



TRANSPORT MALTA

Annual Report 2017

tm

Transport Malta





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EXECUTIVE SUMMARY

This report covers the activities of the Authority for Transport in Malta for the year ending 31st December 2017. This was the eighth year of operation for the Authority, which was set up on the 1st of January 2010 following the enactment of the Authority for Transport in Malta Act (Act XV) of 2009.

The major accomplishments of the operations of Transport Malta (TM) can be summarised as follows:

Merchant Shipping

As at end December 2017, the number of ships registered under the Merchant Shipping Act was 8,123 with a total gross tonnage of 75.2 million. This represents a healthy growth rate of 8% over the previous year, with Malta maintaining its position as the largest register in Europe and one of the 10 largest registers in the world in terms of gross tonnage. The Directorate has also further strengthened its presence in the super yacht sector. Positive results were once again achieved in the registration of super yachts under the Malta flag. During 2017, the Malta flag registered a record increase of almost 19.5% over the previous year in the registration of super yachts over 24 metres in length under the Merchant Shipping Act, with over 687 super yachts flying the Malta flag.

Ports and Yachting

During 2017, 365 cruise liners visited the Maltese Islands, with a total of 791,997 cruise passengers onboard, which represents an increase of almost 15% over the corresponding figures of the previous year. Ferry passengers remained constant at 306,269, whilst the number of overall ship calls to Malta has also stabilised at 12,863. Unitised cargo continued to register an increase in volumes in the Port of Valletta with trailers registering an increase of 4.21% over the previous year, from 91,939 to 95,812 this year. The number of visiting foreign yachts at marinas amounted to 1,783, representing a slight decrease of 6% over the previous year's figures. 76% of yachts, were less than 24 metres long.

Aircraft Registration and Aviation Matters

The aviation sector also continued to build on the successes of the previous year. At the end of 2017, the number of aircraft on the Malta National Aircraft Register reached 265, representing a growth rate of 9%. In addition, the Flight Operations Inspectorate certified 7 new Operators during 2017, with a total of 30 Air Operating Certificate (AOC) holders at the end of the year.

Scheduled Public Transport

During 2017, further network consolidation was undertaken with the intention to further improve network efficiency.

28 new 12 metre, low floor buses were introduced during 2017. These new buses are equipped with USB chargers, enabling passengers to charge their mobile devices whilst travelling on board. 7 of these new buses are fitted with luggage racks.



A scheme whereby all persons who turned 18 during 2017 were entitled to make use of scheduled public transport free of charge, was introduced at the beginning of the year.

The *tallinja* card was extended for use with the ferry service between Sliema, Valletta and Cottonera.

Roads and Infrastructure

The Roads and Infrastructure Directorate's leading project throughout the year under review was the reconstruction of the Kappara junction. At an estimated cost of €35 Million, works on the construction of the grade-separated junction began in April of 2016, following an intensive period of upgrading works on the planned diversion and alternative routes. The ensuing months were characterised by various demolition works, the erection of sub-structures and the construction of slip roads along the eastern viaduct. Works on the junction were completed by December 2017.

On the planning front, 2017 saw the Directorate continue working on the Marsa Addolorata Junction Project, the widening and construction of Vjal ix-Xarolla in Żurrieq and Triq il-Kučċard in Hal Safi, the upgrade of the Birzebbuga - Qajjenza Promenade as well as the construction and upgrade of Triq is-Sur, in Senglea and the widening of the Marsa-Hamrun Bypass between the Santa Venera Tunnels and the slip-road leading to Hal Qormi.

The Directorate also carried out several traffic-management-specific (amelioration) interventions across the island and various extensive maintenance and upgrading works on the arterial and distributor network and other roads of national importance, as a matter of course and in the run-up to Malta's 2017 Presidency of the Council of the European Union.

James Piscopo

Chairman & CEO

MEMBERS OF THE BOARD OF TRANSPORT MALTA

During the period 1st January 2017 – 31st December 2017,
the Board Members of Transport Malta were:

Mr James Piscopo (Chairman)

Mr Francis Bajada (Deputy Chairman)

Ms Alison Zerafa Civelli

Ms Carmen Gantar

Mr Paul Muscat

Dr Deborah Mercieca (up to 19 October 2017)

Mr Kenneth Swain

Mr Emanuel Bezzina

Mr Ray Grech

Perit Christopher Azzopardi

Mr Mario Borg (up to 24 April 2017)

Mr Oliver Scicluna (from 25 April 2017)

Dr Vanessa Vella was Secretary to the Board



MISSION STATEMENT

The Authority's mission is to promote and develop the transport sector in Malta by means of proper regulation and by promotion and development of related services, businesses and other interests both locally and internationally.

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;
- construct and maintain roads, manage traffic and promote traffic safety;
- develop and maintain maritime infrastructure.

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.



INTEGRATED TRANSPORT STRATEGY DIRECTORATE

Functions and Duties

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

- Integration of transport research and infrastructure planning;
- Development and coordination of transport policies;
- Development of standards;
- 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, and which brings together diverse expertise and resources from legacy organisations.

Transport Research and Infrastructure Planning

Implementation of the Transport Master Plan

In January 2017, the European Commission officially approved Malta's National Transport Strategy 2050 and Transport Master Plan 2025. The adoption of the Strategy and Master Plan was an *ex-ante* conditionality for unlocking ESIF funding to the transport sector. The Transport Strategy and Master Plan cover all modes of transport in Malta, but place significant emphasis on the challenges of road congestion and climate change. The plan has been described by European Transport Commissioner Violeta Bulc as "comprehensive work" which is "long term", has a "clear vision" and yet is "very operational".

Over the year under review, Transport Malta started to implement a number of the operational measures contained within the Transport Master Plan.

Major Infrastructure Planning

Transport Forecasting

The Directorate provided technical support and guidance using the national transport model, and provided assistance in the planning and design of new roads and the testing of alternative transport systems. The transport model was also used to support the development of the policies and plans being developed in other areas, such as energy, environment, land use planning and health.

Applications for funding

The Directorate supported a number of Transport Malta units that were seeking funding under the new programming period (2014-2020) and the Connecting Europe Facility, by providing data, statistics and policy guidance on the strategic framework and scope of projects that would be eligible for funding.

Transport and Land Use Planning

Transport Malta received over 9,000 consultation requests for the consultation of planning applications, of which 520 were transport-related, and of these, 42 required either a Transport Impact Assessment or a Simplified Transport Study. The Directorate coordinated the inter-directorate feedback by Transport Malta on these applications. The Directorate also technically assessed 10 Development Notification Order (DNO) applications and 64 pre-DNO applications.

Transport Malta was also consulted by the Planning Authority on 60 Planning Control applications for changes to schemed road alignment.

Development of Transport Policies

ITSD provided specialised transport input into cross-sectorial policy documents at national and EU level policies and plans on climate change mitigation, noise abatement, environment and local plans. Representatives of the directorate also prepared a number of country reports on transport policy at international conferences including the TEN-T Scandinavian-Mediterranean Core Network Corridor Forum and Transport Financing under the Connecting Europe Facility.

Coordination of Horizontal European Union and International Affairs

The 2017 Maltese Presidency of the Council of the European Union

Between January and June 2017, the Chief Officer of the Directorate acted as the co-chair of the Land Transport Working Party for the Maltese Presidency of the Council of the European Union. This involved active participation in all meetings with the European Commission, the Council Secretariat and EU member states, as well as NGO stakeholders, and the preparation and co-chairing of 18 Land Transport Working Party meetings.

Malta presided over Working Party discussions covering a number of important EU external relations in land transport policy areas. These included the facilitation of EU-coordinated positions on international agreements, such as the Organisation for Cooperation between Railways (OSJD), AETR (the agreement concerning the work of crews of vehicles engaged in International Road Transport), external relations with the Western Balkans with respect to extension of the TEN-T network to neighbouring countries and the accession of the Kingdom of Morocco to the agreement on the international occasional carriage of passengers by coach and bus (Interbus Agreement).

During the Maltese EU Presidency, the EU Transport Council agreed on a general approach on updated rules for the training and qualifications of professional lorry and bus drivers. The update puts greater emphasis on safety in



training, and will improve the recognition of qualifications obtained in another EU country. During this formal meeting, Transport Ministers also expressed their initial views on the mobility package unveiled by the Commission on 31 May 2017.

Valletta Declaration on Road Safety, 2017

Road Safety featured prominently during the Maltese EU Presidency, and the Directorate carried out extensive research on road safety policy and practice at both EU and national levels. ITSD was directly involved in the organisation of the high-level stakeholders meeting on road safety and in the following Informal Meeting of Transport Ministers held in Valletta at the end of March 2017. The Valletta Declaration on Road Safety sets out the road safety principles as well as the range of areas and actions that Member States must pursue in order to save lives and reduce serious injuries on EU roads. EU Transport Ministers affirmed the European Union's ambition to halve the number of road deaths between 2010 and 2020, and agreed to set a new target for the reduction of serious injury accidents between 2020 and 2030. The Chief Officer of the Directorate was asked to present the achievements in road safety during the Maltese Presidency as a main speaker at the annual meeting of EU road safety experts at the European Transport Safety Council.

Technical Support to the Transport Minister

The Directorate provided technical support to the Transport Minister throughout the duration of the Maltese EU Presidency, and assisted in the organisation of bilateral meetings, preparation of keynote speeches, conference coordination and in the Minister's chairing of high level meetings.

International Policy Development (non-EU)

The Directorate provided statistical transport data and policy positions in a number of transport policy areas in relation to the OECD International Transport Forum, Inland Transport Committee of the UN-ECE, the European Transport Safety Council and the Asia-Europe Meeting of Transport Ministers.

PORTS AND YACHTING DIRECTORATE

Functions and Duties

The Ports and Yachting Directorate has a regulatory role in monitoring the maritime activities which take place within ports and the internal and territorial waters of Malta. The Directorate is also responsible for the management of port facilities which are under the control of the Authority, including yachting and mooring facilities.

Another primary objective of the Directorate is to ensure that port users and service providers comply with legislation and contractual obligations, while at the same time promoting the efficient use of our ports and maritime facilities. Additionally, it provides assistance in the organisation of a number of Government and private events organised within our ports and territorial waters, through the provision of support and technical assistance. In 2017, some of the events, organised were a part of the Maltese EU Presidency programme, while others now form an integral part of Malta's maritime calendar, such as the Rolex Middle Sea Race, the Malta International Air show, Notte Bianca, the Fireworks Festival, Birgu Fest and the Regatta Races, to name a few. The Directorate also ensures the achievement of the right balance in the use of our waters for leisure and commercial operations.

The Ports and Yachting Directorate is responsible for:

- The promotion of port services and maritime activities;
- Preservation of good order in internal and territorial waters, including safety of navigation;
- Registration of small ships;
- 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 waste;
- The provision of a safe and efficient maritime transport system;
- Ensuring the provision of technical nautical services, firefighting facilities, supplies and other ship requirements;
- Licensing of marine commercial craft;
- The management of port facilities;
- Regulation of yachting and maritime leisure facilities;
- The compilation of maritime statistics;
- The organisation of mooring areas;
- The organisation of popular bays and swimmers' zones including the annual Safety at Sea campaign.

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;
- specialized grain and cement silos;
- petroleum installations and bunkering facilities;
- ship facilities and boatyards;
- superyacht refit centres;
- ship chandelling;
- port reception facilities, including tank cleaning;
- marinas;
- warehousing and open storage facilities;
- maritime related support services.

The Port of Marsaxlokk

Marsaxlokk hosts the container transshipment terminal and industrial storage facilities which are operated by the Malta Freeport Terminals. It also has a number of petroleum terminals. These include the terminals operated by Oiltanking Malta Limited and San Lucian Oil Company Limited. Other petroleum installations in the port are operated by Enemed, a Government owned company that is responsible for petroleum operations, in particular the importation of fuel for the domestic market. Enemalta is the public entity responsible for power generation and the Delimara Power Station Berth. The LNG import facilities, including a jetty to cater for the berthing of a Floating Storage Unit (FSU) and a shore-based Regasification Unit are now completed and are currently undergoing the commissioning phase. The LNGC Galea was the first LNGC delivering a part cargo for the purpose of commissioning both FSU and Regas Terminal. The LNGC Gaslog Santiago was scheduled to call Malta on February 2nd 2017 with another parcel of cargo. The LPG Gas Installation is located within this port with its LPG bottling and storage facility located at Bengħajsa and operated by Gasco Energy. Berthing facilities for LPG tankers are located at Oil Tanking Ltd.

The Port of 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.

The Ports of Mġarr and Ċirkewwa

The Port of Mġarr, Gozo is the largest port on the island. The island of Gozo is connected by a scheduled passenger ro-ro service that operates on a route between the ports of Ċirkewwa, Malta and Mġarr, Gozo. The ferry service is operated by Gozo Channel (operations) Limited.

The Port of Mġarr is also a fishing port, and hosts a marina and several berths for small craft. It also caters for small cargo vessels and the occasional small cruise liner.

Large cruise liners are also permitted to anchor outside Mġarr Harbour, thus providing the possibility to present Gozo as a cruise destination. The transfer of passengers ashore is carried out either with the ships' tenders or local commercial vessels.

Plans are underway for the installation of a mooring buoy off Xlendi to further cater for the increase in cruise liner vessels calling Gozo.

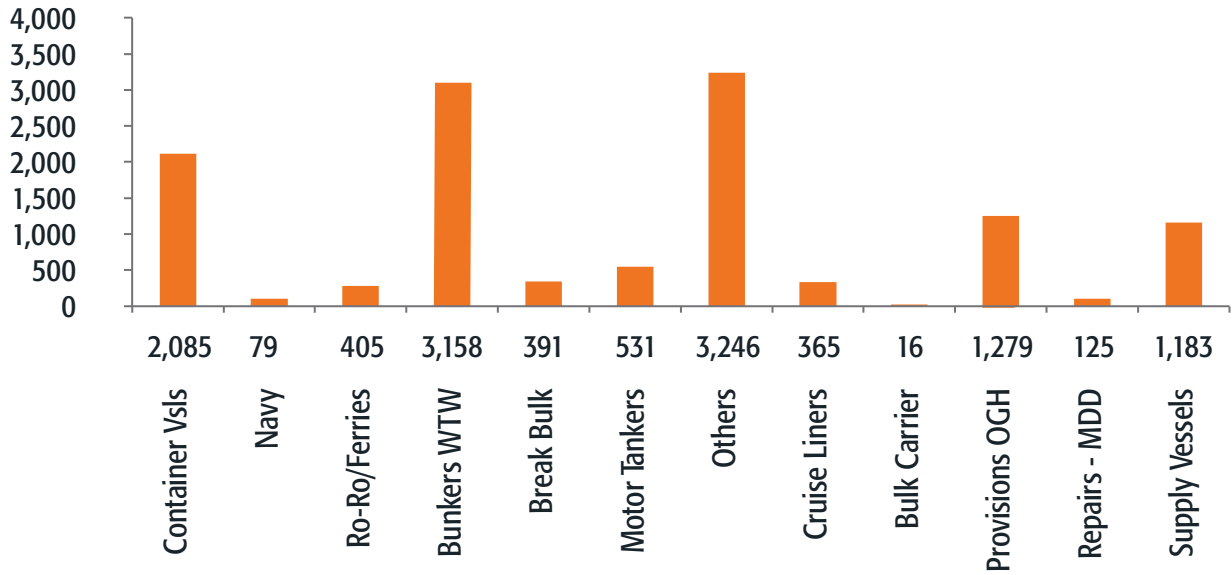
The Port of Ċirkewwa is primarily a dedicated ferry terminal comprising passenger and vehicle handling facilities. It is served by both a North and South Quay thus providing all-year round sheltered berths, so that disruptions of the service due to inclement weather are kept to a minimum.

Statistics and New Services

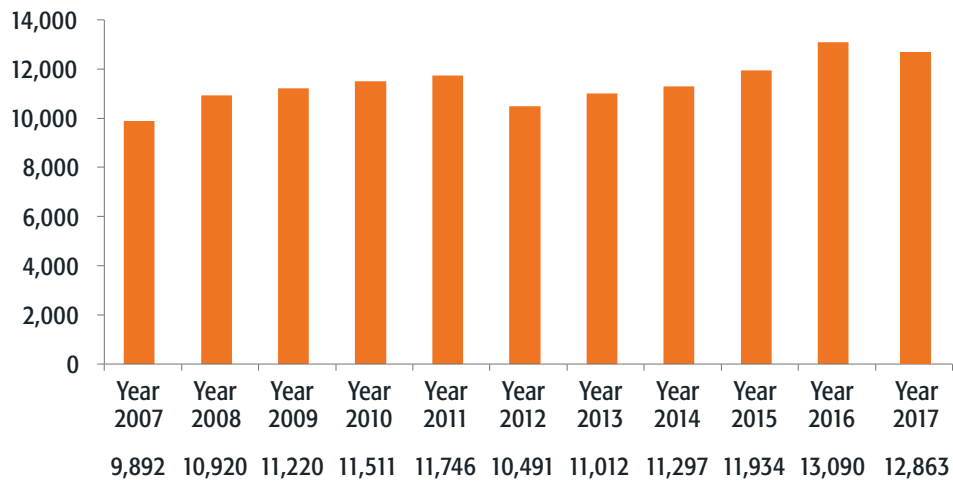
The Ports and Yachting Directorate is responsible for the collection of maritime data with regards to Directive 2009/42/EC on statistical returns in respect of carriage of goods and passengers by sea. It continuously liaises with ship agents and operators to provide data in a timely and accurate manner, in view of assuming its obligations to provide the information as required by the National Statistics Office and Eurostat. The information collated is used for internal purposes and is also provided to third parties upon request, thus assisting stakeholders in market research and forecasting purposes.

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

- During 2017, the total number of cruise passengers visiting the Maltese Islands increased to 791,997 from 689,152, an increase of 102,854 passengers over the previous year. The largest percentage was from the UK and Germany, each with circa 20% of the total cohort. The total percentage from the USA and Canada amounted to 10% and 2.8% respectively. There were 365 cruise liner calls to the Maltese Islands in 2017, an increase of 8.95% from the previous year;
- The number of ferry passengers in 2017 was 306,269 a decrease of 3,739 passengers from the previous year;
- Unitised cargo continued to register an increase in volumes in the Port of Valletta. Trailers at the Port of Valletta registered an increase of 4.21% over the previous year, from 91,939 to 95,812 this year;
- The number of ship calls arriving in Malta decreased slightly to 12,863 from 13,090 the previous year.



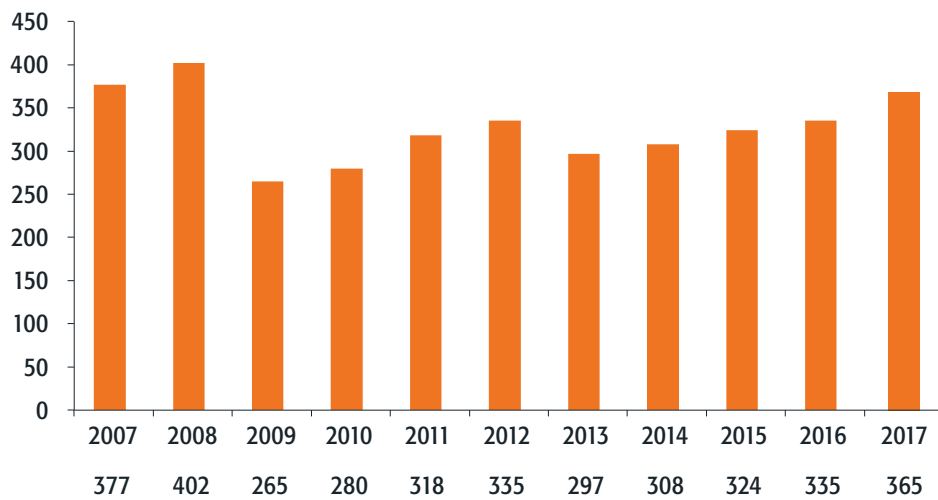
Shipping Movements from January to December 2017



