Transport Malta

Micromobility in the Maltese Transport System

Preliminary Abridged Guidelines for the Regulation of the Micromobility Class

SUSTAINABLE MOBILITY UNIT - TRANSPORT MALTA

Micromobility in the Maltese Transport System

Preliminary Abridged Guidelines for the Regulation of the Micromobility Class

SUSTAINABLE MOBILITY UNIT - TRANSPORT MALTA


tm
Transport Malta

Executive Summary

From the onset, it is to be stated that although the use of certain devices falling under the classification of micromobility such as e-kickscooters may well be regarded as a convenient means of transport coupled by ease of use and can easily provide last mile journeys in a complex multi-modal transport eco-system, Transport Malta considers their use to carry a high risk safety factor, especially for users themselves and much so for more vulnerable road users like pedestrians.

It is to be noted that this policy document will be updated over time, but for the time being it only addresses e-kickscooters, which are the most widely available and used among all other technologies falling under the Personal Light Electric Vehicles (PLEV) classification. Hence for the purpose of this policy document in most of the cases, PLEV will stand for e-kickscooters, and the proposed regulations there in are addressing e-kickscooters only. This means that all other technologies falling under PLEV shall still be regulated by the existing regulations.

Having said that, technology advancement and new travelling habits are offering respective transport authorities world over and in particular in cosmopolitan cities, with new additional challenges to make the use of e-kickscooters , safer.

Aware of the fact that due to their ease of use, the popularity of such technologies will spread very rapidly among transport users as is happening in major cities, Transport Malta notes that this will create additional challenges for the Authority and its resources, especially with respect to road safety and enforcement of the proposed regulations.

There are a number of challenges that have been identified and compiled in this document that are similar to challenges being faced by other major cities, especially challenges brought about by e-kickscooters in particular.

For this end, Transport Malta has come up with a proposed regulatory framework that has been compiled to address these issues in the most comprehensive manner possible, by adapting a regulatory framework that takes into account the specificities of Malta's road network and travelling habits of transport users.

For this purpose, Transport Malta will be putting in place the proposed regulatory framework inclusive of a rigorous enforcement regime including a set of mandatory guidelines intended for both personal use as well as for e-kickscooter sharing services in order to address road safety concerns brought about by this new technology and which the Authority considers to be necessary to address these challenges.

To summarise the following are some of the main highlights of this policy document:

1. All electric e-kickscooters, whether individually owned or used as part of an e-kickscooter sharing service, have to be adequately insured as well as registered and licensed with Transport Malta. For this reason a registration and an identification number would be issued in the form of a registration sticker which would need to be affixed to the stem of the e-kickscooter;
2. A one-time registration fee is set at € 11.65 while an annual licence of €25 per year in the form of a road licence will be charged to e-kickscooter owners. These costs are intended to cover the respective infrastructure and maintenance cost that such a transport mode requires;
3. Only drivers with an eligible driving licence will be able to drive the e-kickscooters (Categories A, B and AM – over 18 years of age only);

4. All e-kickscooters that will be registered would need to be equipped with a headlamp as well as a tail lamp;
5. The maximum speed allowed to be used is set at 10km/hr in the case of promenades and pedestrian zones and 20km/hr on other roads. Over - speeding will result in an over-speeding ticket which offence will be eligible for the driving licence penalty point system;
6. A high visibility vest is to be used at night (from dusk till dawn) and this shall be a mandatory requirement. A fine will also be issued in case that such a vest is not worn;
7. The use of helmets is recommended;
8. E-kickscooters cannot be used on arterial or distributor roads that are indicated in this document and a fine of €200 shall apply if users drive e-kickscooters in these prohibited areas;
9. Driving e-kickscooters under tunnels or underpasses is strictly prohibited and such an offence shall carry a fine of €500;
10. On the other hand, e-kickscooters may be driven in all urban streets as well as throughout the safe cycle route network which Government is in the process of implementing;
11. Users of e-kickscooters would have to follow all traffic related regulations including stopping at pedestrian crossings and at red-light junctions;
12. Parking of such e-kickscooters will be restricted to identified spaces which TM will start implementing;
13. Illegal parking which impedes accessibility on pavements will be considered an obsruction and a fine will be issued accordingly;
14. E-kickscooter sharing operators can apply for an operating licence from Transport Malta. Two types of sharing will be allowed - free floating (without a docking station) and with a docking station. In case of a docking station sharing service, the operator would need to follow specific guidelines similar to those in place for bicycle sharing and which also are included in this document;
15. The operating licence will be for a one year period, subject to renewal against a fee of €200 for the duration of the licence while a fee of €25 per e-kickscooter per year would also be charged to the fleet operator;
16. The sharing service would need to be accompanied by a web-based real time booking system.

Definitions

Micromobility
Micromobility is a class of vehicles that are characteristically small, lightweight and nimble offering mobility solutions which are low-cost and highly energy efficient.
In all, the micromobility class of mobility solutions is proving to have the potential to penetrate through the problems that have been plaguing the transport sector for a long time. More relatable vehicles such as bicycles and pedelecs easily fall within this class, therefore uniting them and strengthening micromobility modes as sustainable alternative personal modes of mobility.

Personal Light Electric Vehicle
PLEVs are a subset of the micromobility class of vehicles, particularly set apart due to their use of an electric motor to provide propulsion.

E-kickscooter
An e-kickscooter is a particular PLEV, currently proving to be the most commercialisable, effective and popular micromobility solution. E-kickscooters have been used in mobility sharing services across the USA and EU, to which commuters have reacted very positively and welcomed into their transport culture.

Mobility-as-a-Service (MaaS)
MaaS is the integration of various forms of transport services into a single mobility service accessible on demand.

Internal Combustion Engine (ICE)
An engine which generates motive power by the burning of petrol, oil or other fuel with air inside the engine, the hot gases produced being used to drive a piston or do other work as they expand.

1.1 Micromobility- An Introduction

The concept of Micromobility is still in its early years of formation. From an EU perspective, it still lacks formal definition although its name is enough to imply that it stands for 'the ability for movement with minimal means'. The limitations and parameters that govern which vehicles and devices form part of this class are blurred, giving us the opportunity to define them and form them according to our needs. With this said, the vehicles within this class will always be characteristically nimble.

From the onset, it is to be stated that although the use of certain devices falling under the classification of micromobility such as e-kickscooters, may well be regarded as a convenient means of transport coupled by ease of use and can easily provide last mile journeys in a complex multi-modal transport eco-system, Transport Malta considers their use to carry a high safety risk factor both for users themselves and even more so for more vulnerable road users like pedestrians.

Having said that however, technology advancement and new travelling habits are presenting transport authorities worldwide, particularly in cosmopolitan cities, with additional challenges to make their use safer. Such challenges that have been identified in this document are based on experiences faced by major cities with respect to the use of e-kickscooters in particular. This has been done in order for Transport Malta to be able to address these challenges in the most comprehensive manner by adapting a regulatory framework that takes into consideration the specificities of Malta's road network and travelling habits of transport users.

In this respect, this policy document, which includes a proposed regulatory framework as well as a set of mandatory guidelines intended for both individual owners of e-kickscooters as well as e-kickscooter fleet sharing operators, takes into consideration and puts in place a number of measures to promote safety and address enforcement challenges which are brought about by Malta's limited geo-physical constraints in terms of restricted availability of road space, competition between different transport modes for the same road space as well as behavioural traits.

For this purpose, TM will be putting in place a new enforcement regime to address road safety concerns brought about by this new technology. It might be that in the future, further amendments will be put in place to further refine the proposed regulatory framework, as the technology and capabilities of this mode of transport develops further and the impact of their use on the road will be studied and gauged on the anvil of experience.

In order to have an indication of what the micromobility class shall consist of, we can consider the following:

- PLEVs (or Personal Light Electric Vehicles), examples:
  - Pedelecs or e-bikes[1];
  - E-kickscooters;
  - E-skateboards;
  - Hoverboards;
  - Monowheels;

- PHPVs (or Personal Human Powered Vehicles), examples:
  - Bicycles[1];
  - Skateboards;
  - Kickscooters.

The micromobility class shall prohibit the use of internal combustion engine (ICE) from its inception. In so doing, while regulating the class for the first time, we will also pave the way towards fully electric modal classes in the Maltese transport system in-line with current local policy for a future date for the importation of ICE vehicles. Micromobility will be the first modal class to eliminate ICE and to be solely powered by electric means, except for the cases where propulsion is human powered.

Allowing these modes of transport to be used nationally will help us achieve a working definition of what micromobility will formally mean in the Maltese context for the foreseeable future. These policy guidelines will assist us further to understand better the impact of such mobility services as well as :

- To better regulate more effectively in the future; and
- to allow the Maltese transport system to welcome the wake of technological innovation and advancement that is forthcoming from this class of vehicles.

[1] *TM is currently tackling cycling through a separate policy process.*

1.2 The National Transport Strategy 2050

1.2.1 In relation to its Vision

The National Transport Strategy 2050 (NTS) lays out the vision for transport in Malta as the following:

'To provide a sustainable transport system which is efficient, inclusive, safe, integrated and reliable for people and freight, and which supports attractive urban, rural and coastal environments and communities where people want to live and work: now and in the future.'

We locally suffer from unsustainable socio-cultural habits which present great resistance to making Malta's transport system more sustainable. The PLEV proposed policy guidelines within this document are fully in line with Malta's vision for transport and offer a way forward towards a more sustainable and convenient transport system in Malta.

1.2.2 In relation to its Strategic Goals

The National Transport Strategy lays out six strategic goals with which this policy is in line:

1. **Transport to support Economic Development**

   The PLEV policy will actively offer another solution to congestion by providing attractive and convenient alternative modes of transport to private car use. Congestion is directly related to the level of reliability and efficiency of the transport system. Increased use of PLEVs would cut into congestion significantly and therefore have a positive effect on the level of reliability and efficiency of the transport system. The more reliable and efficient the transport system is, the more support it offers to economic development.

