

**MALTA TRANSPORT AUTHORITY**

Annual Report & Financial Statements  
For The Year Ending 30th September 2005

## Executive Summary

We are pleased to present the Malta Transport Authority's report on the activities and operations for the year ending 30<sup>th</sup> September 2005.

The changes and policies adopted by the Authority throughout 2005 feature in the various reports prepared by the Heads of the individual Directorates. Worthy of mention include the completion of the road works financed under the Fifth Italo-Maltese Economic and Financial Protocol, the commencement of road infrastructural works for the Park and Ride Project in line with the Authority's White Paper on Sustainable Land Transport, the commissioning of the Halcrow report on public transport reform, the launch of the Emission Alert! and Road Safety Campaigns, and the hosting of the 115<sup>th</sup> European Conference of Ministers of Transport, Road Safety Group. Specific work items were also identified and prioritised for implementation to ensure the highest level of safety for the forthcoming Commonwealth meeting.

In the current year particular effort was focused on the works associated with the 16.5 kilometres of road, financed under the Fifth Italian Financial Protocol. The timely completion of this Euro 30 million project was made possible through the sheer determination and hard work of the Authority's staff, the contractors, and all the stakeholders.

The process of building a completely overhauled public transport system, once again, featured high on the Authority's agenda. The Agreement reached last year between the Authority and the Association for Public Transport focused on providing the foundations for the development of a sustainable bus network and saw the introduction of measures that will render the service more efficient. These measures included the introduction of a code of conduct and discipline for its members and the introduction of an operator's logbook bearing details of the vehicle's maintenance, repair, VRT inspection and fuel consumption.

The year under review also saw the commissioning of Halcrow (UK Ltd.) to consult the ADT on the provision of a new service agreement with public transport operators. It is the Authority's aim, in line with the Sustainable Transport White Paper, to move the public transport network towards a more sustainable future with increased patronage by offering an alternative to private car users.

Also, the Public Transport Directorate along with the Traffic Management Directorate carried out an exercise to establish which Hotels were eligible for a 24-hour alighting/boarding bay for public transport vehicles in the Sliema/ St.Julian's area. The aim of this exercise was to ensure that passengers alight on the footway, safely. The provision of an adequate alighting bay has eradicated the problem of such vehicles causing an obstruction of the carriageway and impeding the free flow of traffic.

Work at the Licensing and Testing Directorate centered on the carrying out of a business process re-engineering exercise. The main objective of this exercise was to streamline procedures, and increase the efficiency of the operations in order to reduce queuing times for the public. As a result, renewing a road licence and registering vehicles has become much simpler and it is planned to introduce new procedures over the coming months. The long-awaited online road licence renewal system is now fully developed, and is expected to be launched shortly. This will give the public the opportunity to renew their road licence from their Insurance company or broker, or indeed, from the comfort of their homes.

IMQIEGHIED FUQ IL-MEIDA TAL-KAMRA

TAD-DEPUTATI FIS- S312- 02.11.05

MILL- Ministru għall-Infrastruttura  
 u għall-Industrija u għall-Enerġija  
 u għall-Idrokarboni

Tour

The recent introduction of a Customer Care Unit to induce a more customer-oriented culture across the Authority demonstrates that we value our customers and place them at the forefront of our decision making process. Standards and policies have been set which will ensure that customers experience a positive, friendly, knowledgeable, efficient, and courteous service, at all times.

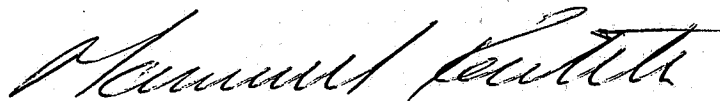
The coming year will be characterised by a number of initiatives, including:

1. The construction of new residential roads valued at Lm2.35 million;
2. The reconstruction of the roads funded by the European Union Structural and Cohesion Funds, valued at Euro 28 million;
3. The introduction of an ongoing road safety campaign, funded by speed camera contraventions;
4. The reform of the public transport service through the phased introduction of the Halcrow recommendations;
5. The introduction of a code of conduct for Taxi operators and the installation of meters in all taxis;
6. The introduction of the controlled vehicle access system for the Valletta peninsula; and
7. The operation of the Park & Ride facility being developed at Crown and Hornworks Ditch in Floriana, to serve Valletta.

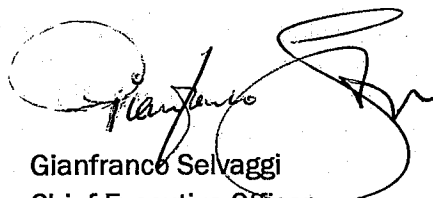
Needless to say, the Authority, through the combined efforts and expertise of its Directorates and through consultation with other entities and stake holders will, over the coming year, continue to work towards decreasing the number of traffic accidents occurring on our roads.

Internally, the Members of the Board and the Chief Executive will focus on the National Audit Office's recommendations on improving the management of road projects, the publication of a handbook for all ADT staff and the introduction of an appraisal system for all members of management, amongst other things.

To conclude, we wish to thank the Board Members, management, staff and stakeholders for their endeavours and support throughout the past year. A special word of thanks goes to the public, our client, for their patience, co-operation and support for the inconvenience caused during the road works financed under the fifth Italian Financial Protocol.



Mark Portelli  
Chairman



Gianfranco Selvaggi  
Chief Executive Officer

## Network Infrastructure - Roads Directorate

Over the course of the year under review, the Directorate has continued with the implementation of the Authority's national funded programme of initiatives to construct, upgrade and improve roads.

### 1. Italian Protocol

The project consisted of the re-alignment and re-construction of a total of 16.5km of arterial and distributor road network leading from Luqa to Targa Gap via Qormi, Zebbug, Ta' Srina and Tal-Qlejja including also offshoots to Siggiewi from Zebbug and to Zebbiegh from Tal-Qlejja. Re-construction of this road network was necessary due to the severe structural deficiencies of the road foundations and the evident wearing of the road surface.

Consideration was given, during the design stage, to make the 16.5 kilometres of road accessible to all. These roads, which account for 10% of the arterial and distributor road network in Malta, were designed and constructed to handle between 3 and 10 million passes of 10-ton axels, equivalent to at least 1 million loaded heavy vehicles throughout their 25 year life-span. The multiple layers of 150mm of cement-bound material, 200 mm of granular material, 80 mm base course, 60 mm binder course, and wearing course of 40 mm of imported aggregate guarantee maximum durability and excellent skid-resistance qualities.

In line with the Roads' Master plan classification for arterial and distributor roads, the width of the Italian Protocol roads was set at a standard of 3.5m. The nine major junctions along the route were re-designed and widened to offer greater visibility to drivers, and thirty-five kilometres of new wide footpaths were built. The service roads introduced were necessary to act as a buffer between private residences/ commercial establishments and the roads heavily used by traffic.

To prevent flooding and consequently damage to the road surface, 21 kilometres of storm-water culverts run underneath the sidewalks while a two-metre high common service duct houses some 28 km of electricity mains and 25 kilometres of water mains.

Particular attention was also given to the roadside environment, with no fewer than 22,000 metres square of soft areas forming an integral part of this project, and reservoirs holding a total capacity of 300 cubic metres were built along the route that can hold enough water to irrigate the adjacent areas all year round.

### 2. Road Works

Apart from the completion of the works financed under the fifth Italian Protocol, the past year saw the completion of works at the Industrial Estate of Mriehel, the Mosta Industrial Estate, the Mosta North Ring Road Project, the resurfacing of St George's Road, St Julians, the construction of the roundabout at the Salina/Iklin Bypass junction with tal-Balal Road, the realignment and construction of junctions on the Park and Ride Project in the Floriana - Blata l-Bajda area, the continuation of the construction of the Imtarfa By-Pass, and the construction of a number of residential roads.

**Mosta and Mriehel Industrial Estates** The works on 7 roads that make up the Mriehel Industrial Estate were completed and works on the 10 roads that make up the Mosta Industrial Estate are also nearing completion. Works involved the construction of road pavements, footpaths, common service ducts for the use of the various utilities and the provision of storm water networks for the adequate collection and disposal of surface run off.

**Mosta North Ring Road** Works were completed during the year under review and involved the construction of road pavements, footpaths, common service ducts and storm water culverts. The road links the bottom part of Labour Avenue, Naxxar with the northern part of Mosta thus relieving traffic from the Naxxar village core.

**St George's Road, St Julians/ Triq il-Mediterran, Pembroke** The works involved scarifying and relaying of the road surface and the upgrading of services and foot paths.

**Junction at Salina – Iklin Bypass** To ease flow of traffic and for safety purposes, a roundabout was built at the Salin-Iklin tal-Balal junction.

**Junctions at Park and Ride site** Works in the Floriana – Blata l-Bajda area were carried out in three phases. The first phase was carried out between Portes des Bombes and the Lion Fountain and involved the creation of the exit for the buses of the Park and Ride and the changing of the super elevation of this part of St Anne's Street. The second and third phases included the extension of the bridge deck and the building of additional lanes for vehicles coming from the Marsa and Hamrun areas to enter the Park and Ride site.

**Imtarfa Bypass** Works on the construction of the retaining wall were carried out.

**Local Access Roads** The Directorate continued with its programme for the levelling and asphaltting of new residential streets. During the period under review, 40 local access roads were constructed and tenders have already been issued for road works for 40 other local streets. The works on local access roads typically include the construction of both the footpaths and the road pavement structure. In a number of localities, works also included the replacement of buried utility services in co-ordination with the different service providers.

**Local Councils** Road works in conjunction with Local Councils continued as per the agreement signed in 2004. The Local Councils were allowed to carry out Lm75,000 worth of construction or reconstruction works on pre-established roads within their locality on behalf of the Authority.

### **3. Projects**

**TEN-T Feasibility and Environmental Impact Assessment Studies** The studies were completed in the current year and 13 projects have been identified for the upgrading of the Trans-European Transport Network (TEN-T) in Malta, at a total estimated cost of Euro 300 million.