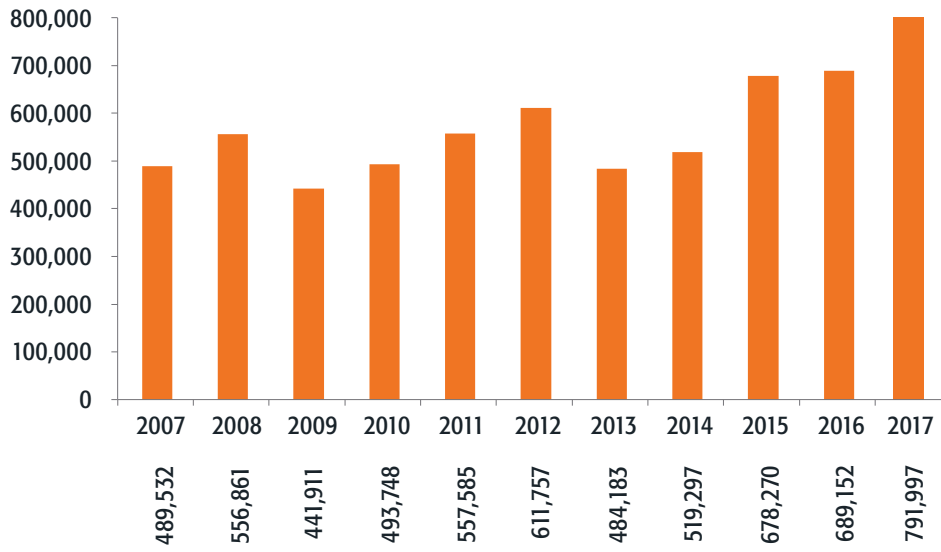
Number of Vessels arriving in Malta



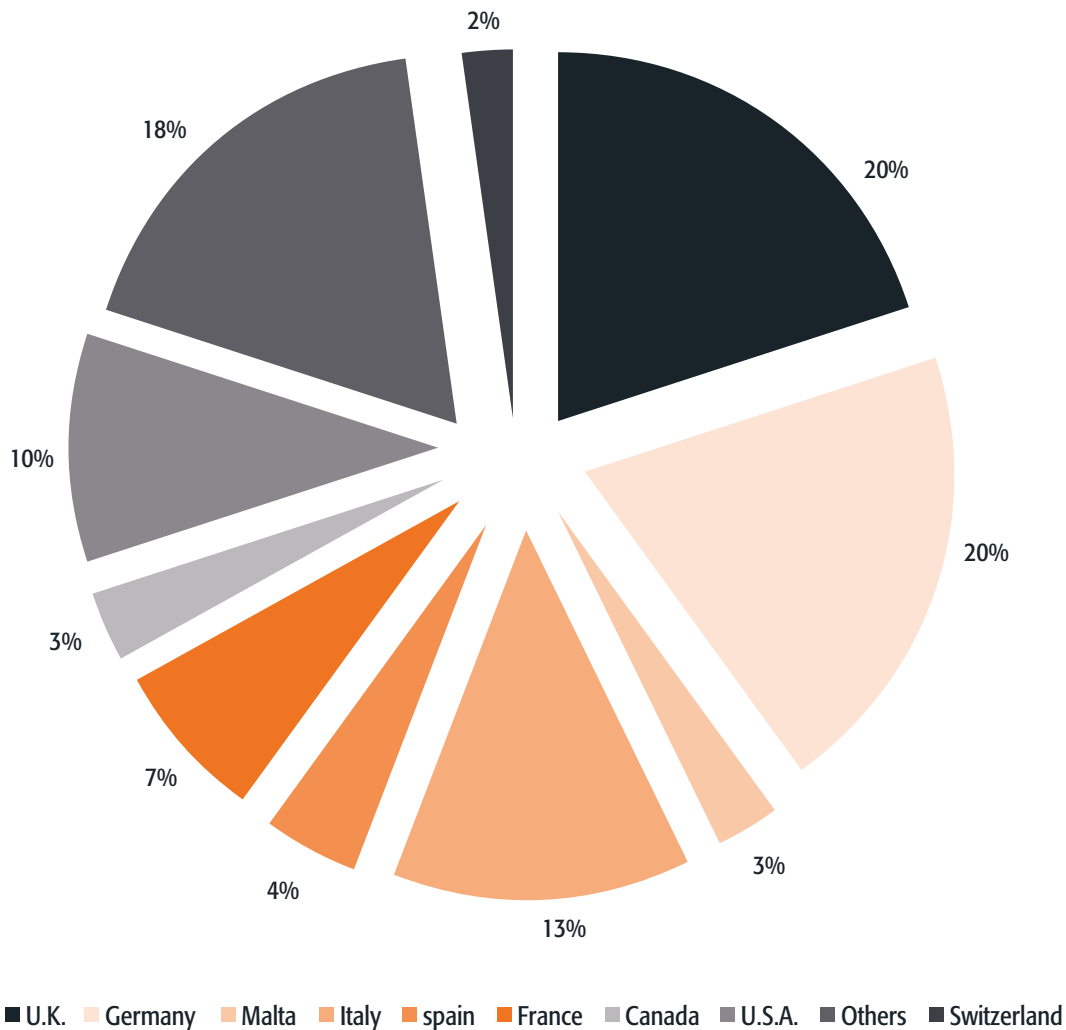
Gross Tonnage of Vessels in Malta



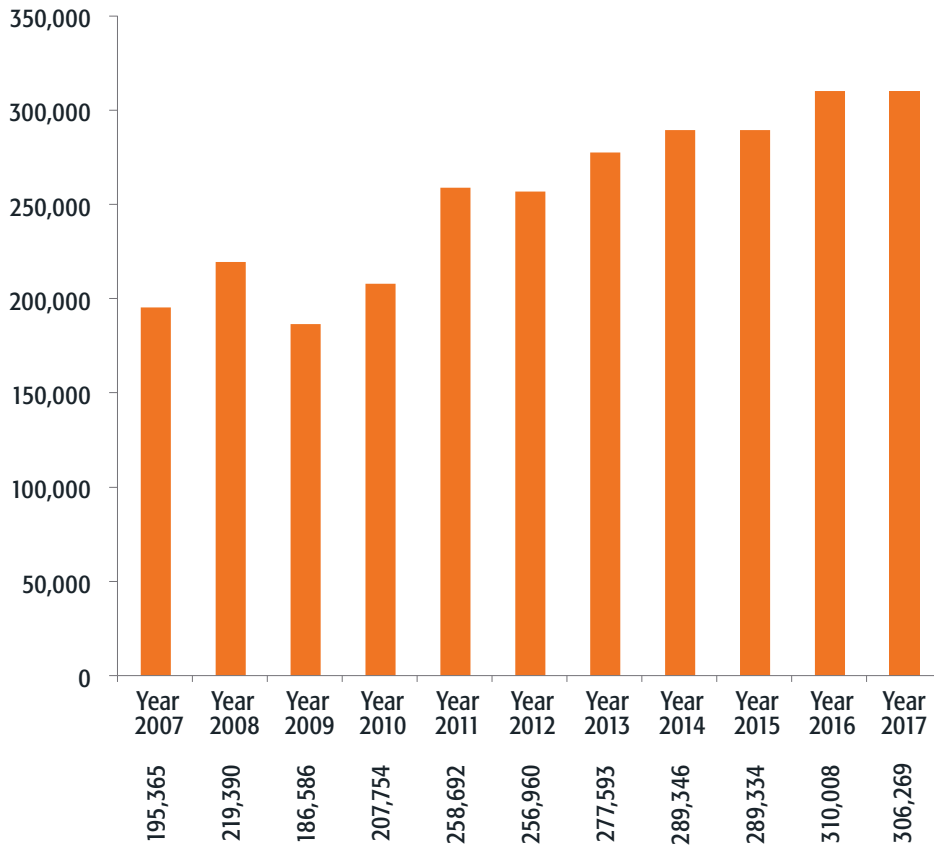
Cruise Liners in Malta



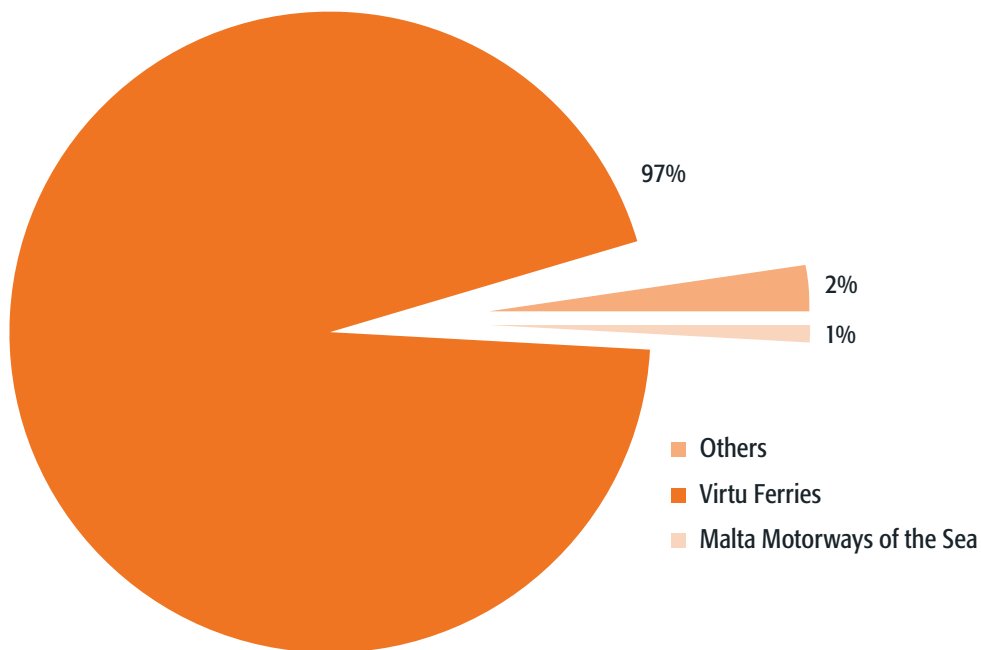
Cruise Passengers in Malta



Cruise Passenger Nationalities

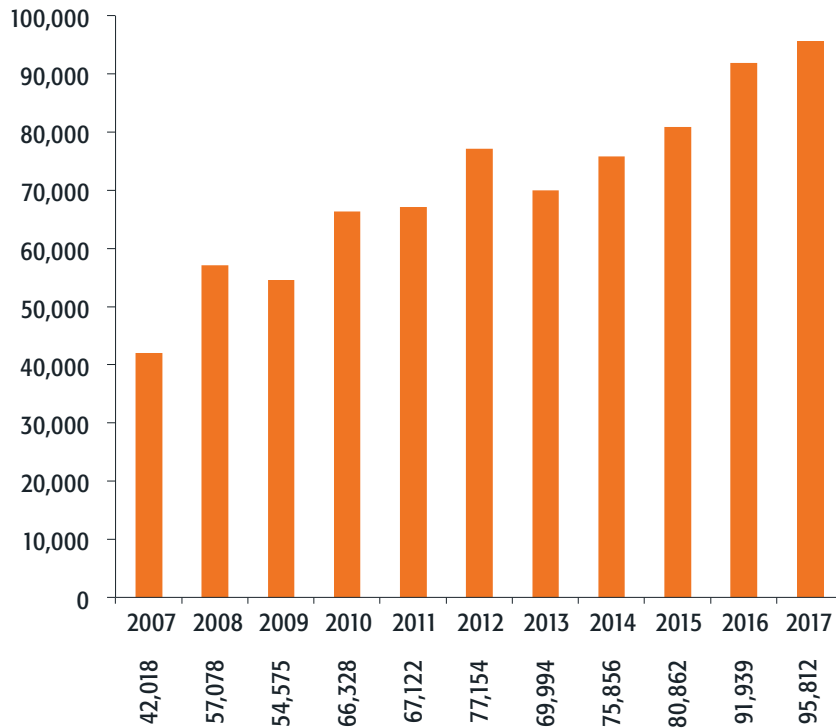


Ferry Passengers in Malta



Total Ferry Passengers from January to December 2017

Trailers in TEU's



Trailers handled at Port of Valletta (TEUs)

2017	Length									
	Monthly Arrivals	1 - 12m	13 - 23m	Total <24	24 - 36m	37 - 48m	49 - 60m	61 - 72m	Over 72m	Total >24
January	16	9	25	3	2	1	0	0	6	31
February	14	8	22	4	3	2	1	0	10	32
March	15	27	42	16	4	1	0	1	22	64
April	37	46	83	14	8	7	1	3	33	116
May	73	86	159	26	13	6	3	5	53	212
June	88	93	181	28	15	6	3	2	54	235
July	139	117	256	32	21	10	2	2	67	323
August	134	142	276	35	11	6	1	7	60	336
September	41	93	134	22	16	10	3	6	57	191
October	50	70	120	21	6	6	1	5	39	159
November	14	30	44	5	6	2	2	2	17	61
December	6	5	11	4	1	4	1	2	12	23
Total 2017	627	726	1353	210	106	61	18	35	430	1783

Yachts at Marinas for Year 2017

Malta Freeport

Since its establishment in 1988, the Malta Freeport has registered remarkable growth and is now a major transshipment port in the Mediterranean region, enjoying positive international recognition with global carriers as a reliable and credible port. Malta Freeport Terminals, which amalgamates the activities of container handling and industrial storage, currently ranks 12th among the top European ports and is the third largest transshipment and logistics centre in the Mediterranean region.

During 2017 Malta Freeport Corporation (MFC) was granted an extension to the Licence and Lease of the Malta Freeport Terminals (MFT, the operator) for an additional 30 years as stipulated in the concession agreement following the fulfilment of the original agreement conditions. The Licence Agreement was due to expire in 2039, however the Terminal has exercised the option of extending the licence period by a further 30 years.

During the year under review, the Malta Freeport welcomed at its facilities a number of delegations, including a business delegation which holds a fifty percent shareholding in Malta Freeport Terminals and delegations from China Merchants Group (CMG) and China Merchants Port Holdings (CMPort). In 2017, the Malta Freeport Terminals added new weekly services to its thriving operations, which links major ports in India, Pakistan, the Eastern Mediterranean and the Arabian Gulf. The service, known as 'IndaMed', is operated by three of the world's largest shipping lines: CMA CGM, APL and COSCO Shipping. Another addition was the Sirius Service, calling at six key ports in Brazil as well as Buenos Aires in Argentina, for which 8 vessels will be utilized, operated by container ship companies CMA CGM, Maersk Line and Hamburg Sud.

Malta Freeport Terminals has successfully introduced the most advanced Terminal Operating System (TOS) available worldwide, that revolutionises the container handling process and will consolidate the Freeport's standing as one of the leading hubs in the Mediterranean. The heralded Navis N4 system controls the entire logistical operation of each container ship determining what containers are on board as well as identifying which should be discharged and those that ought to be loaded. It also produces an accurate model of each ship to enable operations staff to work with a live image in real time. This system is expected to maximise efficiency within the terminal area, where some 45,000 containers can be stored at any one time, automatically calculating where each should be located and directing trucks to the nearest one to ensure the loading operation is carried out as quickly as possible.

On 25 August, one of the world's largest container vessels – and the biggest ever to visit Malta – called at the Freeport on its maiden voyage. Forming part of an exclusive club of megaships, the *Munich Maersk* stretches some four football pitches in length (399 metres) and spans a breadth of 58.6 metres. At full capacity, it can carry 20,568 TEU containers. To service the vessel, Malta Freeport deployed four super-post Panamax Quayside Cranes that were acquired specifically to ensure that the facility can cater for the world's largest megaships.

Small Ships Registration and Commercial Vessels

Apart from regulating the registration of small ships, water-based recreational activities and the preservation of good order in any part of the territorial waters and internal waters of Malta, the Directorate is also responsible for the safety of commercial vessels and the safe manning requirements of such vessels. In this respect, the Commercial Vessels Department issues commercial vessel certificates for craft carrying out commercial operations in Maltese territorial waters. These include various categories such as passenger boats, workboats and bunker barges.

This also includes the issue of commercial vessel operator licences for applicants operating with such vessels. Certificates of competency for personnel serving on commercial vessels in Maltese territorial waters are also issued by this department.



During the year under review, the Unit issued 1,080 Commercial Vessels Certificates, of which 263 were new. In addition, it also processed and issued 319 Commercial Vessel Operator Licences (270 renewals) and 134 Certificates of Competency (49 new, 84 revalidations and 59 being equivalency certificates).

This Unit is responsible for the registration and renewal of small ships and nautical licences. During 2017, a total of 7,416 vessels were registered, of which 555 were new. During the same period, the Directorate also issued 928 nautical licences - Equivalent Qualifications, and renewed 469 nautical licences. The above generated an income of €473,177.40

Type of Certificate	Total issued in 2017
Commercial Vessel Certificates	
New	263
Renewals	817
Commercial Vessel Operator Licence	
New	49
Renewals	270
Certificates of Competency	
New	49
Revalidation	84
Equivalency	59
Authorisation of Maritime Events	59
Registration of Small Ships	
New Registrations of small ships	545
Renewal of small ships	6472
Nautical Licence	
New	928
Renewals	459

Moorings

In 2017, a number of initiatives were undertaken by the Commercial Unit responsible for moorings and marinas, which included the reorganisation of the Qawra/Salina, Marfa Bay and Tal-Pietà Sa Maison mooring sites. This exercise resulted in more than 160 new moorings. Furthermore, the process was initiated to regularise the Marsascala and Kalkara moorings. With regards to marinas, the Authority for Transport started the process to privatise the Gżira Gardens Marina located in Ta' Xbiex, as well the seasonal destination marinas in different locations around the Island.

Maritime Security and Enforcement

The Maritime Security & Enforcement Department (MSED) is responsible for providing security services at the port facilities that are administered directly by the Authority, namely Boiler (Senglea) Wharf and Flagstone/Timber Wharves. Transport Malta secures the said facilities on a 24/7 basis in accordance with the provisions promulgated in S.L. 499.35 Ports Security Regulations that transpose Regulation (EC) 725/2004 on enhancing ship and port facility security. The security department is responsible for the Port Security Office, with the main aim to applying its human capital expertise more assertively to support the Authority's division in order to deliver results.

Marine Operations | Incident Response Unit

Marine Operations | Incident Response Unit is mainly responsible for matters related to maritime pollution and incident response. During 2017, the Unit answered numerous calls pertaining to pollution incidents, mainly tier one spills. Furthermore, the intervention of the Unit was required during two tier 2 pollution incidents. The first one occurred at the Grand Harbour, where a large amount of Gas Oil was spilled into the marine environment at Lab Wharf as a result of a damaged pipeline. It is estimated that the spill amount to between 50 and 75 m³ of Gas Oil, which required a cleanup operation that lasted 3 weeks. The second incident occurred at Malta Freeport Terminals (MFT) and resulted from a pipe failure on the deck of a receiving vessel during a bunkering operation. It was estimated that 10 m³ of HFO were spilled into the sea.

Other interventions by the unit included a tier one spill at Bridge Wharf, an accident involving Purified Terephthalic Acid resulting from a damaged container at MFT and pollution from Grit Blasting works at Coal Wharf. The unit also responded to other pollution events, including flotsam and sewage.

The Unit was also responsible for the coordination of the removal of a vessel beached at il-Magħluq, Marsaxlokk.

During the year under review, the unit held a number of inspections at various port facilities and marinas. The purpose of these inspections was to ensure that port facilities were abiding and complying with the requirements of the Port Reception Facilities (PRF) Directive. Other inspections and audits were conducted on organisations/contractors involved in offering on-call services to the Bunkering Industry. The purpose of these audits was to ensure that service providers were complying with the requirements and were equipped for any exigency that might arise in the case of hydrocarbon spills. Furthermore, the Unit approved a number of Waste Management Plans and Emergency Response Plans and issued various Waste Exemption Certificates.

The Unit is also responsible for the technical matters related to recreational craft and commercial vessels. A number of training centres were approved to deliver courses for the issue of the Nautical Licence and for the various levels of Certificates of Competency as Master of a commercial vessel.

The updating and maintenance of the National Marine Pollution Contingency Plan and the Places of Refuge Plan also fall under the responsibility of this Unit. This is an ongoing process, due to the dynamicity of such plans. The pollution response stockpile is regularly maintained under the supervision and responsibility of the Unit, to ensure that such equipment is in a good state of repair in case of an emergency. During 2017, representatives of the Unit participated in consultative meetings regarding other issues, including the implementation of the Ballast Water Convention and the amendments of the PRF Directive.

EU Funded Projects

The Ports and Yachting Directorate is directly responsible and/or is participating as partner/beneficiary 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 2017 was the EEA Project - Oil/HNS Spill Response Capacity Building for the Protection of Malta's Seas, which was managed by the PYD - Marine Operations | Incident Response Unit. The project, which was co-funded by EEA Grants, addressed training requirements at a national level through the design and provision of a number of training programmes that commenced in 2016 and continued during the first quarter of 2017. It can be stated that The Authority successfully reached all the project deliverables in time and within the project budget.

The key activities of the project were:

- To study and identify emergency response requirements and devise the training programme for oil/HNS pollution at sea, and another study to address pollution risks from oil industry offshore operations outside Malta's territorial waters;
- Provision of training courses as identified in the studies from Activity 1 that was attended by Transport Malta personnel as well as those of other entities which included the Armed Forces of Malta, the Environmental Health Directorate, ERA, the Malta Police Force and the Continental Shelf Department, as well as the upgrading of training equipment and facilities;
- Procurement of additional pollution response equipment.

Transport Malta's Ports and Yachting Directorate, through its Marine Operations | Incident Response Unit, is one of the leading partners in the Picasso Project, which is aimed at improving maritime safety through training and the development of new technologies. The project, co-funded by the European Commission, Connecting Europe Facility (CEF) brings together 14 partners from 9 different countries. Through this project, Transport Malta studied alternative solutions to deal with mass evacuations from cruise liners. To this effect, the Ports and Yachting Directorate organised a simulation of an incident on a cruise liner at sea which was followed with a mass evacuation that was carried out in the Port of Valletta. The exercise, which was held during the Maltese EU Presidency provided emergency planners the opportunity to test the port emergency response and best practices in case of such accidents.

Another project in which Transport Malta is one of the lead partners/beneficiaries is LIFE - Arcipelagu Garnija Project. The aim of the project, managed by BirdLife Malta and funded through EU-life, is to secure the Maltese Islands for the Yelkouan Shearwater, a small shearwater species that can only be found in the Central and Eastern Mediterranean region (with approximately 10% of the global population on the Maltese islands). The role of Transport Malta as Associated Beneficiary is to disseminate information regarding the protection of the birds' habitat through Notices to Mariners and facilitating the assessment of threats of the offshore bunkering of ships close to colonies.

In 2017, Transport Malta started to participate in the CEF funded project Technical study and the cost-benefit analysis for the development of liquefied natural gas (LNG) as a marine fuel managed by the 'Energy and Water Agency', which is an agency set up within OPM (Energy & Projects). Through technical studies, the optimal infrastructure solutions for the development of maritime LNG bunkering in Malta's core network ports of Marsaxlokk and Valletta and offshore Malta will be identified. More specifically, the Action will include a number of Activities as listed below:

- Activity 1: Project Management, dissemination and public awareness;
- Activity 2: Detailed Option Analysis and a socio-economic cost-benefit analysis;
- Activity 3: Risk Assessment Study including a hazard identification study;
- Activity 4: Legislative/Regulatory Analysis;
- Activity 5: Raining Needs Analysis.

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

The Traffic Management Unit is responsible for the management of all port operations in our Ports and Maltese territorial waters. Vessel Traffic Services is responsible for the monitoring of the same operations. This role includes coordinating with Vessel Traffic Services to ensure the safety of navigation and the preservation of good order, leading to minimum delays in the industry.

During 2017, under review the Unit continued with its task of assisting with all matters related to the monitoring and management of vessels, in particular at Marsaxlokk, in view of the Delimara Power Station project, the Floating Storage Unit and the Re-gasification plant. Assistance provided included ensuring the safe navigation of vessels in the area and STS operations related to the transfer of Liquefied Natural Gas. The Ports & Yachting Directorate strives towards future compliance of the terminal with the Maritime Enforcement Directorate, ensuring compliance with respect to local, European and International regulations related to security. Furthermore, the Directorate, through its new Harbour Masters Office in Marsaxlokk, ensures an increased presence in our Ports, with maritime-related work shared between both offices.

More than 3000 systematic inspections were undertaken by PIU on bunker barges and other vessels. These were carried out in light of the recent enforcement of Subsidiary Legislation 499.12, which stipulates that all bunker barges are required to use all round booms during all bunkering operations in port. The authorisation of Masters on board bunker barges is currently also under review, to improve standards and make sure that incidents and accidents are minimised. To this effect, a process of enforcement and the application of administrative fines were introduced where it was noted that vessels were not in compliance with the requirements. In line with SL 499.12, terminals are also being obliged to deploy all round booms around vessels undergoing cargo operations at their terminals.

2017 was composed of several state visits as well as a number of events which, among others, included the Air Show, the 8th September Regatta and the Rolex Middle Sea Race, e for which the Ports and Yachting Directorate provided the necessary logistics and support.

Commercial Unit

The primary role of the Commercial Unit is to maximise on the Directorate's potential to generate revenue from port related operations and services by developing commercial business opportunities through the management of existing customer relations and potential new stakeholders. The Commercial Unit oversees and manages the Authority's commercial operations, handles daily business issues and implements the Authority's commercial plan, policies and development for the ports and facilities. The Commercial 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.

This Unit is also responsible for the efficient management and monitoring of concessions, service contracts and other types of agreements in respect of port facilities and services. All contracts and agreements are periodically scrutinized with the objective of ensuring that contractual obligations are met and maintained by the contract holder. The Authority has in place service level agreements with port technical and nautical service and maritime transport providers, to ensure 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 2017, the Unit concluded and signed 14 agreements, 6 of which were new berthing agreements, 3 for filming, 4 for storage and 1 pertaining to the use of port facilities.

Hydrography

The Hydrographic Office provides support to the Ports and Yachting Directorate and other Directorates within the Authority through the execution of hydrographic surveys, the issuing of Notice to Mariners, the development of hydrographic charts and the provision of advice, amongst other issues. During the year under review, the Hydrographic Office was formally accepted as a member of the International Hydrographic Organisation. The principal Aim of the IHO is to ensure that all the world's seas, oceans and navigable waters are surveyed and charted, whilst its mission is to create a global environment in which States provide adequate and timely hydrographic data, products and services and ensure their widest possible use.

During 2017, the Ports and Yachting Directorate, through its Hydrographic Office, issued a record of 189 Notices to Mariners, of which 137 were local and 52 coastal. The work on the production of the Electronic Navigation Chart (ENC) continued throughout the year, as did the monitoring of the tide gauge at Marsaxlokk, which information was transmitted to DHM and Port Operations for the berthing of vessels. During 2017, the Hydrographic Office assisted with new proposals for mooring arrangements for destination ports at Ċirkewwa, Qbajjar in Gozo, Armier, St Thomas Bay in Marsascalea and Mġarr Harbour in Gozo for a new pontoon layout. The unit also provided Hydrographic Charts and berthing proposals for the fast ferry service and for dredging works that were carried out in the Grand Harbour and Marsaxlokk Harbour.

EU and Local Legislations and Regulations

During 2017, the Authority was subject to various court proceedings, be it new cases or the continuation of existing ones. A number of pending cases were decided, nearly all in favour of the Authority, with some recognising, confirming and upholding important principles and powers of the Authority found at law. Apart from managing and advising on daily and routine legal issues and policy matters, both local and EU-related, and drafting various maritime related agreements and addenda to existing agreements, the Legal Unit within the Directorate was also involved in the following:

- Amendments to the Port Workers Regulations and subsequent procedures/actions in relation to the licensing and registration of new Port Workers;
- Malta-Gozo PSO – Port Facilities Agreements to be attached with the Request for Proposals and amendments to the existing Gozo Passenger and Goods Service (Fares) Regulations to be in place when the tender is awarded, whereby such Regulations were amended to take into account the high-speed passenger craft (fast ferry) operations and also other amendments in the wording for uniformity's sake;
- Proposed amendments to the Directive 2002/59/EC on safety rules and standards for passenger ships and proposed amendments to Directive 98/41/EC on the registration of persons sailing onboard passenger ships operating to or from ports of the Member States of the Community;
- IMO FAL 41 Correspondence Group – a Correspondence Group set up after at the 41st Meeting of the IMO FAL Committee with the aim to update the Guidelines for setting up a single window system in maritime transport.



Maritime Training

Transport Malta's 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 education programmes. With regard to training provisions, the Directorate also works closely with the Malta College of Arts, Science and Technology (MCAST), the public institution entrusted with education and training in various maritime fields. The Institute runs a comprehensive training programme for commercial vessel operators and pleasure craft operators.

Apart from the Government-owned MCAST Centre for Maritime Studies, there are other private training centres offering courses related to the various certificate levels for the operation of Commercial Vessels Certificates of Competency and for the pleasure craft Nautical Licence. In 2017, the Ports and Yachting Directorate continued to process applications submitted by training providers so that at the end of December 2017, there was a total of 11 approved training centres offering such courses.

MERCHANT SHIPPING DIRECTORATE

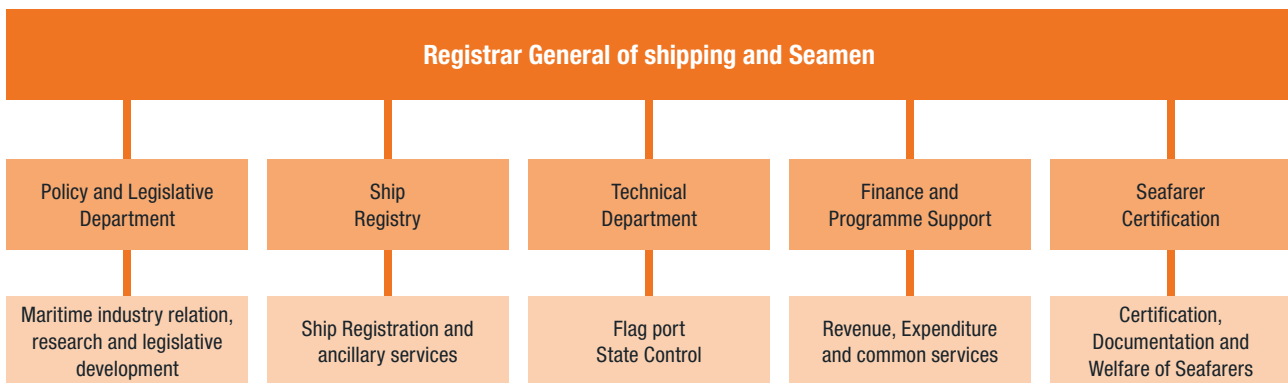
Functions and Duties

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



Capacity building is an ongoing process. Efficiency and effectiveness are augmented by specialisation and training, the introduction of new systems and methods, the further computerisation 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 2017, the period under review the ongoing organisational review aimed at ensuring adequate capacity building and optimisation of resources, was 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 post-graduate courses both in Malta and abroad. The short training programme includes the attendance and participation of Directorate personnel in a number of short courses, seminars and workshops and familiarisation visits in Malta and abroad. The programme is financed by funds of the Authority and through schemes made available by the European Commission.

Projects, Initiatives and Performance of Duties

During 2017, the Directorate continued with the process leading to the introduction of more electronic services, aimed at enhancing cohesion and more timeliness in the services provided. With the progress in digitalization, further digitalized services are being introduced.

The electronic fleet management system is the main tool used by the Directorate to assist with daily ship registration operations and the issue of all certificates of registry. The process leading to the introduction of new electronic systems within the Seafarers' Certification unit has continued. In fact, this year marked the launch of new formats for seafarers' certificates. Furthermore, the process leading to the digitalization of all processes within the Seafarers' Certification Department has been initiated and during 2018, a new electronic system will be introduced.

In 2017, Malta has also accepted the use of electronic certificates, an initiative aimed to lessen the administrative burden and bring greater efficiency. In this regard, ROs issuing statutory certificates to ships flying the Malta Flag have been authorized to issue electronic versions of the statutory certificates.

During the year under review, the Directorate successfully transitioned from ISO 9001:2008 to ISO 9001:2015, following two intensive audits by the MCCA that were intended to provide objective evidence and retain information demonstrating the Directorate's preparedness and commitment in maintaining an effective QMS in line with ISO9001:2015 and in improving its management system to support its strategy direction towards well-defined intended results.

In June 2017, the Merchant Shipping Directorate achieved its goal and was awarded certification to SM EN ISO 9001:2015. Objective evidence showed that the Directorate's Quality Management System is well implemented and maintained.

The year under review saw the Directorate further consolidating its consultations with the industry and stakeholders, both locally and internationally. This was 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. Inter alia, the Directorate participated in the yearly Monaco Yacht Show exhibition in Monaco and the Maritime Cyprus Conference. For the second time, Malta also actively participated in the Greek Shipping Awards, a yearly event organised in Greece to highlight the achievements of the Greek shipping community, which is an important sector for the Malta flag.

The Merchant Shipping Directorate also played an active and pivotal role during the Maltese EU Presidency. In March 2017, the Directorate took a leading role in the hosting a successful High Level Stakeholder and Ministerial Conference in Malta. The Conference was aimed at addressing current and future challenges in EU Maritime Transport. Consequently, the *'Valletta Declaration – Priorities for the EU's Maritime Transport Policy until 2020'* was adopted, envisaged to set a political direction and identify the challenges and goals in EU Shipping beyond 2018.

In December 2017, the European Commission positively concluded the investigation on the Maltese Tonnage Tax regime. The Directorate led all the exchanges with the European Commission on the matter for the last 5 years, thus ensuring that Malta's approved Tonnage Tax Regime is future proof and provides the right mechanisms to ensure the further development and consolidation of the Maltese maritime cluster.

The year under review also saw the Directorate further consolidating its services as a leading Flag State, carrying preparatory work leading to the accession to additional international conventions and further enhancement of its processes and procedures.

Registry of Ships

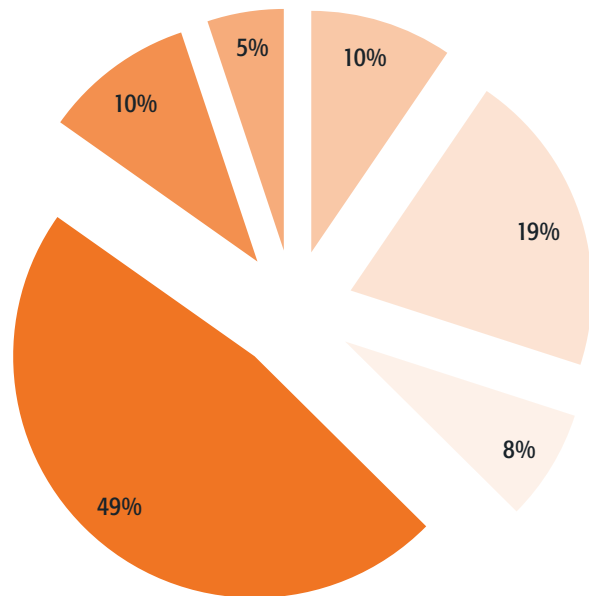
Between January and December 2017, 828 vessels, totalling a gross tonnage of 9,976,096 were registered under the Malta flag, while cancellation of registry was effected in respect of 399 vessels, with a total gross tonnage of 4,555,029. These results represent a growth of 7.7% for the Malta flag, over the end of 2016.