2. **Transport to promote Environmental and Urban Sustainability**

   The context of the PLEV project is sustainability and convenience within the local transport system, which positively impacts on the environment and the quality of life of the population. In offering an attractive alternative to, and reducing dependency on, the private car, green-house gas emissions can be mitigated more effectively thus helping to create a more attractive urban environment

3. **Transport to support Social Development and Inclusion**

   Carrying out this policy together with its regulatory framework will create more sustainable travel options whilst ensuring the safety of all the available travel choices. Legalising micromobility vehicles will make travel more affordable and convenient for individuals who may be sacrificing convenience due to their respective financial situation.

4. **Transport to provide Accessibility and Mobilit**y

   Micromobility devices and vehicles as part of a transport system create an environment where short and medium trips can be carried out in high levels of convenience and efficiency. In addition, reducing dependency on private car use will help free up roads in such a way as to render all transport modes more reliable and efficient.

5. **Transport to be Safe and Secure**

   The PLEV policy guidelines and the resulting data-led regulatory framework shall heavily influence the development of the respective modes as safe alternatives to the private car. The development of the Safe Cycle Route Network as part of the SMITHs project will be amended to include micromobility in its totality.

6. **Transport to work towards public health**

   Micromobility promotes more active lifestyles, even if some of the vehicles are electrically powered. Users of micromobility devices and vehicles are more aware of, and in touch with, other road users in their surroundings and can relate with pedestrians and their safety to a higher degree. This is especially the case since they shall travel at a speed which is proportinate to the speed at which pedestrians travel where they are made to interact with pedestrians.

1.3 Global status of PLEV regulation

Regulation with respect to this class is still in its infancy around the world. The countries which are regulating for micromobility are all doing so for the first time and mostly within the context of e-kickscooter sharing services. It will therefore be important for us to study the current situation and learn from the existing state of affairs in other countries whilst keeping an eye open for what will be a rapidly developing field in transportation.

The goal of PLEV use, whether private or through sharing services, is to reduce road traffic congestion and provide an environmentally friendly means of transport for short trips within densely populated areas. PLEV sharing was first implemented at scale in 2017 with the launch of Bird Rides, Inc. in the USA. The company popularised a dockless e-kickscooter sharing model, giving users access to a convenient, fun and environmentally friendly mode of transport.

Most operators continue to follow a dockless or a free-floating system whereby users can pick up an e-kickscooter and drop it off anywhere within a designated operational zone, such as a city centre, without the need to bring it to a specific parking point or dock. This brings door-to-door convenience to the end user, a key factor behind the rapid user adoption of e-kickscooter sharing. However, a docking system or hybrid docking/dockless system can also be implemented which may have benefits for both the city and operator alike.

As this mode of transport has been developed so recently, regulatory frameworks are still not well defined, as witnessed in the UK, particularly in London, whilst other cities such as Milan have, recently halted all use of e-kickscooters city-wide until the respective policies are reviewed and up-dated. Other cities, on the other hand, are working in collaboration with operators to define the best practice guidelines or appropriate regulations. The main benefit of this approach is the ability to guide regulation based on actual usage data and customer feedback received as the service is in operation.

Table 1 in page 12 gives examples of progress from cities around Europe and the USA including notes on rules, licensing and insurance.

Table 1: Status quo of e-kickscooter regulation across multiple cities or countries

City / Country	Launch date	Current presence	Usage rules	Licence / Permit	Insurance
Lisbon	04.10.18	>3,500 scooters (largest in Europe)	Started with a test phase between one operator and the city authorities, then developed. Operators are encouraged to follow the law in general but specific rules are not enforced. Similar rules apply as for bicycles. City set exclusion zones in certain areas & guidance on how scooters should be deployed: e.g. don't block sidewalks, not to have too many scooters in one hub. Riders must be 18+ (this is set by the operators not city authorities) Hours of operation: 24/7	No permit required. Process now in place where new operators must present themselves to city hall and sign an agreement with the city hall to operate - not an official permit or licence but an informal agreement of understanding. No restriction on total number of scooters or number per company. Possibly introducing a limit on total number of operators in the city. Currently 5 operators. Data must be shared with the city hall.	3rd party liability (€1m) Personal accident insurance (for riders) - to be compliant with the law (city hall doesn't enforce this) This is EU standard for similar rental business.
Paris	22.07.18	>3,000	Standard "best practices" encouraged by the companies themselves. No additional restrictions by authorities. Paris is working to produce a "charter of good practice" once it has reviewed usage data & feedback, which operators will be expected to follow.	No cap on number of scooters or number of companies operating. Authorities have taken an innovative approach only requiring operators to share usage data with them.	Public liability insurance
Madrid	08.08.18	1,000 - 2,000	Madrid has implemented a "Type rating system". E-scooters are Type A or B. Minimum Age: 15 years. Users under the age of 16 must wear a helmet. Allowed in cycle lanes, roads with <30 KPH speed limit, and pavements but only at reduced speed and respecting the priority of pedestrians. Scooters must be equipped with a means of breaking and lighting peripherals.	Permit required - total number of vehicles capped. Company must adhere to certain obligations including - areas of operation, data sharing & vehicle identification.	Civil liability insurance Rider accident insurance
Moscow	18.05.18	~1,000	Scooters are treated the same as bikes, so users must stick to the rightmost lane, designated lanes, bike tracks, pavements and pedestrian walks, in the latter cases – only if there is no other way. Users should wear helmets for protection and bring reflective clothing with them at night time. Each scooter is outfitted with reflectors, reflecting decals, and a light. Hours of operation: 07:00 - 23:00 Moscow operates with a docking system.	Permit required	Public liability insurance

Brussels	29.07.18	>1,000	No strict rules of operation set by authorities. Rules set by operators. Hours of operation: 07:00 - 22:00 (decided by operators) Riders must be 18+ Brussels Mobility is working on a legal for all "free-floating" mobility solutions.	No restrictions.	Public liability insurance
London	06.11.18	Currently operating a pilot scheme in the Olympic Park with <100 Scooters.	Hours of operation: 07:00 - 21:00	One approved provider to operate the pilot.	Public liability insurance
Germany	01.12.18	Pilot scheme in Bamberg. Project will go into full operation as soon as the new regulation for very small electric vehicles will come into force.	The Ministry of Transport is drafting a new regulation that will legalise some of the vehicles. Vehicles without handlebar, such as hoverboards and uniwheels will remain forbidden. Germany plans to introduce a strict set of rules: Speed limit: 20 KPH (for vehicles without helmet) Users will be required to hold at least a class AM driving licence to use PLEVs. Cycle path usage obligation. Where no cycle paths exist, roads may be used. Usage on sidewalks is prohibited. Owners must attach an insurance placard to their vehicle. Minimum age: 15 years old Wearing helmets will not be necessary. The regulation applies to all Germany.	Permit will likely be required to operate a commercial service.	Compulsory insurance and insurance number plate. Despite the lower damage risk, the regulation requires so-called insurance number plates, as already obligatory for motor scooters up to 45 KPH, which enable the authorities to identify the vehicle owner and the insurance company.
Portland	23.07.18	2,049 permitted during pilot	Limit max speed to 25KPH At least 100 scooters must be deployed in East Portland (per company) Not allowed on sidewalks. Must wear a helmet. Comply with parking requirements.	Permit required from PBOT	Commercial General Liability Insurance
San Francisco	15.10.18	1,250 - 5,000	Not allowed on sidewalks. Must wear a helmet. Comply with parking requirements.	Permit required from SFMTA. Up to 5 permits allowed with a total cap of 2,500 scooters per permit. Currently two companies have been approved for operation.	Commercial General Liability Insurance

1.4 Status of Current PLEV Regulation in Place

Subsidiary Legislation (S.L.) 65.26 deals with low-powered vehicle and pedal cycle regulations. It is the legislation which is most relevant in this context and is made up of the following parts:

- Part I: Pedal cycles, power assisted cycles and pedelecs
- Part II: Mopeds and light quadricycles
- Part III: Motorised scooters
- Part IV: Self-balancing vehicles and very low-speed vehicles
- Part V: General provisions

Part III is more directly related to the e-kickscooter and is made up of the following articles:

Regulation 25. Registration

(1) Motorised scooters shall be registered with the Authority.
(2) Such registration mentioned in sub-regulation (1) shall be made against the payment of an eleven euro sixty-five cents (€11.65) administration fee payable to the Authority.

Regulation 26. Usage

(1) No person shall ride, or be permitted to ride, a motorized scooter on a road, on footpaths or on promenades.
(2) Motorised scooters may only be used off road and in enclosed private areas.
(3) Any person who shall have been found guilty of a contravention against sub-regulation (1) shall, on conviction, be liable to a fine (multa) of not more than fifty-eight euro and twenty-three cents (€58.23), or the confiscation of the vehicle, or to both such fine and confiscation.

Regulation 2 of S.L. 65.26 gives the following definitions with respect to the context of Part III:

- "Motorised scooter" means a go-ped, a motorized micro scooter and a motorized skateboard;
- "Go-ped" means a motorized scooter with a small combustion engine or electric motor, having a maximum speed of 32km per hour, small non-pneumatic tyres with an average dimension of 6.25cm x 15cm, with two or four wheels, without a saddle for the driver, and a gross weight not exceeding 15kg;
- "Motorised micro scooter" means a scooter, with a seat for the rider, having either an internal combustion engine not exceeding 50cm^3 or an electrical-powered motor and can reach speeds up to 25km per hour;
- "Motorised foot scooter" means a device with no more than two 25-centimetre or smaller diameter wheels that has handlebars, is designed to either stand or sit on, and is powered by an engine or motor capable of propelling the scooter, with a travelling speed of not more than 6 km per hour;
- "Motorised skateboard" means a small two-wheeled or four-wheeled motorized vehicle without handles, having a gross weight not exceeding 21 kg, powered by a single cylinder petrol engine whose cylinder capacity does not exceed 50 cm^3 or by an electric motor and can reach speeds up to 45 km per hour.

Part III of S.L. 65.26 together with the rest of the legislation is being revised as well in line with the guidelines produced in this document. The legislation will not recognise ICE as part of Micromobility.