**EU Cohesion and Structural Funded Projects** The Directorate prepared and submitted six projects for funding under EU Cohesion and Structural Funds (2004-2006), as detailed below:

**Hal-Far Phase III** €4.7m have been allocated for the upgrading of 3km of the road network under Structural Funds for 2004-2006. Work for the year under review has focussed on the evaluation and adjudication of the tenders submitted. The contract for the works has been awarded to AC Joint Venture, composed of Bonnici Bros. Co. Ltd as the leader, Zrar Ltd, C&F Building Contractors Ltd and Schembri Infrastructures as partners.

**Manwel Dimech Bridge** €6.0m have been allocated for the upgrading of this bridge under EU Structural Funds for 2004-2006. A call for tender for professional services of a Bridge Engineering company to carry out a detailed inspection and design of the required structural interventions has been awarded to Design & Technical Resources and Koing Heunisch Und Partner (KHP). A detailed inspection of the bridge structure has been carried out in June 2005, and based on this survey it has been decided that the existing bridge decks have to be demolished and replaced, and the piers and abutments rehabilitated. The tender documents and plans have been prepared by the consultants, whilst the tender for the works will be issued in the coming weeks.

**St. Paul's Bay By-pass** €6.0m have been allocated for the upgrading of 2.7km of the road network under Cohesion Funds for 2004-2006. A call for tenders was issued on the 3<sup>rd</sup> June 2005 and three offers were submitted on the 2<sup>nd</sup> August 2005. The adjudication of the tender is in its final stages and the contract is expected to be signed early in December 2005. Works are expected to be completed in 40 weeks.

**Aviation Avenue** €1.2m have been allocated for the upgrading of 0.6km of the road network under Cohesion Funds for 2004-2006. A call for tenders was issued on the 3<sup>rd</sup> June 2005 and four offers were submitted on the 2<sup>nd</sup> August 2005. The adjudication of the tender is in its final stages and the contract is expected to be signed early in December 2005. Works are expected to be completed in 20 weeks.

**Mgarr Road- Ghajnsielem** €2.8M have been allocated for the upgrading of 1.8km of the road network under Cohesion Funds for 2004-2006. A call for tenders was issued on the 3<sup>rd</sup> June 2005 and two offers were submitted on the 2<sup>nd</sup> August 2005. The adjudication of the tender is in its final stages and the contract is expected to be signed early in December 2005. Works are expected to be completed in 55 weeks.

#### **4. Maintenance Unit**

The initiatives relating to maintenance included:

**Road Condition Survey** A road condition survey based on several visual characteristics was carried out during the summer period by two groups of students from the Faculty of Architecture and Civil Engineering, under the supervision of the Directorate. This was carried out on all the Arterial and Distributor roads in order to be in a position to review the condition of the existing carriageways compared to the last survey which was carried out in 2000.

**Carriageway Upgrading** Various maintenance and upgrading works were carried out over the review period, which also involved extensive patching of parts of the Arterial and Distributor road network. The aim of this exercise was to remove any potential danger whilst extending the service of such pavements until complete reconstruction is taken in hand.

**Safety Improvements** During this period further input was made on the improvement of the carriageway demarcation within the existing road tunnels. Road markings were refreshed and glass road lane markers were installed in order to improve the traffic safety within these spaces.

**Upkeep of Street Furniture** Works included the continuous installation and maintenance of crash barriers, painting of new and refreshing of existing road markings, repairing of existing traffic signage, and the installation of reflective road studs, together with works related to the installation of Pelican Crossings and Traffic Lights.

**Infrastructural Maintenance** Maintenance works on the road network included repair works carried out on manholes and storm-water gratings, culverts, retaining walls and boundary walls, footpaths and kerbs, and other road furniture and infrastructure. Apart from maintenance works, this unit was involved in the commissioning of emergency repair works carried out after extreme weather events and traffic accidents.

## Public Transport Directorate

During the year under review, the Directorate worked continuously in order to achieve the Government's objective of improving the public transport sector through the introduction of new measure and reforms and through making the scheduled public transport service in Malta more sustainable. In this respect meetings and co-ordinated discussions were held with the various stakeholders involved in the provision of public transport services.

**Scheduled Bus Service Sector (Malta)** As in the past years, the Public Transport Directorate (PTD) employed considerable time, work and efforts in discussions with the Public Transport Association (ATP). This Association represents the scheduled bus service vehicle owners operating on the mainland of Malta. During the year, at least 3 issues of paramount importance were under consideration and were tackled between the Government, the Authority and Association.

**4<sup>th</sup> October 2004 Agreement** After several months of extensive discussions the Government, the ADT, and the Association signed an agreement on the 4<sup>th</sup> October 2004. This Agreement stipulated a number of specific obligations on the part of both the ADT and the ATP and was designed to bring about tangible improvements to the scheduled bus service.

There were several salient deliverables identified under this Agreement that were realised during the current ADT's financial year. These comprised:

- i. New direct services or extensions to existing services that were particularly aimed at developing a new hub in the University / Mater Dei Hospital area and to which new routes were introduced;
- ii. A Code of Ethics was introduced, in order to better control the bus owners and drivers conduct;
- iii. A mechanism to ensure that the low floor vehicles, the purchase of which had been significantly subsidised by the Government, are operated at all times; and
- iv. Finally following the appointment by the ADT of Transport Consultants from the UK, the latter provided the ADT with a wealth of information on how the local public transport scheduled service can be improved with the vision of making the network sustainable;

**Change of Fares** Following discussions with the ATP, a new fare structure for Public Transport was introduced with effect from the 1<sup>st</sup> January 2005.

**Insurance** In Malta, buses, Red Mini Buses, and Coaches in Malta and the Buses/Coaches in Gozo are all insured by the Malta Insurance Pool (MIP). During the period under consideration, the MIP proposed to significantly increase its premium by 30%. Following intervention from the Ministry, this insurance premium hike was reduced to 15% after the claim of the MIP was reviewed by the MFSA.

**Bus Service Revenue and Operational Subsidy** The revenue generated from the sale of tickets by the ATP between 1<sup>st</sup> October 2004 and 30<sup>th</sup> September 2005 amounted to Lm6,181,148.

The revenues and number of commuters (including period tickets) were as follows:

	2003/04	2004/05	Increase	%
Revenues (Lm)	5,025,695	6,181,148	1,155,453	23%
Commuters	29,929,611	30,175,749	246,138	1%

In terms of the agreement with the ATP dated 4<sup>th</sup> October 2004, the Government paid an operational subsidy to the ATP of Lm2 million for the twelve months from 1<sup>st</sup> January 2004 to 31<sup>st</sup> December 2004. In respect of 2005 Government has offered the ATP an operational subsidy of Lm 1.1 million, which is to be increased to take account of the impact of fuel price increases after October 2005. In addition Government provided a subsidy amounting to Lm100,000 in respect of insurance premiums.

**Red Mini Bus Sector** The Directorate has held meetings with the red minibus service operators with the objective of improving the provision of service in this sector.

**Taxi Sector** One of the main problems of this sector relates to the low usage of taximeters on-board the vehicles. This situation changed when in April 2005 the Directorate provided and published in the Government Gazette the relative conditions for taximeters that are to be installed on the vehicles. Following this, meetings were held with the White Taxi Amalgamated who provided the Authority with a compatible taximeter model, though other agents/importers were and still are at liberty to also provide other compatible models. It is envisaged that in the next ADT financial year, all the taxis in Malta and Gozo will be equipped with a taximeter thereby improving on the enforcement and better regulation of this sector.

**Horse Driven Cab Sector** During the period under review, the ADT in conjunction with the operators of this sector, undertook to establish permanent acceptable locations for Horse Cab Stands in Valletta. In this respect, horse shelters were erected in St. George's Square Valletta and more Shelters are envisaged to be erected in the coming months. Besides this, the Authority has drafted a Legal Notice that will regulate the use of Animal Drawn Vehicles for the Carriage of Passengers and Goods by Road.

**Gozo Bus Owners Association (GBOA)** Discussions were held with the GBOA regarding a new fare structure for Scheduled Public Transport, which was introduced for the Island of Gozo with effect from the 1<sup>st</sup> January 2005.

The number of new Public Transport Vehicles, registered in the year under review, is as detailed below:

New Red Mini Buses	11
Low floor Route Buses	7
White Window Vans	6
Taxis	18
Coach 54 seater (second hand)	1
Tail Lift Vans to carry disable people (Second hand)	3

**Enforcement Unit** The Enforcement Unit within the Public Transport Directorate has legal obligations in respect of enforcement arising both from local and EU legislations. To cope with these obligations, the Enforcement Unit had to be divided into two sections – the roadside checks section and the general public transport enforcement section.

The roadside checks/tests section, which is a relatively new section, has undertaken the following main enforcing duties:

- a) Roadside tests and inspections for international carriers related to the commercial services for the international carriage of goods and passengers. This work entails work inspection of documents including tachographs and vehicles;
- b) Roadside inspections relating to local vehicles. Local vehicles are inspected by the Roadside Test Section for compliance with the Legal Notice relating to the Weights, Dimensions and Equipment Regulations. In the case of private vehicles these inspections are carried out in conjunction with the Police and also include the inspection of vehicles operated by local road haulers;
- c) Inspection of Dangerous Goods Vehicles;
- d) Inspection of vehicles relating to the environmental issues. In this respect the Enforcement Officers of the ATD together with MEPA Enforcement Officers undertake regular investigations at several locations in Malta and Gozo to assess that vehicles carrying cargo, including refuse, are operating in accordance with local environmental laws and regulations.
- e) Emission Testing. This section also inspects vehicles that would be reported under the 'Emissions Alert Campaign'.

The other sections of the Enforcement Section have continued to undertake enforcement work related to Public Transport and this with particular emphasis to the enforcement requirements related mainly to the tourist industry. In this respect significant progress was undertaken to regulate:

- a) The overall public transport service at the VISET cruise passenger terminal.
- b) The Taxi and Minivan Service operating from the Malta International Airport.
- c) Coaches/minivans parking problems at the Sliema Strand (Ferry).

Besides the above, and where the conveyance of tourists is concerned, the Directorate worked hand in hand with the Traffic Management Directorate in order to provide several Boarding and Alighting Bays at local Hotels and Tourist locations in order to facilitate the tourism industry which is one of the main economic contributors to the local economy.

