complex applications, ITSD organises bi-monthly Transport Coordinating Committee (TraCC) meetings between representatives

from Transport Malta, Infrastructure Malta and the Planning Authority, to discuss specific transport-related projects, requiring further assessment between both Authorities. During 2023, seventeen TraCC meetings were held.

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

Transport Research - Assessment of Speed and Road User’s Behaviour

In July 2023, the Cabinet directed the ITSD on behalf of Transport Malta to recommence with the installation of fixed speed cameras. Requests for the installation of a fixed speed camera are received from different sources such as LESA, the Local Councils, Parliamentary Questions and/or third parties, as well as from the collision data analysis extracted from the Police Reports. A list is compiled by the Directorate according to these requests for further analysis and so during 2023, the Directorate continued with the assessment of speed and analysing road users’ behaviour.

Collision data was gathered and analysed to establish any prevailing trends according to the criteria established in the Speed Management on Maltese Roads Policy and Technical Guidance Manual. The exact spot of the

collisions is not available and hence specific collision clusters could not be identified. However, speed surveys were carried out at nine locations along the stretches where Transport Malta has received reports of vehicles travelling at excessive speeds. The data was further analysed so that a report could be prepared to establish whether a fixed speed camera in that particular location was eligible.

Three reports concerning strategic roads namely, the Central Link in Attard, Triq Louis Wettinger in Mellieha and Telghet ix-Xemxija in St Paul’s Bay, all forming part of the TEN-T Comprehensive Road Network, were completed with recommendations.

The speed radar devices are the instrument used to collect speed data which is used to assess various aspects of road safety. The speed data gives a valuable insight in assessing the behaviour of road users with regards to compliance with the speed limit across the road network.

The following scenarios relate to what the speed radar devices were also used for during 2023:

- Speed camera analysis, to determine the average, maximum and the operating speed along different sections of road in view of over speeding complaints. The device is also capable of detecting

the vehicle classification and the headway.

- Road safety audits/inspections, to identify potential speeding issues where improvements are needed when it comes to road safety.
- Road traffic accident studies to analyse the relationship between speed and accident frequency at specific locations.



Geospatial Analysis of Road Injury Accidents

The Integrated Transport Strategy Directorate continued with the collection and analysis of national road safety data. Every year, Transport Malta undertakes an exercise in collaboration with the NSO in which the police reports of the previous calendar year are cleaned and coded into a data format more appropriate for statistical and geospatial analysis. This data format is known as CADaS, which allows integration into the EU’s CARE database. CARE contains road accident data for all member states of the European Union and it is an invaluable tool for not only national road safety analysis, but also for policy and knowledge transfer between member states. The CADaS data format allows the collection and structuring of various

microdata such as those pertaining to weather and light conditions, road conditions, vehicle characteristics and demographic data. It is therefore a very powerful data set for establishing relationships between variables responsible for road accidents.

The Directorate analyses the datasets by categorising the injuries by years and for different types of vehicles. These are plotted on the GIS software and the data mainly involving motorcycles, cyclists and pedestrians is backdated by three years. However, the positioning of the accidents is done at a random allocation within the proximity of the reported accident into the database because the actual coordinates are not available. The categorisation of the accident is done according to the type of the road, locality and road name.

In 2023, a total of 1663 injuries involving a traffic accident were reported, with the main injuries being reported to have involved motorcycles with 565 injuries (33.9% of accidents), followed by 278 pedestrians representing 16.7% of the total injuries and 26 Cyclists being 1.5% of injuries concerning traffic accidents.

Total Injured persons caused by traffic accidents during 2023	1,663
Injuries involving vehicles	794
Injuries involving motorcycles	565
Injuries involving pedestrians	278
Injuries involving cyclists	26

Development and Coordination of Transport Policies

Continued development of the National Transport Model

During 2023, the Directorate continued with the development of the National Transport Model (NTM). The NTM continued to be an invaluable technical tool for the transport policy development and testing. Of particular focus this year was the finalisation of the base year and ‘business as usual’ scenarios of the model, which simulate a maintaining of status quo in terms of transport policy until 2030. This new version of the model will be fully completed in early 2024 with the finalisation of the ‘do-something’ scenarios. These scenarios will be used to assess various outcomes of proposed policies and measures that will be included in the update of the Transport Master Plan.

The review of the Transport Master Plan (TMP) will also be finalised in 2024. The TMP 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. The programming period that covered the Transport Master Plan 2025 will therefore be updated, and extended to 2030. Over the course of 2023, ITSD focused on collection of data and the contacting of various stakeholders to assess the existing conditions of the transport sector and formulation of the draft measures to be included in the Transport Master Plan. This upcoming year will therefore see the finalisation of a multimodal mapping exercise using the NTM, including an appraisal of policy and infrastructure investment included in the various TMP measures.

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 is therefore being 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.

An example of this modelling and mapping exercise can be seen below, in which projected peak-hour congestion levels in the principal urban area of Malta

are shown in a 2030 business-as-usual policy scenario. The aim of the TMP is to create a policy mix to reduce congestion and promote sustainable forms of transport. The NTM allows the ITSD to test out various policy

scenarios and their effect on network congestion; vehicle-kilometres travelled, as well as public transport speed and patronage, amongst others.



Development of Standards

Directive 2008/96/EC of the European Parliament and of the Council of 19th November 2008 on Road Infrastructure Safety Management (RISM), has the objective to ensure that road safety is integrated in all phases of planning, design and operation of road infrastructure in the Trans-European Road Network (TEN-T). This EU directive was amended by Directive (EU) 2019/1936 and transposed into Maltese law in 2022. The amended RISM directive introduced a number

of new requirements including changes to the extent of road network to which it applies, the introduction of network-wide risk assessment, periodic road safety inspections, targeted road safety inspections, road safety inspections for road works, provisions for automated vehicles and a specific focus on vulnerable road users. In this respect, the technical guidelines supporting this directive were updated together with the necessary templates to carry out all road safety inspections.

Co-Ordination of European Union Affairs

The Directorate has continued with its active involvement and participation in various EU fora to provide input for the formulation of transport policy at an EU level.

Assessment of EU Legislative Proposals

The Directorate contributed on a number of dossiers being discussed throughout 2023 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) and the Connecting Europe Facility.

Bilateral Meetings

The Directorate participated in a number of bilateral meetings held both online and/or attended in person, between the Government of Malta and the European Commission. These included bilateral meetings on the development of the TEN-T network, European semester and proposals for an EU roads Agency.

EU Funded Project

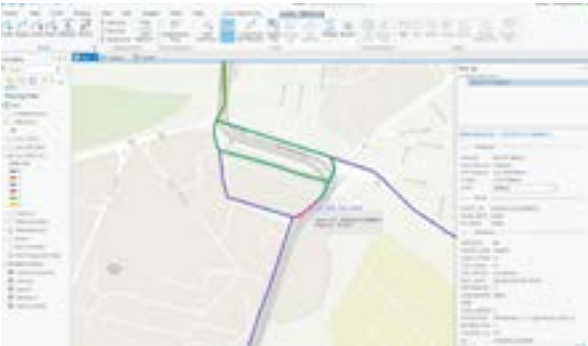
TENtec information system

The Integrated Transport Directorate is implementing a project called TENtec, funded by the European Commission, through technical assistance under the Connecting Europe Facility (CEF) Transport Programme

2021 – 2024. The scope of this project is mainly for the EU Commission to support all EU Member States (MS) in the harmonising of geographical data used in the national system, with the aim of achieving one GIS based automated data exchange between all MS, to share one platform for all transport modes using the TEN-T network. This will enable the EU Commission to easily compile information and create timely reports and maps. The aim of TENtec is to store and manage technical, geographical and financial data. TENtec acts as a bridge to Member States and includes support for transport modelling. With the inclusion of GIS, TENtec is able to provide full support to the policy-making process.

During 2023, the relevant data for the parameters required by the project for Roads and Ports modes were collected successfully for further analysis and mapping. The Linear Referencing Tool has been widely used to realise some of the parameters requested in Phase 2 of the Implementation Plan for the whole TEN-T road network, as partly shown below.

Completion of the project together with data exchange is envisaged towards the end of 2024.



International Policy Development (non-EU)

Throughout 2023, the Directorate 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), Conference of European Directors of Roads (CEDR) Inland Transport Committee of the UN-ECE (ITC), and the European Transport Safety Council, World Bank, International Monetary Fund, UNFCCC and the Ministry for Transport of Trinidad and Tobago,

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

Road Safety Infrastructure Management

Overview

Over the past years, the Directorate was primarily involved with meetings and tasks related to the technical transposition of Directive (EU) 2019/1936

on Road Infrastructure Safety Management (RISM) through technical support provided by the European Investment Bank under the Safer Transport. These meetings came to an end in 2022 with a final report bearing recommendations which was submitted to the Authority for consideration.

The overall objective of the technical support was to assist and guide the authorities in Malta to improve road safety through better management. The purpose was to review and advise on the road safety management system in use in Malta, considering the application of the amended Road Infrastructure Safety Management Directive (RISM Directive), and to pilot examples of road safety network assessment and road investment planning.

The final report focussed primarily on the infrastructure elements of the road safety system. However, since road safety cannot be improved by engineering alone, the document does report on road safety management issues at national level and at Infrastructure level to enable more effective activity on road safety, which document is serving as a reference for implementation going forward.

During 2023 a public consultation was underway to inform measures to improve Malta's road safety, following the Government's announcement of a comprehensive

action plan and an iRAP assessment conducted by Transport Malta and supported by the European Investment Bank (EIB) and EuroRAP partners.