1.5 New Guidelines and Proposed Preliminary Regulatory Framework for E-kickscooters: Private use and Sharing Services

On the basis of the above, and further to research carried out, the following points shall act as a guideline for the preliminary regulatory framework intended for both privately owned e-kickscooters as well as for e-kickscooter fleet operators who shall operate an e-kickscooter sharing service within this proposed regulatory framework, most of which make up the major part of the guidelines reproduced in the next section. (For the purpose of these guidelines PLEV operator means e-kickscooter operator):

1. PLEVs are electrically propelled motor vehicles with or without seats, with or without self-balancing mechanisms.
2. These clauses constitute the preliminary regulations for e-kickscooters which shall be abided by all e-kickscooter users and e-kickscooter fleet operators. These regulations may be amended and up-dated over time as and when so required. All e-kickscooter users and fleet operators shall be obliged to adhere to these regulations as soon as they are put into force.
3. Private e-kickscooter owners shall make sure that the e-kickscooter is registered, licensed and insured in order for it to be driven on the road. To be registered the e-kickscooter needs to comply with the conditions as specified in the guidelines and regulations.
4. The cost for registering an e-kickscooter is of €11.65 as an administrative charge. A number plate in the form of a plate or sticker, as the need requires and according to the type / model of the e-kickscooter in question, would have to be affixed to the e-kickscooter.
5. The annual licence document will be in the form of a hologram sticker provided by TM.
6. Falsification of the annual licence will lead, on conviction, to a fine not exceeding one thousand and two hundred euro (€1,200), or to imprisonment for a term not exceeding six months, or to both such fine and imprisonment, unless a higher punishment is applicable under any other law, in which case the Court shall apply that other punishment or this punishment increased by one or two degrees, whichever is the higher.
7. Subsequently all registered e-kickscooters are required to pay an annual road licence of €25 per year upon presentation of a valid insurance policy.
8. Operators of shared fleets are responsible to program their technological framework in such a way as to put into effect all such parts of the regulatory framework which may be implemented into the body of its technological framework.
9. Operators of shared e-kickscooter fleets shall inform and/or advise users of their fleet with the necessary information, instruction and advice that is contained within the regulations through the same web-based application that is used to provide their service. A summary containing all the main points of the regulations shall be made available on their web-based application and shall be updated to reflect any and all amendments and/or updates to the said regulations.
10. It shall not be lawful for any person to use or to cause or permit any other person to use an e-kickscooter on the road unless there is in force in relation to the user of the e-kickscooter by that person or that other person, as the case may be, such a policy of insurance in respect of third-party risks as complies with the requirements of the Motor Vehicles Insurance (Third Party Risks) Ordinance, Cap . 104 of the Laws of Malta. This

requirement applies both to private users as well as to e-kickscooter sharing operations.

11. E-kickscooter users shall be in possession of a valid driving licence under Category A, B or AM (from 18 years upwards) to drive on public roads. Riders must carry their driving licence on their person whilst using an e-kickscooter.
12. Users driving an e-kickscooter without a valid driving licence will be liable to a fine (multa) of not more than €1,000 or to imprisonment up to 1 year. The same penalties also apply to whomever permits any other person to drive an e-kickscooter without a licence.
13. E-kickscooters may only be used by the driver and may not be used to transport any passengers or tow a trailer. Only the driver may ride on an e-kickscooter.
14. All e-kickscooters to be used on the road would need to have a head lamp and a tail lamp otherwise such e-kickscooters will not be registered. Retrofitting of such lights is allowed.
15. E-kickscooters which are not registered and carry the necessary registration plate and annual road licence sticker shall be confiscated on the spot if they are caught being used on the road. In such an event, the provisions of the Clamping and Removal of Motor Vehicles and Encumbering Objects Regulations (S.L. 65.13) shall apply.
16. E-kickscooters may not be driven on the road at a speed in excess of 20km/hr. Where e-kickscooters are used on footpaths, shared foot- and cycle-paths or pedestrian zones, PLEV driving speeds may never exceed 10km/hr.
17. E-kickscooters shall only be registered by the Authority upon presentation of documentation certifying that such e-kickscooter may not be driven at a speed exceeding 20km/hr.
18. The provisions of the law relative to driving in excess of the regulamentary speed limits, including the imposition of fines, shall also apply to e-kickscooters usage.
19. In the case of driving licence holders, all fines applicable would also be reflected in the current penalty point system.
20. E-kickscooters which do not satisfy the requirements and specifications established by the Authority shall not be registered by Transport Malta.
21. Within built-up areas and urban centres, e-kickscooters may only be driven on designated cycle paths, cycle lanes and other cycle-only infrastructure including designated safe cycle routes as per Annex VII of this document. Where these are not available, e-kickscooters may be driven on the roadway, on footpaths, shared foot- and cycle-paths or pedestrian zones within the framework of existing regulations provided that, in such cases, the said e-kickscooters can only be driven on the designated roads as per Annex VI of this document. Driving e-Kickscooters in the arterial and distributor roads indicated in Annex V of this document is only permissible where such road sections form part of the Safe Cycle Route Network.

    Users driving e-kickscooters where use of e-kickscooters is banned will be fined as per follows:

    1. Driving on the distributory and/or arterial roads listed in Annex VI (expect for stretches making part of the Safe Cycle Route Network): €200
    2. Driving through tunnels or underpasses: €500

    In time, a network of road-signs shall be put up in every road and areas where the driving of e-kickscooters is prohibited in order to warn e-kickscooter users not to drive their e-kickscooters on such roads and in such areas.

22. Persons driving an e-kickscooter must travel in a single-file, must not hang off moving vehicles and must not ride freehand.
23. Driving against the direction of traffic (contraflow) shall only be permitted where traffic signs are put up showing that such use of the road is allowed.
24. The use of mobile phones whilst driving is prohibited.
25. Use of equipment such as headphones, earphones or any other system or gadget which hinders or impedes hearing is not allowed. Such use is subject to a fine of €100.
26. Where e-kickscooters are driven on the roadway, the driver must not deviate from the requirement to keep as far to the left of the roadway as possible. Driving in the middle of the carriage way or to the right of the carriage way will be considered as an obstruction to vehicular traffic and subject to a fine of €104.82.
27. Persons driving an e-kickscooter must show consideration for bicycle traffic and where necessary adjust their speed. Persons driving an e-kickscooter must allow bicycles travelling faster to overtake them without impediment. On shared foot- and cycle-paths, on footpaths and in pedestrian zones, pedestrians shall have priority and must not be hindered or endangered in any way and, if and where necessary, non-pedestrian users must wait for pedestrians to pass. If one direction is specified by additional signs, this also applies to e-kickscooter traffic.
28. Where the PLEV is not equipped with directional indicators, the person driving the e-kickscooter must indicate a change of direction clearly and in good time prior to changing direction in order to afford adequate prior notice to other road users so that they may adjust their behaviour accordingly in a timely manner.

29. Users driving e-kickscooters must also respect pedestrian crossings and traffic lights and in default they shall be subject to the applicable fines for the commission of such offences.
30. The provisions of Regulations 15A et sequitur relative to driving under the influence of drugs or alcohol shall apply mutatis mutandis to driving of e-kickscooters under the influence of drugs or alcohol and the same fines shall also apply.
31. With regards to vehicle parking, e-kickscooters are to be treated as bicycles and motorcycles and are to be parked in the designated areas once provided.
32. Parking space for e-kickscooter sharing will be identified with the following road sign:
33. PLEVs may never be parked in such a way as to cause a hazard or obstruct the accessibility to pavements. Any improperly parked PLEVs may be confiscated and the provisions of the Clamping and Removal of Motor Vehicles and Encumbering Objects Regulations (S.L. 65.13) shall apply.
34. E-kickscooters are not to be parked in public car parking spaces designated for the parking of motor vehicles. Parking in such parking spaces will be subject to a no-parking fine.
35. Designated parking in parking spaces reserved for specific vehicles or types of vehcles shall also be prohibited and the fine for an obstruction shall be applicable in such cases.
36. Public funded stands intended for e-kickscooter sharing provided by the Authority, when available, are to be used by all e-kickscooter users, including shared e-kickscooters.
37. In areas where bicycle traffic is banned PLEVs are also banned.
38. In any and all other cases not covered by these regulations, a PLEV shall be treated equal to and the same as bicycles.
39. The use of helmets by PLEV users is recommended but not mandatory.
40. The use of a high visibility vest from at night for all drivers using an e-kickscooter is mandatory. Failure to wear such a vest shall carry a fine of €200.
41. These clauses comprise the guidlines and regulatory framework for PLEVs which are to be observed by all PLEV users and PLEV fleet operators with immediate effect.
42. Operators interested to operate an e-kickscooter sharing service must file an application to obtain an Operator's licence, which licence shall be issued subject to the condition that the operator satisfies all the requirements which shall be established by law for the issuance of such licence.
43. In an eventual submission, TM will provide to the operator, an Operating Licence which will be valid for one year subject to renewal. In return, the operator will pay the following fees:
    a. €200 as an operating fee which will cover a period of one year subject to renewal. The fee will be paid in one instalment upon the commencement of the service;
    b. Each year, the operator will pay a licence fee of €25 per scooter in operation per year;
    c. In case that the operator decides that the service will not be continued, the operating fee shall not be refunded;
    d. In case of docking stations and the discontinuation of the service, the operator is to re-instate the site as it was before the installation of the docking station at his/her own expense;
    e. In addition to the above, in the case of e-kickscooter sharing offered through docking stations, the operators are to pay the indicated fees to the respective authorities as outlined in Annex I of this document.

44. The operator must put in place a customer care contact number as well as provide Transport Malta with a separate contact number where the operator can be contacted 24/7.

45. The operator shall be obliged to provide for rent, only e-kickscooters which are properly registered, licensed and insured and which are in full observance of the law. A single rate shall be charged to the end user which incorporates any and all relevant charges and which may include service charge, usage fee, insurance fee and other fees which the operator wants to have covered in the rent.

46. E-kickscooters being used by e-kickscooter sharing operators need to make sure that the e-kickscooter is geo-fenced accordingly and in line with these guidelines so that it may not be driven on those road sections where use is not permissible and in such areas where the use of an e-kickscooter is prohibited by law.

47. PLEV sharing operators may be allowed to fit their fleet with universal mobile phone mounts to be used by the users of the PLEV fleet for navigation purposes only. In such cases, the mobile phone cannot be detached from its mount and cannot be used for communications purposes while being driven.

