Welcome to Malta
Malta

- Area: $316\text{km}^2$.
- One of the smallest archipelagos in the world.
- One of the densest, with over 416,000 residents.
- Airport land area: $3.35\text{km}^2$ i.e. 2% of the island (approximate).
- The islands are located at a crossroads between Africa and Europe.
- 93km south of Sicily & 288km north of Libya.
Some Statistics

- 416,055 population.
- 239,987 licensed vehicles.
- Ratio of 0.6 vehicles per person.
- MIA: 3.5 million passengers.
- MIA: 97% of all tourist arrivals.
- MIA: c. 25% of Malta’s GDP.
- MIA: 5,000 employees.
- MIA: 1,000 parking spaces.
Traffic Growth/Car Ownership

- Current Car Ownership
- Saturation Level
- Previous Car Ownership
- Current Growth Rate
- Predicted Car Ownership
- 2020 Prediction
Notes:
- Statistics for public transport and drop-off not readily available.
- The high proportion for taxi/hotel services is due to the high number of tourist passengers.
- Most employees use private transport to access the airport.
Current Situation

• Malta International Airport (MIA):
  - Destination Airport (airport type);
  - 3.5 million passengers (2011);
  - 28,022 flights - (2011);
  - c. 90% of passengers are tourists;
  - Employment: MIA – 300;
      Airport based – 5,000;
  - Distance from MIA to Valletta c. 7km.
Towards CO2 Neutrality

Shorter-Term Options:
- Reducing energy loss from sliding doors which open every time someone just walks by.
- Using LPG for heating water for wash hand basins.
- Car-sharing initiatives for employees of various operators.
- Asking the various maintenance organizations, flying schools and possibly MATS to come up with their own energy saving initiatives.
Longer-Term Possibilities:
- Installation of PV panels in open areas.
- Shuttle services serving various hotel clusters (e.g. St. Julian's Sliema, Bugibba/Qawra and Mellieha).
- Extending the bus service
- Exploiting the benefits of the Blue Med FAB project.
Surface Access

- New dedicated bus routes & express services connecting to main tourist destinations (introduced July 2011).
- Dedicated parking for tourist coaches/hotel transfers at terminal exit.
- Taxi rank outside arrivals area.
- Dedicated car parks for self-drive cars.
- Possibility of private pick-up/drop-off outside terminal (short-stay attended parking).
Specific Goals for Malta

- To establish C02 baseline (tender process).
- Aim towards a significant modal shift from private to public transport.
- The introduction of a GTP for the airport.
Structure of Study Visit

• To the address the specific local issues previously identified, in line with the aims of the D-Air project.
• Presentations and discussions aim to balance between the regulatory and operational.
• Require input/feedback from participants, sharing experiences and possible suggestions for addressing Malta’s issues