The action plan includes, amongst others, a number of measures commencing in 2023 including:

- The revision of the Road Safety Strategy to 2030;
- Safeguarding the element of security in road infrastructure projects;
- A change in culture fostered from a young age and closer cooperation with educational institutions; and
- Educational and information campaigns.

Network Wide Road Safety Assessment (NRSA)

Road safety and the improvement of roads are priorities for Malta and in line with the new RISM Directive, the EIB experts and external consultants mobilised by the European Investment Advisory Hub reviewed the existing system for managing road safety. The Hub provided a framework to perform road safety rating assessments, including training and knowledge-building requirements. The assignment included piloting a 160km network-wide iRAP assessment, determining infrastructure safety on Maltese primary roads and developing a plan to invest in road safety infrastructure.

This system presents an assessment based on the level of safety that every road user has on our road network with the goal to establish measures to reduce the number of deaths and serious injuries that occur on our roads. During 2023, the results from the assessment were being analysed for accuracy and reporting so that the least performing segments are categorised as one and two stars (being the lowest rated), whereas the better performing roads are categorised at three, four and five stars. Following this categorisation, the reports shall be studied further for any potential remedial actions that may need to be taken.

As a proactive approach, targeted road safety inspections will give priority to the least performing segments of roads for vulnerable road users. Present road safety hazards for these users will be identified and recommendations with possible solutions will be forwarded to the implementing body.

The NRSA also provides countermeasures, drawn up in the form of an investment plan for future safety upgrades, which are tested for their potential to reduce fatal and serious injuries in a cost-effective way.

The system also develops datasets of maps and tables indicating the likelihood of FSIs (Fatal, Serious, Injuries) along segments of road presented as an estimated

percentage factor. The analysis for FSIs is based on road design parameters, star rating results, traffic accident data, observed traffic flows, and operating speeds to provide an estimate of FSIs and support the prioritisation of investment.

In September 2023, the Chief Officer, Mr. David Sutton, was invited by iRAP together with other Road Authorities and iRAP partners in Europe to share best practice and strategies for achieving ambitious national, European and global road safety targets. The 2-day event, co-hosted by iRAP, focussed on the management, prioritisation, design and finance of safe road infrastructure improvements in both a rural and urban context.

The NRSA is now used as an additional proactive tool in identifying sites for targeted road safety inspections.

Targeted Road Safety Inspections

The targeted road safety inspections are carried out as a preventive measure to reduce the potential of road safety hazard development on our TEN-T and primary road network. Furthermore, the RISM Directive also targets vulnerable road users in response to emerging social and mobility trends such as cyclists, pedestrians, and other means of mobility transport.

During 2023, the Directorate continued with targeted road safety inspections emanating from the RISM Directive, paying particular attention to the Network Wide Road Safety Assessment findings. The aim was to determine the roads that warrant a targeted inspection and to inspect accident-prone areas based on their safety ratings, road collision history and also considering the cost-benefit ratio for potential safety enhancements as



outlined in the recommended investment plan. Through this process, a prioritised ranking list was established of the upcoming set of roads for inspection. Additionally, the Directorate finalised one report covering the whole stretch of Triq Dun Karm, Birkirkara/Msida which was forwarded to the implementing Agency for action.

In addition, five other checklists for other different sections of roads were compiled for reporting purposes.

Road Safety Audits

The Directorate undertook one road safety audit on an identified road infrastructure project on the TEN-T road network, and in line with the requirements of the EU Road Infrastructure Safety Management (RISM) Directive. Requests for the audits are received from the infrastructural project owners, namely Infrastructure Malta and the Ministry for Gozo.

Additionally, ITSD compiled 3 endorsement reports as part of the closure of the road safety audit process for projects at different Stages of completion, namely Stage 2 and Stage 3.

During 2023, ITSD personnel took part in two Stage 3 audits together with the Infrastructure Malta personnel and the external auditors.

Other Endeavours

Public Service Expo 2023

During May 2023, Officials from the ITSD participated in the Public Service Expo organised by the Principal Permanent Secretary which Expo was a showcase for all Public Administration services. All sectors were brought under one roof to share new ideas, techniques, and strategies that elevate best practices and practical solutions for better working environments. This exhibition spearheaded the chance to network with peers and to connect with industry leaders, thus sharing ideas, best practices and gaining valuable knowledge.

The ITSD put on display its speed survey detection radars and tubes for traffic counts together with the software used for data collection during targeted road safety inspections. There was a widespread interest from those visiting the stand.



Corporate Services Directorate

09

Functions and Duties

The optimal corporate strategy must be aligned with the needs of the Authority and its Directorates. To this effect, 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, liaison of EU Affairs, financial planning, business to customer relations, property management and corporate legal matters.

The Authority looks into short and long term organisational goals to plan and align its 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 organisational capabilities, resources, systems, and processes to identify any gaps and address succession planning. Current capabilities need to be identified and aligned with any long term planning to translate strategic plans into actions.

To make it an effective Corporate Directorate, clear focus is kept on those activities that add the most value to the organisation.

Procurement Management

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

The activities of the Procurement Unit during 2023 included the publication of 14 open calls comprising public tenders and 32 quotations. The total value of works, supplies, and services awarded during 2023 amounted to €11,671,237.99.

The Tendering Committee, which is 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 2023, the Committee met 31 times and dealt with 1,494 items.

Procurement

Tendering Committee Meetings January - December 2023												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
No. of Meetings	3	3	2	2	3	2	3	2	3	2	4	2
No. of Items	226	163	62	167	193	115	92	72	96	109	102	97
2022	136	169	212	158	99	82	143	76	52	97	181	28
2023	226	163	62	167	193	115	92	72	96	109	102	97

Number of Awards in 2023												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Sectoral Procurement Directorate Tenders Awarded 2023	3	3	2	2	3	2	3	2	3	2	4	2
Director of Contracts Tenders Awarded 2023	226	163	62	167	193	115	92	72	96	109	102	97
Direct Orders 2023	7	3	3	5	1	2	2	0	3	1	2	2
Specific Contracts 2023	0	0	0	0	0	0	0	0	2	1	5	0
Negotiated Procedures 2023	0	0	0	0	0	0	0	0	0	1	0	0
Quotations 2023	4	4	1	3	1	1	0	0	2	3	3	0

Customer Care Operations – TM Lija

1. Introduction

The following refers to a synopsis of the major operations which have occurred during the Year 2023 by the Customer Care Operations function at Lija, specifically to the Customer Care Operations Team of the Strategy and Corporate Services Directorate which is currently located at the LTD DVLU Hall at Lija TM Head Office.

2. LTD DVLU Hall Lija customer walk-in

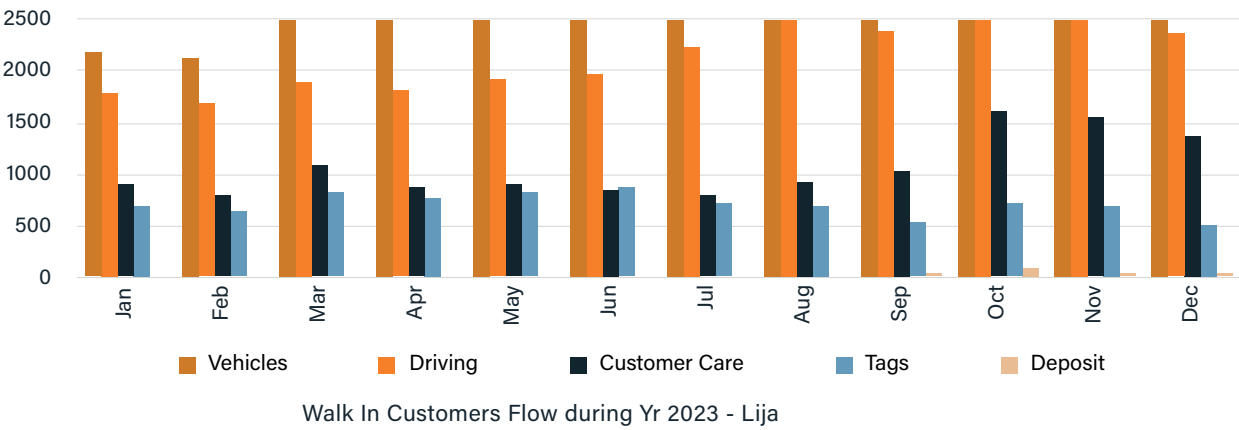
For the year under review, the following refer regarding

quantities of walk-in customers that visited the DVLU Hall at TM Lija for which such crowd was managed by Customer Care Team.

The total number of walk-in customers for the year under review was 86,893 visitors, an increase of circa 46% from the Year 2022.

The following table refers to the flow of how these 86,893 visitors were distributed across the months for the year ending 31 December 2023.