48. The e-kickscooter fleet must have a high level of telematic capability in order to reach the requirement of programmed regulation with respect to granularized speed limits on a street-by-street basis, no-go zones and any other location- and/or time-based functionality that might be required by TM.

49. The operating licence will be given to operate a PLEV sharing service to cover all of Malta and Gozo. Ideally in the case of docking stations, the SMITHs identified areas where inter-modal transport services are provided are to be given priority.

50. Operator licences shall be subject to the condition that operators remain observant to any future instructions issued by TM as well as the condition that operators will facilitate TM's plans to introduce MaaS.

1.6 Other considerations with regards to e-kickscooter sharing operations

1. Operators must confirm that their fleet can be fitted with registration and insurance identification.

2. Operators must confirm that data from their platform is shared with TM both in raw form as well as through a user-friendly dashboard. Any and all data links and developments needed for this requirement shall be at the cost of the operator.

3. The fleet must have a high level of telematic capability in order to reach the requirement of programmed regulation with respect to granularized speed limits on a street-by-street basis, no-go zones and any other location- and/or time-based functionality that might be a required by TM.

4. The operator is bound to geofence the roads referred to in Annex VI and treat them as no-go zones. This list shall include all tunnels and underpasses. In addition, the operator is bound to geofence promenades and pedestrian zones and implement a maximum speed limit of 10km/hr in these areas. The general speed limit of 20km/hr shall be observed by the operator in the rest of the allowed road network.

5. Any e-kickscooter service already in operation must regularise its position in accordance with these guidelines. Following the expiration of three months from the publication of the afore-mentioned guidelines, any e-Kickscooter sharing service shall be served with an enforcement notice and the vehicles shall subsequently be confiscated. Any necessary fees and expenses shall be borne by the operator

ANNEX I

Procedure Notice for the Determination of Development Applications for E-kickscooter Sharing System using E-kickscooter Docking Stations.

1. An applicant must obtain from the Planning Authority the necessary permits and/or a no objection therefrom for the installation of an e-kickscooter docking station

2. Where an application is submitted on Government land it requires an Encroachment Permit from the Lands Authority. In addition, the applicant must obtain a No Objection from the respective Local Council where applicable.
   An annual Encroachment Permit Fee set by the Lands Authority shall be that of €50. In addition to the aforementioned fee, a €50 fee per square meter occupied by the docking stations should also apply.

3. Once the applicant is granted permission from the Planning Authority and the Lands Authority, an application with Transport Malta is required. The application should include:

   - the permit or no objection from the Planning Authority;
   - the Encroachment Permit from the Lands Authority;
   - no objection from the respective Local Council, where applicable;
   - no objections from the MTA where applicable
   - copy of an insurance policy;
   - the respective receipts that all necessary fees have been paid. (Planning Permit & Encroachment Permit);
   - all other administrative and technical details which may be required by the Authority including a clean conduct certificate of the applicant (or, where the applicant is a company or partnership, of its directors), a certificate of good financial standing and the technical details relative to the fleet of e-kickscooters which shall be used in the sharing operation;
   - A valid contact number and e-mail address where the company can be reached by the Authority on a 24/7 basis.

4. The Lands Authority, following consultation with Transport Malta as well as with the Planning Authority will be the Authority responsible in identifying the permitted designated locations for docking stations for the e-kickscooter sharing systems. Where applicable, it may also consult and coordinate with the respective Local Councils.

5. The Lands Authority may refuse to issue Encroachment Permits for any proposed designated parking spaces if it becomes aware that the public space will become cluttered with e-kickscooter docking stations and other transport services related to infrastructure such as bicycle/pedelec docking stations or for any other valid reason in the public interest.

6. Considering that certain public promenades in high touristic value also falls under the responsibility of the Ministry for Tourism, a no-objection from the respective Ministry may also be required.

7. Transport Malta will be the sole Authority responsible to issue the operating licence for e-kickscooter Sharing Services. Conformity with the road safety criteria by Transport Malta are to be adhered to prior to the granting of the licence.

8. Transport Malta shall consider applications for e-kickscooter sharing services which requires the use of a docking station and those which do not.

9. Docking stations will be provided by the fleet operator subject to initial approval by TM in the application letter to the Authority for an Operating Licence

10. Following the publication of these guidelines, TM will start a process to identify e-kickscooter on-street parking spaces which shall be used for all e-kickscooters being operated by various operators. Designated on-street e-kickscooter parking spaces are to be shared by all operators within the limits of the space allocated.

11. Once e-kickscooter parking spaces are identified, operators are to make sure that users leave e-kickscooters in the designated areas to avoid clattering of pavements and which might be obstructing right of passage to users, in which case TM Enforcement Officers and/or other law enforcement officials shall have the right to confiscate and remove.
Guidelines and requirements set out by Transport Malta are to be adhered to prior to the granting of the license.

ANNEX II

Minimum Requirements or Regulatory Code

Transport Malta will be the Authority responsible to set minimum requirements or a regulatory code for e-kickscooter sharing services in order to protect both the interest of operators offering the service as well as the users of these services and the general public. These shall include:

1. User age and physical limitations of the e-kickscooters
2. Setting a limit on the e-kickscooter's maximum years in service
3. Provision of 24/7 contact numbers and indicating specified time frames within which e-kickscooters shall be removed from an unallocated public space
4. Submission of the e-kickscooter's technical specifications to outline the safety features, their quality in terms of heavy public use and lighting requirements
5. Proof that operator is in line with all the relevant national and international regulations vis-à-vis safety and consumer protection, amongst others
6. Accident and third-party liability insurance policies
7. The requirement for every e-kickscooter to be tracked by the operator
8. A data sharing agreement with the Authority
9. Data should be provided in real time if TM requires it
10. A copy of the operator's user agreements

ANNEX III

Guidelines for the Design and Placement of E-kickscooter Sharing Docking Stations

1. Docking Stations must be located on a hard surface, in any public open space, be it a footpath, square, promenade, garden, parking area and asphalted road surface as long as, the following conditions are met:

   a) The station is to be adequately accessible for e-kickscooters. High steeped ramps or stairs are not considered as adequately accessible.
   b) A minimum of 1.5m wide clearance from any e-kickscooter manoeuvring or any installed infrastructure shall be left at any location so as not to impede pedestrian access.
   c) Docking Stations shall not be placed at any location which impedes an access to any building or facility.
   d) Docking Stations and designated parking spaces for e-kickscooters cannot be sited directly at street corners and junctions.
   e) On siting designated parking spaces close to street corners or junctions, plans shall be submitted to indicate how the visibility requirements for all road users have been respected. The proposed layout shall indicate all the infrastructure to be installed including line markings, delineators, bollards, wheel stops, planters, way finding, charging and/or sponsor panels. These shall form part of an integral design for the designated parking spaces.
   f) Any installed infrastructure (including signs) cannot obstruct access to utility access points such as manhole covers, storm water inlets and electricity or telecom cabinets.
   g) No pedestrian obstruction on walkways is allowed. 1.5m width is to be maintained on walkways at all times.
   h) Layout plans of the proposed docking stations shall indicate the clearances left for users to manoeuvre their e-kickscooter in to the parking space or for the room needed to pull the e-kickscooter out of a docking station.
   i) When siting new designated parking spaces, existing e-kickscooter racks can be moved or eliminated, as the case may be, so as to accommodate the new layout arrangements.
   j) Designated parking spaces shall be accessible to operation vehicles required for maintenance and re-balancing purposes.

2. Furthermore, designated parking spaces:

   a) for a single operator shall not be placed at a distance closer than 300m from each other; and
   b) for different operators shall not be placed at a distance closer than 100m from each other.

3. Each permissible e-kickscooter Docking Station should bear a reference number, in the form of a plate, which shall be:

- Affixed to the structure so as to be easily identifiable; and
- Of such a form that is permanently, clearly and legibly displayed.

4. In the case that an operator has failed to pay the yearly operating licence fee due to Transport Malta and if applicable to the Lands Authority, and/or has failed to abide by these Guidelines, Transport Malta should be notified and shall have the power to execute all necessary enforcement procedures including and the removal/ confiscation.

5. The enforcement procedures may include warnings, fines, suspension or termination of operating licences, the removal of any Docking Stations and confiscation of the scooters.

6. Any e-kickscooter Docking Station which is already in place should regularise its position in accordance with these Guidelines. Following, the expiration of a 3 month period from the publication of the aforementioned Guidelines, any Docking Station will be served with an Enforcement Notice and subsequently removed. Any necessary fees and expenses shall be incurred by the operator in question.

7. It is to be noted that any branding printed on the docking station and the kickscooters therein is to be appropriate. Transport Malta reserves the right to remove any docking stations whose branding is deemed inappropriate following an Enforcement Notice.