As at end December 2017, the number of ships registered under the Merchant Shipping Act was 8,123, with a total gross tonnage of 75.2 million. Through the ongoing efforts of the Merchant Shipping Directorate and the shipping community, Malta has maintained its position as the largest register in Europe and the sixth largest in the world in terms of gross tonnage. The average age of all vessels registered during this same period was 11 years; this decreased to 7 years for ships of 100 gross tonnes and over. The average age for deletion of registry was 14.6 years, with ships of 100 gross tonnes and over averaging 14.5 years. The average age of all merchant vessels registered as at 31 December 2017 was 12 years.

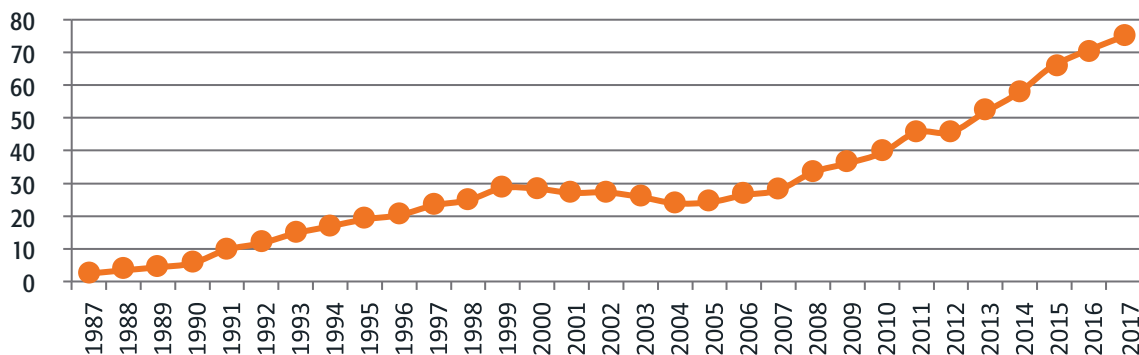
The Directorate has also further strengthened its presence in the superyacht sector. Positive results were once again achieved in the registration of superyachts under the Malta flag. During 2017, the Malta flag registered a record increase of almost 19.5% over the previous year in the registration of superyachts over 24 metres in length, under the Merchant Shipping Act, with over 687 superyachts flying the Malta flag.

Vessels by Type Registered under the Merchant Shipping Act as at 31 December 2017

■ Bulk Liquid Cargo 782
 ■ Dry Cargo 1518
 ■ Yachts > 24 Mtrs 687
 ■ Yachts < 24 Mtrs 3953
 ■ Fishing 776
 ■ Other 407



million gross tonnage



These statistics are a clear indication of the policy adopted by Malta's Flag Administration to focus on quality shipping and ensure that ships with a poor detention or safety and marine pollution record do not operate under the Malta flag. The Maltese authorities maintain that growth must not be at the expense of quality, but rather growth can be attained through quality.

Flag State Control

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

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

During 2017, the Directorate continued to conduct random inspections of Maltese ships worldwide using the services of its own global network of inspectors. These inspections are in addition to the regular statutory surveys carried out by 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 2017, 915 inspections (27,362,008 gross tonnes) were carried out in 254 ports in 44 different countries worldwide. The Directorate detained 33 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 2017 can be provisionally quoted as 2.60%, which would reaffirm Malta's place in the MoU's white list.

Port State Control

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

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

Between January and December 2017, 218 foreign flagged ships were inspected. This represents 25.3% of the total number of foreign merchant ships entering Maltese ports. Detention orders were issued in respect of 5 vessels of different nationalities.

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

Ship Casualty Investigation

During the period under review, a total of 494 occurrences were reported to the Marine Safety Investigation Unit (MSIU). Of these, 346 were reportable accidents and incidents on board Maltese registered ships. The majority of these were classified as less serious or minor incidents. There were 7 accidents which were classified as very serious. 6 very serious accidents involved loss of life of either persons on board or shore workers, whilst one occurrence resulted in progressive flooding and eventual foundering of a vessel at her moorings. The MSIU has also initiated an investigation into the death of a crew member on board a foreign flagged vessel which was moored at Marsaxlokk Freeport. 55 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.

The Directorate cooperated with the MSIU in order for the latter to carry out the necessary safety investigations in accordance with the Laws of Malta. 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, although there was a slight registered increase in the number of serious injuries.

During the month of August, the MSIU was relocated to Maritime House in Valletta to reinforce the independence and autonomy of the Unit from Transport Malta's Directorates.

Maritime Radiocommunication Services

During 2017, the past year, the Directorate continued to render maritime radiocommunication services to its client base. During the period under review, 2,990 radio licences were issued. These included Operational and Non-Operational Provisional ship radio licences, permanent GMDSS ship radio licences including their amendment and renewal (for SOLAS vessels), Operational and Non-Operational Provisional ship radio licences, and permanent Non-GMDSS ship radio licences including their amendment and renewal (for non-SOLAS vessels).

The Directorate is also responsible for the approval of Accounting Authorities and Point of Service Activation entities and the allocation of Maritime Mobile Service Identities (MMSI) to SOLAS and non-SOLAS Maltese registered ships.

Certification of Seafarers

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

By the end of December 2017, the Directorate had processed over 262,087 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 28,114 were processed in the year under review. Meanwhile, the Directorate continued to oversee courses run by the Centre for Maritime Studies within the Institute of Engineering and Transport of the Malta College of Arts, Science and Technology and other training conducted by approved institutions both in Malta and abroad, ashore and onboard, 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 conventions.

Currently, there are 19 approved maritime training centres delivering STCW courses, while another 2 approved maritime training centres deliver non-STCW courses. During the period under review, the Directorate approved 3 new maritime training centres and 18 new maritime training courses, whilst 11 maritime training courses were re-approved.

During 2017, the Directorate organised 34 examination sessions leading to the issue of Certificates of Competency as Officer in Charge of a Navigational Watch, Chief Mate, Master mariners and GMDSS. These examinations were financed by Transport Malta.

During this same period, 1 new Certificate of Competency was issued for an Officer in Charge of an Engineering Watch, together with 16 revalidations, 7 new Certificates of Competency were issued as Officer in Charge of a Navigational Watch, with 31 revalidations, 7 certificates were issued for Chief Mate, with 5 revalidations, and 13 certificates were issued for Master Mariner, with 22 revalidations. Moreover, 10 GMDSS General Operator Certificates of Competency were issued together with 24 revalidations, 1 GMDSS Restricted Operator Certificate were issued with 5 revalidations, 11 VHF-SRC certificates were issued together with 9 revalidations, and 689 PSCRB Certificates, 13 EDH Certificates, 53 SSO Certificates, 22 Engineering Watch Rating Certificates, 19 Navigational Watch Rating Certificates, 17 Able Seafarer Certificates, 288 Security Awareness Training Certificates, 68 Designated Security Duties Certificates, 438 Advanced Fire Fighting Certificates, 192 Medical First Aid Certificates, 43 Medical Care Certificates, 3,205 Seaman Record Books, 51 Basic Tanker Training Certificates, 135 Advanced Tanker Training Certificates, 5 Specialized Chemical Tanker Training Certificates, 1,500 Basic Safety Training Certificates and 719 attestation letters were also issued.

International Relations and Participation

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

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

The Directorate continues with its close cooperation with the Malta International Shipping Association, formed as an initiative of forward-looking owners of ships operating under the Malta flag. The Association is a full member of the European Community Shipowners Association, which brings together the national shipowners' associations of the European Union, Iceland and Norway. The continuing interaction with, and the assistance and cooperation of, these organisations and institutions is crucial in order for the Directorate to continue providing an efficient service and to meet its obligations as a flag State Administration. Malta has continued to further enhance its active involvement in the work of the International Maritime Organisation (IMO), the United Nations' specialized agency for maritime safety, security and the protection of the environment from pollution from ships.

Directorate officials actively participated in practically all IMO fora. During the period under review, Merchant Shipping Directorate officials participated at the IMO Council and, in the work of the Legal, Marine Environment Protection, Maritime Safety and Technical Cooperation Committees and that of other Sub-Committees. In November 2017, the Assembly re-elected Malta as one of the members of its Council for the period 2018-2019 garnering the third highest number of votes in its category.

With the increased involvement of the Directorate in the regulatory aspect of maritime radio services, Malta participated in meetings of the International Mobile Satellite Organisation where Malta has a seat on the Advisory Board.

In June, Malta celebrated the 28th Graduation Ceremony of the IMO International Maritime Law Institute. During the graduation ceremony, Malta bid farewell to 40 lawyers from 32 States, awarded the Master of Laws Degree in International Maritime Law.

At regional level, Directorate officials participated at the annual Committee Meetings of the Mediterranean and the Paris MoU on Port State Control and other technical seminars organised by the Paris MoU secretariat. The Merchant Shipping Directorate, in its continuous process of training staff, has attended various short courses, seminars and familiarisation visits with the scope of keeping staff abreast with what is going on in the maritime industry.

European Union

The first half of 2017 marked the Maltese Presidency of the Council of the European Union and the priority of the Merchant Shipping Directorate was directed at the successful and smooth running of the Presidency in the area of shipping. One of the key roles of the Directorate during the EU Presidency was the chairing the EU-IMO coordination meetings. The aim of such meetings was to coordinate the position to be taken by EU Member States during the relevant meetings of the International Maritime Organisation (IMO), namely the following Committees and Sub-Committees:

- Sub-Committee on Pollution Prevention and Response (PPR 4);
- Sub-Committee on Human Element, Training and Watchkeeping (HTW 4);
- Sub-Committee on Ship Design and Construction (SDC 4);
- Sub-Committee on Navigation, Communications and search and rescue (NCSR 4);
- Sub-Committee on Ship Systems and Equipment (SSE 4);
- Legal Committee (LEG 104);
- Maritime Safety Committee (MSC 98);
- Marine environment protection committee (MEPC 71).

During the Maltese Presidency of the Council of the EU, the Merchant Shipping Directorate also took on a leading role in the organisation of various events in Malta. A High Level Stakeholders Meeting was organised, which served as a platform for participants to discuss and identify various issues in relation to the latest opportunities and challenges experienced by the maritime sector. The participants of this High-Level Conference consisted of various stakeholders in the shipping industry, and included high level participants such as the Secretary General of the International Maritime Organisation and the European Commissioner responsible for Transport.

A Shipping Ministerial Conference was organised back-to-back with the above-mentioned Stakeholders Meeting. The Ministerial Conference was very well-attended and culminated with the adoption of the Valletta Declaration, highlighting the main priorities for the EU's maritime transport policy until 2020. The said Declaration was subsequently endorsed by the Council of the EU and adopted as Council Conclusions. Furthermore, on the occasion of the EU Presidency, transport attachés from EU Member States were hosted in Malta.

Although the period under review was mainly focused on the EU Presidency, the Merchant Shipping Directorate, during the course of the year, continued with its regular EU related activities, notably with providing advice in the formulation of EU policy and legislation for ongoing discussions on maritime related issues. It undertook 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.

Officials from the Directorate 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 structural dialogue, exchange of best practices and coordination, thus providing the opportunity to discuss practical issues that could be encountered in the implementation of various pieces of EU maritime legislation covering environmental issues. This included the continuation of work on the implementation and enforcement of the Sulphur Directive, the Ship Recycling Regulation and the Regulation on Monitoring and Reporting of CO₂ emissions from ships.

The Directorate continued with the preparations for the implementation of Regulation (EU) 2015/757 of the European Parliament and of the Council, on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and has drafted the Merchant Shipping (Monitoring, Reporting and Verification of Carbon Dioxide Emissions from Maritime Transport) Regulations laying down penalties for breaches of the said EU Regulation. 3 Merchant Shipping Notices were also published, bringing to the attention of the shipping community the application of the said EU Regulation. Furthermore, the Directorate closely followed the alignment process of EU Regulation 2015/757 with the IMO Data Collection System, and to this effect submitted its feedback in response to the public consultation organised by the European Commission.

The Directorate also continued its work on preparations for the entry into force of the Regulation (EU) No 1257/2013 of the European Parliament and of the Council of 20 November 2013 on ship recycling. In this context, officials attended several meetings organised by the European Commission in order to continue the process of approving EU ship recycling facilities and discuss the interpretation of various aspects of the Regulation.

As part of the preparatory process for the implementation of the two above-mentioned EU Regulations, the Merchant Shipping Directorate undertook a review of its agreements with Recognised Organisations and revised such agreements in order to include provisions related to the said Regulations concerning monitoring, reporting and verification of CO₂ emissions, and ship recycling.

Officials from the Merchant Shipping Directorate, as Transport Malta representatives, also participated in the ongoing work of the Sanctions Monitoring Board which oversees the implementation of EU and international legislation concerning sanctions.

The Directorate continues to support the work of the European Maritime Safety Agency (EMSA) through its participation in the Administrative Board. Today, EMSA operates in the areas of maritime safety, maritime security and prevention of pollution by ships. It 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 attended various training sessions and workshops on the implementation of EU maritime legislation organised by EMSA. The Directorate has also participated in various other meetings, including the Maritime Directors meeting, which brings together high level officials from maritime administrations to discuss the development of EU maritime policy.

In December 2017, the European Commission approved under EU State Aid rules the Maltese tonnage tax scheme for a period of 10 years. This was a long-awaited decision, since the Commission initiated its investigation into the Maltese tonnage tax in 2012. This is a milestone achievement following difficult and technical discussions that stretched out over a number of years and will provide legal certainty to operators in the shipping industry in Malta, a fact which is also very relevant to attracting more investors and employment in this sector.

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 so as to ensure that these are in line with current international legislation and practices. The review exercise includes ongoing monitoring of the evolving *Acquis Communautaire* 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 shipping industry representatives, 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.

During 2017, consultations with all stakeholders were carried out on the revision of a number of legislations under the Merchant Shipping Act. Two pieces of legislation were promulgated, namely the Merchant Shipping (Monitoring, Reporting and Verification of Carbon Dioxide Emissions from Maritime Transport) Regulations, 2017 and the Merchant Shipping (Ballast Water Management Convention) Regulations, 2017.

The Merchant Shipping (Monitoring, Reporting and Verification of Carbon Dioxide Emissions from Maritime Transport) Regulations, 2017 establish a system of penalties for failure to comply with the monitoring and reporting obligations set out in Regulation (EU) 2015/757 of the European Parliament and of the Council of 29 April 2015, on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC, in its up-to-date version.

The Merchant Shipping (Ballast Water Management Convention) Regulations, 2017 transpose the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004.

The Directorate also continued to pursue an agenda for the ratification of international maritime conventions. On 7 September 2017, Malta ratified the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004. The Ballast Water Management Convention constitutes the first international mandatory regime aiming to prevent, minimize and ultimately eliminate the risks to the environment, human health, property and resources arising from the transfer of Harmful Aquatic Organisms and Pathogens through the control and management of ships' Ballast Water and Sediments. This Convention internationally entered into force on 8 September 2017. Apart from the implementation of this Convention onboard Maltese ships, the Merchant Shipping Directorate continued its cooperation with other relevant entities for the implementation of this Convention in Malta.

Merchant Shipping Notices

During 2017, 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, 9 Merchant Shipping Notices, 3 Technical Notices, 5 Information Notices and the revision of a number of Notices were issued:

- Implementation of EU Regulation 2015/757 on the Monitoring, Reporting and Verification of Carbon Dioxide Emissions from Maritime Transport (MS Notice);
- Restrictive Measures against the Democratic People's Republic of Korea (DPRK) (MS Notice);
- Revised format of Certificates issued in terms of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, as amended (STCW Convention) (MS Notice);
- Compliance with the New Marine Equipment Directive (MS Notice);
- Fire Control Plan Graphical Symbols (Technical Notice);
- Concentrated Inspection Campaign in Chinese Ports (Information Notice);
- Concentrated Inspection Campaign on Safety of Navigation (Information Notice);
- Regulation EU 2015/757 – Thetis MRV (MS Notice);
- Implementation of the International Ballast Water Management Convention (MS Notice);
- Calibration Means for Portable Gas Detection Instruments (Technical Notice);
- New Registered Address (Information Notice);
- Relocation of offices (Information Notice);
- Accident and Incident Investigations (MS Notice);
- Use of Electronic Certificates (MS Notice);
- Labelling of Medical Stores (Technical Notice);
- Registration to THETIS MRV (MS Notice);
- National and Public Holidays 2018 (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, so vital for its economic well-being.

ROADS AND INFRASTRUCTURE DIRECTORATE

Functions and Duties

The Roads & Infrastructure Directorate (RID) is responsible for the:

- Development, maintenance and repair of the Arterial and Distributor Road Network;
- First-time asphaltting of residential roads;
- Other road projects as assigned by Government.

Arterial and Distributor Road Network

Reconstruction of Arterial and Distributor Road Network

Kappara Junction

Works on the Kappara Junction Project began late in 2015 with the asphaltting of the various alternative/diversion routes that were earmarked for use by motorists during the Project. The works on the actual junction began in April 2016 and proceeded steadily through 2017. During the year under review, construction and asphaltting works were concluded on the major routes with line markings and iron safety barriers. Late 2017 during this period saw the completion of the Kappara Junction Project, which incorporated a grade separate junction - an overpass over a roundabout - as well as a pedestrian underpass. Sound barriers that limit noise pollution for neighbouring residents were utilised for the first time in Malta.

At an estimated total cost of €35 Million (including VAT), partially funded through the European Union's Cohesion Fund, works on the project were completed by December 2017.

Malta-Gozo Tunnel

Throughout 2017, substantial progress has been made in the preliminary studies being carried out as part of the project for the design of a tunnel between Malta and Gozo. For this project, Transport Malta is working closely with the Norwegian consultants SINTEF, who are providing their extensive expertise in tunnelling and sub-sea tunnelling.

A Social Impact Assessment on the possibility of the construction of a permanent tunnel link was carried out, and its conclusions identify accessibility between the two islands as one of the improvements this project would bring about.

Transport Malta continued the process of data collection on the sub-surface conditions of the proposed tunnel route between Malta and Gozo. Through an agreement with the University of Malta, a series of scientific seismic investigations were finalised. These included a fluid seepage survey which provided an insight into whether fluids are seeping across the seabed, as well as their origin, and an airborne survey, which was carried out in order to complement the marine survey previously carried out.

Apart from the seismic investigations, a series of geological investigations were carried out by GEOTEC spa. The contractor extracted core samples from nine boreholes located in Malta, Gozo and in the channel between the two islands, with coring depths reaching more than 200 metres in some areas. These samples have been stored, and some of them shall be analysed in a specialised laboratory in order to determine the condition of the cored material.

The outcome of the geological analysis will be collated together with the information gathered from the seismic investigations, in order to build a geological model of the area between the two islands. This geological model will be the basis for establishing the design of the tunnel, and these studies are thus a major milestone in the process to drive the design of the proposed tunnel between the islands.

Preparation of Major Projects

During 2017, the Roads and Infrastructure Directorate carried out various activities in relation to the preparation of upcoming major road projects, such as the Construction of a new underpass under the Santa Luċija Roundabout, the widening of Triq Buqana L/O of Rabat and a new road scheme from Mrieħel to Rabat. All 3 projects aim to alleviate congestion in the concerned areas and hence reduce travel time and vehicle queues. The Authority also secured the permits for the widening of the Marsa Hamrun Bypass, widening which will increase the present two-lane double carriageway road, putting this connection between two major interchanges in a much better position to cater for the daily traffic loads exerted on this stretch. In terms of making mobility more efficient, Transport Malta implemented various form of road schemes around the Maltese road network, and in general, these consisted in improving roundabout junctions and widening of roads which were identified as having capacity issues.

Marsa Addolorata Junction Project

A contract between Malta and the EU was signed in December 2015 for the financing of Action A (first of two) of this project under the Connecting Europe Facility (Scandinavian-Mediterranean core corridor). Once complete, this project, in its entirety, will address the major bottlenecks at the Marsa Addolorata Junction.

The PA permit was issued in January 2017. The tender for the demolition of a number of factories, which also published in January of 2017.

2017 also saw the application for CEF funding for Action B of the Project to address southbound traffic and the connections between Vjal San Lucia and Sir Paul Boffa Avenue in the direction to and from Valletta. This was submitted during the first week of February 2017.

The total cost of the project (Actions A and B) is currently, very broadly, estimated at around €80 Million.

This project will eliminate traffic conflicts at the same junction, which are presently handled by a traffic lights system. The new design will permit an improved flow of vehicles, reducing delays and, as a consequence, improving journey time for road users. Furthermore, the project will upgrade public transport facilities and pedestrian facilities through pedestrian bridges and footpaths, while introducing cycling facilities in the area. This project is essential since the junction in question is on the Core Network of the Trans European Network.

The demolition of factories, as part of Phase 1, commenced on the 13 November 2017. Prior to the start of the same demolition, the buildings in question were cleared from hazardous material, such as asbestos and other contaminated materials, which were subsequently exported to dedicated handling facilities in Spain.

During 2017, the Directorate also carried out planning for the commencement of works on Phase 2 of this project. This phase consists of the reconstruction of Triq Aldo Moro and Triq il-Gvern Lokali. The tender for Phase 3 of the same project was also issued. It will cover the construction of the 3-tier grade separated junction.

The Regeneration of Maltese Agriculture through better infrastructure and access

This programme of works contributes to the objectives of the Measure as presented in the Rural Development for Malta 201-2020. Regeneration through resurfacing, infrastructural works and construction of services contributes to non-productive investments (NPI's). These are investments which do not generate a significant return, income, or revenue, or significantly increase the value of the beneficiary's holding or the State's assets, but have a positive environmental impact, greater accessibility, and soil and water management, enhancing the environmental value of rural areas. The programme of works contributes to the restoration of rural landscapes through less degradation as well as contributing to soil conservation and water management through better service and water channels.

These rural roads will benefit from rehabilitation works, including the rebuilding of features, elimination of alien and invasive species and the facilitation of the clearing of rubbish. These actions have significant landscape and ecological benefits. The main objectives are to:

- a) Enhance farm access roads to regenerate assets and improve the ability of farmers to manage land;
- b) Enhance agriculture property access, especially fragmented land-holdings and small-sized individual fields and parcels of lands;
- c) Creating access where manual movement of inputs and outputs from the land is vital. Increase accessibility through the upgrading of farm access roads increases farm utilization, improve farm management, and increase farm efficiency;
- d) Improve access to agriculture land which has the potential to make agriculture increasingly attractive and younger farmers may opt to consider taking up part time/full time farming.

Works proposed on the 35 rural roads (which form part of TM application with FPD under Application measure 4.3) spread across all Maltese rural areas, namely Hal Far, Kirkop, Marsascala, Qormi, Marsaxlokk, Siġġiewi, Żabbar, Żejtun, Rabat, Baħrija, Mellieħa and Naxxar, which shall consist of the necessary site clearance, surface milling and subsequent resurfacing using materials similar to those existing.

The Project selection Committee within the FPD (the funding agency) was recently formed and is expected to assess Transport Malta's application immediately.

In the meantime, Transport Malta has prepared all the relevant call-offs and is currently publishing them to receive offers from prospective bidders. A substantial number of offers are currently being evaluated while others are already at an advanced stage for a works contract to be signed. Once Transport Malta's application is accepted and the grant agreement is issued, the project can go to the next stage of implementation.

The project is expected to be implemented in 9 months. Starting date is subject to receipt date of the grant agreement and eventually the signing of the works contracts.

Maintaining and Upgrading the Arterial and Distributor Road Network

In line with RID's remit to enhance the safety and performance aspects of the local road network as well as to increase the service life of road structures, the Directorate continued with the regular monitoring and maintenance programs along the arterial and distributor road network. This programme included major patching interventions as well as upgrading and redesign works on some critical junctions and road stretches along the network.

The following is a list of the main works:

Upgrading of area between Lija cemetery and Naxxar roundabout	Lija/Iklin
Junction in front of Roman Villa	Rabat
Upgrading of MIA roundabout junction	Luqa/Gudja
Major patching works and improved junction in Triq l-Imgjered j/w Triq il-Marsa	Marsa
Upgrading of Paola Junction	Paola
Upgr. of junction bet. Triq M. Dimech, Triq it-Tigrija & Triq Hal Qormi	Qormi
Upgr. of roundabout in Triq il-Kunsill tal-Ewropa j/w Vjal l-Avjazzjoni	Luqa
Urgent alterations to r.a. in Triq l-Imdina j/w Triq Dimech & Triq Luqa	Qormi
Improvement works at p/o Triq l-Imdina	Qormi
Triq ix-Xarolla	Żurrieq

Residential Roads

The Roads Infrastructure Directorate is responsible for the first construction and asphaltting of those residential roads which would have been formed by developers as part of their legal obligations. Apart from the asphaltting of the carriageway, works on such residential roads also involve works on service utilities' infrastructure and the finishing of footpaths. Throughout the year under review, 40 stretches of residential roads were completed, while planning was at an advanced stage on several others.

Other Road Projects

During 2017, the Roads & Infrastructure Directorate was also requested to carry out the following major interventions on a number of roads of particular importance in the local road network:

Resurfacing of St. Paul's Bay promenade road (in conjunction with MTA)	St. Paul's Bay
Marsaxlokk regeneration works (in conjunction with GHRC)	Marsaxlokk
Reconstruction of Triq Ta' Kilpa	Siġġiewi
Major patching in Triq it-Tiġrija	Rabat
Major patching in Triq Birkirkara	Attard
Major patching works in Triq il-Hzejjen	Mġarr
Road works in Triq Santa Katerina	Attard
Road works in Triq PP Castagna, Triq Bontadini and Triq l-Imrieħel (Phases1-3)	Balzan/Birkirkara
Road works at Triq il-Mithna (Phase 1)	Żebbuġ
Various road works in Valletta (in conjunction with GHRC)	Valletta
Road from Mtaħleb to Migra l-Ferħa (in conjunction with Sports Malta)	Rabat
Emergency storm water collection works at B'Kara	Birkirkara
Emergency repair to damages in p/o Triq Ġorġ Borg Olivier	Mellieħa
Road works in Triq A. Cachia Zammit	Żejtun
Road works in Triq il-Qajjenza (works completed in January 2018)	Birżebbuġa
Triq is-Sur (Phase A)	Senglea
Redesign of junction and resurfacing of p/o Triq il-Kanun	Santa Venera
Works in Vjal ix-Xarolla	Żurrieq

Geographic Information System (GIS)

During the year under review, the Directorate continued plotting the Arterial and Distributor network on a GIS platform. The exercise also included the plotting of the carriageways and the creation of attributes for data collection. The exercise will serve as a basis for future projects and will lead to the setting up of a road asset management plan.

Maritime Infrastructure

The Marine Infrastructure Department is responsible for the planning, development and implementation of maritime infrastructure projects. 2017 was a year of transformation and the beginning of a capacity building initiative to equip the department to implement its work programme over the next 5 years. Being the start of a new project cycle, the bulk of the work undertaken was related to capacity building, project planning and design.

Commuter Ferries Landing Places

This project involves the development of existing landing places at Cospicua, Valletta (Marsamxett) and Tas-Sliema (Ferries) as well as the expansion of the network to St Julian's (Spinola), Ta' Xbiex and St Paul's Bay (Bugibba). The project entails the construction of new infrastructure, superstructure and mooring facilities at each site. In February, an application for EU Funding was made under Union Priority 7 of the European Regional Development Fund 2014-2020 programme, as part of a larger project aiming to provide inter-modal transport hubs and greener transport alternatives. This application has been approved.