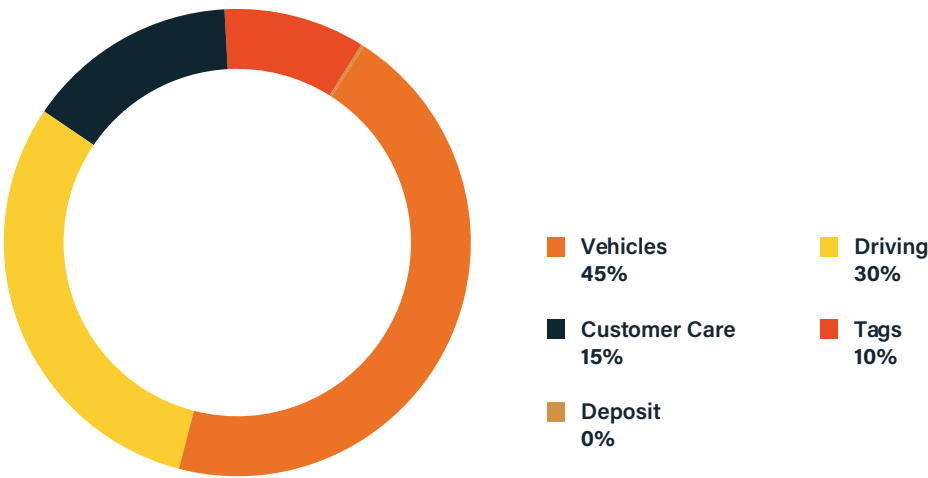
Walk in Customers - Flow during year 2023												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Vehicles	2,167	2,118	3,391	3,806	4,354	3,473	3,448	3,539	3,739	3,497	2,732	2,732
Driving	1,777	1,680	1,900	1,812	1,912	1,978	2,218	2,591	2,383	2,874	2,925	2,355
Customer Care	913	809	1,087	864	905	855	795	938	1,028	1,596	1,546	1,378
Tags	696	649	829	764	814	872	728	704	529	726	692	504
Deposit	0	0	1	0	0	0	0	0	43	89	47	47
Total	5,553	5,256	7,208	7,346	7,985	7,078	7,189	7,772	7,728	8,978	8,749	7,016



It can be deduced from the table below that the majority of customers visited pertain to vehicles with a total 39,015 customers, represented by 45% of the walk-in crowd.

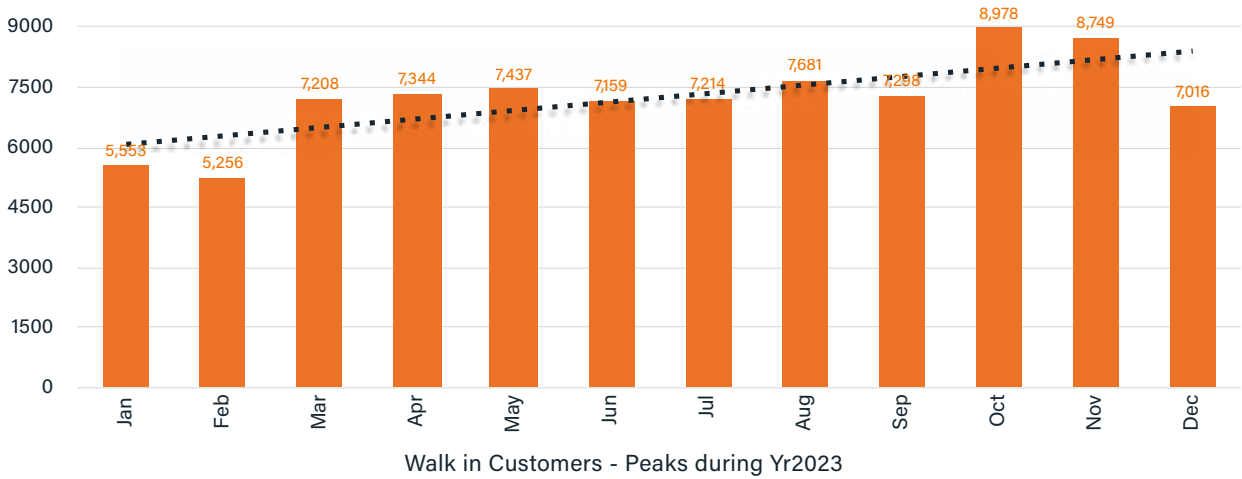
Vehicles	39,015	45%
Driving	26,477	30%
Customer Care	12,714	15%
Tags	8,507	10%
Deposit	180	0%

The following pie chart illustrates the DVLU Hall Lija walk-in customers for the year ending 31 December 2023, representative of the table above.



The following table refers to the peak period of visits done by customers to the DVLU Hall during the Yr2023 accompanied by a graphical representation showing October 2023 as being the highest month incurring visits from the public.

Walk In Customers - Customer Traffic Peaks during Year 2023												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
No of Customer Walk Ins	5,553	5,256	7,208	7,344	7,437	7,159	7,214	7,681	7,298	8,978	8,749	7,016



3. Customer Queries treated by the Customer Care Team at Lija

Considering that the most common queries treated by the Customer Care Team at Lija refer to the Licencing and Testing Directorate, the statistics shown refer to this Directorate since other statistics are too negligble to disclose.

The Customer Care Team at Lija is operated by one Senior Manager and two Customer Care Executives, who have dealt with the influx of customer walk-ins totalling 86,893 and have directly served customer information queries totalling 12,701 queries.

Having said that, this has been a thorough and exhaustive year since human resources were lacking and it had become a challenging task to serve the customers smoothly. It is being hoped that the Yr2024 will bring fresh and appropriate human resources to serve clientele as deemed appropriate.

To this effect, the following table refers to the type of customer care queries tackled by the Customer Care Team, showing a break-down of the diverse queries totalling 12,701. A graphical representation of the table in question follows.

The following table refers to the peak period in conjunction with customers requiring support from the Customer Care Team for the year under review – a graphical representation follows.

Customer Queries treated by Customer Care Team Year 2023

Total queries	12,701
4-hour temporary permits	1,467
Transfer of ownership	1,055
Transfer by inheritance	407
Garaging	1,016
De-garaging	472
Scrapping vehicles	454
Exportation of vehicles	118
Registration of vehicles	279
Transfer of Residence exemption	14
Temporary permit for non-resident workers	9
Temporary permit for non-resident students	1
Vintage Vehicles	561
Grant scheme - scrapping ICE vehicles	286
Grant scheme - electric vehicles and plug-in hybrid vehicles	587
Grant scheme - pedelecs and category L vehicles	282
Grant scheme - LPG	58
Grant scheme - wheelchair accessible vehicles for hire and reward	102
Change of engine	1,063
Change of address on logbook	307
Changes in logbook	178
Imported	382
Conversions (body type Y to private/ OZ to LY etc)	30
VRT	38
Lifting restrictions	46
Use of vehicle on client's name	41
Road licence enquiries	97
Road licence arrears	37
Road licence amnesties	666
Refunds	21
Plates enquiries	445
Public Service Garage	79
Carriage of Passenger Operator Licence	54
Legal issues	19

Customer Queries treated by Customer Care Team Year 2023

Technical Issues	75
Weekend Scheme	261
Mileage	365
TLD - Others	57
Learner permits	453
New driving licences	424
Driving licence renewals	662
Extensions of driving licence	455
International driving permit	102
Tachographs	125
Driving tests	187
PCO appeals	32
Category Renewals or Inclusions	19
Renouncing of Categories	5
Highway Code	5
Seat belt exemptions	0
Penalty points and revocation of licence	39
Lost driving licence or counterpart	101
Enquiries about driving in Malta	18
Changes on driving licence/ learner permit (address/surname etc)	75
Driving - others	0
White taxi tags	40
Light passenger tags/ Minibuses/ Buses tags	96
Tags - others	46
Compounded vehicles	0
Enforcement fines	15
Enforcement - enforcement officers	12
Request for others	1
Reserved parking for Disabled	182
Other reserved parking bays (iotb/embassy etc)	68
Keypad bays	10
Unloading bays	0
Street markings/ signage	0
Billboards	0
Traffic Management - others	1

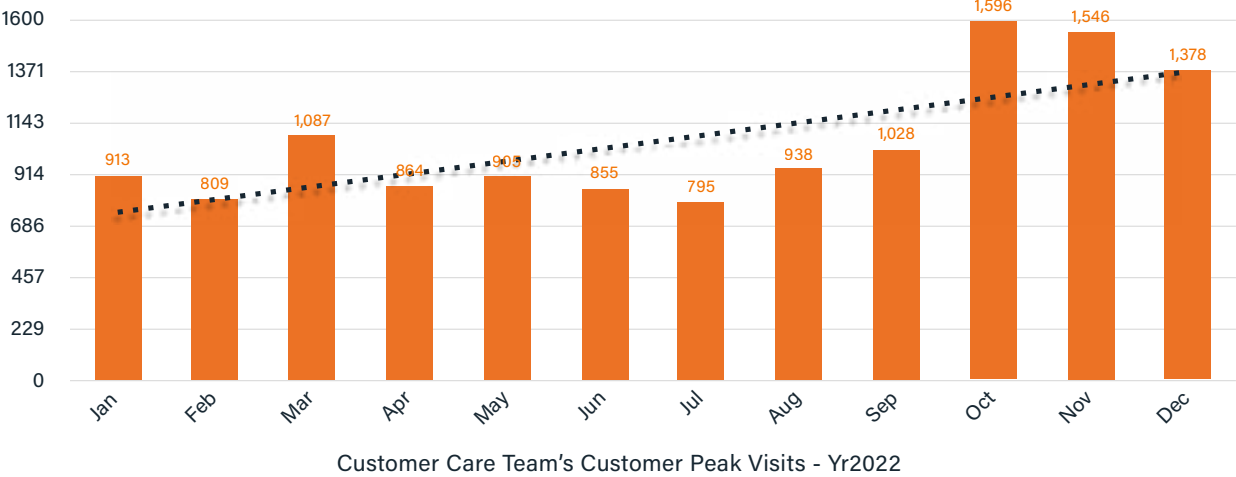


Customer Information Queries treated by Customer Care Team - Yr2023

The following table refers to the peak in conjunction with customers requiring support from the Customer Care Team for the year under review – a graphical representation follows.

