



TRANSPORT MALTA  
**Annual Report**  
2022





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# Executive Summary

**Joseph Bugeja** Chairman & CEO  
End Date: 2nd June

**Brigadier Jeffrey Curmi** Chief Executive Officer  
Start Date: 6th June

## Merchant Shipping Directorate

As of the end of December 2022, the number of ships registered under the Merchant Shipping Act was 9,336, for a total gross tonnage of 84.1 million. Malta maintains its position as the largest register in Europe and the sixth largest in the world in terms of gross tonnage. The Directorate has also further strengthened its presence in the superyacht sector. Positive results were once again achieved in the registration of superyachts under the Malta flag. In 2022, the Malta flag registered another record increase of over 6.5% over the previous year in the registration of superyachts over 24 metres in length under the Merchant Shipping Act, with over 1,058 superyachts flying the Malta flag.



## Ports and Yachting Directorate

In 2022 the Ports and Yachting Directorate continued with its regulatory role in managing and coordinating the maritime operations which took place within ports, internal and territorial waters of Malta. Other than this it had undertaken various tasks that were aimed to promote the efficient use of our ports and maritime facilities. Additionally, the Directorate continued to provide support and technical assistance to other Directorates within the Authority and to a number of Government organisations. The above ensured the achievement of the right balance in the use of our waters for leisure and commercial operations.

Throughout the operational year the Ports and Yachting Directorate was consulted on projects related to the maritime industry which, amongst others, included the fast ferry service operating between the Grand Harbour in Valletta and the Mgarr Harbour in Gozo, that is intended to improve connectivity between the two islands and promote a modal shift. In addition, the Directorate provided support to Infrastructure Malta in relation to maritime infrastructural projects and advice on the Grand Harbour Clean Air Project, which will allow ships to connect to the electrical system and turn off their engines as soon as they arrive in the harbour.

During the year under review, the Unit within PYD responsible for matters relating to maritime pollution and incident response, responded to more than 50 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 same unit was also involved in the organisation of a pollution response exercise, MALTEX 2022, in collaboration with EMSA (European Maritime Safety Agency) as part of their network of pollution response

vessels and Equipment Assistance Service available to Member States.

In 2022, the Ports and Yachting Directorate participated in a number of EU funded projects, some of which were initiated during the year under review, whilst others were initiated prior to the year or came to an end during the year. Most of the EU Projects and initiatives in which the Ports and Yachting Directorate is involved, dealt with pollution and incident response.

During the year under review, the Port Operations Department within the Ports and Yachting Directorate continued with the development of the new system, tmSW, being developed by Slovenian Company Actual IT Solutions, tmSW is aimed to simplify and harmonize the exchange of information between port service providers and Government Departments. Additionally, 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.

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. Another important task undertaken by the MHO during 2022 was the production of Electronic Navigation Charts (ENC), which are submitted to IC-ENC and after verification will be released for sale.

During the year under review several Agreements and legislation were reviewed and drafted, including transposition of EU and International legislation. This included the finalisation of the proposed amendments to the provisions of the Warrants of Arrests on ships in the Code of Organisation and Civil Procedure and a new legal regime regulating ship agents.

## Civil Aviation Directorate

### Aviation Matters and Aircraft Registration

A new unit which reflects the business oriented and efficient approach of the Authority regarding the needs of the constantly growing aviation industry has been introduced into CAD, whilst 206 aircraft were registered, most of them falling under Wizz Air Malta and Malta Air.

The functions and duties of CAD are the following:

The Civil Aviation's risk management is a well-established discipline in the aviation industry today.

The functions of the Civil Aviation Directorate 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.

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

aircraft registration service. Owners and lessors have very strong rights and self-help measures in case of default over and above particular lessor-specific rights granted under the Cape Town Convention Aircraft Protocol.

2022 was the second full year of Malta implementing the EASA drone regulations, with further UAS Operator Registrations as well as remote pilot licenses for both A1/A3 and A2 subcategories obtained through TM-CAD. CAD issued the first light UAS operator certificates to:

SwissDrones, which is a leading manufacturer and operator of long-range unmanned helicopter systems designed to replace manned helicopters for safe and cost-effective aerial intelligence gathering in surveillance, linear inspection and search & rescue missions beyond visual line of sight;

Dronamics, which aims to be a middle-mile cargo delivery airline using the BlackSwan UAS.

As an Authority, the Civil Aviation Directorate (CAD) has always valued the importance of aviation safety and plays key role in our growth strategy.

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 with European legislation and international standards. Although safety is a topic which is of paramount importance within the CAD, the SCU is a completely independent unit which enables it to maintain the required autonomy, since it is entrusted to handle notices of confidential safety issues and concerns, which are retained as classified and only discussed with the relevant experts. The post-pandemic recovery and operating environment has introduced new operational risks which need to be countered by new mitigations to ensure safe operations for all stakeholders. Maintaining 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, and



these are distributed amongst stakeholders.

Regulation (EU) 376/2014 refers to whom occurrence reports should be made, what should be reported under the mandatory and voluntary reporting scheme, and the collection, storage, and protection of information, amongst other things.

In 2022, the SCU analysed slightly more than 5,700 reported events.

It is important to mention that the most common event category does not necessarily constitute the highest safety risk. Furthermore, such data categories contribute in identifying risks and address realistic Safety Performance Indicators and Targets by the respective operators/organisations.

The State Safety Programme (SSP) 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. The State Plan for Aviation Safety in Malta (SPAS), is a planning document which 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.

The Malta Aircraft Register reached 762 aircraft as of the end of 2022. It has witnessed another boom year with the advent of two major airlines registering their aircraft in Malta, as well as movement of aircraft from international lessors following repossessions or repositioning of aircraft.

The Airworthiness Inspectorate (AI) carried out around 105 on-site audits of Part-CAMO, Part-CAO organisations, Part-145 aircraft maintenance organisations, and Part-147 aircraft maintenance training and examination organisations.

The following AOC (with related CAMO approvals and AOL) were issued in 2022:

- Eurowings Europe (MT-71),
- Challenge Air Cargo (MT-72),
- Sparfell Malta (MT-73).

By the end of 2022, Wizz Air Malta, registered 27 aircraft on the 9H- register and plans to register an additional 45 aircraft by the end of June 2023.

The Personnel Licensing Unit (PELU) managed a total of 1,563 pilot licences, where 271 were newly issued in 2022.

The PEL Unit regularly conducted theoretical examinations. A total of 2,600 attestations were issued up till 2022.

The Flight Operations Inspectorate certified 3 new Operators in 2022, with a total of 45 Air Operating Certificate (AOC) holders at the end of the year.

The inspectorate conducted over 300 audits and inspections, which resulted in 918 findings.

The year 2022 saw an almost complete recovery to pre-COVID-19 numbers for airport traffic departing or arriving in Malta and for enroute aircraft traffic flows in the Malta Flight Information Region (FIR).

The Air Navigation Services (ANS) and Aerodromes (ADR) stakeholders, through a well-planned back to normal operations scheme, were able to ensure that safety standards and operational efficiency remained high.

The Air Transport Regulation Unit (ATRU) assumes the International and European Affairs functions of the Civil Aviation Directorate (CAD) and provides continues support to the Director General for Civil Aviation and CAD Units.

The ATRU ensures that Malta's aviation interests are defended and advanced in the development of international and EU regulatory frameworks.

## Land Transport Directorate

The Land Transport Directorate continued its activities as regulator of land transport throughout 2022.

2021 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, and alternative technological solutions to the current internal combustion engine (ICE) system. No single measure would be enough by itself.

In this regard, Transport Malta has launched several incentive packages, including cash grants to promote the uptake of electric vehicles. 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 **€14 million**.

The Directorate continued its effort to recover licence arrears, bringing closure to 1,739 cases, with a total recovered revenue of €420K. The total Government revenue collected from vehicle registration tax amounted to €28.4 million, a total of €21.7 million in VAT and an increase by €3.2 million when compared to 2020, from €78.4 to €81.6 from the annual circulation licence fees. The total revenue is of €131.7 million.

A total of 16,816 practical driving tests for various categories were processed and carried out, together with hundreds of other more specialized tests. Moreover, 1,626 Customer Care exams, 391 CPC Initial Tests and 2,108 CPC Periodic certifications were conducted. The number of new driving licences issued amounted to 7,732, whilst 26,546 were renewed. Another 17,939 licences were subject to changes, withdrawals, and/or exchanges.

Scheduled Public Transport passenger trips showed signs of recovery during 2021, with an overall increase of 4% when compared to the previous year. Recovery was stronger from the month of April whereby during the period April to December a 30% increase was registered over the same period during the previous year. The Free Public Transport Measure was expanded further to include persons aged 70 years and over. Just under 70,000 different persons benefitted from this measure. Among themselves they generated 7.258 million trips. Travel Card holders rose to 450,000 and 86% of all passenger trips were conducted using Travel Cards.

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## CEO's Message

Transport Malta is dedicated to thriving in a constantly changing landscape, seeking practical solutions to new and existing challenges. While transportation may seem straightforward, it can quickly become complex and volatile when multimodal transport is involved. It serves as a crucial element of the supply chain by placing careful planning and precise execution at the forefront of every decision and prioritizing Environmental, Social, and Governance (ESG) concerns. Furthermore, we must remain acutely aware of the reality of climate change, which can lead to extreme weather conditions that may disrupt transport networks, strain infrastructure, and endanger the safety of communities and the public. To achieve success, we must combine our expertise, consolidate our resources and policies, and focus on implementing short, medium, and long-term measures to sustain our daily routine and promote good order. To gain financial stability, the Authority must prioritize the implementation of a robust regulatory framework. This framework will serve as a foundation upon which the Authority can build with stakeholders and ensure a positive trajectory for the future.

We strive to maintain an open dialogue with our entire workforce, industry, stakeholders, and the public - working together to ensure that we make the right decisions to move forward and to inspire a brighter future for all.



## CHAIRMAN'S MESSAGE

As we reflect on the past year's achievements, it is my privilege to present Transport Malta's Annual Report, highlighting the significant progress we have made in several key areas. Underpinning our efforts were two overarching goals: investment in digitalization and reducing our carbon footprint, as well as a strong focus on enhancing human resources. Furthermore, our commitment to sustainable public transport remains unwavering.

### **Investment in Digitalization**

Transport Malta recognizes the pivotal role of digitalization in revolutionizing the transport industry. Our notable strides in this domain include the Maritime Ship Registration Digitalization (MSD) exercise, which has transformed the ship registry system. By streamlining processes and leveraging cutting-edge technologies, we have improved efficiency, transparency, and accessibility for ship owners and operators.

Moreover, Transport Malta acknowledges the importance of embracing digitalization across the organization. We have



embarked on a comprehensive transformation plan to modernize our internal processes and systems. This entails reevaluating our existing systems, such as those used by the Land Transport Directorate, and identifying areas for improvement and change. By leveraging digital technologies and innovative solutions, we strive to enhance our operational capabilities, increase productivity, and deliver optimal services to the public.

### **Reducing the Carbon Footprint**

Climate change is a global concern that requires immediate and concerted action. Transport Malta is committed to minimizing its environmental impact and contributing to the reduction of carbon emissions. One of our key initiatives in this regard is the adoption of electric vehicles for Authority use. By replacing traditional fuel-powered vehicles with eco-friendly electric counterparts, we are taking significant steps towards creating a greener and more sustainable transport system. This transition not only reduces greenhouse gas emissions but also enhances the quality of air and promotes public health.

By incorporating electric vehicles branded with the TM logo, we are leading by example, demonstrating our commitment to sustainable practices. These electric vehicles serve as a visible reminder of our dedication to reduce carbon emissions and inspire others to follow suit.

### **Investment in Human Resources**

At Transport Malta, we recognize that our people are our greatest asset. To foster a culture of excellence, we have invested in strengthening our human resource capabilities.

In addition, we have established a Legal Department to provide expert legal advice and guidance, ensuring that Transport Malta operates within the framework of the law. This department enables us to address legal challenges proactively, minimizing risks and safeguarding our operations.

Furthermore, we have taken steps to strengthen our Audit Department, enabling thorough assessments of our internal processes and controls. This ensures that our operations remain efficient, effective, and aligned with industry standards.

To enhance our procurement processes, we have reinforced our Tender and Procurement Unit. By adopting transparent, fair, and competitive procurement practices, we strive to maximize value for money and ensure the integrity of our supply chain.

Lastly, we have implemented robust risk management practices to identify, assess, and mitigate risks across the organization. This proactive approach allows us to address potential threats and seize opportunities effectively.

### **Public Transport**

Transport Malta remains committed to providing sustainable and efficient public transport solutions. Our introduction of electric buses into the public transport system is a testament to this commitment. These eco-friendly vehicles not only reduce carbon emissions, but also offer a quieter and more comfortable ride for passengers. Through strategic partnerships and ongoing investment in electric infrastructure, we aim to expand our fleet of electric buses, contributing to a greener and more sustainable future for Malta.

## Road Safety and Enforcement

Transport Malta has enhanced road safety and enforced stricter regulations on vehicles, with particular focus on Y-plates and electric scooters (escooters). Recognizing the need to address emerging challenges in the transportation landscape, Transport Malta has introduced comprehensive reforms to Y-plate regulations. These changes aim to ensure more responsible and law-abiding behavior among young drivers, while also promoting safe practices on roads. Additionally, the increased enforcement on Y-plates and escooters seeks to curb instances of non-compliance and improve overall road discipline. By closely monitoring and enforcing adherence to these new measures, Transport Malta is steadfast in its commitment to foster a secure and efficient transportation ecosystem for all citizens and visitors alike.

## Malta Aviation Policy

In January 2023, Transport Malta presented the recent changes to the Malta Aviation Policy for the period 2023-2030. These transformative amendments mark a significant step forward in the aviation sector, aiming to bolster Malta's position as a key player in the global aviation industry. Among the notable changes, the policy introduces comprehensive sustainability measures, incorporating eco-friendly technologies and practices to reduce the environmental impact of aviation operations. Furthermore, the adoption of cutting-edge air traffic management systems and digital technologies enhances safety, efficiency, and airspace capacity.

The policy also focuses on fostering innovation and collaboration, inviting private investments and partnerships to drive economic growth in the sector. By promoting regulatory flexibility and ensuring passenger-centric services, Transport Malta endeavors to position Malta as a leading aviation hub in the Mediterranean region, catering to the needs of both domestic and international travelers while adhering to the highest safety standards.

## Looking Ahead

As we move forward, Transport Malta remains steadfast in our pursuit of digitalization, sustainability, and the empowerment of our human resources. We will continue to leverage technology, embrace innovation, and adapt to the evolving needs of the transport industry. Together with our stakeholders and partners, we will strive to build a resilient, efficient, and sustainable transport system that serves the needs of Malta and its citizens.

The Authority will also be establishing a Good Governance Unit to ensure adherence to best practices, ethical standards, and regulatory compliance. This unit will play a pivotal role in promoting transparency, accountability, and effective decision-making throughout the organization.

I extend my deepest appreciation to the entire Transport Malta team for their dedication, hard work, and unwavering commitment. It is through their efforts that we have achieved the milestones outlined in this report. I also extend my gratitude to our stakeholders, partners, and the public for their continued support.



# Transport Malta Administration



## Chief Officers

**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

**Mr Ivan Sammut**

Registrar General of Shipping & Seamen - Merchant Shipping Directorate

**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





# Deputy Chief Officers

**Mr Donald Gouder**

Deputy Chief Officer - Strategy & Corporate Services Directorate

**Ms Sylvana Bartolo**

Deputy Chief Officer - Civil Aviation Directorate

**Capt. Fritz Farrugia**

Deputy Chief Officer & Deputy Harbour Master - Ports & Yachting Directorate

**Dr Ivan Tabone**

Deputy Chief Officer - Merchant Shipping Directorate

**Mr Gilbert Agius**

Deputy Chief Officer - Land Transport Directorate



Members of the Board  
of Transport Malta



**In the period between August 2022 and December 2022, the Board Members of Transport Malta were:**

**CEO**

Brigadier Jeffrey Curmi

**Chairman**

Mr Michael Callus

**Deputy Chairman**

Mr Christian Sammut

**Board Secretary**

Mr Ludgard Scicluna

**Members:**

Ms Mariella Agius

Ms Lara Azzopardi

Mr Matthew Chetcuti

Mr Victor Dimech

Mr Luca Gatt

Mr Godwin Grech

Mr Jason Mangani

Mr Joe Mizzi

Mr Lian Pace

Ms Celine Vella





## 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.





## Corporate Social Responsibility

Transport Malta has always strived to contribute to the betterment of society, both directly and indirectly. Throughout the years the Authority has helped promote and sustain several events, causes and activities that were not directly related to TM's core business. The reason for this is simple - TM is not just a faceless Authority, but is made up of people, it cares about people and the community at large. Apart from caring for the social aspect, we also strive to put forward initiatives which have an intrinsic environmental value. Last year, TM actively participated in the preparations and promotion of the Papal visit to Malta, helped organise sports marathons, and led information and outreach sessions and lectures in schools with post-secondary students to act as mobility ambassadors so that teenagers are involved in open discussions on sustainable mobility, public transport, and road safety, amongst other activities. Other stakeholders were addressed via other initiatives and events and the reason was to be inclusive and considerate of everyone.

Our commitment is a genuine effort to help address the challenges faced by our community and individuals in their time of need.

In 2022, through its operations and because of TM ethos, we focused on strengthening certain values towards our community. This was possible because there was an increased effort to address the themes of transparency and consistency. In doing so, TM continued with its unwavering support in its philanthropic efforts and geared up to address environmental issues.

### Transparency

The annual reporting of TM operations is mandatory and is presented to parliament. TM also publishes the T21 magazine with the aim to inform the public of any activities and initiatives TM is involved in. Furthermore, to provide more accessibility and information to the general public, TM promotes the events and activities it participates in on its social platforms. Information is disseminated in various media and targets different stakeholders and target groups in the effort to make the motives behind business operations clear to the public.

### Customer centricity

As a regulator, TM is entrusted with the betterment of policies that ultimately provide added value to its customers. For this reason, more services are being digitalised to provide more convenience to clients and to lessen unnecessary travel. E-services and the introduced chatbot provided for consistency to thrive and work towards greater customer satisfaction.

### Environment

The EU is a very important stakeholder, and decisions at supranational level have a cascading effect and trigger the necessary change. TM works closely with this important stakeholder and makes use of EU funds where necessary to augment and improve the services offered to clients. TM will make use of Just Transition Fund 2021-2027 to readdress the dependency of heavy fuel and gas oil in Maltese ports, particularly in the Valletta Grand Harbour and Malta Freeport.

It is TM's belief that operations should lessen environmental impact and efforts that favour reducing carbon footprint are being prioritised. The ultimate beneficiaries here will be the environment itself and the community at large, who will have a better quality of life because of the corporate push towards a healthier environment.

### Philanthropy

TM has always provided an unwavering and consistent contribution to L-Istrina. We do believe that being a consistent partner to the Community Chest Fund is important, as we believe that these values resonate strongly with ours – that is, creating a more caring society to those in need.



## Main Objectives and Policies

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

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

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

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



# Merchant Shipping Directorate



## Functions and Duties

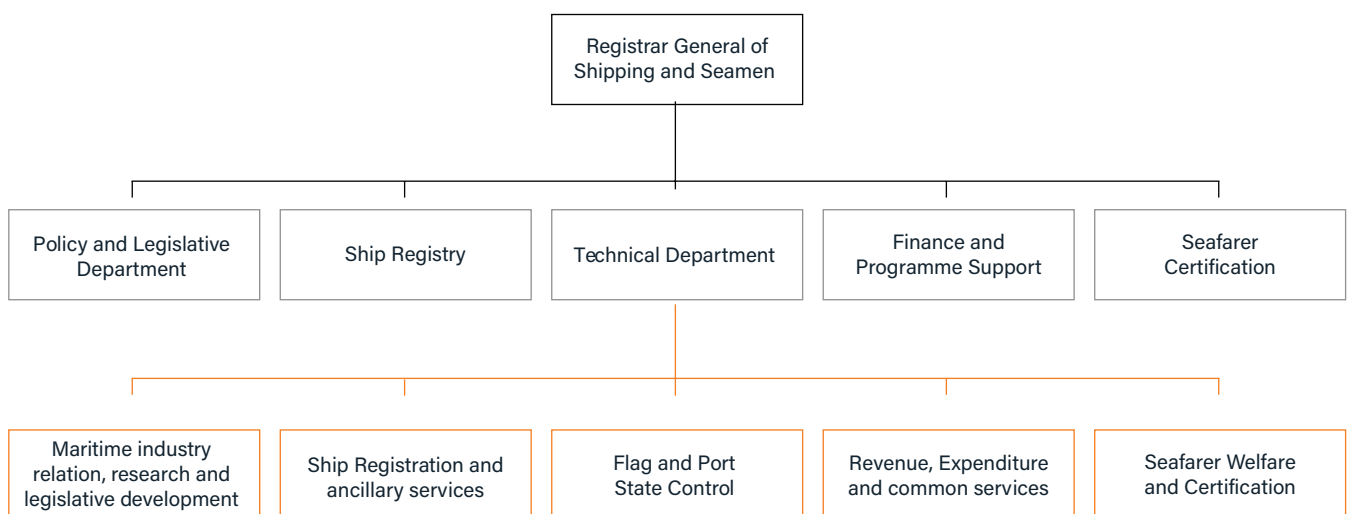
The functions and duties entrusted to the Merchant Shipping Directorate in terms and in pursuance of the provisions of the Authority for Transport in Malta Act are to regulate, control and administer all matters related to merchant shipping and marine pollution prevention and control provided for under the Merchant Shipping Act and other related legislation, including ship and yacht registration under the Malta flag and their technical performance with regard to safety and pollution prevention and 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 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 for regulating and controlling 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 regard to Maltese ships, a unified approach and a comprehensive service.



Capacity building is an ongoing process. Efficiency and effectiveness are augmented by specialisation and training, the introduction of new systems and methods, the further 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 resource has become acute, with some of the existing staff leaving to take up appointments with the private sector. As yet, recruitment does not match replacement 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 and familiarisation visits in Malta and abroad. The programme is financed both by funds of the Authority and 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. At a time when the Directorate and the industry were recovering from the COVID-19 Pandemic, in the beginning of 2022, the war in Ukraine started, which led to the adoption of a series of restrictive measures against Russia, including the Russian maritime industry, which was a leading industry player.

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, the Directorate made its utmost to ensure that workable measures are adopted.

During the period under review, the Directorate continued with the process leading to the introduction of more electronic services aimed at enhancing cohesion and more timeliness in the services provided. With the progress in digitalization, further digitalized services are being introduced. The electronic fleet management system is the main tool used by the Directorate to assist with daily ship registration operations and the issue of all certificates of registry.

In 2022, the Directorate continued with the preparatory work required to deploy 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 the European and international level.

Building on the success of the previous years, the Merchant Shipping Directorate again secured funding under Regulation (EU) 2021/240 of the European Parliament and of the Council of 10 February 2021 establishing a Technical Support Instrument. The aim of this preparatory project was to carry out detailed analysis of the operations conducted by the Directorate in order to inform the design and development of the remaining modules of the Maritime Digital Platform, having already completed a similar analysis for a Data and Document Management System in 2021. The project commenced and was completed during the year under review. Following much analysis, research, mapping and co-creation workshops with both internal and external stakeholders, the conclusion of this project marks the end of the preparatory phase which had commenced back in 2018.

Further to the funding secured in October 2021 under the Recovery and Resilience Facility, the implementation of the project entitled Digitalisation of the Merchant Shipping

Directorate, also being referred to as the Global Project, has now fully commenced. This project shall implement in practice the various components of the digitalised system as envisaged and build on all the preparatory work that was conducted in the previous years. The time limit allowed for the full implementation is up until end 2025.

During 2022, the Directorate successfully procured four contracts that represent a major step forward in the implementation of the Digitalisation of the Merchant Shipping Directorate Project. These include a thirty-six-month service contract which shall scan and digitise the entire Ship Registry Archives, which include files of all vessels registered with the Malta Flag since the inception of the Ship Register, as well as a contract which will design, develop and deploy a Document and Management System. In the meantime, further procurement processes are underway to secure the expertise, services, software and equipment required to bring the digital transformation to fruition.

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

The implementation of simplified processes and the introduction of electronic solutions will improve existing work practices, increasing the efficiency and effectiveness of the Directorate in a more sustainable manner. The new procedures and system should reduce the workload and eliminate existing gaps which 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 2022, the Directorate has further consolidated its consultations with the industry and stakeholders both locally and internationally. This is usually done through initiatives such

as holding workshops, participation in trade visits and through bilateral discussions with several important maritime nations. The year under review saw the Merchant Shipping Directorate organising a number of technical seminars in Piraeus to meet its strategic partners in Greece, with the aim to exchange views on pertinent developments impacting the shipping industry.

Once again, the Directorate has participated in the yearly Monaco Yacht Show exhibition and the 27th edition of Posidonia 2022 held in Piraeus, Greece. The Merchant Shipping Directorate has also taken a leading role in the hosting of the third edition of the Malta Maritime Summit organised between the 3rd and 7th October 2022. The Summit was organised with the aim of creating a forum where the industry can voice its views on contemporary issues, which have a direct or indirect impact on its operation. Such issues include decarbonisation sustainability, digitalization, and job creation in the Maritime sector. The summit has also featured the first edition of the Malta Maritime Awards.

In July 2022, the Directorate was also the leading partner together with the Malta Chamber of Commerce and the Malta Maritime Law Association in organising the first ever Malta Superyacht Symposium. The Symposium kickstarted the process leading to the adoption of the first ever National Yachting Policy. Whilst highlighting the successes achieved in recent years in the superyacht sector, it was an opportunity to chart the future with the aim of further consolidating Malta's position as a leading yachting jurisdiction.

Following certification by the Malta Competition and Consumer Affairs Authority (MCCAA) as having in place an ISO 9001:2015 quality management system, the Directorate went through a surveillance audit in June 2022. 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.

During 2022, 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 process 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 Climate Change challenges.

According to a report of the International Maritime Organisation (IMO), shipping accounts for nearly 3% of worldwide CO2 emissions, and projections are that emissions would continue increasing 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 has 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.

In 2022, the Malta flag has achieved QUALSHIP 21 Certification status by the US Coast Guard (USCG) for the first time in its history. Such recognition reaffirms the flag's status and commitment for quality, safety, and confidence. This result follows the positive achievements in the Tokyo MoU and Paris MoU rankings. In fact, the Ship Registry has been ranked as one of the top 20 performing Flag States in the white list of the Paris Memorandum of Understanding (MoU) flag performance list of 2022.

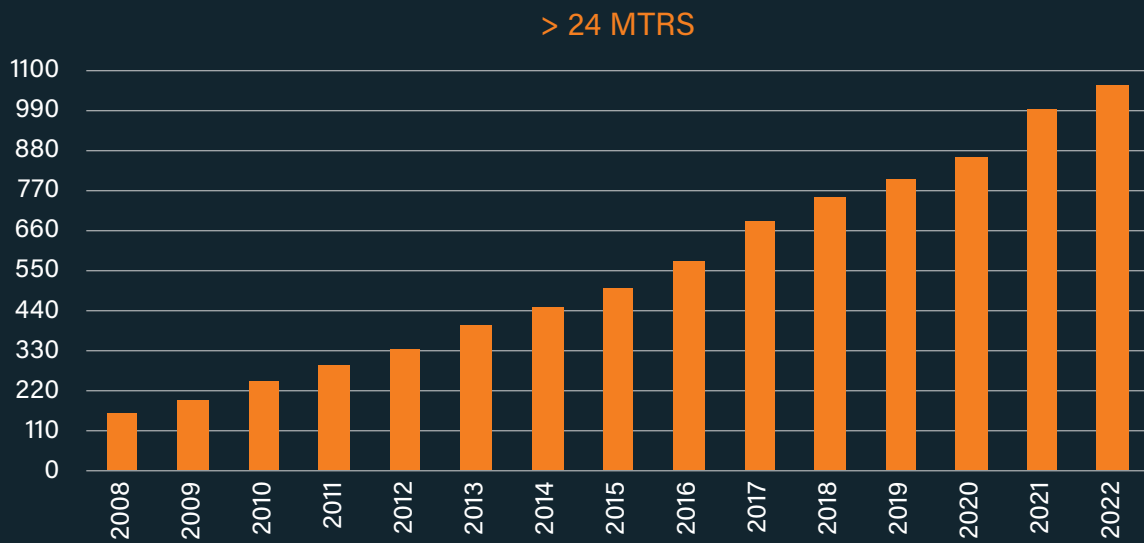
## Registry of Ships

Between January and December 2022, 872 vessels totalling a gross tonnage of 9,528,988 were registered under the Malta flag, while cancellation of registry was effected in respect of 796 vessels with a total gross tonnage of 11,536,677.

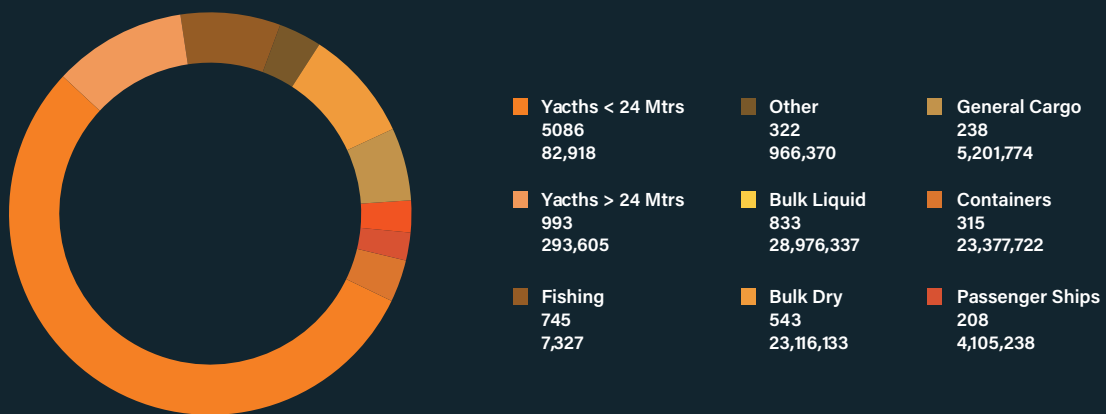
As at end December 2022, the number of ships registered under the Merchant Shipping Act was 9,336 for a total gross tonnage of 84.1 million. Through the ongoing efforts of the Merchant Shipping Directorate and the shipping community, Malta has maintained its position as the largest register in Europe and the sixth largest in the world in terms of gross tonnage.

The average age of all vessels registered during this same period was 11.9 years and 10 years for ships of a gross tonnage of 100 and over. The average age for deletion of registry was 18.8 years, with ships of a gross tonnage of 100 and over averaging 17 years. The average age of vessels a gross tonnage of 100 and over registered as 31 December 2022 was 14.6 years.