ANNEX IV

Samples and examples of parking bays and docking stations

Sample Parking Bay with Station

ANNEX V

Schedule of Roads and Streets where e-kickscooters cannot be used. (No-go zones)

IN MALTA:

Attard:	Triq in-NutarŻarb, Triq Ħaż-Żebbuġ, Triq Notabile, Triq Iż-Żagħfran, Vjal de Paule, Triq l-Imdina, Vjal de Paule , Triq-il-Wied
Baħariċ-Ċagħak:	Triqil-Kosta
Balzan:	Vjal De Paule, Triq Birbal, Triq l-Imdina, Triq in-Naxxar
Birgu:	Triq San Dwardu, Triqil-Kottonera
Birkirkara:	Il-By-Pass ta' Birkirkara, Triq Dun Karm, Triq in-Naxxar, Triqil-Wied, Triq Fleur-De-Lys, Triq Salvu Psaila
Birżebbuġa:	Triq Iż-Żejtun, Triq Ħal Far
Bormla	Triq San Ġwann t' Għuxa, Triq il-Ġdida, Triq San Franġisk, Triq San Nikola, Triq l-Immakulata, Triq Fuq San Pawl, Triq Għajn Dwieli, Triq it-Tlett Ibliet/it-Telgħa ta' Għajn Dwieli, Triq il-Ġublew tal-Fidda, Triq il-Kottonera, Triq Bormla
Blata l-Bajda:	Triq Nazzjonali
Burmarrad:	Triq Toni Camilleri
Fgura:	Triq San Nikola, Triq Għajn Dwieli, Triq Iż-Żejtun, Triq id-Dejma
Floriana:	Triq Sant' Anna, Misraħ Sant' Anna, Triq Nazzjonali, Triq l-Indipendenza
Għargħur:	Triq tal-Balal
Għaxaq:	Triq tal-Barrani, Wesgħa Bir id-Deheb, Dawret Ħal-Għaxaq
Gudja:	Triq Ħal Far, Vjal l-Avjazzjoni, Dawret ĦalGħaxaq, Dawretil-Gudja
Gżira:	Triq Reġjonali, Triq Mikiel Anton Vassalli
Ħamrun:	Triq l-Indipendenza, Triq Nazzjonali
Iklin:	Triq tal-Balal, Triq in-Naxxar
Kirkop:	Triq il-Belt Valletta, Triq l-Industrija, Triq Dun Ġużepp Barbara, Triq San Ġwann
Lija:	Triq in-Naxxar, Triq il-Mosta
Luqa:	Triq il-Kunsill ta' l-Ewropa, Vjal l-Avjazzjoni
Marsa:	Triq Diċembru 13, TriqNazzjonali, Triq Ħal Qormi, Triq Aldo Moro, Triq il-Labour, Xatt l-Għassaratal-Għeneb, Triq it-Tiġrija Bypass, Vjal Sir Paul Boffa, Triq Giuseppe Garibaldi
Marsaskala:	Triq Sant' Antnin
Marsaxlokk:	Triq Iż-Żejtun, Triq Marsaxlokk, Triq Birżebbuġa, Triq Axtart, Triq Melqart, Triq Bir-Rikka
Mdina:	Triq Tal-Infetti
Mellieħa:	Triq il-Marfa, Dawret il-Mellieħa, Triq Louis Wettinger, It-Telgħa tax-Xemxija
Mġarr:	Triq Fisher, Triq iż-Żebbiegħ, Triq Il-Mosta, Triq ta' Xiferil-Kief
Mosta:	Triq il-Belt Valletta, Triq il-Kostituzzjoni, Triq il-KungressEwkaristiku, Misraħ Rotunda, Triq ta' Xiferil-Kief ,Vjal l-Indipendenza, Triq il-Kbira, Triq San Pawl tal-Qliegħa, Vjal Millbrae, Triq il-Missjunarji Maltin, Triq Burmarrad
Mqabba:	Triq il-Belt Valletta
Msida:	Triq Mikiel Anton Vassalli, Ix-Xatttal-Imsida, Triq il-Wied tal-Imsida, Misraħ tal-Menqa/Misraħ Ġuze Ellul Mercer, Triq Dun Karm
Naxxar:	Triq is-Salini (il-parti mis-Salini sa Kennedy Grove), Triq il-Mosta, Triq tal-Labour
Paola:	Vjal Sir Paul Boffa, Vjal Santa Luċija, Triq Kordin, Triq GħajnDwieli, Triq ĦalLuqa, Triq Giuseppe Garibaldi
Pembroke:	Triq is-Slielem, Triq Sant' Andrija
Pietà:	Triq Marina

Qormi:	Triq Manwel Dimech, Triq ĦalQormi, Triq l-Imdina, Triq is-Sebħ, Triq Ġużè Duca, Mrieħel Bypass
Rabat:	Triq Valletta, Triq G. Borg Olivier, Triq Nikol Saura, Triq Telgħa tas-Saqqajja, Triq Ħal-Tartani, Triq ta' Xiferil-Kief, Triq tal-Infetti
Safi:	Triq San Ġwann (from 1st September to 31st May)
San Ġiljan:	Triq Reġjonali, Triq Mikiel Anton Vassalli
San Ġwann:	Triq Birkirkara, Triq in-Naxxar, Vjalir-Riħan, Triq Dun Karm, Triq Reġjonali, Triq Mikiel Anton Vassalli
San Pawl il-Baħar:	Xattil-Pwales, It-Telgħa tax-Xemxija, Triq ta' Xifer il-Kief, Kennedy Drive, Dawret San Pawl il-Baħar; Triq Burmarrad, Triq Toni Camilleri
Santa Lucija:	Triq Bir id-Deheb, TriqĦalLuqa
Santa Venera:	Triq il-Ferrovija, Triq Reġjonali, Triq SalvuPsaila, Triq il-Kanun, Il-Mini ta' Santa Venera
Siġġiewi:	Triq is-Siġġiewi
Swieqi:	Triq Sant' Andrija, Triq is-Slielem, Triq Reġjonali
Tarxien:	Triq Bir id-Deheb, Triq San Anard,Triq id-Dejma, Triq il-Gudja
Żabbar:	Triq tal-Labour, Triq il-Mina ta' Hompesh, Triq Sant' Antnin tal-Plier, Triq iż-Żejtun, Triq l-10 ta' Settembru 1797
Żebbuġ:	Triq is-Siġġiewi, Triq l-Imdina, Triq Ħ'Attard, Triq Ħaż-Żebbuġ
Żejtun:	Triq Id-Dejma, Triq Il-Gudja, Triq tal-Barrani, Wesgħa Bir Id-Deheb, Triq Marsaxlokk, Triq Dun Ġuzepp Barbara
Żurrieq:	Triq il-Belt Valletta, Triq Dun Ġużepp Barbara

IN GOZO:

Fontana:	Triq L-Isptar San Ġiljan, Triq Tal-Għajn, Triq Ta' Għajn Tuta
Għajnsielem:	Triq Ta' Xħajma, Triq L-Imġarr, Triq Sant' Antnin, Triq Ix-Xatt
Munxar:	Triq Xlendi, Triq Santa Duminka, Triq Marziena
Nadur:	Triq it-Tiġrija, Triqil-Knisja, Triq Ħanaq, Triq ir-Ramla l-Ħamra, Triq Għajn Qasab, Triq ir-Rabat, Triq San Ġwann, Triq l-Imġarr
Qala:	Triq Il-Qala, Triq l-Imġarr, Triq it-28 ta' April 1688, Triq San Ġużepp
Rabat:	Triq l-Arcisqof P. Pace, Triq il-Wied, Triq San Leonardu, Triq Fortunato Mizzi, Triq GħajnQatet, Triq Sta Duminka, Triq it-Tabib Anton Tabone, Triq ir-Repubblika, Triq Sant' Ursola, Triq l-Imgħallem, Triq ta' Wara s-Sur, Triq Forni il-Ġir, Triq il-Kapuċċini, Triq Marija Meilaq, Triq l-Ewropa, Triq Viani, Triq it-Tomba, Triq id-Dawwara, TriqGedrin, Triq Il-Papa ĠwanniPawlu II, Triq Mro Dirjanu Lanzon, Triq Putirjal, Triq L-Imġarr
Xewkija:	Triq L-Imġarr, Triq Ta' Hamet, Triq Ta' Xħajma, Triq is-Sannat, Triq Ix-Xewkija, Triq tal-Ħamrija, Triq L-Indipendenza
Żebbuġ:	Triq Ir-Rabat, Triq iż-Żebbuġ, Triq Marsalforn

ANNEX VI - Cycle Routes

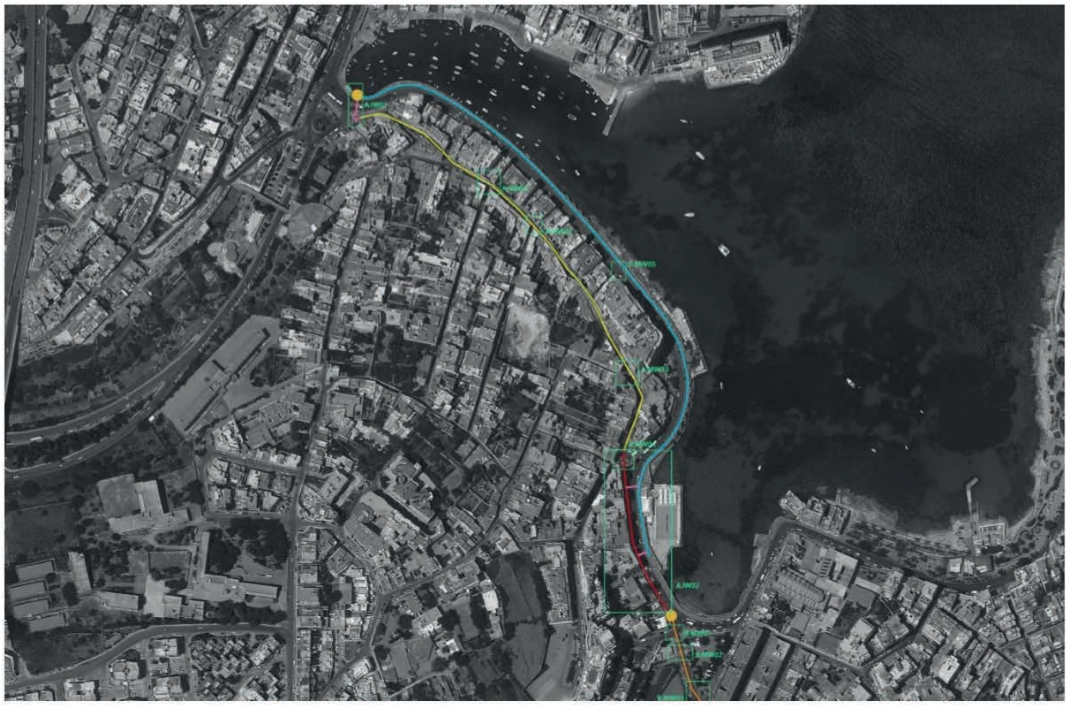

Figure 19 - St Julian's To Valletta Cycle Route Pilot – Route Tract A, St Julian's To Balluta

