



annual report
2021



Transport Malta

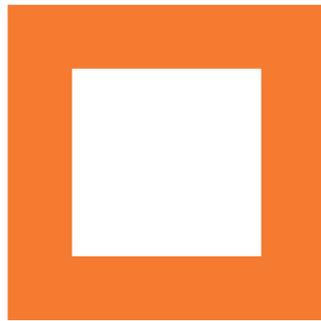


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Executive Summary

Mr Joseph Bugeja
Chairman & Chief Executive Officer

Merchant Shipping Directorate

As of the end of December 2021, the number of ships registered under the Merchant Shipping Act was 9,283, for a total gross tonnage of 86.13 million. This represents a growth rate of around 2.2% over the previous year, with Malta maintaining 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 2021, the Malta flag registered another record increase of over 15.6% over the previous year in the registration of superyachts over 24 metres in length under the Merchant Shipping Act, with over 993 superyachts flying the Malta flag.

Ports and Yachting Directorate

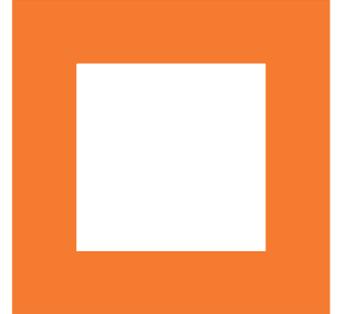
In 2021, the Ports and Yachting Directorate had to deal with a number of challenges that were mainly attributed to the prevailing COVID-19 pandemic which also led to a number of disruptions. Notwithstanding this, some progress was reported in the number of recorded shipping movements, which increased by circa 10% to 11,799, and in the number of cruise passengers visiting the Maltese Islands, which went up from 32 in 2020 to 115, and consequently in the number of passengers, from 59,018 passengers reported the previous year to 152,413 in 2021. On the contrary, the total number of passengers travelling to and from Malta by Catamaran or RO-RO decreased by 21,853, from 219,720 in 2020 to 197,867 in 2021.

Another initiative taken by the Directorate during 2021 was the removal of abandoned vessels from the Grand Harbour, some of which were either half-sunken or unseaworthy vessels. During the year some 16 vessels were removed. Some of the removed vessels have been scuttled and sold off, while others were in such a dilapidated state that they had to be taken to shore and scrapped accordingly. Once the removal process has been completed, dredging works will be carried out to improve the depth of the harbour and allow for larger vessels to berth.

Halfway through the year, a new 45-minute Gozo to Valletta ferry service was launched. The passenger service is offered by two operators, namely Virtu Ferries and Gozo Fast Ferries. High speed vessels used to provide the service are using the same terminal buildings and landing places situated at Mġarr and Barriera Wharf in the Grand Harbour, which were built for this purpose by Infrastructure Malta. The terminal buildings feature ticketing booths, waiting areas, cafeterias, and rest rooms.







Civil Aviation Directorate

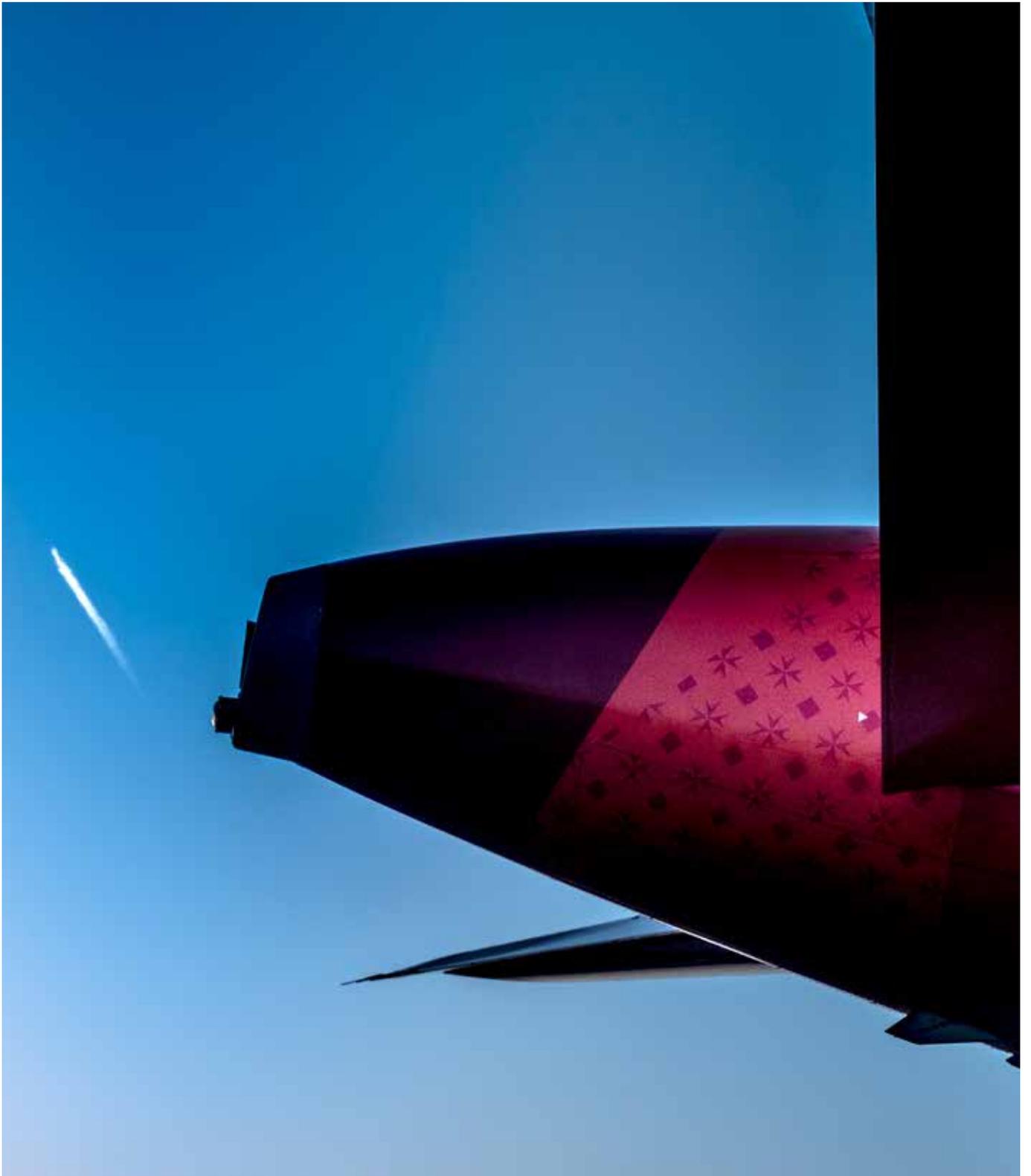
The aviation sector continued to build on the successes of the previous 6 years. The Flight Operations Inspectorate certified 6 new Operators during 2021, bringing the total to 43 Air Operating Certificate holders at the end of the year.

Today, risk management is a well-established discipline in the aviation industry, and Aircraft Leasing Malta aims to promote Malta as a jurisdiction for aircraft leasing services, building on an already strong aircraft registration service.

Looking back at the year 2021, the challenges brought about by the COVID-19 pandemic on Air Navigation Services and Aerodromes as well as on our leading stakeholders, the Malta International Airport, which also incorporates the Malta Meteorological Office, and Malta Air Traffic Services, cannot be ignored. The global pandemic also brought about economic challenges which were obviously felt by our stakeholders. Nevertheless, all parties were determined to ensure that aviation safety would never be compromised by these difficult circumstances. There were 2 visits by EASA which concerned the Air Navigation Services, with the first inspection conducted in October. During these two standardisation inspections, EASA commented positively on the high level of oversight conducted by the Air Navigation Services and Aerodromes Unit on our major stakeholders, Malta International Airport and Malta Air Traffic Services. A change involving both Sections was the introduction of the ICAO Global Reporting Format which is now a global standard of how the condition of the runway is reported to the aircraft pilots with regard to standing contaminants.

As regards the Air Navigation Services Section, two audits were conducted on Malta Air Traffic Services against the regulatory requirements of (EU) 2017/373, which regulation was applied on 2nd January 2020, hence, it is quite a new regulation, and one of the audits was focused on Communication Navigation and Surveillance. The audit mainly focused on the maintenance, calibration, and operation of complex electronic equipment, such as the Instrument Landing System (ILS), as well as others.





On a day-to-day basis the section continued its work towards the implementation of the 8.33 Frequency Regulation and the coordination of various activities, such as the launch of a space research vehicle by means of a high-altitude balloon and the oversight of the Malta International Air Show.

With regard to the Aerodromes section, the certification audit cycle that gives the mandate to Malta International Airport to operate in accordance with the (EU) 139/2014 regulation which establishes the operational and administrative requisites for the operation of the aerodrome, was successfully completed. The Aerodromes section also oversaw off-site operations at private helipads and yacht marinas.

In anticipation of the EASA UAS regulations, which came into force on 31st December 2020, the tmcad.idroneconnect.com drone portal was launched in the last quarter of 2020. Several flight requests were made by UAS operators for both recreational and commercial flights in the open category as well as the specific category. In February, the first local UAS training school was established by Hawk Aerospace Ltd. in the newly inaugurated Malta Drone Innovation Centre.

As a National Authority, the Civil Aviation Directorate has always valued the importance of aviation safety and plays a key role in our growth strategy. The Safety and Compliance Unit is the unit within the Civil Aviation Directorate 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 Civil Aviation Directorate, the Safety and Compliance Unit is a completely independent unit, which enables it to maintain the required autonomy, since it is entrusted with handling notices of confidential safety issues and concerns which are retained as classified and only discussed with the relevant experts. During the year, the Safety and Compliance Unit was monitoring any new trends in aviation safety and was in constant liaison with EASA counterparts and internal inspectors within the Civil Aviation Directorate.

The Personnel Licensing Unit regularly conducted theoretical examinations, and in 2021 was responsible for 780 examinations for the Airline Transport Pilot Licence and 1,150 examinations for the Private Pilot Licence.

A total of 150 aircraft have been registered, with 94 aircraft being airlines, including 27 widebody aircraft. 56 aircraft have been deregistered.

The Airworthiness Inspectorate carried out around 110 on-site audits of Part-CAMO, Part-M.F organisations, Part-145 aircraft maintenance organisations, and Part-147 aircraft maintenance training and examination organisations.



Land Transport Directorate

The Land Transport Directorate continued its activities as regulator of land transport throughout 2021.

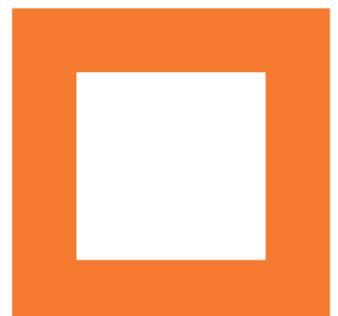
2021 marked a record in terms of the transport financial grants awarded through Transport Malta. It is widely acknowledged that road transport is the major contributor to air pollution and global warming in Malta, specifically through the tailpipe emission of air pollutants and greenhouse gases. The 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, shifting road-based mobility to mass transport, and alternative technological solutions to the conventional internal combustion engine (ICE) system. No single measure would be enough by itself.

In this regard, Transport Malta has launched several packages of incentives, including cash grants to promote the uptake of electric vehicles. The offered grants 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.

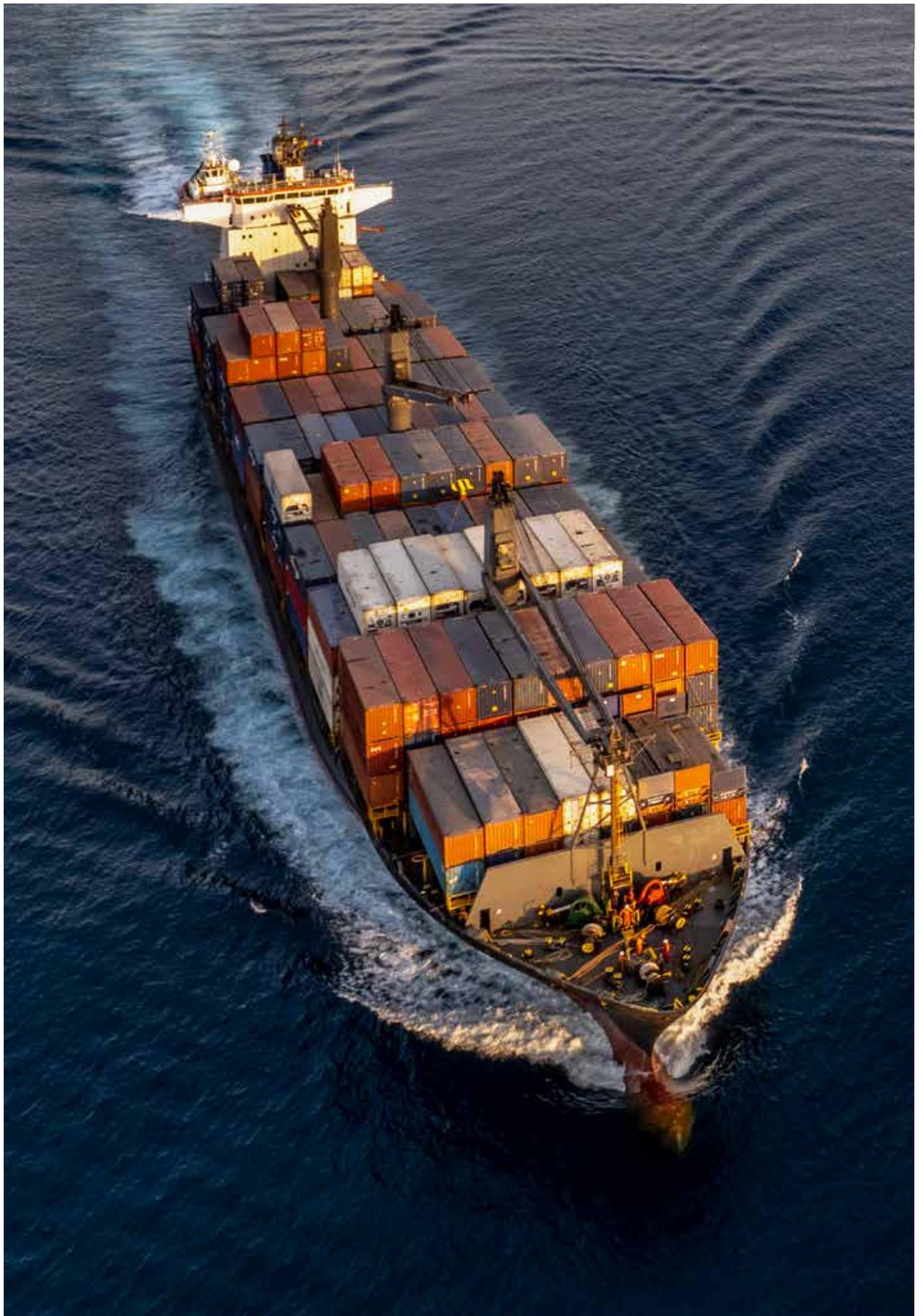
The Directorate continued its efforts to recover licence arrears, bringing closure to 1,739 cases, with a total recovered revenue of almost €420,000. The total Government revenue collected from vehicle registration tax amounted to €28.4 million, along with €21.7 million in VAT. Moreover, the revenue from the annual circulation licence amounted to €81.6 million, an increase of €3.2 million over 2020. The total revenue was that of €131.7 million.

A total of 16,816 practical driving tests for various categories were carried out, together with hundreds of specialised 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, whereas 26,546 licences were renewed. Another 17,939 licences were subject to changes, withdrawals, and/or exchanges.





Scheduled public transport passenger trips showed signs of recovery in 2021, with an overall increase of 4% when compared to the previous year. This recovery was stronger following the month of April, whereby during the period between April to December, a 30% increase was registered over the same period of the previous year. The free public transport measure was further expanded to include persons aged 70 years and over. Just under 70,000 different persons benefitted from this measure. Among themselves they generated 7.26 million trips. Travel Card holders rose to 450,000 and 86% of all passenger trips were conducted using Travel Cards.





2021 – A year of consolidation and renewal

Mr Kevin Farrugia – Deputy Chief Executive Officer and Chief Operating Officer

With the start of the new decade, much of 2021 was dedicated to consolidating the regulatory and policy functions of Transport Malta. As Malta was reeling from the COVID-19 pandemic, the Authority continued with its process to consolidate and renew itself on many fronts by investing more in its workforce and the tools available to it to improve its functions as decreed by law. This process is by no means finished. It will continue throughout the current year and many of the years to come. Transport, being one of the main pillars of our economy and a large contributor to our daily lives, keeps developing and so must we.

Throughout the year, the Authority embarked on a process to make itself more efficient in its day-to-day operations and be of more relevance to the members of the general public and stakeholders alike. We have invested heavily in the re-training of our staff, particularly those employed within the Enforcement Directorate, working both on land and at sea.

We have invested in state-of-the-art equipment for our Land Enforcement Unit and Maritime Enforcement Unit by acquiring additional and newer motorcycles and maritime vessels, not only to increase our presence both on land and at sea, but more importantly to respond more quickly and more efficiently to arising circumstances and events. Most of all, one of our primary objectives will remain the improvement of safety, both on land and at sea.

Like in any other “living” organisation, the Authority is not a perfect institution and there are and always will be elements within it that for some reason or another, mar the hard work of others. Being a responsible Authority, we cannot dismiss this fact. If we do so, we would be failing ourselves miserably. Although the number of these incidents could be counted and weeded out on one hand, it is enough, at times, to overshadow all the good work carried out.

Acknowledging this fact, the Authority will continue to work hard to be of relevance and get closer to the general public. It is for this reason that throughout this year, we have upped the investment in our ICT system and provided more tools to be closer to the public. It was also for this reason that throughout this year, the Authority has increased invested in its social platforms and safety campaigns, and has also launched our official Publication, T-21: The Transport Malta Quarterly. This has been done with the aim to inform the general public and all the respective stakeholders about all the work being undertaken by the Authority, increase the knowledge on transport related issues and provide better insights and understanding of all the services that Transport Malta provides.

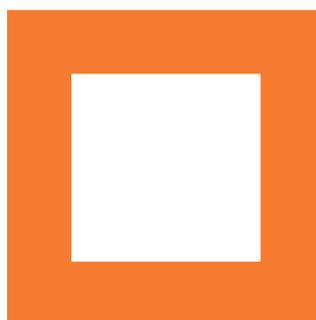
In my introduction to the 2020 Annual Report, we promised to introduce additional measures, including putting in place a new IT system, upping our investment across all Directorates, continuing the investment in a comprehensive GIS system to streamline data and information acquisition and dissemination of the latter in real time, as well as purchasing new equipment and other resources, thus bolstering our regulatory functions. Last but not least, there has been an investment in the re-training of our staff across all Directorates.

As this Annual Report clearly portrays, we have touched and managed to deliver on our objectives, but this input will not stop here, and will continue to take place this year and over the years to come.

2021 will also be remembered as the year in which a lot of work was put in, in relation to the general improvement of our public transport system, i.e.:

1. The launch of a detailed study and proposal for a future mass rapid transport system in the form of an underground light rail metro system and the first phase of the public consultation on the same proposal.
2. The preparatory work being carried out to make Bus Public Transport Free for everyone as from the year 2022, with the primary aim to shift more people from the use of their personal car on to public transport.

Both of these initiatives will be a major challenge for 2022, and while we will continue to strive to make sure that the Authority delivers, we will continue with the work which we have already started, so that the regulatory functions of the Authority in every shape or form will continue to be consolidated and renewed in the near future for the benefit of the economy and the country at large.



Transport Malta Administration 2021

Mr Joseph Bugeja – Chairman & CEO

Mr Kevin Farrugia – Deputy CEO & Chief Operations Officer

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 1st January 2021 and 31st December 2021, the Board Members of Transport Malta were:

Chairman & CEO

Mr Joseph Bugeja

Deputy Chairman

Mr Christian Sammut

Board Secretary

Dr Vanessa Vella

Members

Dr Malcolm Mangion (until Sept 2021)

Mr Paul Muscat

Dr Mary Gauci

Dr Denise Abela

Mr Matthew Chetcuti

Dr Andre Borg

Ms Pamela Schembri

Mr Vincent Micallef

Mr Nazzareno Calleja

Mr Brian Bonnici

Ms Mariella Agius (from October 2021)

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

Environmental and social responsibility are upheld by all at Transport Malta in our daily business practices, starting from small but significant gestures like shifting towards a paperless work environment, to strategic goals in the form of improving labour policies and reducing carbon footprints.

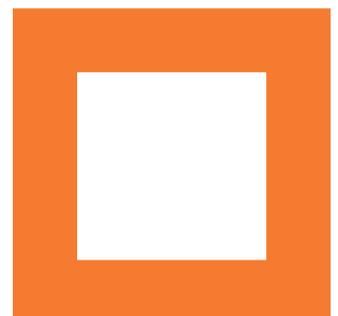
Our commitment towards society and the environment is strategic and ongoing, therefore the Authority continuously seeks opportunities to promote sustainable practices and causes, as it is our objective to help our nation meet its 2050 climate targets.

Transport Malta employees are citizens of society, and we reflect increasing societal recognition of environmental stewardship and the needs of society. This ethos transcends economic and legislative priorities, and it resonates with our core values and the belief that the most important metric of success is to leave a positive impact through our professional and personal lives.

CSR and COVID-19

In line with Malta's National Post-Pandemic Strategy, during the COVID-19 pandemic Transport Malta has focused on sustainable development goals, like upgrading its network to aid industry, innovation, and infrastructure, as well as having sustainable cities and communities. This was done through initiatives like promoting different forms of transport as opposed to promoting private car use, as well as promoting travel by sea. Throughout the pandemic, people developed a deeper appreciation of the cities that we live in as an extension of our home, and the increased awareness further pushed the success of sea travel combined with shorter travel on land.

To achieve the thematic goals of accelerating the green economic transition and investing in the transition to carbon neutrality, Transport Malta promoted public transport, electric vehicle charging, and ship-to-shore energy supply.



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

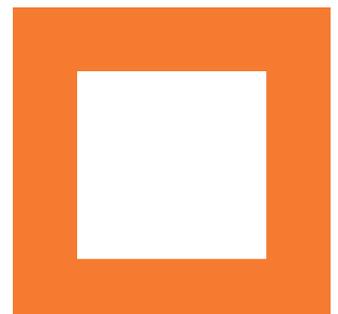
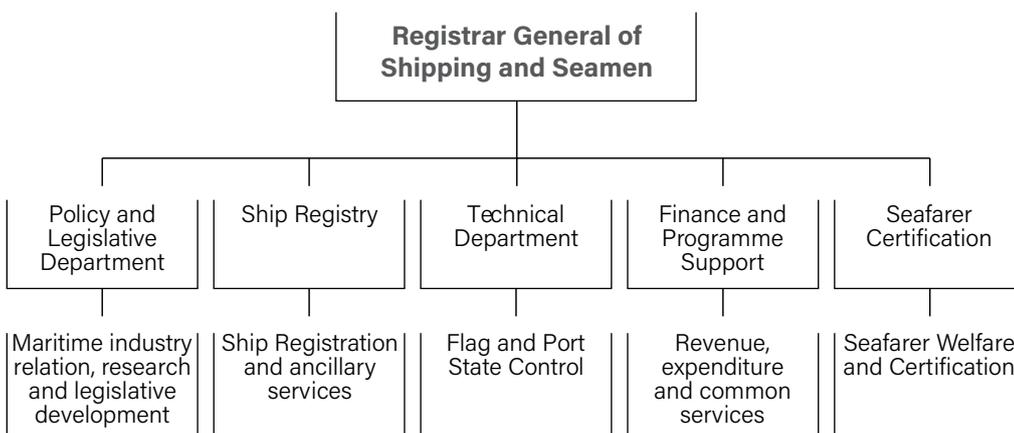
Functions and Duties

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, 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, as well as to promote the maritime services provided by Malta with the international shipping community.

The Directorate is also entrusted with regulating the employment and certification of seafarers 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 organisations, and for regulating, controlling, and administering maritime radio communication services for Maltese ships.

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

In pursuance of this objective, the Directorate is organised into five departments with distinct areas of responsibility, yet interacting with and complementing one another. This guarantees, 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. 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 postgraduate courses both in Malta and abroad. The short training programme includes attendance and participation of Directorate personnel in a number of short courses, seminars, and workshops, and familiarisation visits in Malta and abroad. These were mostly organised virtually, mainly due to the COVID-19 pandemic. The programme is financed by Authority funds or through schemes made available by the European Commission.



Projects, Initiatives, and Performance of Duties

The reality of a leading flag Administration and the unprecedented challenges brought about by the COVID-19 pandemic were again of particular focus in 2021. The Directorate improved its work practices and operational procedures, with the aim to continue providing an uninterrupted service to the Maltese shipping community through various proactive initiatives.

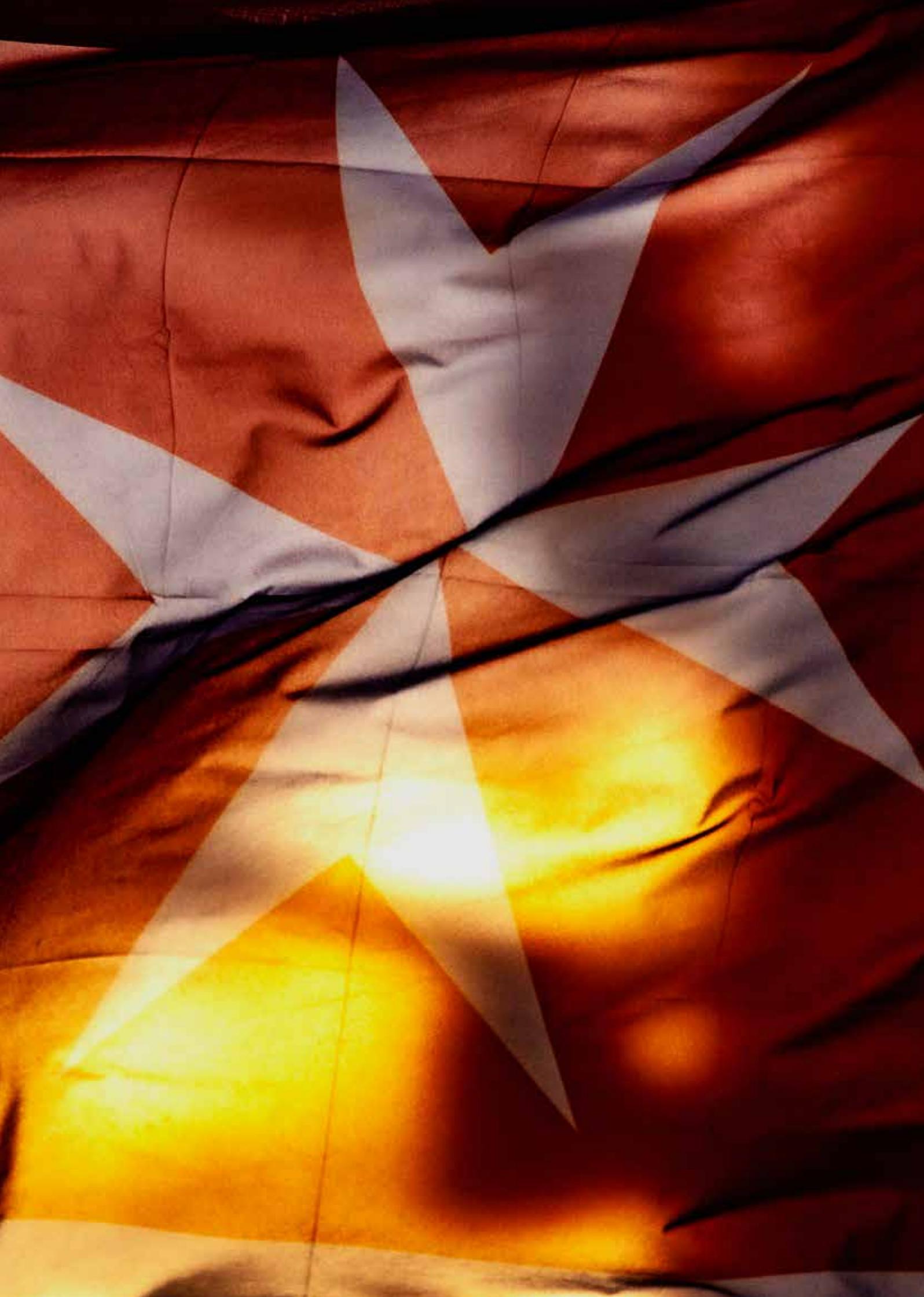
In an effort to reduce the transmission of COVID-19, the Directorate has introduced various online services in relation to yacht and boat registration under the Valletta Registry. Such services include Renewals of the Certificate of Registry, Provisional and Permanent Registrations, Transfers of Ownership, and other ancillary services.

Moreover, in response to the shipping industry's current cash flow issues, various counter-effective measures continued to be implemented, mainly those related to payment deferrals of the relevant fees. The Directorate has also kept a very active role in the facilitation of crew changes in such unprecedented times. The repatriation of seafarers continued to pose a major challenge for the shipping industry around the globe. Therefore, such measures certainly enabled shipping companies, owners, managers, and operators of Maltese merchant ships to address the difficulties encountered due to the COVID-19 pandemic.

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 digitalisation, further digitalised 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 issuance of all certificates of registry. The process leading to the introduction of new electronic systems within the Seafarers' Certification Department has been finalised. There is now a fully-fledged digitalised Seafarer's portal, whereby customers can have online access to services on a 24/7 basis. This web-based solution is aimed at providing a holistic one-stop shop approach for handling all seafarers' certification currently falling within the remit of the Directorate.

In this regard, the new system overhauls the manual system, whereby applications for Certifications are submitted via email, post, courier or personally delivered to Transport Malta offices. The aim of the Seafarer Portal is to facilitate the application, processing, vetting, and issuance of Certificates of Competency, Certificates of Proficiency, Endorsements, Seaman Record Books and Seaman Cards to applicants who meet established criteria.



In 2021, 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 once again secured funding under Regulation (EU) 2017/825 on the establishment of the Structural Reform Support Programme (SRSP Regulation) to conduct a detailed analysis of the requirements needed to deploy a Data and Document Management System. The project commenced and was completed during the year under review, allowing the Directorate to proceed with the process leading to the digitalisation of its records, with implementation planned to commence in 2022.

In the same year, another project was secured under the same Funding Programme (SRSP Regulation), intended to carry out a detailed analysis of the operations conducted by the Merchant Shipping Directorate in order to inform the design and development process of the remaining modules of the Maritime Digital Platform, which shall eventually digitalise all the operations of the Maltese Ship Register.

In October 2021, the Merchant Shipping Directorate also received confirmation that it shall be one of the beneficiaries of the Recovery and Resilience Facility, which is the key instrument behind the Next Generation EU Funding Programme. The Programme is intended to help the EU emerge stronger and more resilient from the current COVID-19 crisis. The Funding Programme shall be implemented between 2021 and 2025. During this period, the Directorate shall make use of this funding opportunity to implement in practice the various components of the digitalised system as envisaged, and build on all the preparatory work that has been conducted in the last three years.

The transformational change to the entire Ship Registry operations is in line with the EU's policy towards digitalisation, and is more concretely contributing to 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 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.

The year under review saw the Directorate further consolidating its consultations with the industry and stakeholders, both locally and internationally. This is usually done through initiatives such as the holding of workshops, participation in trade visits, and through the holding of bilateral discussions with a number of other important maritime nations. In view



of the COVID-19 pandemic, such initiatives were held virtually or could not take place. In close collaboration with the Maltese shipping community, operational procedures were developed and implemented to continue with the uninterrupted provision of services.

Furthermore, in 2021, following feedback and consultation with all stakeholders and interested parties, the NCV Code was duly revised and improved. The NCV Code Rev.2 has been designed to better serve the needs of the industry whilst meeting the particular needs, demands, and technologies of this market, in conformity with applicable national, EU, and international rules, regulations, and standards. It came into force on 1st September 2021.

Following extensive consultation with various industry stakeholders, including yacht designers, yacht builders, yacht managers, yacht builders' associations, repair yards, specialised service providers and manufacturers, and Appointed Surveyors and Recognised Organisations on the Malta Passenger Yacht Code (PYC), the PYC entered into force on 25th May 2021. This Code is specifically designed and intended for Passenger Yachts which carry more than 12 passengers and up to 36 passengers, those which carry not more than 200 persons, those which do not carry cargo, and those which are engaged in international voyages. This is a new niche market of paramount importance for the country.

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 re-certification audit in June 2021. 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 2021, the Directorate further consolidated its services as a leading Flag State, carrying preparatory work leading to the accession to 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. However, scientists project that maritime shipping could account for 17% of total annual CO₂ emissions by 2050. 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 has continued to support efforts to promote the use of greener fuels to reduce carbon emissions from ships.