## Traffic Management Directorate

The main aim of the Traffic Management Directorate is to address the road safety and transportation requirements in Malta and Gozo whilst ensuring an effective traffic system throughout. The directorate works in close collaboration with the Malta Police, the Local Councils, government entities and with the general public at large. This past year the Traffic Management Directorate has sought to consolidate, enhance and establish its work methods and procedures in order to maximize the efficiency with which tasks are managed and addressed. Such systems are directed at ensuring accountability of all concerned whilst promoting best practices in work output.

### 1. Traffic Management

**Local Councils and Other Entities** The Traffic Management Directorate works in close liaison with local councils in relation to traffic management issues. Submissions by local councils were continuously addressed both from a traffic safety aspect and from a transport efficiency aspect within the overall concept of promoting sustainable transport and ensuring protection of the environment by maximizing on existing infrastructure. To further enhance the working relationship and commitment with local councils and other directly effected entities, the directorate organized a Clients' Forum in December 2004, whereby critical aspects of traffic management were discussed and proposals drawn up to improve the systems in Malta and Gozo. Policies pertaining to designation of road markings and signage, road space and the placing of signs and banners were launched at the Clients Forum whereby an open discussion followed pooling ideas and areas for further study.

**Italian Protocol Projects** The Traffic Management Directorate in conjunction with the Authority's appointed supervisors managed the traffic management arrangements pertaining to the road works financed under the fifth Italian Protocol. Traffic management plans were drawn up and site inspections were carried out regularly throughout the duration of the works. The dynamic nature of the construction site demanding constantly changing scenarios and work methods, required constant adjustment and review of the planned traffic arrangements to ensure safe and efficient traffic flow throughout the work areas.

**Temporary Traffic Management Schemes During Road Works** Partial or complete road closures are sometimes required when road works are being carried out in streets. The directorate strives to ensure that, through a temporary traffic management plan, the inconvenience created to road users is minimized. The Traffic Management Directorate constantly liaises with the Public Relations Unit at the Authority, to keep the general public notified of any closures. A system of reporting through the compilation of a '*Site Inspection Report Sheet for Traffic Management During Road Works*' has been established which is an important tool for field officers carrying out site duty. The directorate has compiled standard traffic management arrangement plans for regular or periodic maintenance works carried out by the service entities. Also, throughout this year, the directorate has established a system whereby works on traffic sensitive routes are carried out during the night and/or during weekends, depending on the site-specific circumstances and possibilities presented by the location.

**Advertising Billboards** The Traffic Management Directorate continues to administer and manage the placing of billboards and continuously checks and verifies identified billboard locations against the established criteria to ensure the safe placing of such. The directorate has continuously reviewed approved billboard location sites and has also identified other potential sites for such use. Through constant liaison with MEPA, the directorate continues to regularise and address billboard issues with the aim of ensuring their placing in conformity with road safety and environment impact guidelines.

**Car Parks and Car Park Attendants** The directorate has established a reporting system pertaining to the site inspections carried out in relation to car parks and car park attendants. Where breaches of the law are identified, the assigned field officers from the directorate report to the police for the necessary legal action to be taken in line with the provisions as outlined in the Motor Vehicle Regulations. All reports in respect of car park attendants received at the directorate are investigated and where it is possible, the appropriate legal action is taken.

**Reserved Parking for Disabled** In agreement with the National Commission for persons with a Disability, the Traffic Management Directorate manages the service given regarding 'Reserved Parking' for persons with a disability. The process in relation to such service includes the processing of applications, organising the medical visits to applicants and managing the assessment board, which was set up for this function. This year, the directorate has liaised with the commission and is working on identifying Van Accessible Reserved Blue Badge Holders to further enhance the services offered in this respect.

**Analysis of Discrete Choice Behaviour** The directorate is currently working on prediction formulae for traffic management interventions using multinomial regression analysis to establish the prediction formulae based on primary data collected. Such prediction formulae will serve as an important planning tool to forecast impacts and extent of effect of proposed traffic management arrangements.

**Transportation and Land Use Planning** Land use is one of the major issues, which determines transport patterns, and in this respect, MEPA liaises with the Authority where proposed developments might have an impact on transport. The directorate assesses such proposed developments from a safety aspect, from a sustainability aspect and also carries out analysis to determine if the capacity of the existing links and junctions can support such developments.

**Accident Database** Through constant collaboration with the police, the directorate continues to expand and compile an accident database, which is a determining tool to establish accident black spots, propose upgrading measures and compile a priority list of interventions required. The Traffic Management Directorate has created a programme whereby accident black spots are identified automatically giving the statistics pertaining to such cases.

**Training Seminar for Road Contractors** The Traffic Management Directorate recognises the need to provide continuous training for road contractors in relation to temporary traffic management arrangements set up during road works. In this respect, the directorate, in liaison with the Malta Health and Safety Authority and the Police, organised a seminar which was designed to increase the awareness of contractors of the obligations as outlined by law in respect of traffic management arrangements during road works and also highlighted the most common errors which the directorate identifies during site inspection visits with the aim that contractors are educated further in good practice methods.

## 2. Traffic Analysis and Telematics

**Traffic Lights Monitoring and Maintenance** The correct functioning of all traffic light systems, including pelican crossings, is essential to ensure the maximum safety levels attainable at signal controlled junctions and pedestrian crossings. In this respect the directorate continuously monitors these systems to ensure that they perform to their maximum potential. The monitoring process is carried out following a pre-determined sequence, thus site observation and analysis of traffic patterns, collecting traffic count data and verifying that the programmed traffic light sequence meets the capacity demand at the junction and approach links.

**Speed Measurement** The Traffic Management Directorate continuously updates the 85% speed limit database and monitors changes in speed patterns in relation to changes in the highway network. Such measurements are made using the authority speed gun. Such speed value is important since it determines the need for any speed limit signs to be installed, determines the type of traffic calming device required to address the particular speed and it also determines the visibility lines required at access points. Such speed-measuring device is considered to be an important and essential tool to improve road safety.

## 3. Projects Envisaged for the Coming Years

**Legal Framework Pertaining to Signage and Carriageway Markings** The Directorate has identified the need to regularise the placing of signage and carriageway markings through legal measures to ensure that all such traffic management measures are designed to meet the safety requirements of any given location based primarily on the specific site circumstances and configuration.

**Updating of the Traffic Count Database** Traffic count data is the basis for the planning and design of traffic management schemes and thus an updated traffic count database is a vital tool to enable the directorate to perform its roles and responsibilities in a professional and accurate manner. This year, the directorate will continue to update its existing database and, where it is deemed appropriate, noise level counts will also be taken using the appropriate equipment. Such will enable the directorate to establish a scientific relation between traffic flows and noise generation.

**Design of an Educational Cycle Track** The directorate has identified the need to promote cycling with children as an alternative means of transportation, which is environmentally friendly and has considerable health benefits. To this end, the directorate will be designing a cycling adventure site for children, which would have the aim of enhancing the cycling skills of children whilst providing them with an enjoyable experience, which helps them appreciate cycling.

## Licensing and Testing Directorate

The period under review saw the Directorate principally focused on the reorganisation of its procedures and systems with the objective of reducing processing times and providing a quicker client turn-around.

Normal transactions, such as those performed with respect to vehicle licence renewals in Hall A have been reduced to a 5 minute processing time with a maximum of 20 minutes queuing time during the last week of the month when most renewals are effected.

Hereunder is a chart giving some statistical information about the Directorate as at 30th September 2005:

Registered Vehicles	325,223
Licensed Vehicles	277,018
Driving Licences	212,656
Licensed Car Park Attendants	49
Licensed Karozzini	114
Licensed Auto Dealers	181
Motoring School Permits	47
International Driving Permits	534
Driving Instructors' Permits	85

For the year under review:

Newly Registered Vehicles	12,525
Newly Licensed Vehicles	12,686
New Driving Licenses	3,365
Motor Vehicles Transfers	30,755
Motor Vehicles Garaged	7,652
Driving Tests	8,185
Learner's Permits	5,792
Scrapped Motor Vehicles	3,360

### 1. Vehicle Administration Unit

**Registration of Vehicles** In collaboration with the Customs Authorities and the Police, the procedures followed and forms used during the registration of new and used vehicles have been drastically re-engineered. The amount of documentation to be checked has been reduced and consolidated. This provides our clients with less paperwork to be completed, which in turn reduces drastically the processing time and speeds up the registration process of vehicles.

**On line Renewal System** It is the intention of the Directorate, in the near future, to launch the on-line registration of vehicles. Initial discussions have already started with all parties concerned. The process of upgrading VERA (Vehicle Database System) is on going and will be finalised early next year.

**Vehicle Licence Renewals:** During the period under review, major and drastic changes were effected to vehicle licence renewal procedures. One of the major introductions implemented was the soft launch of the e-Vera (the facility to renew a vehicle road licence on-line). During the year under review the majority of Insurance Agencies and a good number of Insurance Brokers have been given this facility to renew vehicle licences on-line. It is expected that by the end of next year all Insurance agents and brokers will be on-line together with a good number of insurance sub-agents. At the end of September the take up rate of renewals that could be carried out on-line was of 20%. When, in the near future, VRT stations start to update the test results on-line, it is expected that this take-up will increase exponentially. With VRT stations on-line all registered vehicle owners would be able to renew their licence on-line. The successful launching of the Licence Renewals module of the new VERA database together with the introduction of better queue management techniques have resulted in a faster processing procedure and drastically reduced queuing times in the Vehicle Licence Renewal Hall. In addition to this a Bulk Vehicle Licence Renewal Service was successfully introduced, permitting entities to deposit their renewal requests and collect them within 48 hours.

**Vehicle Licence Arrears** Measures were taken to remove nearly 10,000 vehicles, bearing old registration plates with one letter and four numbers, from VERA (the vehicle registration database) following failure by the respective vehicle owners to regularise their position. New regulations were also published introducing appropriate measures to contain defaulting vehicle owners who have arrears in their vehicle licence payments. About 20,000 registered vehicle owners with new registration number plates (3 letters and 3 numbers) who have not paid their licence arrears by more than 3 months, have been duly informed that failure to regularise their position and pay their licence dues will lead to legal action being taken against them including the clamping and towing of their vehicle by the Police and Wardens.