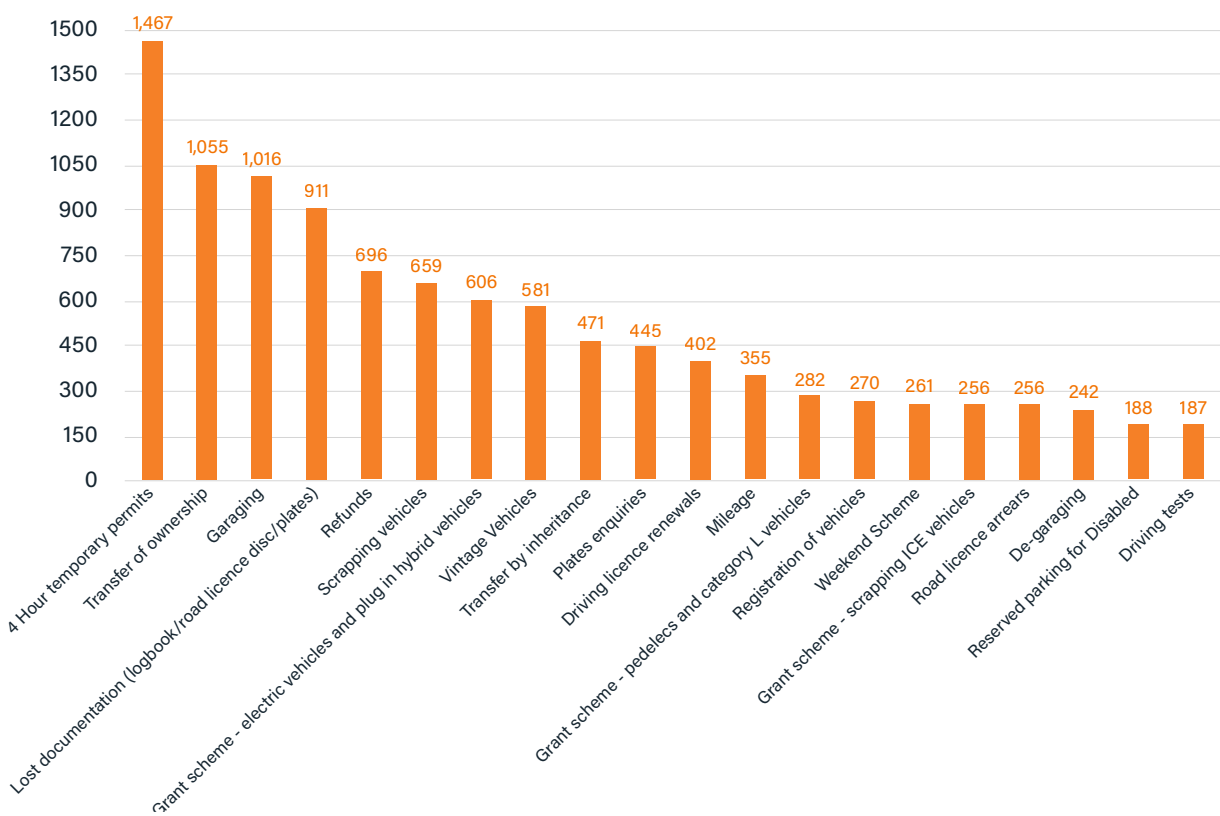
It can be deduced that there is an average upward flow of increase in customers querying and asking for support from the Team at Lija – having October 2023 as the peak.

Customer Care Team's Customers Peak Visits - Yr 2023												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
No. of Customers	913	809	1,087	864	905	855	795	938	1,028	1,596	1,546	1,378



The following table refers to the top 20 queries by Customers sustained by the Customer Care Team at Lija for the year under review, followed by a graphical representation. It can obviously be deduced that the top query – by a significant amount – was the request for the 4-hour temporary permit.

Top 20 Customer Queries treated by Customer Care Team for Yr2023	
4 Hour temporary permits	1,467
Transfer of ownership	1,055
Garaging	1,016
Lost documentation (logbook/ road licence disc/ plates)	911
Refunds	696
Scrapping vehicles	659
Grant scheme - electric vehicles and plug in hybrid vehicles	606
Vintage Vehicles	581
Transfer by inheritance	471
Plates enquiries	445
Driving licence renewals	402
Mileage	355
Grant scheme - pedelecs and category L vehicles	282
Registration of vehicles	270
Weekend Scheme	261
Grant scheme - scrapping ICE vehicles	256
Road licence arrears	256
De-garaging	242
Reserved parking for Disabled	188
Driving tests	187

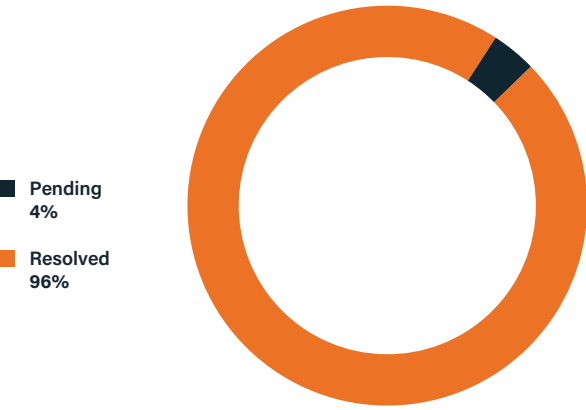


Top 20 Customer Queries treated by Customer Care Team for Yr2022

4. Customer Queries treated via Email

The following table refers to the quantity of emails treated, distinguishing between those emails resolved and those emails pending as at 31 December 2023. It is to be noted that the management of these customer emails was mainly treated by one Customer Care Officer.

Customers' Emails Treatment for Yr2023		
Pending	28	4%
Resolved	913	809



Customers' emails treatment for Yr2023

Information & Communication Technology Directorate

10

The ICT Directorate consists of a small but dedicated workforce that is responsible for the smooth operations of IT Systems and Networking within the Authority, where each member of the ICT Directorate holds an important role.

The ICT Directorate consists of the following units: Office of the CIO, ICT Business Solutions Unit, ICT Operations Unit, Policy Coordination Unit & GIS and Administration Unit.

The ICT Directorate plays a vital role in supporting Transport Malta's mission and vision by providing a reliable and secure ICT infrastructure, developing and implementing ICT solutions, and providing ICT training and support to all users within the entity and beyond.

Team members collaborate with various departments to implement and monitor various projects, to achieve the overall vision of the Authority. Some core functions of the ICT Directorate include:

- To Optimize the use of software and other systems
- To Carry out the maintenance of equipment (Internal & External Sites)
- To Ensure the privacy and security of the Authority's systems
- Manage and assign accounts and resources to the users.
- Software installation, setup and updating.
- Analysis and evaluation of additional IT resource requirements
- Technical support to all employees

ICT Business Solutions Unit

In 2023 the Business Solutions Unit within the ICT Directorate was responsible for coordinating and implementing several projects, in various directorates wherein team members collaborate with various departments within the Authority. Numerous projects have been completed, whilst others are still in progress. Several projects were funded by the Authority whilst



others were funded through EU programs.

Directorate	Project Name	Description	Completion Month
General	eGov Benchmark Parking Bays e-forms Refresh, New Blue Badge Policy Requirements	We collected requirements to enhance these forms besides developing and deploying the requested changes to the live environment. This was also useful for the benchmarking exercise as the parking bays forms are part of it.	Finalised June 2023
	Intranet/ SharePoint Initiative	All Transport Malta onboarded to SharePoint Online from Legacy File Servers. Every eligible section of the TM Directorates has a website dedicated to their needs which they use on a day-to-day basis for document management and collaboration.	Completed for All eligible TM Sections throughout all Directorates - i.e., ICT, ITSD, LTD, MSD, CAD, ENF, COO, CEO by Q1 2023
	Migration to MITA MAGNET - Project Coordination	Project Coordination throughout the MAGNET migration of all TM sections. Completed for all TM Sections without other deliverables blocking their migration, i.e. the vast majority. The main implementer was the ICT Operations Section, however the project was driven and coordinated by our unit to assist.	Sections possible to be migrated all completed by Q1 2023.
	SharePoint Training and Support	Training and daily support to current SharePoint users across all TM sections.	Completed, all migrated users have been trained and/or provided with helpful documentation.
	SSL Certificate, DNS Management. Azure Resource Group and MITA VMWare Virtual Machine Requests for 2023	Ordered, renewed and installed all SSL certificates for Transport Malta's websites in 2023. Also raised any requests for new domains made by Business Owners. as well as necessary new VMs and Azure Cloud resource groups as needed and provided technical consultancy for the requirements of the resource.	Complete for 2023, last certificate (RPS) to be renewed Monday 4th December.
LTD	DLS GPG Soap to Rest Migration	Migrated DLS GPG api methods from Soap to Rest methods.	Jun-23

Directorate	Project Name	Description	Completion Month
LTD	DLS Servers failover	We commissioned a new DLS secondary server to minimise DLS portal downtime in case of primary server failure.	Sep-23
	DLS SMS notification	Added a new facility to send updates to the general public either by email or SMS	Sep-23
	DLS Tag api – LTD access database	API revamp for tags	Feb-23
	ERRU mobility pack infringement codes	Updating of infringements as per new EU directives	Feb-23
	Etransfers API Rewrite	New etransfers rest apis to replace current soap api methods	Sep-23
	eTransfers WAS rewrite	Project Development by Luke Formosa, coordinated and managed by the unit. Full-Scale Development of a very complex e-form making use of VERA APIs from MITA's WAS platform. This project is now nearing soft launch phase and thus the development effort can.	Development Complete Dec-2023
	EUCARIS ProdriveNet	New functionality as requested by the EU	Apr-23
	International Permit in web portal – licenzji xufiera portal	Replacing the current EDLS portal	May-23
	Penalty points api rewrite	New rest api to replace old soap api	Oct-23
	VERA – stop vehicle licence restriction (budget measure vis a vis budget grant)	New implementation as per 2022 budget measure.	Apr-23
	VERA Deferred Registration	Registering of new cars with 2022 rates for bulk imported vehicles.	Jan-23
	VERA PSG enhancement	Vera enhancement for the Public Service Garage (y plates/ black cabs).	Jun-23
	VERA VRTS Data Collection	New functionality as requested by the EU	Jul-23



Directorate	Project Name	Description	Completion Month
MSD	Deployment of a Fully Cloud Storage Solution for the MSD Ship Files	<p>A storage system built using Azure File Share Technology was created as a prerequisite for giving MSD a bulk storage solution that would not only cater for all their vessel files and communications, but also do so in a time and cost-efficient measure.</p> <p>The solution was built in phases:</p> <p>MSD on TM Network - File Sync Storage Service which synced up with a TM hosted server to the Cloud, in preparation for the MSD migration to MAGNET.</p> <p>MSD on MAGNET - Full shift to Azure Cloud storage, using a mapped drive for the cloud folders. Backups have been implemented with a strong retention policy to counteract end-user misuse, as this system caters to up to 90+ users within MSD.</p>	Fully delivered on Cloud following MITA migration by Feb-2023
PYD	Nautical Licences E-Form	Development of a fully-fledged e-form with online payments to combine the services of three original PDF forms into one:1) Nautical Licence Registrations2) Nautical Licence Renewals3) Nautical Licences which are Lost/ Re-Issued.	Deployed to the general public August 2023 in a soft launch phase. Will be officially launched with Marketing and renewal notices once MITA deploys GPG fixes to maximize take-up on this service.