Various technical studies were carried out at the various proposed sites including the engagement of various consultants, leading to the development of Advanced Conceptual Designs for the six ferry landing places with the aim to achieve the most appropriate structural, planning and cost-effective design criteria within a homogenous design concept. The existing landing place at Marsamxett was repaired and upgraded to provide improved facilities.

The landing places will provide the appropriate infrastructure for the safe mooring of vessels and modern sheltering facilities for commuters. This work provides the ground work for the next phase of the project, which involves planning permitting, environmental feasibility studies, issuing of works tenders and commencement of work in 2018.

Gozo Fast Ferry Landing Places

This new fast ferry service will operate from Mġarr in Gozo to Valletta (Barriera Wharf) in Malta. This service requires dedicated infrastructure. It is being considered as an extension of the commuter ferry network and will provide connectivity between the two services and is being developed along the same concept design as the other landing places in order to create a uniform brand image for maritime public transport.

Various consultations were carried out for site selection; this was a major challenge due to competing demands for space within the ports, acute congestion lack of space in Mġarr and heritage considerations in Valletta.

Architectural conceptual designs were developed following several consultations. The Development Permit for the Mġarr (Berth 3) landing place has been approved by the Planning Authority. Various technical studies were carried out to ascertain the subterranean conditions of this infrastructure. This shall enable the finalization of the design and the compilation of the main tender of works for eventual implementation of the project

Due to heritage and archaeological constraints, the landing place at Barriera Wharf shall be a floating structure. The PA development application is still under consideration. Architectural conceptual designs were developed following several consultations. Wave studies were also carried out and the detailed design of the floating pier and its mooring and anchorage studies are under way.

It is envisaged that EU funding will also be obtained for this project.

Construction of a Breakwater at Qrejten Point in the port of Marsaxlokk

In April, an application for EU Funding (including the provision of a Business plan) under Union Priority 1 of the European Maritime and Fisheries Fund 2014-2020 programme was submitted. The EU Funds application was approved by the Project Selection Committee in November 2017. Studies and design preparations are currently ongoing.

Refurbishment of the Delimara Breakwater in the Port of Marsaxlokk

Studies and design preparations are currently ongoing.

Extension of Deep Water Quay (Phase 2)

Following the completion of the Phase 1 refurbishment and upgrading works and the design of extension of the quay's upgrading in 2016, the tender for the Phase 2 works was published in April 2017 and was under evaluation by year's end. The project aims to expand the quay to handle large ships up to 80,000 tons displacement. Works are expected to commence in 2018.

Refurbishment and Upgrading of Slipways in the port of Marsaxlokk

In May, an application for EU Funding under Union Priority 1 of the European Maritime and Fisheries Fund 2014-2020 programme was submitted. The EU Funds application was approved by the Project Selection Committee in November 2017 and awarded the covering EU grant. Diving and Geotechnical studies were carried out to ascertain the subterranean conditions of this infrastructure. The design was completed procurement documentation has been prepared and shall imminently be launched through the Department of Contracts.

Grand Harbour Infrastructure Development

Following extensive consultations, feasibility and technical studies, an application for EU Funding under Union Priority 11 of the Cohesion Fund 2014-2020 programme was submitted in November. The project purpose is to eliminate bottlenecks within the port of Valletta, which is a core port on the Trans European Network for Transport and forms part of the SCANMED north-south corridor between Finland and Malta. This is by far the largest maritime infrastructure project to be undertaken by TM to date and the largest such project for EU funding consisting of three major components.

The first involves the upgrading of the Valletta breakwaters to improve sea defenses mainly during easterly storm conditions. This intervention will improve the wave conditions at the port entrance and reduce wave reflection towards Barriera Wharf (where the commuter and fast ferries will be located) as well to reduce reflection within the various creeks of the port.

The second and primary component of the project is to construct a new cargo facility within the port. Studies have shown that the port will experience major bottlenecks, congestion and inefficiency if new port infrastructure is not developed. Demand forecasts show very strong growth in the cruise and cargo sectors, in part fuelled by Malta's economic development. This growth in demand will be well beyond the capacity of existing port infrastructure. As the cruise sector expands along the Pinto Wharves and Deep Water Quay, there will be increasingly less space for cargo operations to take place in this part of the port. A new cargo terminal will be required to provide a dedicated cargo berth for RoRo vessels, general cargo and ancillary port service providers.

The third project component involves the dredging of various parts of the port to improve fairway depths and cater for larger ships. Dredging will take place at the port entrance, at Deep Water Quay and at the approach to and berths of the new cargo facility. The dredging will also involve the de-contamination of chemical deposits which have accumulated on the seabed over many decades. In some cases, this involves the removal of hazardous material.

Extension of Pinto Wharf

This project involves the extension of Pinto Wharf Berth 4/5 Quay outwards by 15 metres to enable large cruise liners greater than 250 metres in length to safely moor at this berth and to provide improved berthing facilities. In collaboration with the Valletta Cruise Port, various technical and environmental studies were carried out, design was completed and the tender was prepared. In the meantime, discussions are underway regarding the funding of the project.

Mġarr Menqa Mooring

This project involves the reorganisation of the fishing port within Mġarr to create more berthing space for fishermen. The project will involve dredging of the basin to create more space, as well as upgrading of the quays, and the replacement and extension of pontoons.

Various technical and environmental studies were carried out. The environmental studies identified a section of contaminated sediment in the area to be dredged. This will be removed as part of the project. A project description statement was drafted and on its basis ERA approved this project as EIA exempted. On the other hand, geotechnical studies revealed difficult geological and soil conditions which necessitated a different design for the project. The planning application was recommended for approval.

Maintenance and Upgrading Projects

Maintenance dredging works were carried out in three Facilities within the Marsaxlokk Basin namely the Malta Freeport Terminals 1 and 2, the 31st March 1979 Installation and at Oiltanking Malta Ltd jetties 1, 3, and 4. This was done in accordance with TM's legal obligation, to ensure and maintain a safe navigational access and approach to berths within the Port of Marsaxlokk. The main scope of the works was to provide the charted depth to access channels and berths up to 18m depth to cater for deep draft vessels making use of this port. Following a public call for tenders, the works contract was awarded and implemented between May and June. Particular attention was given to not to affect bathing water quality at Birżebbuġa and to prevent damage to the anti-scour protection carpet along Freeport Terminal 2 berths. A major challenge to this project was to carry out the dredging while the port remained in full operational use.

Installation of Pontoons

Tal-Pietà Marina at Tal-Pietà Creek is situated adjacent to the Sa Maison Marina at Marsamxett Harbour, which was only recently installed complete with an anti-wave reflection revetment system. A Planning Permit for Tal-Pietà Marina was issued during Q2 for the installation of a single demountable pontoon with a 20 year serviceability design life. The development permit was obtained and the pontoon works were carried out during Q3. The previous berthing complement stood at 75 and the installed pontoon resulted in an increase of 66 new berths.

Another pontoon was installed at Hay Wharf catering for AFM vessels whose berth had to be shifted to make way for the Sa Maison Marina.



LAND TRANSPORT DIRECTORATE

Functions and Duties

The Land Transport Directorate (LTD) strives to provide an efficient, integrated and sustainable public transport service. It strives to meet travellers' needs and expectations. The Directorate applies and develops an effective regulatory framework for land transport with road safety as a top priority, whilst at the same time promoting socio-economic development and the protection of the environment.

From an operational point of view, the Directorate is responsible for regulating all forms of land transport, including all vehicles, drivers and transport service operators.

The core strategic objectives of the Directorate are:

- Modal Shift;
- Road safety;
- Eco-friendly transport;
- Customer service.

Scheduled Public Transport

The concession agreement between Transport Malta and Malta Public Transport for the provision of a scheduled public transport service in Malta entered into its 3rd year during 2017.

Network

During 2017, further network consolidation was undertaken. These measures are carried out to further improve network efficiency.

Introduction of new buses

During 2017, the scheduled public transport operator introduced a further 28 new, 12 metre, Euro 6 buses on the scheduled public transport network. These new buses are similar to those introduced in 2015 and 2016; they are low floor, have two doors - thus making alighting and boarding quicker - and are better suited to Maltese roads, since they are narrower than the remainder of the fleet. Furthermore, these buses are equipped with USB chargers, enabling passengers to charge their mobile devices whilst travelling onboard a bus. Seven out of these new buses are fitted with luggage racks. The average age of the fleet is 4.9 years.

Free Scheduled Public Transport for persons turning 18 years during 2017

2017 saw the introduction of a scheme whereby individuals who turned or were 18 during 2017 were entitled to free public transport. More than 5,000 18-year-olds benefited from this scheme.

Transport Card

At the end of 2017 the number of individuals in possession of the Transport Card, more commonly known as the *Tallinja Card*, rose to 284,600. Furthermore, 80% of trips were made using such cards.

During the year, the use of this card was extended and can now also be used with the Ferry service between Sliema, Valletta and Cottonera.

Passengers

Passengers making use of the Scheduled Public Transport service have continued to increase with 48 million passenger trips were recorded during 2017. This is an increase of 11.4% when compared to the previous year.

Route Reliability and Punctuality

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

Average Route Reliability for the year 2017 as measured across the whole network was recorded at 97%.

Average Route Punctuality across the whole network was measured at 92%.

Compliance

2017 also saw 5,025 inspections carried out onboard buses, 4,924 carried out on bus drivers and other employees and 808 carried out on public transport infrastructure.

Road Transport Licensing Unit

Sustainable Passenger Transport Services

Taxi Services

During 2017, taxi sector continued to grow, with a further rejuvenation of the fleet, the introduction of new types of vehicles and the launch of two new taxi booths, among other improvements. Moreover Transport Malta and the Malta Taxi Licensed Association agreed to a number of regulatory changes, all of which are pending Cabinet approval and implementation. The points below detail the main activities undertaken in this sector during the year:

- The ongoing project of equipping taxis with new peripheral devices was re-evaluated after a cheaper and newer technical solution was identified. The Unit is now collaborating with a new supplier to ensure that the proposed device satisfies the Authority's technical and legal requirements;
- A revision of all taxi fares was done in consultation with the sector's representatives, and is pending approval from Cabinet;
- The sector's association launched two new taxi booths, one in Triton Square in Valletta, and one at The Strand in Sliema. Both booths have contributed to an increase in business from these localities and less complaints, indicating an increase in customer satisfaction;
- 26 vehicles were replaced with new models, as opposed to 21 in 2016, bringing the average age of vehicles on 31 of December 2017 to 7.3 years, as opposed to 7.7 years at the end of 2016 in Malta and 10.2 years, as opposed to 9.7 years at the end of 2016 in Gozo;
- 119 temporary taxi licences were issued to allow taxi owners to operate even when their original taxi vehicle could not be used following accidents or faults;
- 50 new taxi drivers were licensed following the completion of the relative training programmes and tests.

Animals and Animal-drawn Vehicles

The Unit continued its implementation of the Regulations concerning the Use of Animals and Animal-drawn Vehicles on the Road. The Document Management System developed by the Unit for the handling of all applications, inspections and related processes related to these Regulations was extended further to include driving licences. Below are the main operational measures implemented for this sector during 2017:

- 202 site inspections were conducted, in which 256 animal-drawn vehicles and 120 *karrozzini* were inspected and issued with a serial number;
- 61 *karrozzini* operator licences were issued for the first time, covering all 111 licences Category A (*karrozzini*);
- 3 licences for the operation of horse carriages for hire or reward (*karrozzelli*) were issued, and a significant amount of work was done in relation to various other such licences, which required correct insurance documents before they could be issued;

- 113 new licences for the use of animal-drawn vehicles on the road for personal or leisure purposes were issued and 210 are being processed;
- 42 applications for the riding of animals on the road, covering a total of 66 horses were received and are being processed;
- 500 applications for driving licences were received and the first batch of 270 licences was dispatched in the beginning of 2018;
- The water dispensers in the *karrozzini* shaded stands started being operated using RFID cards issued to the individual drivers.

Road Haulage

During 2017, 2 new Community Licences were issued, while 2 Community and 1 National Operator Licences were renewed. No new National Operator Licences were issued. In total, 31 vehicles were added to the licensed fleet, and 43 Driver Attestations were issued during the same period.

The scheme aimed at supporting professional drivers of goods carrying vehicles who need to obtain their periodic training of the Driver CPC was maintained, with 652 vouchers issued and 2,152 received and processed after training was given.

The Unit continued its participation within the Group on Road Transport of the International Transport Forum (OECD), and also took over the chair of a sub-group tasked with the development of the current multilateral licence system into a paperless one.

The Unit was also involved in providing advice and national positions on the planned changes to the EU Regulations concerning the carriage of goods, particularly to Regulations (EU) No. 1071/2009, Regulations (EU) No.1072/2009, Regulations (EU) No.165/2014, Regulations (EU) No.561/2006, Directive 2006/1/EC, the rules for the Posting of Workers in Transport and Directive 92/106/EEC.

Carriage of Dangerous Goods

Throughout 2017, 24 training sessions were held, leading to the certification of 309 drivers of dangerous goods vehicles.

No new Dangerous Goods Safety Advisors (DGSA) were certified, while 22 dangerous goods vehicles were approved for registration.

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

Quality Control on VRT Stations

The Road Transport Licensing Unit continued with its commitment to ensure safer and cleaner vehicles on our roads. To this effect, a number of quality control measures were carried out on VRT stations using a risk-based assessment. The following measures were also implemented:

- 1,247 post-VRT checks were conducted on high risk vehicles. These vehicles were called at the Technical Services Unit for further inspection;
- 142 unannounced inspections were carried out at various VRT Stations to ensure that correct and full test procedures were being observed;
- All VRT stations were required to photograph all vehicles undergoing a test for further checking. 8,844 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.

During 2017, the three EU Directives concerning updated harmonised rules on roadworthiness testing and technical roadside inspections of motor vehicles and their trailers were transposed into Maltese Legislation, and the Unit is now meeting with the relative stakeholders and implementing the necessary changes to ensure a seamless implementation by 20 May 2018.

Monitoring of the Controlled Vehicle Access (CVA) System in Valletta

The Unit continued exercising regulatory oversight of the operation of the CVA system in Valletta and of the Board that administers the system.

April 2017 marked the expiry of the 10-year contract between Transport Malta and the operator (CVA Technology Company Ltd) for the operation of the CVA system in Valletta. The contract was extended by 5 years (until April 2022), with the possibility of a further extension of another 5 years and subject to a number of improvements to the system, including a reduction in the annual consideration, the design, implementation and operation of a smart parking solution within the charging zone and additional investment in software and hardware that is used in connection with the operation of the CVA system.

In relation to the above commitments, the CVA operator implemented a pilot project for a Parking Management System including parking availability sensors in Valletta, which was made up of the following main deliverables:

- Supply and installation of 100 parking bay availability sensors in St. Sebastian Street, Valletta;
- Supply and installation of a gateway using LoRA technology to communicate with the sensors;
- Supply and installation of management software;
- Mobile phone application.

Amendments to Regulatory Frameworks

During 2017, the Road Transport Licensing Unit compiled and processed amendments to a number of transport-related regulations and put in place administrative provisions to bring into effect the relative provisions. These included the following:

- Amendments to the Motor Vehicle (Roadworthiness Test) Regulations and the Registration and Licensing of Motor Vehicles Regulations (S.L. 368.02) to transpose the requirements of EU Directives 2014/45/EU, 2014/46/EU and 2014/47/EU (The Roadworthiness Package) into Maltese legislation;
- Amendments to the Clamping and Removal of Motor Vehicles and Encumbering Objects Regulations (S.L. 65.13) to grant Enforcement Officers of Transport Malta the power to clamp and remove vehicles which are being illegally used on the road in Malta;
- Amendments to the Transport Enforcement Officers Regulations (S.L. 499.51) to widen the enforcement powers, duties and capabilities of the Authority to be able to conduct effective enforcement of all traffic rules and regulations;
- Amendments to the Taxi Services Regulations (S.L. 499.59), the Use of Animals and Animal-drawn Vehicles on the Road Regulations (S.L. 499.66) and the Motor Vehicles Regulations (S.L. 65.11) to rationalise and harmonise the 'good repute and conduct' requirements for all drivers and operators of passenger transport vehicles;
- Amendments to the Motor Vehicles (Carriage of Dangerous Goods by Road) Regulations (S.L. 65.22) to implement the provisions of Commission Directive (EU) 2016/2309 of 16 December 2016, adapting for the fourth time the Annexes to Directive 2008/68/ EC of the European Parliament and of the Council on the inland transport of dangerous goods to scientific and technical progress;
- Two separate amendments to the Taxi Services Regulations (S.L. 499.59); one to change taxi meter fares and to replace the fixed fares 'zone system' with a destination-based system; and the other to improve the sustainability of taxi services and to ensure fair competition between different passenger transport sectors.

Driver and Vehicle Licensing Unit

Paola Offices – A3 Towers

The Paola Offices extended their Opening Hours and started opening till 2.30 pm on Wednesdays.

The queuing system was changed to one operating with segregated queues in order to serve the customer in a more efficient and effective way. The number of windows and the number of staff to serve customers were both increased for improved quality.

Extension of service for customers at Floriana Offices

Driving Instructors were given the facility to apply and deposit their applications for Driver Licence Permits in Floriana, whilst new drivers passing the practical test were also given the opportunity to apply for their driving licence in Floriana.

During 2017, customer service time was also improved with service time for all changes pertaining to vehicles and drivers reduced by an average of 30 minutes, and queue size went down by the considerable figure of 50%.

eTranfers

Transport Malta launched a new service whereby vehicle owners may transfer the ownership of their vehicle through an online system at any authorised Insurance Agent or Broker instead of visiting Transport Malta offices.

This service provided value added to clients by promoting the concept of a one-stop-shop.

648 such transfers were made during the year under review.

Ex-gratia Grant Scheme, the equivalent amount of VAT paid on Registration Tax for vehicles registered between 1 January and 31 December 2006 was granted during 2017

Transport Malta refunded the full amount equivalent to the amount of VAT paid on registration tax, less the amount of grant paid during 2014, to vehicle owners who were eligible for the grant and had a vehicle registered between 1 January and 31 December 2006. Payments were issued during May 2017 in a full and final settlement. A total of €4.7 million were paid to the 6,617 eligible applicants. The same process shall be adopted for the upcoming years until all payments, up to end of 2008, are settled.

Scrappage Scheme

During 2017, a new scheme was introduced whereby a one-time grant was given to every vehicle owner who scraps an M1 (passenger vehicle) with an age of 10 years or more and registers a new M1 (passenger vehicle) with CO₂ emissions of not more than 130g/km and having a length of not more than 4,460mm. This grant was planned to encourage people to dispose of their old vehicles and to invest in new cars with lower emissions. The grant was as follows:

- a) €900 were given to individuals registering a new Category M1 vehicle with CO₂ emission levels up to 100g/km;
- b) €700 were given to individuals registering a new Category M1 vehicle with CO₂ emission levels between 101 and 130g/km;
- c) €3,000 were given to individuals registering a new Category M1 Plug in Hybrid vehicle with CO₂ emissions 0-50 g/km;
- d) €2,000 were given to individuals registering a new category M1 Hybrid Vehicle with CO₂ emissions between 51-65 g/km.

In 2017, Government allocated the sum of €1.5 million for these grants. In total there were 1,557 applications to register a new Category M1 vehicle and 128 applications to register a new Category M1 Plug in Hybrid, all of which were accepted.

Purchase of Electric Vehicles by Private Individuals, Registered NGOs and Private Companies.

A grant of:

- e) €7,000 upon registering a new Battery Electric M1 and N1 vehicles; (when another vehicle with an internal combustion engine having at least 10 years from the year of its manufacture was de-registered and scrapped at an authorised destruction facility);
- f) €4,000 upon registering a new or used Battery Electric M1 and N1 vehicles (without scrapping another vehicle);
- g) €2,000 upon registering a new or used Battery Electric quadricycle (without scrapping another vehicle).

During 2017, the amount of €450,000 was allocated towards these grants and all the applications submitted for the grant were accommodated, to the extent that 73 additional electric vehicles were registered on Maltese Roads.

Conversion of Vehicles to LPG/Autogas

The scheme whereby vehicle owners could convert M1 (passenger vehicles) and N1 (goods carrying vehicles up to 3,500kg) to LPG/Autogas was extended in 2017, offering a one time grant of €200 and leading to the reduction of the CO₂ emission levels by 10%. The total budget committed towards this grant by Government amounted to €50,000, and a total 220 vehicles benefited from the grant. The use of Autogas/LPG aims to contribute to the reduction of both greenhouse gas emissions and other tail-pipe emissions normally associated with petrol engines.

Regularisation of Vehicles with Licence in arrears

Transport Malta continued enforcing and managing the regularisation scheme related to the licences of vehicles in arrears, including regulatory, policy and administrative measures. The Authority issued monthly notices to vehicle owners with licences in arrears, advising them to regulate their position and pay the vehicle road licences and any other pending fees.

- a) The total revenue collected from the scheme during 2017 was €212,740;
- b) The total Revenue from vehicle annual licence fees increased by €3 million during 2017 when compared to 2016;
- c) The total amount of vehicle regularising their position through the scheme during 2017 amounted to 866.

The table below lists the main transactions carried throughout 2017, compared to the previous year at the operational driver and vehicle licensing units.



	Licensing Service	Number of Transactions		
		2016	2017	% Change
Vehicles	Newly Registered Vehicles	22,784	24,889	9%
	Change of Owner (Transfers)	54,472	56,104	3%
	Other Changes to Vehicles	9,385	9,252	-1%
	De-garaged Vehicles	19,369	5,036	-74%
	Exported Vehicles	299	280	-6%
	Garaged Vehicles	7,223	7,720	7%
	Scrapped Vehicles	22,187	7,965	-64%
	Road Licences Renewed	354,075	365,055	3%
	Number Plates Issued	62,366	69,260	11%
	Pre-registration Vehicle Inspections	6,235	8,062	29%

Driver Licensing Unit

The table below lists the main transactions carried throughout 2017, compared to the previous year at the Driver and Passenger Operator Licensing Unit.

	Licensing Service	Number of Transactions		
		2016	2017	% Change
Driving Licences	Learner Permits Issued	10,363	11,105	7%
	New Driving Licences Issued	7,354	6,398	-13%
	Renewed Driving Licences	25,521	29,151	14%
	Driving Practical Tests	12,212	13,558	11%
	Driving Licences Exchanged	1,246	1,322	6%
	International Driving Permits	585	737	26%
	Withdrawn Driving Licences	329	694	11%
	Changes to Driving Licences	8,918	10,226	15%

Driving Licences

Once candidates undergo driver training, they are assessed on their driving skills through practical tests carried out by the Unit's driving examiners. Between January and December 2017, the Unit received an approximate a total of 13,558 applications from candidates/motoring schools to undergo practical driving tests for categories A, B, C and D. There were also 124 assessments for prospective Driving Instructors.

During the year under review, there was a total of 7,795 candidates who passed their driving test. In addition, 3 candidates underwent an assessment to have a particular Category within their driving licence re-instated. These concessions were only given to licence holders who had obtained Category A or B before the year 1991 and which Category had been lost during the changeover from the old driving licence system to the new computerized system in 1991.

With regards to the theory test, Transport Malta also offers the facility to those candidates who find difficulty in reading the theory test questions by sending an employee from within the Unit to read out the questions. During 2017, there were 888 candidates who benefited from this service.

The Unit also processed a total of 29,151 driving licence renewals to existing driving licence holders. A total of 1,186 driving licences were withdrawn/given up for various reasons, such as those being deceased, holder no longer intending to keep his/her driving licence, withdrawal due to penalty points and/or withdrawal as per court ruling.

There were 10,226 driving licences which were re-issued with changes as requested by the client. These cases include change in address, change in holder's name and/or adding of a new driving licence category.

Exchange of Driving Licences

The Unit also receives, on a regular basis, requests from foreign driving licence holders to have their licence exchanged into a Maltese one. Once the necessary checking is done through RESPER (a common register within EU member states), the exchange to a local licence is carried out. To this effect, a total number 1,322 driving licences were exchanged in 2017.

International Driving Licences

A total of 737 international driving licences have been issued to Maltese licence holders in order for them to be able to drive in another country outside the European Union.

Operator's Licences issued for the carriage of passengers for hire and reward

Every five years, the Unit verifies documents of each and every Operator's Licence issued. During this process, the Unit checks the *Fedina Penali* and the financial standing for each operator. During 2017, the Unit verified the documents of 65 operators.

During the year under review, there were 68 persons who obtained a licence to drive a white taxi, and 306 drivers who obtained their Certificate of Professional Competence (CPC), which enables them to drive public transport or heavy goods vehicles.



Customer Care Courses

As of December 2017, the Unit has taken over the responsibility of invigilation during exams following the completion of the Customer Care course. There were a total of 1,068 candidates who were examined between January and December 2017.

125cc Motorcycle Policy

During the month of November 2015, a new policy (effective as of 1 January 2016) was introduced based on one of the 2015/16 budgetary measures introduced by Government. This policy entails holders of a Maltese driving licence in Category B 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) and with a power/weight ratio not exceeding 0.15 kilowatts (kW) per kilogram, if it is powered by an electric motor on Maltese territory. Individuals who wished to benefit from this new scheme were to undergo practical training with a professional licensed motoring school with Category A requirements. The training would consist of ten hours training, comprising of 30% theory and 70% practical. In 2017, the amount of persons who benefited from this scheme amounts to 1,052.

Tax Rebate Scheme on School Transport

During 2017, 3,382 applications for approved school transport were received by the unit. This means that parents of school children using transport to attend schools could apply to receive a tax refund on the relevant fees paid.

Seat belt Exemptions

169 applications were received from drivers along with a medical certificate to be exempt from wearing their seat belt while driving. These applications are verified by the Authority's medical consultant prior to these exemptions being granted. This is done to avoid abuse.

Passenger Operator Licensing Unit

Operator's Licences issued for the carriage of passengers for hire or reward

Every five years the Unit verifies documents of each and every Operator's Licence issued. During this process the Unit checks the good repute and the financial standing for each operator. During 2017, the Unit has verified the documents of 65 operators.

The Unit registered 11 new Operators during 2017 with a total of 604 Passenger Transport Operators at the end of 2017.

Public Service Garages Permits

Holders of public service garages (operators of vehicles with a maximum seating capacity of 8 seats plus driver) are bound to pay their respective permit every year. There were 725 public service garage permits paid (renewed) while 31 new permits were issued.

An exercise to collect public service garage arrears which were not paid by the operators for a number of years was carried out. The amount of €36,752 was collected during this exercise.

Tags

Tags issued for Category D (buses), D1 (minibuses), Category B (white taxis and chauffeur driven vehicles) and cabs (*karozzini*) amounted to 3,718 during the year under review.

Amendments to Passenger Transport Services Regulations (PTSR) – S.L. 499.56

The Driver and Passenger Operator Licensing Unit was also responsible for the drawing up of amendments to the Passenger Transport Service Regulations.

- An amendment was made to the good conduct and repute requirement. This requirement is needed to obtain an Operator Licence to operate a passenger transport vehicle used for hire or reward and for the obtainment of a driver's tag in order for a person to be able to drive a public transport vehicle. This amendment was necessary as it was seen as a double jeopardy instrument, whereby a person who had committed a crime and served the punishment inflicted by the courts was being unjustly punished for a second time by being excluded from holding an operator licence/driver permit.
- Another small amendment was made to retain the requirement of the payment of an entry fee per seat for new applications for minibuses and coaches with more than 8 seats + driver. A six-year period was established in the Regulations which expired in November 2015. This has been extended by means of the said amendment.
- An amendment was also made to add the requirement that all Malta Heritage buses must be air-conditioned (for the comfort of the passengers who shall be making use of such services) and also fitted with a tracking system which can be accessed by the Authority (in order to ensure that Malta Heritage Buses are only used in accordance with their permitted use and not for other purpose such as, for example, the carriage of school children).