**Vehicles with Foreign Plates** With the aim of regularising and controlling vehicles bearing foreign registration plates, the Directorate, in collaboration with the Police authorities, is carrying out roadside inspection checks of such vehicles. Maltese residents in possession of such vehicles are duly informed of the provisions of the law and the requirement to register such vehicles with the Authority. Following such inspections a considerable number of vehicles were registered, with the new registered owner having to pay all the applicable registration tax.

**Vehicles on Long Term Hire** After noting that a number of vehicles, registered for short term hire (K plates) were being used for long term lease, the Directorate implemented procedures to reduce abuse in the use of vehicles registered for short term hire.

**Classic, Vintage and Veteran Vehicle Board** This board, made up of representatives of the Ministry for Urban Development and Roads, the ADT and the Federazzjoni Maltija Vetturi Antiki met 8 times in the period under review. No fewer than 378 vehicles were classified accordingly.

## 2. Driver Licensing Unit

**Driving Instructors** During the period under review, prospective driving instructors continued to be examined to establish their abilities to give instruction as per subsidiary legislation. 65.18 (11<sup>th</sup> Schedule). Success in such exams enabled these prospective instructors to acquire the full licence of a Certified Driving Instructor. The examination covers the following 3 modules:

- a) Theory Exam
- b) Driving Ability and Fitness Test
- c) Instructional Ability and Fitness Test

**Motoring Schools** During May 2005 a new procedure was introduced to eliminate the queuing of the motoring schools at the Driver Licensing Unit. The schools now have been provided with the facility to deposit their candidates' applications, together with the applicable documentation and fees. Such applications are processed and the learners' permits (and other related documents) are collected by the Motoring Schools after 24 hours.

**Practical (Skills and Behaviour) Test** Saturday has also been included in the practical driving tests schedule. This measure was taken to cater mainly for the increased demand for practical tests of heavy goods and passenger-carrying vehicles.

**Driving Examiners** During the year under review a further two examiners were recruited to bring their complement up to six. With the aim of reducing waiting time for Gozitan applicants and to ensure more efficient handling of tests, the Directorate has, since December 2004, deployed two driving examiners to undertake tests in Gozo.

**Renewal of Driving Licences** Throughout the period under review the Directorate continued to renew driving licences in a staggered manner for periods between 5 to 10 years. This measure has been taken with a view to 'balance' the annual total number of licences issued following the introduction of the photo-card licence in 2001. This process is expected to last till the end of 2005, following which all driving licences will be renewed for ten years.

**Expired Licences** In June 2005 an exercise was initiated to issue reminders to those persons whose driving licence had expired by more than one year. This exercise aims to ensure that the Driving Licence Database is continuously up-dated through the revision of the statistical and informative data stored within it.

**Exchange of driving licences RESPER (European Driving Licence Network)** The main framework objective established by Directive 91/439 was the harmonisation of the conditions for the issuing of national driving licences. This with a view to facilitate the reciprocal recognition of such licences by EU States and to facilitate the movement of persons within the EU on their settling in another member state other than that in which they have passed a driving test. Following this Directive, a need was felt for an organised and efficient telematic process to facilitate the exchange of data between driving licence administrations and to combat document fraud and improve road safety within the EU. RESPER is such a process. The Directorate is presently involved in the development and establishment of this process. The Directorate is also harmonising the procedures used in the exchange of EU driving licences with Maltese licences.

**Maltese International Driving Permits** The Directorate redesigned the cover of this permit through which Malta's EU distinguishing letter and the corporate logo and colours of the ADT were introduced. The internal contents and format of this driving permit remained unaltered in accordance with the Geneva Convention on Road Traffic 1949.

### 3. Technical Unit

**Certificate of Conformity (COC)** As from 1<sup>st</sup> January 2003 all vehicle importers have to produce a COC certificate for new M1 vehicles (light passenger vehicles). The Technical Unit verifies these documents, and confirms that the certificates are in accordance with directives 70/156/EEC-2001/116EC and 2001/56/EC & EWVTA. No fewer than 59 COC certificates were verified during the year under review.

**Single Type Approval for M1 Vehicles** During the year under review, the technical unit constantly monitored these tests and verified that they complied with the standards established by the ADT. These tests were performed on second hand imported vehicles and were conducted by the Vehicle Certificate Agency in Japan.

**Evaluation of second hand vehicles from EU** For the purpose of registration, M1 vehicles are subject to inspection and evaluation by the ADT Technical Unit before they are registered in Malta. The total number of second hand vehicles Category M1 evaluated between 1<sup>st</sup> October 2004 and 30<sup>th</sup> September 2005 was 431. In addition to the vehicle evaluations there were 996 "stand alone" second hand engines imported and verified for their capacity and fuel type.

**Tachograph Company Checks** In line with EU Directives 3820/85, 2135/98 EC, 3821/85, 3820/85 the Technical Unit conducted six company checks at hauliers' premises. This exercise consisted of the auditing of 1,244 Tachograph disks.

**Public Service Garage new Licences** The Technical Unit processed 36 applications to operate a Public Service garage. Out of these 29, were approved. The remaining 7 are still pending.

**Vehicles inspected for VRT Class 2 under 3.5 tons** A total of 168,170 vehicles were inspected for roadworthiness. From the total, 145,457 vehicles passed the test while the remaining 22,713 vehicles failed the initial test.

**Vehicles inspected for VRT "Class 3" over 3.5 tons** A total of 17,668 vehicles were inspected for roadworthiness. From the total, 14,185 passed the test while the remaining 3,483 vehicles failed the initial test.

**Spot Checks carried out at Vehicle Roadworthiness Testing Stations** The Technical Unit continuously monitored the standard of the Vehicle Roadworthiness Test being conducted at the VRT stations. A total of 9 spot checks were carried out at random by the technical officers and 20 cases were brought before the VRT Board for infringements. Out of the 20 cases, two stations were found in breach of the regulations and fined Lm 5,000 each and one station had its permit revoked and was fined Lm 10,000.

## Corporate Services Directorate

Following the recent restructuring process within the ADT the role of the Corporate Services Directorate (CSD) changed during the year under review. This directorate is now responsible for:

- Finance
- Information Technology
- Administration

The role of this Directorate remains that of primarily providing the "Internal Customer" – that is, other Directorates – with the necessary support in the above-mentioned areas. The restructuring of the CSD brought about some changes within its workforce.

### 1. Finance Unit

The Finance Unit is at the core of the ADT's financial processes and management. During the year under review it recruited a Finance Manager who reports to the Financial Controller in order to improve on the services provided to the Authority. In fact the Finance Unit provides financial support, guidance and direction to the operative Directorates.

The following are the services rendered and targets achieved:

**Financial Management** After having embarked on a consolidation process in the previous year, in the year under review the Authority continued to be totally responsible for its recurrent costs. Monthly financial reports for each Directorate were provided to each Director in order to take financial ownership and control of their respective Directorate. These reports take the form of financial statements, comparing prior year results and current budgets.

The Finance Unit was also responsible for the financial management of the capital vote pertaining to the Network Infrastructure Directorate involving the vetting and processing of all related payments.

**Financial Protocol** This year saw the inauguration of the projects funded by the 5<sup>th</sup> Italian Financial Protocol, which commenced last year and which introduced tight and rigid controls that improved monitoring of the financial side of projects. The experience gained from the financial management of such Funds will prove valuable during future years when the ADT will manage the EU Structural and Cohesion Funds.

## 2. Information Technology Unit

During the year 2005, the IT unit at ADT went through some changes. In fact the Unit was totally restructured and an IT/Systems Administrator and an IT Technical Support officer were recruited.

The IT unit supports the Authority in all fields of work related to hardware, software and networks and is in liaison with third party ICT service providers.

The following was achieved during the year:

**Hardware:** Full provision of hardware support across the Authority, which entails parts replacement, testing, maintenance, installations, configuration and consultation.

**Software:** The provision of software support including installation of operating systems, installation of 3<sup>rd</sup> party software, repairs, database design, systems analysis, systems back-ups, updates, protection and monitoring of software processes.

**Network:** The installation of network wires and sockets, connections to all hardware related to network (LAN & WAN), network design and restructuring, ADT Website updates, E-mail and Internet connections and access control, SMS (Emission Alert) control and database input.

**Traffic lights:** The installation and configuration of all traffic lights systems across Malta.

**Bus Ticketing Server:** The support in hardware and software related specifically to the Bus Ticketing System applied to the Bus Depots found in Sliema, Bugibba, Valletta and ATP. The IT unit is on stand-by 24/7 and provides helpdesk support to bus drivers in case of problems.

**ICT Budget Planning:** The Core ICT Advisory Committee (CITAC) within the Ministry for Investments, Industry and Information Technology (MIIT) requests that as from the year 2005, the ICT budget planning is performed by adopting the guidelines CITAC 02/05 – *“Guidelines on the Financing Model of ICT operations to be adopted by Government, Entities in Government Control, Government-funded Entities and Entities with public majority shareholding”*.

To this effect, the Finance Unit in collaboration with the IT Unit and the Information Management Officer at MUDR performed an exercise in order to present the budget to MIIT to obtain the necessary financing for the Authority’s ICT operations for the year 2006.

## 3. Administration Unit

The main objectives of the Administration Unit within the Authority is to design and implement procedures to ensure that the staff is offered a decent and effective working environment to ensure that our clients are offered an efficient service. This is afforded through the continuous improvement of co-ordination between directorates, to ensure that certain administrative procedures like purchasing, maintenance and contracting are channelled through the CSD. In fact, following the restructuring of the CSD this Unit assumed all procurement responsibilities including the coordination and issuance of all tenders.

## Executive Office

### 1. Public Relations Unit

**Media** The Public Relations Unit handled all press queries, organised initiatives and ADT participation on radio and television programmes.

**Press Conferences** Throughout the year under review a number of press conferences and launches were held on various subjects. Regular briefing sessions were also held with the Press.

**ECMT Conference** The Unit was responsible for the hosting of the 115<sup>th</sup> meeting of the European Conference of Ministers for Transport – Road Safety Group. ECMT is an intergovernmental organisation established by a Protocol signed in 1953. It is a forum in which members can openly discuss transport problems and agree upon joint approaches aimed at improving and further developing European transport systems

**Launch of TEN-T** Following the completion of the draft feasibility and environmental impact studies for the upgrade of 44km of arterial road identified as part of the Trans-European Transport Network (TEN-T) in Malta, the Unit organised a presentation to all stakeholders of the proposed road network improvements.