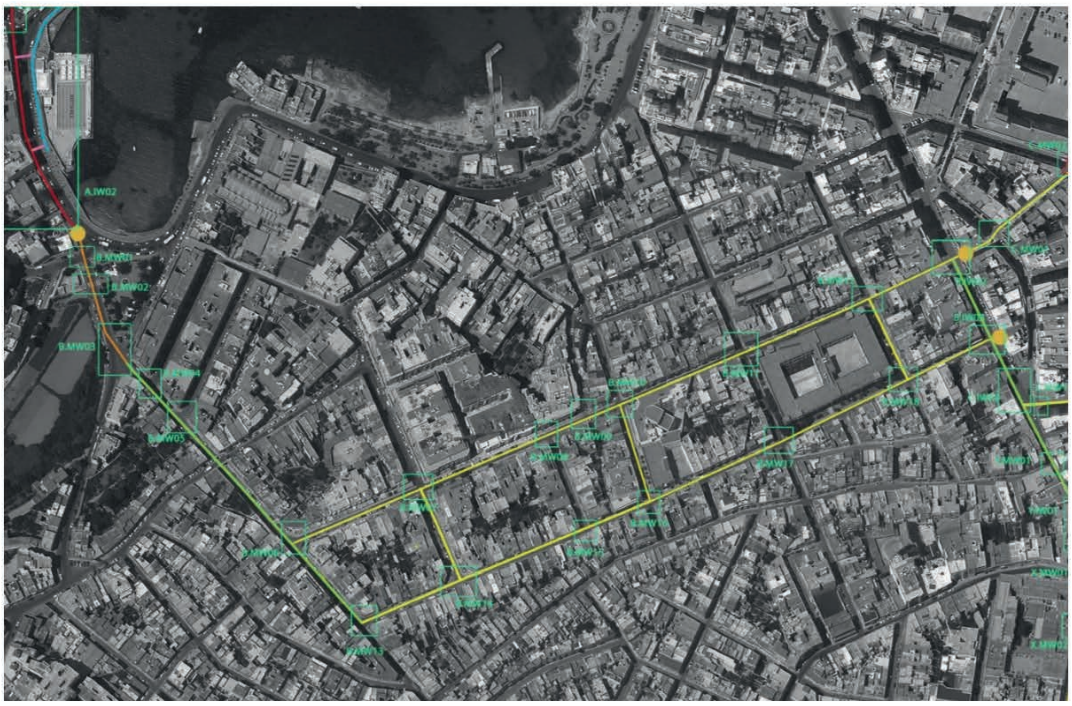

Figure 20 - St Julian's To Valletta Cycle Route Pilot – Route Tract B, Balluta to Dingli Street

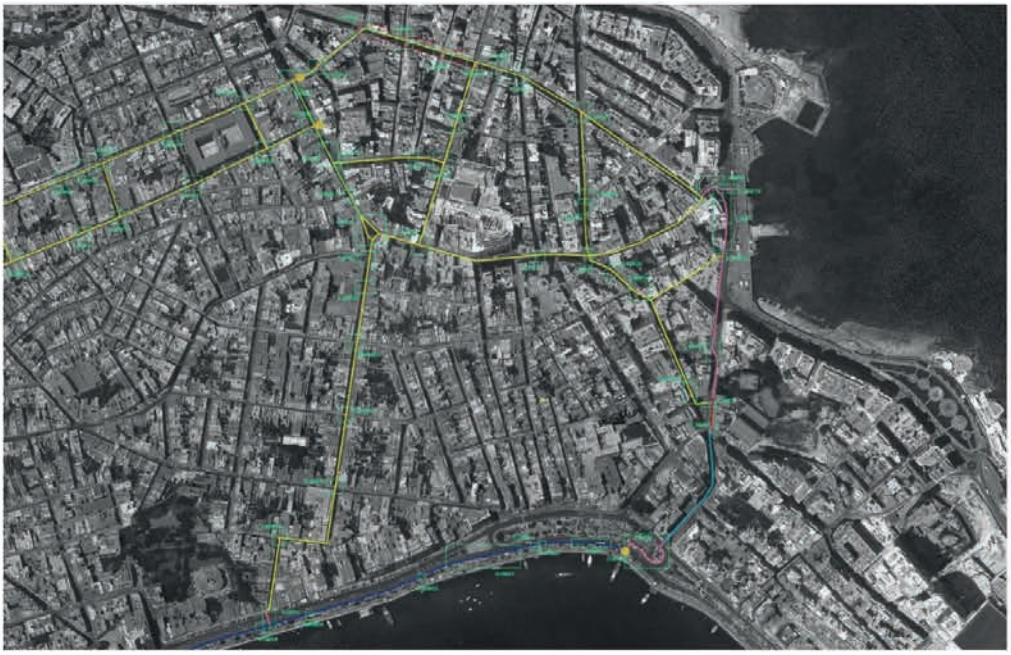

Figure 21 - St Julian's To Valletta Cycle Route Pilot – Route Tract C, Dingli Street To The Strand, Tract X, Three Trees to Grira, Tract Y, Dingli Street

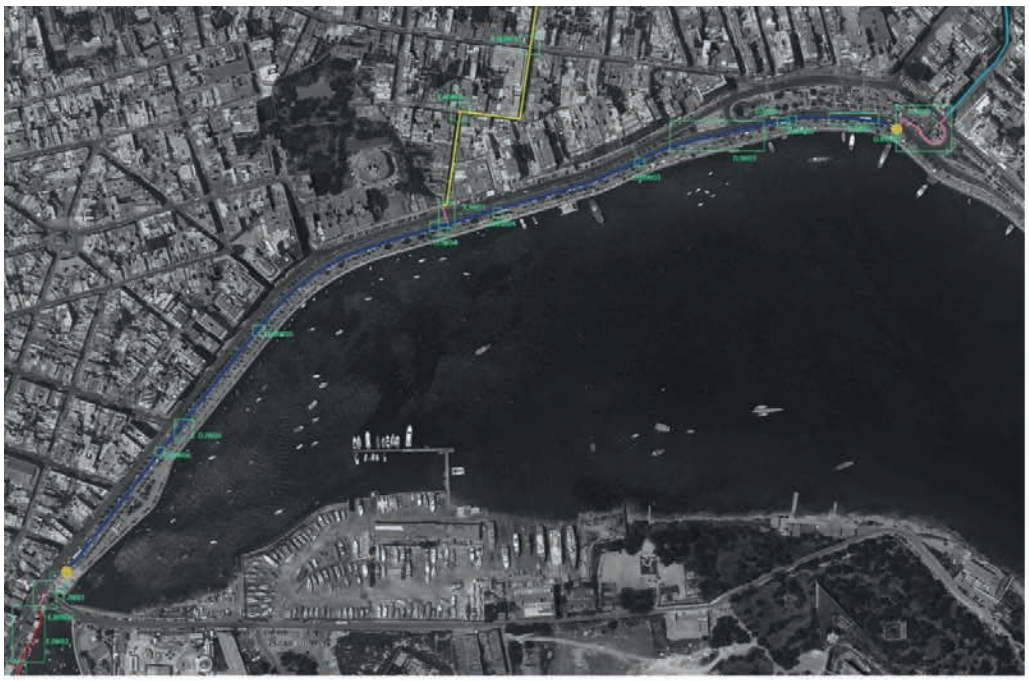

Figure 22 - St Julian's To Valletta Cycle Route Pilot – Route Tract D, The Strand To Gzira Manoel Island

Figure 23 - St Julian's To Valletta Cycle Route Pilot – Route Tract E, Gzira Manoel Island To Ta' X'biex, Yacht Marina

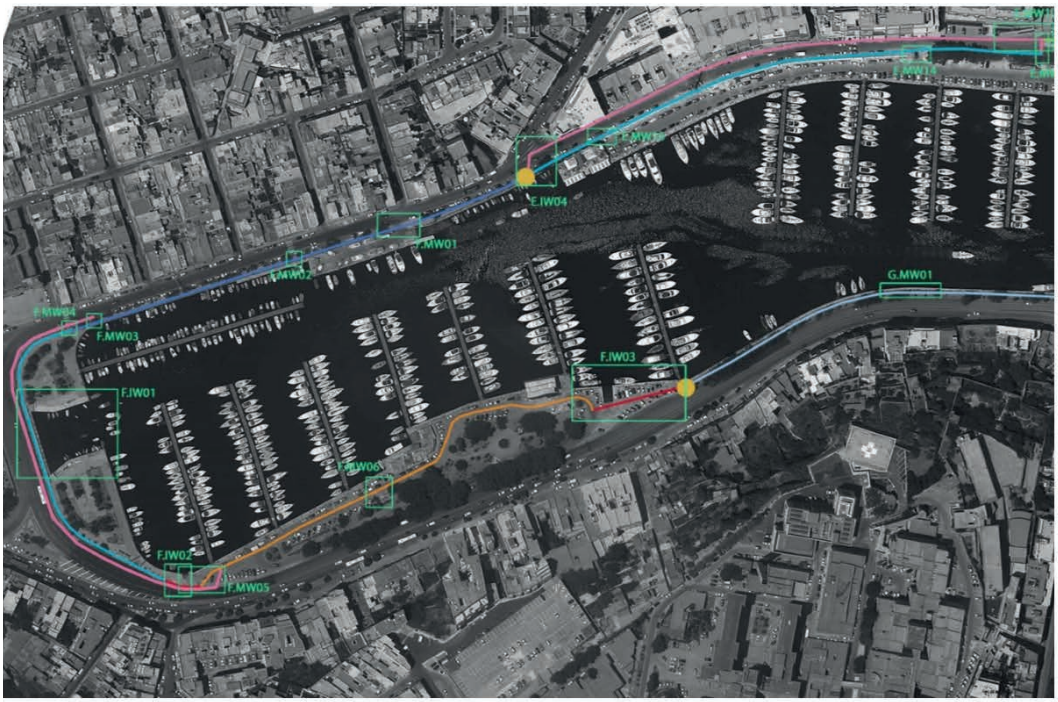

Figure 24 - St Julian's To Valletta Cycle Route Pilot – Route Tract F, Ta' X'biex, Yacht Marina To Msida Yacht Marina