Registry of Ships

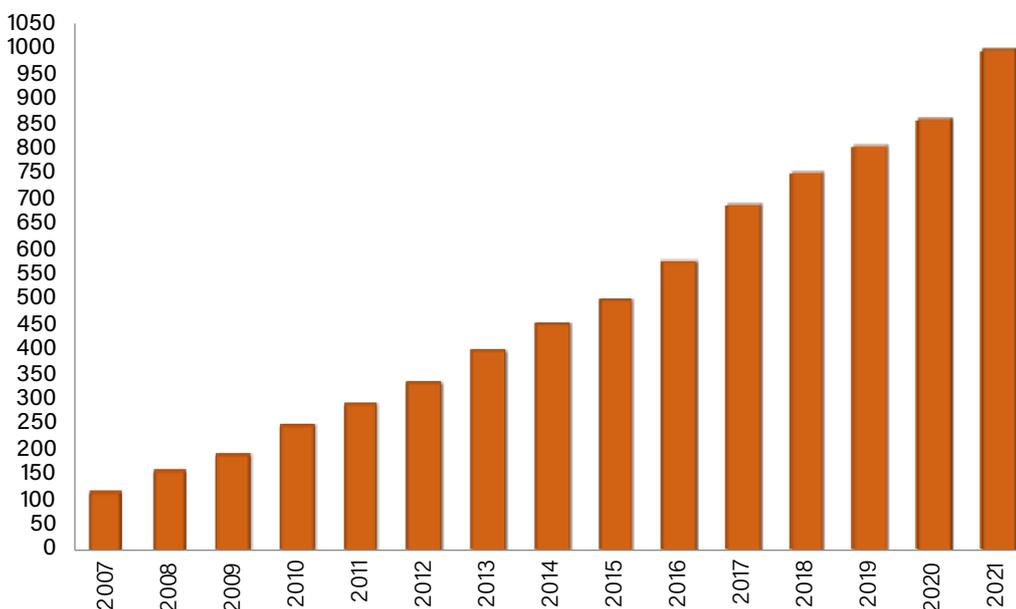
Between January and December 2021, 1,000 vessels totalling a gross tonnage of 9,312,306 were registered under the Malta flag, while cancellation of registry was affected in respect of 466 vessels with a total gross tonnage of 7,092,176. These results represent a growth of 2.2% for the Malta flag over the end of 2020.

As at the end of December 2021, the number of ships registered under the Merchant Shipping Act was 9,283, for a total gross tonnage of 86.13 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 12.8 years, and 10 years for ships with a gross tonnage of 100 and over. The average age for deletion of registry was 15.7 years, with ships having a gross tonnage of 100 and over averaging 15 years. The average age of vessels having a gross tonnage of 100 and over, registered as at 31st December 2021, was 14 years.

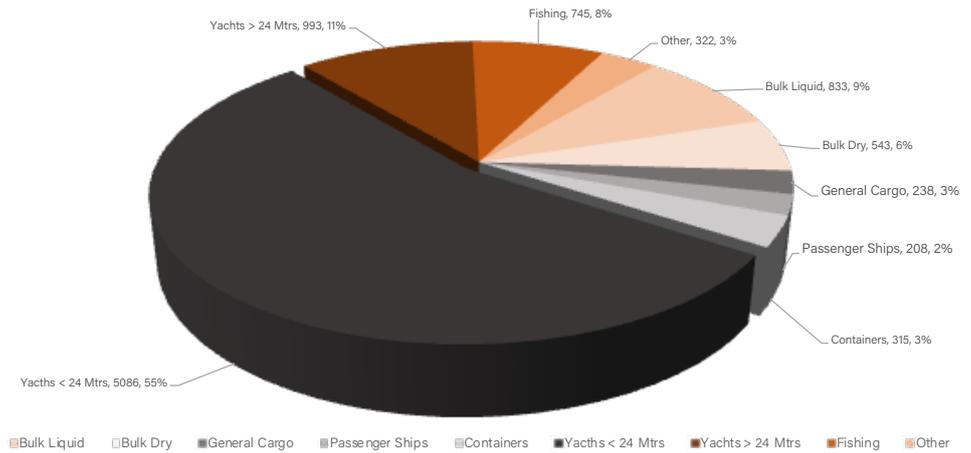
The Directorate has also further strengthened its presence in the superyacht sector. Positive results were once again achieved in the registration of superyachts under the Malta flag. During 2021, the Malta flag registered another record increase of over 15.6% over the previous year in the registration of superyachts over 24 metres in length under the Merchant Shipping Act, with over 993 super yachts flying the Malta flag.

Super Yachts Registered under the Merchant Shipping Act as at 31st December 2021

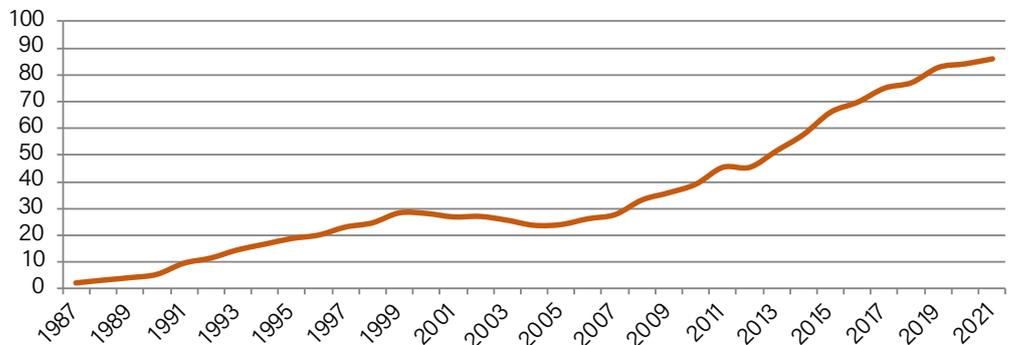
> 24 MTRS



Vessels by Type Registered under the Merchant Shipping Act as at 31st December 2021



million gross tonnage



Flag State Control

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

The expansion and further strengthening of the Directorate and the continuous specialised training of its personnel remain one of the top priorities. This, and the further expansion of the overseas network of Flag State inspectors, are deemed 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 done 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 Transport Malta's expense.

Between January and December 2021, 909 inspections (35,619,920 gross tonnes) were carried out at 224 ports in 29 different countries worldwide. The Directorate detained 45 ships until it was ascertained that they had been brought up to the required standard.

Malta's ship inspection regime is well received 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 2021 can be provisionally quoted as 2.8%, which would reaffirm Malta's place in the MoU's whitelist.

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 would then 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 2021, 213 foreign flagged ships were inspected. This represents 31% of the total number of foreign merchant ships entering Maltese ports. Detention orders were issued in respect of 7 vessels of different nationalities.

Meanwhile, the Directorate has continued with its active participation in the Paris Memorandum of Understanding on Port State Control in which 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, a total of 509 occurrences were received by the Marine Safety Investigation Unit (MSIU). Of these, 344 were reportable accidents and incidents on board Maltese registered ships. 31 accidents involved foreign ships trading in Maltese internal waters at the time of the accident/incident. The majority of these were classified as less serious or minor incidents. There were 10 accidents which were classified as very serious. All very serious accidents involved the loss of life of persons on board. One of the very serious accidents led to two fatalities. One of the reported occurrences involved a fishing vessel. 46 accidents resulted in serious injuries to persons on board. Other reported accidents involved, inter alia, minor allisions, main propulsion failures, collisions, groundings, strandings, and fires.

During 2021, the MSIU published 25 safety investigation reports and initiated 21 new safety investigations. Moreover, Malta was also a substantially interested State in nine other safety investigations led by Canada, Belgium, France, Greece, Liberia, Lithuania, Malaysia, and Spain.

The Directorate cooperated with the MSIU 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 marginal decrease in the overall number of reported occurrences, but a minor increase in the number of reported very serious casualties.

Maritime Radiocommunication Services

During the past year, the Directorate continued to render maritime radiocommunication services to its client base. During the period under review, 2,697 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, as well as the allocation of Maritime Mobile Service Identities (MMSI) to SOLAS and non-SOLAS Maltese registered ships.

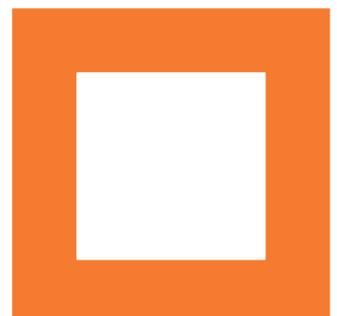
Certification of Seafarers

As part of its responsibilities as a Flag Administration, the Directorate also has responsibility of the training and certification of seafarers engaged on Maltese ships.

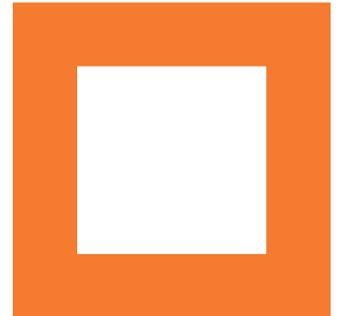
By end of December 2021, the Directorate had processed over 344,191 applications from officers serving or wanting to serve on Maltese ships, for the issue of endorsements attesting the recognition of their certificate of competency issued by a foreign Administration. Of these, 25,620 were processed in 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 was also 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 28 approved maritime training providers delivering 184 approved STCW courses and 24 non-STCW courses. During the period under review, the Directorate approved 2 new maritime training providers and 20 new maritime training courses. Furthermore, 30 maritime training courses were re-approved.

During 2021, the Directorate organised 15 examination sessions leading to the issuance 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, the following were issued:

- 10 Revalidations for Certificate of Competency were issued for an Officer in Charge of an Engineering Watch;
- 6 new Certificates of Competency were issued for Officer in Charge of a Navigational Watch as well as 25 Revalidations;
- 4 New Certificates for Chief Mate and 4 Revalidations;
- 1 New Certificate for Master Mariner and 36 Revalidations;
- 10 new Certificates of Competency were issued as Officer in Charge of a Navigational Watch <3000GT on yachts as well as 1 Revalidation;
- 1 new Certificate of Competency was issued as Master <500GT on yachts as well as 1 Revalidation;
- 24 GMDSS General Operator Certificates of Competency together with 28 Revalidations;
- 57 New GMDSS Restricted Operator Certificate with 4 Revalidations;
- 196 new VHF-SRC certificates;
- 527 PSCRB Certificates;
- 211 FRB Certificates;
- 16 EDH Certificates;
- 23 SSO Certificates;
- 21 Engineering Watch Rating Certificates;
- 9 Navigational Watch Rating Certificates;
- 25 Able Seafarer Certificates;
- 46 Security Awareness Training Certificates;
- 128 Designated Security Duties Certificates;
- 340 Advanced Fire Fighting Certificates;
- 127 Medical First Aid Certificates;
- 59 Medical Care Certificates;
- 2,330 Seaman Record Books;
- 61 Basic Tanker Training Certificates;
- 188 Advanced Tanker Training Certificates;
- 860 Basic Safety Training Certificates;
- 40 Master of Yachts less than 200 GT Unlimited;
- 101 Recreational Skipper;
- 10 AEC Certificates;
- 77 Yachting Record Books; and
- 173 Attestation letters.

International Relations and Participation

The reality of a Register that is among the largest in the world increases the responsibility that Malta has to meet in its international commitments, as well as active participation in international shipping fora. The heavy involvement of Directorate officials in 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 has maintained close contact with international governmental and non-governmental organisations, the functions of which are related to its duties and responsibilities, the international shipping press, 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 various sectors of the shipping industry, particularly ship owners, managers and financiers, maritime Administrations, and representatives of seafarers.

The Directorate sustained 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 the 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, to coordinate possible strategic initiatives to continue promoting Malta as a leading yachting jurisdiction.

The continuous interaction 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 also led to the conclusion of a number of bilateral agreements.

Moreover, during 2021, the Directorate hosted the 35th Session of the Technical Evaluation Group meeting organised by the Paris MoU, an organisation which consists of 27 participating maritime administrations, and which covers the waters of the European coastal States and the North Atlantic basin from North America to Europe. The mission of

the organisation is to eliminate the operation of sub-standard ships through a harmonised system of port State control. The various task forces established by the port State control Committee present the reports of the specific assigned work programmes, which include the investigation of improvements of operational, technical and administrative port State control procedures to the Technical Evaluation Group in which all Paris MoU members and observers are represented. The evaluation by the TEG is subsequently submitted to the Committee for final consideration and decision making.

Malta has continued to further enhance its active involvement in the work of the International Maritime Organisation (IMO), the United Nations' specialised agency for maritime safety, security, and the protection of the environment from pollution from ships.

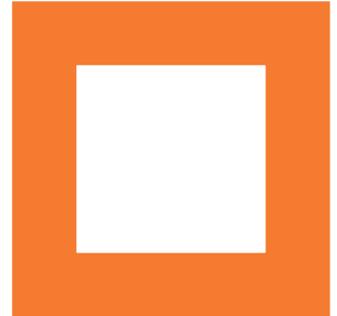
Directorate officials actively participated in practically all IMO fora. 2021 was a particularly challenging year, and most of the negotiations were done virtually. During the period under review, Merchant Shipping Directorate officials participated in virtual meetings of the IMO Council and in the work of the Legal, Marine Environment Protection, Maritime Safety and Technical Cooperation Committees, as well as that of other Sub-Committees.

During the first week of December 2021, the Assembly, which in view of the current situation regarding the COVID-19 pandemic was held remotely, re-elected Malta as one of the members of its Council for the period 2022-2023. Malta successfully managed to garner the third highest number of votes in its category.

In September, Malta celebrated the 32nd Graduation Ceremony of the IMO International Maritime Law Institute. During the graduation ceremony, which in view of the current situation regarding the COVID-19 pandemic was held virtually, Malta bid farewell to 52 students from 38 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 also saw the heavy involvement of senior Directorate officials in coordination with the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), in planning the relocation of their regional UN office 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 with its active involvement in providing input for the formulation of Malta's policy with respect to the ongoing debates on maritime issues at EU level. 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.

On 14th July 2021, the European Commission adopted a package of proposals aimed to make the EU's climate, energy, land use, transport, and taxation policies fit for reducing net greenhouse gas emissions by at least 55% by 2030, compared to 1990 levels. 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.

In view of the COVID-19 pandemic, the Directorate participated in EU coordination activities to coordinate Member State actions to deal with the pandemic situation in the transport sector. This included measures to streamline and address the disruptions caused to shipping, and to minimise the impacts on seafarers, in particular in relation to facilitating crew changes.

Although most discussions in EU fora have shifted to a virtual mode due to the pandemic, the discussions on various maritime policy areas at EU level continued. During the year 2021, 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.

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.

A team from EMSA has conducted a remote audit of the Directorate in order to assess Malta's implementation of the EU passenger ship safety legislation, namely: 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.

Officials from the Directorate have also participated in the work of the European Sustainable Shipping Forum, which is a forum composed of representatives of EU Member States' maritime authorities and stakeholders from the shipping industry to enable a structured dialogue and an exchange of best practices and coordination, thus providing the opportunity to discuss practical issues that could be encountered in the implementation of various pieces of EU maritime legislation covering environmental issues. The 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.

In 2021, the Directorate continued to intensify the implementation of its oversight programme on Recognised Organisations and Appointed Government Surveyors acting on behalf of the Government of Malta. This included the carrying out of a number of audits in offices around the world to ensure that the relevant procedures and standards are maintained at all times. Directorate officials also participated in a number of remote audits carried out by the European Commission on its Recognised Organisations.

During the period under review, the Directorate published the Merchant Shipping (Port State Control) (Amendment) Regulations, 2021. The objective of these Regulations was to clarify the obligations of Regulation (EC) No 725/2004 on enhancing ship and port facility security. The latter provides that, with regard to the international ship security certificate, security checks in port may be carried out by inspectors acting in the framework of port State control, as provided for in Directive 2009/16/EC of the European Parliament and of the Council of 23 April 2009 on port State control. The Merchant Shipping (Port State Control) Regulations transpose Directive 2009/16/EC, as amended. The latter regulations were therefore amended to further clarify the obligations related to security checks in terms of Regulation (EC) No 725/2004.

The Merchant Shipping (Training and Certification) (Amendment) Regulations, 2021 were also published. The Merchant Shipping (Training and Certification) Regulations regulate the training and certification of seafarers on board Maltese Registered Ships and/or

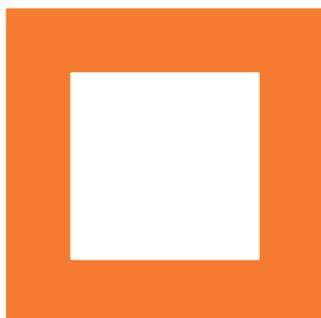
seafarers following a course of training in a maritime training centre accredited by Malta. Inter alia, the Regulations transpose the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), and Directive 2008/106/EC on the Minimum Level of Training of Seafarers into domestic legislation.

The STCW Convention is a “living document” that addresses the training needs of seafarers vis-à-vis technological advancements and operational improvements. Amendments to the STCW Convention, published in 2017, included an overhaul of training for seafarers engaged on passenger ships, seafarers engaged on ships operating in Polar Waters and seafarers engaged on vessels that are subject to the IGF code. Directive 2008/106/EC of the European Parliament and of the Council on the Minimum Level of Training for Seafarers amended through Directive 2019/1159 transposed the STCW amendments into European law.

The amendments also transpose the provisions for the training and certification of Radio Operators from the Radiocommunications (Certificates of Operators) Regulations (S.L. 399.35) into the Merchant Shipping (Training and Certification) Regulations, with the aim to consolidate all training and certification of seafarers under one legal instrument, similar to the STCW Convention and Directive 2008/106/EC. The Regulations also include new training provisions aimed at the yachting industry with a view of providing a complete platform for this growing sector in line with the Administration’s vision.

During the period under review, the Tonnage Regulations were also amended, entering into force on 1st September 2021. The relevant amendments, which are contained in Legal Notice 165 of 2021, inter alia provided new definitions of ‘length overall’ and of ‘hull length’. They also substituted the fourth schedule (Certificate of Survey for Maltese Fishing Vessels of 15 metres length overall to less than 24 metres length) and the fifth schedule (Certificate of Survey for Maltese Ships under 24 metres length, other than fishing vessels with overall length equal to or greater than 15 metres) of the Regulations. In parallel, the Directorate has published the TM Measurement Guidelines for Yachts and Other Types of Vessels and the Certificate of Survey for Maltese Ships under 24 metres in length, other than fishing vessels with overall length equal to or greater than 15 metres.

The Directorate has also continued consultations with the Malta Maritime Law Association 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, with a view to overall improve and clarify the relevant provisions of the said Act.

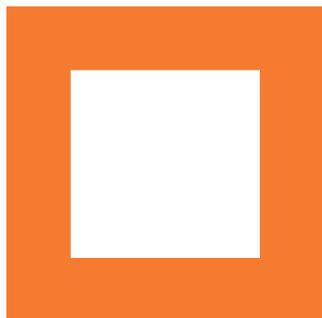


Developments on the reduction of greenhouse gas (GHG) emissions from ships continued at international level, particularly as this topic is among the top priorities both at IMO and EU level, amidst growing pressure to address climate change. The Directorate has continued its active involvement in the ongoing work aimed at implementing the IMO Initial Strategy for the Reduction of GHG Emissions from Ships. In particular, significant progress was made towards the development of short-term measures. In spite of the global pandemic throughout the year 2021, IMO Committee meetings have continued taking place remotely in order to ensure that the momentum of progress continues as planned, to the best possible extent.

The Directorate continued participating in discussions that led to the adoption of a short-term measure expected to improve the energy efficiency of ships, and continued supporting the work of the International Maritime Organisation to move forward on this important topic. More specifically, the 76th Session of the Marine Environment Protection Committee adopted amendments to MARPOL Annex VI to reflect the technical and operational measures to reduce the carbon intensity of international shipping. The revised Annex VI requires ships to calculate their Energy Efficiency Existing Ship Index (EEXI) and establish an annual operational carbon intensity indicator (CII) and rating. The amendments to MARPOL Annex VI are expected to enter into force on 1st November 2022, with the requirements for EEXI and CII certification coming into effect from 1st January 2023. This means that the first annual reporting will be completed in 2023, with the first rating given in 2024.

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.

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 is 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 proposal outlines certain problems associated with the non-recognition in one State of judgments ordering the sale of a ship that emanated from another State. In particular, the failure to recognise the clean title acquired by the purchaser under the law of the State of sale led to difficulties in deregistering the ship from its presale registry and gave rise to the risk of subsequent arrest of the ship for presale claims.

The development of an instrument on the Judicial Sale of Ships aims to address such issues and safeguard the interests of the parties involved in a judicial sale.

Merchant Shipping Notices

During 2021, the Directorate continued to issue Notices to give information, expound on procedures, and communicate the parameters for the exercise of discretionary powers. During the period under review, 10 Merchant Shipping Notices and 4 Information Notices were issued, as per below list:

- Promulgation of the Merchant Shipping (Training and Certification) (Amendment) Regulations (MS Notice)
- DNVGL changes name to DNV (MS Notice)
- Non-Convention Vessel (NCV) Code Rev.2 (MS Notice)
- Adoption of the Passenger Yacht Code (MS Notice)
- Extension of restrictive measures in view of the situation in Ukraine (MS Notice)
- Concentrated Inspection Campaign on Stability (MS Notice)
- Revision of Tonnage Regulations (MS Notice)
- United Nations Security Council and EU Sanctions Updates (MS Notice)
- Restrictive measures concerning Syria and Belarus (MS Notice)
- Focused Inspection Campaign on Planned Maintenance at Australian Ports (MS Notice)
- Mentally healthy ship's guide (Information Notice)
- Potential hazards associated with grey water tanks onboard ships (Information Notice)
- Water mist lance onboard vessels (Information Notice)
- National and Public Holidays (Information Notice)

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, making it vital for the country's economic well-being.





PORTS AND YACHTING DIRECTORATE

Annual Report 2021

Functions and Duties

In 2021, the Ports and Yachting Directorate continued with its regulatory role in the monitoring and management of maritime activities which took place within ports and the internal and territorial waters of Malta. Other tasks undertaken were related to the efficient use of our ports and maritime facilities by ensuring that port users and service providers complied with legislation and contractual obligations. Additionally, the Directorate provided assistance with the organisation and planning of a number of government and private maritime events organised within our ports and territorial waters through technical advice and assistance. The above ensured the achievement of the right balance in the use of local waters for leisure and commercial operations.

Further to the above, the Directorate was involved in many projects related to the maritime industry, which amongst others include the fast ferry service operating between the Grand Harbour in Valletta and the Mġarr Harbour in Gozo, which is meant to improve connectivity between the two islands. In addition, the Directorate also provided assistance to Infrastructure Malta in maritime infrastructure projects being undertaken by this government entity, some of which were initiated in 2019 and 2020. Some of the projects include the Qrejten Breakwater, new landing facilities for ferry passengers, the upgrading of the Mġarr fishing port in Gozo, new pontoons at Il-Magħluq, Marsaxlokk, the reconstruction of quays and other coastal structures, the Deep Water Quay project, Grand Harbour upgrade, Marsaxlokk slipways, and the Marsamxett ferry landing facilities.

In addition, the Ports and Yachting Directorate also rendered advice and support in relation to the Grand Harbour Clean Air Project. The first phase of the project to be completed will include the five main wharfs used by passenger ships, three of them on the Pinto Wharf in Floriana, the Deep Water Quay in Marsa, and Boiler Wharf in Senglea. The system will allow ships to connect to the onshore power electrical system and turn off the engines as soon as they arrive in the harbour.





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 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, firefighting facilities, supplies, and other ship requirements;
- Regulation of yachting and maritime leisure facilities;
- The compilation of maritime statistics; and
- The organisation of popular bays and swimmers' zones, including the annual Safety at Sea campaign.

General Information - Ports in Malta

The Grand Harbour, Valletta

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

- cruise and ferry berths;
- cargo handling berths;
- specialised grain and cement silos;
- petroleum installations and bunkering facilities;
- ship facilities and boatyards;
- super yacht refit centres;
- ship chandelling;
- port reception facilities including tank cleaning;
- marinas;
- warehousing and open storage facilities; and
- 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. There are also a number of petroleum terminals that are operated by Enemed and EVOS, an independent liquid bulk storage company. Enemalta is the public entity responsible for power generation and the Delimara Power Station Berth. The LNG import facilities include a jetty to cater for the berthing of a Floating Storage Unit (FSU) and a shore-based Regasification unit. The LPG Gas Installation is located within this port with its LPG bottling and storage facility located at Bengħajsa, and is operated by Gasco Energy. Berthing facilities for LPG tankers are located at Oil Tanking Ltd.

Marsamxett

The Port of Marsamxett is primarily a leisure port and provides a base from where a number of domestic commercial vessels operate local cruises. It hosts a number of marinas as well as a yacht yard.

Mġarr and Ċirkewwa

The Port of Mġarr (Gozo) and Ċirkewwa are the main inter-island ports. The Port of Mġarr is the main port in 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 also hosts a fast ferry terminal and serves as a fishing port. It also hosts a marina and several berths for small craft and 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.

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. The Ċirkewwa port is also used as a port of call for a number of vessels that carry passengers to Comino.

COVID-19 challenges for the Ports and Yachting Directorate

Throughout the operational year, the Ports and Yachting Directorate had to deal with a number of challenges that were mainly attributed to the prevailing COVID-19 pandemic, which led to some disruptions. Other problems encountered were attributed to port restrictions, decrease in demand, and limitations in seafarers' movements.

During the year under review, the Ports and Yachting Directorate continued to administer the Port Charges Refund Scheme, through which a total of €724,292.93 were refunded to Agents eligible under Scheme A, whereas 232 companies including freight forwarders which were eligible under scheme B filed an application with Transport Malta. In this respect, a total of €478,860 in refunds were issued.

Grand Harbour Clean up

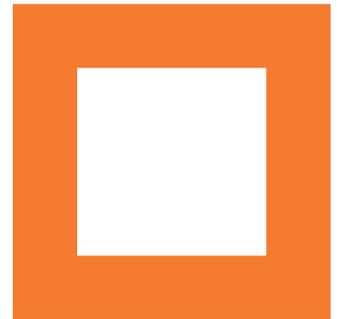
Another initiative taken by the Directorate in 2021 was the removal of abandoned vessels from the Grand Harbour, some of which were either half-sunken or unseaworthy. Throughout the year, some 16 vessels were removed. Some of the removed vessels have been scuttled and sold off while others were in such a dilapidated state that they had to be taken to shore and scrapped accordingly. Once the removal process is completed, dredging works will be carried out to improve the depth of the harbour and allow for larger vessels to berth.

New Fast Ferry Service between Malta and Gozo

Halfway through the year, a new 45-minute Gozo-to-Valletta ferry service was launched. The passenger service is offered by two operators, Virtu Ferries and Gozo Fast Ferries. High-speed vessels used to provide the service are using the same terminal buildings and landing places situated at Mġarr and Barriera Wharf at Grand Harbour, which were built for this purpose by infrastructure Malta. The terminal buildings feature ticketing booths, waiting areas, cafeterias, and rest rooms.

Bunkering

Over two million metric tonnes of fuel and gas oil were bunkered during the year under review. The majority of bunkering operations were held within territorial waters, where over 1.5 million metric tonnes were transferred, followed by 508,719 and 36,914.5 in harbours and outside territorial waters respectively. The largest amount of fuel oil bunkered was very low sulphur fuel oil with nearly 1.5 million metric tonnes, followed by gas oil with 424,578 metric tonnes and high sulphur fuel oil with 138,478 metric tonnes.



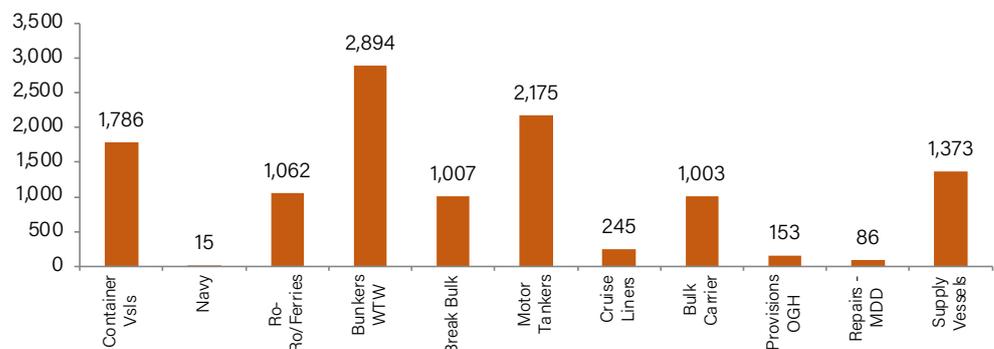
Statistics

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, the Directorate continuously liaises with ship agents and operators to provide data in a timely and accurate manner in view of assuming its obligations to provide 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.

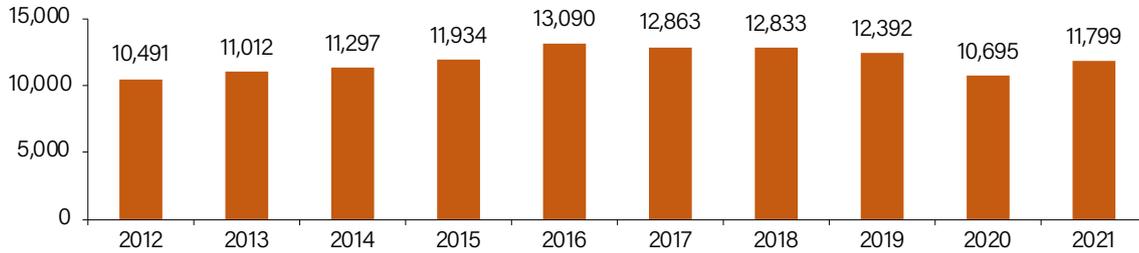
The main statistics that were collated over the year under review show the following:

- During 2021, the total number of cruise passengers visiting the Maltese Islands went up to 152,413 from the 59,018 reported the previous year. Consequently, the number of cruise liners also increased from 32 in 2020 to 115 in 2021.
- The majority of cruise passengers, that is, 45%, were from Italy, followed by Germany and Spain, each making up 10% of the total.
- The number of recorded shipping movements in 2020 amounted to 10,695, which in 2021 increased by circa 10% to 11,799. The majority of these, 24.5%, were Bunkers within territorial waters (wtw) followed by motor tankers which amounted to 18.4% of the total.
- The total number of passengers travelling to and from Malta by Catamaran or Ro-Ro decreased by 21,853 from 219,720 in 2020 to 197,867 in 2021.