**Launch of Emission Alert!** The Unit was responsible for the launch of the Emission Alert Campaign. The Campaign was split into two parts – the teaser campaign and the post launch campaign. The campaign was successful, with more than 24,000 reports being received in the first month.

**Road Safety Campaign** As part of the Authority's commitment to educate the public, a Road Safety Campaign was launched in September 2005. Billboards and other small boards displaying 'speed kills' messages were placed around Paceville. This represents the beginning of a year round national campaign, which is being funded by speed camera contraventions.

**Web-site** The Unit has been working on the creation of a more-user friendly web site. The revamped web site is expected to be on line by December of this year. Continual updating and monitoring of the existing web site was carried out during the year under review to ensure that visitors accessing it have a clear picture of the functions and services that the ADT offers.

### 2. Customer Care Unit

In July 2005, a Customer Care Unit was introduced in order to ensure that the ADT's Customer Care Service is of an exceptionally high standard, achieved by inducing a culture within the ADT where the Customer is placed at the forefront of the decision making process, and ensuring that the Customer experiences a positive, friendly, knowledgeable, efficient, and courteous service.

This Unit, which forms part of the office of the Chief Executive is be manned by four Customer Care Officers and headed by the Customer Care Manager, all of which have undergone a specific training programme in conjunction with the Human Resources Unit.

### 3. Human Resources Unit

**Job Profiles** These have been introduced with the aim of enhancing the job descriptions and to provide an effective tool to identify training needs and to measure the individual's performance. Every job profile highlights the specific and core role competencies, and also defines the job duties with reference to commercial management, team management, quality assurance, external third party management, ADT general operations and organisation and administration. The job profile also describes the person specifications that are needed to carry out the duties of the job.

**Induction** An Induction Programme Policy has been introduced and implemented earlier on this year. The objective of such a policy is to introduce a new employee to the Authority and to introduce the new employee to the job, work group and to the environment in which he/she will work. This induction programme also applies to an existing employee who is promoted or transferred. With the implementation of this induction programme the newcomer integrates with his/her new colleagues in the work group more efficiently.

**Reports** Assessment on Probation Reports and Induction Assessment Reports were introduced for the purpose of monitoring the progress of new employees together with employees who have been promoted. Such reports serve the purpose of evaluating the overall performance of the new employee.

**Recruitment** This year twenty two (22) new employees have joined the Authority, with an additional fourteen (14) students who were employed for the summer period. The management decided to recruit students reading a degree in Architecture and Road Engineering within the Network Infrastructure Directorate. Both the management and the students benefited from such an experience. The new employees that were recruited include a new Chief Executive Officer; a Finance Manager; three Architects; two Vehicle Evaluators, four Clerks and ten Part Time Clerks. In addition to new recruits, a number of employees were promoted to new positions within the Authority.

**Training & Development** With the setting up of the Customer Care Unit, a Training course was developed to meet the needs of the newly appointed employees in this Unit. The training was made up of both theory and practice, which enabled the employees to get hands on experience with what the job entails and the problems and questions they were to be faced with in their new posts.

This unit will continue to give importance to training, with the continuous objective of complementing the Authority's strategy of having properly trained personnel, in each Directorate and providing an enhanced service to the public.

**Industrial Relations** Meetings continued to be held on a regular basis with the *Union Haddiema Maghqudin* and the Collective Bargaining Unit (CBU). These have reached the final stages and the collective agreement for the ADT employees is expected to be concluded shortly.

**MALTA TRANSPORT AUTHORITY**

**Annual Report and Financial Statements  
30 September 2005**

MALTA TRANSPORT AUTHORITY  
Annual Report and Financial Statements for the year ended 30 September 2005

---

	<b>Pages</b>
Board Members' report	1 - 2
Statement of Board Members' responsibilities	3
Report of the auditors	4
Income and expenditure account	5
Balance sheet	6
Statement of changes in accumulated fund	7
Cash flow statement	8
Accounting policies	9 - 11
Notes to the financial statements	12 - 16

## **Board members' report**

The board members present their report and the audited financial statements for the year ended 30 September 2005.

### **Principal activities**

The Malta Transport Authority's (ADT) main activities include the management of public transport, the licensing and testing of vehicles, the construction and maintenance of roads and the responsibility for traffic management.

The ADT finances its operations through a subvention voted by Government in its annual financial estimates for the Ministry of Urban Development and Roads (formerly the Ministry of Transport and Communications). In 2005 Lm2,200,000 (2004: Lm2,234,000 under the Ministry of Transport and Communications) was allocated to meet the Authority's administrative expenditure for the year under Recurrent Vote 42 (2004: Recurrent Vote 32) item 6009. In June 2004, the budget was revised to Lm2,184,000. In addition, during 2005, the Authority received a further amount of Lm230,232 (2004: Lm453,352) towards its Vote.

Further amounts were also allocated to the ADT under Capital Vote XII (2004: Capital Vote VI) in Government's financial estimates for 2005. These include Lm4,945,000 (2004: Lm6,870,000) relating to the construction and maintenance of roads, an allocation of Lm100,000 (2004: Lm1,568,000) for a subsidy to be given for the purchase of new route buses, and an allocation of Lm32,000 (2004: Lm115,000) for the purchase of route buses ticketing machines. In 2005 an allocation of Lm50,000 was made for the Auto Vehicle Locator system. Funds allocated with respect to the construction and maintenance of roads and to the subsidy for the purchase of new route buses are handled directly by Government.

The ADT also collects license and testing fees on behalf of Government. This revenue is deposited directly to a Government bank account and is not available to the Authority to meet its recurrent expenditure.

### **Review of business**

During the year under review the Authority incurred a surplus of Lm181,313 (2004: a deficit of Lm280,679). At 30 September 2005 the Authority's current liabilities exceeded its current assets by Lm39,851 (2004: Lm426,533). Following the achievement of measures undertaken in the current financial year for new self-generated revenue, the board members are making every effort to ensure that the Authority will be in a position to meet its liabilities and that the present level of activity will be sustained in the foreseeable future, failing which the Authority will have to rely on Government support.

### **Results**

The results of the Authority for the year ended 30 September 2005 are set out in the income and expenditure account on page 5.

## Board members' report – continued

### Board members

The board members of the Authority who held office during the year were:

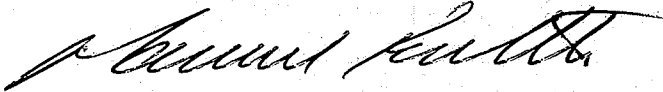
Mark Portelli – Chairman  
Philip Incorvaja – Deputy Chairman  
Angele Giuliano  
Ivan Fsadni  
Paul Cardona

In accordance with the Malta Transport Authority Act, 2000, the board members are appointed for such term and under such terms and conditions as the responsible Minister may deem proper, and they are eligible for re-appointment.

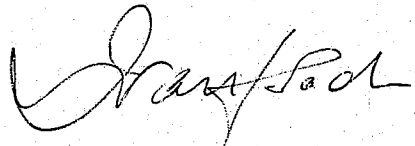
### Auditors

PricewaterhouseCoopers have indicated their willingness to continue in office and a resolution for their re-appointment will be proposed at the Annual General Meeting.

On behalf of the board



Mark Portelli  
Chairman



Ivan Fsadni  
Board Member

Registered office  
Corporate Services Directorate  
Sa Maison Road  
Floriana CMR 02  
Malta

1 November 2005

### **Statement of board members' responsibilities**

The board members are required by the Malta Transport Authority Act, 2000 to prepare financial statements which give a true and fair view of the state of affairs of the Authority as at the end of each financial period and of the income and expenditure for that period.

In preparing the financial statements, the board members are responsible for ensuring that:

- appropriate accounting policies have been consistently applied and supported by reasonable and prudent judgements and estimates;
- the financial statements have been drawn up in accordance with International Financial Reporting Standards;
- the financial statements are prepared on the going concern basis unless it is inappropriate to presume that the Authority will continue in business as a going concern.

The board members are also responsible for keeping proper accounting records which disclose with reasonable accuracy at any time the financial position of the Authority and to enable them to ensure that the financial statements comply with the Malta Transport Authority Act, 2000. They are also responsible for safeguarding the assets of the Authority and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

## Report of the auditors

To the Board Members of Malta Transport Authority

We have audited the financial statements on pages 5 to 16. As described in the statement of board members' responsibilities on page 3, these financial statements are the responsibility of the Authority's board members. Our responsibility is to form an independent opinion, based on our audit, on these financial statements and to report our opinion to you.

We conducted our audit in accordance with International Standards on Auditing. Those Standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by the board members, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In forming our opinion, we have considered the adequacy of the disclosures made in the financial statements concerning the basis of their preparation. The scope of these financial statements is as set out in accounting policy note 1(a) on page 9. Our report is limited to those items of income and expenditure falling within this scope.

In our opinion, the financial statements give a true and fair view of the state of affairs of the Authority as at 30 September 2005 and of its surplus, changes in accumulated funds and cash flows for the year then ended in accordance with the basis of preparation set out in accounting policy 1(a) on page 9 and with International Financial Reporting Standards and comply with the Malta Transport Authority Act, 2000.

Without qualifying our opinion we draw your attention to accounting policy note 1(b) in the financial statements which indicates that as at 30 September 2005, the Authority's current liabilities exceeded its current assets by Lm39,851. The Authority plans to fund this shortfall with new revenue streams that should be generated from certain measures that are about to be implemented. Failure to secure these revenue streams would mean that the Authority would need the support of Government to be able to meet its liabilities. The financial statements do not include any adjustments that would result from the failure to generate these revenue streams or, eventually, to obtain Government's support.