Concessions

- A concession was awarded to an operator to operate electric trolleys in Valletta. Such trolleys will depart from an electric trolley stand and will operate within a specified precinct of Valletta, departing when there is a sufficient number of passengers which warrants the trip and going to those areas in the city as requested by the passengers themselves in order to cater for their specific needs.
- Another two concessions have been finalised by Transport Malta, but are awaiting the final decision from the Department of Contracts in order to be awarded. One concession is for a Trackless Train in Valletta. The other concession is for the licensing and operation of Malta Heritage Buses.

Amendments to Sightseeing Transport Routes

During the month of August 2017, amendments to the Sightseeing Routes were published in the Malta Government Gazette. In the North Route, two pick-up/drop off points were added, one in Gżira and the other one in Sliema.

Customer Care Unit and Ombudsman Affairs

Transport Malta continually strives to improve the service offered to the general public as its external clients and also to its internal clients, hence the amalgamation of customer care activities and ombudsman affairs operations.

Customer Relationship Management (CRM)

Customer Relation Representatives follow a clear process and log the status of each complaint received from various sources into the system. Previously, importance had been given to the quantitative aspect of queries in displaying the efficiency of how complaints were managed. It transpires that such *modus operandi* does not give insight as to the areas within Transport Malta which are mostly prone to a potential complaint from the public. As from October 2013, the Unit shifted its focus to the qualitative aspect of queries received from the public. Qualitative documentation allows Transport Malta to focus better on the areas of concern. The Authority is thus aiming to be better equipped to address issues effectively.

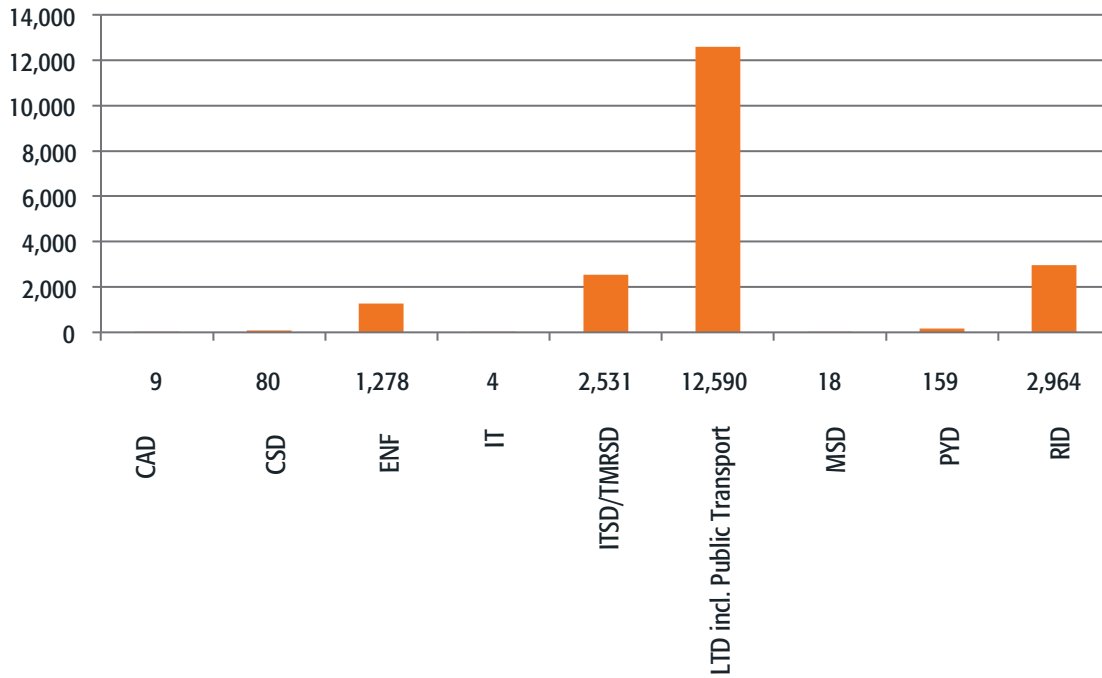
Customer Queries 2017

The Customer Care Unit received 19,633 complaints and/or queries during 2017 via emails direct calls and through Facebook. This is an increase of 979 complaints and/or queries over the previous year. The Unit also handled approximately 10,000 walk-in clients, who held one-to-one meetings with members of the Customer Care Unit during opening hours. The Call Centre outsourced by Transport Malta handled 118,058 complaints and/or queries during 2017.

The Customer Care Unit and Call Centre collectively handled 147,691 cases.

The department experienced an overall increase in all Directorates. In specific periods, an increase in queries and/or complaints was brought about due to activities and initiatives undertaken by the Authority.

The following chart shows a breakdown of the total number of complaints handled by the Customer Care Helpdesk per Directorate/Unit.



Major Type of Complaints per Directorate / Unit

Land Transport Directorate

Most of the queries received for the Land Transport Directorate concerned various vehicle schemes and the introduction of the new penalty point system. Public Transport issues included complaints about non-provision of service, driver misconducts, and suggestions for new routes.

Roads and Infrastructure Directorate

The huge majority of queries directed at the Roads and Infrastructure Directorate regarded road repairs and feedback from the public regarding Kappara Junction works.

Traffic Management

Queries related to the Traffic Management and Road Safety Unit included reports about malfunctioning traffic lights and suggestions/complaints about traffic light timings reserved parking spaces, road markings and suggestions/complaints about traffic management flows.

Ombudsman Affairs

Ombudsman Affairs relate to the activities related and the involvement with regard to new and/or work-in-progress cases instigated by the Office of the Ombudsman involving Transport Malta in conjunction with internal and external issues.

The liaison person who objectively operates exclusively on behalf of the Transport Malta Chairman and represents the Authority on each case put forward by the Office of the Ombudsman, acts as the middle man between the Transport Malta Official involved, Complainant and Ombudsman Investigating Officer in question.

Considering that Cases may either be straightforward or complicated, their lead time to finalize is totally dependent and up to the discretion of the Ombudsman.

During 2017, there were 36 cases, of which 18 were new Cases for 2017. As at year ending December 2017, there were 22 pending open cases across the Authority, which cases are pending a reply from the Office of the Ombudsman for closure.

CIVIL AVIATION DIRECTORATE

Functions and Duties

Civil Aviation is Malta's essential link to the world and a significant enabler and contributor towards the country's economic competitiveness. For aviation in Malta to continue to grow and stay ahead in an ever changing landscape, the Authority needs to build on past successes and plan ahead for the future. As Malta's regulatory authority for aviation, the Civil Aviation Directorate (CAD) needs to continue its process of adapting regulations while maintaining the safety of the air transport system. Risk management is a well-established discipline in the aviation industry today. These are important steps towards improving safety and enhancing the public's confidence in the safety of Malta's aviation system.

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

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

Additionally, the CAD cooperates with other local and international entities to enhance aviation security, passenger/cargo facilitation, fair competition, environmental matters, civil-military interface and health related issues.

Flight Operations Inspectorate

The Flight Operations Inspectorate certified 7 new Operators during 2017, with a total of 30 Air Operating Certificate (AOC) holders at the end of the year. 3 operators were in the process of obtaining an AOC, with another 5 operators showing firm interest to finish certification in 2018.

In addition to the certification of new AOC's the inspectorate processed 34 additions of aircraft requested by existing certificate holders. It also processed 135 operations manual approvals. The inspectorate conducted 144 audits, which resulted in 256 findings, with one serious finding leading to the suspension of one AOC.

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 biannual meetings with the Operators through the Flight Operations Consultation Group, which is managed by the Flight Operations Inspectorate.

Air Transport Regulation Unit (ATRU)

The ATRU assumes the International and European Affairs functions of the CAD, the Aircraft Registry Coordination, the issuance of Air Operating Licenses and Legal Affairs.

During the first six months of 2017, Malta held the Presidency of the European Council of the European Union. During this period, the ATRU, in cooperation with other Government Ministries, assisted in the implementation of aviation related matters on the agenda that were adopted by the Maltese Presidency. In this regard, the ATRU closely followed aviation discussions which were ongoing within the various EU for a, and provided its support and recommendations to the Ministries for consideration during the Maltese EU Presidency.

In 2017, the ATRU continued working on follow-ups which were required in respect to air services negotiations with other third countries. Formal negotiations took place with India, Israel and Tunisia. Moreover, in cooperation with the respective Ministries, further work was done on the conclusion of Air Services Agreements with various countries, which include South Korea, Egypt, Tanzania, Burkina Faso, Cote d'Ivoire, Mali, Ghana, Japan and Ethiopia.

The ATRU continued to follow the ongoing work of the International Civil Aviation Organisation (ICAO) following the Assembly which took place in October 2016. The ICAO Assembly is the sovereign body which is composed of representatives from all the Contracting States and meets every three years. The ATRU assisted the Director General for Civil Aviation in respect to the coordination process within the European Union, aimed at establishing the various EU positions within ICAO. Such a coordinated approach provides the opportunity for Europe to make a strong, influential and well-coordinated contribution to this key event.

The ATRU provided continuous support to the Director General for Civil Aviation (DGCA), the other Units within CAD and external parties. The Unit liaises with and also acts as a gatekeeper *vis a vis* Ministries and governmental entities and has taken over the functions of what was previously known as the Duty Management Office.

The Safety Management Unit (SMU)

The Safety Management Unit is the unit within the Civil Aviation Directorate (CAD) with the function of dealing with safety related incidents, and is the authority within the State to which the management of aviation safety has been entrusted. Safety has always been, and will always be, of the highest priority to aviation service providers and stakeholders, and hence the SMU plays an important and leading role within the industry. The responsibilities of the SMU include the collection of reports on safety related incidents and occurrences. Furthermore, although safety is a topic which is of prime concern to all other units within CAD, the SMU 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.

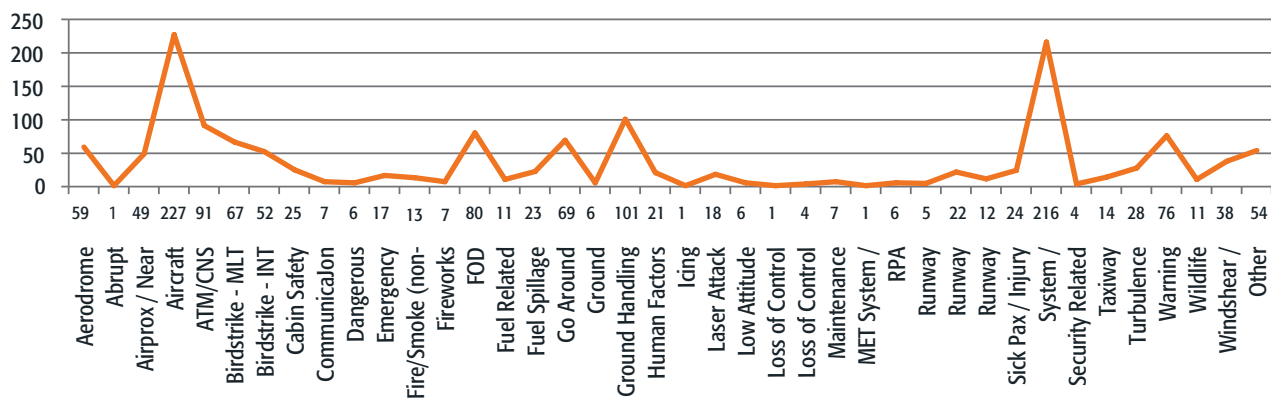
CAD Occurrence Reporting System

Regulation 376/2014 concerns occurrence reporting in civil aviation, and clearly states that operators 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. The State should have in place a system to receive and manage these reports. The SMU is the unit

responsible for ensuring that this system is indeed in place, functions as intended and ropes in all other units for the effective management of these safety reports. The goal of the SMU and ultimately of the CAD is to evolve from being reactive to being proactive and predictive. Throughout 2017, the SMU introduced a new and improved way where all occurrence reports submitted are received in the format which is recognised by ECCAIRS which ensures that no data is lost and facilitates the process of transferring data onto the said platform.

Occurrence Reports

The objective of occurrence reporting is to contribute to the improvement of flight safety by ensuring that relevant information on safety is reported, collected, stored, protected and disseminated. The sole objective of occurrence reporting is to identify areas of concern before they actually develop into a safety hazard, accidents or incidents, and not to attribute blame or liability.



Throughout 2017, the CAD received a total of 1,480 occurrence reports. The graph above depicts these reports according to classification.

European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS)

States are required to contribute to the ECCAIRS database, where reports received are inputted in order for the European Commission to obtain a clear understanding of the level of safety within states and for states to compare their level of safety with each other. The mission of ECCAIRS is to assist National and European transport entities in collecting, sharing and analysing their safety information in order to improve public transport safety. The SMU owns the programme and is responsible for data inputting and retrieval. The SMU is concerned with the analysis of this data, from which safety trends can be established, highlighting possible areas of concern, which may need to be addressed in the State Safety Plan.

Personnel Licensing Unit

The Personnel Licensing Unit (PELU) managed 260 pilot licences and 54 air traffic controller licences in 2017. It regularly conducted theoretical examinations for the Airline Transport Pilot Licence (ATPL) and the Private Pilot Licence (PPL). It also conducted English Language Proficiency (ELP) Assessments for pilots and air traffic controllers.

The PELU has certified a total of five approved training organisations as Part-ORA Approved Training Organisations as follows:

- Air Malta;
- European Pilot Academy;
- Malta School of Flying;
- Diamond Flight School;
- VistaJet Ltd*.

*In 2017 VistaJet Ltd added 6 training modules to its current training approval certificate.

In 2017, the PELU carried out 4 inspections of Approved Training Organisations.

During 2017, the PELU carried out inspections of the Registered Facilities providing training for the Private Pilot Licence namely:

- Falcon Aviation Co. Ltd.;
- Malta School of Flying Co. Ltd.;
- Sky People Aviation Training.

The PELU also audited Malta Air Traffic Services Ltd. as a training organization.

In addition, the Unit processed and issued 75 permits for drone operations in Malta ranging from leisure activities and drone tourism to commercial activities and experimental testing, during the year under review.

The Air Navigation Services (ANS) and Aerodromes Unit

During 2017, the Air Navigation Services (ANS) and Aerodromes Unit initiated the process of signing an agreement with EUROCONTROL for the use of an ATM reporting and investigation tool, e-Tokai. This web-based tool will enable a better transition of data with regard to ATM occurrences between the ANSP (Air Navigation Service Provider) and the NSA (National Supervisory Authority). It will also provide a means for occurrence notification and will enable a harmonised application of relevant safety regulations (ICAO Annex 13, ESARRs and relevant EC Directives and Regulations). Furthermore, it will enable the user to transfer data to an ECCAIRS system (European Coordination Centre for Accidents and Incidents Reporting System), or to produce reports in different formats, including the AST (Annual Summary Template), needed for the exchange of safety information with EUROCONTROL and the Commission.

The Unit has reviewed several safety assessments of changes to functional systems presented by the ANSP (Air Navigation Service Provider), MATS. The major changes during 2017 included the upgrade of the ATM (Air Traffic Management) system and involved a series of safety assessments which have all been reviewed by the Unit. Another major change reviewed by the Unit was the construction of a new service road which will eliminate the crossing of vehicles from runway threshold 23. This project, which should be completed by the beginning of 2018 will not only mitigate against runway incursions but will also increase vehicular traffic efficiency to and from the Northern part of the airfield.

The Unit was also engaged, in coordination with the NM (Network Manager), with the monitoring and coordination activities for the deployment of 8.33 kHz voice channel spacing below FL195. This involved a number of meetings with various stakeholders including the MCA. The process of some frequency conversions will continue during 2018, while some other frequencies will temporarily remain in 25 kHz after having obtained the necessary exemptions from (EU) Regulation 1079/2012.

A National electronic Terrain and Obstacle (e-TOD) policy has been drafted. This policy defines the responsibilities and the required actions of the entities involved in the provision of the eTOD, which are essential for the introduction of GNSS-based Approach Procedures with Vertical Guidance (APV) and PBN. The implementation of PBN (Performance Based Navigation) is on the agenda for 2018 and the Unit will be engaged in the necessary reviews and acceptance processes required for this important change which among other benefits will improve flight efficiency and reduce noise and carbon emissions.

The Unit also populated the Year 2016 LSSIP database and, during the last quarter of the year, started work on the 2017 LSSIP Level 1 publication and database.

The ANSU participated in various meetings at EUROCONTROL, SESAR Joint Undertaking, EASA, the Single Sky Committee and the NSA Coordination Platform of the European Commission.

The ANSU participated in various meetings at EUROCONTROL, SESAR Joint Undertaking, EASA, the Single Sky Committee and the NSA Coordination Platform of the European Commission.

The ANS & Aerodromes Unit carried out inspections on Malta International Airport plc on a regular basis and findings/observations were brought to the attention of, and followed up with, the Airport Operator. The Unit, completed the process of converting Malta International Airport (MIA) into an EASA certified aerodrome. An EASA certificate was issued to MIA on 21 December, 2017. To ensure compliance with the Certification Basis and Operator and Operations Requirements, a four year audit/inspection plan (2018-2021) has been devised and communicated to MIA.

During the year, the unit continued to support Government agencies in their drive to reactivate aviation facilities in Gozo, both in the short and long term. This has included inspections of the Gozo Heliport, and helipads at Gozo General Hospital and St Luke's Hospital, in support of civilian inter-island medevac service. ANS & Aerodromes inspectors inspected and approved a number of off-site operations by helicopters and were in liaison with the Planning Authority to ensure the safeguarding of obstacle limitation surfaces around the aerodrome related to developments by third parties.

Airworthiness Inspectorate

Aircraft Registration

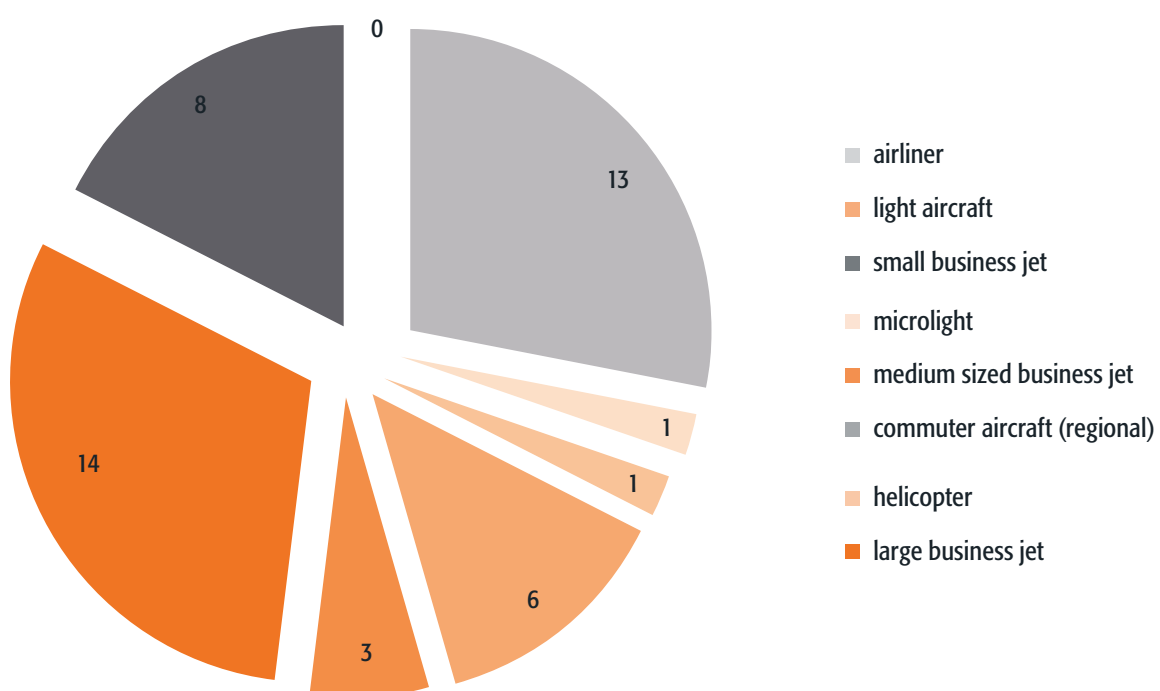
The Malta National Aircraft Register reached 265 aircraft as at the end of year 2017. The Airworthiness Inspectorate has processed 70 aircraft register movements. A total of 46 aircraft were registered, with the record number of 13 airlines, including 4 widebody aircraft. 24 aircraft were deregistered.

These figures are in keeping with previous years' figures, although there was a slight decrease in business jet registrations.

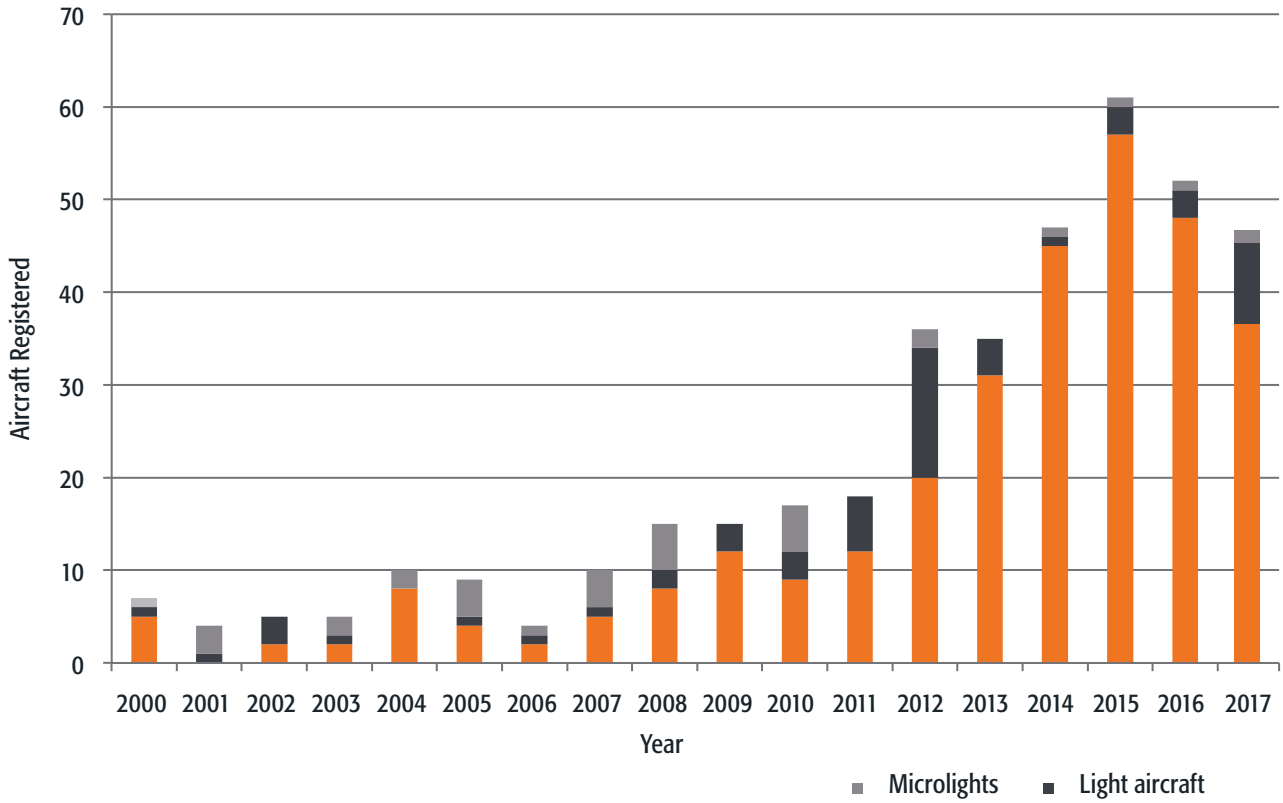
The breakdown of aircraft type registered is as follows:

Aircraft type	No Registered
Airliner	13
Microlight	1
Helicopter	1
Light aircraft	6
Medium sized business jet	3
Large business jet	14
Small business jet	8
Commuter aircraft (regional)	0

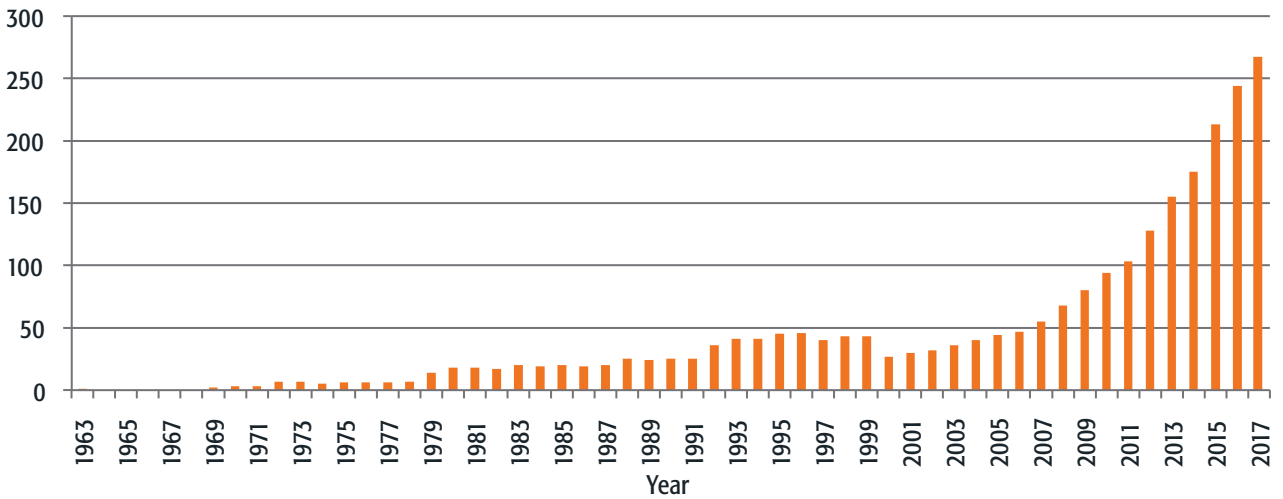
No. of aircraft registered 2016



No of Aircraft Registered (2000-2016)



Number of Aircraft on the Malta Aircraft Register / Year





The Airworthiness Inspectorate (AI) carried out the following Audits and Inspections during 2017 which inspections are conducted as part of the biannual audit plan for every approved organisation as well as required due to changes in the organisations.