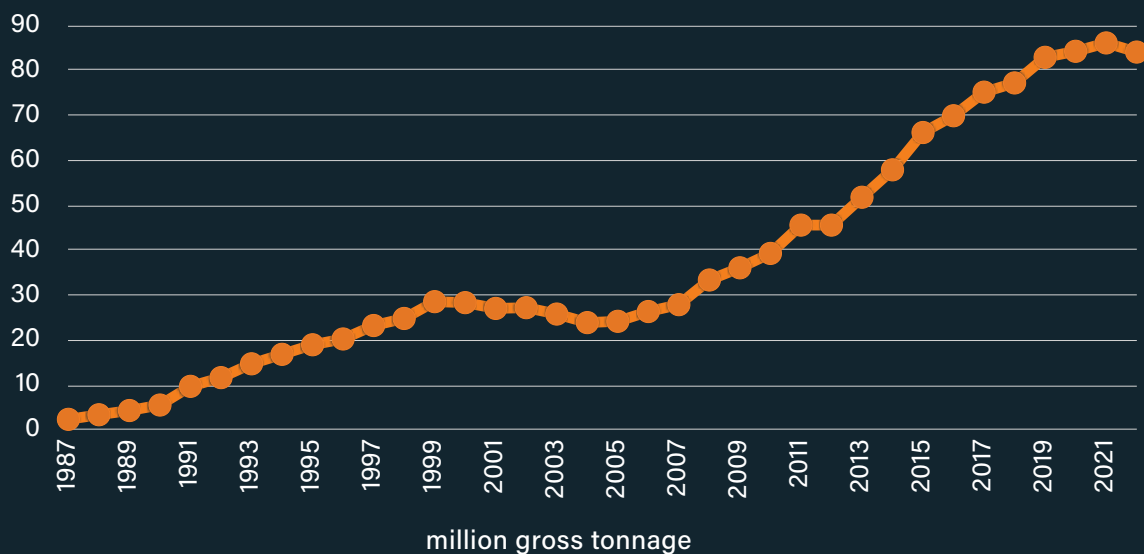
The Directorate has also further strengthened its presence in the superyacht sector. Positive results were once again achieved in the registration of superyachts under the Malta flag. During 2022, the Malta flag registered another record increase of over 6.5% over the previous year in the registration of super yachts over 24m in length under the Merchant Shipping Act, with over 1,058 super yachts flying the Malta flag.



Super Yachts Registered under the Merchant Shipping Act as at 31 December 2022



Vessels by Type Registered under the Merchant Shipping Act as at 31 December 2022



### Flag State Control

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

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

The Directorate continued to conduct random 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 effected on the specific instructions of the Directorate. The results and the performance of the inspectors and the inspections are closely monitored by the Technical Department. Since this activity is part of the monitoring process that is the responsibility of a Flag State Administration, as a rule, inspections are conducted at TM's expense.

Between January and December 2022, 1,111 inspections (42,487,085 gross tons) were carried out in 283 ports in 47 different countries worldwide. The Directorate detained 32 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 substantially improved the monitoring capabilities of the Directorate and the

overall performance of the Maltese fleet. Without in any way diminishing the importance of an ever-increasing awareness amongst shipowners and seafarers of the need for quality shipping, the flag State control regime has been an important contributing factor towards the reduction in the rate of detentions of Maltese ships in foreign ports.

Although no official figures have yet been released by the Secretariat of the Paris Memorandum of Understanding on Port State Control, the detention rate for Maltese ships in ports covered by the Memorandum for calendar year 2022 can be provisionally quoted as 3.3% which would reaffirm Malta's place in the MoU's white list.

### Port State Control

It is the responsibility of the Directorate to ensure, as much as possible, that ships leaving Maltese waters on international voyages, irrespective of flag, are being maintained in accordance with the required international standards.

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

Between January and December 2022, 193 foreign flagged

ships were inspected. This represents 26% of the total number of foreign merchant ships entering Maltese ports. Detention orders were issued in respect of 3 vessels of different nationalities.

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

### Ship Casualty Investigation

During the period under review, 178 occurrences were received by the Directorate. As is the policy of the Directorate, an investigation was 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 within 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.

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

### Maritime Radiocommunication Services

During the past year, the Directorate continued to render maritime radiocommunication services to its client base.

During the period under review, 2,617 radio licences were issued. These included Operational and Non-Operational Provisional ship radio licences, permanent GMDSS ship radio licences, including their amendment and renewal (for SOLAS vessels), Operational and Non-Operational Provisional ship radio licences, and permanent Non-GMDSS ship radio licences, including their amendment and renewal (for non-SOLAS vessels).

The Directorate is also responsible for the approval of Accounting Authorities and Point of Service Activation entities 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 of the training and certification of seafarers engaged on Maltese ships. By end December 2022, the Directorate had processed over 338,725 applications from officers serving or wanting to serve on Maltese ships for the issue of endorsements attesting the recognition of their certificate of competency issued by a foreign Administration. Of these, 20,154 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 198





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approved STCW courses and 24 non-STCW courses. During the period under review, the Directorate has approved 1 new maritime training provider and 9 new maritime training courses. Furthermore, 30 maritime training courses were re-approved.

During 2022, the Directorate organised 21 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, 3 Revalidations for Certificate of Competency were issued for an Officer in Charge of an Engineering Watch, 12 new Certificates of Competency were issued as Officer in Charge of a Navigational Watch and 17 revalidations, 10 New Certificates for Chief Mate and 1 Revalidation, 3 New Certificates for Master Mariner and 5 revalidations, 23 New Certificates for Officer in Charge of a Navigational Watch on Yachts less than 3000 GT and 6 revalidations, and 3 New Certificates for Master on Yachts less than 500 GT / Chief Mate on Yachts less than 3000 GT. Moreover, 39 GMDSS General Operator Certificates of Competency together with 5 revalidations, 6 revalidations of GMDSS Restricted Operator Certificate, 128 VHF-SRC certificates, 696 PSCRB Certificates, 211 FRB Certificates, 18 EDH Certificates, 90 SSO Certificates, 26 Engineering Watch Rating Certificates, 27 Navigational Watch Rating Certificates, 3 Electro-Technical Rating Certificates, 20 Able Seafarer Certificates, 107 Security Awareness Training Certificates, 52 Designated Security Duties Certificates, 364 Advanced Fire Fighting Certificates, 213 Medical First Aid Certificates, 113 Medical Care Certificates, 3,095 Seaman Record Books, 37 Basic Tanker Training Certificates, 33 Advanced Tanker Training Certificates, 1,135 Basic Safety Training Certificates, 10 Certificates for Seafarers Engaged On Ships Operating in Polar Waters, 68 Certificates for Seafarers Engaged On Board Ships Subject to the IGF Code, 50 Master of Yachts less than 200 GT, 143 Recreational

Skipper, 41 Accredited Engine Course, 84 Yachting Record Books, 1 seaman card, and 490 attestation letters were issued.

#### International Relations and Participation

The reality of a Register that is among the largest in the world increases the responsibility Malta has to meet its international commitments and to actively participate in international shipping fora. The heavy involvement of Directorate officials at these meetings is imperative for Malta to achieve its key objectives relating to maritime safety, security, protection of the environment and the safety and welfare of seafarers.

The Directorate maintained close contact with international governmental and non-governmental organizations, the functions of which are related to its duties and responsibilities, with the international shipping press, with organisations and individuals who provide services on behalf of Malta's maritime Administration, such as Maltese Embassies and Consulates abroad, the Malta Ship Registry Office in Greece, recognised classification societies and the appointed inspectors, and with various sectors of the shipping industry, particularly ship owners, managers and financiers, maritime Administrations, and representatives of seafarers.

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

During the year under review, various bilateral discussions were held with third countries to further foster cooperation in the maritime field. This has also led to the conclusion of a number of bilateral agreements.

Malta has continued to further enhance its active involvement in the work of the International Maritime Organisation (IMO), the United Nations' specialized agency for maritime safety, security and the protection of the environment from pollution from ships. Directorate officials actively participated in practically all IMO fora. Although most of the negotiations were still held virtually, as of September 2022, IMO Meetings are being held in Hybrid Form. Thus, during the period under review, Merchant Shipping Directorate officials participated both virtually and in-person, in meetings of the IMO Council and in the work of the Legal, Marine Environment Protection, Maritime Safety and Technical Cooperation Committees and that of other Sub-Committees.

In July, Malta celebrated the 33rd Graduation Ceremony of the IMO International Maritime Law Institute. During the graduation ceremony, Malta bid farewell to 55 students from 36 States who were awarded the Diploma in International Maritime Law, the Master of Laws Degree in International Maritime Law, the Master of Humanities in International Maritime Legislation and the Magister Juris Degree in International Maritime Law.

The year under review, with the coordination of Senior Directorate officials, also saw the relocation of the UNEP/IMO regional Office of the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) to new and modern office facilities that are fully funded by the Authority. The aims and objectives of REMPEC are to assist Mediterranean coastal States in ratifying, transposing, implementing and enforcing international maritime conventions related to the prevention, preparedness and response to pollution from ships. This is of particular importance to Malta, in view of the island's strategic geographic location in the middle of the Mediterranean Sea.



## 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 debates 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 2022, the focus of EU legislative development remained on the negotiations of the Fit for 55 package, which 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. Several of these proposals have a direct impact on maritime transport, and therefore the Directorate has been actively engaged in consultations with stakeholders, as well as setting out positions to be taken by Malta during the negotiations on this package of proposals.

The main proposals that concern maritime transport are the following: the proposal for a Regulation of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport and amending Directive 2009/16/EC (FuelEU Maritime); the proposal to amend the EU Emissions Trading System (ETS) (in respect of inclusion of maritime transport in the EU ETS); the proposal for a Council Directive Restructuring the Union Framework for the Taxation of Energy Products and Electricity; and the proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure.

During the year 2022, 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), through its participation in the Administrative Board. EMSA operates in the areas of maritime safety, maritime security and prevention of pollution by ships. The said Agency organises events for stakeholders during which they are trained, informed and piloted to achieve better standards in their areas of operation. Amongst other things it also oversees operations in the cases of oil slicks and also manages the EU Identification and Tracking of vessels (LRIT) data centre which covers more than 10,000 EU-flagged ships. Directorate officers have participated in various training sessions and workshops on the implementation of EU maritime legislation organised by EMSA.

As a follow up to a remote audit on EU passenger ship safety legislation carried out in February 2021 by EMSA, during April 2022 a team from EMSA conducted an onsite visit of the Directorate in order to complete the audit of Malta's implementation of the following legislation: Directive 2009/45/EC on safety rules and standards for passenger ships; Directive 98/41/EC on the registration of persons sailing on board passenger ships operating to or from EU ports; and Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships.

In view of Russia's invasion of Ukraine in February 2022, the said year was marked with the imposition of restrictive

measures in respect of actions undermining or threatening the territorial integrity, sovereignty and independence of Ukraine. Eight packages of sanctions have been adopted by the EU in 2022, many of which having a direct bearing on shipping. To this effect, the Merchant Shipping Directorate, in collaboration with the Sanctions Monitoring Board, was engaged in both the discussions leading to their adoption and 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 structured dialogue, exchange of best practices and coordination, thus providing the opportunity to discuss practical issues that could be encountered in the implementation of various pieces of EU maritime legislation covering environmental issues. The forum also held several discussions to contribute towards the work of the IMO Marine Environment Protection Committee, particularly in developing measures for improving the energy efficiency of ships. The Directorate also participated in various other meetings, including the Maritime Directors meeting, which brought together high level officials from maritime administrations to discuss the development of EU maritime policy.

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

### International Conventions and Legislative development

In 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.

The Directorate has continued consultations with the MMLA in order to review the Merchant Shipping Act and consider possible amendments to address provisions that may be outdated or are in need of review towards overall improvement and clarification of the relevant provisions of the said Act.

In 2022, 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 carrying out 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 Directorate has continued its active involvement in the ongoing work aimed at implementing the IMO Initial Strategy for the Reduction of GHG Emissions from Ships. The 79th Session of the IMO Marine Environment Protection Committee (MEPC 79) reaffirmed its commitment to adopt a revised IMO GHG Strategy, in all its elements, including with a strengthened level of ambition, continue its work on identifying the candidate GHG reduction measures to be developed as a priority as part of a basket of measures consisting of both technical and economic elements by MEPC 80 in accordance with the Work Plan, and undertake a comprehensive impact assessment of the basket of candidate measures ahead of their adoption in accordance with the Work plan and the revised Procedure for assessing impacts on States.

This is clear evidence of the environmental conscience that the Administration has. It worked hand in hand with the industry to identify ways how the stringent environmental standards are met with the aim of improving the environmental impact of the shipping industry and making it more sustainable.

Of particular relevance to Malta is the adoption by MEPC 79 of amendments to designate the Mediterranean Sea, as a whole, as an Emission Control Area for Sulphur Oxides and particulate matter, under MARPOL Annex VI. In such

an Emission Control Area, the limit for sulphur in fuel oil used on board ships is 0.10% mass by mass (m/m), while outside these areas the limit is 0.50% m/m. The amendment is expected to enter into force on 1 May 2024, with the new sulphur limit taking effect from 1 May 2025. The designation of the Mediterranean Sea as a sulphur emissions control area is expected to bring about significant health benefits, particularly for island and coastal communities, as well as increased environmental protection.

Moreover, the Directorate continued to actively participate in the ongoing work within UNCITRAL with respect to the development of an international instrument regarding the Judicial Sale of Ships. The draft instrument on the judicial sale of ships that was being discussed by UNCITRAL Working Group VI has its origins in a proposal by the Comité Maritime International (CMI) for future work on cross-border issues related to the judicial sale of ships. The process culminated on 7 December 2022, when the United Nations General Assembly adopted the United Nations Convention on the International Effects of Judicial Sales of Ships. The General Assembly authorized a signing ceremony for the Convention to be held as soon as practicable in 2023 in Beijing and recommended the Convention be known as the "Beijing Convention on the Judicial Sale of Ships".

The Convention is expected to provide legal protection for purchasers of ships sold by judicial sale, while safeguarding the interests of shipowners and creditors. It does this by providing uniform rules that the clean title acquired by the purchaser of the ship will be recognized internationally, while requiring a certificate of judicial sale only to be issued if certain safeguards are met, including notification of the shipowner, creditors, and other interested parties.

### Notices issued by the Merchant Shipping Directorate

During 2022, the Directorate continued to issue Notices to disseminate information, expound on procedures and communicate the parameters for the exercise of discretionary powers. For the first time the Directorate has introduced the circulation of Commercial Yachting Notices. The Directorate, which is also responsible for the registration of yachts under the Malta flag and all matters related to commercial yachts, will henceforth use its Commercial Yachting Notices as the main method of communicating any matter that it wishes to bring to the yachting industry's attention. In total, eleven Merchant Shipping Notices, four Technical Notices, four Information Notices and ten Commercial Yachting Notices were issued, as per below list:

#### Merchant Shipping Notices

- Medical fitness certificate
- Restrictive measures in response to the situation in Ukraine
- Navigation in Black Sea region in view of the escalating situation
- Contact details of the Merchant Shipping Directorate
- Authorised Classification Societies
- Minimum Basic Wage
- Guidelines on the issue of a Maltese Seaman's Record Book
- Recognition of non-Maltese certificates of competence for service on Maltese ships
- Training and certification of crew engaged on yachts and workboats (International voyages)
- Implementation of the International convention on standards of training, certification and watchkeeping
- Promulgation of the Merchant Shipping (Training and Certification) (Amendment) Regulations

#### Technical Notices

- Unified interpretation relating to the International Ballast Water Management Convention
- GPS Week Number Rollover for JRC equipment
- Vessels operating on biofuels and blends thereof
- A unified interpretation aimed at reducing NOx emissions - Engine family concept



### Information Notices

- Port State control concentrated inspection campaign on STCW 2022
- Netwave Systems BV VDRs (NW6000)
- Lithium-ion battery fires onboard vessels
- National and Public Holidays 2023

### Commercial Yachting Notices

- Issuance of Commercial Yachting Notices
- Commercial Yachts Extended Range Tender Guidelines
- Minimum Basic Wage
- Battery Charging Storage on Commercial Yachts
- Training and certification of crew engaged on yachts and workboats (International voyages)
- MS Notices applicable to Commercial Yachts
- Commercial Yacht - Pleasure Yacht Changeover Guidelines
- 9 GHz radar requirements for yachts less than 300 GT
- Medical stores on Commercial Yachts
- Alternative fuel and bilge lines used on commercial yachts less than 24m

## 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

## Aviation Matters and Aircraft Registration

During 2022, CAD introduced a new unit, The Initial Certification and Business Development Unit. This unit reflects the business oriented and efficient approach of the Authority to the needs of the constantly growing Aviation industry.

2022 has also been a record year for the Maltese Aircraft register as the aviation sector continued to build on the successes of the previous seven (7) years. 206 aircraft were registered, where most of them fall under Wizz Air Malta and Malta Air. In addition, the Flight Operations Inspectorate certified three (3) new Operators in 2022, with a total of 45 Air Operating Certificate (AOC) holders at the end of the year.

## Functions and Duties

The Civil Aviation's risk management is a well-established discipline in the aviation industry today.

The functions of the Civil Aviation Directorate 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.

## Aircraft Leasing Malta

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

Made qualifying declarations	147
Score	93
Category	Very High

## Drones

2022 was the second full year of Malta implementing the EASA drone regulations, with further UAS Operator Registrations as well as remote pilot licenses for both A1/A3 and A2 subcategories obtained through TM-CAD. The year saw the issue of the first Maltese Light UAS Operator Certificates (LUCs), namely Swissdrones Malta Ltd. (MLT-LUC-001) and Dronamics Europe Airlines Ltd (MLT-LUC-002). SwissDrones is a leading manufacturer and operator of long-range unmanned helicopter systems designed to replace manned helicopters for safe and cost-effective aerial intelligence gathering in surveillance, linear inspection and search & rescue missions beyond visual line of sight, and Dronamics aims to be a middle-mile cargo delivery airline using the BlackSwan UAS. In July, the unit also hosted an EASA UAS official for a workshop/meeting with the LUC holders. Interest was also expressed from UAS manufacturers/operators, as well as eVTOL and Innovative Air Mobility manufacturers/service providers wishing to test or set up operations in the Maltese islands.



## Safety and Compliance Unit

As a National Authority, the Civil Aviation Directorate (CAD) has always valued the importance of aviation safety and this plays a key role in our growth strategy. Aviation in Malta cannot develop 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 with European legislation and international standards. Safety has always been and will remain the highest priority to aviation service providers and stakeholders, and hence the SCU plays a crucial role within the industry. Although safety is a topic which is of paramount importance within the CAD, the SCU is a completely independent unit which enables it to maintain the required autonomy, since it is entrusted to handle notices of confidential safety issues and concerns, which are retained as classified and only discussed with the relevant experts.

Aviation activity in 2022 pursued its steady path of recovery. While travelling numbers are still not at pre-pandemic levels, the aviation industry is on a positive trend in passenger, business, as well as cargo operations. Nevertheless, the post-pandemic recovery and operating environment has introduced new operational risks which need to be countered by new mitigations to ensure safe operations for all stakeholders. To this end, the SCU was monitoring any new safety-relevant trends and participated actively with EASA counterparts, Member States, and internal CAD oversight inspectors.

Maintaining 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, and these are distributed amongst stakeholders.

## 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 a means to ensure that occurrence reporting is used as an additional tool to proactively identify safety concerns, the SCU strengthened its working coordination with aviation stakeholders and the Maltese Bureau of Air Accident Investigation (BAAI).

In 2022, the SCU analysed slightly more than 5,700 reported events. Any report classified as a Mandatory Occurrence Reporting (MOR) is evaluated to better identify the risks and risk score, 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 repetition of such event.

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 in identifying risks and address realistic Safety Performance Indicators and Targets by the respective operators/organisations.

## State Safety Documentation

During 2022 the SCU reviewed and updated as necessary all State-safety related documentation, namely the State Safety Programme (SSP) and the State Plan for Aviation Safety in Malta (SPAS). The former serves as the master document of all safety activities that must be performed by the State, together with regulations and directives declared by the

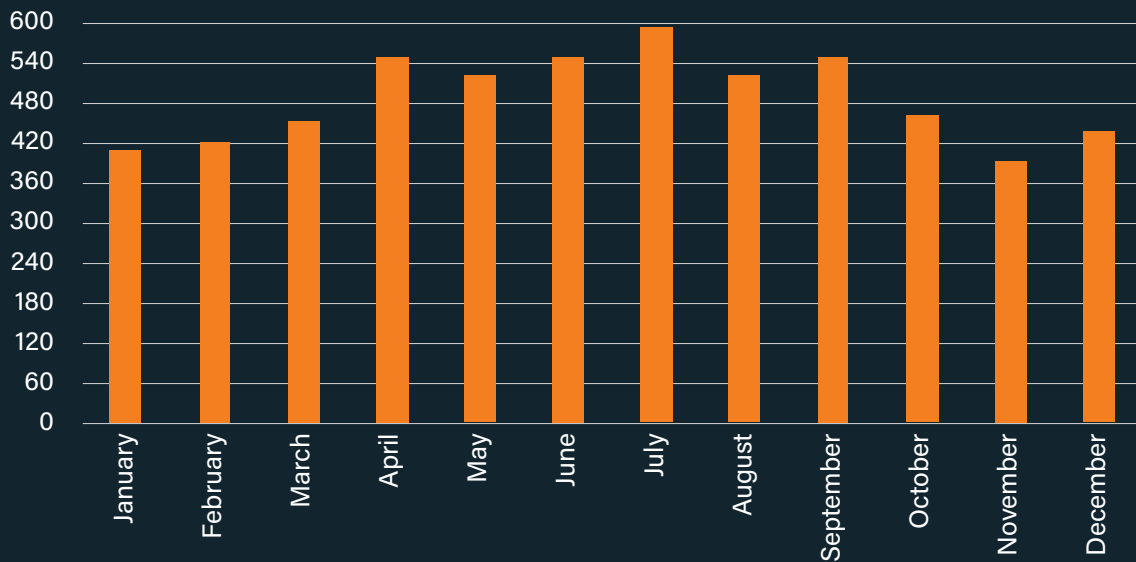


Figure 1 – Reported events submitted to TM-CAD in 2022 (monthly)

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

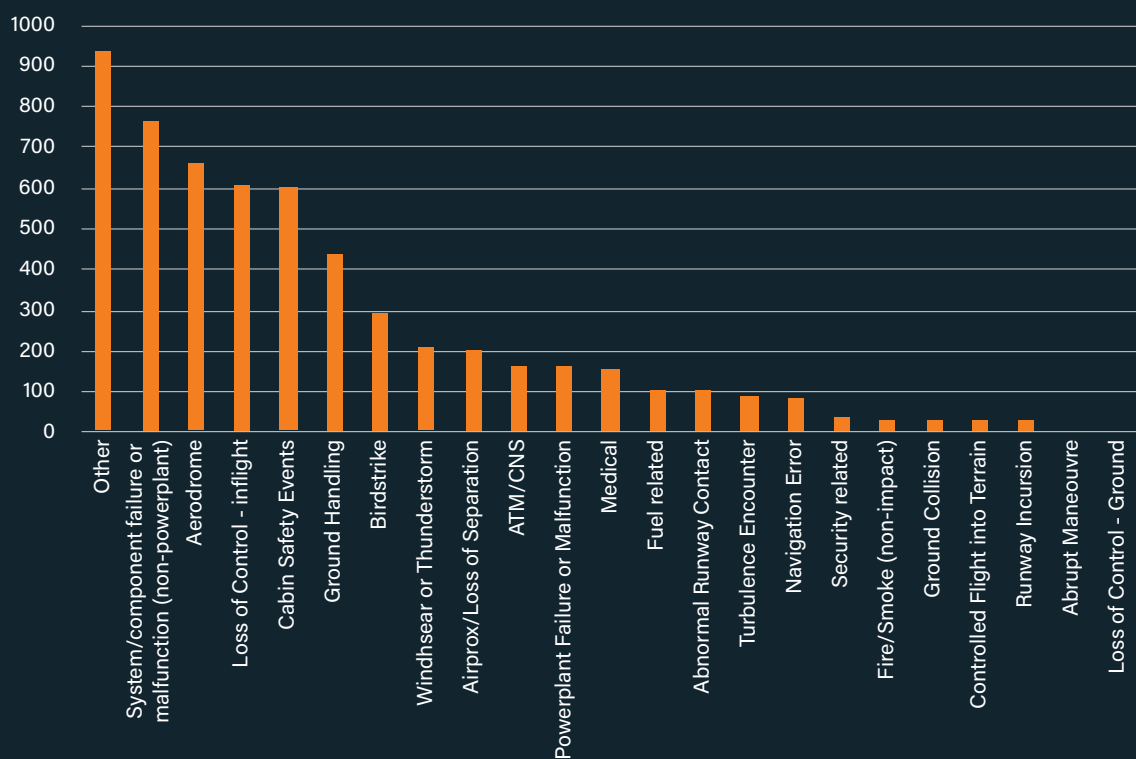


Figure 2 – Reports per Occurrence Category in 2022

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 Transport Malta Civil Aviation Directorate (TM-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.

CAD Compliance

The SCU is responsible for preparing and conducting the internal audit programme for the CAD. All regulatory elements listed in the Audit Plan for 2022 have been conducted, and were effective to the Flight Operations Inspectorate, Aerodrome Standards and Air Navigation Services Unit and the Personnel Licensing Unit. Findings and observations were issued in accordance with internal auditing procedures and corrective actions planned as appropriate. In addition, the SCU also coordinates standardisation visits of the European Union Aviation Safety Agency (EASA) at TM-CAD in accordance with an agreed

standardisation visit programme for the year. Additionally, as an International Civil Aviation Organisation (ICAO) Member State and signatory to the Chicago Convention, TM-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.

Airworthiness Inspectorate

Aircraft Registration

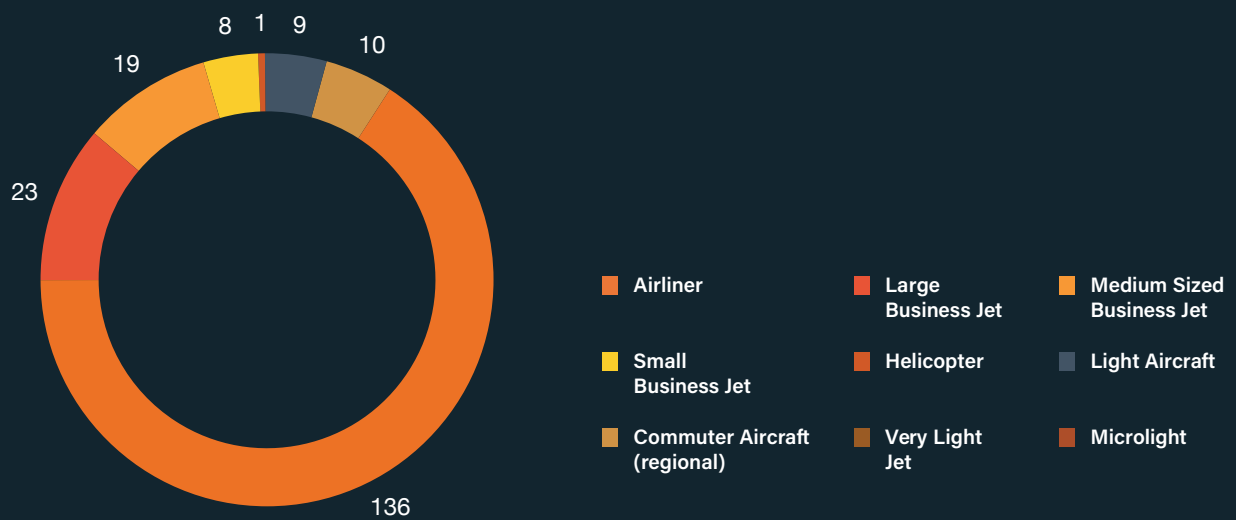
The Malta Aircraft Register reached 762 aircraft as of the end of 2022. A total of 206 aircraft have been registered with 136 aircraft being airliners, including 16 wide-body aircraft. 73 aircraft have been de-registered.

The Aircraft register has witnessed another boom year with the advent of two major airlines registering their aircraft in Malta, as well as movement of aircraft from international lessors following repossessions or repositioning of aircraft. This shows continued trust and the good reputation of the Maltese jurisdiction as an aircraft register within the EU.

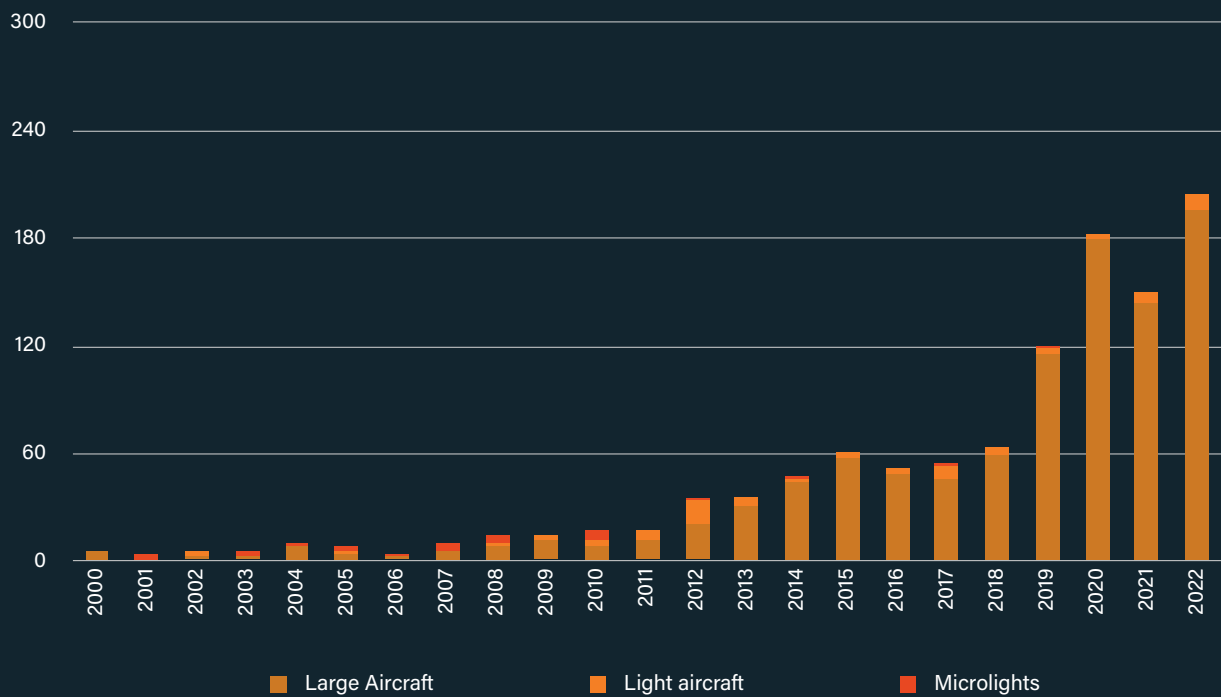
The breakdown of aircraft type registered is as follows:

Aircraft Type	No Registered
Airliner	136
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
TOTAL	206

### No of Aircraft Registered in 2022



### No of Aircraft Registered



Number of Aircraft on the Malta Aircraft Register / Year



Airworthiness Inspectorate Safety Oversight

The Airworthiness Inspectorate (AI) carried out around 105 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 AI issued 476 findings in 2022 resulting from organisation audits.

The Airworthiness inspectorate also conducted more than 150 desktop reviews of manuals and documentation for approval or acceptance.

The Airworthiness Inspectorate completed the transition of all CAMOs from Part-M.G to Part-CAMO.