ICT Operations Unit

This unit provides daily incident support, ensures that all TM sites are connected, manages the corporate network’s system administration, and as of this year, has given TCC (Traffic Control Centre) and MCC (Maritime Control Centre) technical assistance with operations and technical problems.

In line with the revised prioritisation of its tasks and projects, in 2022, the ICT Unit focused on the improvement of the reliability and security of the IT infrastructure in and the continuation of the prioritised

key projects. Moreover, requests for some new developments were also addressed as well as the internal needs for improvements of the IT operations at the ICT Unit.

In 2023, the ICT Ops. Unit focused on a continuation of the already started projects. Particular attention will be given to the improvement and reinforcement of the ICT infrastructure and the core services provided by the ICT unit. The reinforcement of the IT security is a high priority objective.

Completed Projects 2023:

Project	Description
Implement MITA Magnet connectivity in various sites – Major TM Project	This is a major project. This project does not consist of just implementing the MITA’s OS but has been extensive work to set up new connectivity and install new network equipment at various TM sites. Network equipment has been acquired using MITA’s tender framework. This enabled the Authority to acquire such equipment at a very discounted price.
Refurbish of sites – Layer 1 network	The Office of the Port Workers, several A3 Offices, Floriana and Luqa Offices were furnished with a new layer 1 network installation since the new equipment required a refurbishment of old connectivity sockets and cables.
Installation of new terminal server and license server	A new approach and installation for the Authority and MITA. Several meetings have been held between MITA and ICTD to configure the terminal and license server limiting access to specific users and network to safeguard from cyber-attacks.
VPN accounts MITA	New VPN accounts have been created to establish a connection between MITA and TM end users.
CCTV Project – Installation of new servers, cameras and new software called Milestone	New servers and milestone have been implemented to have a central recording function instead of separate recording units. This setup is currently being used but will be further upgraded to accommodate more CCTV and other street furniture. This project was initially planned for TCC (Traffic Control Centre) but has been extended to MCC (Maritime Control Centre) as well. The system needs to be upgraded.

Project	Description
New guest MITA Wi-Fi across major TM sites	A widespread installation of Guest Wi-Fi has been implemented on major TM sites. Thus, this involved the installation and configuration of new Aps and Wi-Fi controllers.
TM Licenses	Regulate and update TM licenses such as: Servers, Operating Systems and Sophos to reflect the actual number of users and hardware specifications.
Preventive maintenance & repair of the authority UPS main systems.	ICTD took the initiative in updating the UPS systems of all TM sites. All expired batteries have been replaced with new ones. In addition, a new contract has been created to assist in servicing these units. A new UPS that was installed in place of the one that malfunctioned at the Marsa site is now offline at Lija level -1.
QMS installation at Paola A3	At the A3 Offices, a new QMS (Queue Management System) system has been put into place following project clearance. This project aims to eliminate the noise and long lines, which will enhance customer satisfaction.
Fibre optic upgrades	Upgrading the fibre optic infrastructure in all TM sites including internal bandwidth for CCTV Systems and Corporate Infrastructure.
Co-ordinate the implementation of the new leased printers	Every TM site has been outfitted with new sops for the coordination of empty and full toners, along with new printer configurations. Activities have been carried out between my administration unit and the networks teams.
Upgrading the electric configuration of server room at A3 Paola and Lija level 2 main server room	This entailed installing 16-amp outlets, replacing house extensions, upgrading the UPS, and installing new power controllers.
Reviving Relight project	We took the initiative to revive the redlight project. New server has been configured, coordinated with various suppliers, and coordinated also the implementation of a new APN as well as the installation of the main application.
TCC (Traffic Control Centre) street furniture management migrated to ICTD – update GIS	A brand-new exercise that commenced in late 2022 and continued to go on in 2023. This exercise consisted of identifying the location, the current hardware configuration and types of all street furniture equipment including CCTVs, VMS and other electronic signage and related equipment. Regretfully, there was a dearth of data, equipment management, and status, which made it necessary to implement new standards and develop new processes and analyses. Eventually, the ICTD team will need to grow for it to provide this essential national duty of managing land and coastal enforcement more effectively. All gathered Data has been transferred to GIS.

Project	Description
ICT Support to various TM sites	Coordinate installation of in-house and remote hardware and software across the organization's sites including A3, Lija, Marsa, Floriana, Sa Maison and Pembroke.
Drafting of tender for the support of internal and external networks on various TM sites, including CCTV	Supplies and services tender for the delivery, installation and commissioning of a wired local area network and support services on the local area network infrastructure for Transport Malta. To differentiate between repairs and preventive maintenance, this tender has recently been divided into two parts. Tender has been put on hold.
Tender for the provision of Corporate Managed Services at Transport Malta	Drafting of tender for professional support within the ICT Directorate. The purpose of this tender is to engage a business partner to complement and support the Authority's ICT Corporate environment. Actual tender has been created, however, this has been put on hold.
CCTV Committee	Managed the CCTV Committee meetings to assess new CCTV Projects according to the GDPR needs. Setting up a new company to address the increase of CCTV camera requests.
CCTV Project – Maritime Enforcement	Several CCTV cameras were installed at key locations, like the Maltese Ports, to give the Maritime Enforcement Unit a wider coverage area.
ICT Support to various TM sites	Installed several CCTV cameras for the TCC (Traffic Control Centre) Project to monitor traffic at various sites, including the Marsa Flyovers Project and the new bridges.
Disaster recovery equipment	Data backups are being performed by ICT as part of the disaster recovery plan. After that, the tapes are kept at a library at a remote site to ensure that no data is compromised in the event of another cyberattack.
GIS update with CCTV (street furniture)	We took the initiative to update the current street furniture on the GIS with all the technical details of each component and connections.

Policy Coordination Unit & GIS

MRTU APP	Ongoing to be Finalised in May 2024	ICTD/Enforcement
<p>Introducing a fresh and user-friendly look and feel for the MRTU (Malta Road Traffic Updates) App that prioritises ease of use. This redesigned interface aims to provide a user-centric approach, providing a seamless and intuitive experience for users who rely on it for their daily commute.</p> <p>Transport Malta, through this app, can reach the end users in providing real time information on traffic flow, reporting of accidents and notify end users on any road works underway. The map incorporates real-time traffic alerts, ensuring that users are aware of any delays or congestions on their routes. This real-time information is directly provided and verified by the Control Centre of Transport Malta. Users can view colour-coded overlays on the map provided by Google Maps, indicating the possible current traffic conditions and potential areas of congestion. Users can also utilise the App to notify the Control Centre on heavy traffic and any accidents.</p>		

Communication Channel Platform	Ongoing - To be finalised in Q3/Q4 2024	ICTD/Engineering Section
<p>The Communication Channel Platform is integrating the various Traffic Light Controllers and Variable Messaging Systems that are currently deployed around the island. The aim of this Platform is to implement a common communication layer (wrapper) between the components in the system. Thus, we would receive data in real-time and organise all the Traffic Lights together with the VMS on one platform which ultimately shall feed the Intelligent Transport System.</p>		

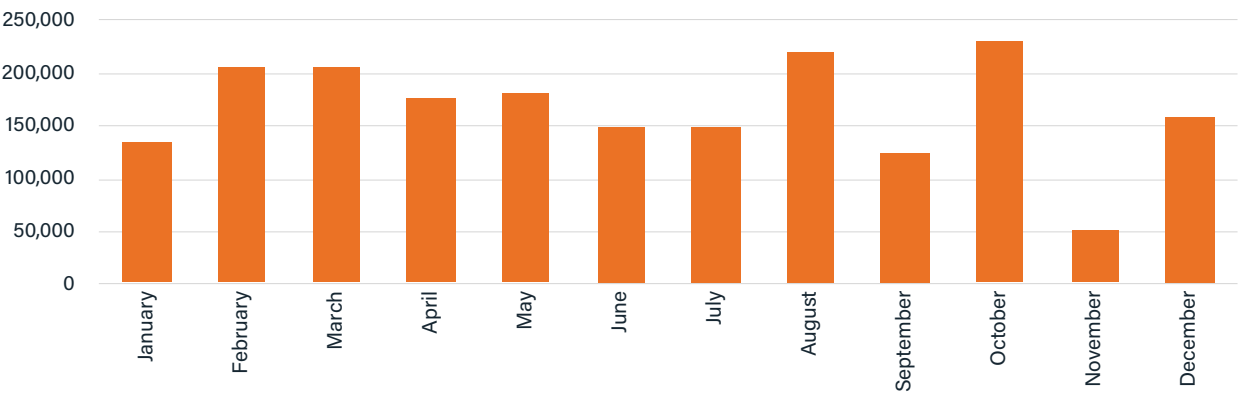
Temporary Traffic Management (RPS)	Initialised to be Finalised in Dec 2024	ICTD / Chairman’s Office
A technology rewrite of the current Road Permitting System which involves planning and implementing measures to ensure the safe and efficient movement of vehicles, pedestrians, and cyclists in and around temporary work zones or events. This system includes signage, barriers, cones, and flaggers to redirect traffic, create detours, or establish safe zones around construction sites or special events. The goal is to minimise disruptions and keep everyone on the road safe.		