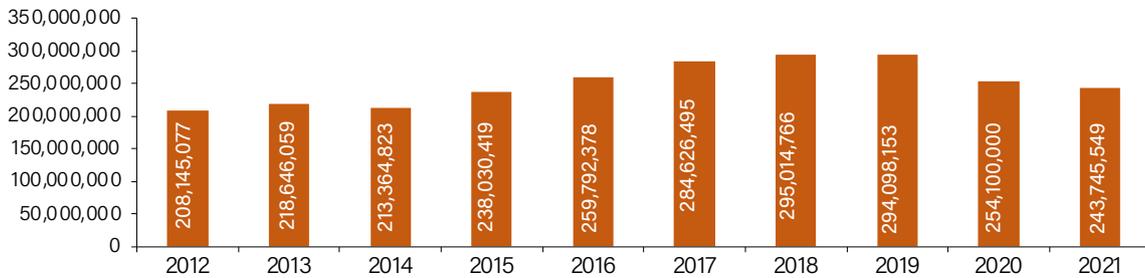
Shipping Movements from January to December 2021



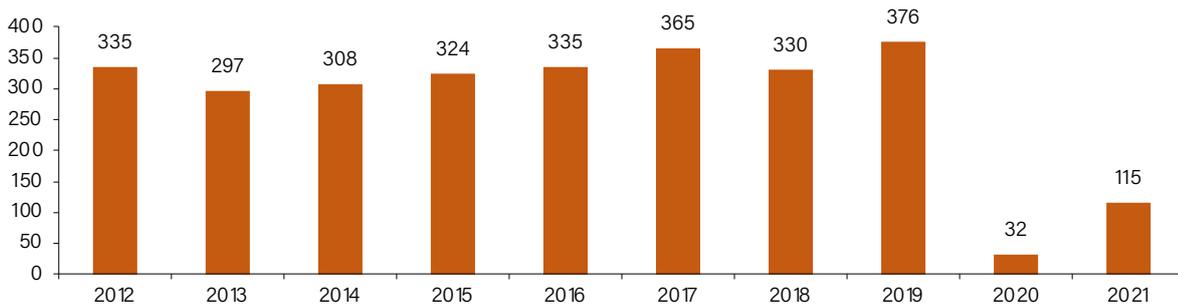
Number of Vessels arriving in Malta



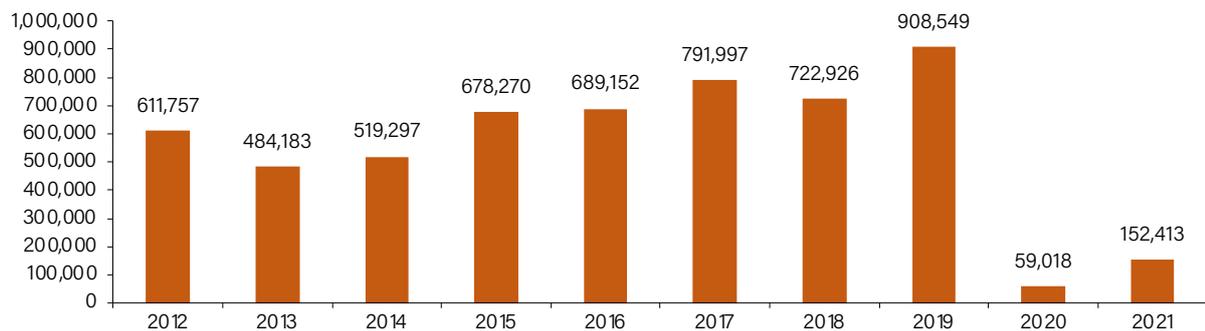
Gross Tonnage of Vessels in Malta



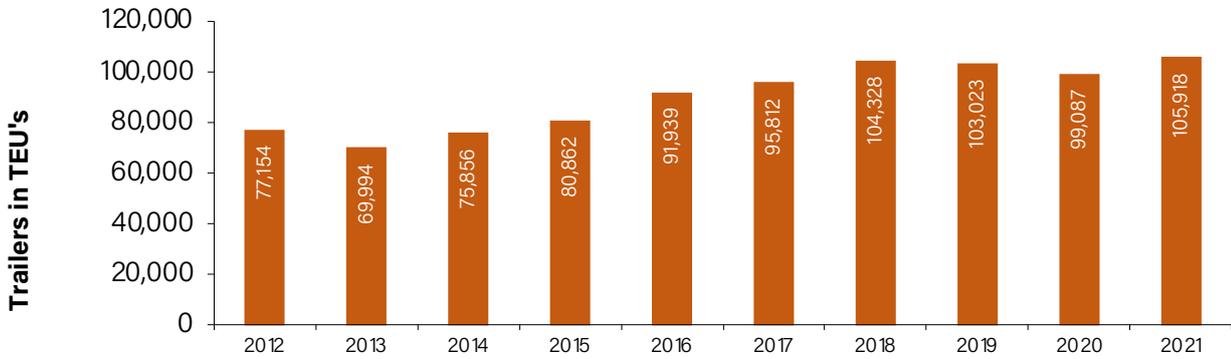
Cruise Liners in Malta



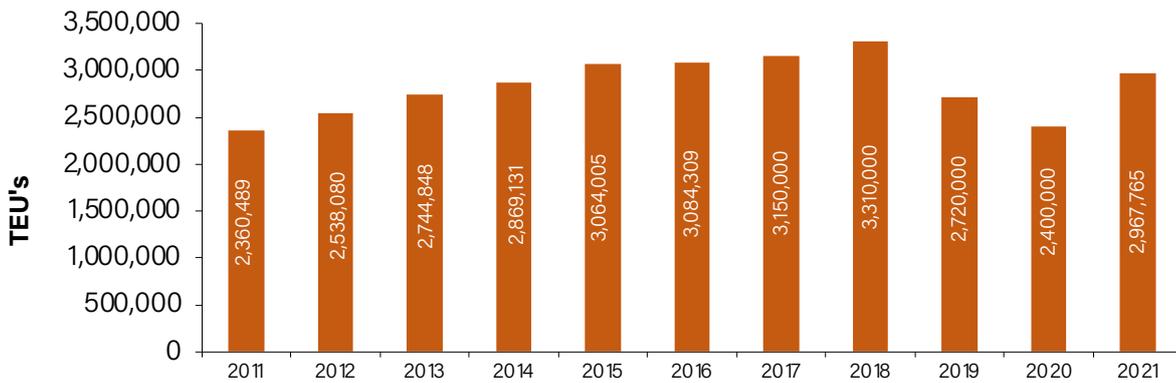
Cruise Passengers in Malta



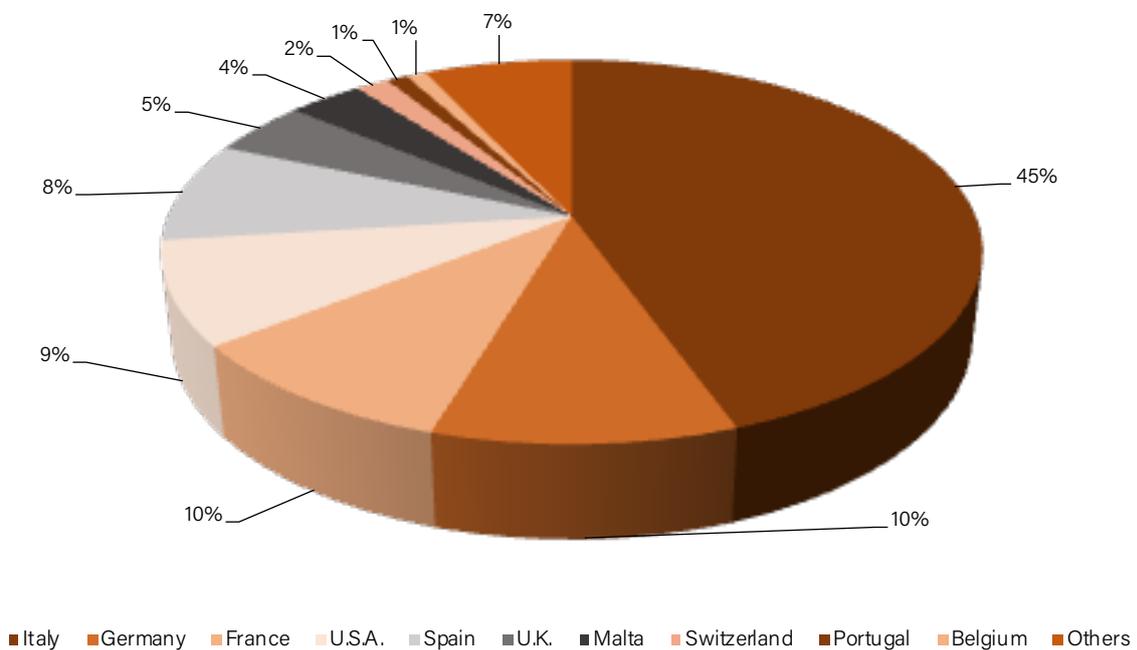
Trailers handled at the Port of Valletta



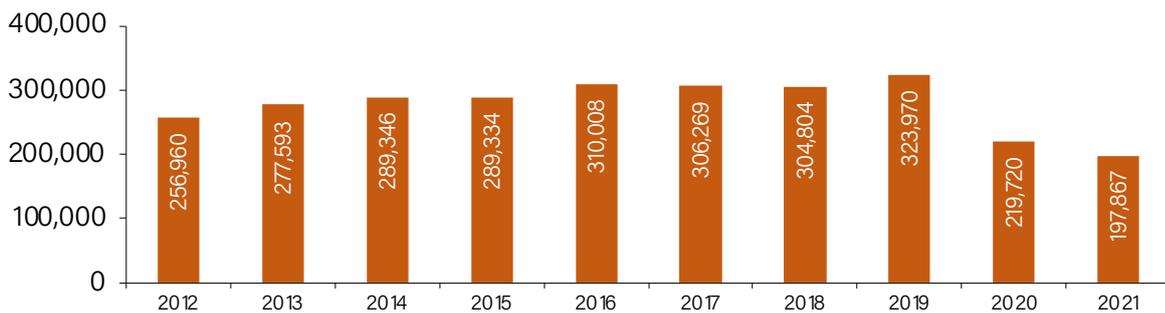
Trailers handled at Malta Freeport



Cruise Passenger Nationalities



Ro-Ro and Catamaran Ferry Passengers in Malta



Marine Operations | Incident Response Unit

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 40 calls related to different incidents that mainly included tier one oil spills, minor collisions, vessel fires, and local recreational vessels running aground during adverse weather conditions. Throughout the year, there were no serious incidents.

The Unit, with the support of the Port Inspectors Unit, also carried out 10 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 Facilities and Bunkering Regulations. The majority of Terminal and Facility Operators were found to be complying 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. These contractors have shown considerable improvement throughout the last three years. The number of inspections conducted by the Unit was once again hampered by the COVID-19 pandemic.

In 2021, the Unit approved several Waste Management Plans and Emergency Response Plans. Furthermore, the Unit issued two Waste Exemption Certificates to vessels engaged in scheduled traffic with frequent and regular port calls. The number of vessels applying for such an exemption has decreased gradually throughout the years, the main reason being more stringent criteria and conditions imposed through EU Directive 2019/883.

In line with subsidiary legislation 499.69 regarding 'Oil and Hazardous and Noxious Substances Pollution Preparedness, Response and Co-Operation Regulations' that entered into force on 1st January 2021, the Unit liaised with the industry and prepared

guidance documents on the implementation of the regulations. Private Operators and Terminals initiated procedures to update their contingency plans and develop an effective system to respond to pollution. The Unit also prepared two new contingency plans for the ports of Valletta and Marsaxlokk. As part of the Government and the Authority's ongoing plan to enhance preparedness and response to pollution, the Directorate initiated procedures to procure additional pollution response equipment and a dedicated vessel to be used during pollution response operations.

The Unit is also responsible for the implementation of various environmental legislation related to ports and shipping. Throughout the year, the Marine Operations and Incident Response Unit and the Legal, EU, and International Affairs Unit within the PYD were involved in various discussions and consultations in relation to the Port Reception Facilities for Ship-Generated Waste Directive. The Legal, EU and International Affairs Unit developed the required legal framework to transpose the Directive into Local Regulations. Several meetings with Shipping Agents, Terminals and Facilities, and other stakeholders were organised to ensure that all involved parties are made aware of the recent developments.

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 involved the update of the Marine Environment Risk Management System and the development of a new environmental related policy.

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.

One of the projects that was completed in 2021 was the Calypso South Project co-funded through the Interreg Italia Malta agreement. The project addresses the challenges of safer marine transportation, protection of human lives at sea, and the safeguarding of marine and coastal resources from irreversible damages. Through the project, six weather stations were installed in several prime locations around Malta and Gozo.

Other projects initiated in 2019 that were still ongoing in 2021 included the West MOPoCo project and the IMAROS project.

The West MOPoCo Project (Western Mediterranean Region Marine Oil and HNS Pollution Cooperation) supports Algeria, France, Italy, Malta, Morocco, Spain, and Tunisia in collaboration with Monaco, in strengthening their cooperation in the field of preparedness for and response to oil and Highly Noxious Substances (HNS) marine pollution and in improving the quality and interoperability of their response capacities. The West MOPoCo project aims specifically at enhancing emergency decision making capabilities, assessing national contingency plans, and strengthening cooperation and national emergency procedures. The IMAROS project includes testing of low-sulphur bunker fuels in dedicated

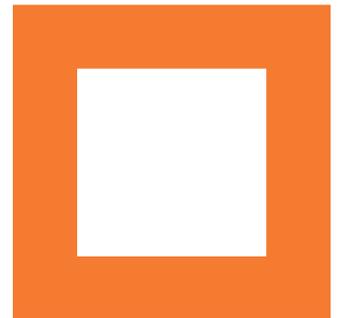
laboratories in France and Norway so that oil spill responders can better understand their behaviour when spilled into the marine environment. A 6m³ heavy fuel sample procured from a Maltese bunker supplier was transported to Norway for the necessary testing and analysis. The project is expected to be completed in June 2022.

Another project that the Ports and Yachting Directorate within Transport Malta is involved in, is iWaveNET. In its capacity as Partner within the project, the Authority will be installing an intelligent buoy 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.

Traffic Management Unit (TMU) and Valletta Traffic Services (VTS)

During the year under review, the Traffic Management Unit 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 the Mġarr Harbour, which saw the introduction of the Gozo fast ferry service. Although the pandemic has forced various regulating Authorities to adopt new procedures, the Port Authority was able to remain fully operational at all times. Though traffic density has reduced, primarily in the Grand Harbour following a drastic understandable drop in cruise liner calls, liner services, which ensure Malta receives all her supplies, remained operational with no delays or change in traffic schedule.

In 2021, a new system designed by Actual IT solutions, a Slovenian IT company with vast experience in developing port management systems, was also introduced. The new tmSW replaced the Portnet notification system which had been in operation for more than fifteen years. The new system is aimed to simplify and harmonise the exchange of information between port service providers and Government Departments, including Customs, Immigration Police, and Health Authorities. The tmSW also serves to ensure that Transport Malta 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). The new portal also addresses the non-harmonised reporting formalities for ships and complies with the proposed European Maritime Single window.



The VTS Unit continued its task of assisting in all matters related to the monitoring and management of vessels. During the year under review, the consultants from Aster Limited who were appointed to carry out an assessment of the current VTS system and subsystems, presented the first draft of the Tender which covers 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, customisation, and better coverage. Through this new system, Transport Malta will remain compliant with the VTMIS Directive and will introduce one common system. The new system, for which funds have already been secured by MFIN, will cost around €6 million. This amount will cover design, supply, installation of the new system, and a ten-year maintenance agreement.

Despite the COVID-19 outbreak, which had a drastic effect on the shipping industry, PIU continued with their regular systematic inspections, which in 2021 exceeded 3,500. The largest number of inspections were those related to pollution and waste, with 422 and 437 inspections respectively. Other inspections included those carried out on vessels in port, which amounted to 365, and those carried out on vessels providing a ferry service, which amounted to 640 inspections.

With respect to maritime activities, these were affected by the pandemic, with a reduction of activities, bar the national activities which were retained with additional measures introduced to mitigate the risk of infection. The Rolex Middle Sea Race went on as scheduled, as were the Malta International Airshow and the Malta Fireworks Festival.

Some of the other activities that took place and for which authorisations were sought, included sailing regattas (11), filming activities (11), fireworks displays (3), and swimming events (15). The Ports and Yachting Directorate's role was to ensure that applicants had sufficient knowledge on the activity to be held and resulting impacts, as well as having the required resources, including competent personnel and equipment to mitigate resulting impacts. On its part the Directorate provided the necessary logistics and support where this was necessary.

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

During the year, the Hydrographic office procured an Unmanned Survey Vessel (USV) which will facilitate the work of the Unit when undertaking surveys in shallow waters, in marinas, and in other areas not easily accessible by larger craft.

The work on the production of Electronic Navigation Chart (ENC) continued throughout 2021. 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.

Throughout 2021, the MHO completed for draft proofing and preparation for verification Electronic Navigation Charts for Baħar iċ-Ċagħaq and Bajja ta' Marsaskala, 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 2021 included the issuing of Maritime Safety information that included 207 Local Notices to Mariners, 43 Coastal Notices, and 40 Navigational Warnings.

Task	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
LNtM	10	7	10	16	28	14	28	20	20	18	16	20	207
CNtM	6	1	3	3	4	12	4	1	2	0	3	4	43
Nav. Warn.	3	6	1	2	2	4	3	5	3	2	7	2	40

This has set a new record number of Local Notices to Mariners, with an increase of 52 over the previous year despite the continued disturbances caused by the Pandemic. The number of Coastal Notices to Mariners has, on the other hand, decreased by 19 over the



operational year. The issue of such Notices remains an important function of the Ports and Yachting Directorate, as these serve to improve safety of navigation, especially when taking into consideration the increase in number of locally registered craft and licensed boat owners/operators. In addition to the above, the Malta Hydrographic Office has also promulgated through Malta Radio 39 Coastal Warnings and 87 Tunisian Notices to Mariners which have been transmitted by NAVTEX, on behalf of the Tunisian Authorities, within the Tunisian time slot.

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 transposition of Directive (EU) 2019/883 on port reception facilities for the delivery of waste from ships, which introduces an amended and more stringent legal regime. 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 to 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. Notably amongst such were the decisions concerning the vessel SEAWATCH, Port Notice 05/2009, dealing with the use of road tankers in port areas, and the services provided by Mooring Men.

Finally, support legal services were also given to other Directorates/Departments in connection with the various legal documentation that are notified to the Authority and in relation to the registration of small ships and local commercial maritime activities.

Maritime Training

The Ports and Yachting Directorate is responsible for regulating training institutions engaged in the training of persons operating pleasure craft and those working on local commercial vessels. To achieve this objective, the Ports and Yachting Directorate acts as a certifying Authority for local qualifications and as facilitator of training and educational programmes. During the last operational year, the Directorate continued to coordinate the testing leading to the Nautical Licence, a task previously assumed by the Government-owned MCAST Centre for Maritime Studies.

Civil Aviation Directorate

Aircraft Registration and Aviation Matters

In 2021 we celebrated a decade of Maltese Aviation Jurisdiction.

The aviation sector continued to build on the successes of the previous six years. At the end of 2021, the number of aircraft on the Malta National Aircraft Register reached 629. In addition, the Flight Operations Inspectorate certified 6 new Operators during 2021, with a total of 43 Air Operating Certificate (AOC) holders at the end of the year.

Functions and Duties

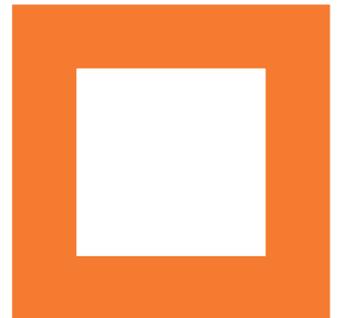
The Authority needs to build on past successes and plan ahead for the future of Aviation in Malta, in order to continue to grow and stay ahead in an ever-changing landscape. Today, risk management is a well-established discipline in the aviation industry.

The functions of the Civil Aviation Directorate (CAD) can be summarised as follows:

- To achieve sustainable growth in the aviation register and civil aviation operations, such as aircraft operators, maintenance, training, air navigation, and personnel licensing;
- To enhance civil aviation oversight and safety;
- To enhance the efficiency and standardisation of civil aviation operations;
- To maintain strong and efficient continuous oversight of civil aviation operations;
- To strengthen law governing civil aviation;
- To promote safety;
- To minimise the adverse effect of civil aviation on the environment.

Aircraft Leasing Malta

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.



Made qualifying declarations	Yes
Score	87.5
Category	Very High



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

Looking back at the year 2021, the challenges brought about by the COVID-19 pandemic on our Unit as well as our leading stakeholders, the Malta International Airport (MIA), which also incorporates the Malta Meteorological Office, and Malta Air Traffic Services (MATS), cannot be ignored. These challenges were overcome by making use of flexible and innovative means to ensure a sustained continuous oversight program. The global pandemic also brought about economic challenges which were obviously felt by our stakeholders. Nevertheless, all parties were determined to ensure that aviation safety would never be compromised by these difficult circumstances.

During the year under review, the European Aviation Safety Agency (EASA) physically conducted two standardisation inspection visits on the ANS & ADR Unit. The first inspection conducted in October concerned the Air Navigation Services (ANS). The second EASA standardisation visit was conducted in November when the focus was, for the first time, on Aerodromes. During these two standardisation inspections, EASA commented positively about the high level of oversight conducted by the ANS/ADR Unit on our major stakeholders, MIA and MATS. Additionally, the unit participated in an International Civil Aviation Organisation (ICAO) Virtual Verification Coordinated Mission between 5th and 21st April. The scope of the Mission was the verification of both the ANS and the ADR Sections, and the purpose was to close open findings from a previous audit held a number of years ago.

Both the ANS and ADR Sections were involved in some major changes during the past year. One change was the operation of an Unmanned Aerial System (UAS) operated by the Armed Forces of Malta out of Hal Luqa airport. This was the first time that a UAS was operated regularly from an International Airport within Europe and so special attention was called for. Another change in which both Sections were involved, was the introduction of the ICAO Global Reporting Format, which is now a global standard of how the condition of the runway is reported to the aircraft pilots with regard to standing contaminants. Both changes involved the close cooperation of both MIA and MATS.

With regard to the ANS Section, two audits were conducted on MATS against the regulatory requirements of (EU) 2017/373, which regulation was applied on 2nd January 2020, hence, it is quite a new regulation. These audits focused on different aspects of MATS operations, such as the Communication Navigation and Surveillance (CNS) function. In the CNS case, the audit mainly focused on the maintenance, calibration, and operation of complex electronic equipment, such as the Instrument Landing System (ILS) as well as others. Another audit dealt with Air Traffic Flow Management (ATFM). In this area, procedures,

training of personnel, as well as hardware and software used on the job were incorporated into the scope of the audit.

On a day-to-day basis the section continued its work towards the implementation of the 8.33 Frequency Regulation and the coordination of various activities, such as the launching of a space research vehicle by means of a high-altitude balloon, and the oversight of the Malta International Air Show. The Unit also populated the Year 2021 LSSIP database and, during the last quarter of the year, started work on the 2022 LSSIP Level 1 publication and database.

With regard to the Aerodromes (ADR) section, the certification audit cycle which gives MIA the mandate to operate in accordance with the (EU) 139/2014 regulation which establishes the operational and administrative requisites for the operation of the aerodrome, was successfully completed. Besides the very busy audit schedule, this section continued the oversight on various projects performed by MIA in accordance with the change management process. Last year, the ever-present role of aerodrome safeguarding featured very prominently due to the high number of applications for development around the aerodrome placed with the Planning Authority. Wildlife control and other aspects of enforcement around the airport were also given due importance. The ADR section also oversaw off-site operations at private helipads and yacht marinas. The Section also contributed to 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.

The ANS & ADR Unit will continue to manage the challenges affecting this domain while ensuring that aviation safety remains our primary objective.

Safety and Compliance Unit

As a National Authority, the Civil Aviation Directorate (CAD) has always valued the importance of aviation safety, and plays a key role in our growth strategy. Aviation in Malta cannot develop 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.

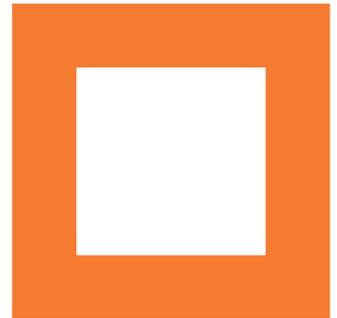
During 2021, we saw an increase in aircraft operations when compared to the very low numbers in 2020 following the COVID-19 outbreak. This was also reflected in the increase of reports submitted, especially during mid-2021. Nevertheless, the resumption of operations required special attention to special scenarios, to ensure that any new safety threats were identified and mitigated. The SCU was monitoring any new trends in aviation safety and was in constant liaison with EASA counterparts and internal CAD Inspectors.

To maintain the CAD's continuous pursuit in promoting the importance of safety to the local aviation industry, the SCU introduced new safety promotional material on the TM-CAD website, and also published safety reports. Additionally, the SCU presented safety data during the Flight Operations Coordination Group (FOCG) as part of the online Malta Aviation Conference and Expo (MACE), held in October.

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 makes reference 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 of ensuring that occurrence reporting is used as an additional tool to pro-actively identify safety concerns, the SCU strengthened its working coordination with aviation stakeholders and the Maltese Bureau of Air Accident Investigation (BAAI).

In 2021, the SCU analysed slightly more than 5,000 reported events. Any report classified as Mandatory Occurrence Reporting (MOR) is evaluated to better identify the risks and risk score, and is also followed up to ensure that the causal factors, root cause analysis, and mitigation measures are identified by the operator/organisation to avoid the repetition of such event.



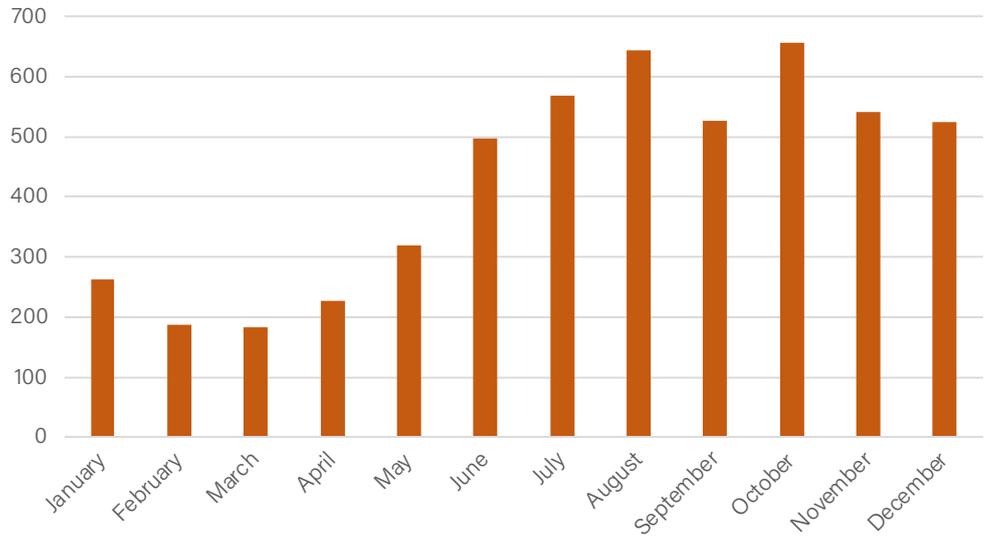


Figure 1 - Reports submitted to TM-CAD in 2021 (monthly)

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

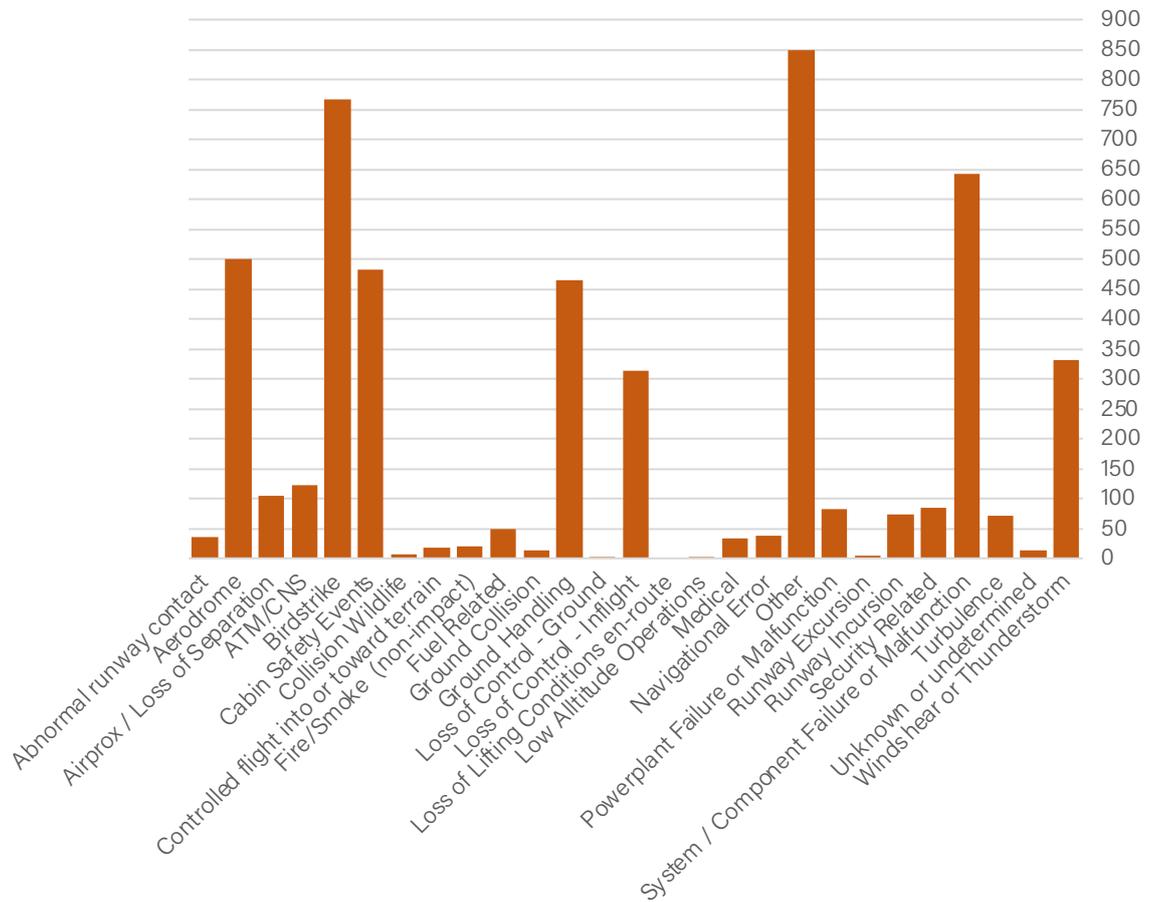


Figure 2 - Reports per Occurrence Category in 2021

State Safety Documentation

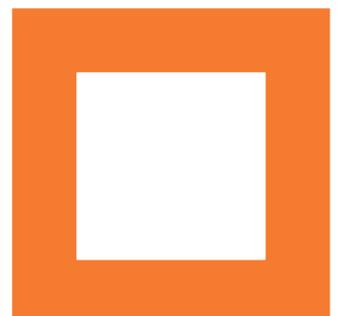
During 2021, the SCU reviewed and updated as necessary all State-safety related documentation, namely the State Safety Programme (SSP) and the State Plan for Aviation Safety in Malta (SPAS). The former serves as the master document of all safety activities that must be performed by the State, together with regulations and directives declared by the 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 also lists national safety issues with respective SPI's and SPT's to help address identified safety deficiencies and maintain/achieve an acceptable level of aviation safety.

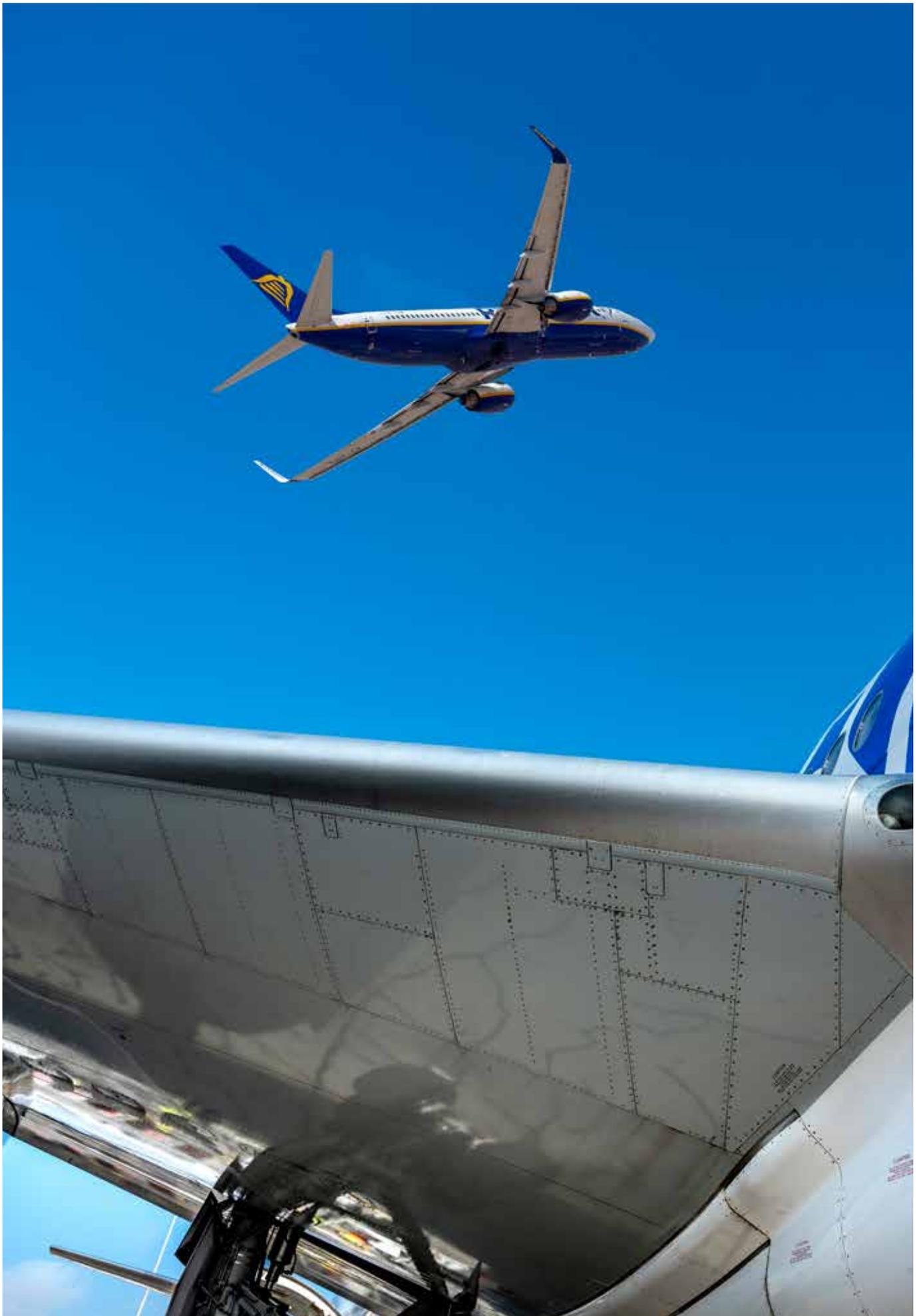
Further to the above master documents, the SCU published the annual public safety review report. The scope of the Malta Civil Aviation Safety Report is to provide an overview for a set period in relation to the Maltese civil aviation safety data. The content and analysis of this report is based on data extracted from the Transport Malta Civil Aviation Directorate (TM-CAD) occurrence reporting system and as required by regulation (EU) 376/2014 and will be published annually. 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 followed the internal Audit Plan for 2021 and conducted audits in relation to specific regulatory requirements in the Flight Operations, Aerodrome, Air Navigation Services, Aero-medical, and Personnel Licensing domains. 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.