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

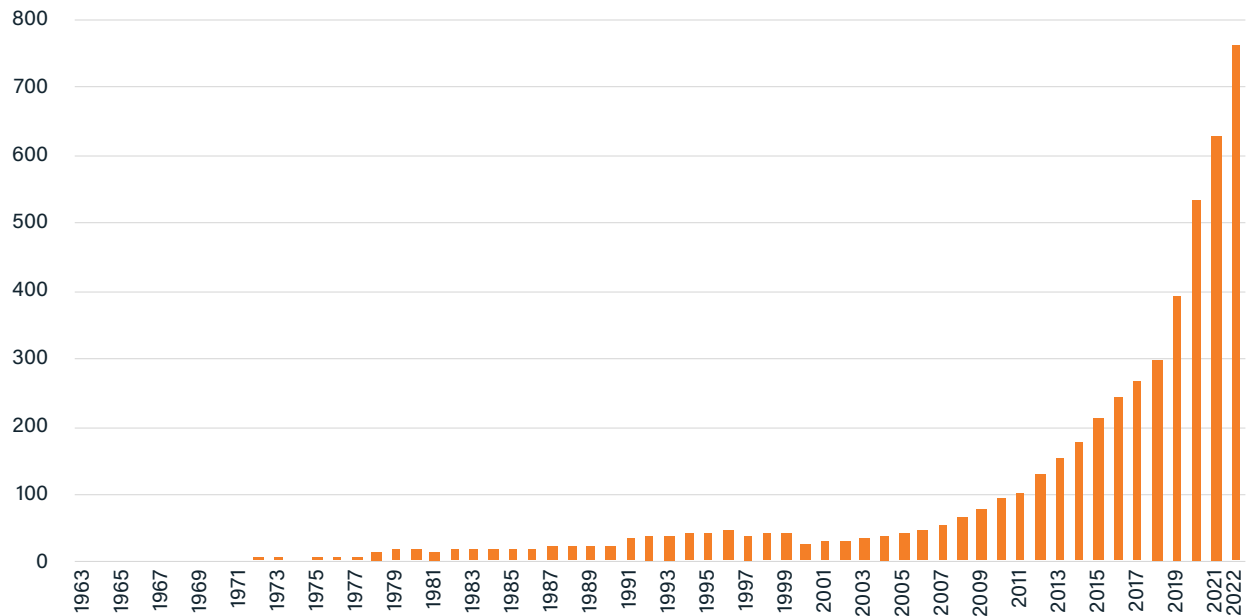
Certification of Aircraft

Certificates	
Issue of Certificate of Airworthiness	182
Issue of Noise Certificate	197
Issue/Renewal of Airworthiness Review Certificate	171
Issue of EASA Permit to Fly	100
Issue of National Permit to Fly	9
Issue of Export Conformity Statements	23

The total number of certificates issued was 686, and 9 Certificates were issued pursuant to EU Regulations, whereas 6 were pursuant to Air Navigation Order Requirements.

175 Mode S Addresses and 137 406MHz ELT codes were issued in 2022.

Number of Aircraft on the Malta Aircraft Register



### Airworthiness Inspectorate Safety Oversight

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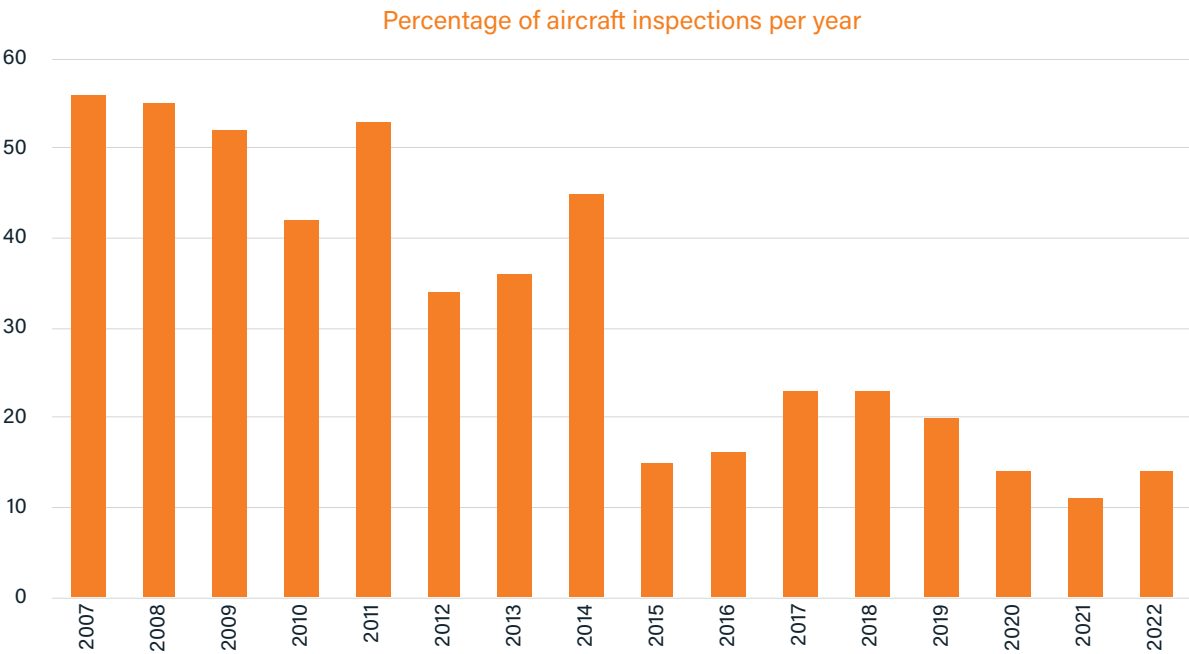
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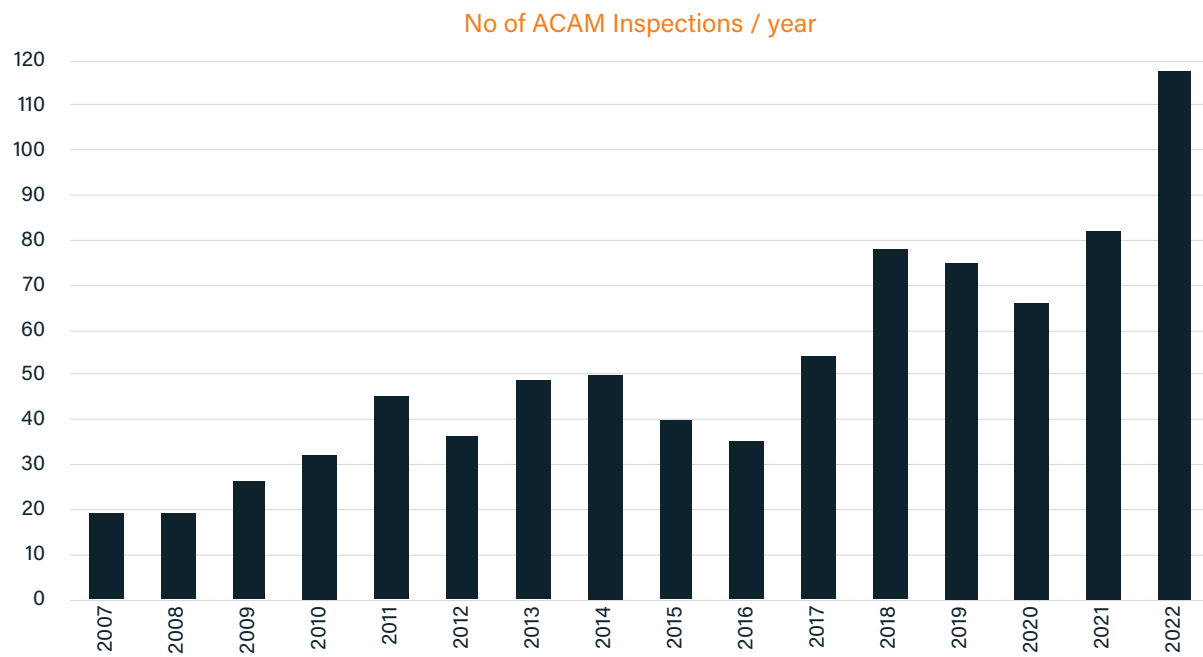
175 Mode S Addresses and 137 406MHz ELT codes were issued in 2022.

Aircraft Continuing Airworthiness Monitoring (ACAM)

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

The Airworthiness Inspectorate inspected 118 aircraft in 2022 resulting in 376 findings. These inspections include inspections of aircraft during maintenance, airworthiness reviews, technical records reviews and ramp inspections. The number of inspections amounts to 14% of the number of aircraft in the ACAM programme, which was 850 by the end of 2022 considering the aircraft registered and those on the register in the beginning of 2022.



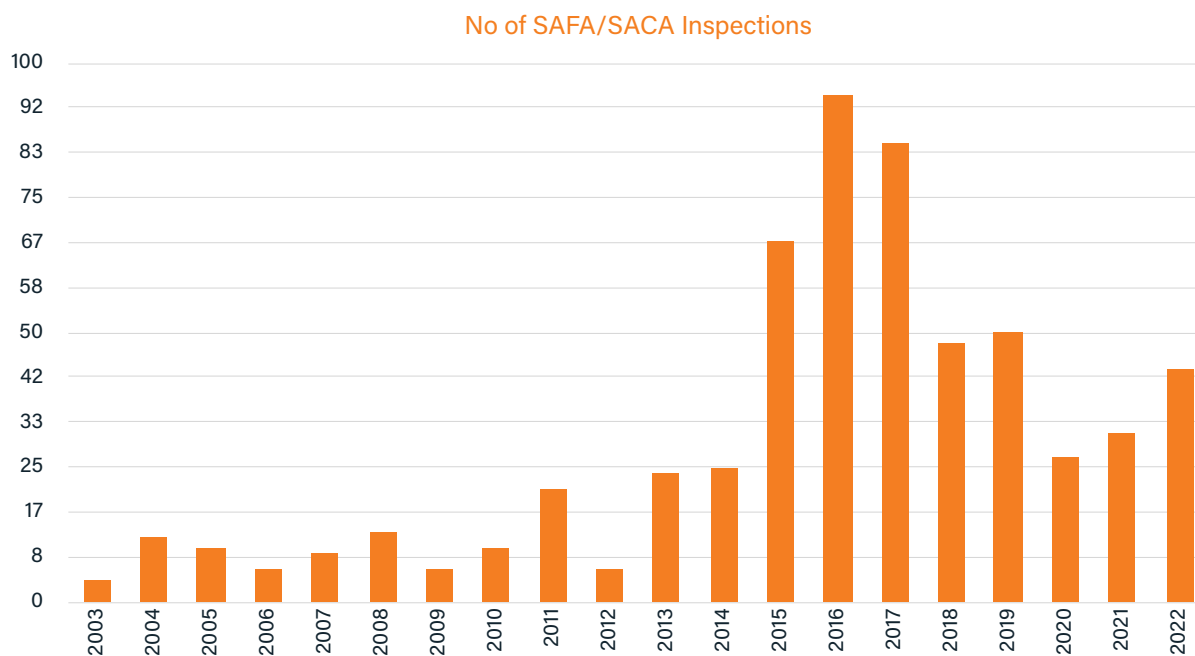


### Safety Assessment of Foreign/Community Aircraft

Year	Total No. of Ramp Inspections
2022	42
	Total No. of Alcohol Tests
	5

43 SAFA/SACA Ramp Inspections were performed with the Flight Operations Inspectorate. This is an increase from previous years also on account of increase of air traffic into LMML. Five alcohol tests during SAFA/SACA inspections were conducted, all resulting negative.

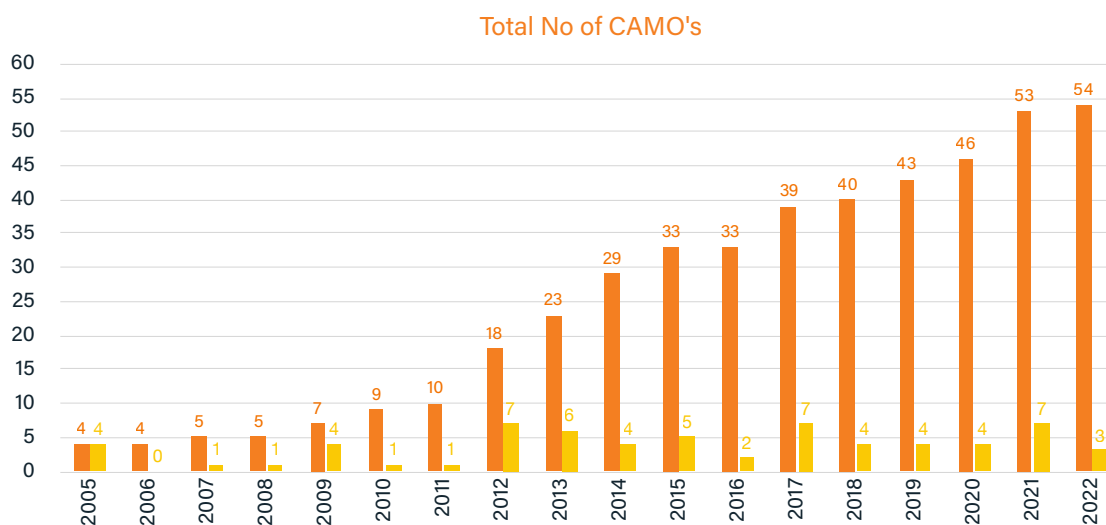




## Organisation Approvals

### Continuing Airworthiness Management Organisations (CAMO)

The total number of Continuing Airworthiness Management Organisations has risen to 54, since 2 CAMO's have been revoked in 2022. This includes new 3 CAMOs as part of the new AOCs issued in 2022.



Organisation	AOC ref	3 letter code	Camo Approval No.	Date of Issue
Eurowings Europe Ltd.	MT-71	EWL	MT.CAMO.0071	30 September 2022
Challenge Air Cargo	MT-72	CAC	MT.CAMO.0072	16 September 2022
Sparfell Malta	MT-73	QFX	MT.CAMO.0073	20 October 2022

### Aircraft Maintenance Organisations

In 2022 TM-CAD issued one new Part-145 approval with Base and Line for large aircraft scope for a large organisation in size. By the end of 2022, there were 14 Part-145 aircraft maintenance organisations approved by TM-CAD. 8 Part-145 approval variations were also issued during 2022.

#### List of Part-145 Organisations Approvals Issues - 2022

Organisation	Approval No.	Date of Issue
Sr Technics Malta Ltd.	MT.145.20	26 July 2022

### Aircraft Maintenance Training and Examination Organisations

Transport Malta CAD did not issue any new Part-147 approvals in 2022, but has issued 5 variations to the scope of approved Part-147 organisations.

### Aircraft Maintenance Licenses

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

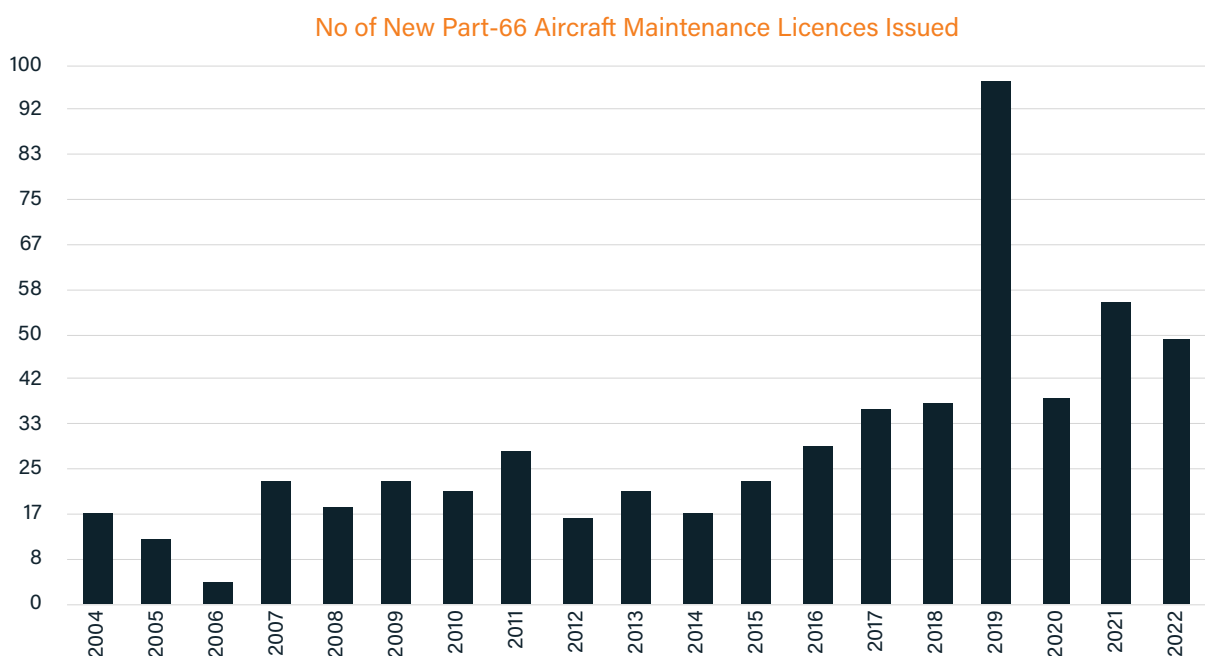
The AI has issued 49 new Part-66 aircraft maintenance licences. The total number of valid Part-66 Aircraft Maintenance Licences at the end of 2022 was 558.

#### Part-66 AML Initial Issue

Category A1	5
Category B1.1	46
Category B1.2	1
Category B2	6
Part-66 Variations	146
Part-66 AML Renewals	49

### Part-66 Basic Modules Examinations

A total of 25 Part-66 AML Module Examinations at B1.1 and B2 level were held in conjunction with MCAST.



**Initial Certification and Business Development Unit**

In the beginning of 2022, CAD introduced a new unit - The Initial Certification and Business Development Unit. This unit reflects the business oriented and efficient approach of the Authority to the needs of the constantly growing Aviation industry.

The following AOC (with related CAMO approvals and AOL) were issued in 2022:

- Eurowings Europe (MT-71),
- Challenge Air Cargo (MT-72),
- Sparfell Malta (MT-73).

In addition, the Director General also issued the Air Operating License of Wizz Air Malta, which selected our Country to be the principal place of business for its new EASA AOC. By the end of 2022, Wizz Air Malta, registered 27 aircraft on the 9H- register and plans to register an additional 45 aircraft by the end of June 2023.

Malta confirms itself as an appealing jurisdiction for air operators. During 2022, a total of 27 prospective operators contacted the Authority to inquire about the AOC application process. From these, CAD selected 6 AOCs to be processed during 2023, based on their preliminary satisfaction of legal requirements and real added value to the Maltese economy.

### The Personnel Licensing Unit

The Personnel Licensing Unit (PELU) managed a total of 1,563 pilot licences where 271 were newly issued in 2022. These are split as below:

Licence Type	Total number of Licences	NEW Licences 2022
Part-FCL ATPL(A)	847	207
Part-FCL ATPL(H)	7	4
Part-FCL CPL(A)	233	56
Part-FCL CPL(H)	12	4
Part-FCL MPL (A)	3	0
Part-FCL PPL(A)	439	74
Part-FCL LAPL(A)	2	1
Part-FCL PPL(H)	19	11
Part-FCL LAPL(H)	1	0

The PEL Unit regularly conducted theoretical examinations. In 2022 the unit was responsible for 1,030 examinations for the Airline Transport Pilot Licence (ATPL) and 1,100 examinations for the Private Pilot Licence (PPL). These examinations were conducted at TMCAD and at foreign examination centres approved by the PEL Unit.

The below is a summary of 2022 regarding organisations 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 9 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
- MH Helicopters
- Challenge Air Cargo Ltd

With regard to Cabin Crew Training Organisations the PEL Unit has certified and maintained regulatory oversight of 7 CCTO's as follows:

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

Between these Cabin Crew Training Organisations, a total of 2,600 attestations were issued up till 2022. A total of 800 of those were issued in 2022.

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 14 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
- Andorra Aviation
- ICAO4U

Among these testing bodies and including TMCAD approved assessors, a total of approximately 2,500 English Language Tests for pilots and Air Traffic Controllers were conducted in 2022.

The PEL Unit conducted over 180 audits and inspections, which resulted in 300 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.

### Flight Operations Inspectorate

The Flight Operations Inspectorate certified 3 new Operators in 2022, with a total of 45 Air Operating Certificate (AOC) holders at the end of the year.

In addition to the certification of new AOCs, the inspectorate processed 126 additions of aircraft requested by existing certificate holders. The inspectorate conducted over 300 audits and inspections, which resulted in 918 findings.

The Inspectorate continued with its monitoring of aircraft operators certified in Malta in its effort to promote and ensure safety. In addition, the Inspectorate continues to promulgate safety information through Operations Advisory Notices.

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

The year 2022 saw an almost complete recovery to pre-COVID-19 numbers for airport traffic departing or arriving in Malta and for enroute aircraft traffic flows in the Malta Flight Information Region (FIR). This strong recovery was well handled by our two main stakeholders, Malta International Airport (MIA) and Malta Air Traffic Services (MATS). Our stakeholders, through a well-planned back to normal operations scheme were able to ensure that safety standards and operational efficiency remained high. These results were obtained through the continuous training of personnel and the introduction of new equipment and procedures. One such achievement was the implementation of Free Route Airspace, which is now available in the Malta Flight Information Region from FL195 and above. Hence, in line with EU objectives, aircraft can now do away with the air traffic service route network structures and fly more efficient routings, thus saving on time and fuel and so improving Malta's environmental objectives as required by EU regulations. On the Aerodrome front, the operations with regard to the Global Reporting Format i.e. the reporting of the runway condition during inclement weather for landing and departing aircraft which was introduced in 2021, was given time to mature and a good synergy was reached between the airport operator and air traffic services.

Both the ANS and ADR sections within the Unit maintained a very active safety oversight audit programme on their stakeholders. The ANS section, whose primary role is the oversight of Air Navigation Service Providers (ANSP), conducted a total of five comprehensive audits, of which three were on MATS and two on the MET provider. These included compliance with EU Regulations, namely (EU) Reg 2017/373, and ICAO standards and focused on the provision of Aeronautical Information Services, Air Traffic

Flow and Airspace Management, the provision on Air Traffic Services and that of aeronautical MET services in line with the certifications issued by the Authority for these services. In the ADR domain, eleven safety audits were conducted on MIA. These audits were conducted against the Commission Regulation (EU) 139/2014.

The ANS Unit reviewed and approved a total of fifteen changes to the ATM/ANS functional system. These included the introduction of Mode-S surveillance in the West Sector, the installation and gradual implementation of Datalink services (still ongoing), changes to airspace structures and upgrades to several ATM equipment. Furthermore, the Unit maintained its oversight and investigated occurrence reports related to ATM/ANS and ADR. The Unit also oversaw the widening of Taxiway Lima at MIA and was also involved in the advanced planning of the new Apron X.

During the year under review, the ANS Inspectors participated in the Governing Board of the Blue Med States Functional Airspace Block Meeting which was held in November in Athens. During the upcoming year 2023, Malta shall be taking chairmanship of the Governing Board as well as of most of the sub-committees forming this group. A member from the ANS and ADR Unit shall be chairing the Civil Military Cooperation Committee. The other Maltese representatives on the committee shall come from MATS and the Armed Forces of Malta. During 2022, the ANS and ADR Unit was not subject to any standardization inspections by EASA, however the Unit was engaged in continuous collaboration with EASA through its various advisory bodies, namely the ATM/ANS and ADR TeBs and other rule drafting committees. Following the audits carried out on ATM/ANS and on the ADR sections during 2021, the Unit greeted with satisfaction the initiative from EASA to invite Inspectors from this Unit to join EASA's audit team during their inspections in other EU States.

A very important aspect of the ADR section is aerodrome safeguarding. This work involves the vetting of numerous development applications to ensure that new structures do not obstruct the obstacle limitation surfaces at Luqa airport. Such applications are forwarded by the Planning Authority and vetted by various departments within Transport Malta. With regard to aviation, these applications are seen to by the ADR domain. Other aspects of safeguarding also include protection against structures that may emit hazardous sun reflections and security. Wildlife and tree height control as well as other aspects of enforcement around the airport were also given due importance. The ADR domain also oversaw off-site operations at private helipads and yacht marinas. This Unit continued to be involved in the generation of plans for the development of the Gozo Heliport into an airfield from which light aircraft can operate. It has also assisted in the investigation and follow-up of occurrence reports and assisted the BAAI as required.

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

The Air Transport Regulation Unit (ATRU) assumes the International and European Affairs functions of the Civil Aviation Directorate (CAD) and provides continuous support to the Director General for Civil Aviation and CAD Units. The ATRU, in cooperation with other Government Ministries, follows closely ongoing aviation discussions within the various European Union (EU) and international fora and provides support and recommendations to the Ministries which is essential in the formulation of a consolidated Malta position. The ATRU ensures that Malta's aviation interests are defended and advanced in the development of international and EU regulatory frameworks.

During 2022, the ATRU continued to follow the

developments in air transport matters with respect to the recovery from the COVID-19 pandemic and the Russian invasion in Ukraine. In this regard, the ATRU assisted in the coordination process by providing the necessary feedback as well as serving as a link between the airline operators and other Government entities. Such coordination is essential in ensuring the continued air connectivity of Malta with the rest of the world while assisting in the facilitation of essential air cargo operations in a time of crisis.

Taking into consideration the current state of the aviation sector, the ATRU ensures that aviation legislative proposals under discussion do not adversely affect the competitiveness of the industry and lead to increased consumer prices with the risk of putting our airlines at a disadvantage while disproportionately affecting peripheral and insular Member States like Malta that rely mostly or exclusively on Aviation for their connectivity needs.

### **International Organisations – ICAO, ECAC & EU**

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

The ATRU participated in the 41st Assembly of the International Civil Aviation Organisation (ICAO) in Montreal, which was held between 27th September and 7th October

2022. The ICAO Assembly is the sovereign body which is composed of representatives from all the Contracting States and meets every three years. Amongst other things, the Assembly sets the ICAO policy for the coming years. Prior to this event, the ATRU assisted the Director General for Civil Aviation in the preparatory work and followed the coordination process within ECAC as well as the European Union aimed at establishing the various ECAC/EU positions on the items that were to be agreed during the Assembly. As an ICAO Member State and a Member of the EU and ECAC, Malta works with coordinated ECAC positions that are approved by ECAC DGCA's and which are also discussed at the EU Council Aviation Working Party. Moreover, during the Assembly, the delegation of Malta had the opportunity to make new contacts and to meet with other delegations.

### **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 2022, 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 are in line with EU law, mainly Regulation (EC) No 847/2004 on the negotiation and implementation of air services agreement 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 2022, the ATRU made proposals for the commencement of negotiations of new air services agreement, updated existing air services agreements, and continued working on the



finalisation of initialled 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 CO<sub>2</sub> 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, 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 CO<sub>2</sub> emissions from aviation (aviation GHG). During 2022, 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 within the EU legislative framework.

During the 41st Assembly, ICAO and its Member States adopted a Long-Term Aspirational Goal (LTAG) to achieve

net zero CO<sub>2</sub> emissions by 2050. The decision on 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 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 Fuels (SAF).

### **Statistical Collation and Analysis**

In 2022, 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 scope of the ICAO Statistical Programme.



## Ports and Yachting Directorate



## Functions and Duties

In 2022 the Ports and Yachting Directorate continued with its regulatory role in managing and coordinating the maritime operations which took place within ports, internal and territorial waters of Malta. Other tasks were related to 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 continued to provide support and technical assistance to other Directorates within the Authority and to a number of Government organisations. 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;
- The provision of a safe and efficient maritime transport system;
- Ensuring the provision of technical nautical services, fire fighting facilities, supplies and other ship requirements;
- Regulation of yachting and maritime leisure facilities;
- The compilation of maritime statistics.

Throughout the operational year the Ports and Yachting Directorate was consulted on projects related to the maritime industry, which amongst others included the fast ferry service operating between the Grand Harbour in Valletta and the Mġarr Harbour in Gozo. The service is intended to improve connectivity between the two islands and promote modal shift. The service came into force in July 2022. Two operators are cooperating to provide a joint service, thus maximising on efficiency and cost effectiveness whilst being sensitive to client expectations.

In addition, the Directorate provided support to Infrastructure Malta in relation to maritime infrastructural projects, some of which were initiated in the previous years. Projects completed include the Fast Ferry Terminals, Qrejtjen Breakwater in Marsaxlokk, the upgrading of the fishing port in Mġarr, Gozo, new pontoons at Il-Magħluq, and Marsaxlokk slipways. Other works, such as new landing facilities for ferry passengers in Sliema and Bormla and Marfa Breakwater, are ongoing.

## Grand Harbour Clean Air Project

During 2022, the Ports and Yachting Directorate provided advice on the Grand Harbour Clean Air Project, which will see an investment of €50 million. The Onshore Power Supply (OPS) system will allow ships to connect to the electrical system and turn off their engines as soon as they arrive in the harbour. The first phase of the project to be completed will include the five main wharfs used by passenger ships, three on the Pinto Wharf in Floriana, the Deep-Water Quay in Marsa, and Boiler Wharf in Senglea. This Phase, which is estimated to be completed in April 2023, includes the preparation of the required infrastructure and installation of equipment that, amongst others, included, frequency converters, transformers, and switch gears in line with existing standards.

Phase 2 of the project, which is expected to be initiated in 2023, will extend the power network to other areas, namely Ras Hanžir, 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 as much as possible, with the aim to reduce air emissions and reduce the level of noise emissions within the harbour area, thus improving the surrounding environment and quality of life of persons living and working within the region of the Grand Harbour.

## General Information - Ports in Malta

### The Grand Harbour, Valletta

The Grand Harbour is a multi-purpose international port with well-established marine terminals and facilities. It offers a comprehensive range of services covering practically all maritime requirements including:

- cruise and ferry berths
- cargo handling berths
- specialized grain and cement silos
- petroleum installations and bunkering facilities
- ship facilities and boatyards
- superyacht refit centers
- 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 San Lucian Oil Company Limited and EVOS Limited, an international independent energy storage company which also operates 8 terminals, located in the Netherlands, Germany, Belgium, Spain and now Malta. 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 passenger vessels operate local and harbour cruises. It also hosts a number of marinas and a yacht yard.

### Mġarr and Ċirkewwa

The Port of Mġarr, is the main and only port on the island of Gozo. The island of Gozo is connected by a scheduled passenger ro-ro service that operates on a route between the ports of Ċirkewwa, Malta and Mġarr, Gozo. The ferry service is operated by Gozo Channel Operations Limited. The Port of Mġarr is also a fishing port and hosts a marina and several berths for small craft. It also caters for small cargo vessels and the occasional small cruise liner. Large cruise liners are also permitted to anchor outside Mġarr Harbour, thus providing the possibility to offer Gozo as a cruise destination. The transfer of passengers ashore is carried out either with the ships' tenders or local commercial vessels. 17 cruise liners made a dedicated



port call to Mġarr during 2022. The vessels anchored in a location outside port and passengers were transferred using the ships' boats.