PRICEWATERHOUSECOOPERS 

167 Merchants Street  
Valletta  
Malta

1 November 2005

### Income and expenditure account


	Notes	2005 Lm	2004 Lm
<b>Subvention from consolidated fund for recurrent expenditure</b>	1	<b>2,356,013</b>	2,597,801
Income from directorates' operations		<b>885,248</b>	279,694
<b>Funds available for recurrent expenditure</b>		<b>3,241,261</b>	2,877,495
Recurrent operational expenditure		<b>(2,131,258)</b>	(2,048,737)
Recurrent administrative expenditure		<b>(922,811)</b>	(1,107,047)
<b>Surplus/(deficit) on recurrent expenditure before interest</b>	2	<b>187,192</b>	(278,289)
Interest receivable	4	720	293
Interest payable and similar charges	5	<b>(6,599)</b>	(2,683)
<b>Surplus /(deficit) for the financial year</b>		<b>181,313</b>	(280,679)

MALTA TRANSPORT AUTHORITY  
Annual Report and Financial Statements for the year ended 30 September 2005

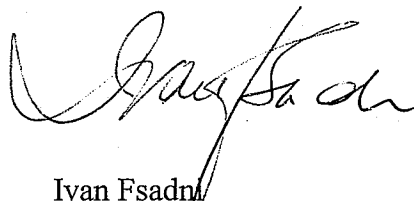
**Balance sheet**

	Notes	2005 Lm	2004 Lm
<b>ASSETS</b>			
<b>Fixed assets</b>			
Tangible assets - property, plant and equipment	8	684,103	834,085
<b>Current assets</b>			
Stocks	9	1,880	15,213
Debtors	10	234,430	193,974
Cash at bank and in hand		121,917	80,358
		<b>358,227</b>	<b>289,545</b>
<b>Total assets</b>		<b>1,042,330</b>	<b>1,123,630</b>
<b>EQUITY AND LIABILITIES</b>			
<b>Reserves</b>			
Accumulated fund		644,252	405,220
<b>Creditors: amounts falling due after more than one year</b>			
Other creditors	11	-	2,332
<b>Creditors: amounts falling due within one year</b>			
Trade and other creditors	11	398,078	716,078
<b>Total creditors</b>		<b>398,078</b>	<b>718,410</b>
<b>Total equity and liabilities</b>		<b>1,042,330</b>	<b>1,123,630</b>

The financial statements on pages 5 to 16 were authorised for issue by the board on 1 November 2005 and were signed on its behalf by:



Mark Portelli  
Chairman



Ivan Fsadni  
Board Member

### Statement of changes in accumulated fund

	Notes	Recurrent vote Lm	Capital vote Lm	Accumulated fund Lm
Balance at 1 October 2003		(179,289)	668,940	489,651
Deficit for the financial year		(280,679)	-	(280,679)
Capital subvention for the year	1	-	196,248	196,248
Transfer of depreciation to capital vote		190,883	(190,883)	-
<b>Balance at 30 September 2004</b>		<b>(269,085)</b>	<b>674,305</b>	<b>405,220</b>
Balance at 1 October 2004		(269,085)	674,305	405,220
Surplus for the financial year		181,313	-	181,313
Capital subvention for the year	1	-	57,719	57,719
Transfer of depreciation to capital vote	8	120,349	(120,349)	-
<b>Balance at 30 September 2005</b>		<b>32,577</b>	<b>611,675</b>	<b>644,252</b>

MALTA TRANSPORT AUTHORITY

Annual Report and Financial Statements for the year ended 30 September 2005

---

**Cash flow statement**

	Notes	2005 Lm	2004 Lm
<b>Operating activities</b>			
Cash generated from/(used in) operations	12	35,707	(53,274)
Interest received		720	293
Interest paid		(6,599)	(2,683)
Net cash from/(used in) operating activities		<u>29,828</u>	<u>(55,664)</u>
<b>Investing activities</b>			
Purchase of property, plant and equipment	8	(45,988)	(173,274)
Net cash used in investing activities		<u>(45,988)</u>	<u>(173,274)</u>
<b>Financing activities</b>			
Capital subvention from Government		57,719	196,248
Net cash from financing activities		<u>57,719</u>	<u>196,248</u>
<b>Movement in cash and cash equivalents</b>		<b>41,559</b>	<b>(32,690)</b>
<b>Cash and cash equivalents at beginning of year</b>		<b>80,358</b>	<b>113,048</b>
<b>Cash and cash equivalents at end of year</b>	13	<b><u>121,917</u></b>	<b><u>80,358</u></b>

## Accounting policies

The principal accounting policies adopted in the preparation of these financial statements are set out below.

### 1. Basis of preparation

- (a) These financial statements are prepared in accordance with International Financial Reporting Standards and comply with the Malta Transport Authority Act, 2000. The financial statements are prepared under the historical cost convention.

The preparation of financial statements in conformity with generally accepted accounting principles requires the use of estimates and assumptions that effect the reported amounts of assets and liabilities, disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Although these estimates are based on management's best knowledge of current events and actions, actual results ultimately may differ from those estimates.

The ADT finances its operations through a subvention voted by Government in its annual financial estimates for the Ministry of Urban Development and Roads (formerly the Ministry of Transport and Communications). In 2005 Lm2,200,000 (2004: Lm2,234,000 under the Ministry of Transport and Communications) was allocated to meet the Authority's administrative expenditure for the year under Recurrent Vote 42, (2003: Recurrent Vote 32) item 6009. In June 2004, the budget was revised to Lm2,184,000.

Further amounts were also allocated to the ADT under Capital Vote XII (2004: Capital Vote VI) in Government's financial estimates for 2005. These include Lm4,945,000 (2004: Lm6,870,000) relating to the construction and maintenance of roads, an allocation of Lm100,000 (2004: Lm1,568,000) for a subsidy to be given for the purchase of new route buses, and an allocation of Lm32,000 (2004: Lm115,000) for the purchase of route buses ticketing machines. In 2005, an allocation of Lm50,000 for the auto vehicle locator system was also made. Funds allocated with respect to the construction and maintenance of roads and to the subsidy for the purchase of new route buses are handled directly by Government and do not form part of the ADT's financial statements.

The ADT is also responsible for the administration and collection, on behalf of Government, of licensing, testing and registration fees in respect of motor vehicles. This revenue is deposited directly to the Treasury and is not available to the Authority to meet its recurrent expenditure. Accordingly it also does not form part of the ADT's financial statements.

**1. Basis of preparation - continued**

(b) At 30 September 2005 its current liabilities exceeded its current assets by Lm 39,851. These financial statements have been prepared on a going concern basis that assumes that the Authority will continue in operational existence in the foreseeable future. The validity of this assumption depends on the Authority being able to stimulate its revenues by successfully implementing certain measures that it is in the process of introducing. Failure to secure this additional revenue would mean that the Authority would need the support of the Government to meet its liabilities. The board members are confident that the measures they are taking will be successful and will suffice to ensure that the Authority will be in a position to meet its liabilities in the foreseeable future.

**2. Revenue recognition**

Income is recognised upon performance of services rendered. In the case of services rendered to public service garages and traffic management consultancy, revenue is not recognised until the Authority is in a position to ensure that the economic benefits associated with the transaction will flow to it, which is often upon or shortly before actual receipt. The income derived from the subvention from Government referred to in the accounting policy 1 is recognised upon receipt.

Other revenues earned by the Authority are recognised on the following bases:  
Interest income – as it accrues, unless collectibility is in doubt.

**3. Tangible assets - property, plant and equipment**

Property, plant and equipment comprise office and computer equipment, fixtures and fittings, bus ticketing machines and motor vehicles and are stated at historical cost less depreciation.

Depreciation is calculated on the straight line method to write off the cost of each asset to their residual values over their estimated useful life as follows:

	%
Office equipment	10
Computer equipment	25
Fixtures and fittings	10
Bus ticketing machine	15
Motor vehicles	20

Where the carrying amount of an asset is greater than its estimated recoverable amount it is written down immediately to its recoverable amount.

Gains and losses on disposal of tangible fixed assets are determined by reference to their carrying amount and are taken into account in determining operating profit.

**4. Leased assets**

Leases of assets under which all the risks and benefits of ownership are effectively retained by the lessor are classified as operating leases. Payments made under operating leases are charged to the profit and loss account on a straight-line basis over the period of the lease.

**5. Stocks**

Stocks are stated at the lower of cost and net realisable value. Cost is determined by the first-in first-out method. Net realisable value is the estimate of the selling price in the ordinary course of business, less selling expenses.

**6. Trade debtors**

Trade debtors are carried at anticipated realisable value. An estimate is made for doubtful debtors based on a review of all outstanding amounts at the year end. Bad debts are written off during the year in which they are identified.

**7. Cash and cash equivalents**

For the purposes of the cash flow statement, cash and cash equivalents comprise cash in hand and deposits held at call with banks.

**8. Provisions**

Provisions are recognised when the Authority has a present legal or constructive obligation as a result of past events, when it is probable that an outflow of resources embodying economic benefits will be required to settle the obligation, and when a reliable estimate of the amount of the obligation can be made.

**9. Borrowing costs**

Interest costs are charged against income without restriction. No borrowing costs have been capitalised.