The Personnel Licensing Unit

The Personnel Licensing Unit (PELU) managed a total of 1,320 pilot licences, with 506 that were newly issued in 2021. These are split as below:

Licence Type	Total number of Licences	NEW Licences 2021
Part-FCL ATPL(A)	677	266
Part-FCL ATPL(H)	3	1
Part-FCL CPL(A)	209	98
Part-FCL CPL(H)	8	6
Part-FCL MPL (A)	6	0
Part-FCL PPL(A)	396	122
Part-FCL LAPL(A)	1	1
Part-FCL PPL(H)	19	10
Part-FCL LAPL(H)	1	2

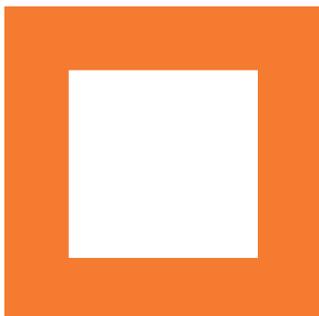
The PEL Unit regularly conducted theoretical examinations and in 2021 was responsible for 780 examinations for the Airline Transport Pilot Licence (ATPL) and 1150 examinations for the Private Pilot Licence (PPL). These examinations were conducted at TM-CAD and at foreign examination centres approved by the PEL Unit.

With regard to Approved Training Organisations (ATOs), the PEL Unit has certified and maintained regulatory oversight of all 8 approved training organisations as Part-ORA. The Approved Training Organisations are the following:

- Air Malta;
- European Pilot Academy;
- Malta School of Flying;
- VistaJet Ltd;
- Freebird;
- Air Horizont;
- Flexjet Operations Ltd.; and
- MH Helicopters.

One new Cabin Crew Training Organisation was certified in 2021 by the PELU, bringing the number of approved CCTOs to 7, namely:

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



Among these Cabin Crew Training Organisations, a total of 1,700 attestations were issued up till 2021. A total of 320 of those were issued in 2021.

FSTD Operators were approved as below:

- FR Aviation Leasing (who manage 13 FSTDs overseen by TM-CAD);
- European Pilot Academy (who manage 1 FSTD overseen by TM-CAD);

With regard to Language Testing and Assessment Bodies, the PEL Unit has certified and oversees 4 organisations, namely:

- LPCheck;
- The English Centre;
- Andorra Aviation; and
- ICAO4U.

Between these and including TM-CAD approved assessors, a total of over 2,000 English Language Tests for pilots and Air Traffic Controllers were conducted in 2021.

The PEL Unit also audited and maintained regulatory oversight of Malta Air Traffic Services Ltd. as a training organisation.

Flight Operations Inspectorate

The Flight Operations Inspectorate certified 6 new Operators in 2021, with a total of 43 Air Operating Certificate (AOC) holders at the end of the year.

In addition to the certification of new AOCs, the inspectorate processed 107 additions of aircraft requested by existing certificate holders. The inspectorate conducted over 225 audits and inspections, which resulted in 611 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 and the annual Flight Operations Consultation Group with its operators, which this year was held as part of the Malta Aviation Conference & Expo (MACE) 2021.

Airworthiness Inspectorate

Aircraft Registration

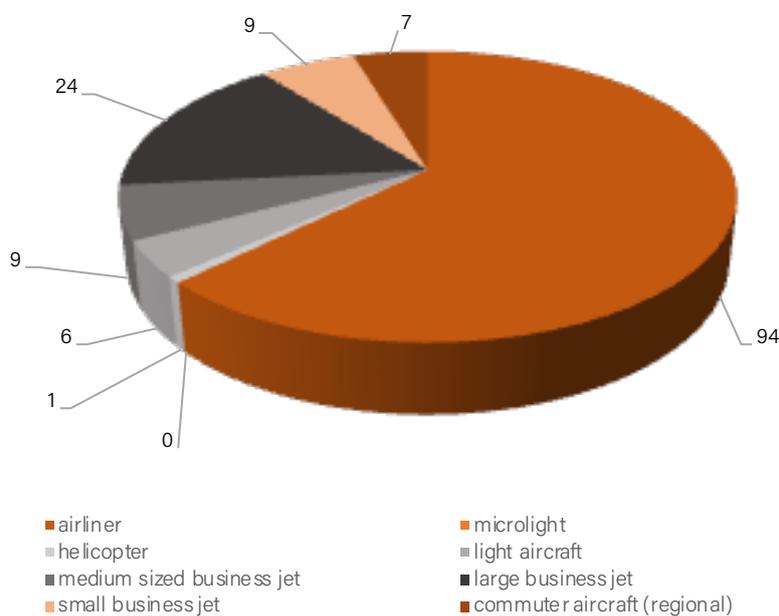
The Malta National Aircraft Register reached 629 aircraft as at the end of 2021. A total of 150 aircraft have been registered, with 94 aircraft being airlines, including 27 widebody aircraft. 56 aircraft have been deregistered.

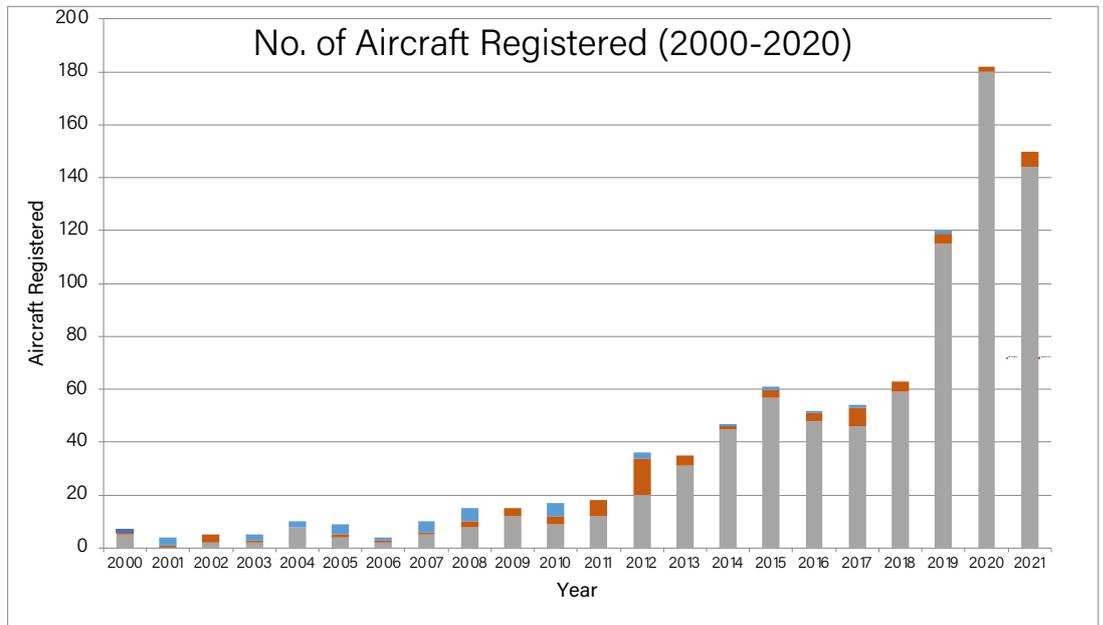
The Aircraft register has been very dynamic in 2021, with a number of Commercial Air Transport operators and ATOs including more aircraft into their fleet as well as movement of aircraft from international lessors following repossessions or repositioning of aircraft. This shows continued trust and good reputation of the Maltese jurisdiction as an aircraft register within the EU.

The breakdown of aircraft type registered is as follows:

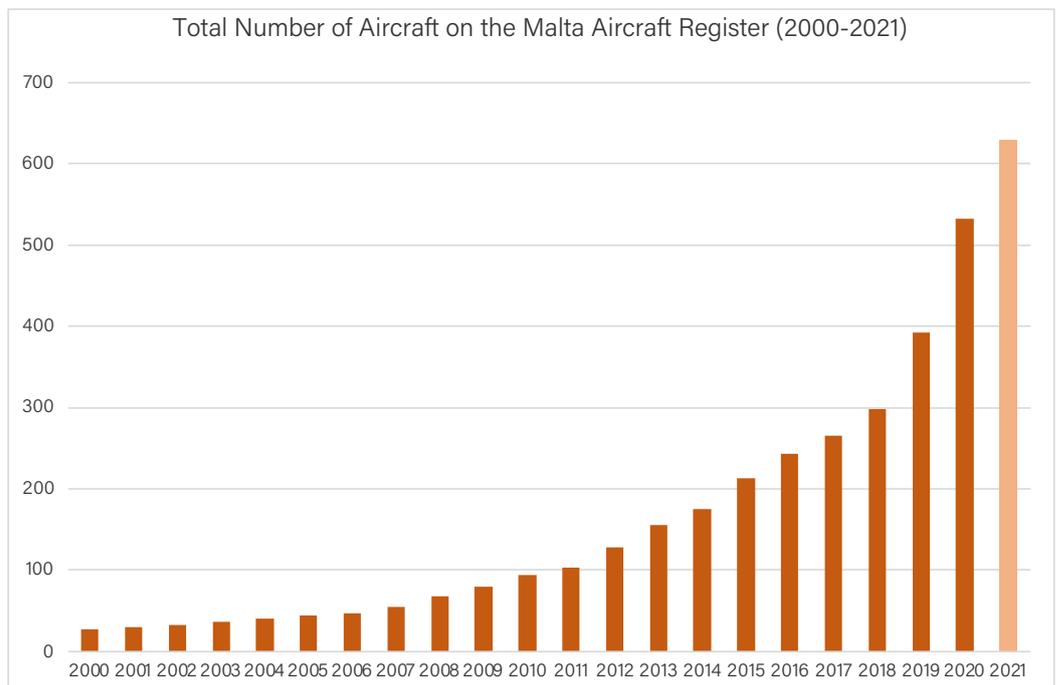
Aircraft type	No. Registered
Airliner	94
Large business jet	24
Medium-sized business jet	9
Small business jet	9
Helicopter	1
Light aircraft	6
Commuter aircraft (regional)	7
Very light jet	0
Microlight	0
TOTAL	150

Number of Aircraft Registered in 2021





Number of Aircraft on the Malta Aircraft Register/Year



Airworthiness Inspectorate Safety Oversight

The Airworthiness Inspectorate (AI) carried out around 110 on-site audits of Part-CAMO, Part-M.F 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, and audits due to changes in the organisations as required.

The Airworthiness inspectorate also conducted more than 250 desktop reviews of manuals and documentation for approval or acceptance.

The Airworthiness Inspectorate continued the transition of all CAMO's from Part-M.G to Part-CAMO. 7 CAMOs have obtained full Part-CAMO approval.

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

Certification of Aircraft

Certificates	
Issue of Certificate of Airworthiness	152
Issue of Noise Certificate	154
Issue/Renewal of Airworthiness Review Certificate	213
Issue of EASA Permit to Fly	69
Issue of National Permit to Fly	6
Issue of Export Conformity Statements	16

The total number of certificates issued was 595. 589 Certificates were issued pursuant to EU Regulations, whereas 6 were pursuant to Air Navigation Order Requirements.

127 Mode S Addresses and 67 406MHz ELT codes were issued in 2021.

Aircraft Continuing Airworthiness Monitoring (ACAM)

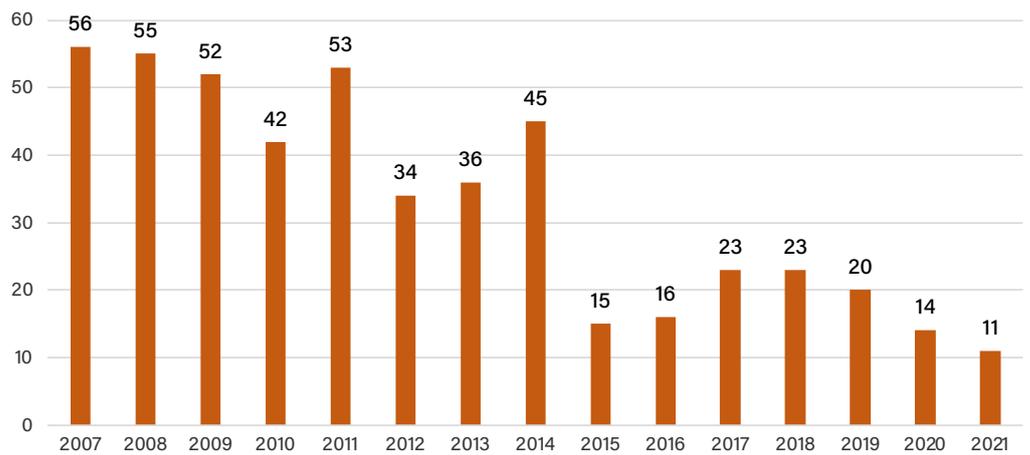
ACAM is a mandatory sampling programme of aircraft inspections based on safety risk assessment.

The Airworthiness Inspectorate conducted 82 aircraft inspections in 2021. These inspections include inspections of aircraft during maintenance, airworthiness reviews, technical records reviews, and ramp inspections. COVID-19 restrictions have impacted the

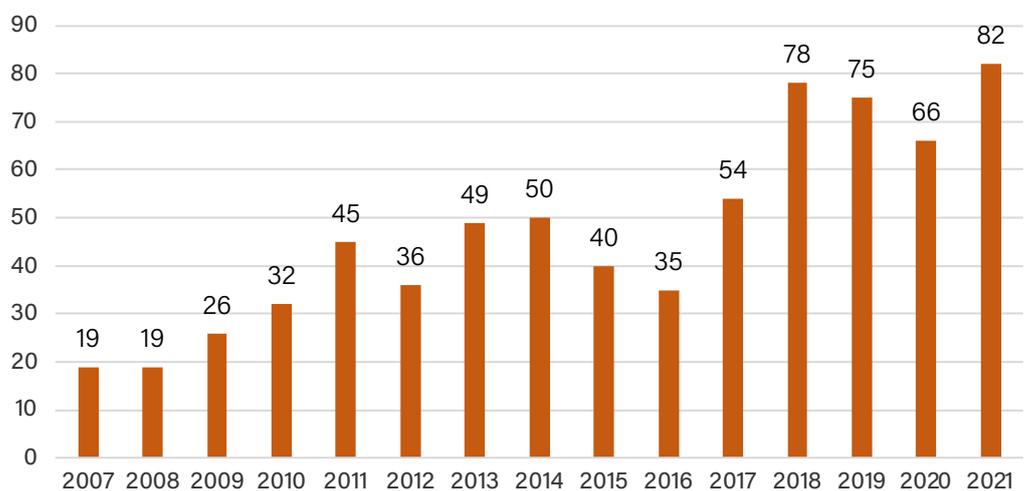
capability to conduct a higher number of inspections, however this is offset by reduced air traffic. The number of inspections amounts to 11% of the number of aircraft in the ACAM programme, which was that of 426 by the end of 2021.

Safety Assessment of Foreign/Community Aircraft

Percentage of ACAM inspections per year

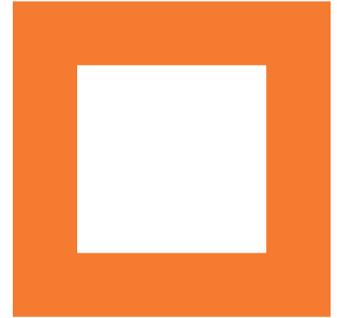


No. of ACAM inspections per year

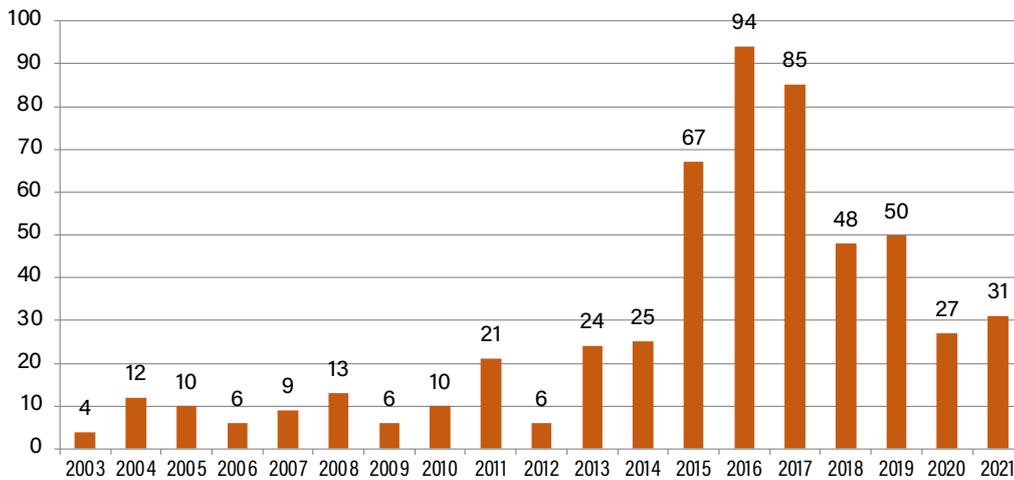


Year	Total No. of Ramp Inspections
2021	31

31 SAFA/SACA Ramp Inspections were performed with the Flight Operations Inspectorate. This is a small increase in inspections compared with 2020.



No. of SAFA/SACA Inspections

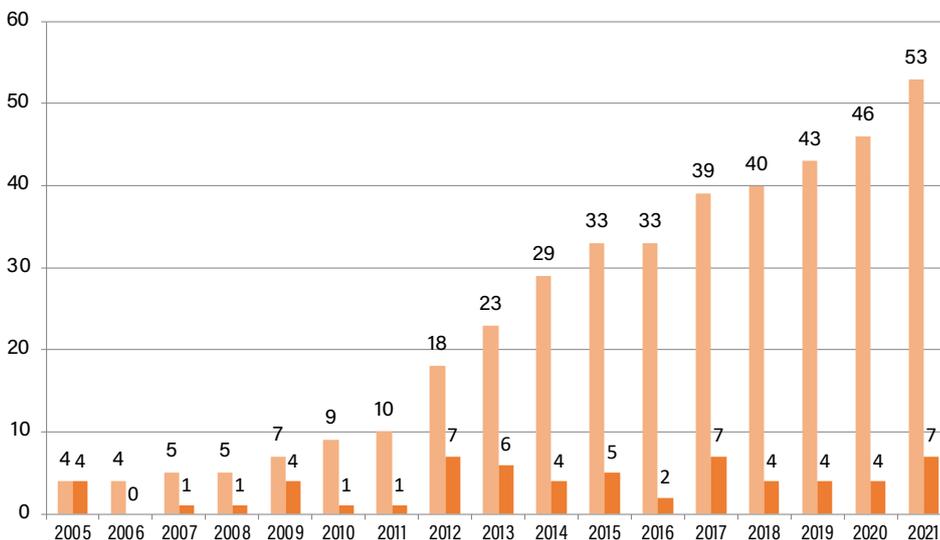


Organisation Approvals

Continuing Airworthiness Management Organisations (CAMO)

The total number of Continuing Airworthiness Management Organisations has risen to 53. This includes new 7 CAMOs as part of the new AOCs issued in 2021, and one independent CAMO.

Total No. of CAMOs



Organisation	AOC ref	3 letter code	CAMO Approval No.	Date of Issue
Flexjet Operation Malta Limited	MT-68	FJO	MT.CAMO.0068	16 July 2021
Av8Jet Ltd.	MT-66	AJO	MT.CAMO.0066	21 July 2021
Titan Airways Malta Limited	MT-67	TMT	MT.CAMO.0067	23 July 2021
Luxaviation Malta Ltd.	MT-64	LXM	MT.CAMO.0064	30 July 2021
Helicopterlights Limited	MT-53	HCF	MT.CAMO.0053	25 August 2021
AIR ATLANTA EUROPE Ltd.	MT-65	AAE	MT.CAMO.0065	14 September 2021
Bravale4U2Fly			MT.CAMO.0105	29 March 2022

Aircraft Maintenance Organisations

In 2021, TM-CAD issued one new Part-145 approval with Line maintenance for large aircraft scope. By the end of 2021, there were 13 Part-145 aircraft maintenance organisations approved by TM-CAD.

List of Part-145 Organisations Approvals Issues - 2020

	Organisation	Approval No.	Date of Issue
1	Aviet Technic Ltd.	MT.145.17	20 January 2021

Aircraft Maintenance Training and Examination Organisations

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

Aircraft Maintenance Licences

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

Part-66 AML Initial Issue	56
Category A1	9
Category B1.1	45
Category B2	3
Part-66 Variations	117
Part-66 AML Renewals	18

The AI has issued 56 new Part-66 aircraft maintenance licences. The total number of Part-66 Aircraft Maintenance Licences at the end of 2021 was 516.

Part-66 Basic Modules Examinations

A total of 35 Part-66 AML Module Examinations at B1.1 and B2 level were held in conjunction with MCAST.

Drones

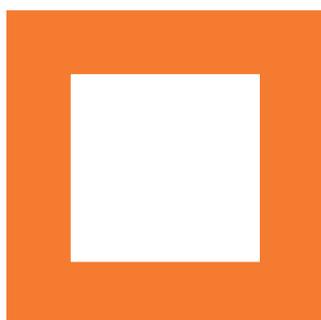
2021 was a hectic and successful year in terms of drone regulations and operations. In anticipation of the EASA UAS regulations, which came into force on 31st December 2020, the tmcad.idroneconnect.com drone portal was launched in the last quarter of 2020. This resulted in the registration of 1750 UAS operators throughout 2021, and the issue of over 250 UAS Remote Pilot Licenses, in both the A1/A3 and A2 subcategories. Several flight requests were made by UAS operators for both recreational and commercial flights in the open category, as well as the specific category. During the last quarter, the renowned company Swissdrones came to Malta to conduct Beyond Visual Line of Sight UAS flights from Dwejra, and flight tests between Malta and Comino were also conducted by the Skymax team. In February, the first local UAS training school was established by HawkAerospace in the newly inaugurated Malta Drone Innovation Centre. Furthermore, the first Light UAS Operator certificate (LUC) applications were also submitted to TM-CAD.

Air Transport Regulation Unit (ATRU)

The Air Transport Regulation Unit (ATRU) assumes the International and European Affairs functions of the Civil Aviation Directorate (CAD).

During 2021, the ATRU, in cooperation with other Government Ministries, closely followed aviation discussions which were ongoing within the various EU and International fora and provided its support and recommendations to the Ministries, which were essential in the formulation of a consolidated Malta position.

The ATRU continued to follow the developments in air transport matters with respect to the COVID-19 pandemic from an international and European perspective, and 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 was necessary in ensuring the continued air connectivity of Malta with the rest of the world, assisting in the facilitation of essential air cargo operations in a time of crisis.



Similarly, the ATRU continued following the developments with respect to BREXIT, liaising with other Government entities and airline operators while ensuring a smooth transition for the continued air transport connectivity between Malta and the United Kingdom.

In 2021, the ATRU was instrumental in air services negotiations with other third countries. Follow-ups were made on existing Air Services Agreements (ASA) between Malta and other countries to ensure that these were kept up to date. These ASAs provide the necessary legal framework for the airlines to obtain permits and authorisations required to operate flights to and from Malta. The ATRU, in cooperation with the respective Ministries, conducted air services negotiations or made the necessary follow-ups with Colombia, Kenya, Oman, the Republic of Korea, Russia, Turkey, the United Arab Emirates, Ukraine and the United Kingdom. Moreover, a Memorandum of Understanding on air services arrangements between Malta and the United Kingdom was signed.

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 Civil Aviation Conference (ECAC) and the European Union so as 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.

Contribution to National Policy

The ATRU provided continuous support to the Director General for Civil Aviation (DGCA), the other Units within CAD, and external parties in its work on drafting national positions and policies for consideration by Government.

Environment: Climate Change Aviation impact mitigation

The ICAO published the Carbon Offsetting and Reduction in International Aviation Scheme (CORSA) standard in October 2018. This global market-based measure (GMBM) is one of a number of measures that the aviation sector is taking with the aim of reducing CO₂ emissions from international aviation.

CORSIA enables aeroplane operators to comply with the 2019 requirement of limiting GHG emissions from international aviation activities (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.

During 2021, CAD coordinated with other government stakeholders to ensure that the EU legislative framework, practical implementation, and operational capacity are enabled so as to successfully implement ICAO CORSIA.

Along with advancements in aircraft technology, operational improvements, and sustainable alternative fuels, CORSIA plays a crucial role in mitigating the negative effects of CO₂ emissions from aviation (aviation GHG).

Statistical Collation and Analysis

The Unit 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, so as to better inform government and supranational entities of the economic and environmental impacts of the aviation sector.

Further actions will continue in 2022 so as 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.



LAND TRANSPORT DIRECTORATE

Functions and Duties

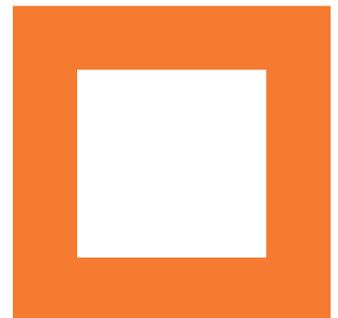
The Land Transport Directorate is responsible for the provision of a properly integrated, safe, economically, socially, and environmentally sustainable, and efficient public transport system, and the licensing and regulation of vehicles, drivers, and operators of professional transport services. In aiming to meet these responsibilities, the Land Transport Directorate (LTD) strives to provide a transport service that meets and exceeds 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, and 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 vehicle roadworthiness test (VRT) operators and testers, car park attendants, and the controlled vehicle access (CVA) system in Valletta are also regulated by the LTD.

Driver and Vehicle Licensing Unit - Vehicle Registration

The functions and duties of the Driver and Vehicle Licensing Unit include the issuing of driving licences and the registration and licensing of motor vehicles, including change of ownership, garaging, and deregistration. During 2021, the DVLU continued to consolidate several improvements in all services pertaining to vehicle and driving licence transactions. Additionally, service and queuing times were decreased for all transactions in comparison to previous years.





Hal Lija Plates Workshop

The latest effort at our Hal Lija offices is the purchase and installation of a new plate stamping machine, which will enable the further improvement of all vehicle registration and transfer transactions. Clients will be able to finalise and obtain their vehicle plates in real time, thus eliminating the need to call again and speeding up the whole process, both internally and for the public.

Court access to Penalty Points

Following the need to establish a medium by which penalty points assigned by Courts of Justice could be introduced in Transport Malta's Driving Licence System (DLS), a list of enhancements to this system were drawn up. This was achieved by mapping and implementing system features which enable the insertion, differentiation, and recognisability of points issued pursuant to court sentence as opposed to traffic violations, in line with Transport Malta's procedures and the related national law.

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 finalised, signed, and implemented. This MoU permits the two countries to exchange their respective driving licences without the need for the holder of any such driving licence to apply and sit for a practical test when effecting the exchange. All categories which are present and valid on the original driving licence shall be included on the exchanged counterpart. The original MoU was set to expire at the end of February 2022.

Transport Malta, through its liaison with the United Kingdom authorities, will continue to negotiate long-term agreements for the exchange of driving licences process without the requirement for any tests.

New Format for Driving Licence Photocards

During 2021, the DVLU issued a new and improved Driving Licence Photocard format which, apart from the visual changes, is also enhanced with additional and more reliable security features, making them less prone to possible forgery.

This format will gradually replace all the old cards which are in circulation as these are renewed or reissued.



Scheme to promote the de-registration of old vehicles and replacing them with low emission ones

During 2021, this scheme was re-introduced, whereby a one-time grant was given to every vehicle owner who registered a new M1 (passenger car) with WLTP CO₂ emissions of not more than 170g/km and having a length of not more than 4,460mm, and who scrapped an M1 (passenger car) with an age of 10 years or more. This grant was planned to encourage the disposal of older vehicles and investment in new cars with lower emissions.

Subject to various conditions, the grant provided:

- a. €900, up to a maximum of €1,500, equivalent to the actual Registration Tax paid for persons registering:
 - a new vehicle with NEDC CO₂ emission levels of up to 100g/km; or
 - a new Category M1 vehicle with WLTP CO₂ emission levels of up to 130g/km;

- b. €800 for persons registering:
- a new Category M1 vehicle with NEDC CO₂ emission levels of between 101 and 130g/km; or
 - a new Category M1 vehicle with WLTP CO₂ emission levels of between 131 and 170g/km;
- c. €2,000 for persons registering:
- a new category M1 Hybrid Vehicle with NEDC CO₂ emissions deducted by 30% between 40 and 65g/km; or
 - a new category M1 Hybrid Vehicle with WLTP CO₂ emissions deducted by 30% between 40 and 80g/km.

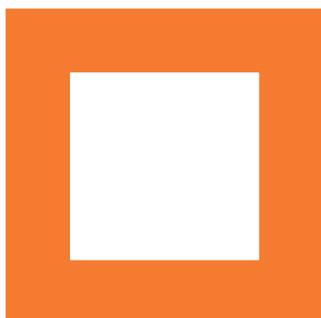
Scheme to promote the purchase of Electric Vehicles by Private Individuals, Registered NGOs, and Private Companies

The scheme was aimed at reducing emissions from vehicular traffic and improving air quality levels by replacing old motor vehicles with new Battery Electric Vehicles and Battery Electric Quadricycles.

€8.3 million were allocated for this scheme and all the applications submitted for the grant were accommodated, resulting in 1,079 electric vehicles being registered on Maltese Roads.

The grant was applicable to Private Car Owners, voluntary organisations, the Business Community, and Local Councils. The scheme, subject to various conditions, provided:

- €9,000 when registering a new Battery Electric/Plug-In Hybrid M1 and N1 vehicle and scrapping an internal combustion engine (ICE) vehicle having at least 10 years from the year of its manufacture. This amount was increased to €12,000 after the announcement of the 2022 budget.
- €8,000 when registering a new Battery Electric/Plug-In Hybrid M1 and N1 vehicle without scrapping another vehicle. This amount was increased to €11,000 after the announcement of the 2022 budget.
- €5,000 when registering an imported second-hand Battery Electric/Plug-In Hybrid M1 or N1 vehicle which is not older than 6 months and has no more than 6,000km on its odometer while scrapping an ICE vehicle having at least 10 years from its year of manufacture.



- d. €4,000 when registering an imported second-hand Battery Electric/Plug-In Hybrid M1 or N1 vehicle which is not older than 6 months and has no more than 6,000km on the odometer without scrapping another vehicle.
- e. €3,000 when registering an imported second-hand Battery Electric/Plug-In Hybrid M1 or N1 vehicle which is not older than 36 months and has no more than 15,000km on the odometer, while scrapping an ICE vehicle having at least 10 years from its year of manufacture.
- f. €2,000 when registering an imported second-hand Battery Electric/Plug-In Hybrid M1 or N1 vehicle which is not older than 36 months and has no more than 15,000km on the odometer without scrapping another vehicle.
- g. €1,000 when registering an imported second-hand Battery Electric/Plug-In Hybrid M1 and N1 vehicle which is older than 36 months but not more than 72 months from date of first registration.

An additional grant of €1,000 was issued when any of the scrapped vehicles were registered in Gozo.

Conversion of Vehicles to LPG/Autogas

The scheme whereby vehicle owners could convert M1 (passenger vehicles) and N1 (goods carrying vehicles of up to 3,500kg) vehicles to LPG was extended in 2021, offering a one-time grant of €400 and leading to the reduction of CO₂ emission levels by 10%. The total budget committed towards this grant by the Government² amounted to €70,200. A total of 177 vehicles benefitted from the grant. The use of LPG aims to reduce both greenhouse gas emissions and other tail-pipe emissions normally associated with petrol engines.