Field Officers App	Deployed	ICTD/ITSD
Internally developed a Road Safety App equipping the Field Officers to capture geospatial data for road safety using a tablet directly in the field. Using location data, the Field Officers collect data from a Road Safety Inspection Checklist for the Ten T, Arterial, Distributor Road Network. This checklist includes road conditions, traffic flow, signage, hazards and other relevant information. The data is inputted directly into a central platform to be further analysed such as identifying high-risk areas, planning road improvements and implementing targeted safety interventions.		

The Administration Unit

The Administration Unit handles day-to-day administrative tasks which include, Telecommunication services which incorporate all mobile and landline data connections and fibre connectivity. Management of the ICT stores, stock reordering levels and inventory

of ICT assets. Renewal of contracts/licenses on all TM IT systems and the procurement of ICT hardware, and software and peripheral devices. Below is a table showing the monthly total amounts of Purchase Orders raised by the ICT Directorate during 2023.



ICT Directorate Purchase Orders - Monthly Total

The ICT department is eagerly looking forward to seeing a number of projects of national importance come into fruition during 2024.



Port Security Officer PSO

11



**National Maritime Security (Compliance and Monitoring Department – Designated Authority/
Department and the office of the Port Security Officer (PSO))**

Office of the Chairman and CEO

The year 2023, like the previous year, was once again marked by an increased level of geopolitical turmoil as seen in Israel, which stacked further episodes in the Middle East, adding further to the world tensions triggered by Russia's invasion of Ukrainian territory – a still ongoing saga in 2023. More than just the return of war to European soil, this crisis stacking manifested additional imbalances in the region, threatening maritime security harmony in the domain from the Mediterranean to the Black Sea and the Gulf of Hormuz / Indian Ocean. This situation brought to the fore Malta's dependence on maritime flows for our commercial and energy supplies. Maritime Security, freedom of navigation and, more broadly, the application of the law of the sea, were therefore once again at the core of Malta's core strategic concerns.

In the light of its functions as a regulatory competent authority office, during the year under review, the department was actively engaged in a constant review of existing Maritime Security laws and compliance regulations to ensure that these are in line with current international legislation and practices. This has included ongoing monitoring of the evolving

EU legislation and continuous research relevant to updates and developments pertaining to geopolitical risk assessments and the International and European Maritime Security. The Maltese maritime administration was placed under the onus of a national maritime security state inspection by the European Commission and the European Maritime Safety Agency (EMSA). It must be noted that no major non-conformities were registered during this week-long inspection, however several tasks as corrective actions were assigned to the national administration to follow-up.

In carrying out these tasks, the Maritime Security Compliance and Monitoring Department served as a research and monitoring unit which advised and assisted the Maltese Administration and national stakeholders in ensuring continuous harmonisation of maritime security provisions and initiatives through the established network of stakeholders. The continuation of these dynamics instigated devastating socio-economic effects in several countries of the Mediterranean region. This included increased criminal phenomena such as irregular displacement of people and illicit trafficking of people, arms and goods and other maritime related

crime including cyber and hybrid crime. It is for this reason that during this period, Transport Malta (as the Competent Authority for Maritime Security) prioritised its attention on such dynamics. Indeed, the Competent Authority for Maritime Security effectively increased its activities with all the relevant stakeholders so that the most appropriate measures for detecting security threats and taking preventative measures against maritime security incidents that affect our local ports, port facilities, and ships used in local and international trade were appropriately implemented.

During the period under review, the revision of several interventions under the Subsidiary Legislation 499.35 including a number of inspections, audits and seminars were successfully implemented. Apart from other duties, in 2023, this department as the Competent Regulator, through its inspectorate, has carried out several Port Facility security inspections on the twenty-four active port facilities and four designated port areas.

What was significant was that this crucial work, while mostly carried out backstage, effectively laid clear roadmaps and tracks that enabled the relevant Maltese Authorities such as Police, Armed Forces of Malta and Customs to proactively curb maritime crime and illicit activities in the ports and beyond, in a more effective, and coordinated and integrated approach. The Office of

the PSO continued its implementation of its oversight programme on Recognized Security Organisations (RSO) acting on behalf of the Government of Malta. This included the carrying out of audits in RSO offices, as well as meeting with all the RSOs to ensure that the relevant procedures and standards are always maintained. In conformity with legislation, regulations, and the department's digital Integrated Security Management System – Security Strategy and National Programme (including a dedicated Quality Management System), the office of the PSO provided an integral security system across Malta's four commercial ports and the respective Transport Malta Port Facilities.

During 2023, Ports and Port Facility cybersecurity awareness and preparation were given the top priority. This was another year of intensive activity, planning and systems design to generate awareness and collaboration with national and international stakeholders that assured a safe and secure environment in our ports and in this manner, aimed to consolidate an enhanced evolution of port security awareness.

The future for the activities of maritime security remains very challenging, as the winds of war continue raging and affecting the world's maritime corridors. The challenge during the year under review, therefore, was not just the matching of imposed international

regulatory requirements, mitigating known security vulnerabilities, and performing corrective actions, but to proactively generate the needed good practice in this growing core maritime transport function. This was achieved by synchronising activities coordinated with other law enforcement stakeholders such as the Police, AFM, Customs, CIPD / CSIRT Malta and CPD, amongst others. A lot of work remains to be done to achieve ever increasing and more effective interoperability in this complex and challenging domain.

Professor David Attard

Director and National Port Security Officer (PSO)

Maritime Security Compliance and Monitoring

Designated Authority Department and Inspectorate /

PSO Offices.

Office of the Chairman & CEO

Transport Malta



Port Facilities & Securities Office

12

The Port Facilities & Securities Office is made up of the PFSO (Port Facility Security Officer), Deputy PFSO, as well as the Ports Facility Security (PFS) personnel and administration.

The main role of the Port Facilities & Securities Office is to oversee the ports' security and its main activities.

The unit is also responsible for the below:

The unit is also responsible for the below.

- Development and control of the port facilities plans and assessments.
- Implementing and exercising the plan, as well as recommending and incorporating
- Modifications in order to correct deficiencies.
- Reporting of security occurrences within port facilities.
- Undertaking regular security inspections of the port facilities to ensure the
- maintenance of security measures.
- Conducting comprehensive security surveys of the port facilities.
- Enhancing security awareness and vigilance of the port facilities personnel.
- Ensuring that adequate training is provided to security personnel at the ports.
- Ensuring that standards for personnel responsible for the security of the port facilities are met.

- Ensuring that security equipment is properly operated, tested, calibrated, and maintained.

The unit is continuously seeking ways to improve operational efficiencies to make the port terminals safer. Security within the PFSO sites, namely Fuel Wharf, Boiler Wharf, and Flagstone Wharf is paramount and is a 24/7 operation. Regular Security Foot Patrols are effected at Flagstone Wharf, Boiler Wharf and Fuel Wharf. Each patrol takes about 20 to 25 minutes and these patrols amount to 1,520 per year. Controls include passport screening and identification, personal body and belongings searches, and vehicle searches. Personal checks are performed on ship crew, hauliers, technical professionals, and ship chandlers entering and exiting the ports. To this effect, the unit receives approximately 100 entry requests to port terminals daily, which amount to approximately 36,500 a year. 40% of Main Gate incoming and outgoing traffic is randomly searched.

The unit ensures its continuous systematic approach towards its operations, policies, and systems. The PFSO ensures that the staff is well trained and has introduced a rigorous method of assessment so that officials are fully compliant with industry standards and requirements.



Training, ISPS drills, and exercises

The unit follows the international ISPS (International Ship and Port Facility Security Code), which states that certified ports, ships, and terminals are obligated to train their staff through drills and exercises. 12 ISPS drills were conducted in 2023 in all 3 of the Transport Malta port areas, and included Ship stores delivery checking, Perimeter security patrols/CCTV, Security levels, ISPS knowledge questionnaire for our Port security officers, system usage, personal searches, vehicle searches, evacuation, and intruders. In September, we did the ISPS annual exercise subject, "Full port facility evacuation", including testing the port evacuation alarm system at Boiler Wharf. Another exercise was conducted at Fuel

Wharf in October with the subject, "Simulated security level Two". Another exercise was conducted at Flagstone Wharf in November with the subject, "Full port facility evacuation", including testing the port evacuation alarm system.

The purpose of carrying out any kind of drills and exercises in our port areas is to make our security personnel acquainted with ISPS present procedures. It also makes them familiar with new methods and equipment that are to be used during a crisis/emergency situation.



Marketing, Communications and Public Relations

13



The primary function of the Marketing Communications and PR Unit is to manage all external communications for Transport Malta. This involves regularly issuing press releases and media responses covering various aspects and functions of the Authority. The unit ensures that all formal communications related to the Authority's responsibilities are thorough, accurate, and processed through the appropriate channels before dissemination.

Additionally, the office arranges press conferences, both on and off Transport Malta premises, as well as conducts interviews and shares updates on social media platforms to effectively convey the Authority's messages to the public.