## Notes to the financial statements

### 1. Subvention from consolidated fund

Amounts advanced by Government are made in the form of subventions from the consolidated fund in accordance with Section 17 of the Malta Transport Authority Act, 2000. In accordance with the selected accounting policy, these amounts are accounted for upon receipt. Amounts advanced were:

2005	Recurrent expenditure Lm	Capital expenditure Lm	Total Lm
Subvention received from consolidated fund under Vote 33, item 6009 of 2004	533,501	-	533,501
Subvention received from consolidated fund under Vote 33, item 6009 of 2005	1,649,998	-	1,649,998
Additional amount received towards its Vote	172,514	-	172,514
Subvention received from consolidated fund under Capital Vote VII, item 7073 of 2004 in respect of bus-ticketing machines	-	17,592	17,592
Subvention received from consolidated fund under Capital Vote VI, item 7073 of 2005 in respect of bus-ticketing machines	-	29,184	29,184
Subvention received from consolidated fund under Capital Vote VII, item 7074 of 2004 in respect of computer network for information system	-	10,943	10,943
	<b>2,356,013</b>	<b>57,719</b>	<b>2,413,732</b>
2004	Recurrent expenditure Lm	Capital expenditure Lm	Total Lm
Subvention received from consolidated fund under Vote 33, item 6009 of 2003	494,502	-	494,502
Subvention received from consolidated fund under Vote 33, item 6009 of 2004	1,649,947	-	1,649,947
Additional amount received towards its Vote	453,352	-	453,352
Subvention received from consolidated fund under Capital Vote VII, item 7073 of 2003 in respect of bus-ticketing machines	-	68,856	68,856
Subvention received from consolidated fund under Capital Vote VI, item 7073 of 2004 in respect of bus-ticketing machines	-	114,474	114,474
Subvention received from consolidated fund under Capital Vote VII, item 7074 of 2003 in respect of computer network for information system	-	460	460
Subvention received from consolidated fund in respect of improvements to buildings	-	12,458	12,458
	<b>2,597,801</b>	<b>196,248</b>	<b>2,794,049</b>

**2. Surplus/(deficit) on recurrent expenditure**

The surplus/(deficit) of expenditure over income before interest is stated after charging:

	2005	2004
	Lm	Lm
Staff costs (Note 3)	2,131,258	2,048,737
Depreciation of tangible assets (Note 8)	195,970	190,883
Auditors' remuneration	1,500	1,500
	2,131,258	2,048,737

**3. Staff costs**

	2005	2004
	Lm	Lm
Wages and salaries	1,974,063	1,896,603
Social security costs	157,195	152,134
	2,131,258	2,048,737

Average number of persons employed by the Authority during the year:

	2005	2004
Operations	252	254
Administration	46	36
	298	290

**4. Interest receivable**

	2005	2004
	Lm	Lm
Bank interest	720	293
	720	293

**5. Interest payable**

	2005	2004
	Lm	Lm
Bank interest payable and charges	6,599	2,683
	6,599	2,683

MALTA TRANSPORT AUTHORITY

Annual Report and Financial Statements for the year ended 30 September 2005

---

**6. Taxation**

The Authority is exempt from any liability for the payment of income tax as per Section 25 of the Malta Transport Authority Act, 2000.

**7. Board members' emoluments**

	2005 Lm	2004 Lm
Fees	19,678	14,558

**8. Tangible assets**

	Office equipment Lm	Computer equipment Lm	Fixtures & fittings Lm	Bus-ticketing machines Lm	Motor vehicles Lm	Total Lm
<b>Year ended 30 September 2005</b>						
Opening net book amount	20,562	60,252	45,574	703,909	3,788	834,085
Additions	12,686	20,563	12,572	167	-	45,988
Depreciation charge	(4,759)	(29,473)	(7,342)	(150,608)	(3,788)	(195,970)
Closing net book amount	<b>28,489</b>	<b>51,342</b>	<b>50,804</b>	<b>553,468</b>	<b>-</b>	<b>684,103</b>
<b>At 30 September 2005</b>						
Cost or valuation	39,482	114,957	66,807	1,004,635	8,271	1,234,152
Accumulated depreciation	(10,993)	(63,615)	(16,003)	(451,167)	(8,271)	(550,049)
Net book amount	<b>28,489</b>	<b>51,342</b>	<b>50,804</b>	<b>553,468</b>	<b>-</b>	<b>684,103</b>
<b>At 30 September 2004</b>						
Cost or valuation	26,796	94,394	54,235	1,004,468	8,271	1,188,164
Accumulated depreciation	(6,234)	(34,142)	(8,661)	(300,559)	(4,483)	(354,079)
Net book amount	<b>20,562</b>	<b>60,252</b>	<b>45,574</b>	<b>703,909</b>	<b>3,788</b>	<b>834,085</b>

**9. Stocks**

	2005 Lm	2004 Lm
Stationery for bus-ticketing machines	-	5,107
Blank number plates	1,880	10,106
	<b>1,880</b>	<b>15,213</b>

MALTA TRANSPORT AUTHORITY  
Annual Report and Financial Statements for the year ended 30 September 2005

**10. Debtors**

	2005 Lm	2004 Lm
Trade debtors – gross	215,148	186,135
Less: Provision for impairment of debtors	(146,815)	(136,700)
Trade debtors – net	68,333	49,435
Prepayments and accrued income	78,880	113,275
Other debtors	87,217	31,264
	<b>234,430</b>	<b>193,974</b>

**11. Trade and other creditors**

	2005 Lm	2004 Lm
<b>Amounts falling due within one year</b>		
Trade creditors	187,204	329,828
Capital creditors in respect of bus-ticketing machines	3,966	16,582
Hire purchase creditors	2,332	5,440
Indirect taxes and social security	43,555	284,503
Accruals and deferred income	85,118	33,302
Drivers contribution in respect of purchase of new buses	7,000	12,500
Other creditors	68,903	33,923
	<b>398,078</b>	<b>716,078</b>
<b>Amounts falling due after more than one year</b>		
Hire purchase creditors	-	2,332

**12. Cash generated from/(used in) operations**

Reconciliation of surplus/(deficit) on recurrent expenditure to cash generated from/(used in) operations:

	2005 Lm	2004 Lm
Surplus/(deficit) on recurrent expenditure	187,192	(278,289)
Adjustments for:		
Depreciation (Note 8)	195,970	190,883
Provision for impairment of debtors (Note 10)	10,115	-
Changes in working capital:		
Stocks	13,333	82,287
Debtors	(50,571)	22,179
Creditors	(320,332)	(70,334)
Cash generated from/(used in) operations	<b>35,707</b>	<b>(53,274)</b>

**13. Cash and cash equivalents**

For the purposes of the cash flow statement, the year end cash and cash equivalents comprise the following:

	2005 Lm	2004 Lm
Cash at bank and in hand	<u>121,917</u>	<u>80,358</u>

**14. Financial instruments**

Credit risk

Financial assets which potentially subject the Authority to concentrations of credit risk consist principally of cash at bank and debtors. The Authority's cash is placed with quality financial institutions. Debtors are presented net of an allowance for doubtful debts. Credit risk with respect to debts is limited due to the large number of customers comprising the Authority's debtor base and the Authority has no significant concentration of credit risk.

Fair values

At 30 September 2005 the carrying amounts of cash at bank, debtors, creditors and accrued expenses approximated their fair values.

**15. Statutory information**

The Malta Transport Authority is a body corporate set up by the enactment of the Malta Transport Authority Act, 2000.

## Detailed accounts

	<b>Pages</b>
Income and expenditure account	18
Income from directorates' operations	19
Operational expenditure	20
Administrative expenditure	20
Income and expenditure accounts for:	
Corporate Service Directorate	21
Board and Executive	22
Public Transport Directorate	23
Transport Strategy Directorate	24
Traffic Management Directorate	25
Roads Directorate	26
Licensing and Testing Directorate	27

---

MALTA TRANSPORT AUTHORITY  
Detailed Accounts for the year ended 30 September 2005

---

**Income and expenditure summary account**

	2005 Lm	2004 Lm
<b>Subvention from consolidated fund for recurrent expenditure</b>	<b>2,356,013</b>	2,597,901
Income from directorates' operations (page 19)	885,248	279,694
<b>Funds available for recurrent expenditure</b>	<b>3,241,261</b>	2,877,495
Recurrent operational expenditure (page 20)	<b>(2,131,258)</b>	(2,048,737)
Recurrent administrative expenditure (page 20)	<b>(922,811)</b>	(1,107,047)
<b>Surplus/(deficit) on recurrent expenditure before interest</b>	<b>187,192</b>	(278,289)
Interest receivable	720	293
Interest payable and similar charges	<b>(6,599)</b>	(2,683)
<b>Surplus/(deficit) for the financial year</b>	<b>181,313</b>	(280,679)

MALTA TRANSPORT AUTHORITY  
Detailed Accounts for the year ended 30 September 2005

---

**Income from directorates' operations**

	2005 Lm	2004 Lm
Corporate Services Directorate	2,766	4,331
Board and Executive Directorate	4,306	700
Public Transport Directorate	120,516	106,187
Transport Strategy Directorate	1,734	7,984
Traffic Management Directorate	35,847	5,600
Roads Directorate	18,991	11,082
Licensing and Testing Directorate	701,088	143,810
<b>Total income from directorates' operations (page18)</b>	<b>885,248</b>	<b>279,694</b>

MALTA TRANSPORT AUTHORITY  
Detailed Accounts for the year ended 30 September 2005

## Operational expenditure

	2005 Lm	2004 Lm
Salaries and wages	1,674,463	1,627,379
Bonuses	33,209	32,739
Income supplement	29,319	28,979
Social security contributions	157,195	152,134
Allowances	107,193	100,957
Public holiday pay	19,971	21,770
Overtime	82,925	78,505
Arrears	26,983	6,274
<b>Total operational expenditure (page 18)</b>	<b>2,131,258</b>	<b>2,048,737</b>

## Administrative expenditure

	2005 Lm	2004 Lm
Water and electricity	10,143	6,465
Telecommunications costs	63,545	69,179
Material and supplies	50,345	39,552
Repairs and upkeep	94,513	77,686
Rent	13,313	9,655
International membership	3,487	1,099
Office services	89,912	77,024
Transport	88,460	88,273
Travel	15,865	43,494
Information services	34,593	80,074
Contractual services	43,256	45,122
Audit fee	1,500	1,500
Professional fees	58,859	86,740
Security services	18,981	52,517
Staff training	21,654	48,823
Hospitality	5,146	10,292
Marketing	6,759	5,301
Insurance	32,150	29,842
Insurance buses	30,000	-
Shelters and terminals maintenance	407	1,454
Depreciation	195,970	190,883
Provision for impairment of debtors	10,115	-
General expenses	12,647	15,386
Licenses	7,588	8,329
Stock usage	13,603	118,357
<b>Total administrative expenditure (page 18)</b>	<b>922,811</b>	<b>1,107,047</b>

MALTA TRANSPORT AUTHORITY  
Detailed Accounts for the year ended 30 September 2005