Purchase of New Wheelchair-Accessible Vehicles to be used as Taxis or as a chauffeur-driven vehicle

A grant of €10,000 upon registering a new wheelchair-accessible vehicle (WAV) to be licensed as a taxi, a light passenger transport vehicle, or a passenger transport vehicle was re-issued, with an overall budget of €100,000. The grant was applicable in cases where a vehicle having at least 10 years from the year of its manufacture was scrapped.

The Government allocated €260,000 for this scheme, with Transport Malta satisfying 26 applications.

Purchase of Mopeds/Pedelects/Motorcycles

A grant scheme was launched to promote the registration of new electric or petrol/LPG powered Category L Vehicles and pedelects. The table below shows the grant amounts applicable to the different sub-categories of eligible vehicles.

Type of vehicle	Vehicle Category	Propulsion Type	
		Electricity	Petrol or LPG
Pedelects	Not Applicable	€400	€200
Cargo Pedelects			
Powered cycles	L1e-A	€2,000	€1,000
Two-wheel mopeds	L1e-B		
Three-wheel mopeds for passenger transport or for utility purposes	L2e		
Light quadricycles or quadrimobiles	L6e		
Low-performance motorcycle	L3e-A1	€2,000	€750
Low-performance two-wheel motorcycle with sidecar	L4e-A1		
Powered Tricycle with power not exceeding 15kW	L5e		
Medium-performance motorcycle	L3e-A2	€2,000	€750
Medium-performance two-wheel motorcycle with sidecar	L4e-A2		
High-performance motorcycle	L3e-A3	25% of CIF, capped at €6,000	Not Applicable
High-performance two-wheel motorcycle with sidecar	L4e-A3		
Powered Tricycle with power exceeding 15kW	L5e		
Heavy quadricycles or quadrimobiles	L7e		

This scheme offered an additional €1,000 when a person registering a new pedelect or Category L vehicle eligible for the above-mentioned grant de-registered a Category M1 or N1 vehicle older than 10 years from its year of manufacture, or €500 when a person who registered a new pedelect or Category L vehicle eligible for the above-mentioned grant de-registered a Category L vehicle which is older than 10 years from its year of manufacture.

€4.1 million were allocated and all the applications submitted for the grant were accommodated, resulting in the registration of 2,917 additional pedelects, motorcycles and/or mopeds.

Government Scheme to incentivise the retrofitting of Dual Fuel Systems on Heavy-Duty Vehicles with Diesel engines

Transport Malta also introduced a grant of €800, payable on the retrofitting of heavy-duty motor vehicles with HDDF systems, resulting in a reduction of smoke emissions of at least 25%. The total budget committed towards this grant by the Government amounted to €200,000. A total of 12 vehicles benefitted from the grant.

Regularisation of Vehicles with Licence arrears

Transport Malta continued focusing its efforts on the collection of vehicle licences arrears. The Authority issued 26,000 notices to vehicle owners with licence arrears, advising them to regulate their position and pay their vehicles' road licences and any other pending fees. A total revenue of €419,386 was collected from the scheme in 2021, following the resolution of 1,739 cases.

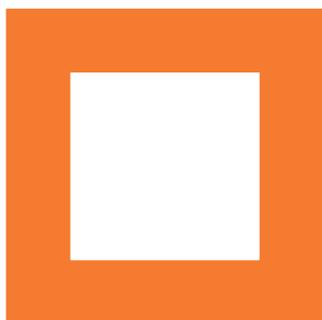
Government revenue from circulation licences

The total Government revenue from circulation licences increased by €3.2 Million in 2021 when compared to 2020. The total revenue amounted to €81.6 Million.

Impact on used vehicles imported from the UK due to Brexit

Following Brexit, vehicles imported from UK were no longer considered as originating from the EU. This altered the importation procedure, with Customs getting involved with the charging of duty and VAT.

Moreover, type approval certificates issued in the UK were not recognized any longer, which meant that brand new vehicles approved from the UK could not be registered within the EU as from 2021. This transition drastically affected the quantity of vehicles imported, especially for the used market.



Online reservation of personalised plates (eReg)

eReg gave access to public and motor dealers to reserve personalised plates (3 letters and 3 numbers). Through this new service, clients can also check whether their preferred combination is available, enabling insurance companies to issue their certificates with the correct vehicle registration number beforehand. Clients can also check if they have any personalised numbers on their name that are not currently in use.

EUCARIS VAT add-on

New web services (APIs) were developed to make company data registered in VERA accessible to the EUCARIS system. This process involved the deletion of obsolete data from VERA, whilst introducing a new field to capture company registration numbers issued by the Malta Business Registry. The addition of this new field enabled the capture of more accurate information when generating reports pertaining to companies for the VAT Department.

eTransfers

Transport Malta encouraged and assisted insurance agencies and brokers to process the transfer of ownership of vehicles through an online system. 2,020 transfers were effected during the year through this e-service.

Vehicle registration, licensing, and related processes

The table below lists the main transactions carried out by the DVLU related to vehicle registration and licensing in 2021, compared to the previous year.

Services	Number of Transactions		
	2020	2021	% Change
Newly Registered Vehicles	19,479	21,035	+8%
Change of Owner (Transfers)	54,801	58,721	+7%
Other Changes to Vehicles	10,041	12,038	+20%
De-garaged Vehicles	9,680	9,880	+2%
Exported Vehicles	531	260	-51%
Garaged Vehicles	15,734	10,739	-32%
Scrapped Vehicles	8,165	10,434	+28%
Road Licences Renewed	393,689	405,890	+3%
Number Plates Issued	64,510	68,631	+6%
Pre-registration Vehicle Inspections	8,932	9,300	+4%



Budget 2021

This Unit was a catalyst in proposing and implementing various legislative measures with the aim to promote sustainable road transport and the usage of smaller and cleaner cars.

Red character plate vehicle scheme for M1 cars and motorcycles used only during the weekend and Public/National Holidays:

This measure allows all owners of licensed vehicles, including owners of licensed motorcycles, to apply for their vehicles to be licensed for use on weekends and Public Holidays only, and benefit from a reduction of 65% on their annual circulation licence fee. Vehicles benefitting from this scheme have their registration plates changed to ones bearing red registration marks. All vehicles bearing such plates must remain garaged from Monday until 6:00pm on Friday.

Vehicles with Red character plates may be used also on Fridays after 6:00 p.m.:

All licensed vehicles, including motorcycles, that are registered with the Authority to be used solely on weekends and Public/National Holidays may now also be used on Fridays after 6:00 p.m.

Motorcycles:

The annual circulation licence fee for motorcycles with a cubic capacity between 125cc and 250cc was reduced to €25.

Vintage vehicles:

Through this change, vintage vehicles that travel a distance of more than 3,000 km on the odometer in one year from the licence renewal or that, over a period of two years, travel an average distance of more than 3,000 km per year, shall, upon licence renewal, be subject to the payment of the full road licence fee for that year or years in addition to the administrative fee of €8.

New vehicle registration tax and licence fee regime as from 1st January 2021 for vehicles with new CO₂ emission values:

New cars certified by the manufacturer according to the Worldwide Harmonized Light Vehicle Test Procedure (WLTP) and having CO₂ emission values of WLTP benefit from lower registration tax and licence fee rates. As from 1st January 2021, Transport Malta introduced a new vehicle registration tax and licence fee regime based on CO₂ WLTP values having a neutral or positive impact - in terms of lower registration tax and licence fees - on consumers.

USED Euro 5 standard commercial vehicles manufactured between the years 2011 and 2015 and having a maximum mass not exceeding 3.5 tonnes:

The current registration tax applicable to commercial vehicles having a maximum mass not exceeding 3.5 tonnes is dynamic and depends on the latest Euro standards. The latest Euro standard for such vehicles is no longer Euro 5 but Euro 6 and therefore, the calculation of the registration tax for used Euro 5 standard commercial vehicles having a maximum mass not exceeding 3.5 tonnes and that were manufactured between 2011 and 2015 was changed. New and used Euro 6 standard commercial vehicles continued to be charged the same registration tax.

Driver and Vehicle Licensing Unit – Driver Licensing

Driving Licences

In 2021 a total of 26,546 driving licences were renewed. A total of 2,114 licences were withdrawn or surrendered for various reasons, such as death, withdrawal due to penalty points and/or court ruling, and decision by clients to stop driving.

A total of 17,939 driving licences were re-issued with changes as requested by clients. These cases included changes in holders' addresses, name and driving licence categories, and entitlements.

Exchange of Driving Licences

The Unit also receives regular requests for the exchange of foreign driving licences to Maltese licences. Such requests are vetted through RESPER (a register of driving licences within the EU) prior to approval. To this effect, a total number of 1,085 driving licences were exchanged in 2021.

International Driving Licences

A total of 353 holders of Maltese driving licences requested an international driving licence to be able to drive in another country outside the European Union.

125cc Motorcycle Policy

In 2021, 1,576 drivers benefited from a local scheme allowing holders of a Category B driving licence to 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.

Seat belt exemptions

Throughout the reported year, Transport Malta received 313 applications from vehicle owners requesting exemptions from wearing a seat belt whilst driving due to medical conditions. Applications for seat belt exemptions are verified by the Authority's medical consultant prior to their grant.

Driver licensing and related processes

The table below lists the main transactions carried out by DVLU related to driver licensing in 2021, compared to the previous year.

Services	Number of Transactions		
	2020	2021	% Change
Learner Permits Issued	11,870	13,230	+11%
New Driving Licences Issued	5,527	7,732	+40%
Renewed Driving Licences	29,808	26,546	-11%
Driving Practical Tests	12,828	16,818	+31%
Driving Licences Exchanged	1,388	1,085	-22%
International Driving Permits	322	353	+10%
Withdrawn Driving Licences	1,325	2,114	+59%
Changes to Driving Licences	12,541	17,939	+43%

Scheduled Public Transport

The concession agreement between Transport Malta and Malta Public Transport (MPT) for the provision of a scheduled public transport service in Malta and Gozo entered its 7th year as of 2021.

The Bus Fleet

The average age of the bus fleet stood at 5.95 years at the end of 2021. Throughout the year, one new 12-metre bus was introduced to the service, bringing the total Operational Fleet to 418 buses.

Measures aimed at reducing the risk of the spread of COVID-19 when using Public Transport

Measures introduced during 2020 in order to mitigate the possible spread of the virus when using the bus service continued during 2021. This included the daily fumigation of buses, with over 122,000 fumigations done throughout the year.

A drop in passenger figures attributed to the COVID-19 pandemic was recorded, whereby there was a substantial number of persons teleworking, students attending their lectures online, as well as a sharp drop in tourist arrivals.

Passenger Trips

As per the previous year, due to the pandemic, passenger trips saw lower figures than those experienced during the record year 2019. However, there was an overall improvement of 4% when compared to 2020. Passenger numbers started improving from April 2021. In fact, passenger trip figures in 2021 were just over 30% higher between April and December 2021 when compared to the same period of the previous year.

Passenger trip figures stood at 35.1 million as at the end of 2021.

Free public transport measure

2021 saw the expansion of the free public transport measure to include persons older than 70 years of age. This measure now concerned cohorts of persons between 14 and 20 years of age, students who are 21 years of age or over, persons with disability, and persons aged 70 and over.

Despite the effects of the pandemic there were 60,933 persons who benefitted from this measure, generating 7.258 million trips, 21% of the total yearly trips. This measure cost €2.4 million throughout the reported year.

Introduction of Contactless Payments onboard buses

During 2021, a system of contactless payments was introduced on board buses, allowing payments through contactless bank cards, smartphones, and smartwatches.

Route Reliability and Punctuality

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

Average route reliability for 2021 as measured across the whole network was recorded at 99%. Average Route Punctuality across the whole network was measured at 93.4%.

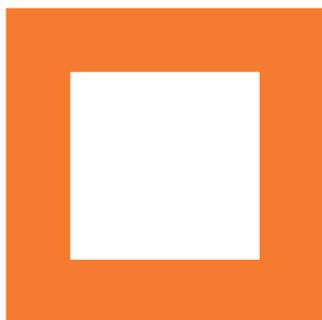
Compliance

A total of 23,462 inspections were carried out by Public Transport Officers onboard buses, on the operator's employees, including drivers, on safety, and on the infrastructure. These inspections were divided as follows:

- Safety 8,040
- Buses 6,568
- Drivers/Employees 6,571
- Infrastructure 2,283

Introduction of new services

In June 2021 a fast ferry service between Valletta and the Mġarr Harbour in Gozo was launched. To cater for the ferry passengers' needs, two direct routes were introduced. Route X133 is a shuttle route ferrying passengers between the landing site and Valletta, whilst route 300 serves Mater Dei Hospital/University. In September, a further route was added from the ferry landing place to MCAST (Paola) bearing route number 150.



Road Transport Licensing Unit

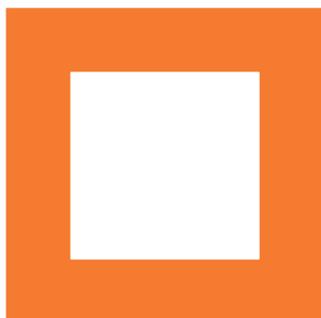
Taxi Services

Throughout 2021, the taxi sector saw a continued update of the fleet with new vehicles, notwithstanding the limitations and restrictions brought about by the COVID-19 pandemic. Several regulatory changes and other improvements to the sector that were previously agreed upon between Transport Malta and the Malta Taxi Licensed Association, were implemented throughout the year. These included the introduction of a new uniform for taxi drivers, the provision of free Wi-fi and the installation of digital advertising tablets inside taxis, and the launch of a taxi hiring app.

The Unit also maintained its continuous support towards the sector, especially through ongoing guidance on the implementation of mandatory COVID-19 guidelines, the granting of licence rebates for garaged taxis, and continuous support to the development of the new taximeter software, which was repeatedly tested until an acceptable version was achieved in December 2021. For the first time ever, wheelchair-accessible taxis were registered, making use of the government scheme for this purpose.

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

- 11 taxi vehicles were replaced with new models;
- 11 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;
- 11 new taxi drivers were licensed following the completion of the relative training programmes and tests; and
- 4 wheelchair-accessible taxis were registered.



Animals and Animal-drawn Vehicles

The Unit continued its administration of the Regulations concerning the Use of Animals and Animal-drawn Vehicles on the Road using the Document Management System developed by the Unit. Maintenance of karozzini stands and shelters was also successfully carried out despite constraints due to the COVID-19 pandemic. For the first time, this work was done through the support of TM's maintenance unit and staff.

The following are the main operational measures implemented for this sector throughout 2021:

- 41 animal-drawn vehicles were inspected;
- 82 karozzini licences were renewed;
- 3 new operator licences for the operation of karozzini were issued;
- 1 new licence for the operation of horse carriages for hire or reward (karozzelli) was issued and 29 were renewed;
- 13 new licences for the use of animal-drawn vehicles on the road for personal use or leisure purposes were issued and 223 were renewed;
- 34 new licences for horses to be used in horse riding schools were issued and 31 were renewed;
- 47 animal-drawn vehicle licences and 11 karozzini licences were modified; and
- 28 driving licences for categories Y and Z were issued.

Road Haulage

Throughout the year under review, the Unit fully supported and maintained continuous consultation with the sector, especially in ensuring a seamless cross-border supply chain during the COVID-19 crisis and preparing for the entry into force of the measures included in Mobility Pack I.

1 Community Operator Licence was renewed, and 7 new ones were issued. 3 vehicles were added to the licensed fleet while 2 were removed, and 25 Driver Attestations were issued during the same period. 3 ECMT licences for operations to non-EU Countries were also 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 the Mobility Pack I measures before the ECJ. This required the review of submissions received from the European Parliament and the Council, and the interventions submitted by 11 Member States, all of which had to be analysed and answered. The unit drafted Malta's reactions and liaised with the Ministry, the office of the AG, and the legal firm representing Malta to finalise them.

Carriage of Dangerous Goods

Throughout 2021, 1,000 drivers were issued certificates for drivers of dangerous goods vehicles following the successful completion of the related training programmes held in Malta and in Italy.

1 Dangerous Goods Safety Advisor (DGSA) certificate was issued while 8 dangerous goods vehicles were approved for registration, 3 ADR certificates were renewed, and 1 new ADR Certificate was issued.

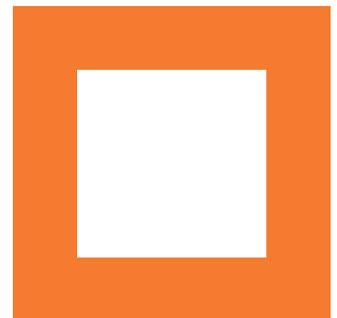
The Unit maintained its participation in the Expert Group on the Transport of Dangerous Goods of the EU and in the Working Party on the development of the ADR within the UNECE.

Carriage of Perishable Goods

The unit started issuing ATP certificates in line with the respective UNECE agreement. 58 such certificates were issued.

Car park attendants

50 car park attendant permits were renewed.



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, several quality control measures were carried out on VRT stations using a risk-based assessment. Furthermore, 3 VRT Station licences were revoked due to long periods of inactivity. The following quality control measures were also implemented:

- 208 post-VRT checks were conducted on high-risk vehicles. These vehicles were called to the Technical Services Unit for further inspection;
- 66 unannounced inspections were carried out at various VRT Stations to ensure that correct and full test procedures were being observed; and
- All VRT stations were required to photograph all vehicles undergoing a test for further checking. 10,085 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.

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). The following measures were also implemented:

- A review of all long standing CVA exemptions issued to relatives of elderly Valletta residents was carried out to confirm that these exemptions were still valid;
- Coordinated takeover of CVA-related services that were previously carried out by the Valletta Local Council; and
- Implementation of a centralised IT repository for exemption applications in line with recommendations from internal auditors.

Throughout 2021, the CVA Administration Board approved a total of 1,268 applications for short-term exemptions from CVA-related charges. The Board also approved 328

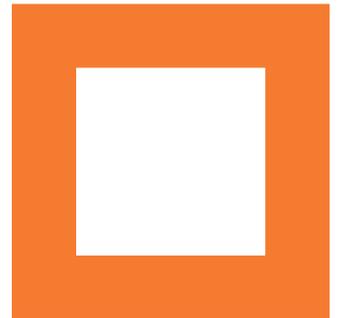
applications for yearly exemptions from CVA charges after confirming that the eligibility criteria and related conditions laid down in S.L. 65.31 were satisfied.

Out of a total of 58 contestations that were filed before the Contestation Board, 57 were approved.

Policy Development and Amendments to Regulatory Frameworks

Throughout 2021, the Road Transport Licensing Unit carried out regulatory reviews and compiled new policies which led to the publication of several amendments to transport-related regulations. These included the following:

- Developed and drafted 2 Government grant schemes, one for the retrofitting of heavy-duty vehicles with emission abatement technologies, and the other for the repowering of heavy-duty vehicles with electric drivetrains;
- Transposed Directive (EU) 2020/1833 in S.L. 65.22 (Carriage of Dangerous Goods);
- Transposed Decision (EU) 2019/984 and Regulation (EU) 2019/1242 in S.L. 65.21 (Weights, Dimensions and Equipment);
- Drafted amendments to Cap. 368 and S.L. 368.02 in relation to Budget measures, alignment with Type-approval legislation and Brexit requirements; and
- Developed, published, and implemented a policy and applications procedure for the registration of end-of-series vehicles in accordance with Regulation (EU) 2018/858.



Driver Permitting, Training and Testing Unit (DPTTU)

During 2021, the DPTTU was forced to shut down its operations for almost 3 days due to COVID-19. The Unit had to recover the backlog of various practical driving tests, which managed to be overcome in a short period of time. Despite these difficulties and limited staff, the Unit still managed to process and carry out 16,818 practical driving tests for various categories, together with hundreds of specialised tests.

Moreover, the unit handled:

- Customer care examinations which led to the certification of 1,626 drivers for light passenger transport vehicles (chauffeur driven) and horse-drawn cabs;
- 2,108 CPC periodic training applications;
- 391 CPC practical demonstration tests;
- 20 taxi driver practical tests;
- 152 driving and instructional ability tests for prospective driving instructors; and
- 1 assessment for the reinstatement of a particular driving category.

The theory testing centre was also subject to COVID-19 lockdown restrictions, resulting in a drastic reduction in the number of persons benefitting from the reading assistance service offered by Transport Malta to candidates with serious reading difficulties or medical conditions that hinder their ability to read.

The table below lists the main transactions carried out by DPTTU, compared to the previous year.

Services	Number of Transactions		
	2020	2021	% Change
Practical driving tests	11,990	16,816	+40%
Assisted theory tests	25	296	+1084%
Customer care exams	1,312	1,626	+24%
CPC Periodic certifications	1,597	2,108	32%
CPC Initial practical demonstration tests	363	391	+7%

ENFORCEMENT DIRECTORATE

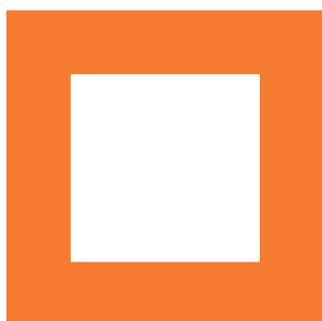
Functions and Duties

The Enforcement Directorate within Transport Malta is responsible for enforcement on land and at sea. This Directorate coordinates closely with other internal Directorates, local Law Enforcement bodies, and other regulatory agencies to ensure secure, safe, and legal transportation.

The Land Enforcement Unit responds to and investigates complaints about unsafe vehicles and other passenger carriers. This Directorate is responsible for the overall enforcement of land transport according to the provisions of the Authority for Transport in Malta Act, and other laws and regulations regarding road transport.

The Maritime Enforcement Unit ensures good order in our Ports and approaches on the coast and in bays, by carrying out effective enforcement and security patrols in line with the applicable legislation. The Maritime Enforcement Unit is responsible for providing security services in our ports as well as the enforcement of safety at sea.

These duties are carried out by the deployment of vessels manned by uniformed enforcement officers who are in constant contact with the Maritime Control Centre via a dedicated radio frequency and Valletta Port Control.

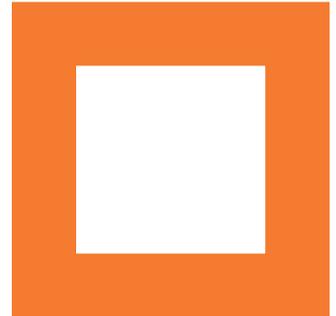


LAND ENFORCEMENT

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 the maintenance of traffic signals, including traffic lights junctions;
- Providing security services on Transport Malta 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 roadside 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; and
- 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: Directive of the 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: Directive of the 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 harmonisation of certain social legislation relating to road transport.
- Regulation 1071/2009/EC: Directive of the 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 complementary units:

- Enforcement Unit;
- Traffic Control Centre (TCC);
- Traffic Management Division (TMD);
- Engineering Unit; and
- Gozo Unit.

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

- Traffic management;
- Road closures;
- Escorting large slow-moving vehicles;
- Issuing of contraventions;
- Investigation of infringement reports;
- Removal and clamping of vehicles;
- Roadside vehicle inspections;
- Emission tests & emission alerts;
- Dedicated enforcement operations;
- Roadside checks; and
- Providing security services for Transport Malta's premises.

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

- Take account of traffic situation;
- Control traffic via rapid intervention;
- Point of reference during traffic management;
- Provide roadside assistance; and
- Guide drivers to use alternative routes.

The Traffic Management Division 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; and
- 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; and
- Research and Development.

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

Traffic Management

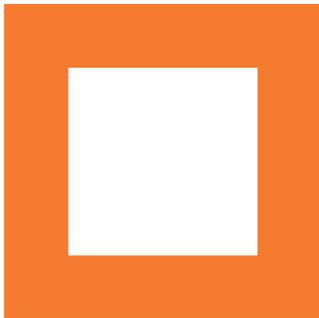
The Enforcement Unit recognises the importance of traffic management and its role in road safety. The design of temporary traffic management arrangements has developed into one of its core responsibilities. Such arrangements are to ensure that safety and traffic flow patterns are managed within capacity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

During 2021, the Enforcement Unit coordinated with the Malta Police Force and LESA regarding traffic management arrangements during rush hours in the scholastic year period.

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 2021, the Enforcement Unit received a total of 8,738 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.

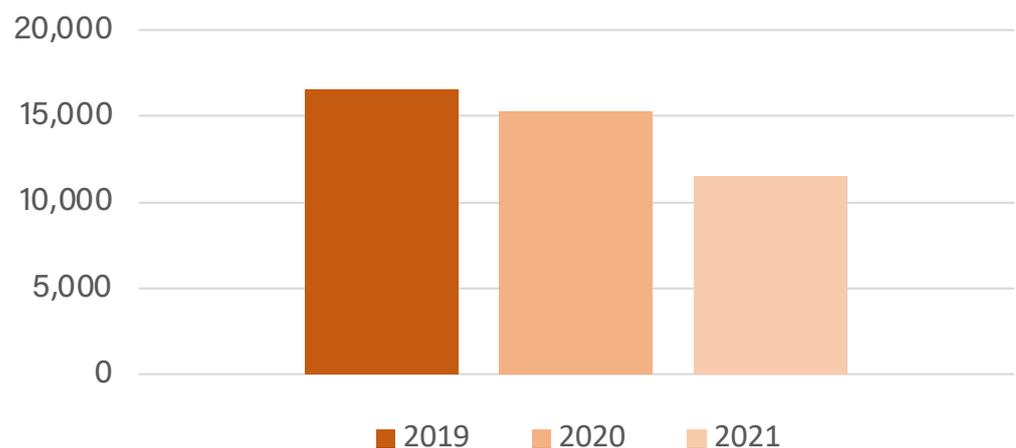
Throughout 2021, the Unit received 145 requests.

Issuing of Contraventions

During 2021, the Enforcement Unit issued 11,480 contraventions that fall under its remit.

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

Total Contraventions



Investigating Infringement Reports

In 2021, a total of 698 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 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;
- Vehicles with licence expiry exceeding 1 month; and/or
- In breach of Chapter 368 from the Laws of Malta.

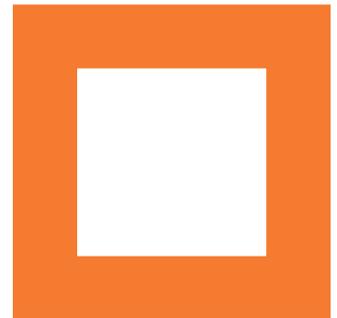
During 2021, a total of:

- 110 vehicles were clamped; and
- 237 vehicles were removed.

Emission Alert - SMS & MRTU APP

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

In 2021, a total of 166 vehicles were reported via SMS and 458 vehicles were reported via the MRTU App.



Emissions tests	Called for test	Passed	Failed	Scrapped
	414	181	22	19

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 2021 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 or second calls or subsequent dates (up to 31.12.2021). Vehicles which failed to show up were 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 to different locations every day during the morning shift where they randomly check vehicles for their roadworthiness.

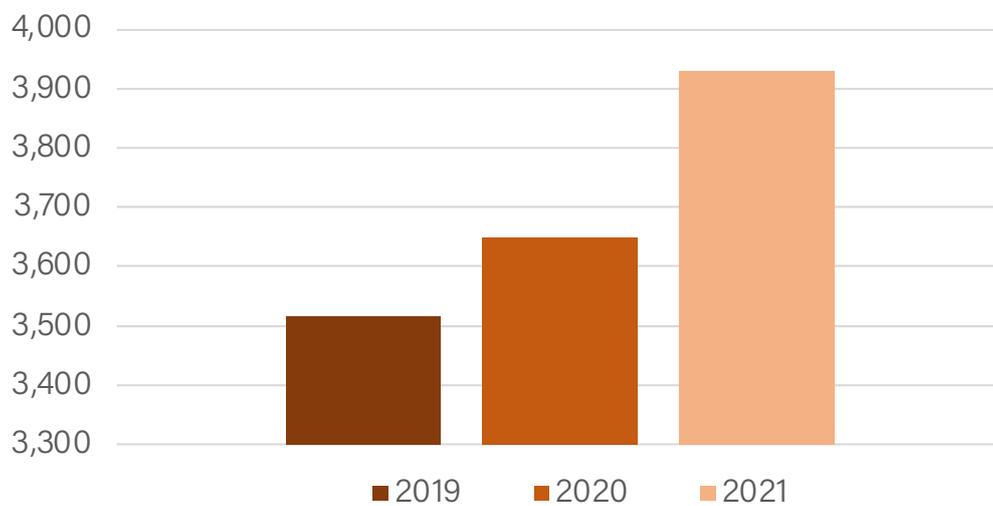
If a vehicle fails the inspection and/or test, a restriction is imposed on the vehicle licence and this restriction is only lifted once the vehicle is found roadworthy by the Transport Malta officials.

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

Roadside Inspections	Inspected	Passed	Failed
M1/N1	672	455	217
N2	1,431	816	615
N3	738	385	353
O4	166	98	68
M2*	67	50	17
M3 (route buses)	825	511	314
M3 (coaches)*	29	22	7
T5	2	0	2
Total	3,930	2,337	1,593

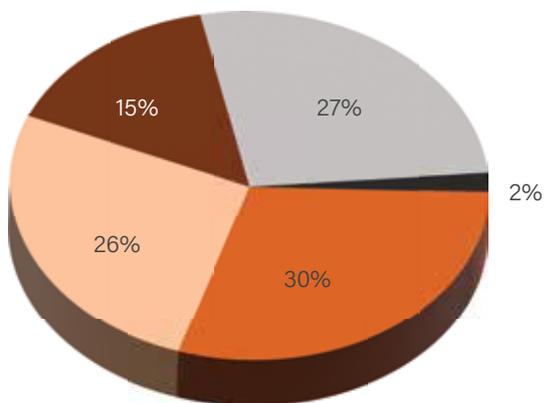
The graph below indicates the total number of roadside vehicle inspections conducted during the past 3 years:

Total Roadside Inspections

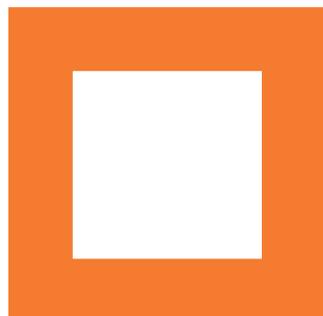


The pie chart and table below indicate the location and the number of conducted roadside inspections throughout 2021.

Locations



■ South ■ Gozo ■ North ■ PSV ■ VIU Garage



Venue (or nearest vicinity to)	Chart Area code	No. of RSI's performed in area
Bieb is-Sultan – Haż-Żabbar		134
Corradino		78
Għar Dalam/Triq M'Xlokk		179
Gudja		128
Hal Far		96
Triq Valletta - Marsa		18
Triq Hompesch/Dejma		56
Hal Kirkop Tunnels & Żurrieq	1,053	51
M'Skala Bypass		100
Triq ir-Ramla- Hal Kirkop/Ta' Kandja		80
Triq l-Industrija – Hal Kirkop		0
Triq San Anard – Hal Tarxien		33
Triq il-Kottonera – Birgu/Fgura		65
Hal Luqa		35
Gozo	69	69
Burmarrad		0
Triq Għajn Tuffieħa – Mġarr		0
Triq John Adye – Naxxar		258
Triq l-Imqabba – Siġġiewi		43
Triq il-Kosta		70
Triq l-Imġarr – Mġarr		21
Mtarfa Bypass		44
Triq Notabile – H'Attard		152
Vjal l-Indipendenza – Mosta	1,163	15
Siġġiewi/Lapsi		85
Triq id-Difiza Ċivili - Mosta		35
Triq il-Ħemsija - Rabat		96
Triq il-Fortizza - Mosta		75
Ta' Qali		27
San Ġwann		70
SPB bypass		50
Xemxija		122
City Gate (PSV's)		411
Marsa P&R (PSV's)		256
Ċirkezza (PSV's)	1,041	105
Rabat Domus		33
MIA (PSV's)		159
Others (PSV's)		77
VIU (letters)/NCL	604	604
		3,930

Other Roadside Vehicle Inspections

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

Weighbridge inspections	Inspected	Passed	Failed
	126	126	0
ADR inspections	Inspected	Passed	Failed
	87	79	8

General Vehicle Inspection Data

Tables below indicate the total number of charges to vehicle owners due to failed tests and the total number of inspections conducted throughout 2021.

Charges issued	
Badly maintained (multiple faults) during RTI's	283
Excessive emissions	20
Lights	507
Worn tyres	207
Overloading of cargo/protruding load	46
Leaks	34
Other VIU related	525
Enforcement related whilst on VIU duties (recorded)	186
Total	1,808
Total Inspections by the Vehicle Inspectorate Unit	Amount
Roadside Technical Inspections	3,930
SMS Alert Inspections (VIU Garage)	414
ADR Inspections	87
Weighbridge Inspections	126
MRTU Inspections (VIU Garage)	198
Follow-up inspection (Failures - 2 nd & 3 rd Inspections) (VIU Garage)	1,137
Total	5,892

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.