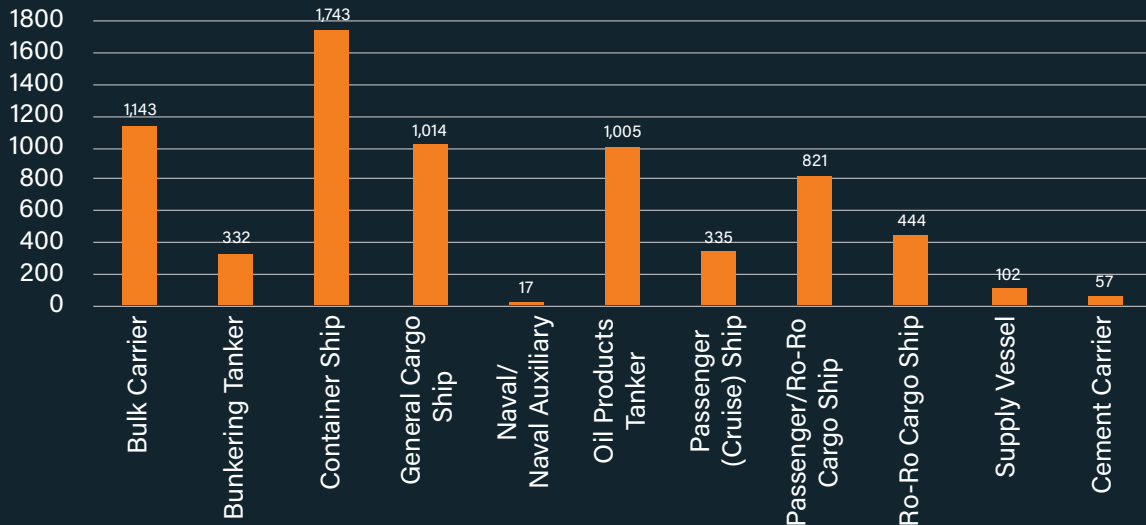
The Port of Ċirkewwa is primarily a dedicated ferry terminal comprising passenger and vehicle handling facilities. It is served by both a North and South Quay thus providing all-year round sheltered berths, so that disruptions of the service due to inclement weather are kept to a minimum.

### Statistics

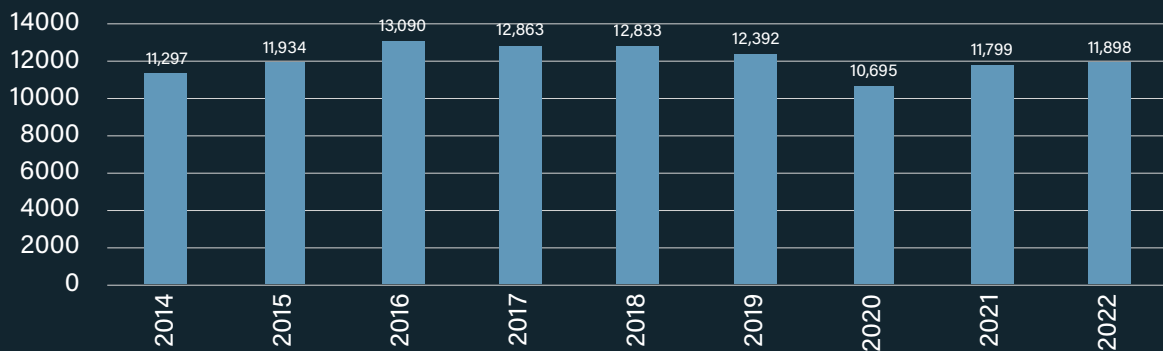
The Ports and Yachting Directorate is responsible for the collection of maritime data in line with Directive 2009/42/EC on statistical returns in respect of carriage of goods and passengers by sea. To achieve this objective, it continuously liaises with ship agents and operators to provide data in a 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:

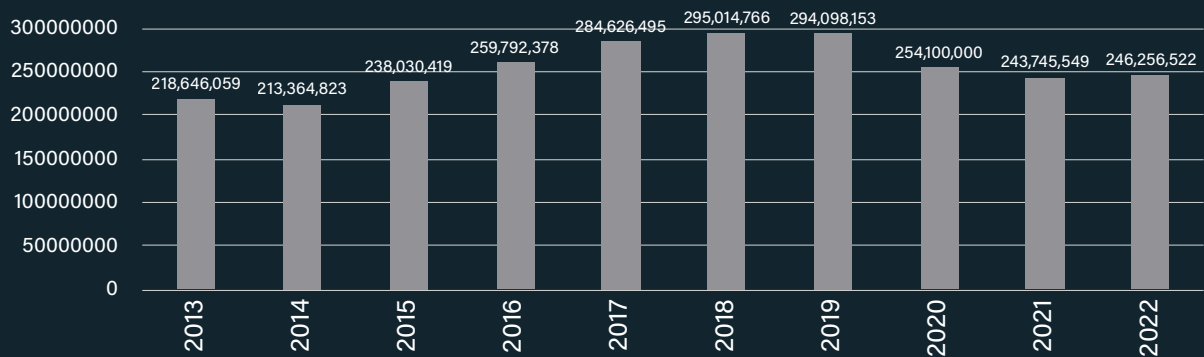
- During 2022, the total number of cruise passengers visiting the Maltese Islands went up to over half a million (566,009) from 152,413 passengers reported the previous year. This shows that passenger confidence in this form of tourism has increased once again following the COVID-19 outbreak. The increase was also reported for cruise liners, which increased to 304 in 2022 from 115 reported in 2021, an increase of 189 vessels.
- The highest number of cruise passengers were from the UK, with 118,861 passengers or 21% of the total, followed by Germany and Italy, with 19% and 18% respectively.
- The number of vessels arriving in Malta during the 12 months of 2022 amounted to 11,898, increasing by just 99 vessels when compared to the previous year, which stood at 11,799.
- The total number of passengers travelling to and from Malta by Catamaran or RO-RO during 2022 increased to 206,563 from 197,867 in 2021. The number of passengers is slightly less than that of 2020, which stood at 219,720 and very much lower than that reported in 2019, which was 323,970. The decrease reported during 2020, which also prevailed in 2021, is attributed to the COVID-19 outbreak and the travel restrictions that were put in place.
- The number of trailers handled within the port of Valletta decreased slightly from 105,918 in 2021 to 103,799 in 2022. A similar decrease was reported at Malta Freeport, where the number of trailers handled in 2022 stood at 2,088,885 from 2,967,765 the previous year.



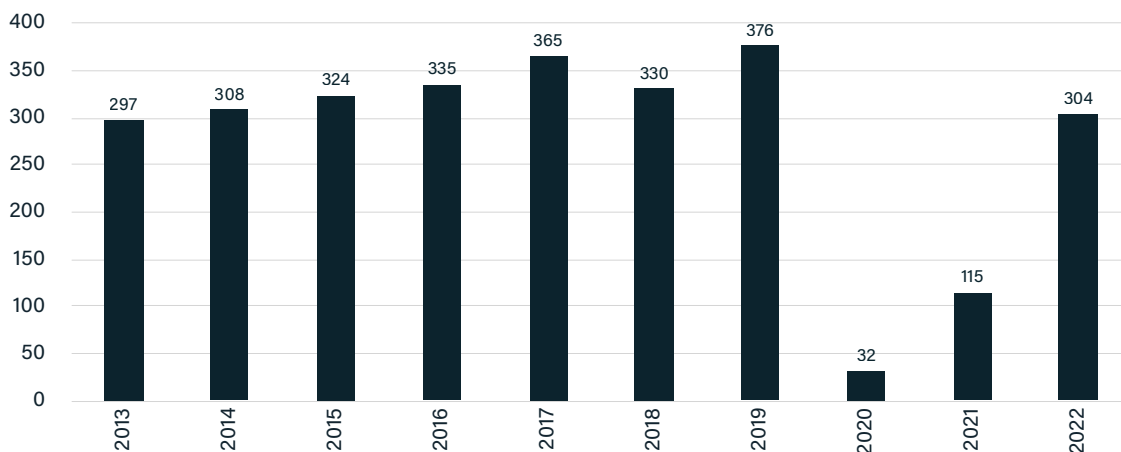
Shipping Movements between January and December 2022



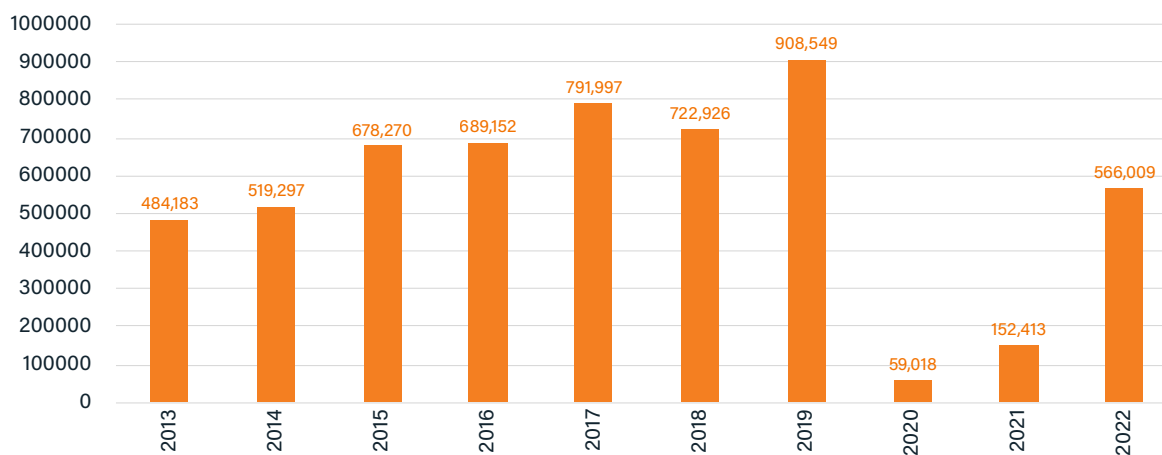
Number of Vessels arriving in Malta



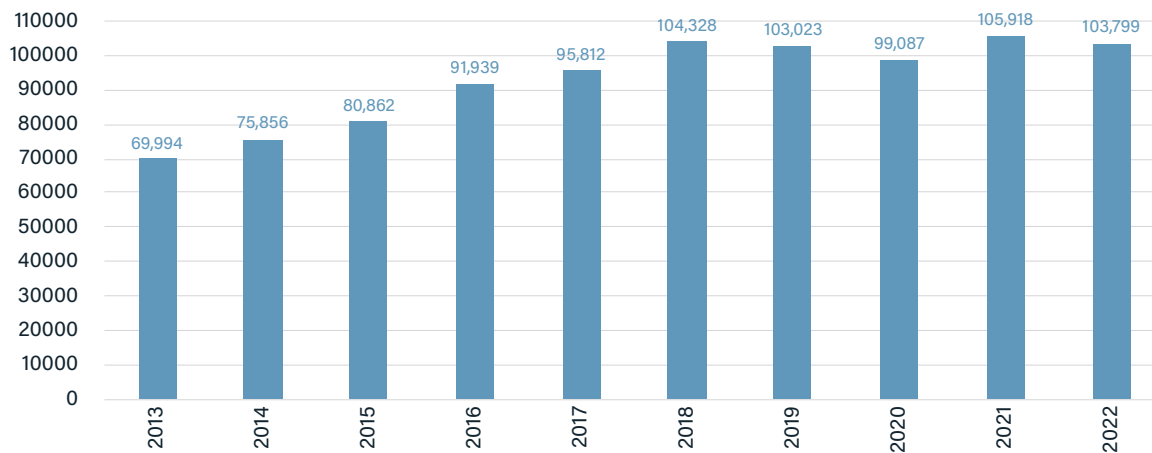
Gross Tonnage of Vessels in Malta



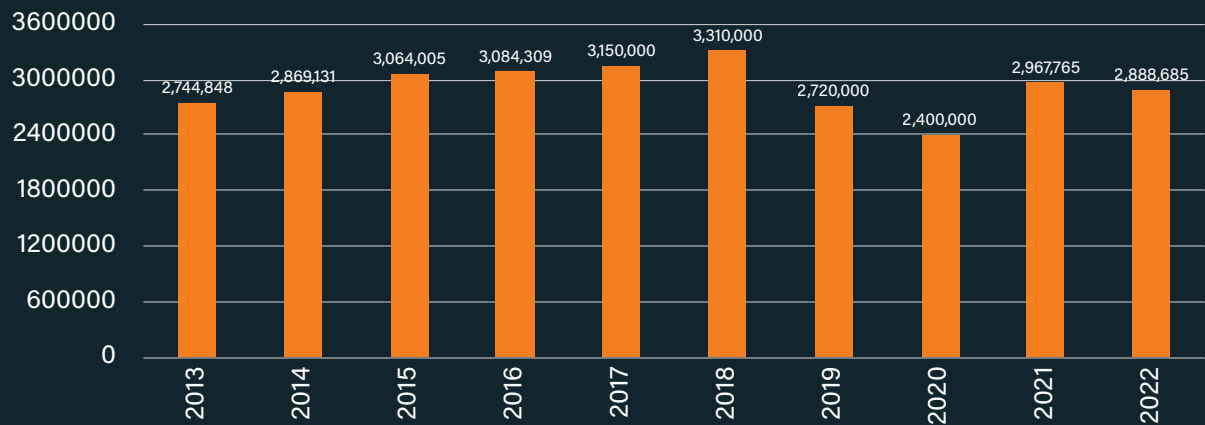
Cruise Liners in Malta between 2013 and 2022



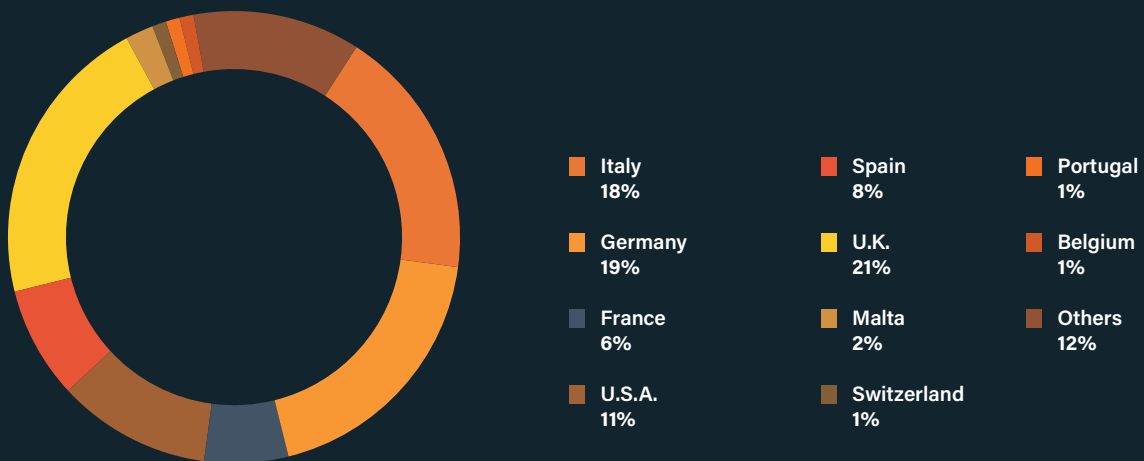
Cruise Passengers in Malta between 2013 and 2022



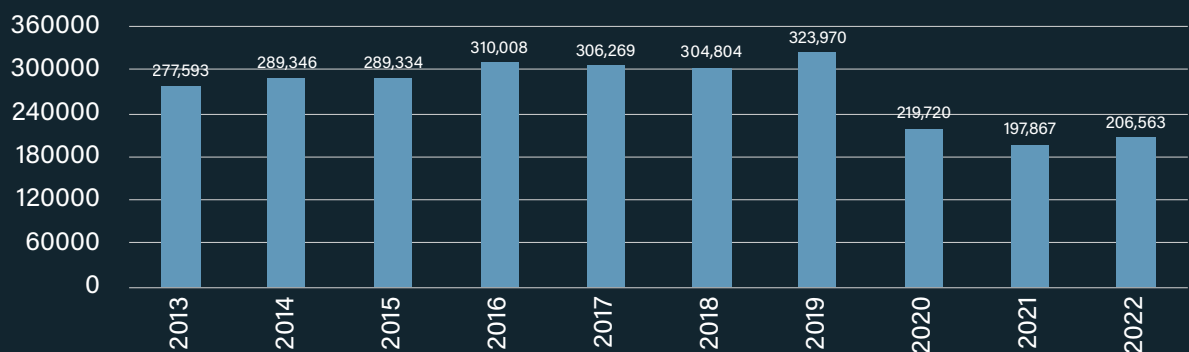
Trailers handled at the Port of Valletta.



Trailers handled at Malta Freeport



Cruise Passenger Nationalities in 2022



RO-RO and Catamaran Ferry Passengers in Malta



## Malta Freeport

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

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

In 2022, Malta Freeport was featured by Lloyd's List One Hundred Ports 2022 among the top 10 performing ports. This achievement consolidates Malta Freeport's position as a leading transshipment hub in the Mediterranean. The Freeport has been transformed into a state-of-the-art facility in recent years thanks to a strategic investment programme aimed at acquiring the very latest equipment and technology.

## Bunkering Activities

Bunkering activities and operations are an important and essential economic activity for Malta. Given its strategic location in the middle of the Mediterranean, Malta serves as a hub for vessels calling Maltese waters specifically to receive bunkers. Apart from this activity, bunkering is also provided to vessels calling Maltese ports and marinas. Bunkering activities in Malta are currently regulated by three different national entities, namely the Authority for Transport in Malta,

the Regulator for Energy and Water Services (REWS) and the Department of Customs. Each entity implements a regulatory regime within its statutory remit and functions regulating a particular aspect of the bunkering operations.

The Ports and Yachting Directorate is responsible for general navigation, notifications, and movements of bunker barges, authorisation to Masters to serve on bunker barges, compliance by terminals, pollution preparedness and on-call agreements, inspections, and overall, issues relating to the preservation of good order, safety of navigation and pollution preparedness and response. As at end 2022, there were 8 authorised service providers – Barges — whilst another two applications are being processed.

## 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 50 calls related to different incidents that mainly included minor Tier one oil spills, minor collisions, vessel fires and local recreational vessels running aground during adverse weather conditions. During 2022, Unit personnel were also called to provide support to the Harbour Master during the emergency response operations carried out when the vessel Chem P found itself in difficulties and nearly ran aground at Baħar iċ-Ċagħaq.

The Unit, with the support of the Port Inspectors Unit, also carried out twenty eight inspections at various port facilities and marinas. The purpose of these inspections was to ensure that port facilities are abiding by and complying with the requirements of the Port Reception Facilities (PRF) Regulations and the Dangerous Cargo Ships, Marine Terminals and





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Facilities and bunkering Regulations. The majority of Terminal and Facility Operators were found to be compliant with the aforementioned 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' that entered into force on the 1st of January 2021, the Unit observed twenty-five tier one exercises organised by the Operators of Terminals, Facilities and Marinas. These exercises provided an opportunity to test the effectiveness of the new regulations as part of the Government and the Authority's ongoing plan to enhance preparedness and response to pollution. In addition, the Directorate procured additional pollution response equipment and a dedicated vessel to be used during pollution response operations.

For the year under review the Unit was also involved in the organisation of a pollution response exercise, MALTEX 2022. This year, MALTEX 2022 was organised in September and was quite interesting and challenging, as new state of the art equipment was tested for the first time in Malta. This equipment was provided by EMSA (European Maritime Safety Agency) as part of their network of pollution response vessels and Equipment Assistance Service available to Member States. This equipment is mainly a combined recovery system which has the possibility to be deployed by a single vessel. The aims of the exercise were several. Maltese responders from various national entities and private contractors had the opportunity to obtain first-hand experience on the use of communication systems and equipment. The exercise also served to ensure that all involved are fully aware of their roles and responsibilities in line with the National Marine Pollution

Contingency Plan, and thus are better prepared for the eventuality of a real spill.

The Unit is also responsible for the implementation of various environmental legislation related to ports and shipping. In line with the Directorate's continuous efforts towards the Environment, the Unit is currently working on the process to obtain Environmental related Certification for the Grand Harbour from the European Ship and Port Organisation (ESPO) and ECOPORTS. This involves the development of a new Marine Environment Risk Management System which is now being reviewed for the necessary approvals.

### EU Funded Projects

The Ports and Yachting Directorate is participating in a number of EU funded projects. Some of the projects were initiated during the year under review whilst others were initiated prior to the year or came to an end during the year.

Most of the EU Projects and initiatives in which the Ports and Yachting Directorate is involved dealt with pollution and incident response. The following is a list of projects:

- IMAROS Project – was successfully closed in Malta during the month of June. This project looked into new fuels on the market and their behaviour if spilled into the water. This project enabled participants to identify methods that could be applied in the event of a spill pertaining to new fuels that are currently being used.
- DBX EU MODEX Marine Pollution Exercise - Transport Malta was part of a consortium of entities from different European countries which were tasked with organising an EU wide pollution response exercise on behalf of the European Commission.
- IRA-MAR - The project builds on the previous WESTMoPoCo project (Western Mediterranean Region

Marine Oil and HNS Pollution Cooperation) which was aimed to support cooperation between the beneficiary countries in the field of preparedness and response to marine pollution by oil and hazardous and noxious substances (HNS). This project commenced in 2022 and is expected to be completed in 2024.

- iWaveNET – The project, which is funded through the Interreg Italia Malta Programme, builds on another project, Calypso South, that the Ports and Yachting Directorate within the Authority for Transport was involved in. Through this project, the Authority will be benefiting from the installation of an intelligent buoy which will be deployed to monitor the state of the sea within the context of climate change. The lead partner of the project is the University of Palermo, whilst other partners are the University of Malta, the University of Catania, the National Institute of Geophysics in Catania, (INGV-CT), the Institute for Environmental Protection and Research located in Rome and the National Council for Research also located in Rome.

### 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 Mġarr Harbour. Following the pandemic, traffic density started picking up, which is evidenced by the increase in the number of vessels arriving in Malta during the 12 months of 2022, which amounted to 11,898 increasing from 11,799, and in the number of cruise liner calls which went up to 304 from 115 reported in 2021, an increase of 189 vessels.

The Port Operations Department, with the support of Actual IT Solutions, pursued the development of the new system,

tmSW. The new system being developed will simplify and harmonize the exchange of information between port service providers and Government Departments. The tmSW will also facilitate the work processes between Transport Malta, Customs, Immigration Police, Port Health as well as Shipping Agents. The system also serves to ensure that TM remains 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 addresses the non-harmonized reporting formalities for ships and complies with the European Maritime Single Window environment (EMSW) 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.

Additionally, 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 the 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 €5 million. 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, which during 2022 totalled 2,711, this being 789 less than the preceding year. The largest number of inspections, 1,095, were done on ships in port, the Sliema



Lascaris ferry service and the fast ferry service between Malta and Gozo. Other inspections were related to pollution and waste, with 522 inspections being carried out over the 12 month period.

With respect to maritime activities, the activities that took place and for which authorisations were sought included 12 sailing regattas that were organised in various localities, 13 filming activities, 7 festa fireworks displays, 3 seabed clean-ups, one water-polo/water games, 3 rafting and 2 kayaking/canoeing events, one remote control model boat racing and 15 swimming events.

The Ports and Yachting Directorate's role was to ensure that applicants have sufficient knowledge on the activity to be held and resulting impacts, and also have the required resources, including competent personnel and equipment to mitigate resulting impacts. Other than this, the Directorate provided the necessary logistics and support in the organisation of larger scale activities and National activities that were held throughout the year, which included the National Regattas, the Malta International Fireworks Festival, the Voomquest Chaudron and Voomquest V2 Powerboat Events, the Pageant of the Seas, the Malta Seaplanes Robert's Cup, the annual Rolex Middlesea Race, the Beneteau Sailing Regatta and Euromed Sailing Regatta.

## 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 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.

The Malta Hydrographic Office is a full 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 various other 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 Chart (ENC) continued throughout 2022. 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 2021 the MHO has completed for draft proofing and preparation for verification Electronic Navigation Charts for Baħar iċ-Ċagħaq and Bajja ta' Marsascala and updated the paper charts for Il-Fliegu ta' bejn Malta u Għawdex, Valletta Ports and Il-Port tal-Imġarr in Gozo. In addition, the unit has undertaken 8 Hydrographic surveys in various locations around Malta, some of which were requested by private entities.

Another important task undertaken by the MHO during 2022 was issuing Maritime Safety information that included 222 Local Notices to Mariners, 44 Coastal Notices and 42 Navigational Warnings. Other than these, the office has also issued 248 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 Ports and Yachting Directorate, as these serve to keep mariners informed of important relevant information for the safety of navigation. Such services are considered as not only essential but highly relevant, when taking into consideration the increase in maritime traffic, including the number of locally registered craft and licensed boat owners/operators.

### **Legal, EU and International Affairs**

During the year under review, legal issues pertaining to the Directorate were followed up with the necessary and timely legal advice and direction. Furthermore, several agreements and legislation were reviewed and drafted, including transposition of EU and International legislation. This included the finalisation of the proposed amendments to the provisions of the Warrants of Arrests on ships in the Code of Organisation and Civil Procedure and a new legal regime regulating ship agents. Additionally, input was provided on EU and International dossiers in line with Malta's position. Together with the external legal counsel, court cases relating to the statutory remit of the Directorate, were argued and sittings were attended accordingly, providing the necessary evidence when required. A number of pending cases were decided in favour of the Authority, with some recognising, confirming, and upholding important principles and statutory powers of the Authority.

Finally, support legal services were also given to other Directorates/Departments in connection with the various legal documentation notified to the Authority.



## Land Transport Directorate



## Functions and Duties

The Land Transport Directorate is responsible for the provision of a properly integrated, safe, economical, and efficient public transport system, and the licensing and regulation of vehicles and the drivers thereof, as well as those of commercial road transport operators. In aiming to meet these responsibilities, the Land Transport Directorate (LTD) strives to provide an efficient, integrated, and sustainable scheduled public transport service meeting 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 are also regulated by the Land Transport Directorate.

## Driver and vehicle Licensing Unit – DVLU A3 Towers, Paola & Head Office, Ħal Lija.

2022 will be remembered as the year for the largest ever package of transport financial grants awarded through Transport Malta; €13 million from national funds and €15 million through the Resilience and Recovery Plan. 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, and alternative technological solutions to the current internal combustion engine (ICE) system. No one measure would be enough by itself.

The Directorate continued its effort to recover licence arrears, bringing closure to 731 cases, with a total recovered revenue of €203,000. During 2022 a total of 19,342 vehicles were registered in Malta with the total Government revenue collected from vehicle registration tax amounting to €27 million, a total of €29 million in VAT and the amount of €83.3 million from the annual circulation licence fees with a total revenue of €140 million.

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

During 2022, 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 €28 million in grants were made available to the general public in 2022.



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 million, will be spread over 3 years, starting from this year until the end of 2024.

These grants are a demonstration of an environmentally friendly Government and a commitment to continue making a difference in order to achieve our main goal of working diligently on the subject of alternative transport.

One also needs to keep in mind that these grants being offered are on the higher end when compared to other European countries.

The below is a list of all Financial Incentives which were launched during 2022 including the take up.

Grant	Description	Budget Allocated	Further Allocation	Total	BENEFICIARIES
1	Scrappage Scheme for the Purchase of New Electric Vehicles including New Motorcycles	€15,000,000	€0	€15,000,000	1,375
2	Scrappage Scheme for the Purchase of New and Used Plug-in Electric Vehicles and Used Electric Vehicles	€3,400,000	€5,000,000	€8,400,000	792
3	Grant to incentivise the retrofitting of Dual Fuel Systems on Heavy-Duty vehicles with Diesel engines and Auto Gas Powered Vehicles	€60,000	€0	€60,000	129
4	Scrappage Schemes on the Purchase of New Category L Vehicles running on Petrol including Bicycles	€370,000	€3,000,000	€3,370,000	2,219

Grant	Description	Budget Allocated	Further Allocation	Total	BENEFICIARIES
5	Scrappage Schemes on the Purchase of Environment-friendly Petrol and Diesel Vehicles	€500,000	€700,000	€1,200,000	793
6	Scrappage Scheme on the purchase of Wheelchair accessible Vehicles to be Used for the Transport of Passengers for Hire or Reward	€150,000	€100,000	€250,000	25

### Regularisation of Vehicles with Licence in arrears

Transport Malta continued focusing its efforts on the collection of vehicle licences in arrears. The Authority issued monthly notices to vehicle owners with licences in arrears, advising them to regularise their position and pay their vehicles' road licences and any other pending fees. Various letters were sent to the defaulters informing them to regularise their position. This scheme was available for vehicle owners until 16th October 2022, and total revenue collected is shown below.

- Total revenue collected from the scheme in 2022 - €216,335
- Total amount of vehicles that came in line through the scheme throughout 2022 – 731

### Amendments to Regulatory Frameworks

In 2022, the DVLU compiled and processed amendments to transport-related regulations and put in place administrative provisions to bring into effect the relative provisions.

These included the changes to Subsidiary Legislation 368.02, amending the Registration and Licensing of Motor Vehicles

Regulations and changes to Subsidiary Legislation 65.05, Traffic Signs and Carriageway Markings Regulations and Subsidiary Legislation 65.11, Motor Vehicles (Amendment) Regulations.

### SL 65.05, Traffic Signs and Carriageway Markings Regulations and SL 65.11, Motor Vehicles Regulations

SL 65.05 regulates the Traffic Signs and Carriageway markings in Malta and Gozo. These changes were needed to implement Government policy related to the Charging Pillars whereby SL 65.11, Motor Vehicles stipulate the relative offences including the actual amount of the fines. The changes included the introduction of signage which was affixed near the new electric vehicle charging stations, indicating the time and that only electric vehicles may be parked thereon for the purpose of charging, whereas any electric vehicle may be parked thereon without restrictions during the remaining hours. Furthermore, the offence on conviction of parking a petrol or a diesel-powered vehicle in such charging bays increased from €23.25 to €100.

### Subsidiary Legislation 368.02 regulates the registration and licensing of motor vehicles.

These changes were needed to implement Government policy related to the registration and licensing of vehicles, namely to bring these regulations in line with EU legislation, to replace, add, and/or delete a number of definitions, new local legislation and most importantly to introduce the notion of registered users, whereby persons who, for commercial or similar reasons, own fleets of vehicles which are registered in their name, are given a strong and efficient solution to the problems which they currently face also as a result of penalty points which are imputed to their name for contraventions committed not by themselves but by drivers employed or contracted with them.

Consultations with the Local Enforcement Agency and the Police were held with regard to the new 'registered user' system, whereby a person who is not the owner of a vehicle but habitually makes use of it is registered with Transport Malta as the registered user, thereby assuming obligations which to date by law were attributable solely to the owner. As expected, Transport Malta received positive feedback on this matter, since this will solve various issues which have been persisting for some years.

A number of other amendments were also included, as follows:

- a. empower Transport Malta to refuse the registration of a second-hand imported vehicle where the recorded history of said vehicle shows that it has suffered irreparable damage;
- b. fee reduced from €100 to €50 to use a vehicle with red plates beyond the time/day limits, for example to take the car for a service or VRT;
- c. new regulations intended to better regulate the use of 'Trial Run' plates by auto dealers and to curb abusive practices;

- d. owners of high-end/customised vehicles which have no place on the front part of the vehicle where the registration plate may be affixed shall have the right to apply with the Authority to be issued with an alternative registration plate or sticker (magnet);

The most important and far-reaching amendment was namely the introduction of the new notion of 'registered user'. The owner in whose name a vehicle is registered had full responsibility for whatever occurred with the said vehicle, even though such owner may not be the person who habitually makes use of the said vehicle. Owners of large fleets of vehicles (company directors, operators of car hire operations etc) were extremely impacted by this situation, as all penalty points for infringements committed by the user of such vehicle were automatically imputed to their name with the consequence that they end up losing their driving licence without having committed any contraventions themselves. This problem was resolved with the new regulations introduced.