Continuing Airworthiness Management Organisations			
Organisation Audits	Approval Reference	No of Audits	No of Findings
AirMalta plc	MT.MG.01 (MT-01)	2	1
Medavia Operations Co. Ltd.	MT.MG.02 (MT-02)	1	2
Comlux Malta Ltd.	MT.MG.08 (MT-08)	3	10
Orion (Malta) Ltd.	MT.MG.11 (MT-11)	4	12
Privajet Ltd.	MT.MG.12 (MT-12)	1	2
Malta Wings Ltd.	MT.MG.13 (MT-13)	1	2
Maleth Aero AOC Ltd.	MT.MG.14 (MT-14)	6	13
Luxwing Ltd.	MT.MG.15 (MT-15)	4	11
Hyperion Aviation Ltd.	MT.MG.16 (MT-16)	2	11
VistaJet Ltd.	MT.MG.17 (MT-17)	2	4
SkyFirst Ltd.	MT.MG.18 (MT-18)	3	7
AvconJet Ltd.	MT.MG.20 (MT-20)	4	7
Jet Magic Ltd.	MT.MG.22 (MT-22)	3	5
Air X Charter Ltd.	MT.MG.23 (MT-23)	3	18
Hi Fly Ltd.	MT.MG.24 (MT-24)	0	0
Nomad Aviation Ltd.	MT.MG.26 (MT-26)	2	7
Albinati	MT.MG.27 (MT-27)	1	3
Elitavia Malta Ltd.	MT.MG.28 (MT-28)	1	4
Blue Square Aviation Ltd.	MT.MG.29 (MT-29)	1	0
Emperor Aviation Ltd.	MT.MG.30 (MT-30)	2	11
Pontair	MT.MG.31(MT-31)	1	4
Air Horizont	MT.MG.32(MT-32)	0	0
Kermas	MT.MG.36(MT-36)	1	4
Private Jet Malta Ltd.	MT.MG.42(MT-42)	3	8
Air CM Global Ltd.	MT.MG.39(MT-39)	3	11
Gulfmed Aviation Services	MT.MG.41(MT-41)	1	2

Organisation Audits	Approval Reference	No of Audits	No of Findings
TJS (Malta Ltd.	MT.MG.40(MT-40)	3	4
TAG Aviation (Malta) Ltd.	MT.MG.33(MT-33)	4	2
Sky Services Malta Ltd.	MT.MG.45	3	3
TRTO Agency Ltd.	MT.MG.43(MT-43)	2	3
Touristic Aviation Services Ltd.	MT.MG.48(MT-48)	1	1
AS Ailes Malta Ltd.	MT.MG.38(MT-38)	2	0
Helicopter Services Malta Ltd.	MT.MG.51	1	0
Jet Aviation Flight Services Malta Ltd.	MT.MG.49(MT-49)	2	0
Lumanfly Ltd.	MT.MG.47	1	1
AP Malta Ltd.	MT.MG.04	0	0
FlyTech Services Ltd.	MT.MG.100	3	8
3Plex Aero Ltd.	MT.MG.102	5	2
Aerospace Engineering Services Ltd.	MT.MG.103	2	13

Part-147 Aircraft Maintenance Training and Examination Organisation

Organisation Audits	Approval Reference	No of Audits	No of Findings
AeroMaritime (Med) Ltd.	MT.147.01	1	3
MCAST	MT.147.02	1	6
AP Malta Ltd.	MT.147.03	1	5
Academy 147 Ltd.	MT.147.04	4	14
Brok-Air Training (Malta) Ltd.	MT.147.06	1	3
Aviet Ltd.	MT.147.08	3	13

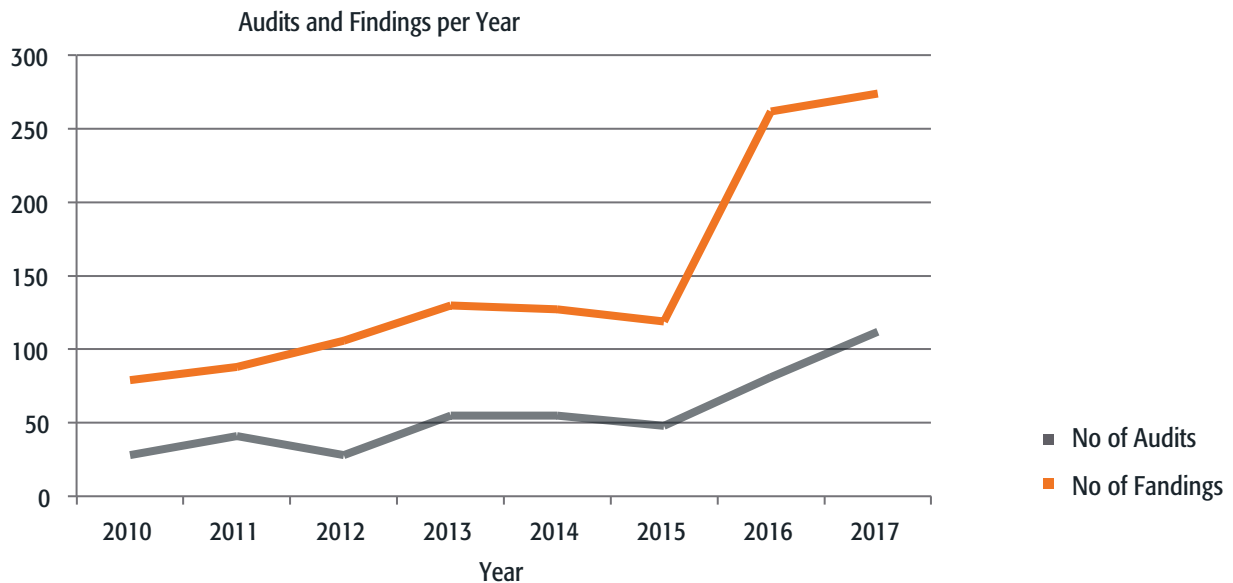
Part-145 Maintenance Organisations

Air Malta plc	MT.145.01	5	8
Medavia Co. Ltd.	MT.145.02	3	1
AeroMaritime (Med) Ltd.	MT.145.03	2	0
MCM Ltd.	MT.145.05	2	10
Team Europe Ltd.	MT.145.07	1	1
Gulf Med Aviation Services	MT.145.08	2	9
Part-M-F Maintenance Organisation			
FAE	MT.MF.01	2	5

Foreign Part-145 AMO's

SR Technics	CH.145.	1	N/A
Lufthansa Technik	DE.145.	1	N/A

A total of 114 Organisation Audits were conducted, with a total of 274 findings raised.



Registration of Lease Agreements

No of Registered Lease Agreements 62

Type of Agreements

Dry Lease Agreement	15
Aircraft Operating Lease Agreement	45
Sub-Lease Agreement	1
Tripartite Management Agreement	1

Registration of Irrevocable De-registration Authorisation and Power of Attorney

No of Registered IDERAs	48
No of Registered POA's	7

Registration of Mortgages

No of Registered Mortgages 13

Certification of Aircraft

Certificates	
Issue of Certificate of Airworthiness	38
Issue of Noise Certificate	38
Issue/Renewal of Airworthiness Review Certificate	80
Issue of EASA Permit to Fly	29
Issue of National Permit to Fly	13
Issue of Export Conformity Statements	7
Total	205

50 Mode S Addresses and 26 406MHz ELT codes were issued in 2017.

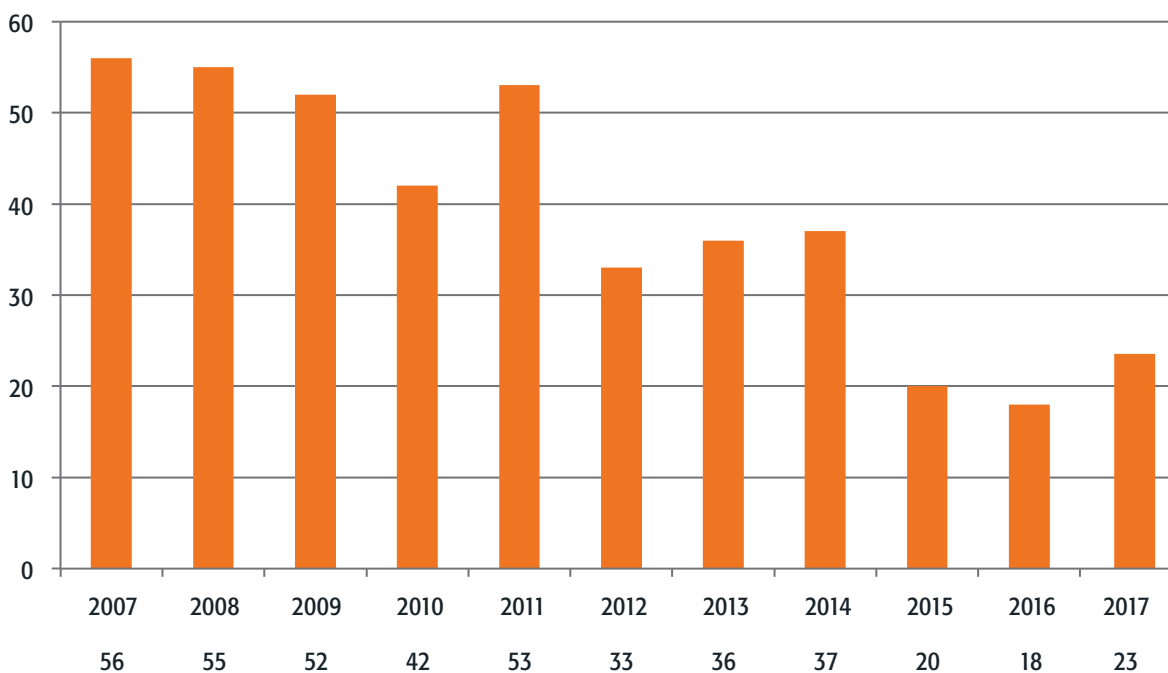
The total Number of certificates issued was 205. 92 Certificates were issued pursuant to EU Regulations whereas 13 were pursuant to Air Navigation Order Requirements.

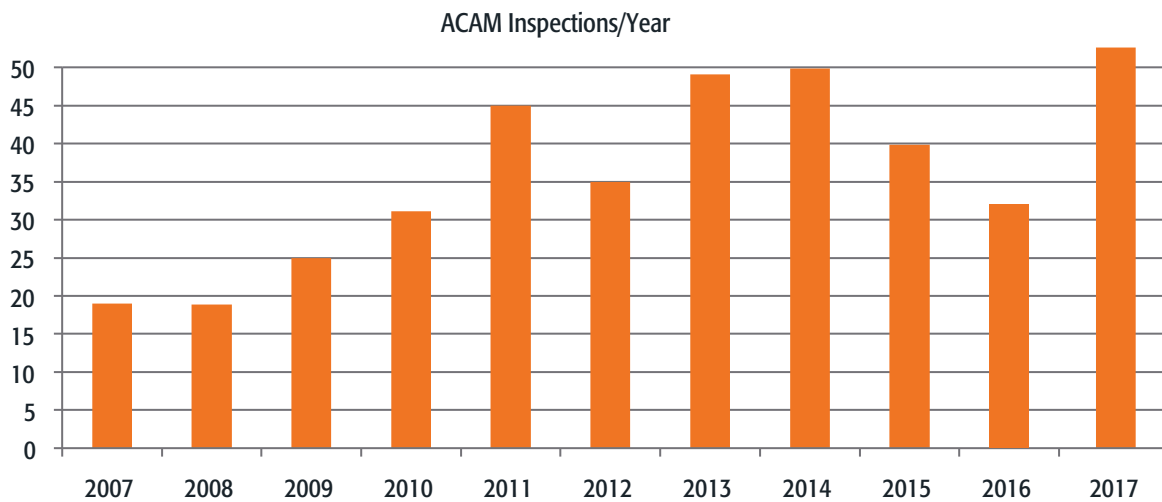
Aircraft Continuing Airworthiness Monitoring (ACAM)

This is a mandatory sampling programme of aircraft inspections. These inspections include inspections of aircraft during maintenance, airworthiness reviews, technical records reviews and ramp inspections.

Year 2017	Planned	Actual
Total Inspections for 2017	47	54
No of Aircraft	197	244
Percentage	24%	22%

Percentage of ACAM inspections per Year



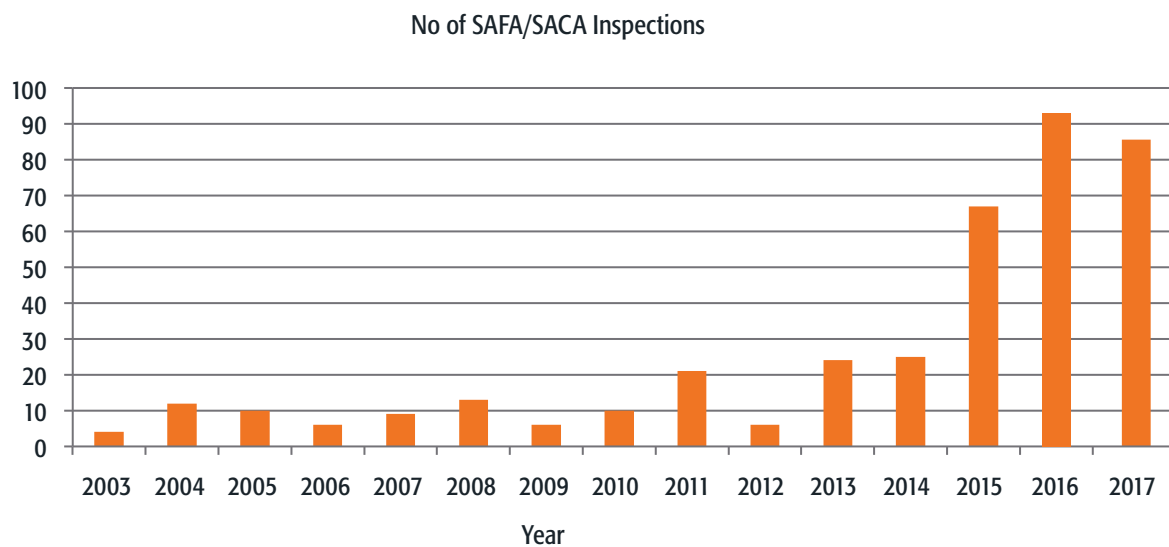


Safety Assessment of Foreign/Community Aircraft

SAFA/SACA Inspections	Total No. of Ramp Inspections
2017	85

This is the second highest amount of inspections performed in a year.

SAFA/SACA Inspections were performed with the Flight Operations Inspectorate



Organisation Approvals

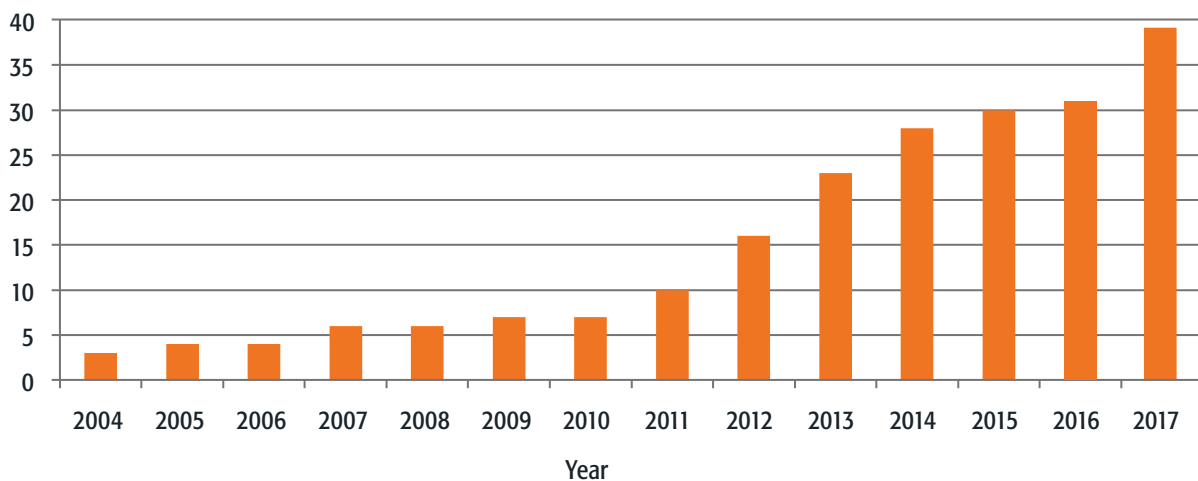
Continuing Airworthiness Management Organisations (CAMO)

The total number of Continuing Airworthiness Management Organisations has increased to 39. This includes 7 CAMOs as part of the 7 new AOCs issued in 2017.

10 new CAMO approvals were issued.

Organisation	Part M Subpart G Approval No	Date of Issue
1 Gulf Med Aviation Services	MT.MG.41 (MT-41)	23-Jan-17
2 TJS (Malta) Ltd	MT.MG.40 (MT-40)	24-Jan-17
3 TAG Aviation (Malta) Ltd	MT.MG.33 (MT-33)	21-Mar-17
4 Sky Services Malta Ltd	MT.MG.45	30-Mar-17
5 TRTO Agency Ltd	MT.MG.43 (MT-43)	18-Apr-17
6 Touristic Aviation Services Ltd (dba Corendon Airlines Europe)	MT.MG.48 (MT-48)	22-May-17
7 AS-AILES Malta Ltd (Harmony Jets)	MT.MG.38 (MT-38)	30-May-17
8 Helicopter Services Malta Ltd	MT.MG.51	20-Nov-17
9 Jet Aviation Flight Services (Malta) Ltd.	MT.MG.49 (MT-49)	27-Nov-17
10 Lumanfly Ltd	MT.MG.47	27-Nov-17

Total No of CAMO's



Aircraft Maintenance Organisations

List of Part-145 Organisations Approvals Issues - 2017

Organisation	Approval No	Date of Issue
1 Gulf Med Aviation Services	MT.145.08	07-Feb-17

TM CAD issued 1 new Part-145 approval in 2017. This is the first time an A3 (Helicopters) scope has been issued to a Part-145 organisation in Malta.

There were also 4 variations to the scope of Part-145 organisations in 2017.

Aircraft Maintenance Training Organisations

TM CAD issued 2 new Part-147 approvals for type Training and examinations in 2017.

Organisation	Approval No	Date of Revision
1 Brok-Air Training (Malta) Ltd	MT.147.06	20-Jan-17
2 Aviet Ltd.	MT.147.08	17-Feb-17

Desktop Audits

Approval of Aircraft Maintenance Programme	Total
First Issue	38
Approval of CAMEs	
First Issue	10
Revision	65
Approval of Aircraft Technical Log	10
ARC Recommendations Reviews (Owners/Operators)	53
MEL Reviews (Operators)	30
Training Material Review (Part-147)	18
Approval of MOEs (Part-145)	
First Issue	1
Revision	9
Approval of MTOEs (Part-147)	
First Issue	2
Revision	10
Postholder Interviews (Organisations)	33
Meetings	183

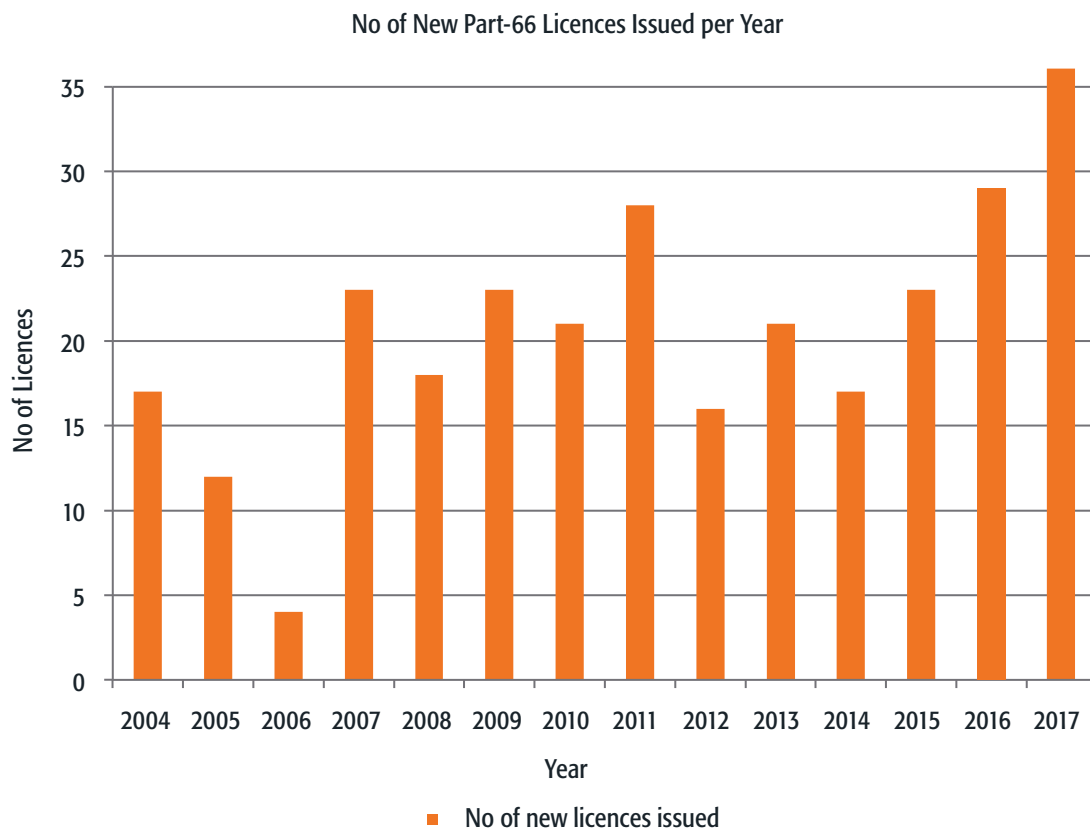
Aircraft Maintenance Licences

The Airworthiness Inspectorate issued the following licences:

Part-66 AML Initial Issue	36
Category A1	9
Category B1.1	21
Category B2	6
Part-66 Variations	91
Category B1.1	78
Category B1.2	0
Category B2	23
Category C	14
Part-66 AML Renewals	13

A record number of 36 Part-66 AMLs in one year since 2004 were issued.

The total number of Part-66 Aircraft Maintenance Licences at the end of 2017 was 285.





Part-66 Basic Modules Examinations

A total of 21 examinations were conducted for a total of 86 students sitting for them. Both figures increased when compared to those for 2016. The pass rate was 34%.

Part-66 Module Exams held during 2017							
Part-66 Module Exams	Category	Date of Examination	No of Students sitting for Exam	Passed / Certificates Issued	Pass Rate	Total no of Exams per month	
1 M1 Session 1	B1/B2	30-Jan-17	15	10	67%		
2 M2 Session 1	B1/B2	30-Jan-17	2	0	0%	2	
3 M5 Session 1	B1.1	15-Feb-17	1	0	0%	1	
4 M8 Session 1	B1/B2	15-Mar-17	2	1	50%		
5 M3 Session 1	B1/B2	29-Mar-17	13	4	31%	2	
6 M4 Session 1	B1	10-May-17	9	7	78%		
7 M4 Session 1	B2	10-May-17	1	0	0%		
8 M15 Session 1	B1	12-May-17	1	0	0%	3	
9 M1 Session 2	B1/B2	21-Jun-17	3	0	0%		
10 M2 Session 2	B1/B2	21-Jun-17	10	4	40%		
11 M13 Session 1	B2	21-Jun-17	1	1	100%		
12 M10 Essay	B1/B2	28-Jun-17	1	0	0%	4	
13 M5 Session 2	B1.1	05-Jul-17	1	1	100%		
14 M3 Session 2	B1/B2	12-Jul-17	6	2	33%	2	
15 M7 MCQ Session 2	B1	18-Oct-17	1	0	0%		
16 M7 Essay Session 2	B1	18-Oct-17	1	0	0%		
17 M8 Session 2	B1/B2	08-Nov-17	2	2	100%		
18 M9A MCQ Session 2	B1/B2	08-Nov-17	5	5	100%		
19 M9A Essay Session 2	B1/B2	08-Nov-17	5	3	60%		
20 M11 Session 2	B1	29-Nov-17	1	0	0%	4	
21 M17 Session 2	B1	06-Dec-17	5	1	20%	1	
Total			86	41	34%	21	

CORPORATE SERVICES DIRECTORATE

Functions and Duties

The Corporate Services Directorate (CSD) provides support services to all Directorates across the Authority in areas of business long-term planning, general corporate affairs, development, nurturing and training of organisational capabilities, human resource management, procurement management, marketing and public relations, business-to-customer relations and corporate legal matters.

Long term planning and alignment of organisational capabilities

During 2017, long-term plans in the retaining and building of new organisational capabilities continued to be pursued along the same underlying strategic objectives set in 2015 and 2016. As in previous years, initiatives undertaken included (a) direct recruitment from the market; (b) bottom-up approach; (c) top-down organisational approach; (d) research and innovation.

A number of collective agreements were finalised for all unionised staff members of the Authority. Through these agreements, the Authority managed to emulate conditions of work of existing employees with a view to retain human resources who have gained substantial experience within the ranks of the Authority and to provide a staggered and planned progression mechanism for those who wish to further their career.

In addition to this, the succession planning concept has gradually been introduced to plan ahead for replacements of incumbents close to retirement age. The continuous commitment to having quality human resources has had positive outcomes. Various pilot projects have been undertaken to source and create the future workforce. During 2017, some Transport Malta employees acted as role models in a national awareness campaign launched in various educational institutions in Malta and Gozo to raise awareness and explain that the Authority is a gateway to various careers. This approach, deemed to be quite innovative for the local sphere, has proven to be ground-breaking in the Authority's efforts to reach out to potential future employees. Participation in Careers Expo, Freshers Week, various career days and national activities such as Science in the City, have proven key to make a greater impact on school children, tertiary students, teachers, guidance councillors and parents.

During 2017, Transport Malta became a premium partner of STEM ALLIANCE, a European Union Network between Education and Industry to promote STEM (science) careers all over the world, particularly in Europe. This partnership has proven to be instrumental in the Authority's attempts to enter into various tripartite programmes with educational institutions and the education policy maker to be able to work together to raise awareness and discuss STEM careers in transport, and to discuss future trends in the technical and twenty-first century skills required in these STEM careers. In fact, in December 2017, Transport Malta was showcased as a success story at the EMINENT 2017, an EU network platform in Brussels, as a promoter and initiator of various activities with long-term foresight and insight together with the policy maker.

Instigating the flame and interest of the future workforce can increase the quantity of potential employees. To complement these efforts, the Authority entered into a Memorandum of Understanding with MCAST to formalize the provision of a number of internships and apprenticeships on a regular basis to students at all MQF levels, and primarily to boost research in transport related subject matters and review content and materials taught to match current and future industry needs. Similar efforts are planned with other educational institutions.

Obviously, targeting different audiences requires different communication methodologies. Besides launching a mobile application, TMCAREERS, and a wider use of social networks and media, a set of animations have been designed to explain to younger generations the application of sciences and other school subjects in various job opportunities in transport. Footage depicting a typical day of work in certain careers has proven quite effective in conveying the message. During 2017, the careers mostly sought after included those related to the aviation and maritime sectors, safety investigators, GIS and general ICT, engineering, and roads and infrastructure construction related career prospects.

Human resource management includes day-to-day personnel-related operational matters, but more so Health and Safety Management. During 2017, the Health and Safety Unit continued to address and advise on day-to-day operational matters on various Transport Malta work places and/or areas of responsibility of Transport Malta at law in an organised corporate manner to continuously embed health and safety into the corporate philosophy.

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Procurement Management

The Procurement Unit acts as the co-ordinating unit for the Authority's procurement function. Its major role is to ensure that all relevant procurement procedures are adhered to by all the Directorates of 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.

2017 was characterised by intense re-training activities for all Transport Malta staff as part of our continuous education in e-tendering procedures, new public call templates and new procurement policies and directions issued by the Department of Contracts.

The activities of the Procurement Unit during 2017 included the publication of 223 calls comprising of 59 contract allocations, 118 public tenders, 44 quotations and 2 requests for proposals/expressions of interest. The total value of works, supplies and services awarded during 2017 amounted to € 27,114,001.49.

The Tendering Committee, which is composed of a chairman, a secretary and five members, meets regularly and reviews for approval all procurement and purchase requests that are in excess of €2,500 exc. VAT. During 2017, the Committee met 46 times and dealt with 1,562 items.