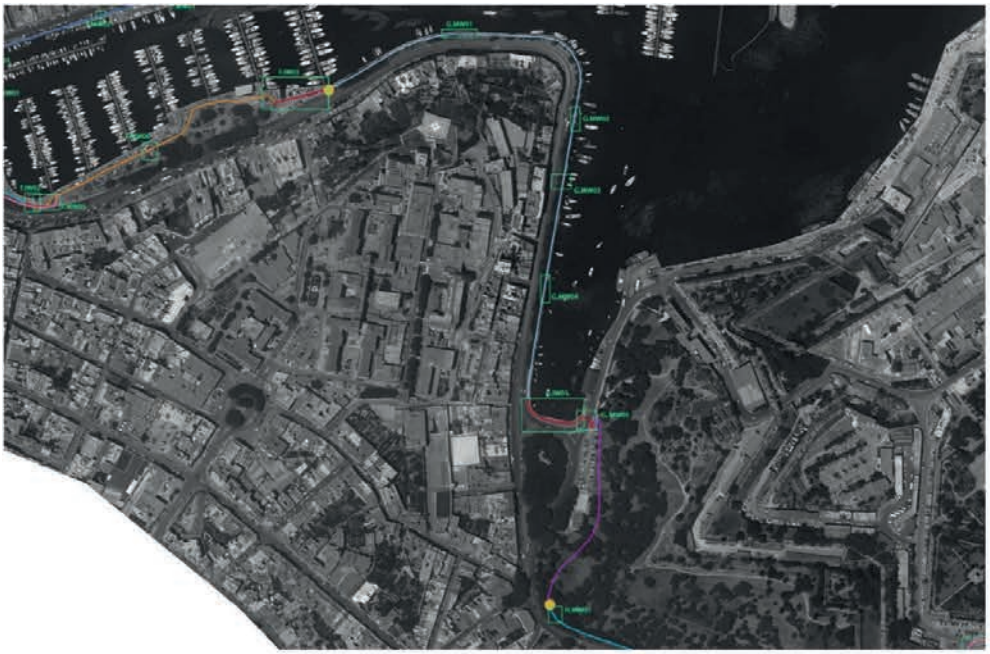

Figure 25 - St Julian's To Valletta Cycle Route Pilot – Route Tract G, Msida Yacht Marina To Sa Maison

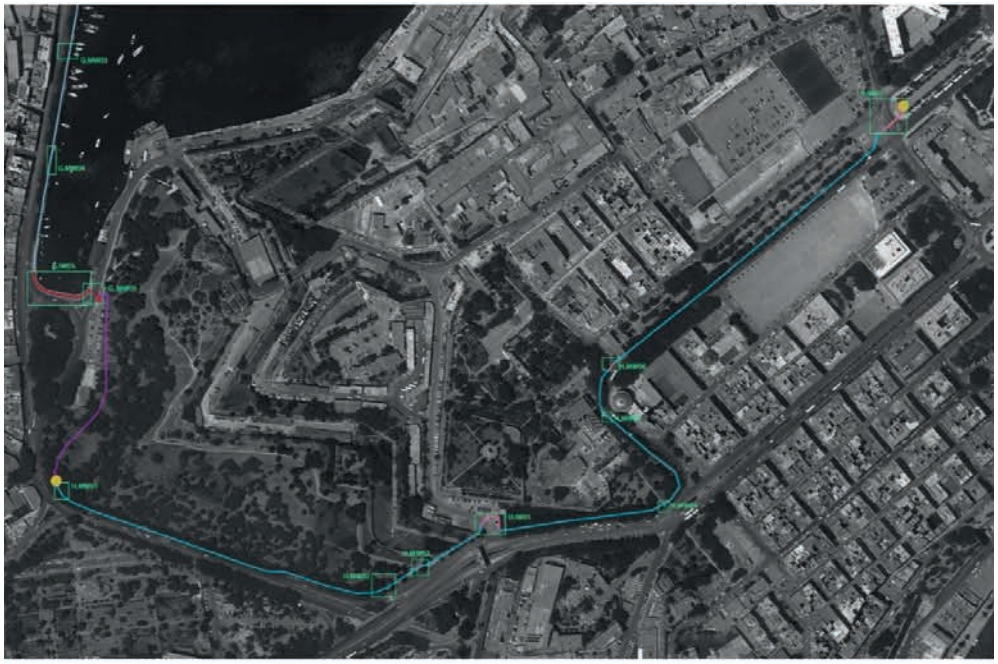

Figure 26 - St Julian's To Valletta Cycle Route Pilot – Route Tract H, Sa Maison To Valletta

Figure 27 - Mosta To University Cycle Route Pilot – Route Tract A, Most To Lija

Figure 28 - Mosta To University Cycle Route Pilot – Route Tract B, Lija To Balzan

Figure 29 - Mosta To University Cycle Route Pilot – Route Tract C, Balzan To Birkirkara

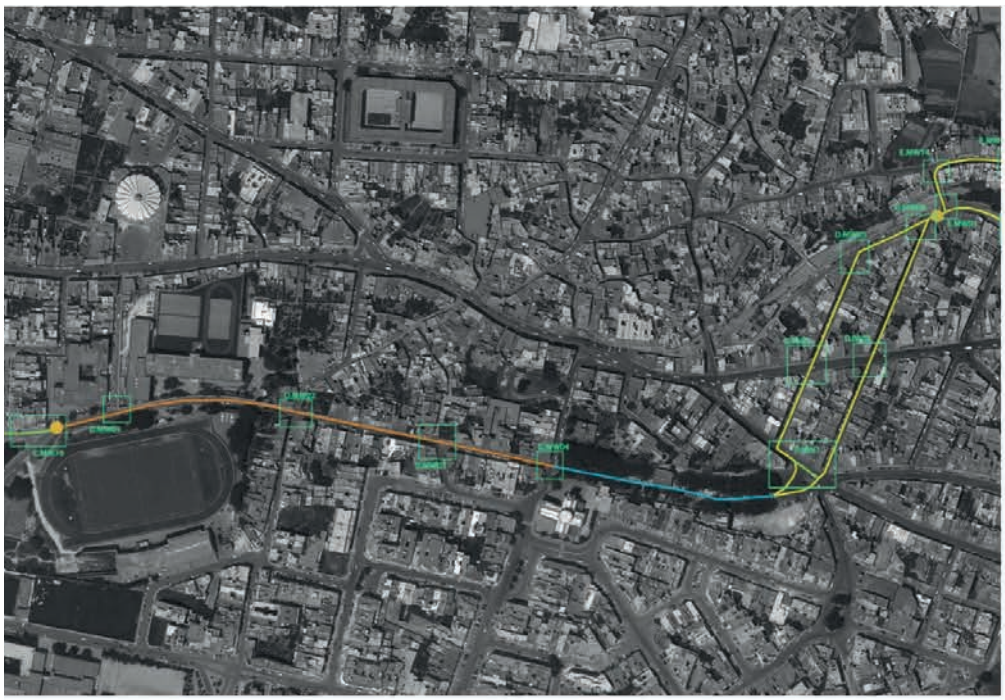

Figure 30 - Mosta To University Cycle Route Pilot – Route Tract D, Birkirkara To Ta' Paris

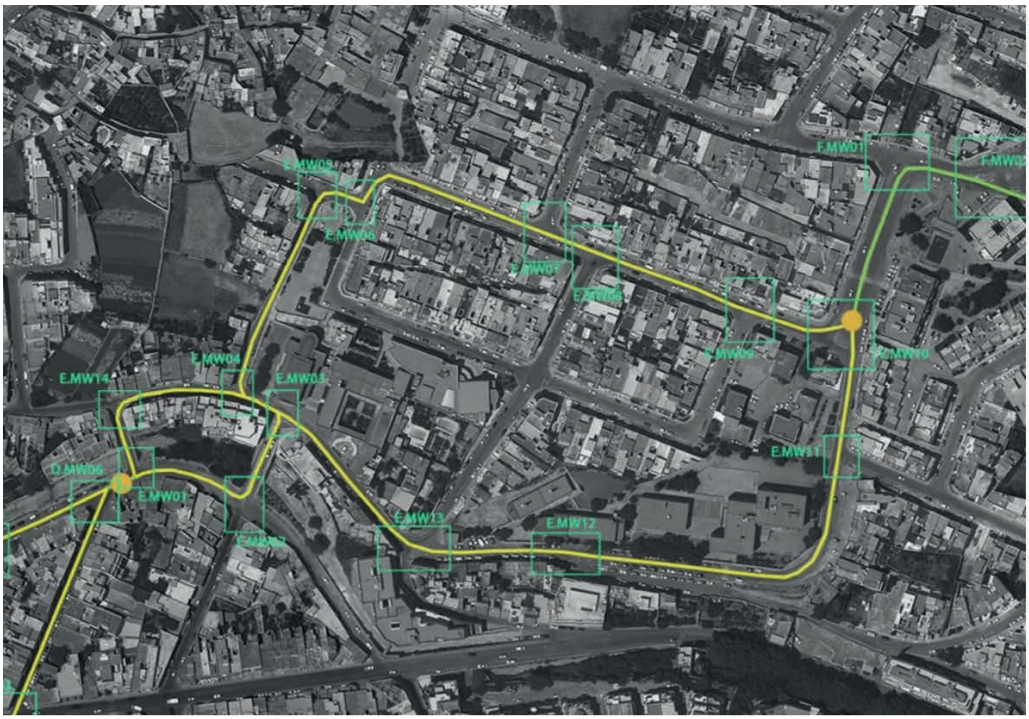

Figure 31 – Mosta To University Cycle Route Pilot – Route Tract E, Ta' Paris To Swatar

Figure 32 - Mosta To University Cycle Route Pilot – Route Tract F, Swatar To University

St Julians - Valletta (Cycle Route)