### 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, 1,960 transfers were effected during the year under review.

### Checking with EU countries

As from March 2022, DVLU observed and reported that certain vehicle registration certificates from EU countries might have been altered in a possibly fraudulent manner. Prior to registration of any used vehicle imported from another EU country, DVLU started verifying and confirming that the same vehicle was effectively registered at point of origin. A no objection from originating country is being sought and obtained, thus ensuring that there are no anomalies or restrictions for local re-registration and licensing.

The table below lists the main transactions carried out at the operational driver and vehicle licensing units in 2022, compared to the previous year.

Licensing Service		Number of transactions		
		2021	2022	% change
Vehicles	Newly Registered Vehicles	21,035	23,020	9%
	Change of Owner (Transfers)	58,721	59,133	1%
	Other Changes to Vehicles	12,038	9,440	-21%
	De-garaged Vehicles	9,880	10,074	2%
	Exported Vehicles	260	293	12%
	Garaged Vehicles	10,739	10,903	2%
	Scrapped Vehicles	10,434	9,825	-6%
	Road Licences Renewed	405,890	411,840	1%
	Number Plates Issued	68,631	63,502	6%
	Pre-registration Vehicle Inspections	9,300	1,600	4%





The table below lists the main transactions carried out in 2022, compared to the previous year.

Licensing Service		Number of transactions		
		2021	2022	% change
Vehicles	Learner Permits Issued	13,230	14,898	12%
	New Driving Licences Issued	7,732	6,095	-27%
	Renewed Driving Licences	26,546	25,450	-4%
	Driving Practical Tests	15,837	13,030	-19%
	Driving Licences Exchanged	1,085	1,545	35%
	International Driving Permits	353	870	85%
	Withdrawn Driving Licences	2,114	2,208	4%
	Changes to Driving Licences	17,939	19,124	6%

## Driving Licences

In 2022, a total of 25,450 driving licences were added to the existing number of driving licence holders. A total of 2,208 driving licences were withdrawn/given up for various reasons, such as those being deceased, holder no longer intending to keep his/her driving licence, withdrawal due to penalty points and/or withdrawal as per court ruling.

A total of 19,124 driving licences were re-issued with changes as requested by clients. These cases included changes in address, changes in holder's name and/or addition of a new driving licence category.

As from the 1st December 2017, all driving licence holders have been subject to the Penalty Point System - for each contravention, points are imposed (as per listed in S.L. 65.18) and the driving license is revoked, temporarily 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. In the case of probational driving licence, a full driving licence is renewed and issued to the holder only if no penalty points are recorded or if those imposed are fewer 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 a 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 of December 2022, a total of 2,208 driving licenses were revoked, of which 287 holders had a probationary license and 1,536 had a full license (first-time revocation). A total of 385 were subject to the 2nd revocation, implying that their driving licence is permanently lost and that a practical test must be retaken.

The DVLU is also working on 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 this system and be aware if/when they cannot drive, and ultimately will also serve to renew and refresh the important and necessary public 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 services. Notifications for all types of driving licence related issues, such as medical requirements, court notifications, sentences etc are also in the pipeline. These are currently at the first stage of development and will be introduced in the near future.

### **MoU between Malta and the United Kingdom on Exchange of Driving Licences**

A Memorandum of Understanding between the Republic of Malta and the Government of the United Kingdom of Great Britain and Northern Ireland, including the territories of the Bailiwick of Guernsey, the Bailiwick of Jersey and the Isle of Man, was finalized, signed and launched. This MOU permits the two countries to exchange their respective driving licences without the need for the holder of a driving licence issued

by either country to apply and sit for a practical test when effecting the exchange. All categories which are present and valid on the original driving licence are included on the exchanged counterpart.

During and until the first quarter of 2022, all pending United Kingdom exchange applications which were submitted and pending due to Brexit situation and negotiations were seen through and fully settled. These amounted to 1,202, and all subsequent related applications which were submitted throughout the year thereafter were processed and seen through immediately.

Transport Malta, through its liaison with the United Kingdom authorities, will continue to negotiate the necessary arrangements to facilitate use of their driving licences in their respective territories with long term agreements for the exchange of driving licences process without the requirement for any tests.

### **Regularization of unreturned revoked and disqualified driving licences**

During 2022, the Directorate also started a process for retrieving and inserting in the Driving License System (DLS) all possible telephone/mobile number contacts in order to start sending SMS notifications related to all driving licences. An ongoing process to populate DLS with all possible mobile number contacts is currently being undertaken – this is a precursor to what will follow in 2023, wherein individuals who need to renew their driving licence, have arrears, accumulated penalty points or a revocation in place will be informed via an SMS message. 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 to a Maltese licence. Once the necessary vetting is done through RESPER (a common register within EU Member States) the exchange to a local licence is carried out. To this effect, a total number of 1,545 driving licences were exchanged in 2022.

In 2022, in conjunction with the Office of The Prime Minister, DVLU launched a revamped online driving licence renewal service accessible through its [licenzji-xufiera.gov.mt](https://licenzji-xufiera.gov.mt) portal with considerable improvements to provide an overall better, faster and more efficient experience to its clients.

The new service replaced the site [licenzji-tas-sewqan.gov.mt](https://licenzji-tas-sewqan.gov.mt) providing a new and better interface for the public through:

- real time access for certifications by medical doctors on behalf of their patients and access to insurance representatives to renew their clients' driving licence;
- the option to change/upload a new passport-quality picture;
- the option to upload a new signature;
- access to place urgent card orders or personal collection without the need to email outside of the system;
- access to update and maintain your personal details;
- option to add an alternative mailing address.

Through this enhanced service, clients can access all the other various driving licence related services from the

same portal, whether these are new learner permits for first time drivers, applications for new categories to be added on a driving licence or access to check personal penalty points.

### International Driving Licences

A total of 870 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 2022, the number of persons who benefitted from this scheme amounted to 1,705

### Seat belt exemptions

Throughout 2022, Transport Malta received a total of 201 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 granting.

### Scheduled Public Transport

During 2022, passenger trip figures continued to recover following the sharp decrease experienced due to the COVID-19 pandemic. October 2022 saw the further

expansion of the Free Public Transport measure, which now includes all holders of the Personalised Travel Card (more commonly called the Talinja Card). Two new fully electric buses joined the Operator's bus fleet.

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 8th year as of 2023.

### The Bus Fleet

The average age of the bus fleet stands at 6.88 years.

During 2022, the bus operator introduced 2 new, 12 metre fully electric buses. This brings the total operational fleet to 429. These two buses were extensively tested on the bus network.

### Passengers

Passenger trip figures continued to improve during 2022, following the considerable decrease experienced during the COVID-19 Pandemic. The overall improvement experienced when compared to 2019 figures (which was a record year as to the number of passengers carried) was at just over 14% less.

Passenger Trip Figures stood at 49.2 Million as at year end 2022.

86% of all passenger trips made during the year used the Talinja Card in order to effect payment.

### Free public transport measure

Between the period January to September 2022, the Free Public Transport measure was available to persons aged

70 years and over and now includes cohorts of persons between 14 and 20 years, students aged 21 years and over, persons with disability and persons 70 years and over. During this period there were just over 63 thousand persons who at one point benefitted from the measure. Among themselves, they generated over 6.8 million trips at a cost of €2.346 million.

As of 1st October 2022, this measure was expanded further, whereby all persons in possession of the personalised travel card (Adults, Children, Students, Concession and Gozo) started travelling for free when using scheduled public transport. During this period a monthly average of 123,000 persons benefitted from the measure, who among themselves generated 11.4 million passenger trips at a cost of just over €4.5 million.

37% of all trips made during 2022 qualified for free public transport.

### Route Reliability and Punctuality

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

Average route reliability for 2022 as measured across the whole network was recorded at 97.7%.

Average Route Punctuality across the whole network was measured at 87.6%

### Compliance

21,811 unique inspections were carried out by Public Transport Officers onboard buses, on the bus operator's employees, including drivers, safety and infrastructure. These inspections were divided as follows:



Safety	6,559
Buses	7,403
Drivers/Employees	6,929
Infrastructure	920

### Road Transport Licensing Unit

#### Sustainable Passenger Transport Services

##### Taxi Services

Throughout 2022, the taxi sector saw a continued update of the fleet with new vehicles, which was however hampered by the supply chain crisis experienced by the automotive sector worldwide.

The Unit also maintained its continuous support towards the sector as it recovered following the limitations caused by the COVID-19 pandemic. It extended its support to the development of the new taximeter software, which was finally approved and deployed to most of the fleet.

Additionally, the following operations were carried out during the year:

- 7 taxi vehicles were replaced with new models;
- 19 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;
- 17 new taxi drivers were licensed following the completion of the relative training programmes and tests;
- 1 wheelchair accessible taxi was registered;
- 3 new electric-minicabs were inspected.

### 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 using the Document Management System developed by the Unit. Maintenance of karozzini stands and shelters was also carried out through the support of TM's maintenance unit and staff.

A new training and testing programme for karozzini drivers was also developed and implemented by the Unit.

The following are the main operational measures implemented for this sector throughout 2022:

- 113 animal-drawn vehicles were inspected;
- 95 karozzini licences were renewed;
- 4 new operator licences for the operation of karozzini were issued;
- 3 new licences for the operation of horse carriages for hire or reward (karozzelli) was issued and 21 were renewed;
- 72 new licences for the use of animal-drawn vehicles on the road for personal use or leisure purposes were issued and 184 were renewed;
- 8 new licences for horses to be used in horse riding schools were issued and 12 were renewed;
- 94 animal-drawn vehicle licences and 29 karozzini licences were modified;
- 73 driving licences for categories Y and Z and 1 category X were issued.

## Road Haulage

1 Community Operator Licence was renewed, and 7 new ones were issued. 18 vehicles were added to the licensed fleet while 9 were removed, and 48 Driver Attestations were issued during the same period. No ECMT licences were issued.

The Unit 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 maintained an active role in the work related to Malta's legal challenge against some of these amendments before the ECJ.

## Carriage of Dangerous Goods

Throughout 2022, 657 drivers were issued certificates for drivers of dangerous goods vehicles following the successful completion of the related training programme.

1 Dangerous Goods Safety Advisor (DGSA) certificate was renewed and 5 new ones were issued, while 11 dangerous goods vehicles were approved for registration, 11 ADR certificates were renewed, and 4 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 started issuing ATP certificates in line with the respective UNECE agreement. 43 ATP certificates were issued.

### Car park attendants and Wheelchair Accessible Vehicles (WAV) Grants

38 car park attendant permits were renewed, and 48 WAV grants were issued.

## 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, three Tester licences and one Operator's licence were revoked due to serious breaches of test procedures. Penalty points and administrative fines were also issued to two VRT operators and five testers. On the other hand, three new VRT Stations were granted a licence to operate. The following quality control measures were also implemented:

- 1,015 post-VRT checks were conducted on high-risk vehicles. These vehicles were called at the Technical Services Unit for further inspection;
- 116 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. 10,168 photos were verified by the Unit for correct photo taking and reporting procedures and checking of the date and time when the vehicle was tested.

Vehicle Inspection Type	Number
Used Third Country vehicles	1,600
Modifications to vehicles	698
E-bikes and e-kick scooters	360
Motoring School vehicles	25
Reported vehicles	13

### 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 2022:

### Controlled Vehicle Access (CVA) System in Valletta

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

Throughout 2022, a total of 1,325 applications for short-term exemptions from CVA related charges were vetted and processed. The Board also approved 635 applications for yearly exemptions from CVA charges after confirming that the eligibility criteria and related conditions laid down in S.L. 65.31 were satisfied.

Out of a total of 65 contestations that were filed before the Contestation Board, 64 were approved whilst 1 was rejected.

### Policy Development and Amendments to Regulatory Frameworks

Throughout 2022, 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:

- Transposed and implemented Directives (EU) 2021/1716 and (EU) 2021/1717 in S.L. 65.15 (reflecting new vehicle categories and testing of in-vehicle eCall systems during periodic vehicle roadworthiness tests);
- Successfully negotiated with MCCA a long-standing issue concerning MCCA to assume responsibility for the role of national type-approval authority responsible for heavy duty vehicles and trailers, while TM retains its role of national type-approval authority responsible for light duty vehicles. Regulations have now been drafted to reflect this agreement;
- Partnered with ERA on an EU-funded project (LIFE Retrofix) for the retrofitting of heavy-goods vehicles;
- Evaluated and approved a Technical Service (Bureau Veritas) for the purposes of testing and issuing Single Vehicle Approval certificates for used Third Country vehicles before being registered in Malta. A second application by another Technical Service (GreenKar) is similarly being evaluated;

- Assisted with the transposition of Directive 2020/1057 (Posting of Workers) in S.L. 65.19 and S.L. 499.56;
- Assisted with the drafting of 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 on the basis of their emission standard, rather than their age, and providing for the entry fee to remain applicable indefinitely;
- Assisted with the drafting of amendments to the Light Passenger Transport Services and Vehicle Hire Services Regulations (S.L. 499.68) aimed at extending by 2 years the timeframe imposed on operators to modernize their fleet;
- Assisted with the drafting of amendments to the Motor Vehicles (Driving Licences) Regulations (S.L. 65.18) aimed at introducing on-board surveillance cameras during practical driving tests.

### Driver Training and Testing Unit

During the year 2022, the Driver Permits, Testing and Training Unit operated with the basis of short staff. 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 15,041 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 3,929 drivers for light passenger transport vehicles (chauffeur driven) and horse-drawn cabs, reviewed 1,728 CPC periodic training applications and processed 284 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 15,041 practical driving tests for categories A, B, C and D and their respective sub-categories .

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

In addition, the Unit conducted 550 CPC initial practical demonstration tests, 31 taxi tests and 79 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 606 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 4,000 drivers of light passenger transport vehicles (chauffeur driven) and horse-drawn cabs. In view of the Certificate of Professional Competence (CPC) within the given period, the Unit reviewed 1,728 periodic training applications and processed 284 CPC practical demonstration tests.

	2020	2021	% Change
Practical driving tests	11,990	16,816	+40%
Assisted theory tests	25	296	+1084%
Customer care exams	1,312	1,626	+60%
CPC Periodic certifications	1,597	2,108	+31%
CPC Initial practical demonstration tests	363	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%



Enforcement  
Directorate

## LAND ENFORCEMENT

### Functions and Duties

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

- Acting as regulator for all licensed land transport providers;
- Ensuring that all vehicles are within legal emission levels, safe, insured and roadworthy;
- Traffic management and road safety;
- Monitoring of traffic flow 24/7;
- Designing, programming and carrying out maintenance of traffic signals, including traffic lights at junctions;
- Providing security services to TM premises;
- Enforcing the applicable legislation on operators to ensure compliance;
- Ensuring that all transport sectors operate safely and efficiently;
- Providing customer care to all stakeholders via enforcement staff;
- Bringing all defaulters before respective courts/tribunals to be sanctioned accordingly or otherwise;
- Following up complaints and taking action when necessary;
- Enforcing the applicable regulations on road intervention works;
- Carrying out road-side checks and inspections;
- Managing budgets;
- Managing and following up tickets issued by Enforcement Officers;
- Managing statistical data pertaining to enforcement processes;
- Being involved in the preparation and management of tenders related to Land Enforcement;
- Managing, implementing, reporting and transposing the EU regulations/directives pertinent to enforcement, namely:
  - Directive 2014/47/EU: Technical Roadside Inspections of the roadworthiness of commercial vehicles circulating in the union and repealing directive 2000/30/EC.
  - Directive 2015/719/EU: Directive of the European Parliament and of the Council amending Council Directive 96/53/EC laying down for certain road vehicles circulating within the community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic.
  - Directive 2015/413/EU: Directive of the European Parliament and of the Council facilitating cross-border exchange of information on road safety related to traffic offences.
  - Directive 2006/22/EC: Directive of the European Parliament and of the Council on minimum conditions for the implementation of council regulations EEC No. 3820/85 and EEC No. 3821/85 concerning social legislation relating to road transport activities and repealing directive 88/599/EEC.
  - Directive 2006/1/EC: European Parliament and of the Council on the use of vehicles hired without drivers for the carriage of goods by road.
  - Regulation 165/2014/EU: European Parliament and of the Council on tachographs in road transportation repealing Council regulation 3821/85 EEC on recording equipment in

road transport and amending regulation EC 561/2006 of the European Parliament and Council on the harmonization of certain social legislation relating to road transport.

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

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

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

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

- Traffic management;
- Road closures;
- Escorting large slow-moving vehicles;
- Issuing contraventions;
- Investigation of infringement reports;
- Removal and clamping of vehicles;
- Road-side vehicle inspections;
- Emission tests & Emission Alert;
- Dedicated enforcement operations;
- Road-side checks;

- Provide security services for Transport Malta's premises.

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

- Take account of the traffic situation;
- Control traffic via rapid intervention;
- Point of reference during traffic management;
- Provide roadside assistance;
- Guide drivers to use alternative routes using the MRTU app and VMS's.

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

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

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

- Installation, programming and maintenance of traffic lights and other pedestrian crossings;



- Installation and maintenance of Variable Message Signs and Lane Changing Signs;
- Research and Development.

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

### Traffic Management

Traffic management means the recognition of the various situations where traffic control and guidance are required, and the implementation of effective procedures, including traffic control, to safely control and guide traffic with minimal interruptions and delays.

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

During the year 2022, the Enforcement Unit once again coordinated with the Malta Police Force and LESA as well as Infrastructure Malta regarding traffic management arrangements during traffic rush hours for the scholastic year period, both in the morning as well as in the rush hours of the afternoon. This plan allows Transport Malta to enforce critical nodes connecting different parts of the country's road network, to guide road users and provide immediate assistance in case of difficulty during the school rush hours. A consistent number of enforcement officers assist in the traffic flow during such hectic hours as well as ensure safety of both vehicle users and pedestrians.

During 2022, the Enforcement Unit participated in major events, such as the Apostolic Journey of Pope Francis to Malta in April.

### Road Closures

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

Throughout 2022, the Enforcement Unit received a total of 9,247 requests for road closure assistance.

### Escorting Large Slow-Moving Vehicles

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

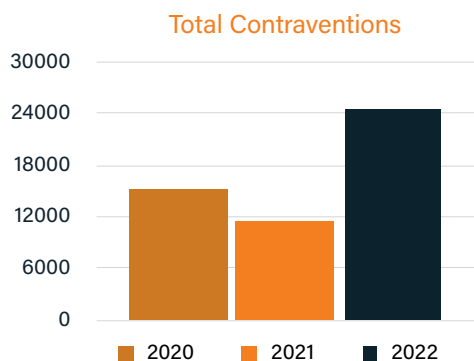
During the past years this service was also provided to Infrastructure Malta for the transportation of large construction material required for major infrastructural projects.

Throughout 2022, the Unit received 28 requests.

## Issuing of Contraventions

During 2022, the Enforcement Unit issued 24,500 contraventions that fall under its remit.

The graph below indicates statistical data of the total number of contraventions issued during the past 3 years.



the power to clamp and remove vehicles which are being illegally used on National Territories. In 2021 this legislation was amended and empowered Transport Malta to dispose of derelict vehicles.

Illegally used means:

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

During 2022, a total of:

- 178 Vehicles were clamped;
- 178 vehicles were removed.

## Investigating Infringement Reports

In the year 2022, a total of 789 infringement reports were received and investigated. These reports are received via three main sources - in person, via email and by phone. Most reports were related to unlicensed and illegal parking.

## Removal and Clamping of Vehicles

S.L.65.13 grants Enforcement Officers of Transport Malta

## Emission Alert - SMS & MRTU APP

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

In 2022, a total of 326 vehicles were reported via SMS and 202 vehicles reported via the MRTU App.

Emissions tests	Called for test	Passed	Failed	Scrapped
	1,536	646	264	22

The procedure used is that vehicles not showing up for first letter calls are called again for second calls. Hence the above figure shows all calls during 2022 including the said doubles (those which failed to show up or failed test on first call). Otherwise, the 'Passed' and 'Failed' columns are the correct amount for those showing up on first, second calls or subsequent dates (up to 31.12.2022). Vehicles which failed to show up are imposed with a licence restriction.

## Vehicle Inspections

### Roadside Vehicle Inspections

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

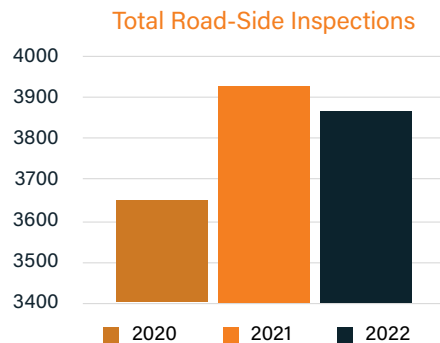
If a vehicle fails the inspection and/or test, a restriction is imposed on the vehicle licence and this restriction is only lifted once the vehicle is found roadworthy by Transport Malta officials.



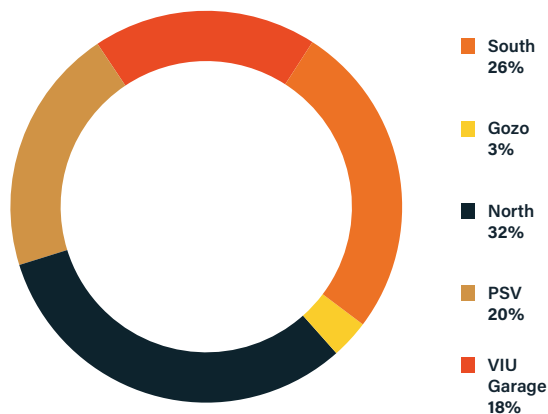
The table below indicates the number of vehicles inspected and test results during roadside inspection operations:

Roadside Inspections	Inspected	Passed	Failed
M1/N1	1,107	729	378
N2	1,208	741	467
N3	730	397	333
O4	145	83	62
M2*	88	64	24
M3 (route buses)	530	468	62
M3 (coaches)*	59	51	8
T5	1	1	0
<b>Total</b>	<b>3,868</b>	<b>2,534</b>	<b>1,334</b>

The graph below indicates the total number of roadside vehicle inspections conducted during the past 3 years:



The pie-Chart and table below indicate location and number of conducted roadside inspections throughout 2022.



Venue (or nearest vicinity to)	Chart Area code	No. of RSI's performed in area
Bieb is-Sultan - Żabbar	903	71
Corradino		102
Għar Dalam / M'Xlokk Rd		67
Gudja		55
Hal Far		81
Valletta Rd - Marsa		30
Hompesch rd / Dejma		14
Kirkop Tunnels & Żurrieq		86
M'Skala Bypass		36
Triq ir-Ramla- Kirkop / Kandja		70
Triq l-Industrija - Kirkop		16
Triq San Anard - Tarxien		108
Triq il-Kottonera - Birgu/Fgura		25
Marsascale Bypass		36
Hal Luqa		106
Gozo	110	110
Burmarrad	1097	32
John Adye Street - Naxxar		235
Mqabba Rd - Siġġiewi		243
Coast Rd		79
Mgarr rd - Mgarr		13
Mtarfa Bypass		24
Notabile Rd - Attard		69
Independence ave - Mosta		10
Siġġiewi / Lapsi		67
Triq id-Difiza Ċivili - Mosta		8
Triq il-Hemsija - Rabat		79
Triq il-Fortizza Mosta		17
Ta' Qali		24
San Ġwann		67
SPB bypass		19
Xemxija		111
City Gate (PSV's)	706	260
Marsa P&R (PSV's)		129
Ċirkewwa (PSV's)		52
Rabat Domus		42
MIA (PSV's)		147
Others (PSV's)	639	76
VIU (letters)/NCL		639
<b>Total</b>		<b>3,455</b>



### Other Roadside Vehicle Inspections

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

	Inspected	Passed	Failed
<b>Weighbridge inspections</b>	282	235	47

	Inspected	Passed	Failed
<b>ADR inspections</b>	75	63	12

### General Vehicle Inspection Data

The tables below indicate the total number of charges to vehicle owners due to failed tests and the total number of inspections conducted throughout 2022.

#### Charges issued

Badly maintained (multiple faults) during RTI's	298
Excessive emissions	31
Lights	518
Worn tyres	181
Overloading of cargo/protruding load	41
Leaks	10
Other VIU related	596
Enforcement related whilst on VIU duties (recorded)	340
<b>Total</b>	<b>2,015</b>

#### TOTAL INSPECTIONS by the Vehicle Inspectorate Unit

	Amount
Roadside Technical Inspections	3,868
SMS Alert Inspections (VIU Garage)	110
ADR Inspections	75
Weighbridge Inspections	282
MRTU Inspections (VIU Garage)	202
<b>Total</b>	<b>4,537</b>

### Enforcement Operations

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

During 2022, the Enforcement Directorate incorporated two of its operational units into Operational Response Unit (ORU); this unit now has more manpower to enforce road regulations around the clock and even assist other Authorities, such as The Malta Police Force, Civil Protection and the Public Works Department to resort traffic flow in the most effective time.

### Motoring Schools

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

### Foreign Registered Vehicles

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

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

During inspections, if a vehicle is found not compliant with the stated regulations, necessary action is taken. Such vehicles are either impounded by Transport Malta, or their owners are instructed to put the vehicles in a private garage and pass on the logbook and number plates to Transport Malta until they align themselves with the stipulated regulations.

### Parkers

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

### Motor Dealers

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

### Taxis, Cabs, Minibuses and Horse-drawn cabs (Karozzini)

The Enforcement Unit conducted enforcement operations in

respect of vehicles for hire, such as Taxis, cabs, minibuses and horse-drawn cabs. The scope of these operations is to guarantee that drivers are authorised to provide such a service, and that they are operating within the provided parameters.

### Valletta Area

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

### Roadside Checks

Road-side checks are periodically conducted to ensure that vehicles are properly licensed, and that drivers are in possession of a valid driving license. This year, the Enforcement unit coordinated some of these road-side checks with The Malta Police Force.

Vehicles stopped during roadblocks	521
Vehicles inspected by VIU	336
Vehicles Towed	41
MC towed	1
Vehicles escorted	2
Confiscated plates	4
Infringements	826

### Security at Transport Malta Premises

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

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

### Account of Traffic Situation

The Traffic Control Centre operates on a 24/7 basis and can take a reliable account of the traffic situation via 140 CCTV cameras installed in 5 different areas to monitor traffic in major junctions.

### Rapid Intervention

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

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

The officers are highly trained in incident management and are ready to attend to a range of safety and congestion related incidents. During 2022, Transport Malta invested in adapted training for this team as well as plans to increase its motorbike fleet by 2023.

### The RTRT:

- Are on site within a few minutes;
- Work closely with the Police, Emergency Services, and LESA;

- Implement traffic diversion plans for planned or unplanned incidents or events;
- Ensure that the area around the incident or event is made safe;
- Minimise the risks of second incidents;
- Patrol designated areas to proactively manage traffic;
- Ensure the safe removal of disabled vehicles from main roadways;
- Monitor activities that are impacting traffic flows, including road intervention works.

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

### Roadside Assistance

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

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

During 2022, a total of 263 drivers were assisted via this service.

### Guidance to Drivers

Traffic controllers within the Traffic Control Centre have the facility to alter messages and indications on electronic boards installed in major junctions. Via these boards, drivers







are notified of alternative routes, accidents, and other hazards on the road ahead.

### Assessment of Traffic Management Measures on Local Council Roads

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

Work is continuous, and the aim is to improve the safety and efficiency of the traffic and transportation systems on all classes of roads, keeping in mind the promotion of a sustainable transport network and optimising the use of existing infrastructure.

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

Requests are mainly related to:

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

### Providing Technical Assistance to Local Councils

A system has been established within the Traffic Management Unit, whereby technical design assistance is provided to Local Councils in relation to requests made

for the implementation of measures, which may require specialised knowledge on road design.

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

### Requests for Reserved Parking Bays for Persons with Disability

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

During 2022, Transport Malta received a total of 871 requests.

Reserved parking bays may vary as per below:

- Communal Reserved Parking;
- Personal Reserved Parking;
- Keep Clear Bay.

### Registration of Contractors Authorised to Provide Road Intervention Works

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

The scope for registration is to guarantee that contractors have the necessary permits, and to provide a guarantee during road works so that Transport Malta is aware of the places where works are being carried out.

Registered contractors are required to provide Transport Malta with:

- Contractor information data;
- Contract with Transport Malta;

- Bank guarantee;
- Insurance policy.

### Issuing of Road Work Permits

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

The types of permits that may be applied for are:

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

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

The total number of permits issued during 2022:

- RWP 1 – 1,686 permits;
- RWP 2 – 977 permits;
- RWP 3 – 9,759 permits.

### Guidelines for Traffic Management during Road Intervention Works

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

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

### Enforcement during Road Intervention Works

The Authority reserves the right to enforce measures for any road intervention works being carried out without the necessary permits or in breach of standard practices.

It is the responsibility of the Traffic Management Unit, via Field Officers, to:

- Monitor road intervention works;
- Detect illegal road works;
- Ensure compliance;
- Ensure that the Permit Conditions are adhered to.

Regular enforcement duties include:

- Inspection prior to undertaking road intervention works;
- Inspection during execution of road works;
- After road works interventions.

Infringements during road intervention works include:

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

as audited by the Authority;

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

During the year 2022, a total of 2,040 enforcement letters were issued to contractors for not abiding by laws and regulations related to road intervention works.

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

### Installation, Maintenance and Programming of Traffic Lights

The Engineering Unit within the Enforcement Directorate is responsible for the proper function and operation of the traffic light system on the network. Roadside inspections are carried out daily, to ensure that any faults are logged and electronically reported for necessary repairs.

The unit manages all traffic lights operated by Transport Malta by creating specific programs for each junction.

The Engineering Unit is continually coordinating with Infrastructure Malta regarding updates and re-configuration

due to the ongoing junction projects. Also, in coordination with IM, several pedestrian crossings were installed or modified in conjunction with road widening projects in various localities.

The Engineering Unit is also responsible to claim the expenses involved in replacing traffic signals which get damaged by third parties (traffic accidents or other causes). During the year 2022, we had 18 cases which cost €37,676.27, of which we have Police Reports, and another 4 cases with the perpetrator unknown. The total of such cases, 22, is considered as normal in comparison to previous years. The majority of cases end up with expenses paid by either the insurance or the person damaging the infrastructure, and, in some cases, Transport Malta enters into court proceedings for liquidations of the expenses.

### Installation and Maintenance of Variable Message Signs and Lane Changing Signs

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

This unit also monitors the respective invoices of the 460 electricity consumption meters which connect the Traffic Signals to the electricity supply on the roads. This administrative task is essential, since Transport Malta pays for the electricity consumption and the meter service charges and so we audit each invoice received and approve or otherwise whether TM settles such invoices. This Unit also handles the administrative side of installation of new meters or removal of meters which are not required.

### Research and Development

The primary focus of the Engineering Unit is operational, however, research and development related to traffic







management and intelligent traffic systems are also carried out.

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

### **Traffic Management Committee**

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

### **Maritime Enforcement**

As in previous years, the Maritime Enforcement Department was responsible for providing security services at the Port and Port Facilities besides other important critical infrastructures.

The unit's primary role is to manage the day-to-day functions of the control room on a 24/7 basis. Continuous monitoring, review and response to incidents seen via CCTV cameras ensure that operations are run in accordance with the Code

of Practice, the Authority's Procedures Manual and Directive 2005/65/EC. Through the proficient use of available resources and the capability to identify, assess, and respond to security incidents and issues, this department sustains the wider objective of the Authority to foster efficiency.