Motoring Schools

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

- Only those who have turned 18 years old can attend driving lessons;
- A learner's permit was issued by Transport Malta; and
- The instructor is authorised to provide driving tuition.

Foreign Registered Vehicles

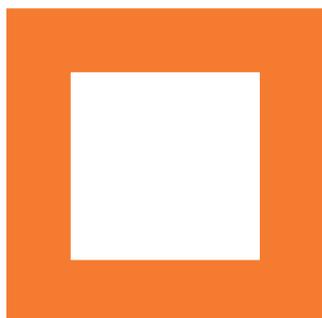
The Enforcement Unit manages the enforcement of foreign registered vehicles through a structured system based on four categories, these being:

- Vehicles imported for personal use;
- Vehicles imported by dealers for re-sale;
- Vehicles imported by non-resident workers/students; and
- 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 were authorised to provide such a service, and that no monetary or any other type of compensation was being requested by them.



Motor Dealers

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

Taxis, Cabs, Mini-Buses and Horse-Drawn Cabs (Karozzini)

The Enforcement Unit conducted enforcement operations in respect of vehicles for hire, such as taxis, cabs, mini-buses, and horse-drawn cabs. The scope of these operations was to guarantee that drivers were authorised to provide such a service, and that they were operating within the provided parameters.

Valletta Area

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

Roadside Checks

Roadside checks are periodically conducted to ensure that vehicles are properly licensed, and that drivers are in possession of a valid driving licence.

Security at Transport Malta Premises

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

- Transport Malta Head Offices, Hal Lija;
- LTD Offices, Paola;
- Testing Centre, Floriana; and
- Ports & Yachting, Marsa.

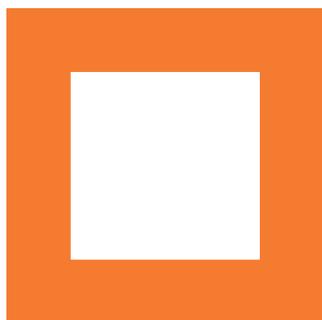
COVID-19 & Enforcement

During 2021, the Enforcement Unit allocated part of its resources to assist and enforce regulations related to the COVID-19 pandemic, mainly, the use of masks and social distancing.

Inspections were conducted at:

- Bus terminuses;
- Bus shelters; and
- On-board public transport vehicles.

A total of 2,561 contraventions were issued for broken regulations regarding the use of masks.



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 several CCTV cameras installed in 6 different areas.

A total of 140 cameras are installed 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 is a roaming on road service that provides quick clearance solutions, breakdown assistance, and traffic control for hazards, primarily on major roads during peak traffic.

The Rapid Response Officers are highly trained in incident management and are ready to attend to a range of safety and congestion related incidents.

The RTRT:

- Is on site within a few minutes;
- Works closely with the Police, Emergency Services, and LESA;
- Implements traffic diversion plans for planned or unplanned incidents or events;
- Ensures that the area around the incident or event is made safe;
- Minimises the risks of second incidents;
- Patrols designated areas to proactively manage traffic;
- Ensures the safe removal of disabled vehicles from main roadways; and
- Monitors activities that are impacting traffic flows, including road intervention works.

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

In 2021, the Authority decided to grow the motorcycle fleet and to introduce this service/operation in Gozo.

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 emergency and similar circumstances.

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

During 2021, a total of 115 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 Division 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 the optimisation of the use of existing infrastructure.

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

Requests are mainly related to:

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

Providing Technical Assistance to Local Councils

A system has been established within the Traffic Management Division, 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 2021, Transport Malta received a total of 1,261 requests.

Reserved parking bays may vary as per below:

- Communal reserved parking;
- Personal reserved parking; and
- 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 of registration is to guarantee that contractors have the necessary capabilities, and to provide a guarantee during road works.

Registered contractors are required to provide Transport Malta with:

- Contractor information data;
- Guarantee agreement;
- Bank guarantee; and
- Insurance policy.

Issuing of Road Work Permits

As from August 2015, the Traffic Management Division has been entrusted with the Road Permit System. This system was designed to be accessed through a web browser via the following link: www.roadpermits.gov.mt. The system allows entities to provide feedback as well as print permits that have been issued.

The type of permits that may be applied for are:

- RWP 1 – Major Road Work;
- RWP 2 – Emergency Road Work; and
- RWP 3 – Minor 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 2021:

- RWP 1 – 2,514 permits;
- RWP 2 – 898 permits; and
- RWP 3 – 8,165 permits.

Guidelines for Trenching Excavations and Reinstatements

The Traffic Management Division shares recommended practice through technical guidelines, which may be referred to by all interested parties and stakeholders. Guidelines provide a basic description of methods and procedures to be adopted during excavations & reinstatements.

The objective is to protect existing road structures and to ensure lifelong service.

Guidelines for Traffic Management during Road Intervention Works

The Traffic Management Division shares recommended practices via diagrams. Diagrams provide basic descriptions and indications of how traffic signs and signals should be placed during roadwork 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 Division, via Field Officers, to:

- Monitor road intervention works;
- Detect illegal road works;
- Ensure compliance; and
- Enforce against any breaches.

Regular enforcement duties include:

- Inspection prior to undertaking road intervention works;
- Inspection during execution of road works;
- Ensuring quality of road works; and
- Interventions after roadworks.

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 roadworks;
- 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; and
- Falsely applying for an emergency permit.

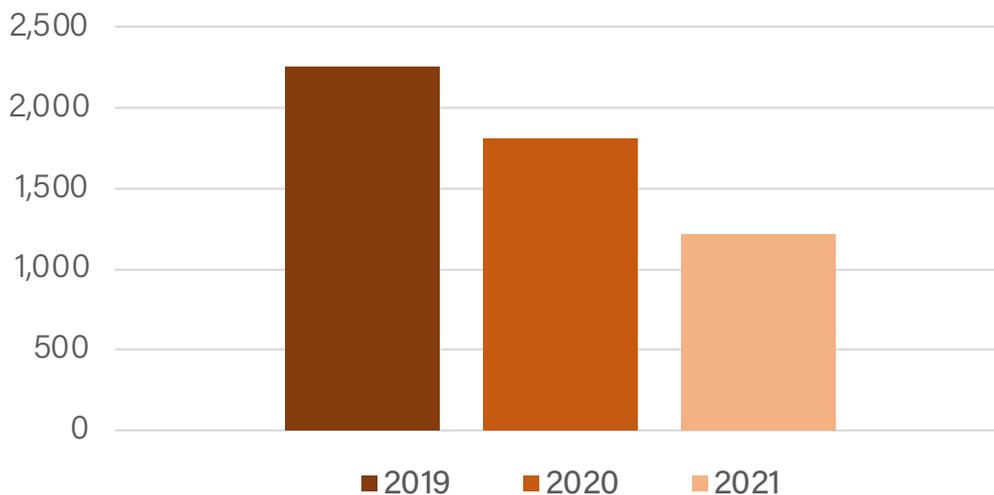
Enforcement action may include:

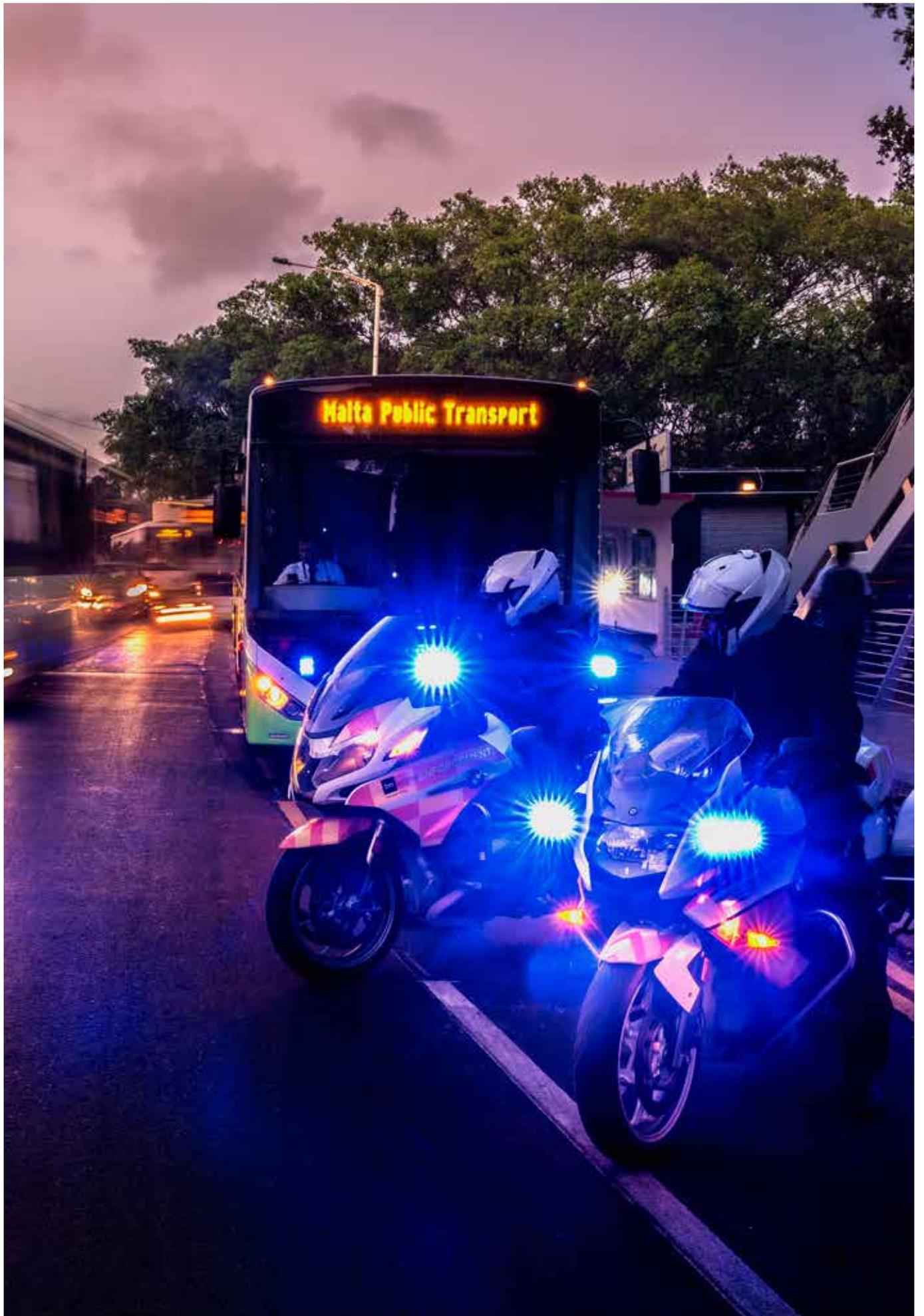
- Imposition of fines deducted directly from bank guarantees;
- Withdrawal of existing permits and suspension of any permit application;
- Immediate discontinuation of existing road intervention works;
- Immediate reinstatement of road work intervention works by the Authority to the expense of the contractor;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

During 2021, a total of 1,220 enforcement letters were issued to contractors for not abiding by laws and regulations related to road intervention works.

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

Enforcement Letters to Contractors





Installation, Maintenance, and Programming of Traffic Lights

The Engineering Unit within Land Enforcement 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 the necessary repairs.

The Unit manages all traffic lights operated by Transport Malta by creating specific programmes for each junction.

The Engineering Unit is continually coordinating with Infrastructure Malta regarding updates and reconfiguration due to the ongoing junction projects. Also, in coordination with Infrastructure Malta, several pedestrian crossings were installed or modified in conjunction with road widening projects in various localities.

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.

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 Control Committee

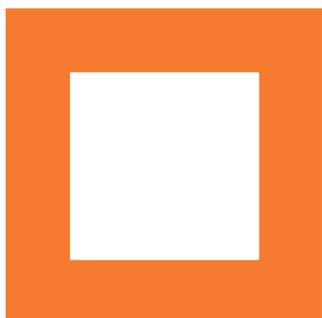
The Land Enforcement also organises and hosts the Traffic Control Committee, previously organised by the Transport Ministry. The scope of these meetings is to oversee all traffic management issues at a national level, with the active participation of all the national stakeholders involved, including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

Maritime Enforcement Unit

During 2021, the Maritime Enforcement Unit was responsible for providing security services at the Port, Port Facilities, and important critical infrastructures.

The primary role of the unit is to manage the day-to-day functions of the control room on a 24/7 basis, continuously monitor, review, and respond to incidents seen via CCTV cameras, and ensure that operations are run in accordance with the Code of Practice, the Authority for Transport in Malta's procedures Manual and the Directive 2005/65/EC. This unit contributes to the wider Authority for Transport in Malta objectives of promoting a culture of efficiency, having the capabilities to respond to security incidents, and identifying, assessing and addressing maritime security issues, with the intention of improving our abilities in the future through the most efficient use of available resources.

While we assess that our capabilities are adequate to deliver this strategy and that we already have effective mechanisms in place to counter maritime security threats, the maritime domain is extensive, and the future will see considerable expansion in the local use of the seas. We have increased the number of cameras around Valletta Harbour, particularly at Bridge Wharf, and installed another camera at a strategic point to monitor the Marsaxlokk seaside. Thus, we must continue to maximise the effect of our assets, focusing on integration and cooperation wherever possible.



Sea Enforcement

The maritime domain is vast, but not uniform – the activity taking place within it is largely concentrated within ports, shipping lanes, waterways, fixed infrastructure, and fishing grounds, leaving large swathes of the local territorial waters broadly empty. Our first challenge is therefore to monitor activity and identify that which has relevance to our security. We therefore invested significant resources in order to understand the maritime domain – gathering intelligence, sharing information, building partnerships, analysing data, and identifying concerns.

In 2021, this unit was once again committed to conducting several patrols and inspections onboard sea craft. The main aim of such patrols was to ensure safe navigation and the creation of a safe environment for bathers and seafarers alike. The unit deployed new assets consisting of 3 cuddy cabin RHIBs. This was to ensure that commercial operators keep in line with the applicable laws and regulations for the sake of good order and safety, both for the crews and passengers aboard.

This unit invested in training development, offering an employee development program which includes effective and engaging courses such as the Boat Master Grade 1. The unit will continue to provide adequate training to its employees, to be more efficient and professional in our line of duties and responsibilities.

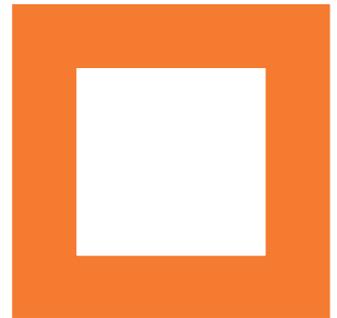
The Authority's policy has always been to emphasise the educational aspect of enforcement, and in this regard, in 2021, the unit continued to participate in media campaigns. The aim was to instil in the public a sense of awareness of the various regulations while stressing caution and responsibility, so that whenever possible, accidents which can sometimes be fatal could be avoided. This notwithstanding, the Authority continued to be vigilant and imposed the applicable administrative fines where necessary.

Transactions related to MSED	2020	2021
Vessels Inspected at Sea	2,542	2,877*
Vessels Found Contravening the Regulations	966	1,040
Charges Issued	689	713
Warnings issued	277	327
Vessels Found in Order	1,577	1,942

*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; and
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 inspections 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 2021, Transport Malta received approximately 8,175 consultation requests for the consultation of planning applications (PA), of which 2,037 were identified to require further assessment on transport-related matters internally and with other Directorates. Of these, 25 required either a Transport Impact Assessment or a Simplified Transport Study. Transport Malta has also received from the Planning Authority 183 consultations regarding Planning Control applications (PC) for changes to schemed road alignment. The Directorate also technically assessed 108 Development Notification Order (DNO) applications and 40 pre-DNO applications.

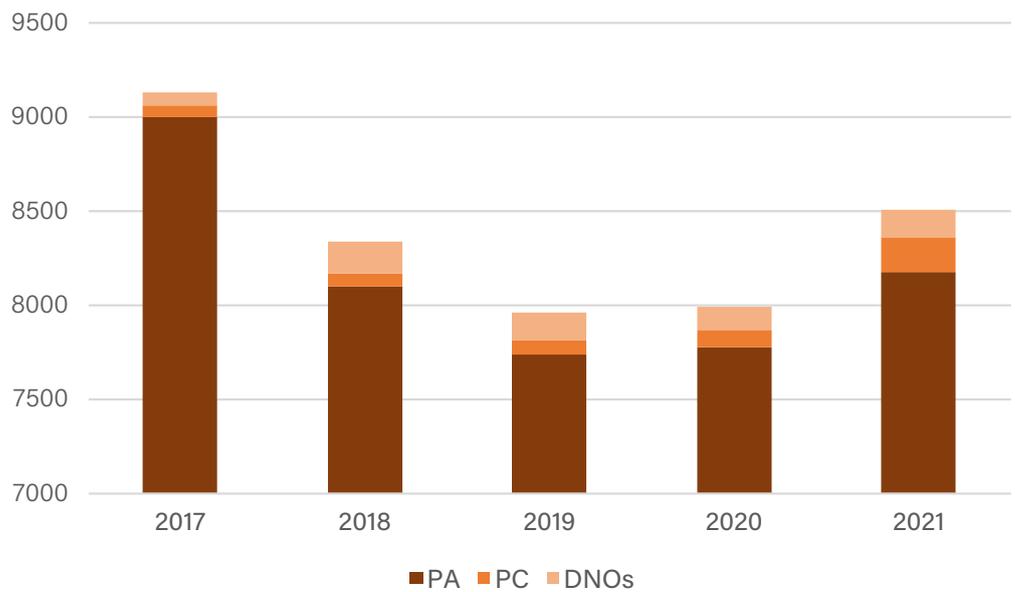


Fig. 1 - Planning applications processed by ITSD (2017 - 2021)

The 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. Twenty-one TraCC meetings were held during 2021.

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

Assessment of Speed Camera Applications

The assessment of speed cameras along Triq il-Kosta, which was initiated in 2020, as well as the necessary consultations, were concluded in the first quarter of 2021. Geospatial analysis was performed using GIS software, with the final result being communicated to the relevant entities for the necessary implementation. Additional speed limit signage was installed along the Coast Road, together with advanced signs to advise the drivers about the upcoming speed cameras. The situation will be monitored to determine the effectiveness of the installed cameras with respect to speed control and safety.



Other assessments carried out during 2021 included the revision of the speed limit in Triq Burmarrad following a €3.5 million road upgrade project implemented by Infrastructure Malta, which included changes in the road configuration. Such speed limit revision affected the existing speed camera in this road, which speed limit was then also adjusted accordingly.

Transport Malta also received a request from Infrastructure Malta for the shifting of the existing speed cameras at both ends of the Santa Venera tunnels. This was analysed and, following several discussions with the relevant entities, it was eventually agreed that such cameras were to be removed.

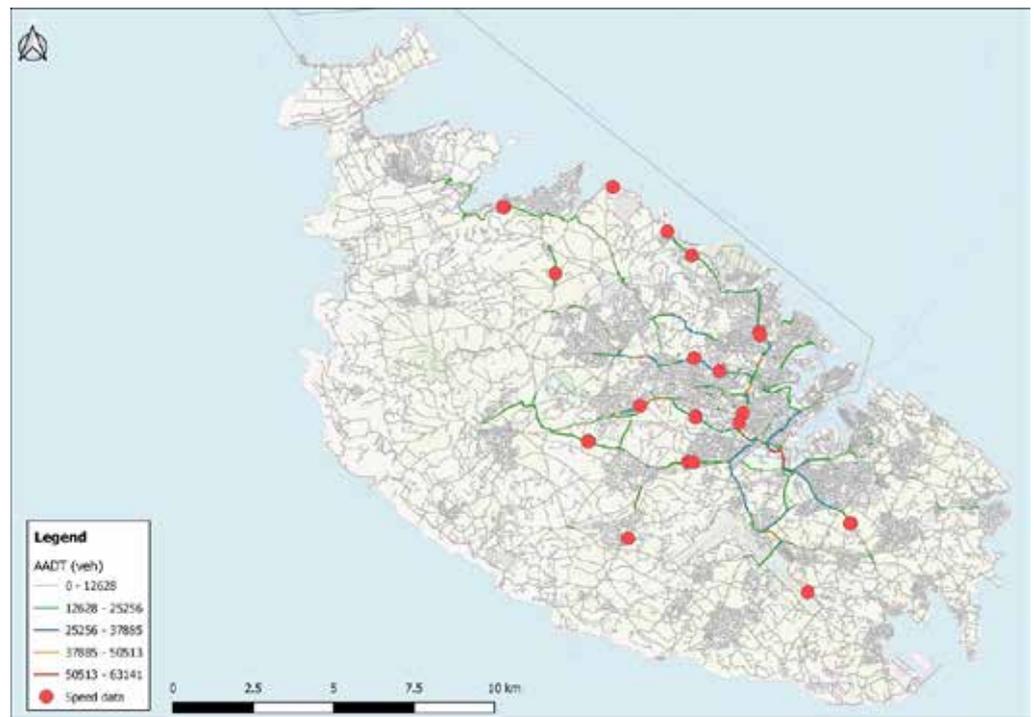


Fig. 2 - Geolocation of fixed speed cameras

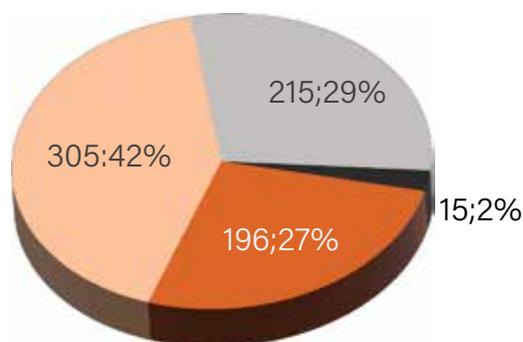
Transport Research

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 the NSO in which the police reports of the previous calendar year are cleaned and coded into a data format more appropriate for statistical and geospatial analysis. This data format is known as CADaS, which allows integration into the EU's CARE database. CARE contains road accident data for all member states of the European Union, and is an invaluable tool for not only national road safety analysis, but policy and knowledge transfer between member states. The CADaS data format allows for the collection and structuring of various microdata, such as that which pertains to weather and light conditions, road conditions, vehicle characteristics, and demographic data. It is therefore very powerful data set for establishing relationships between variables responsible for road accidents.

The Directorate analyses the datasets by categorising the injuries by years and for different types of vehicles. These are plotted on the GIS software, and the data mainly involves motorcycles, cyclists, and pedestrians and is backdated by three years: 2017, 2018 and 2019. However, the positioning of the accidents was done at a random allocation within the proximity of the reported accident into the database, because the actual coordinates are not yet available. The categorisation of the accident is done according to the type of road, locality, and road name.

The charts below depict the total injuries that involve vulnerable road users.



■ Motorcycle ■ Cyclist ■ Pedestrian ■ Other

Fig. 3 - Injuries involving vulnerable road users (2019)

In 2019, a total of 731 injuries were reported, mainly involving categories such as motorcycles, which is represented by 29% of the total 215 injuries. This is followed by 27% for pedestrians, with 196 injuries, and cyclists, with 15 injuries represented by 2% of the total.

The analysis can be visualised also through a geospatial dataset as indicated below, which shows a total of 215 injuries for the category 'Motorcycle' as a mode of transport, from the year 2019.

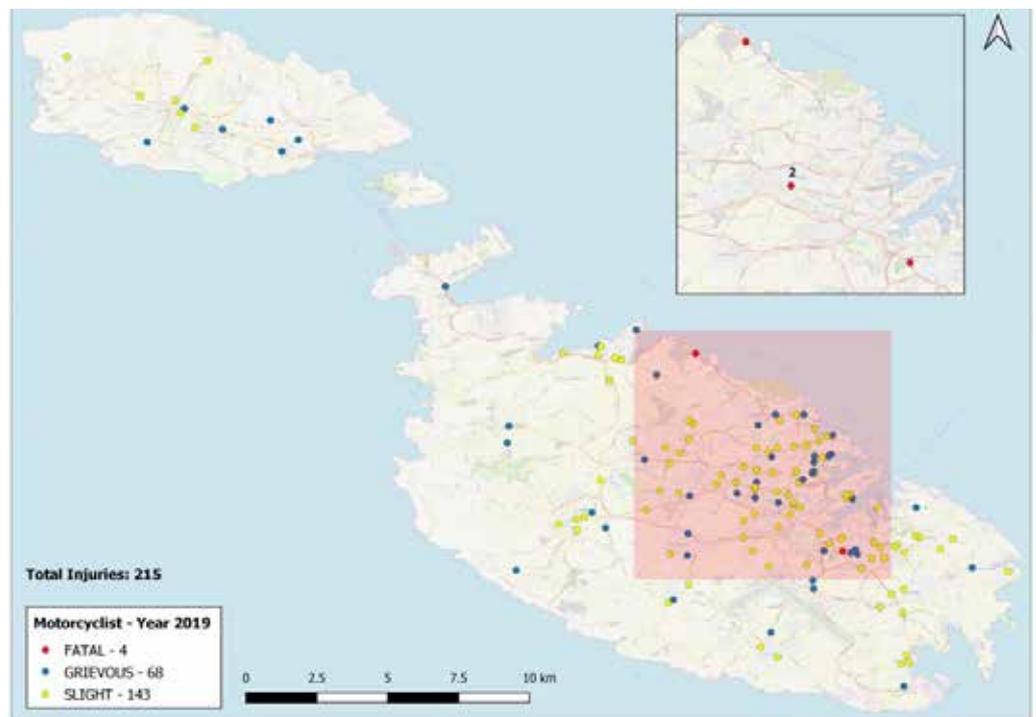


Fig. 4 – Geolocation of motorcycle injuries (2019)

In terms of Billboards, an extensive exercise has also been carried out to geo locate the billboards' location as found in place during the site visits. The ITSD Officers carried out site inspections across Malta and Gozo and registered the coordinates of each billboard. A geospatial representation is visualised below.

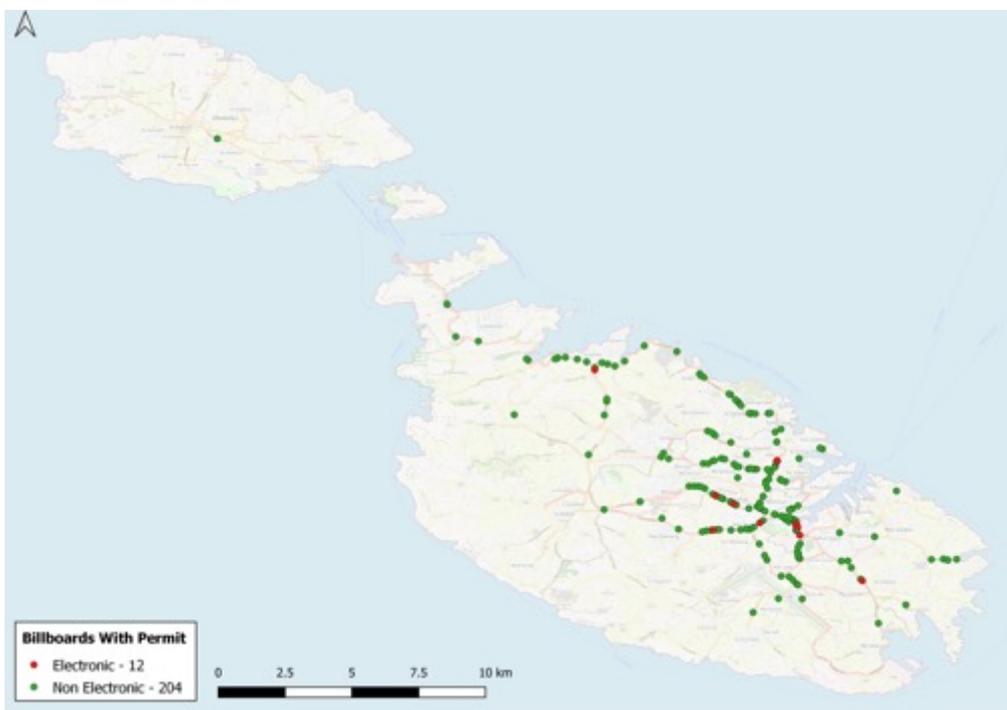


Fig. 5 – Geolocation of billboards with a planning permit



2 *Development and coordination of transport policies*

Continued development of the National Transport Model

During 2021, the Directorate continued its 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 2022 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. Over the course of the year, ITSD started the necessary groundwork in terms of collection of data and the contacting of various stakeholders in the sector for this exercise.

At EU level, each Member State is required to undertake a multimodal mapping exercise that sets out a comprehensive programme of existing and planned infrastructure to be implemented until 2030. 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, the National Household Travel Survey (NHTS) was conducted in 2021. 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.

Transport Malta collaborated closely with the National Statistics Office for this project, which brought with it a wealth of experience in conducting national scale surveys. This collaboration also allowed for the linking and crosstabulation to other micro and macro statistical datasets owned by the NSO. This enabled for deeper analysis that was not possible in previous editions of the NHTS. In collaboration, the NSO coordinated the data collection phase of the project in the form of statistical analysis which will continue to occur over the next few months. An analytical report with the results of the NHTS2021 is expected to be completed in Q1 2022.

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 will be used to develop the NTM's trip matrices, which represent trip movements from one transport analysis zone (TAZ) to another.

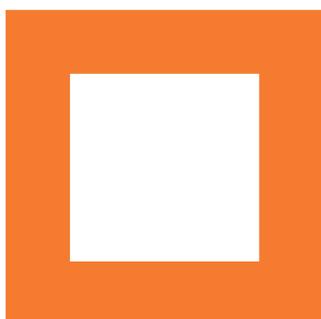


3. Development of Standards

Over the year under review, the Directorate was primarily involved in the development of standards in the area of road infrastructure safety management.

As a result of the establishment of Infrastructure Malta (under Chapter 588 of the Laws of Malta), the operational functions of the EU Road Infrastructure Safety Management (RISM) Directive were subsumed by this new agency, while the purely regulatory functions remained within the remit of Transport Malta.

Further to the amendments of the RISM Directive at EU level, during the past year Transport Malta has been working on the transposition of the new legal requirements into Maltese law. 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 to the needs and safety of vulnerable road users, that is, non-motorised road users such as cyclists, pedestrians, and powered two-wheelers, and a new type of assessment which is the network-wide road safety assessment. The first assessment is expected to be carried out by 2024 and at least every 5 years thereafter. The new Directive also makes particular reference to the need that the location of accidents 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.



4. Road Safety - Infrastructure

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.

One road safety auditor was certified during 2020 to manage the road safety audits, and during the course of the current year, more ITSD personnel received further training in road safety inspections whilst continuing with the process of undertaking Road Safety Inspections as per requirements of the RISM Directive.

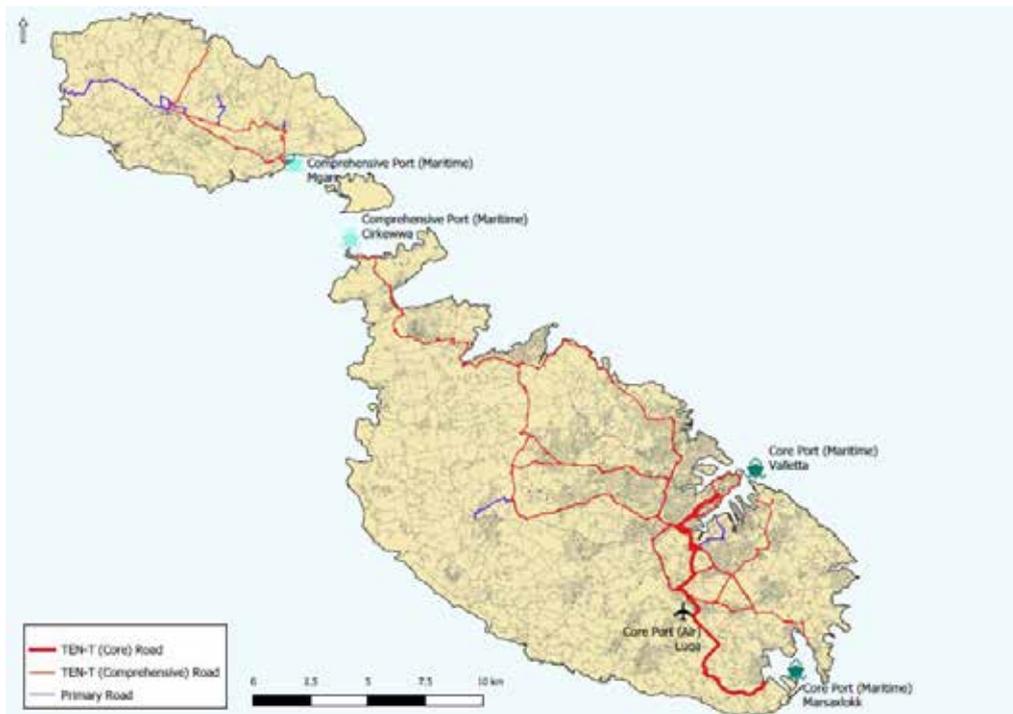


Fig. 6 – Map of roads falling within the scope of the RISM Directive

Road Safety Training

The Directorate has secured the technical support of the European Investment Bank (EIB) under the Safer Transport Platform. The EIB started reviewing and advising on the road safety management system in use in Malta, considering the application of the amended Road Safety Directive EU/2019/1936. During 2021, Consultants from EIB visited Malta and held a number of workshops and seminars at Transport Malta offices with different stakeholders, both within Transport Malta and with external entities as part of this technical support. In view of the COVID-19 pandemic, a number of other meetings were held online to discuss the progress of the tasks and resultant findings.