The unit plays a crucial role in coordinating the placement of advertisements and notices in the media, given the diverse activities within Transport Malta. This includes publishing notices for mariners, human resources vacancies, and tender notices.

Moreover, the Marketing, Communications and PR Office facilitates the participation of Authority representatives in various local television and radio programmes to provide additional information to the public on various topics of interest. The Authority remains committed to keeping the public informed through these media

channels. Responsibilities also extend to managing promotional activities within the Authority, covering participation in local and international exhibitions, the creation and distribution of multimedia content, advertising, and other promotional materials.

In 2023, Transport Malta actively participated in several events, both locally and internationally. Notable international events included the Monaco Yacht Show and major gatherings such as the European Business Aviation Convention & Exhibition (EBACE) and Posidonia, an International Shipping Conference held in Greece.

Furthermore, the Marketing, Communications and PR office championed various campaigns throughout 2021, focusing on creating awareness about specific aspects of transport in Malta. A primary objective of these campaigns is to promote a safer and more intelligent transport culture across all modes of transportation. Noteworthy campaigns in 2023 included:

1. Transport Grants campaign

Transport Malta promoted the launch of eight grants encouraging cleaner and more sustainable transport, as well as alternative modes of transport. A number of social media infographics were published on social media channels to promote these initiatives. The incentives include:

- Purchase of new and used plug-in electric vehicles and used electric vehicles;
- Purchase of new Category L vehicles including petrol bicycles and motorbikes;
- Retrofitting of dual fuel systems on heavy-duty vehicles with diesel engines and a scheme to incentivise auto gas-powered vehicles;
- Purchase of wheelchair-accessible vehicles to be used for the transport of passengers for hire or reward;
- Installation of approved photo-voltaic panels on passenger transport vehicles;
- Retrofitting of vehicles with the DPF and SCR Technology;
- Repowering of vehicles and motorcycles with an electric drive train.

2. Ingawdu l-baħar b'responsabbiltà

Running from June to September, the campaign aims to

enhance safety and responsibility at sea through events, educational programmes, and initiatives. Boaters, divers, and swimmers were encouraged to actively engage by adhering to safety guidelines, embracing sustainability, and respecting the marine ecosystem.

3. Winter Road Safety Campaign

Transport Malta has launched a comprehensive campaign emphasising the critical aspects of road safety during winter. With a focus on ensuring optimal vehicle performance in challenging weather conditions, the campaign underscores the importance of maintaining proper tire pressure and tread depth.

Additionally, the initiative placed a strong emphasis on safety measures by encouraging drivers to inspect and ensure the functionality of lights and brakes. The winter-specific campaign aims to raise awareness about the unique challenges posed by colder weather and slippery road conditions. By promoting regular vehicle maintenance and adherence to safety protocols, Transport Malta seeks to reduce the risk of accidents and enhance the overall safety of road users during the winter months.

Through a combination of social media posts, Transport Malta aimed to empower drivers with the knowledge and tools necessary to navigate winter roads safely. By

instilling a proactive approach to vehicle maintenance, the campaign strives to create a safer road environment for everyone during the challenging winter season.

4. Driving is no different

“Driving was no Different” played a pivotal role in Transport Malta’s overarching commitment to road safety. The national campaign enjoyed collaborative support from various key entities, including the Malta Road Safety Council, the Health Promotion and Disease Prevention Directorate, The Ministry for Transport, Infrastructure and Capital Projects, and the Ministry for Health. This multi-faceted support underscored the recognition of the collective effort required to address the complex issue of impaired driving.

Beyond the immediate focus on the perils of drink driving, Transport Malta’s winter campaign was part of a larger initiative to instill a sense of responsibility and mindfulness among road users. The campaign aimed to educate individuals about the broader concept that “driving was no different” from any other operation that demanded undivided attention and concentration.

The emphasis on responsible behavior during the festive season was paramount, with the campaign urging individuals to make informed choices and prioritize the safety of themselves and others. By taking a proactive stance against drink driving, road users contributed to creating a safer and more secure environment for everyone on the roads.



Ports Commercial

Ports Commercial’s primary role within the Office of the Chairman and CEO is the facilitation and enhancement of maritime trade and activities within ports, coastal areas and territorial waters also playing a strategic role in supporting services providing activities of a commercial nature for economic growth through the maritime industry. Ports Commercial is currently composed of 3 Units, mainly the Port Concessions Unit, the Moorings & Berthing Unit and the Asset Management Unit each of which having a specific function in terms of berthing and concession agreements, commercial operations, registrations, permits, planning, administration and management of port facilities.

Port Concessions Unit

The primary role of the Port Concessions Unit is the administration and contract compliance of the various port concessions and agreements and to

maximise on the Authority’s potential to generate revenue from port-related operations and services by developing commercial business opportunities through management of existing customer relations and potential new stakeholders. The Port Concessions Unit oversees and manages the Authority’s commercial operations, handles daily business issues and implements the Authority’s commercial plan, policies and development for the ports and facilities.

This Unit is responsible for the efficient management and monitoring of concessions, service contracts and other types of agreements in respect of port facilities and services. All contracts and agreements are periodically scrutinised with the objective of ensuring that contractual obligations are met and maintained by the contract holder. The Authority has in place service level agreements with port technical and nautical

service and maritime transport providers to ensure such port services are provided in an efficient, effective and professional manner. The performance of such service providers as well as the concession areas are monitored regularly through on-site inspections to ensure all obligations are duly met and services are provided in line with the provisions of the relevant service level and concession agreements.

During the year under review (2023), the Unit concluded and signed a total of 29 agreements, 3 of which were new berthing agreements, 18 for filming, 1 Exclusive Berthing Rights, 3 Facilities, 1 Provision for Transport and 3 Water Fun Parks.

The Port Concessions Unit currently manages a total of 64 agreements including 9 Port Concessions, 8 Marinas, 18 Berthing, 3 Public Service Obligations, 3 Service Level, 7 Exclusive Berthing Rights, 8 Storage, 3 Provision of Transport, 3 Facilities and 3 Water Fun Parks.

Moorings & Berthing Unit

The Moorings & Berthing Unit is responsible for the registration, renewals and transfers of moorings and managing, regulating and organising mooring and berthing areas in terms of the Mooring of Small Ships and Boats Regulations S.L.499.11 including the

management of leisure and commercial berths. The Moorings & Berthing Unit is also responsible for the management and development of quays, wharves, landing places and other marine facilities that fall within the remit and control of the Authority.

The Unit performs routine inspections of mooring and berthing areas ensuring compliance with regulations, policies and procedures in the interest of safety of navigation and the mooring arrangements and configuration of boats in the area. The Unit issues mooring permits in localities managed and organised by the Authority on the basis of availability of mooring spaces with continuous assessment and regularisation of mooring and berthing areas to ensure additional capacity and new available moorings and spaces being created, also managing the areas in a systematised and efficient way for the benefit of all seafarers, boat users and the public in general.

In 2023, a number of initiatives were undertaken by the Unit which included the part re-organisation and further regularisation of mooring sites and areas resulting in additional capacity and new available moorings and spaces.

The Moorings & Berthing Unit currently manages a total of 43 mooring and berthing areas in 29 different



locations around Malta for a total of 6381 moorings and berths. Mooring Areas include Anchor Bay, Armier, Bahar ic-Caghaq, Balluta, B'Bugia (7), Bugibba, Cirkewwa, Cottonera, Floriana, Ghar Lapsi, Gnejna, Golden Bay, Gzira, Kalkara, Marfa, Marsa/Marsamxett, Marsascala, Marsaxlokk (4), Mellieha (2), Mistra, Msida, Pieta', Qawra, Sliema, St Julians (3), St Paul's Bay, St Thomas Bay, Ta' Xbiex (2) and Xemxija (2). Berthing quays and areas include Pieta' (incl. Pontoon); Msida (incl. Pontoon); Marsaxlokk (incl. Pontoons); Gzira Lido; Gzira Gardens; Sliema Ferries and Dock 1 (Bormla). The Unit also manages 350 berths and moorings (incl. pontoons) in Mgarr Harbour (Gozo), 63 Commercial berths and berthing permits at Sliema Ferries, Bugibba Breakwater and Mellieha Tunnynet and a total 55 Leisure berths and berthing permits at Dock 1 Cospicua, Gzira Gardens, Sliema and Pieta.

Asset Management Unit

The Asset Management Unit is responsible for the management, administration, upkeep and orderly working practices of the Authority's quays, wharves and facilities in respect of commercial, operational, infrastructural and related matters in line with Dock Regulations. Thus, it manages the operations, planning, maintenance, and repair of berths and quays, to accommodate vessels of different sizes and to ensure optimal performance, safety, and efficiency.

The Unit operates in coordination with the Port Facilities Security Officer, TM Maintenance Dept and Infrastructure Malta for the management of assets related to ports and maritime infrastructure.

This Unit is also responsible for the management of the Authority's operated Marinas which, after the conclusion of the Gzira Marina privatisation process in 2020, now only comprises of the Dock 1 area.

The Unit currently manages a total of 16 quays, wharves and facilities at Boiler Wharf, Fuel Wharf, Church Wharf, Bridge Wharf, Flagstone Wharf, the Harbour Ferry and Fast Ferry Landing Places at Sliema, Marsamxett (Valletta), Lascaris (Valletta) and Cospicua, Sliema Ferries (Commercial and Leisure berths), Gzira Gardens (Leisure berths), Bugibba Breakwater (Commercial berths), Mellieha Tunnynet (Commercial berths), Pieta Quay and Pontoon (Leisure berths), Msida Quay and Pontoon (Fishing and Leisure berths), Marsaxlokk Quays and Pontoons (Fishing and Leisure berths) and the Gozo Quays and Pontoons (Commercial, Fishing and Leisure berths) in collaboration with the Gozo office.