The gradual increase in assets and resources will further enhance this strategy whilst also focusing on integration and cooperation whenever possible.

### **Sea Enforcement**

The activity taking place in the maritime sphere is extensive and poses a number of challenges. Our principal challenge is therefore to monitor activity within our ports and territorial waters relating to our security. We have invested significant resources in understanding the maritime sphere – gathering intelligence, sharing information, building partnerships, analysing data, and identifying concerns.

Once again, this year, the department fully committed to conducting several patrols and inspections on board seacraft, the purpose of which was to ensure safe navigation and the creation of a safe environment for bathers and seafarers alike. Moreover, assets deployed made sure that commercial operators kept in line with the applicable laws and regulations for the sake of good order and safety of crews and passengers.

The department provided further training to its officers. This training comprised of various sessions relating to accident

and emergency, customer care and operations and legal affairs. The department is committed to provide adequate training to its employees, to enhance efficiency and professionalism in our line of duties and responsibilities.

By way of emphasizing the Authority's policy on the educational aspect of enforcement, the Department participated in a number of activities and campaigns in the media. The scope of these activities was to instil in the general public, a sense of awareness of the various regulations whilst stressing caution and responsibility to minimize accidents which can be avoided. This notwithstanding, the Authority continued to be vigilant and imposed the applicable administrative fines where necessary.

Transaction related to MSED	2021	2022
Vessels Inspected at Sea	2,877*	3,956
Charges Issued	713	899
Warnings issued	327	263
Vessels Found in Order	1,942	2,794
MRTU Inspections (VIU Garage)	202	202

2021 – the difference (105) are inspections with multiple offences.



Integrated  
Transport Strategy  
Directorate

## Functions and Duties

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

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

The ITSD is tasked with developing a holistic strategic framework for the development of a national transport system that is safe, secure and sustainable. The Directorate is also undertaking road safety assessments, analyses and investigations on the Trans-European Transport Network (TEN-T) in terms of the Road Infrastructure Safety Management Directive.

### 1. Integration of Transport Research and Infrastructure Planning

#### Transport and Land Use Planning

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

In summary, in 2022, Transport Malta received approximately 7,728 consultation requests for the consultation of planning applications (PA), of which 2,063 were identified to require further assessment on transport-related matters internally and with other Directorates. Transport Malta has also received from the Planning Authority 116 consultations regarding Planning Control applications (PC) for changes to schemed road alignment. The Directorate also technically assessed 72 Development Notification Order (DNO) applications and 53 pre-DNO applications.

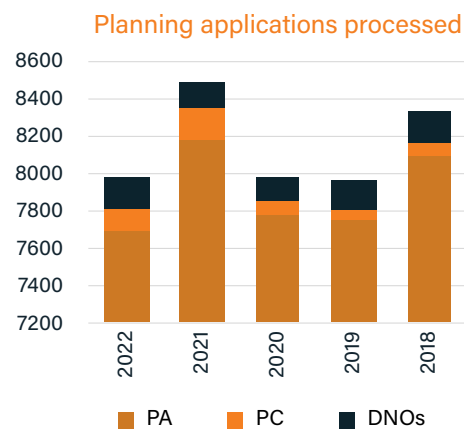


Fig. 1 – Planning applications processed by ITSD (2018 – 2022)

ITSD organises bi-monthly Transport Coordinating Committee (TraCC) meetings between representatives from Transport Malta, Infrastructure Malta and the Planning Authority, in order to discuss specific transport-related projects requiring further assessment between both Authorities. Seventeen TraCC meetings were held during 2022.

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



## Assessment of Speed and Road User Behaviour

After receiving requests to install speed cameras, in 2022 the Directorate analysed three strategic roads, namely, the Central Link in Attard, Triq Louis Wettinger in Mellieħa and Telgħet ix-Xemxija in St Paul's Bay, all forming part of the TEN-T Comprehensive Road Network. Collision data was gathered to try and establish whether there were trends according to the characteristics available. The exact location of the collisions was not available and hence collision clusters could not be identified. However, speed surveys were carried out at various locations along the stretches where over-speeding was reported. The data was further analysed to establish the eligibility for a speed camera.



Fig 2. Speed survey results along Xemxija Hill

In addition to speed surveys, the ITSD also carried out video surveillance along Telgħet ix-Xemxija to better observe the behaviour of road users in general, given that speed surveys along this stretch of road did not yield over-speeding issues. In fact, it was noted that there were several non-compliance issues by car drivers, motorcyclists, as well as pedestrians who cross the road haphazardly despite the fact that there are numerous traffic lights all along the stretch.

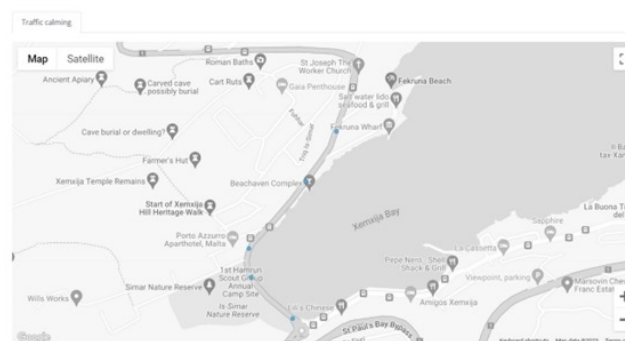


Fig 3. Extract from iRAP map of Telgħet ix-Xemxija, indicating stretches for traffic calming measures

## Transport Research

### Geospatial Analysis of Road Injury Accidents

The Integrated Transport Strategy Directorate continued its task of the collection and analysis of national road safety data. Every year, Transport Malta undertakes an exercise in collaboration with 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 policy and knowledge transfer among 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 categorizing the injuries by years and for different types of vehicles. These are plotted on the GIS software and the data mainly involves motorcycles, cyclists and pedestrians backdated by three years: 2017, 2018 and 2019. However, the positioning of the fatal and injury collisions was analysed at a road link level,

as the precise geo-location of collisions is not yet available. The categorization of the accident is done according to the type of the road, locality and road name.

An example of an analysis as can be visualized through a geospatial dataset for the category “motorcycle” as a mode of transport, extracted from the year 2019 and for which there was a total of 215 injuries, can be shown in the figure below:

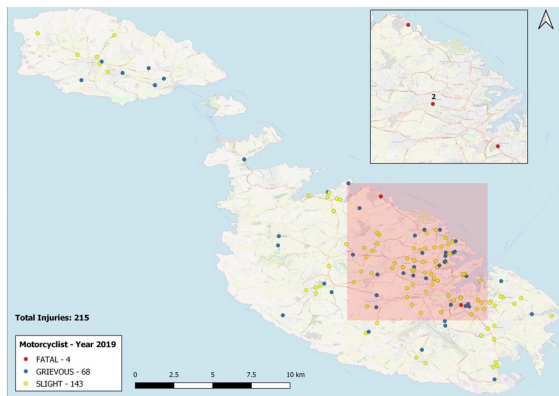
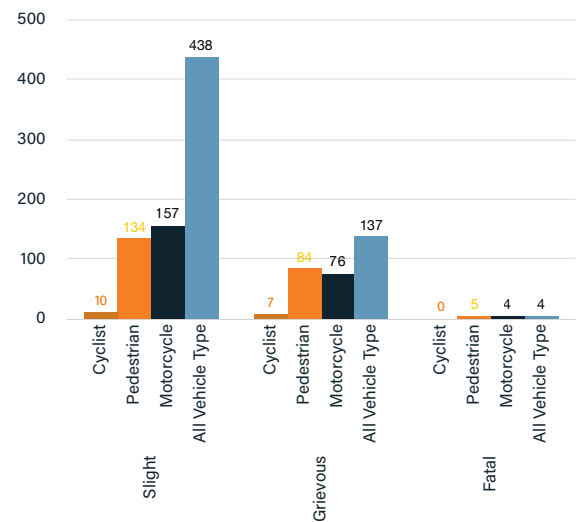


Fig. 3 – Geolocation of motorcycle injuries (2019)

Further analysis was conducted, taking into consideration also the dataset without geolocation. The dataset was analysed using the Power BI software, which allows a better representation of the information through the graphs provided. The charts below show the relationship between the accidents involving Vulnerable Road Users (VRU's) and other vehicles. The VRUs are the pedestrians, cyclists and motorcyclists.

In 2019, a total of 816 injuries were reported, with the main injuries reported to have involved pedestrians, which is represented by a 27.63% of the total of 304 injuries, followed by 25.00% for Motorcycles, with 76 injuries, and Cyclists with 7, represented by 2.3% of the total.



816 total injuries in 2019.

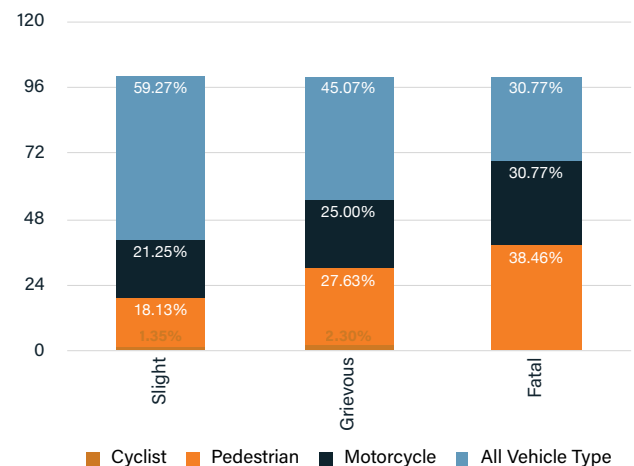
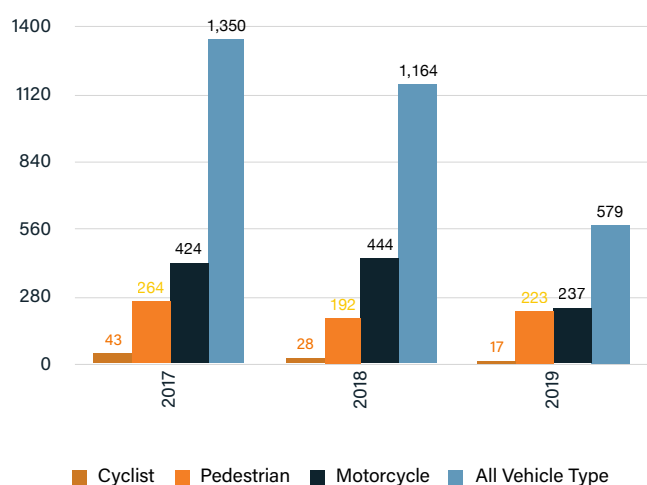
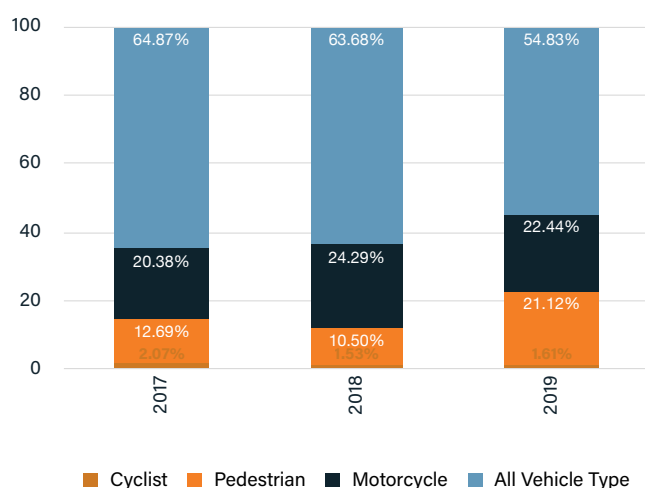


Fig. 4 – Injuries involving vulnerable road users (2019)

For instance, the analysis can also be compared for the years 2017, 2018 and 2019 by categories concerning VRUs. In this regard, the charts show that during the year 2017, a high number of 43 injuries involving Cyclists was reported, which is represented by a 2.07% of the total, 2081.



4198 total injuries.



## 2. Development and coordination of transport policies

### Continued development of the National Transport Model

During 2022, the Directorate carried on with the development of the National Transport Model (NTM). The NTM continued to be an invaluable technical tool for transport policy development and testing. Of particular focus this year was the detailed preparatory work for the upcoming update of the model, featuring a new base year and forecasting scenarios. This new version of the model

will be completed in 2023 and will be used to assess various proposed policies and measures to be included in the mid-term review and subsequent updating of the Transport Master Plan, 2025.

This review will feed into the thematic enabling conditions that will allow Malta to access European Union ERDF and Cohesion Funds, which will be earmarked for the transport sector during the next operational programming period between 2021 and 2027. The programming period that covered the Transport Master Plan 2025, will therefore be updated and extended to 2030. Over the course of 2022, ITSD started the necessary groundwork in terms of collection of data and the contacting of various stakeholders in the sector for this exercise.

At an 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. This activity will be conducted in tandem with the updating of the Transport Master Plan. The NTM is 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.

### National Household Travel Survey, 2021

To support the above modelling activities, ITSD continued the data processing and analysis of data from the National Household Travel Survey (NHTS). The NHTS has been carried out in Malta since 1989 at approximately 10-year intervals. It was originally planned that the latest edition of the NHTS would be carried out in 2020, but it was postponed to 2021 due to the widespread disruption of travel patterns and behaviour due to the COVID-19 pandemic. This decision was made so that the resulting data would be more reflective of typical travel conditions.

NHTS2021 collected transport-related information from a

representative sample consisting of over 4,000 households across the different localities in Malta and Gozo; information relating to the household (size, structure, car ownership and vehicle characteristics), the individual (socio-economic, demographic, etc.) and a diary of the journeys of each household member on a designated day, which was 17th November 2021 (their start and end location, time, mode of travel, purpose of travel etc.). This is the first time that the survey has been carried out using online methods, with a webapp created specifically for this purpose. A digital survey allows much greater flexibility in the survey questions asked in addition to more detailed analysis of data than in previous editions.

The NHTS is one of the main sources of data about personal travel patterns. Data from the survey has been used extensively in the past, providing a snapshot of current travel patterns, behaviour, and further insight into the changes in travel trends that have taken place over the years. In addition, questions in this edition's survey were specifically targeted towards the COVID-19 health crisis, and will be an invaluable source of data for analysing the effects of pandemics on the transport sector. Further questions are also designed to gauge public perception towards pedestrian and cycle infrastructure, as well as public transport use.

The travel data derived from NHTS2021 will also be used by different public service sectors, academia and transport operators for planning, policy development, planning of transport infrastructure and for research purposes. Furthermore, the NHTS is also one of the most important sources of data for the National Transport Model (NTM). As a matter of fact, it is currently being used to develop the NTM's trip matrices, which represent trip movements from one transport analysis zone (TAZ) to another.

Transport Malta collaborated closely with the National Statistics Office for this project, who brought with them a wealth of experience in conducting national scale surveys. This collaboration also allowed the linking and cross-

tabulation to other micro and macro statistical datasets owned by NSO. This enabled deeper analysis that was not possible in previous editions of the NHTS. NSO coordinated the data collection phase of the project, with collaboration in the form of statistical analysis continuing to occur over 2022. The preliminary report of the NHTS was published in January 2022, with the final report published in October 2022.

### 3. 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, targeted road safety inspections and a specific focus on vulnerable road users. In this respect, work on the updating of technical guidelines for applying the provisions of RISM Directive commenced in 2022.

### 4. Road Safety Infrastructure Management

#### Overview

Over the year under review, 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 (EIB) under the "Safer Transport Platform".

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 reports on road safety management issues at national level and at Infrastructure level to enable more effective activity on road safety.

The new Directive also makes particular reference to the need that the location of fatal road crashes is as precise as possible and that it includes GNSS coordinates to enable accurate geo-referencing of the accident and subsequent mapping on the road network.

The new requirements of the RISM Directive include the application of road safety procedures on primary roads other than those already part of the TEN-T road network. Specific attention is given to the needs and safety of vulnerable road users, that is, non-motorised road users such as cyclists, pedestrians and powered two-wheelers, and the introduction of the Network-wide road safety assessment. Under the EU Directive, the first network-wide road safety assessment is expected to be carried out by 2024 and at least every 5 years thereafter.

### **Network Wide Road Safety Assessment (NRSA)**

During 2022, the ITSD carried out its first network-wide road safety assessment using the international Road Assessment Programme (iRAP) methodology. 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.

The results are presented on a map where 100-metre segments of the TEN-T road network are defined with a star rating based on the likelihood of a road traffic collision occurring with fatal or serious injuries. The star rating is useful as it helps to identify the high-risk sections and ways to improve the road infrastructure in a cost-effective way. The least performing segments are categorised as one and two stars, whereas the better performing roads are categorised at three, four and five stars.

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.



Fig.5 - iRAP risk rating assessment (category: private vehicle)



Fig 6 - iRAP Countermeasures – Shoulder sealing driver side

The NRSA is now serving 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.

In 2022, the priority of the targeted road safety inspections was based on the ranking of traffic accident data and inspections by the ITSD's Road Safety Officers were carried out along sections of TEN-T and Primary Road network (totalling 19km in length in 2022) identified through the Network-wide Road Safety Assessment as being higher risk, particularly to vulnerable road users.

#### 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.

During 2022, ITSD personnel took part in two Stage 3 audits together with the Infrastructure Malta personnel and the external auditors.

### Road Safety Training

A number of ITSD personnel received external training in road safety engineering to further enhance knowledge in road safety within the Directorate.

## 5. European Union affairs

### Assessment of EU legislative proposals

The Directorate contributed on a number of dossiers being discussed throughout 2022 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 online between the Government of Malta and the European Commission. These included bilateral meetings on the development of the TEN-T network, the European Semester, and discussions on proposals for an EU Roads Agency

### International Policy Development (non-EU)

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,

The Directorate coordinated technical discussions with officials from the Joint Assistance to Support Projects

in European Regions (JASPERS) to finalise the terms of reference for technical support in transport investment plans.

### **Baseline Project**

The Baseline project, funded partially by the European Commission, addresses the EU's long-term goal of moving close to zero fatalities and serious injuries in road transport by 2050. 19 Member States participated in the project by collecting data on the Key Performance Indicators (KPIs) for road safety. The main objective of the Baseline project was to measure road safety indicators in a harmonized, internationally comparable way, with all resources in the project invested in developing an adequate methodology that facilitated international comparability. The KPIs measured by Transport Malta were the use of protective equipment by cyclists and PTWs, speed, driving under the influence of alcohol, distraction, vehicle safety and infrastructure.

The project was completed during the 3rd Quarter of 2022 and the draft final report was circulated to participating member States in December 2022. The report is being approved by the European Commission prior to its publication.





Corporate Services  
Directorate

## 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 longterm 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 2022 included the publication of 23 open calls comprising public tenders and 37 quotations. The total value of works, supplies, and services awarded during 2022 amounted to €4,889,834.03.

The Tendering Committee, which is composed of a chairman, a secretary, and four members, meets regularly and reviews for approval of all procurement and purchase requests that are in excess of €2,500 exc. VAT. In 2022 the Committee met 27 times and dealt with 1,433 items.

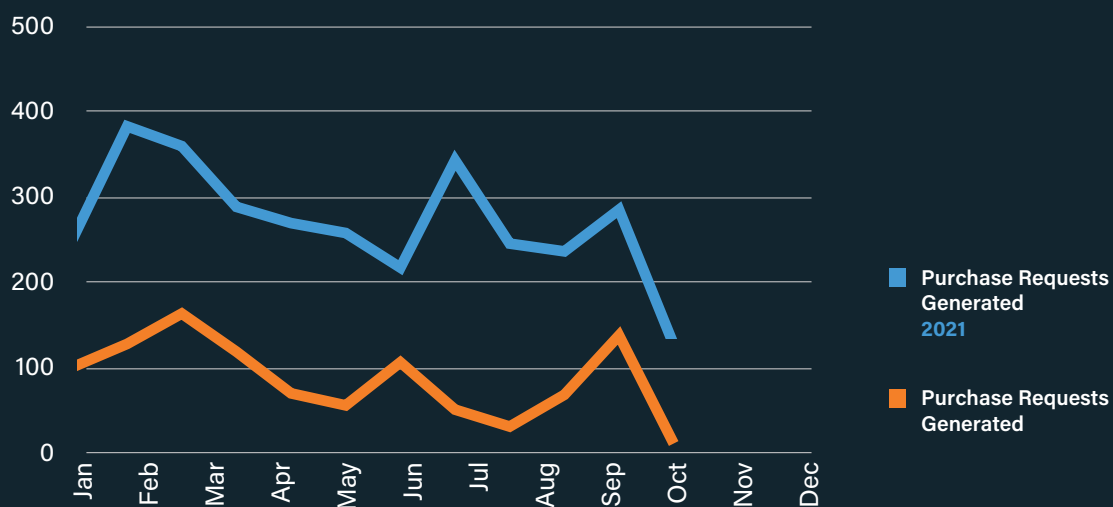
## Procurement

### Tendering Committee Meetings January - December 2022

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
No. of Meetings	2	4	4	2	3	1	3	2	1	1	3	1
No. of Items	136	169	212	158	99	82	143	76	52	97	181	28

### Tendering Committee Meetings January - December 2022

2021	317	477	449	363	340	326	277	429	311	300	359	168
2022	136	169	212	158	99	82	143	76	52	97	181	28



### Number of Awards in 2022

Sectoral Procurement Directorate Tenders Awarded 2022	2	4	0	2	2	0	1	0	1	1	1	1
Director of Contracts Tenders Awarded 2022	1	0	2	0	0	1	0	1	0	0	1	0
Direct Orders 2022	7	6	10	4	5	2	2	1	7	2	3	3

## Risk Management, Policy and EU Affairs

### Department

Throughout 2022, the Risk Management, Policy and EU Affairs Department focused on four main pillars: Policy, Sustainable Mobility and EU Affairs.

From a Risk Management Perspective, the Department followed on key concerns highlighted to top management and worked with the recommendations received.

From a policy perspective, the Department has continued to act as a central coordination point for Transport related policy within the Authority, and has been instrumental in discussions on various initiatives and policy development on the EU front, particularly in areas related to climate change and transportation. This in addition to participating and representing Malta in various fora, including those related to cleaner, sustainable, and alternative mobility. Furthermore, members of the team act as thematic experts on Horizon Clusters and work to ensure the future funding availability for new and emerging technologies. The Department is also working on the development of Sustainable Urban Mobility Plans and Sustainable Urban Logistic Plans for the Maltese Islands.

Specifically on EU Affairs, the Department engaged continuously in internationalization and external relations, including taking part in discussions and negotiations, the implementation of agreements reached and transpositions to National Legislation. We have worked closely with other EU delegations and embassies and have also supported the draft policy, analysis notes and briefings for decision-makers in addition to organising and taking part in high-level meetings.

The above feeds into our continued efforts in Sustainable Mobility, which include the coordination and implementation of national and EU funded schemes and projects. Amongst many initiatives, two new schemes launched last year were the Active Mobility and the Green Travel Plan Scheme. The former supported the implementation of projects related to

sustainable mobility with the aim of increasing measures which improve walkability and facilitate the uptake of cycling. The latter supported private enterprises to develop and implement a Green Travel Plan for their employees.

This work was complemented by increased focus on promotion and outreach, with the goal of challenging the current national modal split, which is heavily inclined towards the use of the private car. Primary and secondary schools were invited to register for interactive discussions on cleaner and alternative mobility throughout the scholastic year 2022/2023. Furthermore, the Department built on its collaboration with EkoSkola and FES (Foundation for Educational Services) by organising activities during Skola Sajf and also provided teacher training on the implementation of Green Travel Plans for Schools. The Department was also approached by individual schools seeking support to instill a more sustainable travel culture amongst their students, to deliver presentations. Other collaborations took place with Local Councils, higher educational institutions and with the EIT Urban Mobility Hub. In conjunction with the latter, the Department also embarked on the sCOOL2Walk project. Other initiatives include the EMW (European Mobility Week) Scheme, two conferences aimed at instigating further discussion, work on sustainable transport and exploring the field of automation in transport, and participation as speakers in various seminars and events. The Department also published a number of articles and two information booklets for different age groups, which focused on the different means of transport. A website page dedicated to Sustainable Mobility was developed.



## 1. Introduction

The following refers to a synopsis of the major operations which occurred during 2022 regarding the Customer Care Operations function at Lija, specifically the Customer Care Operations Team of the Strategy & Corporate Services Directorate, which is currently located at the LTD DVLU Hall at Lija TM Head Office.

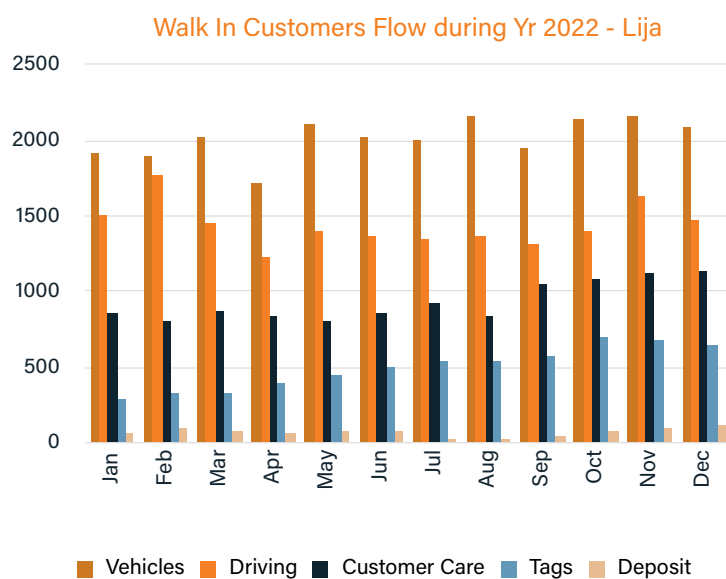
## 2. LTD DVLU Hall Lija customer walk-in

For the year under review, the following refer to quantities of walk-in customers that visited the DVLU Hall at TM Lija, which crowd was managed by the Customer Care Team.

The total number of walk-in customers for the year under review totalled to 59,525 visitors.

The following table refers to the flow of how these 59,525 visitors were distributed across the months for the year ending 31 December 2022.

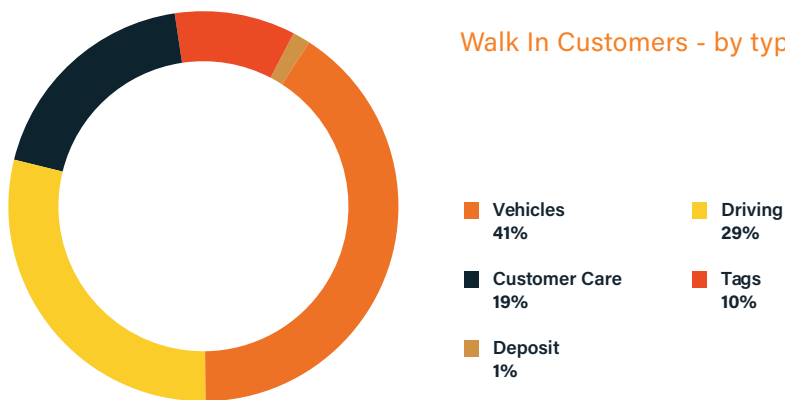
Walk in Customers - Flow during year 2022												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Vehicles	1912	1897	2019	1727	2114	2025	1999	2165	1958	2151	2161	2097
Driving	1504	1770	1457	1227	1412	1363	1357	1372	1311	1401	1636	1466
Customer Care	850	797	879	845	803	849	923	847	1053	1084	1120	1141
Tags	288	321	331	391	444	502	542	538	580	705	673	646
Deposit	60	102	75	63	84	74	32	25	52	85	98	122



It can be deduced from the table below that the majority of customers, at a total of 24,225, pertain to Vehicles, represented by 41% of the walk-in crowd.

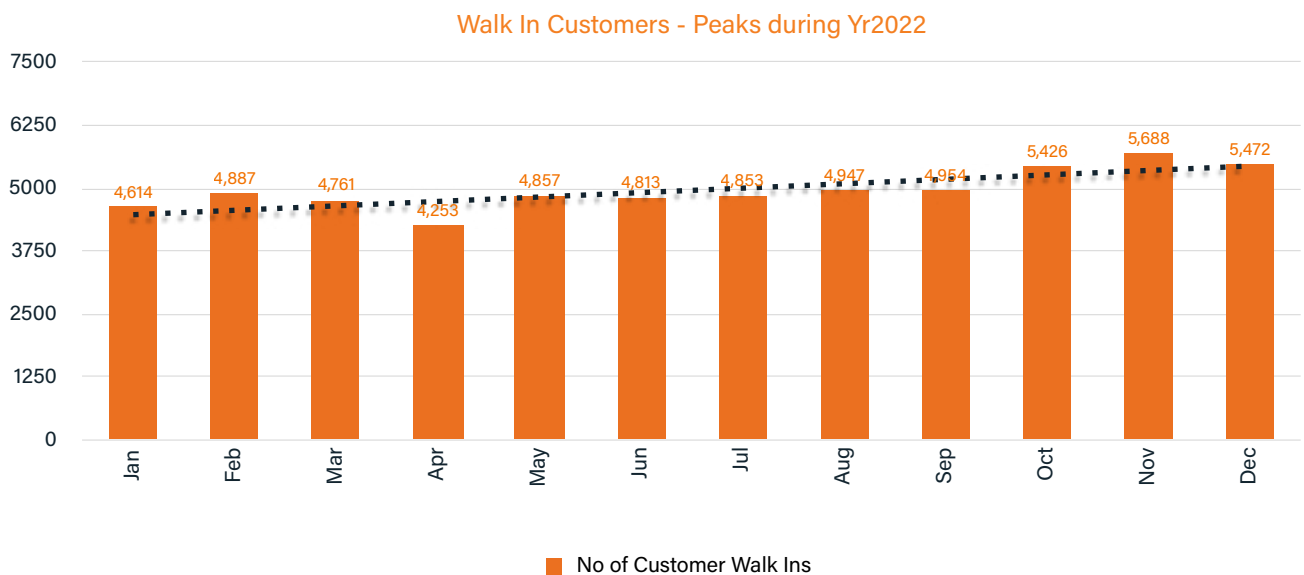
Vehicles	24,225	41%
Driving	17,276	29%
Customer Care	11,191	19%
Tags	5,961	10%
Deposit	872	1%

The following pie chart illustrates the DVLU Hall Lija walk-in customers for the year ending 31 December 2022, representative of the table above.



The following table refers to the peak period of visits done by customers to the DVLU Hall during 2022, accompanied by a graphical representation showing November 2022 as being the highest month incurring visits from the public.

Walk in Customers - Flow during year 2022												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
No. of Customer Walk Ins	4,614	4,887	4,761	4,253	4,857	4,813	4,853	4,947	4,954	5,426	5,688	5,472



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

Considering that the most common customer care queries treated by the Customer Care Team at Lija refer to the Licensing and Testing Directorate, the statistics shown refer to this Directorate, since other statistics are immaterial to disclose.

The Customer Care Team at Lija is operated by one Senior Manager and two Customer Care Executives, who have treated the influx of customer walk-ins at a total of 59,525 and have directly served customer queries totalling 11,191.

Having said that, this has been a thorough and exhaustive year, since human resources were lacking and it became a challenging task to serve the customer smoothly. It would be ideal if 2023 reflected an appropriate rise in human resources to ease the load on the current workforce employed on this Team.