A pilot example of road safety network assessment and road safety investment planning has started with the video footage being recorded and passed on to external consultants for the processing and analysis of the same footage. The results from this exercise will guide Transport Malta in the establishment of a comprehensive framework for performing road safety network rating assessments in Malta. Additionally, the consultancy from the EIB will also lead to better analysis of data pertaining to road collisions, through mapping and crosstabulation analysis.

Road Safety Inspections



During 2021, the Directorate has invested in a new team who will be overseeing the road safety inspections in terms of the EU Road Infrastructure Safety Management (RISM) Directive. Road safety inspections are carried out on a periodic basis as a preventive measure to reduce the potential of road safety hazard development on our TEN-T road network. Furthermore, the directive also targets vulnerable road users in response to emerging social and mobility trends, such as cyclists, pedestrians, and other means of mobility transport.

ITSD has commissioned the preparatory work for the setting up of this Unit, which included the recruitment of new staff and targeted training in road safety, and also procured the necessary equipment, hardware, and software, in order to carry out the required timely interventions and to utilise the best practises and approach associated with the requirements set in the Directive.

5. *European Union affairs*

Assessment of EU legislative proposals

The Directorate contributed on a number of dossiers being discussed throughout 2021 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), Recovery and Resilience Plan, "Fit for 55", and the Connecting Europe Facility.

In July, the Directorate jointly organised an online conference of the Scandinavian-Mediterranean TEN-T Core Network Corridor Macro-region "Mediterranean" with the Italian Ministry of Infrastructure and Transport. This conference was attended by more than 60 transport stakeholders from Italy and Malta.



Bilateral Meetings

The Directorate participated in a number of bilateral meetings held online between the Government of Malta and the European Commission. These included topics such as: the European Semester, mobility package, emergency transport measures under COVID-19, and the review of the Trans-European Transport Network. ITSD has also contributed to the continued development of TENtec, the European Commission's information system to support the TEN-T policy and serve various reporting obligations of geographical and technical data. Meetings have therefore looked to improve the collection of data and to continuously update technical and financial data for the entire TEN-T network on a section-by-section basis. The final objective of this is developing an automated data exchange solution together with other Member States.

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), the European Transport Safety Council, and the Asia-Europe Meeting of Transport Ministers (ASEM).

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 are participating in the project by collecting data on the Key Performance Indicators in road safety, such as speed, distraction while driving, and the use of protective equipment by motorcyclists/cyclists.

Corporate Services Directorate

Functions and Duties

The Corporate Services Directorate (CSD) provides support services to all Directorates across the Authority in areas of business longterm 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 and corporate legal matters.

Long-term planning and alignment of organisational capabilities

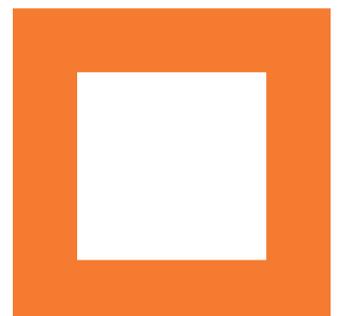
Authorities operate in a dynamic and fast-changing environment which makes the formulation of a consistent strategy very challenging. Executing that strategy is even more difficult, and therefore, managing and surviving change becomes increasingly important. The Authority looks deep into organisational 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.

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 2021 included the publication of 37 open calls comprising public tenders and 5 quotations. The total value of works, supplies, and services awarded during 2021 amounted to €5,792,652.75.

The Tendering Committee, which is composed of a chairman, a secretary, and four members, meets regularly and reviews for approval all procurement and purchase requests that are in excess of €2,500 exc. VAT. In 2021, the Committee met 32 times and dealt with 1,834 items.

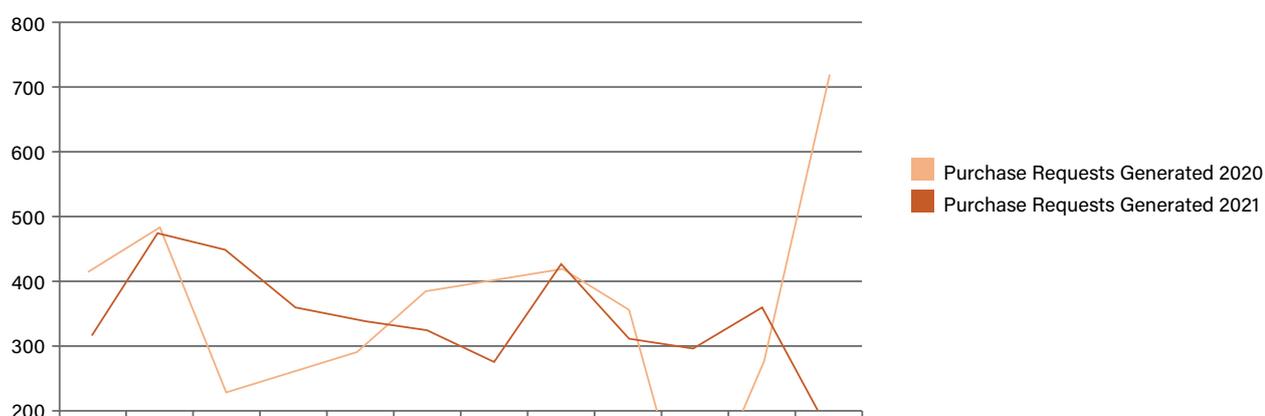


Tendering Committee Meetings January - December 2021

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
No. of Meetings	3	4	2	4	3	2	4	2	2	3	2	1
No. of Items	146	223	178	225	207	83	171	93	152	103	163	90

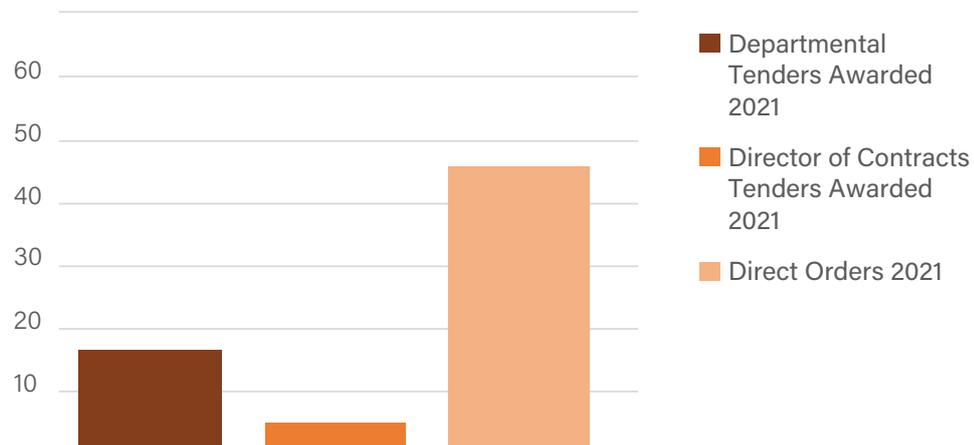
Number of Purchase Requests Throughout 2021

2021	317	477	449	363	340	326	277	429	311	300	359	168
2020	416	485	230	260	292	386	405	418	357	/	279	718



Number of Awards in 2021

Departmental Tenders Awarded	1	2	1	5	0	2	3	6	3	0	2	0
Director of Contracts Tenders Awarded	1	1	0	0	0	1	0	2	0	0	0	0
Direct Orders	1	5	4	5	5	3	3	6	2	10	4	5



Risk Management, Policy and EU Affairs Department

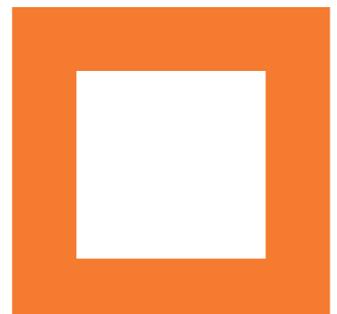
Throughout 2021, the Risk Management, Policy and EU Affairs Department was focused on four main pillars: Risk Management, Policy, Sustainable Mobility, and EU Affairs.

Within the Risk Management remit, the Department prepared and presented a Framework and Charter that has set the foundations and guidelines for all future risk management assessments. This included the planning of a common platform where all risk and related mitigation efforts shall be recorded, escalated, and mitigated as required. This is with the intention of commencing a thorough risk assessment exercise across the Authority in 2022. In addition, the Department organised a training course which comprehensively covered the risk management function and theories related to the same issues. The training, which was offered to and attended by all Directorates within the Authority, was spread over six half-day sessions. In addition, a series of professionally animated presentations were prepared to act as an informative tool to support all employees to better understand the role, requirements, and obligations of both operational and project risk management and mitigation.

From a Policy perspective, the Department has continued to act as a central coordination point for transport-related policy within the Authority, and has also been instrumental in discussions on various initiatives and policy development on the EU front, particularly within areas related to Climate Change. This was in addition to participating in and representing Malta in various fora, including those related to cleaner, sustainable, and alternative mobility. In addition, we participated as thematic experts and contributed towards ensuring future funding availability in new and emerging technologies through various funding programmes. As a team, we have also been successful in obtaining the support of the Commission to further develop a sustainable and urban logistics plan for Malta and Gozo, and to advance significantly on the development of the Cycling Policy and Guidelines, with the latter aimed for publication in 2022.

The above feeds into our continued efforts in Sustainable Mobility, which include the coordination and implementation of EU funded PROMETEUS, NAPCORE, SMITHS, EnerNETMob, and DESTINATIONS, amongst others. The final conference of the PROMETEUS project was hosted by Transport Malta as lead partners in April 2021 and was well-attended by stakeholders interested in the field and in the results of the project. The implementation of all measures within the Civitas DESTINATIONS Project was also completed successfully, and this included a series of measures aimed at testing and studying scenarios such as smart parking systems and last mile delivery solutions. Work on NAPCORE and the setting up of an ITS platform have also steadily advanced, with the former feeding into a platform designed and planned to be set up in the coming months where all mobility service-related initiatives can come together to provide visibility of multimodal options to all users, thus enabling seamless but cleaner journeys.

The sustainable mobility aspect of the Department has also been strengthened with increased focus on promotion and outreach, with the ultimate aim of challenging the current national modal split, which is heavily inclined towards the use of the private car. A series of initiatives in this regard have been organised to reach all segments of society. In addition to the now annual presence of Transport Malta at Fresher's Week,



where the Department provided support and gave out freebies related to walking and cycling as modes of transport and which were funded by the EnerNETMob project, the Department reached out to other educational institutions at all levels. At primary school level, a competition was launched where young students were invited to artistically show what sustainable mobility means to them. The response was overwhelming, and an award ceremony will be organised in early 2022. Secondary and post-secondary schools were invited to register for interactive sessions on the subject of cleaner and alternative mobility. For these, a member of the team will meet the students and have an open discussion with them on their challenges, but also highlight opportunities with regard to becoming more sustainable in their travel needs as they start to gain more independence. These initiatives are complemented by the continued collaboration with EkoSkola, which throughout the year works with schools and students to achieve more sustainable school and neighbourhood environments. Through this collaboration, the Department has also been approached by individual schools seeking to instil a more sustainable travel culture with their students to deliver presentations or hold discussions. Such requests are welcomed as they help to bridge the gap and better understand the mobility needs of the community. The promotion of sustainable transport will be increased with two extensive nation-wide campaigns planned in 2022 and spanning over 2 years, as part of the SMITHS project and the Malta Recovery and Resilience Plan.

The approach in this field is multifaceted and has also included investment in human resources through specialised training. An agreement has been reached with the EIT Urban Mobility Hub and part sponsorship by the Embassy of the Netherlands for a training course on cycling infrastructure. The training, which was opened to interested parties from other entities and then to the general public, includes sessions and onsite workshops led by an urban planner where the concept, design, and implementation of cycling infrastructure that is adequate for the local setting will be studied.

From a planning perspective, through the DESTINATIONS project, the first Sustainable Urban Mobility Plan (SUMP), which focused on the Valletta Region, has been prepared. This exercise, which provided us with the know-how on SUMP development, will be



expanded to cover the whole of Malta and Gozo so that each of the six regions will have a dedicated SUMP and logistics plan incorporating well-studied short, medium, and long-term measures.

Furthermore, in its continued EU Affairs-related efforts, the department has engaged continuously in internationalisation and external relations, including taking part in discussions and negotiations as well as the implementation of agreements reached. 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.



Customer Care Operations

1. Introduction

The following refers to a synopsis of the major operations by the Customer Care Operations Team in Ħal Lija which took place during the year 2021.

The content and context below refer specifically to the Customer Care Operations Team in Ħal Lija, within the Strategy & Corporate Services Directorate. The team is currently located at the LTD DVLU Hall at the Transport Malta Head Office in Ħal Lija.

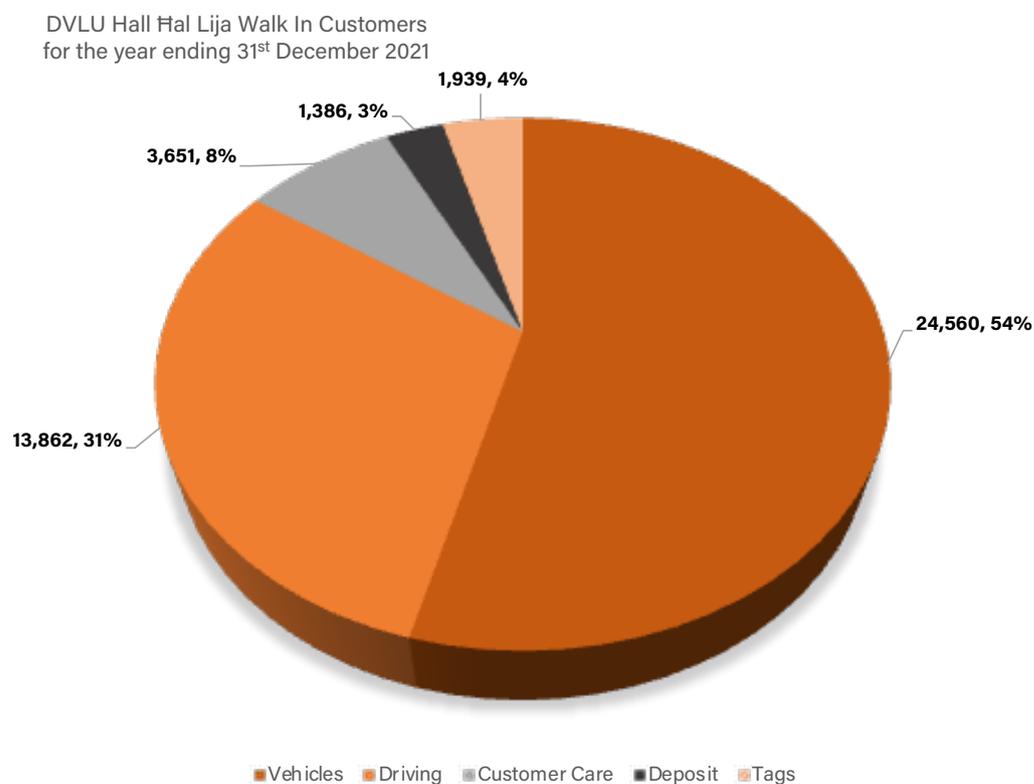
2. LTD DVLU Hall Ħal Lija customer walk-in

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

It can be deduced that the majority of customers that visited, that is, 24,560 customers, made use of services pertaining to Vehicles. They are represented by 54% of the walk-in crowd.

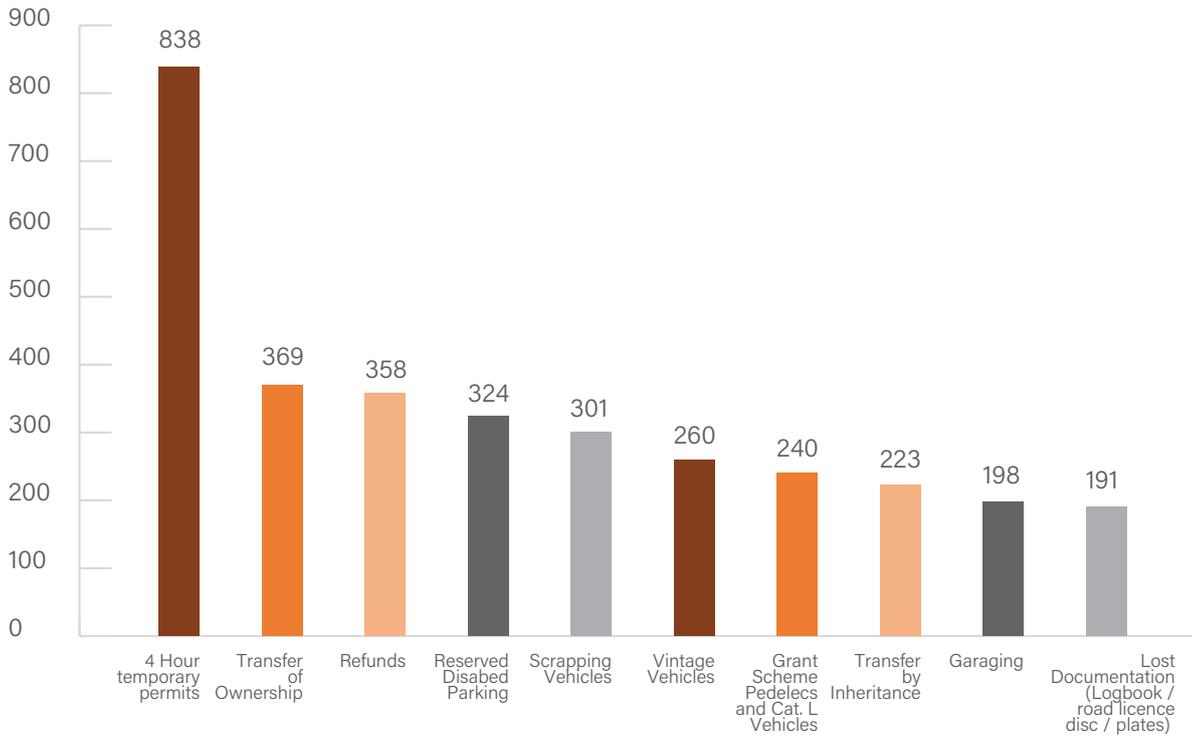
	Qty	%
Vehicles	24,560	54
Driving	13,862	31
Customer Care	3,651	8
Deposit	1,386	3
Tags	1,939	4
Total	45,398	100

The following pie chart illustrates the DVLU Hall Ħal Lija walk-in customers for the year ending 31st December 2021, representative of the table above.

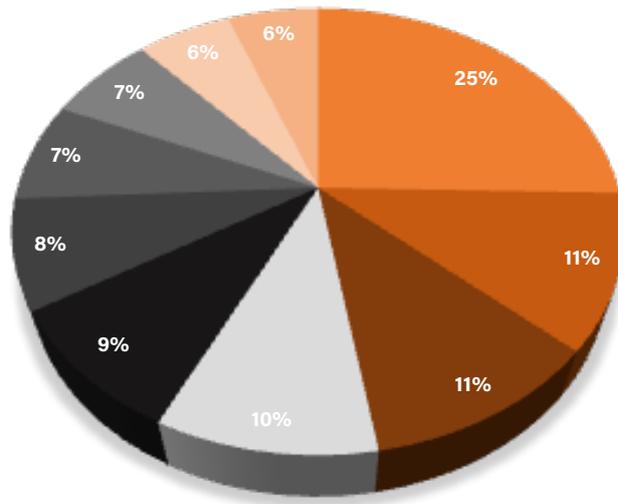


The ten most frequent transactions for which customers visited the Customer Care Team at the DVLU Hall in Ħal Lija all refer to queries relating to Vehicles, which consist of the following in order of frequency as per table below and corresponding illustrations which follow. In total, the Customer Care Team satisfied 5,178 queries related to 3,651 customer walk-in visits.

Rank	%	Qty	Description
1	25%	839	4 Hour temporary permits
2	11%	369	Transfer of ownership
3	11%	358	Refunds
4	10%	324	Reserved disabled parking
5	9%	301	Scrapping vehicles
6	8%	260	Vintage Vehicles
7	7%	240	Grant scheme - pedelecs and category L vehicles
8	7%	223	Transfer by inheritance
9	6%	198	Garaging
10	6%	191	Lost documentation (logbook/road licence disc/plates)



Customer Care Lija - Top 10 Customer Queries Percentage for the year ending 31 December 2021



- 4 Hour temporary permits
- Transfer of ownership
- Refunds
- Reserved parking for Disabled
- Scrapping vehicles
- Vintage Vehicles
- Grant scheme - pedelecs and category L vehicles
- Transfer by inheritance
- Garaging
- Lost documentation (logbook/ road licence disc/ plates)

3. Standard Operation Procedures (SOP) Document

This document consists of a compilation of Standard Operation Procedures compiled by the Customer Care & Operations Section at Hal Lija within the Customer Operations & Experience Unit of the Strategy & Corporate Services Directorate.

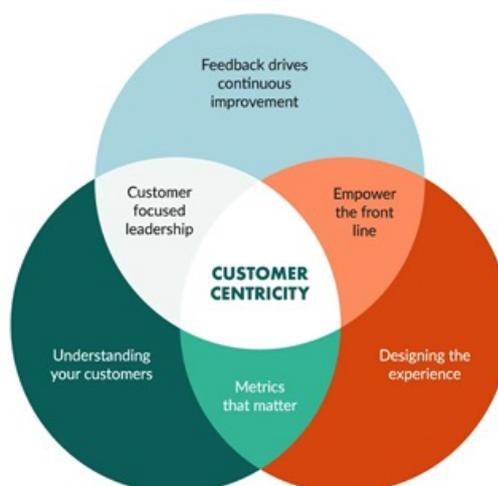
The creation of this document refers to collaboration with respective Directorates, in liaison with the Manager of Customer Care. The actual document creation and compilation was maintained by the Senior Manager of Customer Operations.

Such document was created for the attention, perusal, and maintenance of respective Directorates as per information received by such, as well as the Customer Care Team of Hal Lija and Paola.

4. Customer Centricity Courses

Customer Centricity is an organisational strategy that is based on putting one's customer first and at the core of one's operations, in order to provide a positive customer experience.

When an organisation puts its customer at the core of its operations, and combines this with a proper customer relations management setup, the organisation may collect a wealth of data, which gives a full 360-degree view of its customer base. This data can then be used to enhance one's customer experience.



A series of training workshops in conjunction with Customer Centricity were organised by the Strategy & Corporate Services Directorate. These workshops were prepared and performed by Brian Mifsud, Senior Manager of Customer Care & Operations, to Transport Malta Customer Care Executives and other front-line Transport Malta Officers across the Authority.



This training was spread across June and July 2021.

Objectives:

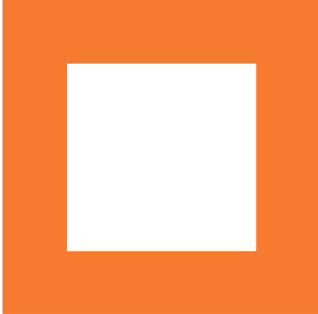
- Introduction of Customer Centricity culture within Transport Malta;
- Conformity with P&SD Directive 4-1; and
- Training existing customer relations executives and customer-facing personnel.

Course Duration:	3 sessions of 2 hours each
Course Venue:	Media Hall, Transport Malta, Ħal Lija
Number of groups:	8 groups
Number of participants per group:	15 participants per group on average

These training workshops were organised and delivered as part of an array of initiatives by CSD, meant to introduce a culture of Customer Centricity within Transport Malta.

Upon completion of these training workshops, 20 main scenarios were distinguished for the purpose to be potentially considered with respect to the possible rectification of current situations.

An evaluation report has been compiled and forwarded to top management for their attention and perusal.



5. Newsletter

During the year under review, the CSD issued 4 Newsletters, all of which followed a soft structure to create rapport across the Authority in a casual written form.

The Newsletters were issued in March 2021, June 2021, September 2021, and December 2021.

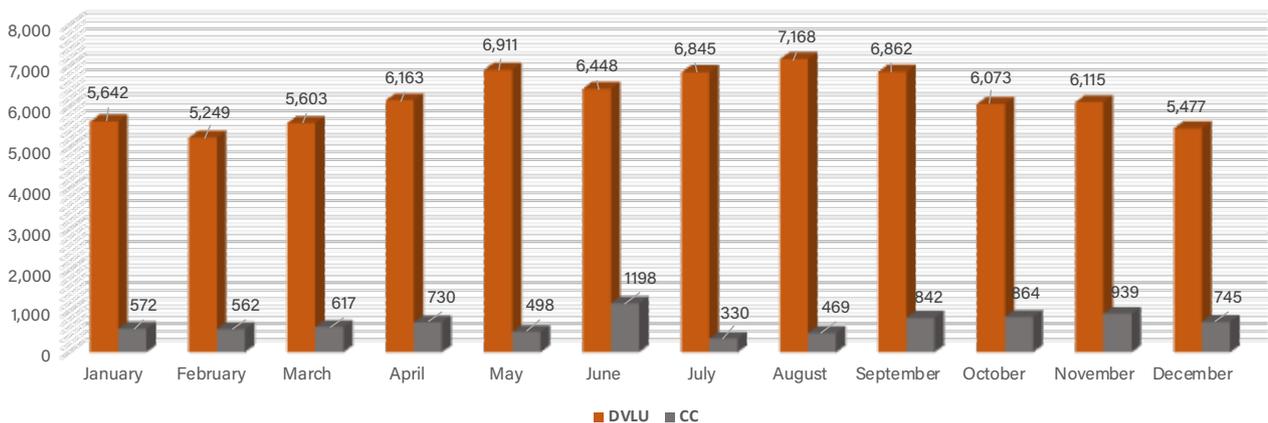
Each Newsletter entailed an editorial, an interview, write-ups in conjunction with the seasonality of the respective newsletter, and a calendar of events of the months to come, all of which is compiled by the Senior Management of Customer Care Operations & Experience.

Paola DVLU and Customer Care Experience Operations

Synopsis

During the year 2021, the Customer Care team at Paola recorded a total of 74,556 visitors at the DVLU Hall and a total of 8,366 visitors who required customer care assistance. On average, 11% of clients required assistance from our team. This does not include assistance at filtering stage, such as checking of forms.

YEAR 2021	January	February	March	April	May	June	July	August	September	October	November	December	Total
DVLU	5,642	5,249	5,603	6,163	6,911	6,448	6,845	7,168	6,862	6,073	6,115	5,477	74,556
CC	572	562	617	730	498	1,198	330	469	842	864	939	745	8,366
%	10%	11%	11%	12%	7%	19%	5%	7%	12%	14%	15%	14%	11%

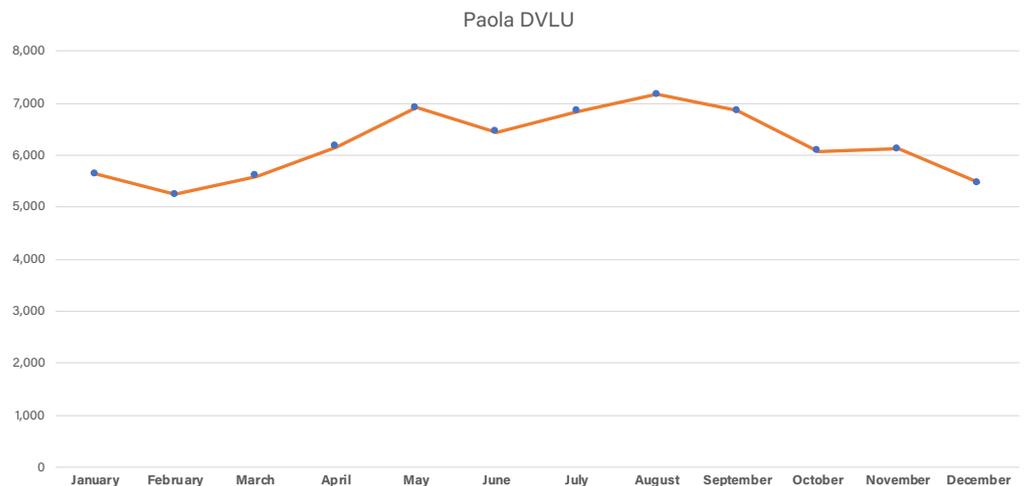


DVLU Operations

Statistics show that the busiest month was August 2021, whilst the slowest month was February 2021.

YEAR 2021	January	February	March	April	May	June	July	August	September	October	November	December
DVLU	5,642	5,249	5,603	6,163	6,911	6,448	6,845	7,168	6,862	6,073	6,115	5,477

Top 5 months	
August	7,168
May	6,911
September	6,862
July	6,845
June	6,448



Customer Care Assistance at Paola DVLU Hall

Statistics show that the busiest month was June 2021, whilst the slowest month was July 2021.

YEAR 2021	January	February	March	April	May	June	July	August	September	October	November	December
CC	572	562	617	730	498	1,198	330	469	842	864	939	745

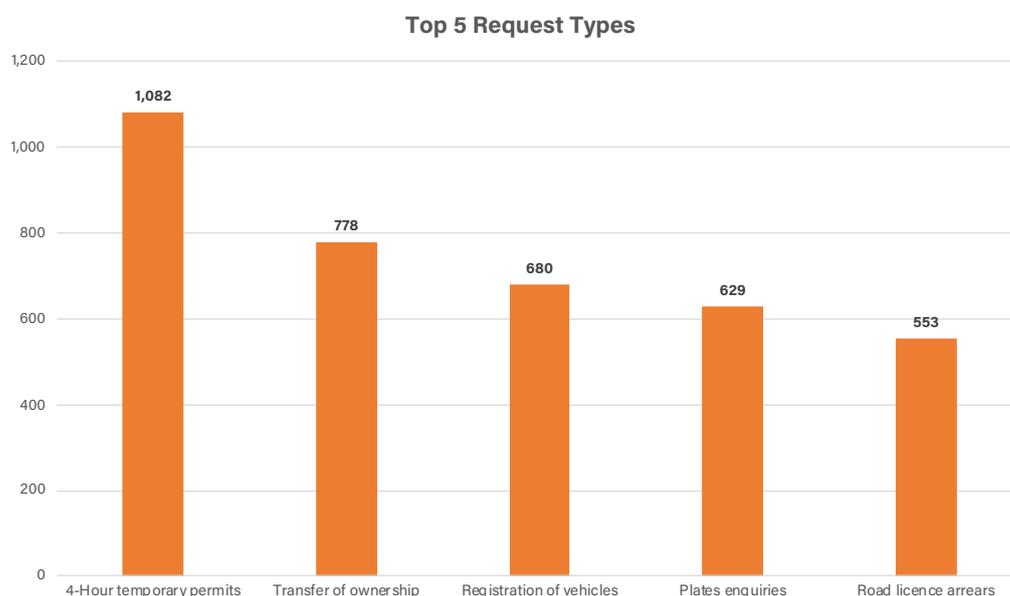
Top 5 months	
June	1,198
November	939
October	864
September	842
December	745



Request Types

During the year, the Customer Care team handled 10,683 requests from visitors at the Paola DVLU Hall. These do not take into consideration repeat requests from the same visitors. Hence, for instance, if a client asks for three different 4-Hour temporary permits on one occasion, this is counted as 'one 4-Hour temporary permit'. On the same basis, a client asking about road licence arrears on two different vehicles is counted as 'one Road Licence Arrears request type.'