Zone	Road Name	Type / Notes
A	Triq Gorg Borg Olivier	Shared Promenade
A	Triq il-Kbira	Shared Street (Uni-Directional)
A	Triq Censu Tabone	Dedicated Cycle Path & Shared Promenade
B	Triq Manuel Dimech	Shared Street (Bi-Directional) & Shared Street (Contraflow)
B	Triq Blanche Huber	Shared Street (Uni-Directional)
B	Triq Depiro	Shared Street (Uni-Directional)
B	Trejqet Sant Inazju	Shared Street (Uni-Directional)
B	Triq San Frangisk	Shared Street (Uni-Directional)
B	Triq Melita	Shared Street (Uni-Directional)
C	Triq Sir Adrian Dingli	Shared Street (Bi-Directional)
C	Triq Don MikielRua	Shared Street (Uni-Directional)
C	Triq Guze Howard	Shared Street (Uni-Directional)
C	Triq Ghar id-Dud	Shared Street (Uni-Directional)
C	Triq Amery	Shared Street (Uni-Directional)
C	Triq il-Kbira	Shared Street (Uni-Directional)
C	Trejqet ir-Regina Vittoria	Shared Street (Uni-Directional)
C	Triq Gorg Borg Olivier	Shared Street (Uni-Directional)
C	Triq Ghar il-Lembi	Shared Street (Uni-Directional)
C	Triq it -Torri	Dedicated Cycle Path
C	Triq Bisazza	Shared Promenade
C	Ix -Xatt Ta' Tigne	Dedicated Cycle Path
X	Triq Santa Marija	Shared Street (Uni-Directional)
X	Triq Sant Agata	Shared Street (Uni-Directional)
X	Triq il-Madonna tas Sacro Cuor	Shared Street (Uni-Directional)
D	Triq ix-Xatt	Shared Promenade
E	Ta' Xbiex Marina Road	Shared Street (Uni-Directional) & Shared Street (Bi-Directional)
E	Ir-Rampa Ta' Xbiex	Dedicated Cycle Path & Shared Street (Bi-Directional)
E / F	Triq Ix-Xatt Ta' Xbiex	Inner Marina Road / Shared Street (Bi-Directional)
F	Triq L-Msida	Shared Promenade
F	Msida Marina Road	Shared Promenade & Shared Street (Bi-Directional)
G	Triq Ix-Xatt Ta' Pieta'	Shared Promenade
G	Triq Sa Maison	Shared Promenade
H	Triq l- Indipendenza	Shared Promenade
H	Triq Nazzjonali	Shared Promenade
H	Pjazza Emanuel S. Tonna	Shared Promenade
H	Triq Sarria	Shared Promenade

GZIRA ROUTE EXTENSION

Zone	Road Name	Type	Notes
N/A	Triq Parisio	Shared Street (Uni-Directional)	Lead off from GZR Front
N/A	Triq San Albert	Shared Street (Uni-Directional)	Main spine
N/A	Pjazza Meme Scicluna	Shared Street (Uni-Directional)	Node
N/A	Triq Belvedere	Shared Street (Uni-Directional)	Link Raod
N/A	Triq Il-Flotta	Shared Street (Uni-Directional)	Main spine
N/A	Triq Henry F. Bouverie	Shared Street (Uni-Directional)	Lead off from GZR Front
N/A	Triq Gianni Bencini	Shared Street (Uni-Directional)	Link Road
N/A	Triq Carlo Manche'	Shared Street (Uni-Directional)	Main spine
N/A	Triq Sir Charles Cremona	Shared Street (Uni-Directional)	Main spine
N/A	Triq Sir Frederick C. Ponsonby	Shared Street (Uni-Directional)	Link Road
N/A	Triq Sir Patrick Stuart	Shared Street (Uni-Directional)	Link Road
N/A	Triq Sir Charles Cameron	Shared Street (Uni-Directional)	Main spine
N/A	Triq Sir William Reid	Shared Street (Uni-Directional)	Lead off from GZR Front / Main Spine
N/A	Triq Manoel De Vilhena	Shared Street (Uni-Directional)	Lead off from GZR Front / Main Spine
N/A	Triq Ir-Rebha	Shared Street (Uni-Directional)	Link Road
N/A	Tal-Kubrit	Shared Street (Uni-Directional)	Link Road
N/A	Misrah Turu Colombo	Shared Street (Uni-Directional)	Node
N/A	Trejqet Nicola Cotoner	Shared Street (Uni-Directional)	Node
N/A	Triq Luqa Briffa	Shared Street (Uni-Directional)	Main spine
N/A	Triq Nazju Ellul	Shared Street (Uni-Directional)	Main spine
N/A	Triq Turu Rizzo	Shared Street (Uni-Directional)	Link Road
N/A	Triq San Gorg	Shared Street (Uni-Directional)	Link Road
N/A	Triq G. Miceli	Shared Street (Uni-Directional)	Link Road
N/A	Triq Maria Teresa Spinelli	Shared Street (Bi-Directional)	Link Road
N/A	Triq Edgar Bernard	Shared Street (Uni-Directional)	Main spine
N/A	Triq Wied Il-Kappara	Shared Street (Uni-Directional)	Link Road
N/A	Triq Giacint Tua	Shared Street (Uni-Directional)	Link Road
N/A	Triq Willie Arena	Shared Street (Uni-Directional)	Link Road

MOSTA - TO -UNIVERSITY

Zone	Road Name	Type / Notes
A	Trejqet il-Kjerku Gakbu Abela	Rural Pathway
A	Sqaq ta' Sejduna	Rural Pathway
A	Triq ta' Halmann	Rural Pathway
B	Triq il-Kuncizzjoni	Shared Street (Uni-Directional)
B	Triq il-Forn	Shared Street (Uni-Directional)
B	Triq Sant Andrija	Shared Street (Uni-Directional)
B	Triq Annibale Preca	Shared Street (Uni-Directional)
B	Triq il-Kardinal Ferretti	Shared Street (Uni-Directional)
B	Triq il-Mithna	Shared Street (Uni-Directional)
B	Triq Il-Kbira	Shared Street (Bi-Directional) & Shared Street (Contraflow)
B	Triq il-Mikelang Borg	Shared Street (Uni-Directional)
B	Triq Mario Agius	Shared Street (Uni-Directional)
B	Triq Ramiro Barbaro	Shared Street (Uni-Directional) & Shared Street (Bi-Directional)
B	Triq Robert Mifsud Bonnici	Shared Street (Bi-Directional)
C	Triq Valent Muscat	Shared Pedestrian Street
C	Triq il-Papa Alessandru VII	Shared Street (Bi-Directional) & Shared Street (Contraflow)
C	Vjal il-Bon Pastur	Shared Street (Bi-Directional)
C	Triq il-Ferrovija l-Qadima	Shared Street (Bi-Directional) & Shared Street (Contraflow)
D	Train Station's Park	Shared Pedestrian Park / Promenade
D	Pjazza il-Ferrovija	Shared Street (Uni-Directional)
D	Triq il-Qalb Imqaddsa	Shared Street (Uni-Directional)
D	Triq Santa Marija	Shared Street (Uni-Directional)
D	Triq il-Qasab	Shared Street (Uni-Directional)
E	Triq l-Imsida	Shared Street (Uni-Directional)
E	Triq Dun Filippu Borg	Shared Street (Uni-Directional)
E	Sqaq il-Baghal	Shared Street (Uni-Directional)
E	Trejqed il-Qasab	Shared Street (Uni-Directional)
E	Triq Paris	Shared Street (Uni-Directional)
E	Triq is-Sienja	Shared Street (Uni-Directional)
E	Triq L. Casolani	Shared Street (Uni-Directional)
E	Triq G Grech Delicata	Shared Street (Bi-Directional) & Shared Street (Uni-Directional)
F	Triq Fonsu Marija Galea	Shared Street (Bi-Directional)
F	Triq tal-Qattus	Shared Street (Bi-Directional)
F	Triq it -Torri	Shared Street (Bi-Directional)
F	Triq is -Swatar	Shared Street (Bi-Directional)
F	Triq Sant Andrija	Shared Street (Bi-Directional)
F	Triq San Gwann Tal-Ghorghar	Shared Street (Bi-Directional)

MOSTA ROUTE EXTENSION

Zone	Road Name	Type	Notes
N/A	Pama carpark	Shared Street (Bi-Directional)	Entry
N/A	Triq il-Waqqafa	Shared Street (Bi-Directional)	Main Spine
N/A	Triq L-Ortolan	Shared Street (Bi-Directional)	Temporary Diversion
N/A	Triq Il-Huttaf	Shared Street (Bi-Directional)	Temporary Diversion
N/A	Triq Ic-Cinju	Shared Street (Bi-Directional)	Temporary Diversion
N/A	Triq il-Gardell	Shared Street (Bi-Directional)	Temporary Diversion
N/A	Triq il-Mithna	Shared Street (Bi-Directional)	Main Spine
N/A	Triq il -Mithna l Qadima	Shared Street (Uni-Directional)	Node / Main Spine
N/A	Triq Giuseppi Callus	Shared Street (Uni-Directional)	Node / Main Spine
N/A	Triq Speranza	Shared Street (Uni-Directional) & Shared Pedestrian Street	Main Route
N/A	Triq Nicolo Isourad	Shared Street (Bi-Directional)	Main Route
N/A	Pjazza S-16 Ta Settembru	Shared Pedestrian Street	Node
N/A	Triq il-Parocca	Shared Pedestrian Street	Main Route
N/A	Triq Mons. Bartilmew Bezzina	Shared Street (Uni-Directional)	Main Route
N/A	Triq il-Knisja	Shared Pedestrian Street	Main Route
N/A	Triq Il-Kurat Calleja	Shared Pedestrian Street	Link Loop
N/A	Triq I' Oratorju	Shared Street (Contraflow)	Link Loop
N/A	Triq Ponsonby	Shared Street (Uni-Directional) & Directly Adjacent to School Building	Main Spine
N/A	Triq Ir-Rebbiegha	Shared Street (Uni-Directional) & Directly Adjacent to School Building	Main Spine
N/A	Triq Gafa'	Shared Street (Uni-Directional)	Link Road
N/A	Triq Il-Kullegg	Directly Adjacent to School Building	Link Road
N/A	Triq Anglu Gatt	Directly Adjacent to School Building	Link Road
N/A	Triq It-Torri	Shared Street (Uni-Directional)	Main Spine
N/A	Triq Giuseppi Callus	Shared Street (Uni-Directional)	Main Spine
N/A	Triq Glormu Cassar	Shared Street (Uni-Directional)	Link Road
N/A	Triq Xorxa	Shared Street (Uni-Directional)	Link Road
N/A	Triq Celju Tonna	Shared Street (Uni-Directional)	Link Road

MINISTRY FOR TRANSPORT,
INFRASTRUCTURE AND CAPITAL PROJECTS

MNEP
Malta National Electromobility Platform