Maintenance Department

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Slipways

All slipways around the islands fall under TM remit. Therefore, it is the responsibility of the Maintenance Department to commission studies, issue tenders and manage refurbishment projects. Such works are sub-contracted through the award of a tendering process. These interventions include excavation and the replacement of the concrete surface with prefabricated concrete slabs. Fenders, railings, mooring rings, wooden sleepers and all the necessary ancillary items are installed. These slipways are used by both fishing boats as well as leisure craft. Whilst in no way minimising the importance of the needs of the fishing community, whos’ livelihood depends in part on their possibility to launch their workboats, one must also bear in mind the ever-increasing number of leisure boats which depend on this facility to launch their boats every weekend to practice their hobby. Every effort is being done to repair, upgrade and maintain these slipways to accommodate the needs of both parties, whilst ensuring the safety of both mariners as well as their craft, especially during weekends and public holidays, when these facilities are mostly used.

During last year, the Maintenance department carried out interventions on various slipways. Works included re-surfacing and installation of wooden sleepers.

Quays

The Authority is also responsible for the upkeep and running of various quays. These include: Bridge Wharf, Boiler wharf, Flagstone wharf and Fuel wharf. The maintenance department installs and maintains all the equipment present on these quays. The list includes: lighting systems, CCTVs, fenders, quay deck and sea wall as well as the gate-houses, gates and fences. These wharves are a key element in the handling of ro-ro vessels, cargo and fuel supply ships. The smooth operation of these quays is a key element in the national security sphere. These facilities have to conform to ISPS standards in the sector, which ensure a level of quality and security in the services they offer.

Other quays are dedicated to passenger and cargo ferries, such as the ones at Mgarr Gozo and Cirkewwa, and the smaller ones, which are yet also of fundamental importance to the transport network, such as the ones at Bormla, Marsamxett, Lascaris, Sliema and Mgarr fast ferry service. These facilities include the same infrastructure as for the above-mentioned quays.

The Cirkewwa port facility offers a passenger terminal to the general public making use of the Gozo Channel Ferry. The Mgarr port also offers the use of a terminal. Without taking away any merit from the passenger terminals, due to the fact that the service offered by

Gozo Channel is essential for Gozo, it is vital to achieve business process continuity under any circumstances. The only exception made is when the sea is so rough that the vessels cannot handle the voyage in a safe manner. It is, therefore, of vital importance that the quays at both Cirkewwa and Mgarr are in good working order all the time. This means that fenders and ramps, which get damaged due to wear and tear or accidentally by the ship, must be repaired or replaced immediately to avoid service disruptions. Any disruption in service will mean that workers, students, patients and travellers do not make it on time to their destination in Malta.

The port of Mgarr also serves as the only facility in Gozo, which offers berthing and loading/unloading services to cargo ships. In this regard, apart from the above mentioned berthing facilities, the Maintenance Department is responsible for the upkeep of the lighting facilities. Of particular importance to this port, are the highmast lights, which illuminate the area, thus ensuring safety of passengers and cargo handlers. The lights in this area also consist of a considerable number of floodlights, which fall under the Department's remit as well.

The Bormla, Marsamxett, Lascaris, Sliema and Mgarr small passenger ferry berths and the fast ferry berths, which link Malta to Gozo are relatively new. These

ferries offer an alternative mode of transport, whereby passengers are urged to make use of these services instead of using their car, thus decreasing their carbon footprint. Here again, it is vital that the berthing facilities and passenger terminals are kept in tip-top condition.

In 2023, we took over the maintenance of the Bormla fast ferry terminal. The Maintenance Department also carried out repairs and upgrading works to the Valletta fast ferry terminal due to damages, which occurred under severe gregale storms that hit the Grand Harbour.

Navigational Aids

The Maintenance Department is also responsible for the installation and upkeep of navigational aids. These are a fundamental tool for the safe navigation of vessels. These vessels vary from very large cruise liners and cargo ships to the small leisure boats around the islands. These navigational aids include a large number of floating buoys as well as lighthouses. The buoys are lit by beacons, which are installed above the buoy structure. They also include radar reflectors which make these buoys visible on radars. Each buoy's colour and visual configuration has a different meaning, which all mariners are conversant with.

Whilst buoys are meant to direct vessels to specified areas, lighthouses are the first sign, which a vessel sees when approaching the islands. They have a luminous range of up to twenty nautical miles. When the captain of a vessel spots a particular lighthouse beacon, he can set the course of the ship in the desired path to approach the harbour he intends to get to.

Although today's ships are equipped with state of the art navigational systems such as GPSs and high definition radars, lighthouses and buoys give more piece of mind and are more trustworthy than any other system as they are a simple, yet effective means of signalling a fixed point on land.

The Maintenance Department makes sure that these are kept in good operational as well as visual order. It is needless to emphasise the level of importance of these assets to national security, as they are meant to avert vessel collisions with both other vessels as well as fixed structures, such as reefs and quays. The consequences of such events would be catastrophic to the nation as they could lead to oil spills and the loss of access to our harbours, not to mention the perils to human life.

During 2023 we upgraded the Ricasoli and St-Elmo breakwaters beacons with new, more reliable and visible led lights. An automatic power outage dial-up alarm

was installed so that Department officials get to know in real time whenever the mains supply fails, giving us a warning that the light in caption will extinguish within three days if not attended to immediately.

The self-contained navigational lanterns on various jetties and quay edges were also upgraded with newer, longer range and more reliable units.

Park and Ride Facilities

One of the initiatives, which Transport Malta took on board in an effort to urge private car owners to make use of public transport, was the introduction of Park and Ride facilities, whereby private car owners are offered a parking area next to the public transport station, from which they can be transported to their final destination.

The maintenance of the Blata L-bajda, Floriana, Pembroke, Marsa and Bugibba park and ride facilities also falls under TM's remit. The main assets in these sites are the lighting systems, which ensure the safety of commuters and vehicles roaming around the area after sunset. They also include public transport personnel quarters.

During last year, the department continued with the upgrading works of existing terminals lighting. Works

included the replacement of lighting with newer, more energy efficient and higher luminous performance.

Buildings and Office Premises

The Authority has offices at Marsa, Lija, Rahal Gdid, Pieta, Lascaris, Luqa, Tigrija Palazz Gozo and Mgarr Harbour. The Maintenance Department ensures the good upkeep of these buildings both from an aesthetic as well as the functional aspect of each. These buildings house all the peripherals and amenities, which are standard in today’s modern workplace, such as air conditioners LED lighting, sanitary facilities, office furniture, computer networks etc. These premises are kept in the best condition possible for the comfort of employees, which results in a better service offered by the Authority’s staff.

Msida Skate park

The network of underground, pedestrian tunnels below this facility is also maintained by the Maintenance Department. The assets in place include, CCTV system, railings and lighting. Such assets ensure the safety of hundreds of pedestrians who each day make use of this network of tunnels instead of risking their life crossing the heavily trafficked Msida Circus junction. The CCTV system is a deterrent from the execution of crimes and vandalism. The Department is committed to repair anything which somehow gets damaged, in an

effort to offer the best and safest service possible by this network.

At this site, the lighting and CCTV cameras were maintained on a regular basis as these are frequently vandalised by individuals whose intention is to carry out illicit activities within these tunnels. Works included the replacement of damaged camera and lighting fixtures, together with painting and plastering of walls and tunnels.

Radar Stations

Transport Malta also maintains the various radar stations around the Islands. These stations are the property of either Transport Malta or AFM. Initially, the installation of these radars was through a joint effort by the Authority and AFM, however, all maintenance issues are dealt with by TM’s Maintenance Department. These facilities include radars, intruder alarms, CCTVs and backup electric generators. One cannot emphasise enough the strategic importance of the continuity of the services which these sites offer to the security of our nation. Any fault is attended to immediately and the generators tested and topped up with fuel on a regular basis to make sure that power disruptions are kept down to not more than a few seconds until the generator automatically kicks in.

Security fencing was upgraded around various radar sites to improve the security of these assets, which form part of Malta’s coastal national security services.

CCTV Cameras

The Maintenance Department took the responsibility for the cleaning, maintenance and repairs of all the Roads, Ports, Harbours and Bays cameras. With immediate effect, two separate tenders for the Preventive Maintenance, Cleaning and Repairs of the PHB Cameras and Street Cameras respectively, were drafted and passed over to the Procurement Department to be issued accordingly. As a temporary measure until both tenders are issued and awarded, several CFQs are to provide the necessary support for the upkeep of said cameras.

Marsaxlokk and Mgarr Gozo Fishermen Pontoons

The Maintenance Department also takes care of the maintenance of a number of pontoons used by fishing vessels at the sites in caption. Tasks include the cleaning of ropes and chains, as well as the replacement of any part/s of these pontoons, together with their mooring tackle. These pontoons offer a secure berth to small craft and medium-sized vessels used for fishing. These craft are the livelihood of many families and, thus, their safety and security are given top priority. Facilities within

these sites were maintained and wherever possible, upgraded by replacing mooring chains, sinkers, and wooden decking.

Handing Over of Projects from Infrastructure Malta

The various major road and maritime projects being currently undertaken by I.M., when completed, are being handed over to the Maintenance Department for routine, preventive and corrective maintenance. The maintenance obligations include all services offered by these projects, such as CCTVs and lighting. It is the Maintenance Department’s objective to safeguard the long-term benefits derived from these projects by carrying out any necessary repairs.

Conclusion

The Maintenance Department has been offering its services to maintain the Authority’s fixed assets in the best possible condition for the past thirty years. Its main goal is to offer effective and efficient services and to ensure service continuity in its sector.



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