The following table refers to the type of customer care queries tackled by the Customer Care Team, showing a breakdown of the 11,191 queries handled. A graphical representation of the table in question follows.



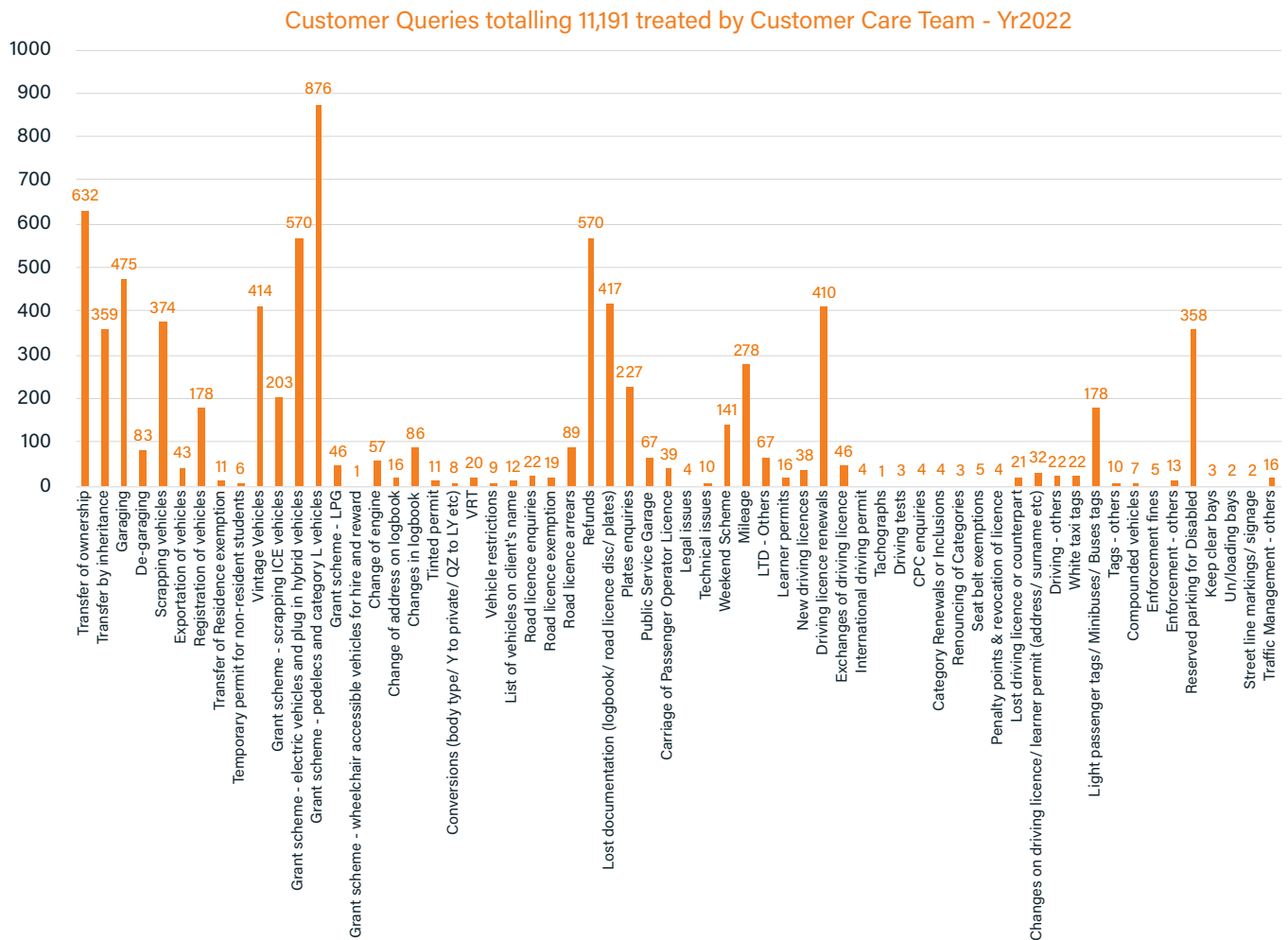
### Customer Queries treated by Customer Care Team Year 2022

Total queries	11,191
4 Hour temporary permits	3,522
Transfer of ownership	632
Transfer by inheritance	359
Garaging	475
De-garaging	834
Scrapping vehicles	434
Exportation of vehicles	373
Registration of vehicles	178
Transfer of Residence exemption	111
Temporary permit for non-resident students	64
Vintage vehicles	413
Grant Scheme - scrapping ICE vehicles	206
Grant scheme - electric vehicles and plug in hybrid vehicles	570
Grant scheme - pedelecs and category L vehicles	876
Grant scheme - LPG	46
Grant scheme - wheelchair accessible vehicles for hire and reward	1
Change of engine	57
Change of address on logbook	16
Changes in logbook	86
Tinted permit	11
Conversions (body type/ To private/ QZ to LY etc)	8
VRT	20
Vehicle restrictions	9
List of vehicles on client's name	22
Road licence enquiries	12
Road licence arrears	89
Refunds	570
Lost documentation (logbook/ road licence disc/ plates)	417
Plates enquiries	227
Public Service Garage	67

### Customer Queries treated by Customer Care Team Year 2022

Carriage of Passenger Operator Licence	39
Legal issues	4
Technical issues	10
Weekend Scheme	141
MiEA	278
LTD - Others	67
Learner permits	16
New driving licences	38
Driving licence renewals	410
Exchanges of driving licence	46
International driving permit	4
Tachographs	1
Driving tests	3
CPC enquiries	4
Category Renewals or Inclusions	4
Renouncing of Categories	3
Seat belt exemptions	5
Penalty points & revocation of licence	21
Lost driving licence or counterpart	4
Changes on driving licence/ learner permit (address/ surname etc)	22
Driving - others	32
White taxi tags tags	22
Light passenger tags/ Minibuses/ Buses tags	178
Tags - others	10
Compounded vehicles	7
Enforcement fines	5
Enforcement - others	13
Reserved parking for Disabled	358
Keep clear bays	3
Un/loading bays	2
Street line markings/ signage	2
Traffic Management - others	16



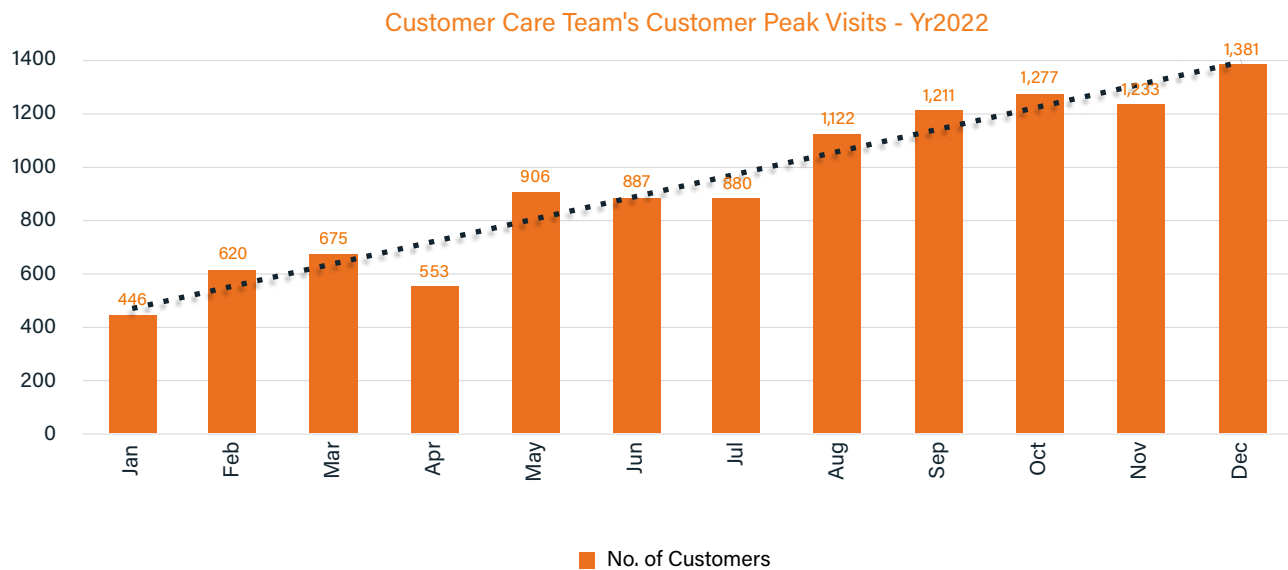


The following table refers to the peak in conjunction with customers requiring support from the Customer Care Team for the year under review – a graphical representation follows.

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, with December 2022 as the peak.

**Customer Care Team's Customers Peak Visits - Year 2022**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
No. of Customer	446	620	675	553	906	887	880	1,122	1,211	1,277	1,233	1,381



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 clearly be deduced that the top query – with a massive stretch ahead – was the request for the 4-hour temporary permit.

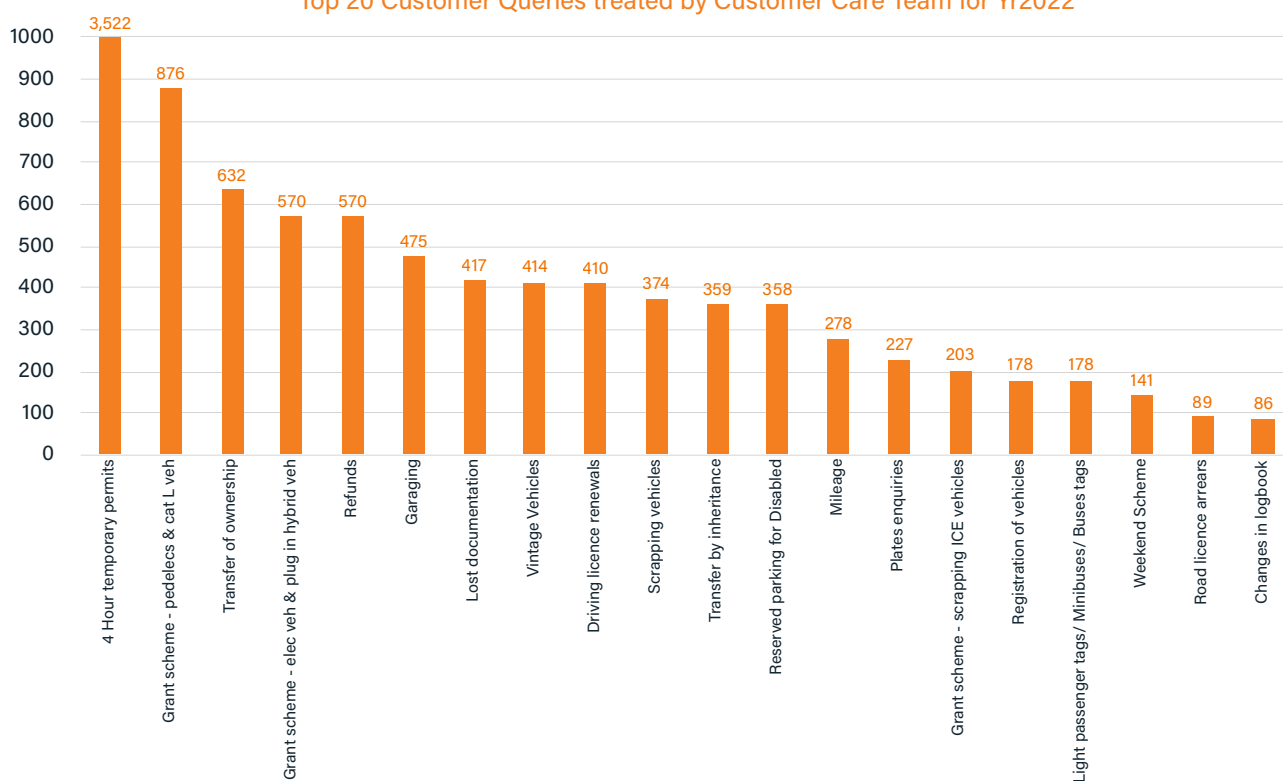
#### Top 20 Customer Queries treated by Customer Care Team for Year 2022

4-Hour temporary permits	3,522
Grant Scheme - Pedelecs & Cat L veh	876
Transfer of ownership	632
Grant scheme - elec veh & plug in hybrid veh	570
Refunds	570
Garaging	475
Lost documentation	417
Vintage Vehicles	414
Driving licence renewals	410
Scrapping vehicles	374
Transfer by inheritance	359
Reserved parking for Disabled	358
Mileage	278
Plates enquiries	227
Grant scheme - scrapping ICE vehicles	203

#### Top 20 Customer Queries treated by Customer Care Team for Year 2022

Registration of vehicles	178
Light passenger tags/ Minibuses/ Buses tags	178
Weekend Scheme	141
Road licence arrears	89
Changes in logbook	86

#### Top 20 Customer Queries treated by Customer Care Team for Yr2022

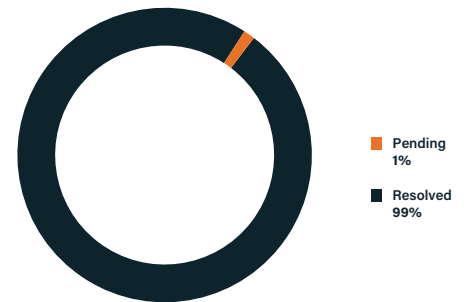


#### 4. Customer Queries treated via Email

The following table refers to the quantity of emails treated, distinguishing between those emails resolved and those emails pending as at 31 December 2022. It is to be noted that the management of these customer emails were mainly treated by one Customer Care Officer.

Customers Emails Treatment for Year 2022

Pending	16	1%
Resolved	1,267	99%



### Customer Experience Unit (Paola)

#### Comparison between year 2021 and 2022

During 2022, the Customer Experience team located at the Driver Vehicle & Licensing Unit (Paola) gathered daily statistical information about the operations at the Hall itself, in addition to statistical information related to the customer service provided by the team.

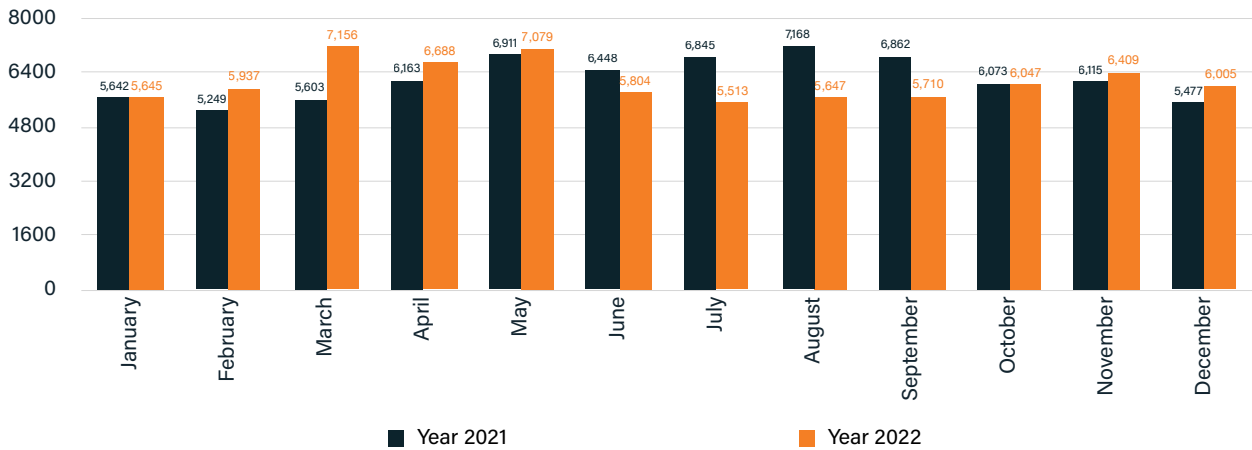
Upon comparing the data of 2021 and 2022, it transpired that whilst at the DVLU Hall there was a total decrease of 916 visitors, the clients served by the Customer Experience team increased by 3,565, an increase of almost 5% over the previous year.

Year 2021	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>DVLU</b>	5,642	5,249	5,603	6,163	6,911	6,448	6,845	7,168	6,862	6,073	6,115	5,477	<b>74,556</b>
<b>CC</b>	572	562	617	730	498	1,198	330	469	842	864	939	745	<b>8,366</b>
<b>%</b>	<b>10.1%</b>	<b>10.7%</b>	<b>11.0%</b>	<b>11.8%</b>	<b>7.2%</b>	<b>18.6%</b>	<b>4.8%</b>	<b>6.5%</b>	<b>12.3%</b>	<b>14.2%</b>	<b>15.4%</b>	<b>13.6%</b>	<b>11.4%</b>

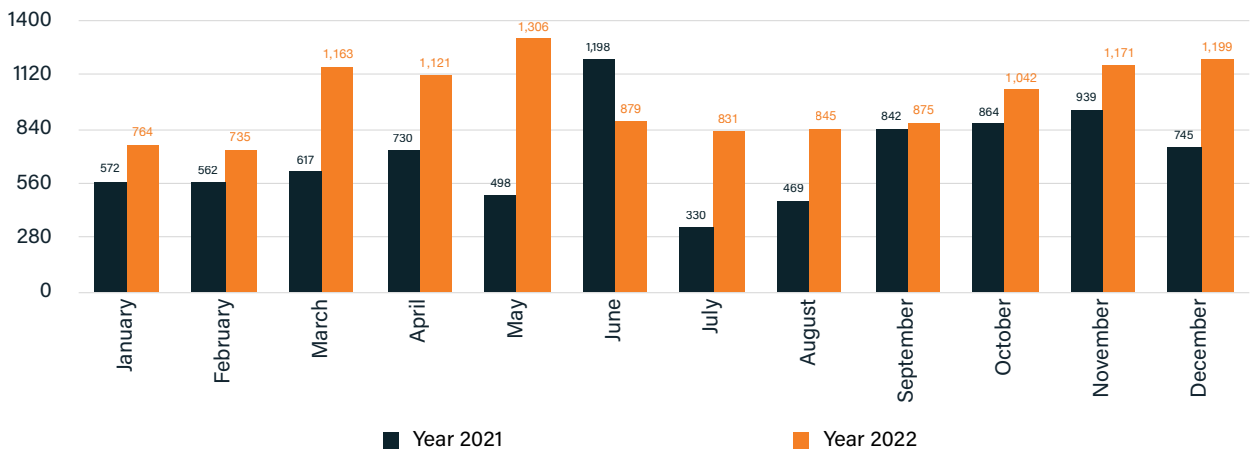
Year 2021	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>DVLU</b>	5,645	5,937	7,156	6,688	7,079	5,804	5,513	5,647	5,710	6,047	6,409	6,005	<b>73,640</b>
<b>CC</b>	764	735	1,163	1,121	1,306	879	831	845	875	1,042	1,171	1,199	<b>11,931</b>
<b>%</b>	<b>13.5%</b>	<b>12.4%</b>	<b>16.3%</b>	<b>16.8%</b>	<b>18.4%</b>	<b>15.1%</b>	<b>15.1%</b>	<b>15.0%</b>	<b>15.3%</b>	<b>17.2%</b>	<b>18.3%</b>	<b>20.0%</b>	<b>16.1%</b>



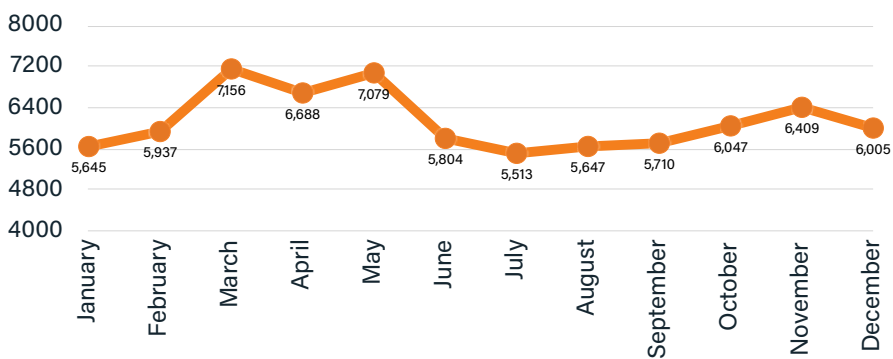
DVLU (Paola) - Comparison between Year 2021 and 2022



Customer Care (Paola) - Comparison between Year 2021 and 2022



Paola DVLU

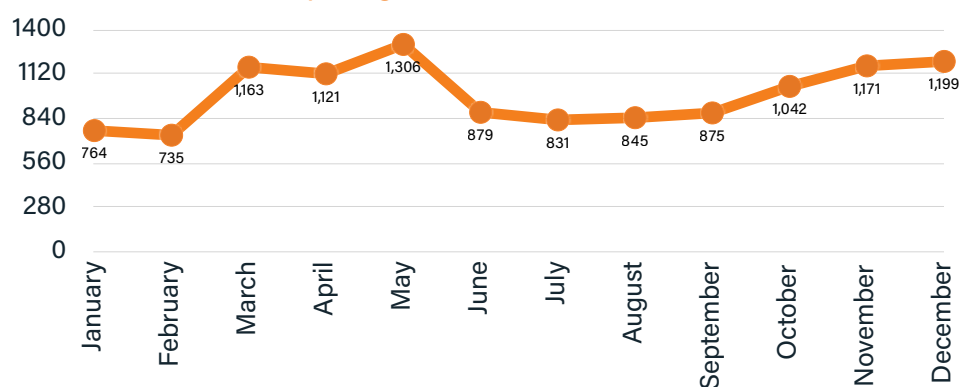


**DVLU (Top 5 busy months)**

March	7,156
May	7,079
April	6,688
November	6,409
October	6,047

The quietest month was July 2022, with a total of 5,513 visitors.

### Year 2022: Monthly overview of the Paola DVLU visitors requiring Customer Care assistance

**CC (Top 5 Busy Months)**

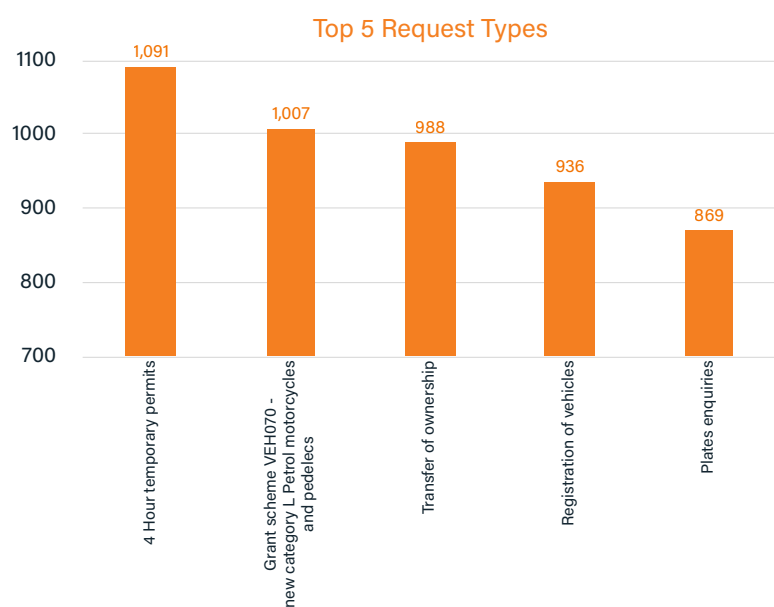
May	1,306
December	1,199
November	1,171
March	1,163
April	1,121

The quietest month was February 2022, with a total of 735 visitors requiring customer care assistance.

## Customer Enquiries

During 2022, the Customer Experience team at Paola assisted 11,931 visitors with 15,004 enquiries. The most common topics remained the same, month after month.

The top 5 request types:



Vehicles	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
4 Hour temporary permits	62	82	93	103	107	67	71	94	102	109	102	99	1,091
Transfer of ownership	57	69	125	117	118	72	75	72	56	71	83	73	988
Transfer by inheritance	12	12	15	14	10	10	5	10	6	6	12	10	122
Garaging	47	48	70	71	80	33	31	28	20	29	32	43	532
De-garaging	17	28	36	22	25	26	11	16	10	20	23	17	251
Scrapping vehicles	64	54	85	111	109	68	54	57	62	45	52	66	827
Exportation of vehicles	5	3	3	6	5	4	3	11	5	5	4	1	55
Registration of vehicles	48	47	60	86	84	61	91	78	84	98	100	99	936

Vehicles	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Transfer of Residence exemption	11	15	10	17	13	15	12	16	16	20	25	14	184
Temporary permit for non-resident workers	1	3	3	1	2	0	1	0	5	3	1	3	23
Temporary permit for non-resident students	1	0	0	0	0	0	0	0	0	0	0	1	2
Vintage Vehicles	47	61	84	97	112	71	50	37	53	63	44	47	766
Grant scheme VEH038 - scrapping ICE vehicles	6	1	31	35	24	29	21	19	18	16	25	29	254
Grant scheme VEH048 - retrofitting of approved battery electric powertrains	n/a	n/a	2	2	2	0	0	0	0	1	0	0	7
Grant scheme VEH051 - electric vehicles, plug in hybrid vehicles, conversion of bicycles	7	1	67	53	66	41	39	36	21	35	34	24	424
Grant scheme VEH052 - retrofitting of DPF's and SCRs on heavy duty vehicles	n/a	n/a	1	0	0	0	0	0	0	0	0	0	1
Grant scheme VEH053 - wheelchair accessible Taxis, LPTVs and PTVs	0	0	3	0	2	1	0	0	0	1	2	0	9
Grant scheme VEH057 - new category L, M and N electric vehicles and pedelegs	5	5	61	44	65	43	39	47	35	90	73	113	620
Grant scheme VEH060 - LPG	5	2	15	7	7	6	8	5	7	10	7	7	86
Grant scheme VEH070 - new category L Petrol motorcycles and pedelegs	28	20	117	94	98	64	69	72	93	115	83	154	1,007
Grant scheme VEH072 - Installation of approved photovoltaic panels on PTVs	n/a	n/a	2	0	1	0	0	0	0	0	1	0	4
Change of engine	10	20	20	13	21	11	9	11	12	13	14	22	176
Change of address on logbook	14	9	22	15	23	9	4	5	6	7	12	12	138
Changes in logbook	8	4	9	4	18	11	17	6	18	6	17	21	139
Tinted permit	2	0	4	6	6	3	2	4	0	3	6	2	38
Conversions (body type/ Y to private/ QZ to LY etc)	7	4	12	13	19	11	7	14	7	10	13	10	127



Vehicles	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
VRT	5	3	3	9	7	6	3	10	8	4	10	6	74
Vehicle restrictions	10	9	17	23	35	9	18	14	22	24	31	27	239
List of vehicles on client's name	5	4	12	20	15	6	17	10	20	17	14	17	157
Road licence fee enquiry	18	32	n/a	n/a	55	30	21	44	32	34	32	40	338
Road licence exemption	0	1	6	5	3	4	4	1	0	2	4	4	34
Road licence arrears	29	23	30	46	39	26	40	54	47	51	42	40	467
Refunds	20	16	20	28	54	27	34	34	30	34	34	25	356
Lost documentation (logbook/ road licence disc/ plates)	42	39	54	79	69	24	18	23	20	14	42	50	474
Plates enquiries	74	66	94	91	109	83	47	59	62	57	56	71	869
Public Service Garage	0	0	0	0	2	1	0	4	1	2	7	3	20
Carriage of Passenger Operator Licence	0	0	0	4	2	1	0	0	0	0	1	0	8
Legal issues	0	0	0	1	1	0	2	1	0	6	2	1	14
Technical issues	1	0	0	3	1	0	0	0	0	0	0	1	6
Weekend Scheme	14	11	16	11	20	8	4	2	6	7	12	18	129
Mileage	0	2	3	8	1	41	12	12	9	5	8	3	104
LTD - Others	27	35	51	52	40	24	40	46	35	48	68	74	540

## DRIVING

Learner permits	8	5	4	9	2	4	7	8	0	3	9	2	61
Translator services	n/a	n/a	n/a	n/a	6	0	7	2	8	4	25	18	70
Request for Assistance (Theory Test)	n/a	n/a	n/a	n/a	7	8	8	8	6	13	28	20	98
New driving licences	14	12	18	27	14	15	7	6	2	0	3	1	119
Driving licence renewals	37	29	29	25	26	21	25	24	25	17	29	11	298
Exchanges of driving licence	41	38	22	17	21	22	16	12	13	16	24	17	259

Vehicles	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
International driving permit	1	2	2	1	2	2	2	6	6	2	2	1	29
Tachographs	6	3	7	2	1	2	0	3	0	8	6	3	41
Driving tests	2	1	0	1	1	0	0	0	0	0	0	0	5
CPC enquiries	4	1	3	3	7	1	5	5	7	4	7	2	49
Category Renewals or Inclusions	15	11	19	20	26	8	18	11	15	12	14	12	181
Renouncing of Categories	6	4	4	1	3	1	1	0	1	0	0	0	21
Highway Code	0	0	0	1	0	0	0	0	0	0	0	0	1
Seat belt exemptions	0	2	1	0	0	0	0	1	0	1	0	2	7
Penalty points & revocation of licence	12	15	13	16	14	10	13	18	21	25	30	19	206
Lost driving licence or counterpart	9	9	9	4	13	1	5	6	4	8	6	2	76
Enquiries about driving in Malta	1	1	0	5	2	0	5	11	7	13	6	5	56
Changes on driving licence/ learner permit (address/ surname etc)	7	15	16	9	11	3	5	3	7	7	8	12	103
Driving - others	12	8	15	19	8	7	3	9	20	8	21	16	146

## TAGS

White taxi tags	0	0	0	1	0	0	0	1	0	1	0	0	3
Light passenger tags/ Minibuses/ Buses tags	1	0	0	1	4	2	0	3	0	0	0	0	11
Tags - others	2	5	6	9	0	4	7	5	6	9	9	7	69

## ENFORCEMENT

Compounded vehicles	0	0	1	0	2	0	0	2	2	1	5	4	17
Enforcement fines	0	0	2	6	5	10	11	4	5	2	13	14	72
Request for enforcement officers	0	0	0	0	0	1	1	1	0	1	3	1	8
Enforcement - others	0	0	2	2	4	3	2	5	1	1	2	0	22

Vehicles	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
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## TRAFFIC MANAGEMENT

Reserved parking for Disabled	13	16	23	26	34	11	19	38	30	40	30	18	298
Other reserved parking bays (lotto/embassy etc)	0	1	0	0	0	0	0	0	0	0	0	1	2
Keep clear bays	0	0	0	0	0	0	0	0	0	1	0	0	1
Un/loading bays	0	1	2	0	0	0	0	2	1	0	1	0	7
Street line markings/signage	2	0	1	2	1	1	0	1	0	2	2	1	13
Billboards	0	0	0	0	0	0	0	0	0	0	0	0	0
Traffic Management - others	0	0	0	0	3	0	0	1	1	0	1	0	6

## PORTS & YACHTING

Nautical licences	0	0	0	0	0	0	1	0	0	0	0	1	2
Ports - others	0	0	0	0	3	1	2	1	1	0	0	0	8

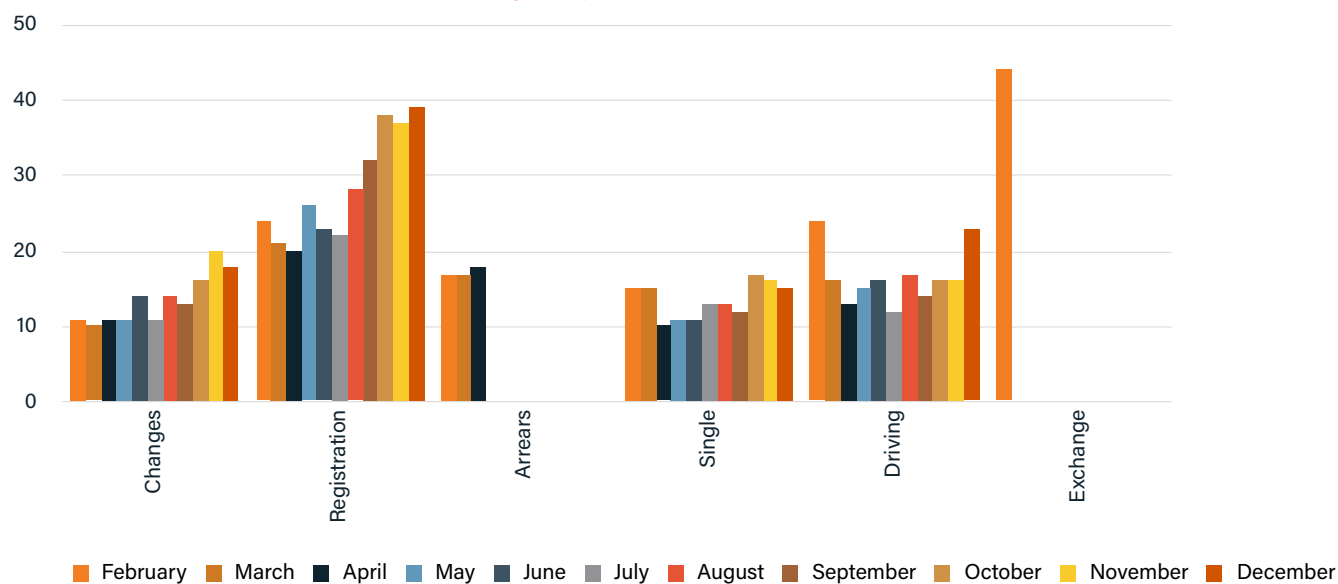
## CIVIL AVIATION

[illegible]

The below table shows the average time (in minutes) for a visitor to complete different transaction types, from the moment the visitor arrives at the premises to the moment the transaction is completed.

