



Transport Malta



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# D-Air Project

## *Malta Study Visit*

- February 2013 -



# Malta

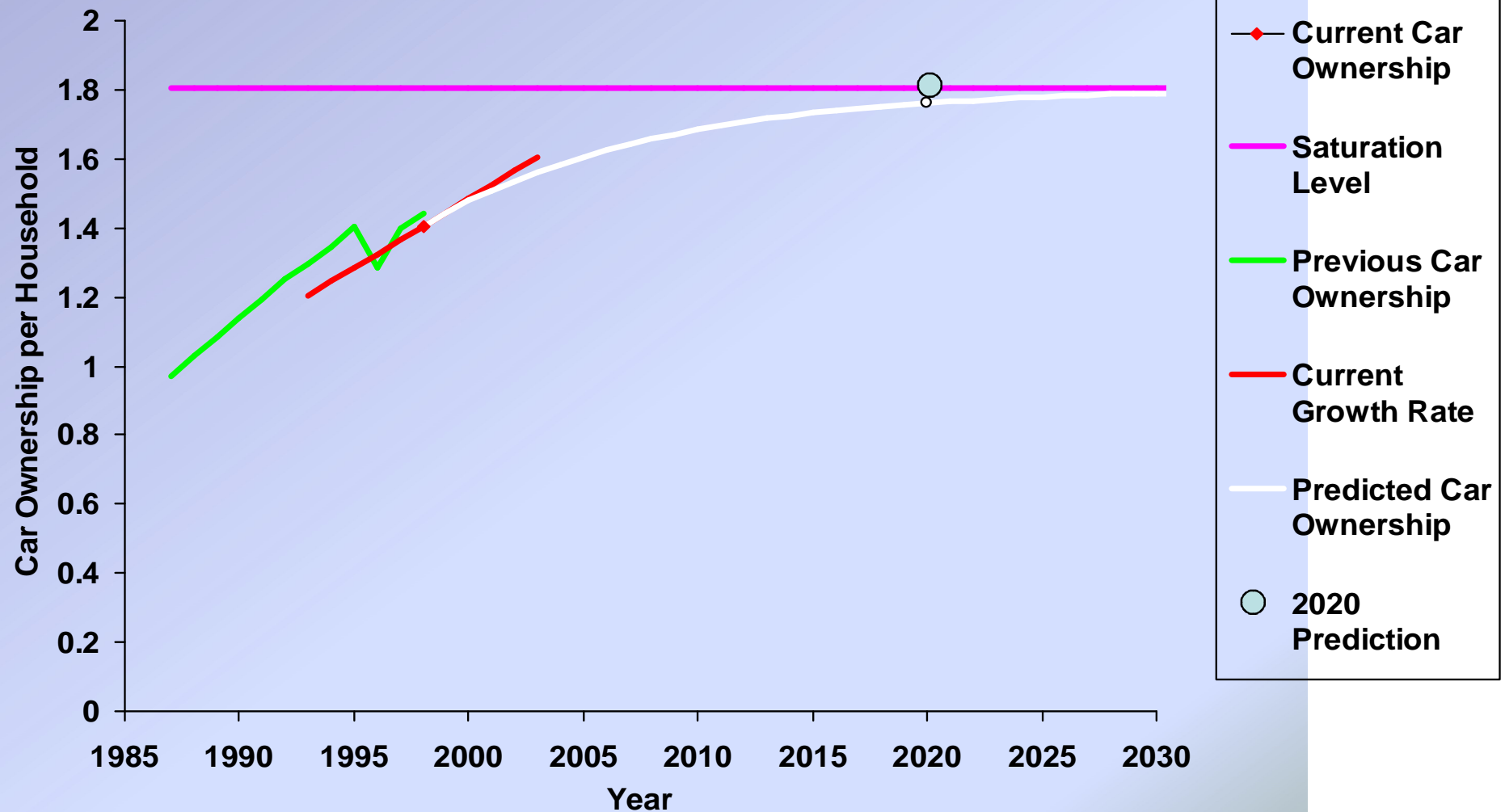


- Area: 316km<sup>2</sup>.
- One of the smallest archipelagos in the world.
- One of the densest, with over 416,000 residents.
- Airport land area: 3.35km<sup>2</sup> i.e. 2% of the island (approximate).
- The islands are located at a crossroads between Africa and Europe.
- 93km south of Sicily & 288km 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



Type of transport, passengers	Modal split (%)
Private car, drop off	(0)
Private car, parked	35
Taxi + hotel shuttle service	65
Train	0
Travel agencies	0
Public bus	(0)
Other	0

Type of transport, employees	Modal split (%)
Private car	79
Carpooling	14
Train	na
Bus	6
Other	1

### 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 CO2 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





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