Top 5 Request Types	
4-Hour temporary permits	1,082
Transfer of ownership	778
Registration of vehicles	680
Plates enquiries	629
Road licence arrears	553



	January	February	March	April	May	June	July	August	September	October	November	December	Total
VEHICLES													
4-Hour temporary permits	74	86	86	116	99	67	73	140	84	84	115	58	1,082
Transfer of ownership	45	54	52	45	34	11	19	152	84	118	81	83	778
Transfer by inheritance	6	5	9	11	5	2	2	12	19	10	18	11	110
Garaging	17	25	15	24	16	2	12	120	59	60	73	50	473
De-garaging	6	10	15	11	9	6	6	72	37	35	30	20	257
Scrapping vehicles	26	28	19	42	17	3	12	72	73	75	80	61	508
Exportation of vehicles	2	3	4	6	3	3	1	4	6	2	17	2	53
Registration of vehicles	85	75	87	56	40	19	24	84	59	60	37	54	680
Transfer of Residence exemption	21	9	25	18	10	9	18	28	15	21	19	23	216
Temporary permit for non-resident workers	0	0	1	3	0	0	0	0	0	2	2	1	9
Temporary permit for non-resident students	0	1	1	0	0	0	1	0	0	0	8	0	11
Vintage Vehicles	54	51	58	57	25	9	13	60	31	29	43	27	457
Grant scheme - scrapping	9	5	4	25	21	10	9	132	17	15	16	16	279
Grant scheme - electric vehicles and plug-in hybrids	4	2	4	30	24	3	5	4	13	22	24	17	152
Grant scheme - pedelecs and category L vehicles	n/a	n/a	n/a	73	49	15	20	100	63	52	71	68	511
Grant scheme - LPG	1	1	2	13	9	2	2	8	1	10	7	5	61
Grant scheme - wheelchair accessible vehicles for hire and reward	n/a	n/a	n/a	n/a	0	0	1	0	0	0	2	0	3
Change of engine	11	13	19	11	5	8	4	20	11	15	15	7	139
Change of address on logbook	1	4	8	3	2	0	3	12	15	20	24	10	102
Changes in logbook	4	5	3	1	0	1	3	32	7	8	2	11	77
Tinted permit	2	1	0	4	2	1	1	4	0	4	6	0	25

	January	February	March	April	May	June	July	August	September	October	November	December	Total
VEHICLES													
Conversions (body type/Y to private/QZ to LY etc)	9	12	16	8	4	5	4	20	7	12	7	6	110
VRT	7	4	6	5	2	0	2	12	4	2	4	1	49
Vehicle restrictions	22	17	11	27	15	10	5	4	5	5	9	9	139
List of vehicles on client's name	19	23	3	34	20	9	5	16	8	9	11	4	161
Road licence enquiries	46	17	36	60	54	18	12	12	20	28	29	25	357
Road licence exemption	2	3	2	0	0	3	1	0	4	4	5	1	25
Road licence arrears	28	29	33	105	40	12	18	56	105	66	35	26	553
Refunds	14	9	29	31	18	11	16	36	25	20	24	20	253
Lost documentation (logbook/road licence disc/plates)	8	10	12	17	3	1	3	44	46	55	97	110	406
Plates enquiries	39	31	29	50	20	5	18	116	88	83	81	69	629
Public Service Garage	3	4	3	3	1	1	0	8	1	0	0	1	25
Carriage of Passenger Operator Licence	1	1	0	0	0	0	0	0	0	0	0	0	2
Legal issues	1	3	0	0	0	0	0	0	0	0	0	0	4
Technical issues	2	4	1	2	2	0	0	0	1	0	3	0	15
Weekend scheme	n/a	26	32	14	24	3	3	52	19	17	19	17	226
Mileage	n/a	n/a	n/a	n/a	n/a	n/a	n/a	8	0	0	3	1	12
LTD - Others	29	6	7	5	5	1	8	8	23	20	28	26	166

	January	February	March	April	May	June	July	August	September	October	November	December	Total
VEHICLES													
DRIVING													
Learner permits	4	6	6	8	3	1	3	4	4	5	10	1	55
New driving licences	8	6	5	8	5	3	6	8	6	19	16	8	98
Driving licence renewals	31	21	18	13	19	12	12	56	28	24	25	22	281
Exchanges of driving licence	13	20	18	18	11	2	4	52	22	42	23	9	234
International driving permit	0	0	0	0	1	0	1	4	5	7	2	1	21
Tachographs	0	0	1	2	0	0	0	8	5	2	2	0	20
Driving tests	7	5	6	6	12	5	3	16	1	0	2	0	63
CPC enquiries	2	5	6	4	1	1	0	0	1	4	8	5	37
Category Renewals or Inclusions	9	7	12	12	12	1	6	16	12	18	10	14	129
Renouncing of categories	n/a	n/a	0	1	0	0	0	4	3	0	2	0	10
Highway Code	0	0	0	3	0	0	0	0	0	0	0	0	3
Seat belt exemptions	0	1	0	4	1	0	0	0	1	4	3	0	14
Penalty points & revocation of licence	4	10	11	17	3	1	5	8	12	14	12	8	105
Lost driving licence or counterpart	1	5	3	4	1	3	4	12	24	13	10	9	89
Enquiries about driving in Malta	0	0	1	2	2	1	0	4	1	0	2	0	13
Changes on driving licence/learner permit (address/ surname etc)	1	0	12	4	0	6	3	4	11	13	17	3	74
Driving - others	4	6	3	0	5	0	2	4	10	4	8	3	49
TAGS													
White taxi tags	0	0	0	0	1	0	0	0	0	0	0	0	1
Light passenger tags/Minibuses/Buses tags	6	2	4	5	4	1	4	0	0	1	0	0	27
Tags - others	3	11	6	2	1	1	1	0	7	8	1	3	44

Information & Communication Technology Directorate

The ICT Directorate administers all IT related matters within the Authority and provides support to all employees. The Directorate is divided into three main units; ICT Operations Unit, ICT Business Solution Unit, and the Administration Unit. All units fall under the Chief Information Officer. There is a strong sense of teamwork and motivation amongst its members, consequently achieving a high level of performance. Training of personnel is a fundamental part of capacity building, thus, all ICT Personnel have been encouraged to attend training programmes aimed towards professional development and knowledge enhancement at the workplace. These training programmes have been financed by the Authority.

ICT Operations Unit

The ICT Operations Unit consists of 2 sections: networks section and support section. The following is a list of major projects successfully executed by the Operations Unit during 2021.

Networks Section

The networks section oversees the Authority's infrastructures. Transport Malta is in the process of having two segregated infrastructures: Corporate Infrastructure and Road & Coastal Infrastructure. Its main duties include managing and monitoring the infrastructures by providing support and maintenance to all the setups in different locations. This section also provides calculated recommendations to keep on improving the infrastructure for better business continuity and efficiency in providing various services across the network.

ICT Support Section

The ICT Directorate 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 users in a resourceful and prompt manner. All requests are dealt with, and priority is given according to urgency. ICT support technicians provide assistance to users in relation to their technical difficulties and business. The ICTD adheres to the ITIL practices for IT activities, such as IT Services Management and IT Asset Management, that focus on aligning IT services with the needs of business.

During 2021, ICTD logged around 8,000 incidents; 95% of these incidents were completely escalated, solved, and closed accordingly.

List of Operational Projects:

Project	Description	Date
Business Continuity Plan	Following the business continuity plan to provide back all critical services to end users after the 2020 incident.	2020/21
Remote working readiness	ICTD took all necessary actions to set up all Transport Malta users for remote working in case of force majeure or individual necessity.	2020/21
Port Workers Mobility	In the critical business for the Port Workers officers as part of our business continuity plan, tablets with cellular connectivity were provided and users were also trained in relation to their day-to-day business.	Jan-21
VPN accounts	Virtual Private Network (VPN) connections are crucial for remote working and accessibility outside the office environment. New structure and configuration as per industrial and security standards were planned and implemented.	Feb-21
CAD Examination Centre	Within the Civil Aviation Directorate examination centre, a number of high-profile tests are set. Due to its sensitivity, a solution was recommended and implemented in order to have the examination rooms more secure and minimise the risk of plagiarism.	May-21
Comino Tower	Port Enforcement and Security identifies Comino as a critical point for surveillance. A high-end technological camera was installed on Comino Tower, monitoring the main required spots. Due to its remote area, cellular technology is being used as part of Transport Malta's Road and Coastal Infrastructure.	Jun-21

Fast Ferry Terminals (Malta and Gozo)	Nowadays, Wi-Fi coverage within public spaces is part of the provided service to the public. Transport Malta has provisioned and set up a public filtered Wi-Fi connection at both terminals. The terminals are also equipped with surveillance and security cameras as well as large screens for promotional broadcasting.	Jul-21
Queue Management	Efficiency can be measured by the least waiting time at the window. A homogeneous queue management solution is being planned and is currently implemented at the licencing and driving units. The solution provides different reporting and dashboards to provide a positive customer experience.	Sep-21
Corporate Infrastructure	Transport Malta has embarked on setting up and implementing a new corporate infrastructure. The infrastructure will be focusing on day to day needs for corporate use, including a corporate Wi-Fi service.	Ongoing
Road and Coastal Infrastructure	An ambitious project is the standardisation of Road and Coastal Infrastructure. ICTD has set up a standard setup to simplify the implementation of new capital projects. This objective has been reached with the collaboration of Infrastructure Malta as our main stakeholder in capital road projects.	Ongoing
Centralised Printing Service	The ICT Directorate conducted a feasibility study regarding its printing services. The main objective is to have a system that provides functionality of centralised print queues and management services, as well as scanning and photocopying services, composed of multifunction devices strategically placed around the offices.	Ongoing



ICT Projects Unit

The ICT Projects Unit is mainly aimed at current and new initiatives in relation to business solutions. The unit focuses on analysing business needs to determine the necessary business re-engineering, to use technology as the catalyst for change and simplification processes.

The unit also indulges and explores different emerging technologies, especially solutions using technologies such as Blockchain and the introduction of AI (Artificial Intelligence) to provide an added value to the business.

In 2021, the Projects Unit was responsible for coordinating, managing, and implementing several projects in various Directorates within the Authority. These projects vary from national to EU funded projects, as well as from small to large-scale projects.

Completed projects

Directorate	Description	Completion Date
LTD		
eReg – Book a plate	End customers have the functionality to reserve a personalised 3 x 3 number plate online.	Jan-21
Driving Online Licence Renewal	New functionality for authorised drivers to renew their expired driving licences including any required workflow online.	Oct-21
Road Licence	A simplification measure to provide the end customer a one stop shop experience when renewing their insurance policy. The insurance company will have the functionality to issue the Road Licences on behalf of Transport Malta.	Jun-21
VAT on EUCARIS	Transport Malta implemented the required directive in relation to collected VAT on registered car with the Central European system (EUCARIS).	Dec-21
MSD		
Seafarers Certification Unit portal	New Seafarer portal for online registration by Mariners/Marine companies. A new solution which replaced a fully manual process and operations to a more digital and online service for end customers.	Dec-21
MSD DDMS Study	A full study in relation to the implementation of a data and document management system. This study has also been extended and MITA embarked to evaluate the possibility of having a sector wide solution.	Dec-21

ITSD		
TPU – ITSD	A quick solution for ITSD in relation to client support and business continuity.	Oct-21
NHTS Project	National Household Travel Survey in collaboration with ITSD, NSO, MITA, and other stakeholders to release a web application. All hardware and necessary integrations were provisioned efficiently with MITA, leading to the system being launched within the very strict deadlines.	Dec-21
General		
Single Digital Gateway	ICTD together with the business owners took the full initiative to update all information in relation to the provided services to be in line with the SDG requirements.	Mar-21
eForms - WAS	Utilising the central government Workflow engine, ICTD managed to analyse, design, and implement the following eForms to be utilised by the general public: Scrappage Schemes application form Grant Scheme application for Hybrid and Electric Vehicles Application for the Grants in relation to the purchase of Pedelecs and Category L vehicles Parking Bay – Blue badge holder Parking Bay – Reserved Parking permits	Jun-21
TM Intranet -SharePoint Initiative	Transport Malta indulged in a new initiative and migrated all shared folder/data into an online central repository. This is part of the remote working readiness so that all users have access to their business data anywhere, anytime. ICTD has managed to configure and launch the intranet and migration has successfully been completed at CAD, PYD, ICTD, and ITSD to Microsoft SharePoint Online.	Dec-21
TM Chat Bot	To provide a unique online experience, ICTD implemented a chat bot on the Transport Malta website to guide and provide instant information to the general public.	Nov -21



Ongoing Projects

Directorate	Description
LTD	
Non-Commercial Vehicles registration	Auto dealers will have the functionality to register any non-commercial vehicles (both new and second hand) online.
Web Accessibility Standard	ICTD together with the business owners and in collaboration with MCA is updating the online presence to be in line with the Web Accessibility Standards requirements.
EUCARIS	ICTD, together with LTD, is analysing the business requirements to enhance the integration with EUCARIS to provide further information about Pro drive – Toll Services and Vehicle Registrations.
Vintage Cars	Functionality to align all categorised Vintage vehicles as per legalisation requirements.
Public Service Garage	The implementation of all business requirements in relation to Public Service Garages.
SIS Integration	As part of the EU collaboration for security purposes, the car registration solution will be integrated with the EU Central Schengen Information System (SIS).
Motorcycles VRT	A new functionality which will be provided to VRT garages to capture VRT test results on all motorcycles.
Animal Drawn Vehicles	The implementation and digitisation of Animal drawn vehicles registration and licence renewals, including online services directly to the end customers.
PYD	
Nawtika App	Re-designing the Nawtika app to provide an added value to seafarers with various online services in relation to maritime requirements.
Small Ships Register	The digitisation and implementation of a new solution covering the small ship register business, including the registration and renewal of the vessel. Eventually the solution will also include online services in relation to licences and competence certificates as well as the commercial vessels and mooring service.

General	
Port Security	A new solution is being implemented to cover the document management and workflows in relation to the Port Security business.
Enterprise Resource Planning	An authority-wide underlying solution to consolidate financials and resource planning.
SDG Phase 2	As part of the Single digital gateway requirements, we are in the analysis of phases to provide the private vehicles registration functionality to EU citizens before migrating to Malta.
Redaction Software	The implementation of a redaction software to anonymise captured videos during road safety inspections.
Eforms – WAS	<p>Utilising the central government Workflow engine, ICTD is currently in various phases of analysis, design, and implementation of the following eForms to be utilised by the general public:</p> <ul style="list-style-type: none"> Temporary Permit for foreign registered vehicles used by non-resident students Change of details – colour, de-garage, or export Exemption from Motor Vehicle Registration Tax Light passenger transport services operator licence Taxi Driver Permit Driver’s Permit of light passenger transport vehicles Driving Instructor Application Other day-to-day business forms
Intranet/SharePoint Initiative	The migration and readiness for the MSD and Chairman’s Office. Continuous training and support for end users.



ICT Governance and Security

ICT Risk Register

The ICT Directorate has an ICT risk register. This register is an efficient and effective tool to identify potential risks on day-to-day operations. Its main tasks include the identification, logging, tracking, and updating of new potential risks; these tasks are carried out in coordination with other units within the ICT Directorate. The risk register tool is also used to fulfil regulatory compliance and acts as a repository for all identified risks. It includes additional information such as nature of risk, reference, owner, and mitigation measures. The risk register plots the impact of a given risk over its probability.

Cyber Security Awareness Campaign

The ICT Directorate, in collaboration with Transport Malta's Data Protection Office, organised a campaign to educate and train its employees regarding best practices on cyber security in the workplace. Short educational videos and messages are sent biweekly, highlighting topics such as phishing attacks, removable media, passwords and authentication, physical security, working remotely, emails, and internet usage.

Documentation of ISO27001

ISO27001 is the International Standard for Information Security, and it establishes the best-practices approach and helps the organisation to manage its information security by addressing individuals, processes, and technology. Transport Malta, in collaboration with third parties, is working to be compliant with this international standard. The ISO 27001 aims to help the directorate to make the information assets more secure.

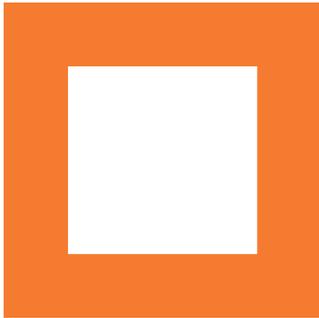
IT Equipment Evaluation Committee

An internal committee has been set up to assess any incidents involving IT assets which are no longer under product warranty and have been damaged or stolen. Users will be summoned in front of the Committee to give a detailed explanation on how the equipment was damaged and the members of the committee decide the way forward.

Administration Unit

The administration unit is the component which consolidates all ICTD units' effort in managing the day-to-day administration tasks required to keep the directorate moving forward and efficiently. The core functions of the Administration Unit within the ICT Directorate include:

- Procurement of all IT hardware, software, consumables, and networking equipment;
- Processing of all invoices for payment;
- Petty cash administration;
- Monitoring of all ICT related Tenders and Call for Quotes;
- Maintenance and repairs on photocopy/ printing machines;
- Management of ICT store and stock reordering levels;
- Inventory of ICT assets;
- Renewal of contracts on IT systems;
- Telephony services and connectivity; and
- Documenting and review of standard operating procedures (SOP) within the Administration Unit.



Conclusion

In a digital era, 2022 will bring a number of ambitious challenges. These will mainly focus on planning and actual implementation for technology refresh, from legacy solutions to setup standards where external entities will adhere to a streamline process and integrations. During the year, ICTD is planning for large scale IT systems which shall cover full business, to add value both to the business and at customer level by providing a positive online service experience.

“Without continual growth and progress, such words as improvement, achievement, and success have no meaning.”

Benjamin Franklin

Maritime Security Compliance and Monitoring Department - National Port Security Officer (PSO)

2021 has been a busy year, and 2022 promises to be much the same. During the year 2021, the PSO department incremented on the gains made in the previous years in the intentional shift to a modern outcomes-driven, anticipatory regulator for National Maritime Security Compliance. This department is now more effective at identifying regulatory risks, vulnerabilities, and gaps in security coverage. The PSO's constant challenge has been to preserve these gains and continue to address identified security risks, emerging pain-points and increased demand for our leadership and coordination into cross-government priorities. Like the previous year (2020), the Chairman and CEO has strongly continued to commit further to this function as the national maritime security regulator and competent authority function for Ports, Port Facilities and Domestic Ships. Strong appreciation must be given to the Chairman and CEO, who has completely elevated and re-organised this function to a level beyond the previous standards. This appreciation must also go to all the departmental staff for their constant efforts in this work. The department has also embarked on assuming leadership in coordinating the EUMSS and CISE initiatives with the EU/EMSA.

The PSO and his maritime security team take a fully collaborative, inter-Governmental approach with other agencies that have an interest in ensuring international ships and port facilities continue to play their part in securing Malta's maritime domain and that of all the EU and other countries. To maintain this momentum across the wide range of regulatory security compliance, security monitoring, and security enforcement tasks, the PSO Office and the maritime security team worked tirelessly, notwithstanding that 2021 was also overshadowed with the international COVID-19 impacts.

On the international level, the team works with various partners and stakeholders, such as the European Commission, the International Maritime Organization's Maritime Security Division, the US Coast Guard, the European Maritime Safety Agency (EMSA), and local Maritime Security stakeholders, to build capacity and share best practices in maritime, port, and port facility security throughout local jurisdiction, Europe, and the rest of the world.

Underpinning all the department's work is the recently updated National Maritime Security Programme, which provides a clear and broad direction for Malta's maritime security sector through its pillars of understanding, engaging, preventing, and responding to



maritime security threats through a comprehensive multi-agency approach. This valuable work, while mostly carried out backstage, is the foundation that enables the relevant Maltese Authorities to effectively curb maritime related crime and illicit activities in our ports in a direct and coordinated manner together with all our stakeholders. The PSO team recognises the importance and interconnectivity of information communications and technology systems integration, applications development, data analytics, and mobility.

Thanks to the forward-looking initiatives championed by the Chairman and CEO, over 2021, this department continued to register many improvements in these areas, particularly in retiring manual systems and processes to allow our specialised staff to work more effectively and efficiently on a digital platform. To be a more interoperable team, the department needed to develop, maintain, and grow the ability to create, use, and share high-quality data and intelligence. For this to happen, the investment of the CENTIC platform featured as one of the highlights of 2021, enabling this office to better evaluate the effectiveness of response options and update the national maritime security contingency plans.

Maritime cyber risk refers to a measure of the extent to which a technology asset could be threatened by a potential circumstance or event, which may result in shipping-related operational, safety, or security failures because of information or systems being corrupted, lost, or compromised. The PSO Office promoted a more intensive cyber risk management assessment as a means of identifying, analysing, assessing, and communicating a cyber-related risk and accepting, avoiding, transferring or mitigating it to an acceptable level, considering costs and benefits of actions taken to all our esteemed stakeholders. The maritime security strategy, as envisioned in our Maritime Security National Programme, highlights the PSO's overall initiative to support safe and secure maritime/port operations ensuring that maritime business clusters become more operationally resilient to cyber risks.

In conformance with the applicable legislation, regulations, and a bespoke Integrated security management system (involving a clear security strategy and National Maritime Security Programme, including a bespoke Quality Management System (QMS)), the office of the PSO is rolling out an upgraded security doctrine across our four commercial ports and our head office/PSO Offices and all Transport Malta Port Facilities featuring the department's three core roles: Regulation, Compliance, and Response, namely:

- **Regulation**

The Director/PSO and his team help to develop and maintain the national maritime security and compliance regulatory enforcement regime that governs all our maritime security operations in our ports and port facilities/relevant installations, as well as our domestic ships, through our work, domestically and internationally;

- **Compliance**

The Director/PSO and his team ensure operator compliance with all the security regulations through our regulatory regimes and newly developed compliance operating model and platform called CENTRIC; and

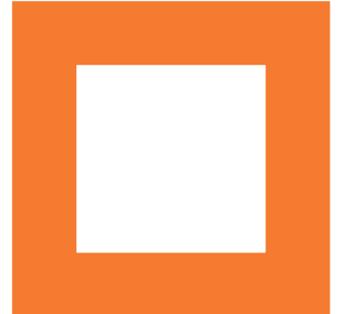
- **Response**

The Director/PSO and his team provide a 24/7 national ISPS Code (International Ship Port Security Code) coordination service and manage national maritime port security incident and monitoring and response capability as stipulated by legislation.

Throughout the year 2021, the Director and PSO and his team brought together these three core roles to drive and achieve three key outcomes: National Maritime Security Monitoring, Secure Ports, Port Facilities, and Domestic Ships compliance in operation, and Response plans to foster Business Continuity for the whole local Maritime Industry and sector. The PSO team members remain fully committed to understanding the needs and challenges of maritime participants in fulfilling their obligations by providing advice and help where possible, through quarterly Port Working Committees and constant visits and activities such as coordinated ISPS Drills and National Exercises observing strict security protocols and clearances.

During 2021, the situation in Libya added to a complex trading environment that required considerable pre-transit due diligence and continuous security monitoring as to Malta's vessel traffic in local waters and ports. The complexity of the onshore security situation is, however, held in stark contrast to the relatively benign maritime domain. All these aspects and other similar issues were dominant features of our coordinated security intelligence work. In this manner, this office has continued its commitment to operate as a modern regulatory, compliance, and response competent authority function. It worked to balance effective delivery of its current operations with longer-term thinking, capability-building, and domain leadership. The scope is to position the Maltese maritime domain in the best of ways with our international stakeholders for a changing future in these sectors.

Our business intent is to continue operating as a credible and respected intelligence-led, evidence-based, risk-focused department, one that makes consistent and effective decisions as the national regulator. This will enable the Authority to assume a leading position in security compliance and risk-management on a level playing field with the best in the international maritime industry and community.



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 1,200 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 70 entry requests to port terminals daily, which amounts to approximately 25,000 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. 7 ISPS drills were conducted in 2021 in all 3 of the Transport Malta port areas, and included Ship Security Alert Systems (SSAS), cyber security, CCTV system usage, personal searches, vehicle searches, evacuation, and intruders. In the month of August, a 6-hour-long ISPS Annual Drill, with the subject of 2 suspect devices, was held at Boiler Wharf with the assistance of medical services, Malta Police Force, AFM, and the Civil Protection Department. The outcome of this drill was successful in localising the devices, which proves that the system works, however, it was noted that all the authorities realised that an evacuation system needed to be established. This immediately triggered the unit to install the evacuation system, which immediately started being set up in all terminals.

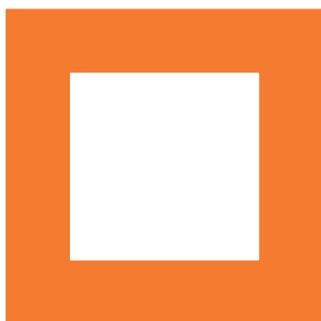
Marketing, Communications and PR

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 press 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 of 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 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 programs, and in 2021, the Authority had its own television programme called It-Trasport: Art, Aġru u Baħar, filmed entirely on our premises in *Hal Lija*.



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.

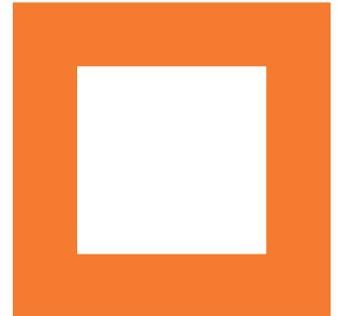
In 2021, Transport Malta took part in various events, both locally and internationally. The Monaco Yacht Show, a yachting event held in Monaco, was one such significant international event. In Malta, the Authority took part in the Freshers' week held at the University of Malta and MCAST with a stand and numerous giveaways, to promote its annual Back to School campaign. Unfortunately, other events that the Authority used to take part in pre-pandemic, were cancelled or postponed.

One major event that the Authority was also highly involved in was the launch of the public presentation for the proposal of a metro system in Malta, held in Valletta. This unit coordinated the logistical aspect of this launch and the information centre which was set up for a duration of two weeks at the City Gate in Valletta. Printed promotional material such as leaflets and postcards were handled by this unit, as was the promotional material on social media.

The Marketing, PR and Communications unit also plans and promotes various campaigns aimed at creating awareness on particular 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 2021 included:

1. Bus 70+: a campaign to promote free public transport for senior citizens over the age of 70.
2. Budget Measures 2021, including grants and schemes.
3. Il-Baħar Ingawduh Flimkien: the annual campaign to promote safer practices at sea. In 2021, there were 4 themes within this campaign:
 - Don't swim close to slipways and don't obstruct access to boats;
 - Respect the limitations of the boats around you. Don't jeopardise others;
 - Power-driven vessels shall keep out of the way of sailing vessels and vessels engaged in fishing; and
 - Enjoy yourself and your food but take all your leftovers with you. Don't litter.
4. Back to School campaign: Three infomercials were created for this campaign in 2021, all related on easing road users' commute during busy periods. These three themes were:
 - Promoting the updated Maltese Roads Traffic Updates mobile app;
 - Promoting the free towing service offered by the Authority during rush hours; and
 - Launch of new bus routes to facilitate the commute of those going to higher education institutions.

5. Drones campaign – Throughout the month of September, a number of GIFs related to the use of drones and safety practices were posted on Transport Malta's social media, in order to encourage the correct use of these devices.
6. Don't Drink and Drive Campaign 2021 – "Thallix jum jgħaddi mimli dmugh. Jekk se tixrob issuqx!" was the slogan used for this year's Don't Drink and Drive Campaign. The Travellers' new song Sigġu Vojt was featured in the campaign video and other promotional material. With its heart-wrenching lyrics, Transport Malta reminded the public that not drinking when driving is a sentiment which should be echoed not only throughout this festive season, but throughout the entire year.



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

The primary role of the Ports Commercial Unit is the facilitation and enhancement of maritime trade and activities within ports, coastal areas, and territorial waters, while 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, namely the Port Concessions Unit, the Training & Certification Unit, the Commercial Vessels Unit, the Small Ships Register Unit, and the Moorings & Berthing Unit, with each of these having a specific function in terms of regulating 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 the maximisation of 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 ports and facilities. This Unit is responsible for the efficient management and monitoring of concessions, service contracts, and other types of agreements in respect of port facilities and services. All contracts and agreements are periodically scrutinised with the objective

of ensuring that contractual obligations are met and maintained by the contract holder. The Authority has in place service level agreements with port technical, nautical service, and maritime transport providers to ensure that 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 that 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 22 agreements, 4 of which were new berthing agreements, 10 for filming, 7 for storage, and 1 was a service level agreement.

Small Ships Register Unit

The Small Ships Register Unit is responsible for the registration, renewal, and transfer 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, and is 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. The term small ship refers to a craft of 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 frejgolini, 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 and 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 assigned 916 new registrations, and 7,099 registrations were renewed or re-registered. A total of 24,636 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. This includes 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 be compliant 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 or road tanker or marine terminal or facility and a receiving ship.

During the year under review, the Unit issued 1,255 Commercial Vessel Certificates of which 1,041 were renewals, 350 were Commercial Vessel Operator Licences, of which 306 were renewals, 69 were Water Sports Operator Licences, of which 60 were renewals, and 10 Bunker Operator Permits, of which 9 were renewals.

Training & Certification Unit

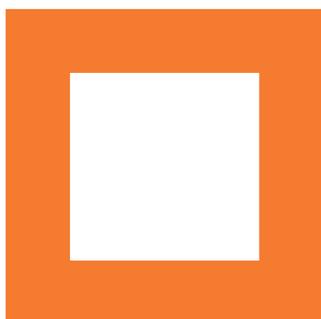
The Training & Certification Unit is responsible for the issuing, registration, and renewals of Nautical Licences and Certificates of Competency in terms of the Small Ships Regulations S.L.499.52 and the Commercial Vessels Regulations S.L.499.23. A nautical licence is issued to persons wishing to operate a vessel (powerboat, sailing vessel, or jet ski) 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 organised and professional manner, and to reduce the waiting time to sit for these examinations. In this regard, the Training & Certification Unit was set up to improve efficiency and reduce bureaucracy within the specific remit, to improve 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 when conducting tuition.

During the year under review, the Unit issued 221 Certificates of Competency, of which 94 were revalidations, and 6,375 Nautical licences, including 3,608 new ones, 2,412 renewals, instructors' licences, and re-issuing. A total of 25,877 individuals are currently in possession of a Nautical Licence.

Moorings & Berthing Unit

The Moorings & Berthing Unit is responsible for the registration, renewal, and transfer of moorings, and the re-organisation of mooring areas in terms of the Mooring of Small Ships and Boats Regulations S.L.499.11, as well as for the management of commercial berths. The Moorings & Berthing Unit is also responsible for the management and development of quays, wharves, landing places, and other marine facilities that fall within the remit and control of the Authority. The Unit 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, mooring in the interest of safety of navigation, and the mooring of other boats in the area. In 2021, a number of initiatives were undertaken by the Unit, which included the re-organisation and regularisation of mooring sites and areas, resulting in additional capacity and new available moorings and spaces. This Unit is also responsible for the management of TM operated Marinas which, after the conclusion of the Gżira Marina privatisation process in 2020, now only includes the Dock 1 area. The Unit is also exploring the introduction of seasonal destination marinas in different locations around the Island.



Maintenance Department

The Maintenance Department is responsible for the maintenance and upkeep of most of the Authority's tangible assets and property. The below is an outline of these responsibilities.

The Department is tasked with the refurbishment and maintenance of various slipways and quays used by fishermen as well as the general public of Malta and Gozo. The resources necessary for these works are outsourced through competitive tendering procedures. Throughout recent years, the Department has carried out such works on various sites around the islands.

Another responsibility is the installation and upkeep of a number of navigational aids, which are critical for the safe navigation of vessels within Maltese territorial waters. These include permanent buoys, seasonal buoys, reef structures, as well as lighthouses. This task is also subcontracted through tendering procedures. These navigational aids are of importance to national security.

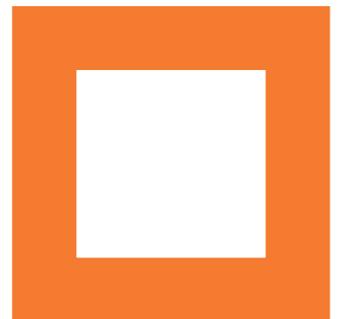
The park and ride areas related to public transport around the country and pedestrian tunnels are also maintained by the Maintenance Department. Their main responsibility here is the maintenance, upkeep, and upgrading of lights, which are of paramount importance for the safe use of the facilities by commuters. We have recently upgraded the lighting systems with new energy efficient lights.

We also have a small in-house team responsible for general maintenance works. They are also the first line of support when it comes to general maintenance issues.

Another responsibility is the maintenance of both maritime and land transport CCTVs. These works are carried out through subcontracting, but we also have our in-house first line of support personnel. The Department also subcontracts and oversees the installation of new CCTV systems related to maritime security. Both maritime and land transport CCTVs are of importance to national security.

We also carry out interventions and new installations of street furniture and road traffic signs.

The maintenance and upkeep of ferry landing places, Gozo Channel terminals, and radar stations located around the islands are also maintained by the Maintenance team and through subcontracting.





Transport Malta