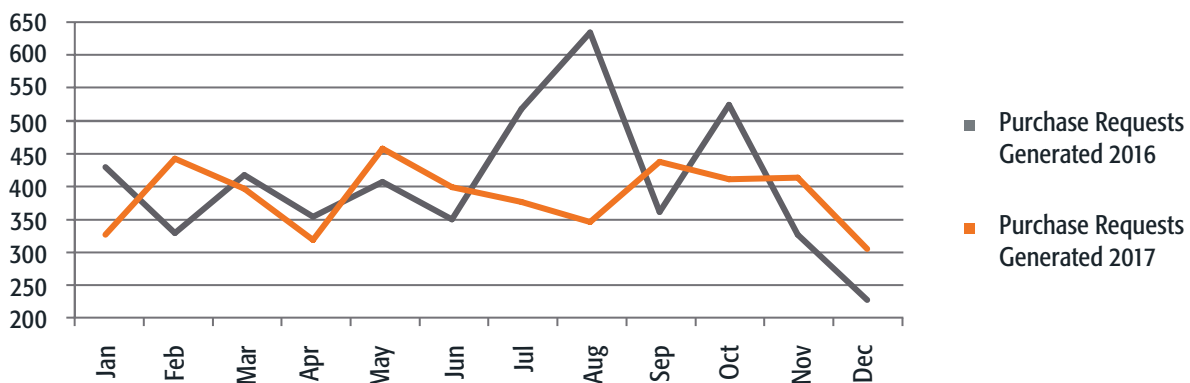


Table 1. Purchase Requests generated in 2016 and 2017.

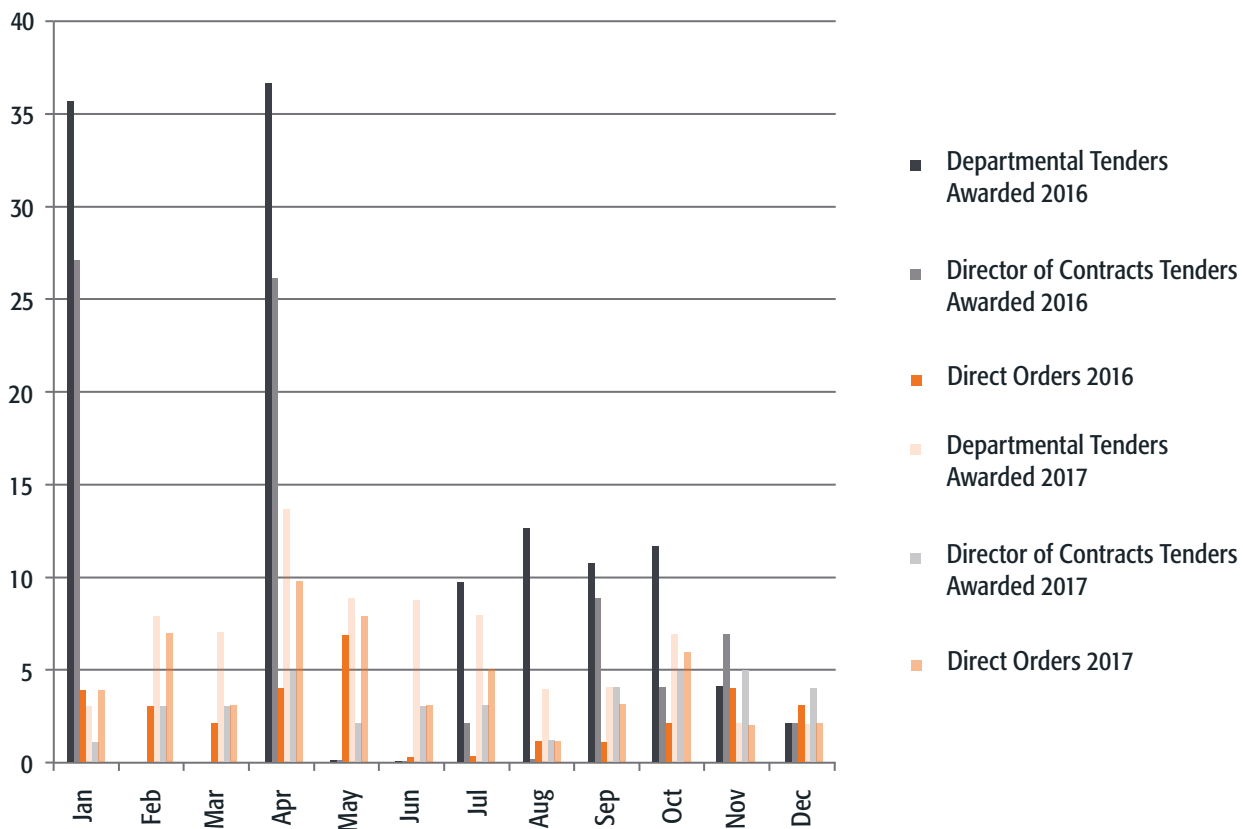


Table 2. Awarded Public Calls for Tenders in 2016 and 2017

Legal

During the year under review, the legal office continued an exercise to streamline the legal activities of the Authority. The functions of the legal department include the following:

- The coordination of the legal affairs of the Authority, in particular the assignment and re-alignment of duties, tasks and responsibilities to the Authority's outside legal consultants;
- The rationalization of the legal function within the various Directorates;
- Assisting in initiating legal action to recover debts due to the Authority;
- Assisting operational Directorates in identifying legislation requiring change;
- Ensuring compliance with the Authority's legal obligations;
- Assisting operational Directorates in enforcing concession contract requirements;
- Advising on the Authority's regulatory role and any action required.

Marketing and Media

The Marketing and Communications Office acts as the official interface between the press, general public and the Authority. 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. These include public transport issues, road closures due to works and information related to infrastructural projects, performance results and investigations related to incidents involving Maltese registered vessels as well as aviation-related matters. Thus, the unit ensures that all formal communications spanning all aspects and functions of the Authority, are complete, accurate and handled through the appropriate channels before being issued.

The unit also coordinates the publishing of all adverts and notices in the media. The wide variety of activity within TM necessitates a very active media placement which takes the form of the publishing of notices to mariners, human resources vacancies, tender notices and notices related to road closures due to works.

The department also manages the site 'news.transport.gov.mt' and Transport Malta's online presence.

Marketing

The Department is also responsible for the handling of all marketing and promotional activities within the Authority. The major marketing functions revolve around promoting the Maltese shipping and aviation registers. It also includes the handling of all functions related to the Authority's participation at both local and international exhibitions, the production and distribution of multimedia productions, advertising, and other promotional material.

PR & Promotion

The department, as described in other sections of this report, is also responsible for the implementation of 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 culture within all modes of Transport.

In 2017, the marketing and communications department further intensified the use of social media to promote the various initiatives undertaken by Transport Malta and raise awareness on particular issues.

Incorporating the Malta National Electromobility Platform (MNEP)

In line with the Malta National Electromobility Action Plan (MNEAP), this Unit continued working on a number of initiatives during 2017. The unit currently has the following ongoing projects:

GROWSMARTER (2015-2020)

Funded under Horizon 2020, Transport Malta is participating on behalf of the Valletta Region as a Follower City to observe and follow activities being implemented with regard to the roll-out and installation of EV charging infrastructure and the deployment of e-car and e-bike sharing solutions. At the end of the project, TM will have compiled two Replication Plans in this regard, that will guide similar implementation of activities in Malta. During 2017, the MNEP Unit worked closely with consultants on a detailed Preparatory Study (including a Mapping Plan)

and a Cost Benefit Analysis for the extension of the current electric vehicle charging network in order to meet targets as set in the Alternative Fuels Directive. Additional infrastructure connected with electromobility shall be deployed nationwide with a particular focus on the Northern and Southern Harbour Districts.

DESTINATIONS (2016-2020)

Funded under CIVITAS, the project aims to deploy, demonstrate and test various measures within the Valletta region (Northern and Southern Harbour Districts). The measures are geared towards reducing the impact brought about by the transport demand created by tourism both in the passenger and freight sectors. Actions include the compilation of a Sustainable Urban Mobility Plan (SUMP), which shall propose measures that will have been tried and tested during the lifetime of the project, including the integration of the Cospicua ferry landing site within the public transport network, testing of the last mile delivery of goods using energy efficient vehicles, parking management within the city of Valletta and the deployment of various real time data collection measures. As part of the twenty-nine partner consortium, Transport Malta is participating in this project along with the Valletta Local Council, the University of Malta and the Ministry for Tourism. During 2017, the Stakeholder Consultation process required as part of the SUMP development commenced, while preparation for the launch of various pilot measures are currently underway.

PROMETEUS (2017-2020)

The MNEP Unit was entrusted the management of the PROMETEUS Project. Funded under INTERREG Europe, the project seeks to share experiences and best practices in the deployment of electromobility leading to the end-goal of updating the Malta National Electromobility Action Plan.

During the year under review, the Unit took the Lead Partner role of the Project as well as its Financial Management and progressed well through the 1st Phase of the Project, which is the Interregional learning process.

EnerNetMob (2017-2021)

The MNEP Unit participated in a project proposal under InterregMed to install EV fast charging infrastructure in Port Areas as well as to provide advisory services on e-mobility to a number of EU-Med transport authorities. Through this project the MNEP will also test some of the measures indicated in the revised MNEAP.

Project Applications submitted for EU Funding Consideration

SMITHS (ERDF)

During 2017, the MNEP Unit secured ERDF funding for the Sustainable Multi-Intermodal Transport Hubs (SMITHS) project which aims to encourage a modal shift from private car use to collective, sustainable & alternative low-carbon transport modes through the introduction of various intermodal choices to reduce traffic congestion improve Air Quality and reduce GHG emissions.

This project will introduce the concept of local transport hubs. Scheduled bus transport, safe cycling routes and ferry services (where possible) will be accessible at each hub and complemented with car sharing and e-bike sharing services to be provided by the private sector.

Specifically, SMITHS shall upgrade and extend the inner-harbour ferry network by upgrading the ferry landing sites at Marsamxett, Cospicua and Sliema and construct new landing sites at St Paul's Bay, St Julian's and Ta' Xbiex. It shall encourage alternative mobility through safe cycling infrastructure, connecting selected urban cores and particularly deploying safe cycling routes which shall connect Mosta to University and Valletta to St Julian's. The project shall also address cleaner air by deploying battery electric public transport vehicles, giving access to real time public transport information for commuters through a Mobile Transport Information Service App and launching an Information Campaign promoting a behavioural shift to sustainable transport practices. As part of this project, the MNEP is also considering the possibility of piloting fully electric autonomous buses as part of the public transport service.

Moreover, SMITHS shall contribute towards an increase in the share of public transport usage by addressing current traffic congestion on selected critical public transport bus corridors. The project entails the deployment of a number of intelligent CCTV cameras to monitor and detect barriers hindering the free flow of buses, thus giving Transport Malta the capacity to deploy its enforcement assets in real time. Making public transport more efficient through a reduction of journey time will make public transport more attractive for new patrons to use. Furthermore, as part of the project, the MNEP is exploring the possibility of deploying full electric enforcement vehicles to substantiate Transport Malta's enforcement role on the road. The project also entails the integration of all current ITS systems into one platform to provide real time information which will be relayed to the general public through a number of real time information tools. This will be carried out through the purchase of the necessary equipment to handle the new cameras deployed. The project will also contribute towards a reduction in GHG emissions to assist Malta in reaching its EU2020 targets.

In summary, the subprojects of the SMITHS project include:

- Three new landing ferry sites;
- Upgrading of existing ferry landing sites to include passenger waiting facilities;
- Introduction of 'safe cycling routes' and upgrading of 22km of urban streets and road sections for this purpose;
- A study for additional safe cycling routes around Malta and Gozo;
- Bicycle Infrastructure;
- Introduction of Electric and Autonomous Buses and EV fast charging for buses;
- Equipment for the NTCC and deployment of around 150 CCTV cameras on main bus corridors;
- Electric Vehicles for Enforcement Directorate;
- Introduction of a real time journey planner.

National Traffic Control Centre (NTCC)

All transport-related information systems will be integrated at the Sa Maison facility which shall also be hosting ancillary rooms and spaces to act as offices, briefing rooms, server rooms, as well as a traffic crisis management room intended to be used during extraordinary situations and traffic events.

Through these upgrades, decision making in traffic management operations will benefit from the converging of the relevant human resources and information systems which will also streamline its operations between traffic management and public transport enforcement officers, as well as improved asset management in real time. As a result of these interventions, Transport Malta traffic controllers will have:

- Access to real time data and information from roadside traffic monitoring infrastructure;
- Additional situational awareness through the information systems centralised for their perusal;
- Intelligence or best practice guides from traffic management teams that will be situated inside the Sa Maison facility.

The MNEP Unit started and completed the redesign of the Transport Malta Sa Maison facility to be converted into a state of the art National Traffic Control Centre. Work included all architectural designs, BOQ's, planning applications and approvals as well as the finalization of the tender document.

The NTCC (National Traffic Control Centre) will be hosted at Transport Malta's refurbished offices in Sa Maison. All infrastructural works shall be financed through national investment. The whole building shall cater for the shift of a section of the Traffic Management Unit dealing with public transport and Transport Malta Enforcement Officers. The upgraded NTCC will work in sync with the control centre currently set up at the Transport Malta Land Transport Directorate in A3 Towers in Paola. Both centres will back each other up as is normal in ITS practice.

Grants for Electric Vehicles

During 2017, through input from the MNEP, grants as part of the Car-Scrappage Scheme for private individuals who wanted to purchase a BEV or a Battery operated quadricycle were extended. Apart from individuals and NGOs, private companies, partnerships and self-employed persons and local councils are now also eligible to benefit from the grant. The grants were launched as follows:

- €5,000 for the purchase of a new Battery Electric Vehicle in connection with scrapping an older internal combustion engine vehicle (ICE) or,
- €4,000 grant for the purchase of a (new or used) Battery Electric Vehicle without scrapping an older ICE vehicle or,
- €1,500 grant for the purchase of an Electric Quadricycle.

The efforts of the Government in the field of electromobility has led to the number of electric vehicles increasing from 36 electric vehicles by the first quarter of 2013 to 224 full electric vehicles and 615 hybrid vehicles at the end 2016. All of the budget available for these grants was taken up and another line budget over and above the initial one, was also exhausted.

European Mobility Week

During 2017, the MNEP was again entrusted with the coordination of the 2017 edition of the European Mobility Week (EMW). In the previous year, the Mobility Actions Campaign was launched by the European Commission thus extending the European Mobility Week events throughout the year.

In this regard, apart from the events which took place between 16 and 22 September, events were also held throughout the year to promote sustainable mobility under the Mobility Actions brand name.

European Mobility Week: 16 to 22 September

Activities deployed in 2017 were an improvement of what took place in previous years.

Activities included:

- An open competition where all Local Councils (in conjunction with NGOs) were invited to propose activities to be implemented during the European Mobility Week. Proposals submitted by 6 Local Councils were shortlisted and the proposals were implemented during mobility week. Each was reimbursed by a grant of up to a total of €2,000 to cover expenses incurred in the organisation of the selected events;
- The fourth edition of the National Bicycle Ride took place on Independence Day. The aim of the event is to promote safe cycling and encourage motorists to safely share the road with cyclists. As a result of increased marketing efforts, an additional 100 participants over and above the previous year's 195 participants took part in the ride. A lottery among participants was drawn at the end of the event, through which 5 cyclists were awarded a pedelec each. Moreover, a new lottery draw was introduced, through which 10 participants won €100 vouchers to be spent on cycling equipment. The aim of these awards is to continue encouraging cycling as a means of commuting;
- The Competition for Permanent Measures open for all Local Councils was launched again during 2017. The Annual Competition invites Local Councils to propose implementable measures which promote sustainable mobility within their locality. In the 2017 edition the Local Councils of San Lawrenz and Dingli won the competition, receiving a grant of €50,000 and €30,000 respectively to implement their proposed measures which constitute shared transport in both localities.

Car Free Day was celebrated on 22 September in Għarb. This was a result of a new competition introduced in 2017 which invited Local Councils to host the event. Għarb was reimbursed a total of €6,000 for the organisation of the said event.

Mobility Actions

In addition to events held during European Mobility Week, sustainable transport was further promoted in specific events held throughout the year.

Skola Sajf In conjunction with SkolaSajf, MNEP representatives visited schools in order to promote sustainable transport practices with children. Schools were grouped by regions and in turn, four events were held on different dates; three in Malta and one in Gozo. During the events, awareness was raised on traffic congestion and its effects; different types of energy efficient vehicles; safety on the road; and safe bicycle commuting.

Car Sharing and e-Bike sharing services

During 2016, the MNEP contracted a concession agreement granting nationwide Car Sharing services. Preparations are currently underway for the deployment of the service.

National Cycling policy

In 2017, the MNEP concluded and finalised the first draft of the Malta National Cycling Policy. The Document is being prepared for internal review, after which it will be launched for public consultation. The policy will call for the setup of a new stakeholder platform, 'Cycling Malta' as well as a cycling Master Plan with a number of measures and interventions to be implemented by 2025, divided into short and medium timeframes.

ITS action Plan

The information provided hereunder is to be considered as guidance and is provided by Transport Malta on an 'as is' basis and commitment, for such deployment depends on the availability of funds to the Transport Authority in Malta.

The National ITS Action Plan is currently being reviewed and updated, The ITS Action Plan is being based on the deployment of an Intelligent Transport System (ITS) as indicated in the 2013-2017 National ITS Action Plan for Malta. The 2013-2017 National ITS Action Plan is a synthesis of how Transport Malta has intended to roll out Malta's first phase of ITS deployment over the referred four-year period. The second phase of ITS deployment shall be tackled in the 2018-2020 period with administrative preparations having been underway since 2016.

Recently, Transport Malta finalised its ITS Progress Report for the year 2017 in accordance with the ITS Framework Directive, 2010/40/EU.

The ITS Action plan includes updated data and revised timeframes as far as implementation of the ITS for Malta is concerned. In the meantime, it is to be noted that this Action Plan is being continuously updated to reflect any changes in the plan including any additional ITS deployment plans.

The implementation of this action plan has started being carried out at a time when the provision of new road infrastructure, for the creation of additional road capacity, is being supplemented with the introduction of new sustainable mobility services, since physical or environmental restrictions of the existing road network preclude or limit road or junction widening in most cases. This is particularly the case through increased focus on the improvement of traffic management and control of existing infrastructure, and the introduction of measures which support multimodality and mass transit.

The Action Plan builds on Malta's experience over the past seven years of successfully piloting and operating a small number of independent road-based ITS applications, providing for the deployment of missing components and developing Malta's ITS in a more integrated and holistic manner.

The current Government's policy aims to deploy ITS to assist in achieving a bigger modal shift onto public transport and reduce the level of harmful emissions from transport, easing traffic congestion, alleviating traffic bottlenecks, improving public transport journey times, improving road safety and influencing travel behaviour through the provision of real time travel information.



The ITS Action Plan is cognisant of the important work being carried out at a European Union level, which aims to achieve Europe-wide harmonisation and interoperability for ITS deployment of road transport and has been initially built over the considerations of the practical deployment guidance emanating from the EasyWay project.

Malta's ITS Action Plan is being developed within the framework of the six main priority areas split into a number of actions contained in Directive 2010/40/EU which was planned to be carried out over a seven-year timeframe, from 2013 through 2020.

ENFORCEMENT DIRECTORATE

Functions and Duties

The Enforcement Section of Transport Malta responds to and investigates complaints on unsafe vehicles and other passenger carriers being land or sea. The directorate also coordinates closely with other Law Enforcement and other regulatory agencies in ensuring safe, legal and properly maintained means of transportation. This Directorate has the responsibility for the overall Enforcement of Land and Sea transport according to the provisions of the Authority for Transport in Malta Act, and other laws and regulations regulating road transport.

- Act as regulator for all licensed land transport providers;
- Ensure the monitoring of commercial operations and safe navigation with sea patrols in bays, ports and swimming zones;
- Ensure all vehicles are within legal emission levels, safe, insured and roadworthy;
- Provide security services to TM premises;
- Rapid Response and quick clearance solutions;
- Traffic Control on major roads during peak traffic;
- Clamping, Towing and Removing of Motor Vehicles and Encumbering Objects;
- Traffic Management and Road Safety;
- Management of temporary Traffic Management during works;
- Implementation of traffic management measures;
- Technical assistance to Local Councils;
- Road Permits for Emergency Works;
- Traffic Management Schemes;
- Engineering Support for Intelligent Traffic Systems, Traffic Lights and Pedestrian Crossings;
- Intelligent Transport Systems and the Management of a Traffic Control Centre.

Enforcement - Sea

Effective law enforcement is crucial for good order at sea. The Enforcement Department continued to recruit and train a number of Enforcement Officers to be able to provide better security monitoring in the Ports and their approaches. This department plays an active role in the Authority's annual safety at sea campaign taking place during the summer season. To fully support this campaign during summer and other main activities spread all over the year, the directorate deployed maritime enforcement officers on board sea craft on daily basis to perform patrolling and to ensure as much as possible safe navigation and bathers' safety.

Furthermore, with the rise in night-time sea activities, including organised boat trips and night cruises, more night patrols and inspections on commercial vessels were made. To cope with this increase in deployments, the Directorate further strengthened its position with the acquisition of new assets.

The Authority's policy has always been to emphasize the educational aspect of enforcement, and in this regard, the department embarked on an extensive educational campaign on the media. The goal was to instil in the general public a sense of awareness of the various regulations and to stress caution and responsibility, so that, whenever possible, accidents which can sometimes be fatal, are avoided. This notwithstanding, especially in light of the fact that over-speeding close to shore remains a problem in our bays and ports, the Authority continued to be vigilant against those who did not conform to the regulations, and imposed the applicable administrative fines where necessary.

Tachographs (Biennale)	2017
Vessels Inspected at Sea	894
Vessels Found Contravening Regulations	507
Charges Issued	268
Warnings issued	239
Vessels Found in Order	387
Commercial Vessels Manning/Headcounts Inspections at the Blue Lagoon	1346

Other assignments followed throughout the year include legal/court proceedings, inspections or enforcement on commercial operators, moorings, marinas, slipways and landing places, as well as providing assistance to other local enforcement agencies, particularly in emergency situations at sea by rapid conveyance for those requiring urgent medical attention.

Enforcement – Land

The Enforcement Directorate carries out the following operations to meet its responsibilities outlined above:

- Acts as regulator for all licensed transport providers;
- Ensures all vehicles are within legal emission levels;
- Enforces the applicable legislation on operators to ensure compliance;
- Ensures that all transport sectors operate safely and efficiently;
- Provides customer care to all stakeholders via enforcement staff;
- Brings all defaulters before respective courts/tribunals to be sanctioned accordingly or otherwise;
- Follows up complaints and takes action when necessary;

- Enforces the applicable regulations on new roads works;
- Carries out roadside checks and tests related to emissions, road worthiness, carriage of dangerous goods and tachographs;
- Conducts company checks at the operating centre of companies involved in international activities;
- Manages and follows up on tickets issued by Enforcement Officers;
- Manages an Appeals system;
- Manages the statistical data pertaining to enforcement processes;
- Manages, processes and effects enforcement of road works infringements;
- Designs and manages road closures manned by enforcement officers;
- Is involved in the preparation and management of tenders related to security services across the Authority;
- Manages, implements, reports and transposes 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. Work has started on the transposition of Directive 2014/47/EU whilst it is still ongoing on Directive 2000/30/EC whereby all Vehicle Inspectorate Unit equipment is now in full working order, was repaired as necessary and other equipment was calibrated. New equipment was also purchased.*
 - **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 authorized dimensions in national and international traffic and the maximum authorized weights in international traffic. Transposition and Cabinet Memo have been completed and questionnaires either issued by the Commission or issued by any other Member State are regularly filled by the Directorate.*
 - **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 council directive 88/599/EEC. In 2017, quotations were in the process of being prepared for the procurement of tachograph readers (hardware), tachograph software to extract data of both vehicles and driver and training of Enforcement Officers. Reporting obligations are being met through the submission of a data report every two years on company checks and roadside checks. Questionnaires either issued by the Commission or issued by any other Member State are regularly filled by the Directorate.*
 - **Regulation 165/2014/EU:** *of The European Parliament and of the Council on tachographs in road transport repealing Council Regulation 3821/85 (EEC) on recording equipment in road transport and amending Regulation (EC) 561/2006 of the European Parliament and the Council on the harmonization of certain social legislation relating to road transport: This regulation has been approved by the European Parliament on 28th January 2016. The Authority currently satisfies all obligations*

through Roadside Checks. The regulatory operations undertaken by the Enforcement Directorate are related to passenger transport service providers and commercial vehicles, emissions and safety of private vehicles and road works.

Issuing of Traffic Related Fines

In 2017, the Enforcement Directorate issued 14,034 tickets for various contraventions that fall under its remit. This is an increase of 38% over 2016. The majority of tickets were issued during March (1,865) followed by February (1,832) and January (1,602). The majority of tickets were issued in St Julians, St Paul's Bay and at Malta International Airport.

The majority of the contraventions issued were primarily related to illegal parking (4,673), followed by unexpired licences (2,779) and licence not affixed to the windscreen (2,550). Although the Directorate focuses primarily on matters pertaining to the provision of public transport, work related to Public Passenger Transport Services and issues related to commercial vehicles is also undertaken to minimise the duplication of roles with the Malta Police Force and Local Wardens.

The Introduction of a Rapid Traffic Response Team

The Rapid Traffic Response Team (RTRT) 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. They work closely with Police, Emergency Services and Traffic Wardens. Traffic Response Officers are highly trained in accident management and are ready to attend a range of safety and congestion related incidents.

They can also provide basic on-road mechanical assistance to broken down motorists.

The Rapid Traffic Response Team:

- responds to a hazardous accident within 7 to 10 minutes;
- implements traffic diversion plans for planned or unplanned accidents or events;
- ensures the area around the accident or event is made safe;
- minimises the risk of a secondary accident;
- patrols designated routes to proactively manage traffic accidents;
- ensures the safe removal of disabled vehicles from main roadways;
- provides fuel, water and minor mechanical repairs to motorists whose cars have broken down and are blocking traffic;
- removes dangerous obstacles, such as pieces of building materials and lost cargo, from roadways;
- monitors activities that are impacting traffic flow, including road works and construction;
- provides real time traffic intelligence and surveillance to Transport Malta Base.

- ** Assets - Qty 2 : 4X4 Safety Support Vehicles equipped with tow clamps, emergency signs, traffic cones and basic tools for minor mechanical assistance, including power boosters and tyre inflating kits.
Qty 3 : Motorbikes equipped with emergency tools and advance warning signs.

Clamping & Towing

The Enforcement Directorate has spearheaded an overhaul of its regulatory functions and powers with the aim of strengthening its operational capabilities. This led to the publication of a comprehensive set of amendments to the Clamping and Removal of Motor Vehicles and Encumbering Objects Regulations (S.L. 65.13).

The underlying rationale of these amendments was to grant Enforcement Officers of Transport Malta the power to clamp and remove vehicles which are being illegally used on the road in Malta. Such powers were previously reserved to the Commissioner of Police and the Local Councils. As a result of the amendments, the Authority now has the right to clamp and remove from the roads in Malta vehicles which are used on the road without having been registered and licensed with the Authority, vehicles bearing foreign number plates which are not properly licensed for use on the road and which are being used abusively, vehicles whose circulation licence has expired by more than one month and, in general, all vehicles being used on the road in breach of the Motor Vehicles Registration and Licensing Act (Cap. 368) and regulations made under it.