	Registration (mins)	Changes (mins)	Arrears (mins)	Single (mins)	Driving (mins)	Exchange (mins)
Feb-22	24	11	17	15	24	44
Mar-22	21	10	17	15	16	
Apr-22	20	11	18	10	13	
May-22	26	11		11	15	
Jun-22	23	14		11	16	
Jul-22	22	11		13	12	
Aug-22	28	14		13	17	
Sep-22	32	13		12	14	
Oct-22	38	16		17	16	
Nov-22	37	20		16	16	
Dec-22	39	18		15	23	
AVERAGE	28 mins	14 mins		13 mins	17 mins	

### Monthly comparison - Year 2022







Information &  
Communication  
Technology  
Directorate

The ICT Directorate within Transport Malta is one of the smallest Directorates within the Authority, nevertheless it is the main focal point in terms of ICT support, operations, strategy, project implementation, consultancy, policies and procedures and governance. Information and communication technology is one of the basic building blocks of modern society. Understanding ICT and mastering its basic skills and concepts is crucial for a company's success. The vision of the ICTD is to take a user-centric approach and deliver an outstanding service, whilst staying agile to drive digital innovation and keeping core assets safe and resilient. Our mission is to promote and support the Authority's effective use of ICT by facilitating and enhancing the digital experience, through provision of sustainable and reliable ICT solutions. The values that are instilled in this Directorate are that of a user-friendly approach, keeping it simple, staying secure, maintaining a good relationship with both internal and external stakeholders, promoting continual improvement, and investing in developing the skills of its team members.

The ICT Directorate is divided into the following main units - ICT Operations Unit, ICT Business Solution Unit, Administration Unit and ICT Governance and Security Unit. Each section focuses on specialised areas, having different responsibilities that break into key areas. All units fall under the helm of the Chief Information Officer.

### ICT Operations Unit

The ICT Operations Unit is divided in two sections: the networks and the support sections.

The networks section oversees the Authority's infrastructures. TM is in the process of having two segregated infrastructures: the Corporate and Road & Coastal Infrastructures. The section's main duties include managing and monitoring the infrastructures and providing support and maintenance to all the setups in different locations. This section also provides recommendations for the upkeep and improvement of TM's infrastructure, for better business continuity and efficiency in various services across the network.

The support section provides support services on a 24/7 basis, to safeguard smooth operations within the Authority. It ensures that its members provide an efficient and professional service to all the users in a resourceful and prompt manner. All requests are dealt with, and priority is given according to urgency.

## List of completed Projects by the Operations Unit:

Directorate	Description	Completion Date
TM	<p>One ambitious project was the Corporate Network migration. TM migrated to the MaGNet (Malta Government Network) which is managed and provided by MITA.</p> <p>This put TM in a more secure and sustainable corporate network, backed with a managed service, including numerous experts in different ICT sectors.</p>	Feb 23
TM	In collaboration with MITA to provide a more secure access to our current legacy solutions, a terminal server was installed and configured.	Dec 22
TM	Wi-Fi access is crucial in today's office setups. ICTD has configured and installed a new Wi-Fi infrastructure within all TM primary offices. The infrastructure provides a CORP Wi-Fi to TM's employees and Guest Wi-Fi for TM's clients.	Oct 22
Various	In view of the upgrade of the corporate network, several offices within the Authority had their physical network redesigned and fully replaced the physical layer one network.	Nov 22
TCC	<p>Since various CCTV projects have been divested to TM, new servers and management software were installed and configured to cater for such requirements.</p> <p>A new project is in the pipeline to centrally manage all CCTV feeds for all sectors, including both land and maritime.</p>	Jun 22
LTD	A new Queue Management System was implemented at the A3 Offices in Paola to provide a better queue management which will result in a better service and client experience.	Feb 23
ITSD	ICTD technically assisted ITS in configuring and setting up new radars to capture data within different roads. This data has been extracted to be analysed and to create different models to assist ITSD in their day-to-day business.	Nov 22
ICT	To keep our house in order, a number of small projects were attained without Main Distribution Facilities (MDFs). Upgrading and updating the UPS systems, installation of new power supplies, cable management for the network cabinets and others.	Sep 22

List of ongoing Projects by the Operations Unit:

Directorate	Description	Completion Date
Enforcement	The Redlight Contravention Project is a project that requires specialised equipment and a wireless connection that must be established. Together with our connection providers, a new project is in progress to establish a private (TM's) APN for cellular data transmissions, which will result in better performance and enhanced security measures.	Mar 23
ICT	The Road and Coastal Infrastructure project, to manage and maintain all assets is quite a challenge, consequently ICT will be utilising TM GIS to mark all assets with geo location including relative meta data for ease of reference and maintenance.	Dec 23
TM	On migrating to MaGNet, a terminal server was configured to have access to TM's legacy systems. A new project will divest this temporary solution to a managed service hosting environment and will transform the solutions into a virtual application. This will provide agnostic accessibility, which will be accessed anywhere and anytime on any device.	Mar 23
ICT	A new procedure will be established to provide 24x7 call centre services. This will provide a better user experience to all TM clients. It will facilitate prioritisation and provide the adequate and immediate support round the clock by means of our on-call officers.	Jun 23

### ICT Governance and Security Unit

The ICT Governance and Security Unit oversees the ICT risk register, which is an efficient and effective tool to identify, log, track and update any potential risks in day-to-day operations. These tasks are carried out in collaboration with other units within the ICT Directorate. The register is also used to fulfil regulatory compliance and acts as a repository for all identified risks. The ICT Directorate teamed up with TM's Data Protection Office and ventured into a campaign to educate and train TM's employees regarding best practices on cyber security at the workplace. Short educational videos and messages are released biweekly, highlighting important topics such as, phishing attacks, removable media, passwords and authentication, physical security, working remotely, emails and internet usage.

### The ICT Projects Unit

The ICT Projects Unit focuses on current and new initiatives in relation to business solutions. The unit analyses business needs, determines the necessary business re-engineering, simplifies processes and makes sure to use technology as the catalyst for change. The unit also indulges and explores different emerging technologies, such as Blockchain and AI (Artificial Intelligence) to provide added value to the business. This Unit is responsible for coordinating, managing, and implementing several projects in various Directorates within the Authority. These projects vary from national to EU funded projects.

Following is a list of completed and ongoing projects within the Authority.

## List of Completed Projects by the Projects Unit:

Directorate	Description	Completion Date
TM	Several web portals have been enhanced and configured to satisfy the Web Accessibility Standard obligations.	Mar-22
TM	As part of the new corporate infrastructure, a new service was provided to all TM employees, that of shared folders and user data. Utilising SharePoint Online, several sub sites were created, where all TM data has been migrated. This gives resilience, automatic backup and accessibility to all TM's data.	Dec-22
LTD	EUCaris is a cooperation focused on the data-exchange concerning vehicle registration, driving licences, and the accompanying personal data have been upgraded as per the endorsed treaty.	Apr-22
LTD	VERA is the heart of vehicle registration; it will be heightened with new business requirements and other EU legislation. The latest enhancements covered vintage requirements and new APIs to connect with other solutions.	Jun-22
LTD	A new solution as part of a PoCs was provided to offer different functionalities for the registration and management of Animal Drawn Vehicles (ADV).	Oct-22
MSD	A new seafarer portal which provides the functionality of an online registration has been soft launched with various main users.	Feb-22
SSR	Small Ships Registrations (SSR) - this temporary online solution provides the possibility for boat owners to renew their registration online. A new solution which is being developed will eventually provide further options, such as the renewal of nautical licences.	Jun-22



Directorate	Description	Completion Date
TCC	Artificial Intelligence is today's techy and buzz word. TM has indulged in several proof of concepts (PoCs) to better understand the current market and requirements of such technology in traffic management. The PoCs vary from converting unstructured to structured data which provides vehicle categorisations, pedestrians, speed, direction and other data. Enforcement detections, highlights stopped vehicles in non stopping zones, mobile phone use, seatbelt and others. Through analytics, it also detects traffic congestion or alerts for potential congestion so that TCC staff can take the necessary actions to mitigate.	Nov-22

## List of ongoing Projects by the Projects Unit:

Directorate	Description	Completion Date
LTD	A new service (eTransfers) will be provided to Insurance Brokers, to perform vehicle transfers on behalf of TM. This will provide a one stop shop approach to the customers.	Apr-23
LTD	eReg phase 2 will provide Car Dealers with the possibility to register all private cars online.	Dec-23
LTD	VERA has several new functionality enhancements to cater for - the Public Service Garage, Vehicle Roadworthiness Test, Schengen Information System, Value Added Tax and Deferred Registration requirements.	Dec-23
LTD	EUCaris is a central information system which requires continuous enhancements. During this year, new requirements will be implemented, including the ProDrive, Resper II and Actual Vehicle Information needs.	Dec-23

Directorate	Description	Completion Date
LTD	The <a href="https://licenzji-xufiera.gov.mt/">https://licenzji-xufiera.gov.mt/</a> portal will eventually be enhanced to cater for International Permit application/renewal and all category licences renewal.	Mar-24
LTD	VERA II is a very ambitious project. It is in its initial stages for a technology refresh for LTD backbone solutions.	Dec-27
MSD	Together with MSD, we conducted an exercise to digitalise all MSD hard copy documentation. A Document Management System will also be implemented to manage the documentation electronically. The project will also divert to the technology refresh of MSD Core business solutions, which will eventually provide online services to our clients.	Jun-24
PYD	A new roadmap to the Nawtika App has been established to provide further functionality and services to the maritime user base in territorial waters.	Apr-24
CSD	An elaborated ERP (Enterprise Resource Planning) will be implemented across the Authority to better manage its assets and finances.	Jun-24
TCC	A new roadmap to the MRTU App (Malta Road Traffic Updates) has been established to provide further functionality and services to the drivers. This will have reporting facilities and eventually journey planning.	Apr-24
TCC & ITSD	Following the PoCs project in relation to AI and Detection Analytics, a new project is being drafted to implement the first phase of analytics to assist TCC and ITSD in their day-to-day business.	Jun-24

Directorate	Description	Completion Date
TCC	A central platform is being implemented to manage all installed and upcoming Variable Message Systems (VMS). This will provide the functionality to TCC officers in delivering adhoc messages and directions to drivers on our roads.	Jun-23
Enforcement	The implementation of a new Transport Information Management System (TrIMS) - this project will merge all temporary and permanent road permits. The permanent permits are requests related to the change of traffic flow, street furniture, reserved parking and others, while the temporary permits, are the road work permits and the permits issued by Local Councils. The aim is to have a holistic view of works or traffic diversions during the day. Through AI, it will provide recommendations for approval or alternative dates since there will be other works in the area, to mitigate any deadlocks. These points and other relevant data will be provided to the public to provide the optimised route on our MRTU app.	Jun-24
TCC & ITSD	The implementation of an intelligent transportation system (ITS) is a collection of operational controls and user-facing solutions, for coordinating the effective movement of people and goods across different modalities.	Apr-24

### The Administration Unit

The Administration Unit handles day-to-day administrative tasks which include procurement, contract management, telephony, management of ICT store and stock reordering levels, inventory of ICT assets, renewal of contracts on IT systems, documentation and review of standard operating procedures (SOP), etc. During 2022 the Administration Unit issued a total of 152 quotes and processed a total of 581 purchase orders.

### Conclusion

By means of the ICT Directorate, TM has transformed the way its employees work, increased productivity and efficiency and eliminated lengthy and time-consuming processes, resulting in a better service to its customers. The ICT Directorate ensures that the organisation's systems, networks, data, and applications all run properly, round the clock.

"Always render more and better service than is expected of you, no matter what your task may be." – Og Mandino



## Maritime Security Compliance Monitoring and Office of the Port Security Officer (PSO)

2022 was a year marked by a global economic crisis triggered on 24th February by Russia's invasion of Ukrainian territory. More than the return of war to European soil, this conflict is the manifestation of the serious imbalance that threatens the international order and Maritime Security vigilance in our maritime areas for any marked increases in cyber-threats and hybrid-threats and national security breaches. This situation also highlights our 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, are therefore back at the core of our strategic issues. It is manifested in particular by the return of high inflation with devastating socio-economic effects in some countries of the Mediterranean region, including irregular displacements of people and possibilities of illicit trafficking of people, arms and goods and other maritime related crime.

In line with these impinging realities, the Competent Authority and National Regulator 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.

In light of the significant regulatory aspect of its functions as a regulatory competent authority office, during the year, this Office 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 evolving EU legislation and continuous research relevant to updates and developments pertaining to geopolitical risk assessments and International and European Maritime Security. In carrying out these initiatives, the Office of the PSO is set up to serve as a research and development unit that can advise and assist the Maltese Administration and national stakeholders in ensuring continuous harmonisation of maritime security regulations and initiatives for the needs of our developing economy.

During the period under review, the revision of a number of interventions under the Subsidiary Legislation 499.35, including a number of inspections, audits and seminars, were successfully implemented. Apart from other duties, in 2022, the Office of the PSO (Port Security Officer) as the Competent Regulator, through its inspectorate, carried out 35 Port Facility security inspections on 24 active port facilities and vetted 130 domestic vessels. The number of International Ship and Port Security (ISPS) security drills carried out was 89 and the amount of major port security exercises was 19. Apart from other joint stakeholder engagements, the PSO office coordinated 23 maritime security seminars for stakeholders during this period.

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



The Office of the PSO continued to intensify the implementation of its oversight programme on Recognized Security Organisations (RSO) acting on behalf of the Government of Malta. This included carrying out audits in RSO offices, as well as meeting with all the RSOs to ensure that the relevant procedures and standards are maintained at all times. In conformity with legislation, regulations, and our own digital Integrated Security Management System – Security Strategy and National Programme, including a dedicated Quality Management System (QMS), the office of the PSO is rolling out an upgraded security system across our four commercial ports, our Head Office/PSO Offices and all Transport Malta Port Facilities.

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 actually proactively reach best practice levels in this growing core maritime transport function through concretely visible and evidence-based actions and operational improvements coordinated with other port functions and marine enforcement activities. This was achieved as planned. In the upcoming years (2023-2025) it is planned that the integrated digitalised port security system will also facilitate increased levels of domain awareness and resilience, notably through smart port security platforms which shall involve a web-based Integrated Port Security Management System (IPSMS), partially mapped in the previous two years. When completed, this major digital platform shall enable key port security operations to be managed online and in real time on an integrative national security-based model. The results of this system were increased awareness to

maritime cybersecurity as well as increased human factor/background security screening.

From year to year, the office of the PSO is continuously being upgraded in line with international benchmarks and models of port security in the international port security domain. One aspect of importance is the broader integrated technological security system, encompassing the Port Security Officer's integration of digital technology, skills, systems and procedures, which together started solid implementation in 2022. This was a year of intensive activity, planning and systems design in order to effectively provide multiple layers of security provisions to produce a protective, safe and secure environment in our ports and, in this manner, aim to consolidate an enhanced evolution of the port security inspectorate.

Indeed, 2022 has been a highly intense and definitive year for generative port security actions, planning and consolidation. The prospects for 2023 are in fact similar to those experienced in 2022 and earlier, taking into account the consequences of a possible hardening of security requirements and also the general economic recession, with varying effects depending on the domains affected. The future is indeed challenging and in this opportunity-window lies a veritable intensive future for this maritime transport core function which is set to grow in multiple dimensions and impact various maritime business clusters.



Port Facilities  
& Securities  
Office

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' main activities and security.

The unit is also responsible for the below:

- Development and control of the port facilities plan;
- 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 of 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 security of the port facilities are met; and
- Ensuring that security equipment is properly operated, tested, calibrated, and maintained.

The unit is continuously seeking ways to improve the operational efficiencies to make the port terminals safer. Security within the PFSO sites, namely the Fuel, Boiler, and Flagstone Wharves 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 amounts to approximately 36,500 a year. 40% of Main Gate incoming and outgoing traffic is randomly checked.

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

### Training, 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 2022 in all 3 of the Transport Malta port areas, and included Ship Threat by Phone checking procedure, barriers manual operation, checking contact list, evacuation procedures and timings, system usage, personal searches, vehicle searches, evacuation, and intruders. In the month of April, a 2-hour-long ISPS Annual Exercise Subject "WANTED MAN" took place at Boiler wharf, while another exercise was conducted at Fuel wharf in October with the subject of "Fire in vehicles", and another exercise was conducted at Flagstone wharf in June with the subject of "2 suspected packages". The Purpose of carrying out any kind of drills in our port areas is to get our security personnel acquainted with ISPS present procedures, and it also makes them familiar with new methods and equipment that are to be used during a crisis/emergency situation.





Marketing,  
Communications  
& PR Unit



The primary role of the Marketing, Communications and PR Unit is to take care of any form of communication taking place outside of Transport Malta. In this regard, the unit issues, on a very regular basis, press releases and media replies related to all aspects and functions of the Authority. The unit ensures that all formal communications related to all responsibilities of the Authority are complete, accurate, and handled through the appropriate channels before being issued.

This office also organises press conferences, both within and outside Transport Malta premises. Press conferences, along with interviews and posts on social media, are an excellent method of getting the Authority's message across to the public.

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

The Marketing, Communications and PR Office also coordinates the participation of representatives from the Authority on various local television and radio programmes, where they present further information to the public about

various subjects of interest. The Authority always makes sure to keep the public informed through these TV and radio programmes.

The Unit is also responsible for the handling of promotional activities within the Authority. It takes care of all functions related to the Authority's participation in both local and international exhibitions, the production and distribution of multimedia productions, advertising, and other promotional material.

In 2022, Transport Malta took part in various events, both locally and internationally. The Monaco Yacht Show, a yachting event held in Monaco, was one such significant international event. Transport Malta also took part in other major international events, such as the European Business Aviation Convention & Exhibition (EBACE), an annual meeting for the business aviation community' and Posidonia, an International Shipping Conference held in Greece.

The Marketing, PR and Communications Unit also promotes various campaigns aimed at creating awareness on specific aspects of transport in Malta. One of the Authority's main objectives is to promote a safer and smarter culture within all modes of transport. Promotional campaigns throughout 2022 included:







1. 'Fuq il-Baħar, Moħħok Hemm': the annual campaign to promote safer practices at sea. In 2022, there were 12 themes within this campaign:

- Use of life jackets
- Use of quays
- Notice to Mariners
- Boat cleaning
- Littering
- Volume of music
- Use of fairways
- Navigation speed
- Swimmer-designated zones
- Use of kill chord
- Berthing
- Boat trailers

2. Free Public Transport Campaign – 'Get Malta Moving' focused on the importance of using the tallinja card and the benefits of using Malta's free public transport. Social media, online banners, published material such as articles and infographics, and bus wrapping and bus shelter posters were all used to publicise this initiative.

3. Budget Measures 2022

4. Don't Drink and Drive Campaign 2022 – The issued promotional material highlights how drinking and driving may not only cause harm to those behind the wheel but also passengers and other drivers, which is why it is of utmost importance to avoid driving at all costs whilst on a night out.

The Unit also has the function of keeping the Authority's entire staff informed, primarily through its weekly 'Keeping You Posted' newsletter, which summarises any news and ongoing work within or related to the Authority.



Ports  
Commercial  
Unit

Ports Commercial's primary role 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 composed of 5 Units, mainly the Port Concessions Unit, the Training & Certification Unit, the Commercial Vessels Unit, the Small Ships Register Unit and the Moorings & Berthing Unit, each having a specific function in terms of regulating the registrations, certifications, permits, licensing, leisure and commercial operations.

### 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 maximize 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 scrutinized with the objective of ensuring that contractual obligations are met and maintained by the contract holder. The Authority has in place service level agreements with port technical and nautical service 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, the Unit concluded and signed a total of 24 agreements, including 2 for berthing, 16 for filming, 2 for storage, 1 service level agreement and 3 for water fun parks.

### Small Ships Register

The Small Ships Register Unit is responsible for the registration, renewals and transfers of small ships and engines and for regulating the water-based recreational activities of small ships within territorial waters in terms of the Small Ships Regulations S.L.499.52. The Small Ships Register is a domestic register for locally owned small ships including yachts under 24 metres, restricted to boats navigating within Maltese Territorial Waters. Any ship or vessel which is less than 24 metres in length other than a fishing vessel may be registered on the Small Ships Register. A small ship means a craft under twenty-four metres in length employed solely in the navigation within the territorial waters of Malta, whether mechanically driven or not, and whether privately or commercially used, and includes, but is not limited to, all types of craft, such as sailing boats, yachts, fishing vessels and other craft used for fishing, like caiques, luzzijiet and frejgatini, cabin cruisers, speedboats, jet skis, dinghies, passage boats and other Maltese traditional boats, paddle-boats, canoes, personal watercraft, air cushioned craft etc. Canoes and open sailing dinghies without engines



not exceeding 5.2 metres which are for personal use only and not used in a commercial manner are exempted from registration. In terms of the Small Ships Regulations, no small ship can be used in the internal and territorial waters of Malta unless such small ship is registered with the Authority under same regulations or unless such small ship is registered under the Merchant Shipping Act, or under the Fisheries Conservation and Management Act. This applies for both vessels used commercially and recreationally for personal use.

During the year under review, the Unit registered 773 new boats and 12,278 registrations were renewed or re-registered. A total of 16,508 boats are currently registered on the Small Ships Register.

### Commercial Vessels Unit

The Commercial Vessels Unit is responsible for the certification and safety of commercial vessels and the safe manning requirements of such vessels in terms of the Commercial Vessels Regulations S.L.499.23. The Commercial Vessels Unit regulates and issues commercial vessel certificates for crafts carrying out commercial operations within Maltese territorial waters. These include various categories, such as passenger boats, workboats and bunker barges. A commercial vessel certificate is issued for every vessel, whether power-driven or not, engaged in or intended for use in any trade, business or calling or operating for hire or reward. This certificate is valid for a specified period, issued by the Authority on the basis of a survey conducted by a surveyor or organisation recognised by the Authority, certifying that at the time of survey, the vessel was found to comply with all the relevant requirements of the Code of Practice. The Unit also issues Commercial Vessel Operator

Licences for applicants wishing to operate with such vessels. Commercial Vessel Operator and Water Sports Operator Licences are regulated and issued to individuals or companies who intend to operate vessels for hire or reward. An Operator must have vessels listed under this licence in order to be issued with such. The Water Sports Operator Licence is composed of 3 categories, mainly the hire of towables including water skiing etc, the hire of mechanically driven crafts and the hire of non-mechanically driven crafts. Bunker Operator Permits are also regulated and issued by the Commercial Vessels Unit. A Bunker Operator is duly licensed by the Unit for the distribution, sale, exportation or disposal on any other manner of bunkers between a bunker barge, road tanker, marine terminal or facility and a receiving ship.

During the year under review, the Unit issued 1,486 Commercial Vessel Certificates, of which 1,188 were renewals, 454 Commercial Vessel Operator Licences, of which 397 were renewals, 75 Water Sports Operator Licences, of which 71 were renewals, 26 Bunker Operator Permits, of which 21 were renewals and 48 Minimum Safe Manning Documents, of which 24 were renewals.

### Training & Certification Unit

The Training & Certification Unit is responsible for the issuing, registration and renewal of Nautical Licences and Certificates of Competency in terms of the Small Ships Regulations S.L.499.52 and the Commercial Vessels Regulations S.L.499.23. A nautical licence is issued to persons wishing to operate a vessel (powerboat, sailing vessel, or Jetski) with a combined horsepower of 30Hp or over and up to 24m in length in Maltese Territorial Waters only for recreational purposes, whereas a Certificate of

Competency is issued to persons serving on Commercial Vessels operating in Maltese Territorial Waters in terms of the Commercial Vessels Regulations S.L.499.23. In order to obtain such Licence and/or Certificate, an individual must attend the relevant course at one of the accredited Training Centres and thereafter sit for an examination which is administered by the Unit and conducted by an appointed examiner.

In 2020, Ports Commercial took over the role of an Examination Centre and body from MCAST to organise the examinations for recreational and commercial activities and operations. A complete overhaul of the process and system was conducted to increase efficiency in a way that such examinations were to be conducted in a more organized and professional manner and to reduce the waiting time that an individual had to wait to sit for these examinations. In this regard, the Training & Certification Unit was set up to improve the efficiency and reduce the bureaucracy with the specific remit and responsibilities for the accreditation of the Training Centres and Institutes, the organisation of recreational and commercial licence examinations, the issuance of recreational and commercial licences and the auditing of Training Centres and Institutes. Continuous auditing of the training institutes ensures that a high level of professionalism is always kept in the conduction of the tuition.

During the year under review, the Unit issued 304 Certificates of Competency, of which 111 were revalidations and 3,622 Nautical licences, including 1,525 new and 2,097 renewals. A total of 24,838 individuals are currently in possession of a Nautical Licence.

### **Moorings & Berthing Unit**

The Moorings & Berthing Unit is responsible for the registration, renewal and transfer (as applicable) of moorings and the re-organization of mooring areas in terms of the Mooring of Small Ships and Boats Regulations S.L.499.11 and for the management of commercial and leisure berths at TM operated quays and 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 also performs routine inspections of mooring, berthing and concession areas. The Unit only issues mooring permits in localities managed and organised by the Authority on the basis of availability of space and moorings in the interest of safety of navigation and the mooring of other boats in the area. In 2022, further initiatives were undertaken by the Unit including the re-organisation and regularisation of the mooring sites and areas, and other related proposals are being assessed to ensure additional capacity, while new available moorings and spaces are created and respective mooring areas are managed in a more systematized and efficient way for the benefit of all seafarers, boat users and the public in general.



Maintenance  
Department



The Maintenance department was set up as one of the departments forming part of the Ports Directorate within the Malta Maritime Authority in 1992. MMA was still a relatively small entity of some hundred and fifty employees. Prior to this date, the department was a section within the hydrographic department. It focused on the maintenance of a few navigational aids, a couple of offices and carried out hydrographic surveys, which activity at the time was very labour intensive as it employed eight persons to carry out such exercises. Most of the personnel would just stand for hours, and even days, guarding the trisponder device used to locate the position of the hydrographic boat, whilst another two carried out the job of a lookout, one aft and one astern. As technology evolved, less manpower was necessary to carry out these surveys. There was a gradual shift from a surveying prevailing scope to a maintenance-oriented department. Technical personnel started replacing the retiring, unskilled workers.

As time went by, more offices were acquired by MMA and its staff grew to around three hundred. The Maintenance department started carrying out all the necessary office maintenance as well. It also had the task of upgrading its quays' infrastructure by introducing CCTVs, upgrading fences, fire fighting systems, and repairs to the quays' decks to conform with ISPS standards.

The aids to navigation increased in number and there was a shift from the old mechanical lanterns to the more efficient and effective electronic lights using the latest LED technology.

In the summer of 1992, the Malta Maritime Authority started installing its first swimmers zone in Comino. The Maintenance Department used to set this up through its internal resources. This novelty was met positively by the

general public, to the extent that today, the number of swimmers zones exceeds fifty in number. The purpose of these zones is to segregate the swimmers from sea craft, thus offering a safe environment to bathers. A number of seasonal navigational buoys are also installed around the islands to indicate the maximum allowable speed of sea craft in the vicinity of the shore. The idea behind these buoys is to safeguard swimmers as well as to avoid collisions between these craft.

During the first decade of this century, AFM and the Malta Maritime Authority embarked on a project which was meant to increase coastal security through the installation of various radar stations around the islands. These are also maintained by the Maintenance Department.

In 2010, the Malta Maritime Authority, ADT and Civil Aviation were amalgamated to form what is now Transport Malta.

At this point, the Maintenance Department started tackling infrastructural projects, such as the repairs and upgrading of slipways and quays used by fishermen and the boating community.

In recent years, the Maintenance Department started taking over the maintenance of projects carried out by Infrastructure Malta. The main areas of responsibility lie in CCTV systems, street furniture and road signs.

The Department was also entrusted with the maintenance of the park and ride facilities.

The current responsibilities of the Maintenance Department are listed below.

**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, whose livelihood depends in part on the possibility to launch their workboats, one must also bear in mind the ever-increasing number of leisure boat users who depend on this facility to launch their boats every weekend to practice their hobby. Every effort is being made 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.

**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 ensures 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 Mġarr Gozo and Ċirkewwa, 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 the Mġarr fast ferry

service. These facilities include the same infrastructure as the above-mentioned quays.

The Ċirkewwa port facility offers a passenger terminal to the general public making use of the Gozo Channel Ferry. The Mġarr 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 is made 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 Ċirkewwa and Mġarr are in good working order all the time. This means that fenders and ramps which get damaged due to wear 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 on either side of the channel.

The port of Mġarr 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 the 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 Mġarr 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.

**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 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.

**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 Buġibba 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.

**Buildings and Office Premises:** The Authority has offices at Marsa, Lija, Raġal Ġdid, Pietà, Lascaris, Luqa, Tigrja Palazz Gozo and Mġarr Harbour. The Maintenance Department ensures the good upkeep of these buildings, both from an aesthetic as well as a functional aspect. 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 a 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.

**Radar Stations:** Transport Malta also maintains the various radar stations around the Islands. These stations are 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 sufficiently emphasise 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.

**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.

**Handing over of projects from Infrastructure Malta:** The various major road and maritime projects being currently undertaken by IM, 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 repairs necessary.

## 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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