Inspections undertaken by the Enforcement Directorate in 2017

The Vehicle Inspectorate Unit within the Enforcement Directorate performs various tests and inspections on various categories of vehicles. Enforcement Officers are assigned to different locations during the morning shift every day, where they randomly check vehicles for their roadworthiness. If a vehicle fails the inspection and tests, a restriction is imposed on the vehicle licence and this restriction is only lifted once the vehicle is found roadworthy by Transport Malta officials. The roadside checks also include inspection of vehicles in relation to the transportation of dangerous goods and also to tachographs.

Vehicles which are reported through the Emission Alert system are also inspected by this unit. The statistical data, related to such tests and inspections carried out in 2017, is as follows:

SMS Emissions Alert Scheme	
Vehicles called for test	629
Turned up	428
Passed test*	365
Failed test*	63
Garaged/ scrapped	18
Failure rate	14.7%

Roadside Technical Inspections

There was a decrease in roadside technical inspections against 2016, from 3,590 to 2,751. The lower turnout resulted due to a larger number of days the Unit members were involved in traffic management duties. In 2016, 83 days were affected, whilst in 2017, this number increased to 172. These also blocked the best time windows to perform roadside tachograph inspections (06:00 – 09:00) on heavy vehicles exiting Corradino port.

In 2017, there was a decrease of 30.5% in the total number of Roadside Technical Inspections carried out over the year 2016.

Roadside technical inspections	
Vehicles tested	2,751
Passed test	1,368
Failed test	1,383
Failure rate	50.3%

ADR (Carriage of Dangerous Goods by Road) Checks

The below are figures for ADR checks in the year 2017, from which it is clear that more than half of the vehicles tested passed, at 58.1%.

ADR	
Vehicles tested	74
Passed test	43
Failed test	31
Failure rate	41.9%

Tachograph checks

Statistical data for tachograph checks is compiled every two years based on reporting obligations.

Such tachograph checks are carried out both at roadside and at the company premises. The roadside check involves the checking of the vehicle including the tachograph recording device of the driver's activity over the last 28 days. The company check involves the checking of driver activity of the company vehicles for the last year.

Tachographs (Biennale)	
Working days checked 2016	644
Working days checked 2017	56
Days checked at Companies in 2016	717
Days checked at Companies in 2017	0

After attending a Tachograph Software course in Poland in November 2016, two Enforcement Officers got involved in Traffic Management duties and by the time that the 2017 summer holidays commenced, the same Enforcement Officers had to go through and pick up on how to operate the software again. Two inspections were performed by the end of the Summer holidays 2017 (14 & 28 August 2017). A meeting took place on 16 August 2017 with the Enforcement Manager regarding the new scholastic year's traffic management duties, where attention was drawn to the possible repercussions, but this was to no avail. Tachograph obligations for years 2017/18 will have to be met by end 2018, taking the unfortunate opportunity following Mr. C. Wait's medical operation and hence his lack of mobility, to concentrate on the Tachograph software. The addition of Enforcement Officers within the Unit means that the team should now be in a position to re-commence tachograph inspections as soon as Traffic Management duties end.

Inspections on Foreign Plated Vehicles

The Enforcement Directorate manages the enforcement of foreign plate vehicles through a structured system based on four categories; vehicles imported for personal use, vehicles imported by dealers, vehicles imported by persons of foreign nationality working in Malta, and vehicles imported by persons on holiday in Malta.



During the inspections, if a vehicle is found not in compliance with the stated regulations, necessary action is taken. Such vehicles are either impounded by Transport Malta or their owners are instructed to put their vehicles in a private garage and pass on the log book and number plates to Transport Malta until they align themselves with the stipulated regulations. During 2017, 173 cars in total were impounded by the Authority. 65 of these had Maltese registration plates, while 108 had foreign registered plates.

Enforcement on Road Contractors/Service Providers

In 2017, the Directorate issued 143 enforcement letters to contractors and/or service providers for not abiding by the law and regulations related to road works. This is an increase of 95.89% in infringement letters issued over the previous year.

Such letters are issued following a site section carried out by the Field Officers of the department in relation to temporary traffic management conditions and also following assessment of the road reinstatement conditions managed by the Roads & Infrastructure Directorate.

The total amount of penalties collected during 2017 is €66,500, an increase of 313.68% from the amount collected during 2016, i.e. €16,075.

Motoring Schools

Enforcement operations are also carried out in respect of motoring schools to ensure that they are operating according to law. Enforcement Officers verify a number of matters, including that only those who are 18 or older are allowed to learn to drive and that these individuals are issued with a standard learner's permit. Enforcement Officers check that the operations of motoring schools are not conducted on Sundays and public holidays and that only applicants who are in possession of a valid category B driving licence are allowed to have an advanced learner's permit. Officers also verify whether the vehicles used by examiners display the learner's plates.

Security at Transport Malta Premises

The Enforcement Directorate also provides security services at Transport Malta premises. The service relates to the security function at Transport Malta offices (Lija Head Office, Licensing and Testing Offices and the Technical Department Offices) and at the training grounds at Hal Far (Testing), upon request. Due to the introduction of receptionists within Transport Malta premises, the services of security personnel have been heightened by increased surveillance and responsibility.

Traffic Management & Road Safety Department

Transport Malta recognises the importance of the traffic management and road safety role of the department and its relevance to complement the Enforcement Directorate, and hence the department and the Directorate were merged together. As a result, the operational role of the department has increased in its importance. The main responsibilities related to traffic management and road safety include:

Management of Temporary Traffic Management during Works

The design of temporary traffic management arrangements has developed into one of the core responsibilities of the Directorate. This area of work is very sensitive because it determines the way traffic will flow during road works. Such schemes are designed to ensure safety at all times and ensure that traffic flow patterns are managed within the capacity of the alternative links and junctions. In the case of road works being carried out by third parties, the temporary traffic management scheme is designed by the contractor, in collaboration with the department, and all necessary consultations with stakeholders are carried out to ensure a seamless scheme throughout. In the case of Transport Malta works, the temporary traffic management arrangements are designed by the department together with the road design engineers. During road works, the department monitors the temporary traffic management arrangements on site and, in liaison with the Trenching Permit Section of the Roads & Infrastructure Directorate, enforcement measures are taken in case of defaulting contractors.

Implementation of Traffic Management Measures

The department designs, assesses and implements traffic management measures on Local Council roads where no civil works are required. A number of traffic management measures were designed and implemented by the department to improve safety and to improve the efficiency of the traffic system. Projects that involved infrastructural and civil works were carried out in coordination with the Roads & Infrastructure Directorate.

Technical Assistance to Local Councils

A system was established within the department whereby technical design assistance is provided to Local Councils in relation to requests made for the implementation of measures which require specialised knowledge on road design.

Following various complaints by several Local Councils, in June 2016 Transport Malta invested in human resources and restructured its team and procedures so as to improve its relation and service towards the Local Councils.

Several issues are discussed and agreed upon during weekly meetings held with Local Councils Association members. Meetings are also held with the Director for Local Government.

The below table outlines the number of meetings which took place in 2017. Most of these meetings were held at the Ministry for Transport and Infrastructure while the others were held at the respective towns' Local Councils, at the Enforcement Directorate (previously stationed in Luqa), at A3 Towers (where TMRSD was previously located) and during the monthly Traffic Control Committee held at Enforcement premises.



Locality	MTI	LC	Luqa	A3 Towers	Marsa	TCC
Valletta			1	1		
Għaxaq	1	1				
Gudja		1	1	1		
M'Scala	2	2	2			
Hamrun	2					1
Gżira	1	2				
Żurrieq		1				
Xgħajra	3	1	1			
Attard	2		1			
Mdina		1				
Kalkara	1	7				1
Mosta	1				1	
Dingli	2					
Paola	2	1				1
Pembroke	1	1				
Birgu		1				1
Mtarfa		1				
Qrendi		1				
M'Xlokk		3	2			1
Msida	2		1			
Ta' Xbiex	1					1
Rabat	2					1
Lija				2		2
Mellieħa	1	2				1
St.Venera			3			
Cospicua	1					
St.Julians		2		1		4
Mqabba	1		1			
Żebbuġ		4				
Naxxar	1					
Żabbar			1			1
Siġġiewi	1					
Sliema	1		2	1		
Fgura		1	1			1
Swieqi	1					

Marsa	1		
Mġarr		2	
Għargħur		1	
B'Kara		1	
St.Paul's Bay		2	2
Żejtun	1	1	2
Floriana	1		2
B'Bugia	1		
Qormi	1		
Swatar	1		
Luqa	1		

Traffic Control Committee

The Enforcement Directorate organises and hosts the Traffic Control Committee, previously held at the Ministry, to directly communicate and discuss issues pertaining to the country's traffic management and road safety. During these monthly meetings, the Chairman and the members of the Board meet representatives from various entities, Ministries, Local Councils and even the public, in order to reach solutions which meet the approval of those concerned. During 2017, a total of 9 Committees took place. The most popular issues presented during these Committees vary from Traffic Management plans during road works or developments and road closures for erecting/ dismantling of tower cranes, to planning events across Malta and Gozo while ensuring safety and swift coordination in our roads for all.

Research and Development

Work commenced towards developing an asset database linked to the GIS system, on which several meetings were held between Lee Bullock and Maria Gove in order to set up the user accounts and layers required. This work was concluded in early 2018, where now all of the assets maintained and operated by the Engineering Unit have been marked on the GIS platform.

We supplied data and traffic counts for TMACS (the traffic light control software) for several traffic studies in Mrieħel and St. Julians.

Road Permit System

As from August 2015, the Traffic Management and Road Safety Department was entrusted with the Road Permit System. This system was designed to be accessed through a web browser through the following address: <https://www.roadpermits.gov.mt>.

The trenching permits section is used to create and view trenching permits which are:

- RWP1 - Major Road Works Permit
- RWP2 - Emergency Road Works Permit
- RWP3 - Minor Road Works, Maintenance and Repair Permit

This section also allows entities to provide feedback for trenching permits as well as print permits that have been issued.

Furthermore, the inspections section is used to update information about the inspections of a permit. Here the inspection users can assign the next inspection date and fill in works in progress forms.

During 2017, a total of 14,552 permits were uploaded into the system. 82% of the permits were RWP3, 14% of the permits were RWP1 and the remaining 4% were RWP2. Major Road Works Permits RWP1 generally involve the design of specific Temporary Traffic Management Schemes which are implemented on site to ensure that the disruption of traffic is restricted to the minimum.

Traffic Management Scheme Appraisal on all Classes of Roads

A core responsibility of the department is the assessment of traffic management applications received. Applications are submitted by Local Councils, by the public and by other government entities and parastatal authorities. The work is continuous, and the aim is to improve the safety and efficiency of traffic and transportation systems on all classes of roads, keeping in mind the promotion of a sustainable transport network and optimising the use of existing infrastructure. The main areas addressed included upgrading of links and junctions, assessment of traffic flow systems, on-street parking management, traffic calming and speed management.

In 2017, the department processed a total of 1,573 traffic management scheme inquiries, requests and applications from Local Councils, the public and other entities. There was a slight increase of 9% in the amount of requests received by the department over the previous year. (860) 55% of the requests received were approved, (480) 30% were settled, (175) 11% were refused and the remaining (58) 4% are still pending further assessment within the department or are still pending additional information from Local Councils. The highest amount of applications was received in May, followed by April and January.

The unit also administers the Board for Reserved Parking for Disabled Persons which assesses requests in line with eligibility criteria by persons with reduced mobility for reserved parking outside of their residences. During the year under review, a total of 506 applications for reserved parking for disabled persons were received. This is an increase of 14% in applications when compared with the previous year. Of the amount of applications processed, 121 (24%) were approved for a reserved bay for disabled persons, of which 32 were approved for a 1.5m Keep Clear Bay, 147 (29%) of the applications were refused, and the remaining are either pending missing information from the application or scheduled to be reviewed in the coming Board meetings. The highest number of applications was received in July, followed by February and October.

Survey Data

The responsibilities of the department necessitate extensive traffic surveys which are necessary to enable the department to perform its technical evaluation, policy development and design processes required on a daily basis. Hence, a comprehensive database of transport surveys has been established. The database of transport surveys is continuously being updated and extended.

Traffic counts surveys, pedestrian surveys and speed survey data are collected and analysed. The department also collects and analyses traffic accident data which is used to compile the network safety ranking report as per S.L.499.57 requirements, determine accident black spots, critical links and junctions and also help identify any areas on the road network which require attention.

Engineering Unit

In June 2017 the Engineering Unit attended training for the maintenance and repair of the VMS and LCS signs at DMV in Serbia.

In July 2017 the Unit also attended training for the maintenance and programming of La Semaforica RSC controllers, which are currently being used in the majority of Transport Malta's junctions.

In September 2017 approval was issued for a cherry picker which is now used as an integral part of their planned work. It is currently being used 2-3 times a week for various maintenance and repairs of traffic lights, VMS and CCTV.

Traffic Lights and Pedestrian Crossings

In 2017, the team worked hard to develop an efficient system for the installation and repairs of pedestrian crossings due to the large amount of requests for new sites. Using both their resources and also MSD's, they managed to perform the work required, and this task was made much easier with the introduction of their own architects and increased access to Transport Malta's contractors.

Birżebbuġa Junction was modified and upgraded to perform using inductive loops. This was the first installation which the Engineering Unit completed on its own using only internal resources. This junction now operates adaptively, reacting to traffic according to demand.

VMS and LCS

The Engineering Unit is in charge of repairing and maintaining the existing VMS and LCS sites. They coordinated with the Control Room to test and restore connections with VMSs/LCSs that were found to be faulty. The Unit also communicated with the supplier in order to update and improve the system.

Tidal Lane

Several repair operations were made on the Tidal Lane due to the numerous collisions with the bollards. On most occasions, the Engineering Unit removed and replaced the bollards using its own resources, sometimes employing contractors to help with the crane and transportation.

The Tidal Lane was de-commissioned by the Engineering Unit together with Enforcement Officials and contractors on 2 December 2017. Work was planned to minimize the effect on traffic, therefore during the course of 12 hours they disconnected and removed a total of 32 bollards. The holes left by the bollards were filled with concrete and the bollards themselves are being stored at one of TM's stores in Floriana.

Tenders, Procurement and Stores

The Engineering Unit was employed to prepare two tenders for the ITS equipment for the Kappara Junction. A tender for the re-supply of traffic light aspects was awarded. Several direct orders for spare parts for traffic lights and VMSs were made in order to keep the existing assets in good working order, or for these to be repaired following damages. The Unit also prepared several technical specifications for equipment for the Enforcement Directorate.

INFORMATION & COMMUNICATION TECHNOLOGY DIRECTORATE

Functions and Duties

The Information and Communication Technology (ICT) Directorate is responsible for developing and implementing ICT policies, procedures and technologies aimed at enhancing efficiency and the sharing of information, the reduction of costs and the increase of checks. The Directorate is responsible for the provision of ICT related support services to the other Directorates and for the running and maintenance of several end-client systems and e-services.

The Directorate provides information, communication and technology services to the organisation whilst managing all resources and systems. User and systems management remained the central focus of the Directorate through the provision of support mechanisms and helpdesk facilities, notwithstanding the increased pressure to support Transport Malta with diverse needs spanning some 6 sites across Malta and Gozo with limited resources. The Directorate also continued with its efforts to increase efficiency through ICT systems.

Projects, Initiatives and Performance of Duties

ICT Helpdesk and User Support

The ICT Directorate provides all Transport Malta users at any site 24/7 ICT support, ensuring that all systems remain fully operational with the minimum possible downtimes. During 2017, the section handled over 5,500 tickets from various Directorates via the Helpdesk system.

The ICT Directorate has established and maintained a new Service Level Agreement by both internal and third party support. Only two levels of problem severity have been put in place: "Critical" and "Non Critical". Critical problems are being responded to in 30 minutes, restored in 2 hours and completely resolved in 4 hours. Non Critical problems are being responded to in 8 hours, restored in 16 hours and completely resolved in 40 hours.

A new IT Asset Management Strategy that ensures accountability for the life-cycle management (from acquisition through disposal) of information technology assets has been established. The new strategy includes the development of policies, standards, processes, systems and measurements that enable the Directorate to manage (make decisions) IT Assets with respect to risk, cost, control, IT Governance, compliance and business performance objectives. Assets include all elements of hardware (physical components of computers and computer networks) and software (licences, versions and installed endpoints) that are owned by the Authority. A key component is capturing the financial information about the hardware life cycle which aids the Authority in making business decisions based on meaningful and measurable financial objectives.

Hardware, Network and Telephone

The main objectives of ICTD are:

- Enhancing security features while improving secure remote connectivity and speed;
- Improving back-end systems and storage whilst improving disaster recovery mechanisms.

During 2017, the Directorate focused on the following:

- **Firewall Setup** - ICTD continued working on improving the setup of the new firewall installed last year to ensure the security of the network while improving its speed;
- **New server** - Due to the existing load on the present servers it has been decided to install a new blade server with the latest operating systems. A tender has been awarded and the new blade server shall be installed in the first quarter of 2018;
- **End Users Computers** - An exercise has been performed by ICTD personnel to identify the existing users with old computers (desktop or laptops) and monitors with the objective to replace these with new more efficient equipment. A tender has been issued and awarded having over 80 old computers replaced. This not only improved the efficiency of each terminal but should also help to reduce the number of ICT support requests;
- **Multi Function Photocopiers** - last year it was decided that photocopiers should be purchased instead of leased, since according to workings made it would be cheaper. In the first quarter of the year 20 copiers were installed. The Directorate is presently monitoring the usage and cost of the machines to ensure that the total cost is less than the cost of leasing the machines. Depending on the result we shall replace the remaining leased machines in the coming year;
- **Telephone System** - During the year we had several units moving location and additional personnel joining Transport Malta. This led to a review of the existing telephone infrastructure and two new PABX and several new cards were installed;
- **Monthly Backup** - A sixth generation linear open-tape ultrium has been purchased. This not only solved the problems faced with the old system but the Directorate also has more frequent backups. Since the backup process is faster the backups are being performed every fortnight instead of monthly. This reduces risks and the Directorate is able to offer a better service to users;
- **NAS Drives** - NAS Drives have been installed for e-mail archive backups and have been configured at RID, A3 Towers, MSD and CAD. Furthermore, various companies have been given dedicated access to the drives installed for CAD to upload aircraft manuals by FTP. This will avoid CAD from using third party websites and improve data transfer efficiency between companies and the Authority. Presently, around 40 operators have been given dedicated access to the drive;
- **Internet Supply** - During the year, there were several problems with the internet connection which ICTD personnel tried to mitigate with the supplier. The problems persisted and it was therefore decided to change supplier. This change has been implemented with minimal impact on end users.

Vessel Traffic Services (VTS)

The present VTS infrastructure which comprises of the Port and Coastal systems has been in operation for the past 10 years. During the year, ICTD and PYD personnel conducted a detailed analysis of the systems in place establishing the way forward. The main objectives of the established plan are mainly the following:

- A major upgrade to the existing Vessel Traffic Management System (VTS) with AIS (Automatic Identification System) is required to increase performance and add redundancy;
- The Authority must create a specific work station at AFM Luqa to be used by Ports VTS operators in case of an emergency;
- Install new CCTV Security and VTS coverage (both traffic image and communications) to cover new areas in line with operational requirements and legal obligations;
- Install four inshore weather stations that will provide real time data from four different locations that must be integrated to the Port VTS;
- Install additional VHF base stations with high power amplifiers at radar sites;
- Install new and additional software functionality at VTS Operator positions.

A tender for the Installation of 3 additional VHF base stations with high power amplifiers for Transport Malta's radar sites has already been issued.

Security and Safety

As per 2016, the improvement in port security was one of Transport Malta's aims for 2017. One of the measures to achieve this aim was to improve the existing CCTV systems and ensure that all areas are secured. A new Full HD I.P. camera was procured and installed at Dock 1 Vittoriosa. Since the actual cost of the cameras procured actual cost was far less than estimated a new tender for Ten (10) cameras has been compiled and submitted for approval. This new cameras will replace all the existing old cameras presently in function.

New/ Refurbished Offices

Lija Office

During the year, Transport Malta had a major change by relocating the majority of its offices. The main offices have been moved from Marsa to Lija, together with the Civil Aviation Directorate from Luqa. This was a task that affected the Authority in its entirety.

ICTD personnel assisted with the requirements for the new Transport Malta offices in Lija in relation to information, communication and technology, keeping in mind future needs. The Directorate's personnel did not only establish the requirements but also monitored the works to ensure correct implementation.

During the last quarter of 2017, ICTD personnel were responsible for moving over 200 personnel terminals from the different Transport Malta offices to Lija. This was implemented with minimal downtime for the Authority's personnel. Apart from moving the terminals, ICTD also planned and implemented the extremely delicate task of moving the main servers and PABX from the premises in Marsa to Lija.

Marsa Port Workers Office

Apart from the new offices in Lija, the Authority also performed a major refurbishment in the Marsa offices from which the Authority administered the Port Workers. The refurbished office will not only be used for the administration of Port Workers but will also be used as the new site for Port VTS, together with the other Port Operations Departments.

ICTD personnel established the requirements for these offices in relation to information, communication and technology requirements. The Directorate's personnel did not only establish the requirements but also implemented the works.

During the last quarter of 2017, ICTD personnel were responsible for moving over 20 personnel terminals from level 1 to level 0. This was implemented with minimal downtime for the Authority's personnel.

During this move a new system that displayed the names of stevedores (extracted from Excel) on two separate TV displays was introduced. PYD personnel were still using an old system where the names of Port Stevedores who are currently waiting for a job assignment were listed according to their roster position on a wooden board. Concurrently, the roster keeper was also updating an excel sheet to reflect an identical electronic copy of the actual roster board thus resulting in duplication of work.

Business Services Improvement

In 2017, as per previous years, ICTD assisted and co-ordinated several projects for new operational systems with the objective to improve performance, simplify processes and increase functionalities. During the period under review, the Directorate coordinated or assisted in twelve (12) different projects, several of which have been completed or are in the progress of being completed in the first quarter of 2018.

- Document Management System – The objective of this project is the scanning of all existing and ongoing/current documents and saving the information in a data management system. Documents shall be available online and each user will have the appropriate access rights.
- Nautical system – a new system has been finalized to replace the existing old system offering the possibility to renew the licence online. This will be launched in the first quarter of 2018.
- Mobile app for maritime information "Nawtika" – The Nawtika App contains maritime related information, indispensable to all local mariners, from official notices and schedules, to training provisions regulated by the Authority for Transport in Malta. This information is indispensable to every mariner before embarking on a voyage out at sea within territorial waters, ensuring the preservation of good order, the safety of navigation, the protection of the environment and the safety of all passengers in Malta. The mobile app shall provide mariners the possibility to register and view the following services:
 - Notice to mariners;
 - Navigational Warnings;
 - Real time information on Ship Arrivals;
 - Nautical Licence - Training Providers;
 - Harbour Ferries Schedule.

The aim is to provide the target audience with an easy intuitive interface of a navigational App to ease the flow of information issued by the Authority. By using mobile technology the Directorate strives to exploit the inbuilt features of the device, in particular GPS functionality. The target audience of this App shall be fishermen, sailors, captains, jet-skiers, drivers, swimmers, boat owners and other people who spend time on the coast or at sea. A boat owner should take into consideration these Notices before embarking on a journey out at sea. The application has been developed and is being installing for testing.

- Integrated System for the Seafarers Certification Unit MSD - The objective of this project is to deploy a web based solution providing a holistic approach to the business processes of the Seafarer Certification Unit within the Merchant Shipping Directorate. This solution shall be available to internal staff, clients and also stakeholders 24/7. The solution must be able to interface with financial software and possibly other ship register platforms. Tender has been awarded and works will initiate in the first quarter of 2018. The new system will be launched in the first quarter of 2019.
- Eforms – A strategy to automate all Transport Malta public forms by mid 2019 has been established. A team with members from all Directorates has been established and a new software to assist with the development of these forms has been purchased. The actual development of the eforms will start by end of the first quarter of 2018.
- Etransfers – A new system through which clients can perform the transfer of their road vehicles from insurance companies has been launched. This has simplified the process since clients will no longer have to come to Transport Malta offices to make a transfer.
- Electronic Registration of Commercial Vehicles (eREG) – The objective of this project is to provide the possibility to clients to register online any type of vehicle and effect payment and therefore evading the need to visit Transport Malta offices.
- Online application for Learner Permit and Practical Test – Transport Malta is introducing an online system making applications for Learner Permits and Practical Tests more efficient and convenient. A person who needs to apply for a learner's permit would be able to do so online. This shall also include the upload of medical test results directly by doctors and the online confirmation of the motoring school. Once the application is approved by Transport Malta officials, the applicant will automatically receive his learner permit. Applicants may also change the motoring school online if required. The app shall also provide the applicant with the functionality to apply for his or her practical test once he or she has passed the theory test. The system has been developed and will be launched in the first quarter of 2018.
- LTD Tag System – The objective of this project is to implement a new system that simplifies the issuance of tags process by eliminating the need to request clients for photos, and that includes user access control and audit trail, and compiling detailed requirements to submit for accurate supplier estimates. The system has been developed and shall be used as from January 2018.
- Safe Sea Net Version 4 - Various discussions and meetings have been held, especially at EU level, to develop a new version of SafeSeaNet in line with the new requirements. SafeSeaNet was established as a centralized European platform for maritime data exchange, linking together maritime authorities from across Europe. It enables European Union Member States, Norway, and Iceland, to provide and receive information on ships, ship movements, and hazardous cargoes. Main sources of information include Automatic Identification System (AIS) based position reports, and notification messages sent by designated authorities in participating countries.

- New HR System – A new system which shall be used as from January 2018 has been installed and customized to the HR requirements.
- Port Management System - The project is primarily aimed at integrating a number of Port related services into one IT based system that will facilitate the transit of both goods and services, enhancing efficiency, improving the safety of ports and reducing the administrative burden. The new system should be purchased in 2018 and should be fully functional in the first months of 2019.

During the year under review, ICTD also assisted and coordinated several upgrades of existing operational systems that mainly improved performance, simplified processes and increased functionalities. During 2017, the Directorate coordinated the enhancements of eight (8) different systems, namely:

- Fleet Management system;
- VERA;
- Driving Licence System;
- eDLS;
- Road Permit System;
- Procurement System;
- Portnet;
- Small Ships Register.

GIS Initiatives

An ongoing process in mentoring personnel, design databases and reengineering business processes of specific GIS initiatives for the adoption of GIS was performed during 2017 by RID, MNEP, TMRU and LTD in particular:

- Configured the GIS Platform to enable the visualisation of the Animal Ban Roads;
- Designed the data structure of RID Network, and facilitated data sharing across the Authority through the GIS Platform;
- Initial Analysis to provide a GIS Service visualising the Moorings both to the public and internal users on the GIS Platform;
- Configured the GIS Platform to be used at the A3 Control Centre;
- Managed and liaised closely with the collaboration between University of Malta, and TMRU personnel on the service provided by UOM;
- Initial discussions to enable TMRU to reengineer the process of capturing Traffic Management on the GIS Platform;
- By enhancing RPS, now TMRU have the tools to capture the actual length of Roads Interventions through an enabled service, and show this to the general public;

- Assisting CAD in providing a service to MATS to adhere to eTOD requirements (electronic Terrain and Obstacle Data).
- Further to the above during the year the following activities were also performed:
- Set up a GIS Working Committee with key personnel from other Directorates to bridge the gap on GIS resources;
- Assisted MNEP and ITSD on Strategic National Projects;
- An ongoing effort to liaise with other entities outside Transport Malta to coordinate initiatives, facilitate collaboration and develop a wider network with other entities.