## Corporate Service Directorate

### Income and expenditure account

	2005 Lm	2004 Lm
<b>Income</b>		
Service charges	-	3,406
Technical	2,285	915
Miscellaneous	481	10
	<b>2,766</b>	<b>4,331</b>
<b>Operational expenditure</b>		
Salaries and wages	131,082	121,284
Bonuses	2,310	2,057
Income supplement	2,168	2,157
Social security contributions	11,768	10,288
Allowances	12,556	13,249
Public holiday pay	54	42
Overtime	1,408	980
Arrears	950	145
	<b>162,296</b>	<b>150,202</b>
<b>Administrative expenditure</b>		
Water and electricity	192	-
Telecommunications costs	20,413	10,277
Material and supplies	13,725	10,880
Repairs and upkeep	10,811	34,404
Rent	8,030	8,540
International membership	73	67
Office services	11,517	22,298
Transport	9,327	8,302
Travel	236	808
Information services	1,340	6,897
Contractual services	826	83
Audit fee	1,500	1,500
Professional fees	38,392	33,871
Security services	2,282	32,012
Staff training	4,400	26,139
Hospitality	470	588
Marketing	-	879
Insurance	30,373	29,698
General expenses	-	4,412
Shelters and terminals maintenance	-	33
Depreciation	45,362	40,213
Licences	91	300
	<b>199,360</b>	<b>272,201</b>
<b>Total expenditure, net of income generated directly</b>	<b>(358,890)</b>	<b>(418,072)</b>

MALTA TRANSPORT AUTHORITY  
Detailed Accounts for the year ended 30 September 2005

## Board and Executive

### Income and expenditure account

	2005 Lm	2004 Lm
<b>Income</b>		
Sponsorship	-	700
Miscellaneous	4,306	-
	<b>4,306</b>	<b>700</b>
<b>Operational expenditure</b>		
Salaries and wages	149,478	98,804
Bonuses	2,461	1,160
Income supplement	1,955	1,221
Social security contributions	9,905	6,314
Allowances	15,427	13,513
Overtime	959	3,697
Arrears	677	1,799
	<b>180,862</b>	<b>126,508</b>
<b>Administrative expenditure</b>		
Telecommunications costs	14,679	4,820
Material and supplies	3,866	2,455
Repairs and upkeep	1,386	1,142
International membership	396	221
Office services	7,067	5,393
Transport	13,511	18,573
Travel	6,275	21,029
Information services	29,710	16,834
Contractual services	1,491	-
Professional fees	7,953	3,862
Staff training	3,742	2,416
Hospitality	2,846	6,055
Marketing	6,329	2,099
Insurance	259	144
General expenses	12,497	198
Licences	15	38
	<b>112,022</b>	<b>85,279</b>
<b>Total expenditure, net of income generated directly</b>	<b>(288,578)</b>	<b>(211,087)</b>

MALTA TRANSPORT AUTHORITY  
Detailed Accounts for the year ended 30 September 2005

**Public Transport Directorate**

**Income and expenditure account**

	2005 Lm	2004 Lm
<b>Income</b>		
Courses	7,040	9,749
Tags	8,435	2,427
Advertising	-	1,700
Fines	25,000	10,025
Technical	1,955	10,640
Public service garage	61,578	51,982
Service charges	21	1,641
Miscellaneous	16,487	15,106
Airport taxi stands	-	2,917
	<b>120,516</b>	<b>106,187</b>
<b>Operational expenditure</b>		
Salaries and wages	675,401	729,085
Bonuses	13,433	15,311
Income supplement	12,362	13,224
Social security contributions	68,562	73,191
Allowances	30,706	33,400
Public holiday pay	19,833	21,654
Overtime	56,383	64,031
Arrears	18,045	156
	<b>894,725</b>	<b>950,052</b>
<b>Administrative expenditure</b>		
Water and electricity	2,285	1,015
Telecommunications costs	8,658	48,192
Material and supplies	2,753	10,339
Repairs and upkeep	65,839	36,968
Rent	100	564
International membership	728	325
Office services	6,602	10,402
Transport	17,075	20,965
Travel	2,790	5,953
Information services	993	14,375
Professional fees	5,423	28,145
Security services	-	12,706
Staff training	3,543	13,463
Hospitality	58	1,189
Marketing	-	2,029
Insurance	1,489	-
Insurance buses	30,000	-
Shelters and terminals maintenance	407	1,078
Depreciation	150,608	150,670
General expenses	150	10,561
Licences	2,730	1,198
Stock usage	13,603	118,357
	<b>315,834</b>	<b>488,494</b>
<b>Total expenditure, net of income generated directly</b>	<b>(1,090,043)</b>	<b>(1,332,359)</b>

MALTA TRANSPORT AUTHORITY  
Detailed Accounts for the year ended 30 September 2005

**Transport Strategy Directorate**

**Income and expenditure account**

	2005 Lm	2004 Lm
<b>Income</b>		
Courses	-	294
ECMT	913	3,860
Technical	750	-
Miscellaneous	71	3,830
	<b>1,734</b>	<b>7,984</b>
<b>Operational expenditure</b>		
Salaries and wages	37,241	30,590
Bonuses	522	315
Income supplement	416	309
Social security contributions	2,452	1,823
Allowances	4,210	4,062
Overtime	434	447
Arrears	155	-
	<b>45,430</b>	<b>37,546</b>
<b>Administrative expenditure</b>		
Water and electricity	344	-
Telecommunications costs	775	453
Material and supplies	245	146
Repairs and upkeep	564	41
International membership	2,290	-
Office services	892	2,169
Transport	5,262	2,288
Travel	2,413	6,156
Information services	145	3,611
Professional fees	2,690	2,971
Staff training	1,675	1,841
Hospitality	17	447
Licenses	473	-
Insurance	29	-
Marketing	-	294
	<b>17,814</b>	<b>20,417</b>
<b>Total expenditure, net of income generated directly</b>	<b>(61,510)</b>	<b>(49,979)</b>

MALTA TRANSPORT AUTHORITY  
Detailed Accounts for the year ended 30 September 2005

**Traffic Management Directorate**

**Income and expenditure account**

	2005 Lm	2004 Lm
<b>Income</b>		
Courses	-	2,700
Technical	225	-
Billboard income	26,622	-
Miscellaneous	9,000	2,900
	35,847	5,600
<b>Operational expenditure</b>		
Salaries and wages	57,133	59,784
Bonuses	971	1,119
Income supplement	823	823
Social security contributions	4,671	4,752
Allowances	5,877	6,126
Public holiday pay	84	29
Overtime	937	774
Arrears	371	16
	70,867	73,423
<b>Administrative expenditure</b>		
Water and electricity	215	-
Telecommunications costs	2,026	955
Material and supplies	11	420
Repairs and upkeep	868	53
Office services	-	2,218
Transport	3,409	627
Travel	1,909	3,735
Information services	-	853
Professional fees	2,803	992
Staff training	1,740	3,869
Marketing	430	-
Provision for impairment of debtors	10,115	-
Hospitality	51	190
	23,577	13,912
<b>Total expenditure, net of income generated directly</b>	(58,597)	(81,735)

MALTA TRANSPORT AUTHORITY  
Detailed Accounts for the year ended 30 September 2005

**Roads Directorate**

**Income and expenditure account**

	2005 Lm	2004 Lm
<b>Income</b>		
Technical	10,855	7,457
Service charges	617	2,893
Miscellaneous	7,519	732
	<b>18,991</b>	<b>11,082</b>
<b>Operational expenditure</b>		
Salaries and wages	214,400	220,493
Bonuses	3,527	4,367
Income supplement	3,383	3,432
Social security contributions	19,866	20,118
Allowances	30,017	24,813
Overtime	458	1,943
Arrears	3,290	1,715
	<b>274,941</b>	<b>276,881</b>
<b>Administrative expenditure</b>		
Water and electricity	892	1,734
Telecommunications costs	3,849	507
Material and supplies	2,084	151
Repairs and upkeep	5,450	1,581
Rent	5,183	47
Office services	4,313	3,656
Transport	28,714	30,499
Travel	937	2,507
Information services	1,411	2,948
Professional fees	914	4,220
Security services	37	297
Staff training	242	15
Hospitality	1,499	1,793
Shelters & terminals maintenance	-	343
General expenses	-	215
Licences	30	2,368
	<b>55,555</b>	<b>52,881</b>
<b>Total expenditure, net of income generated directly</b>	<b>(311,505)</b>	<b>(318,680)</b>

MALTA TRANSPORT AUTHORITY  
Detailed Accounts for the year ended 30 September 2005

## Licensing and Testing Directorate

### Income and expenditure account

	2005 Lm	2004 Lm
<b>Income</b>		
Technical	180	485
Service charges	25,442	24,921
Administrative charges	661,106	102,294
Personalised number plates	14,360	16,110
	701,088	143,810
<b>Operational expenditure</b>		
Salaries and wages	409,728	367,339
Bonuses	9,985	8,410
Income supplement	8,212	7,813
Social security contributions	39,971	35,648
Allowances	8,400	5,794
Public holiday pay	-	45
Overtime	22,346	6,633
Arrears	3,495	2,443
	502,137	434,125
<b>Administrative expenditure</b>		
Water and electricity	6,215	3,716
Telecommunications costs	13,145	3,975
Material and supplies	27,661	15,161
Repairs and upkeep	9,595	3,497
Rent	-	504
International membership	-	486
Office services	59,521	30,888
Transport	11,162	7,019
Travel	1,305	3,306
Information services	994	34,556
Contractual services	40,939	45,039
Professional fees	684	12,679
Security services	16,662	7,502
Staff training	6,312	1,080
Hospitality	205	30
Licences	4,249	4,425
	198,649	173,863
<b>Total income/(expenditure), net of expenditure/income generated directly</b>	302	(464,178)

## **Appendices**

Licensing and Testing Directorate – Schedule of income

Appendix I

Roads Directorate – Schedule of capital expenditure

Appendix II

**Appendix I**

**Licensing and Testing Directorate  
Schedule of income**

	<b>2005</b>	2004
	<b>Lm</b>	Lm
New number plates	<b>436,600</b>	442,359
Motor vehicle registration tax	<b>20,531,291</b>	20,090,945
Motor vehicle licences	<b>11,909,517</b>	10,774,319
Driving licences	<b>533,620</b>	559,009
Vehicle roadworthiness testing licences	<b>120,600</b>	99,691
Miscellaneous	<b>25,184</b>	24,075
<b>Total income transferred directly to the Treasury</b>	<b>33,556,812</b>	31,990,398

---

MALTA TRANSPORT AUTHORITY  
Appendices for the year ended 30 September 2005

## Appendix II

### Roads Directorate

#### Schedule of capital expenditure

	Revised	Actual	Approved	Actual	Commitments to be paid in 2005
	budgeted amount 1 Jan to 31 Dec 2004 Lm	expenditure 1 Jan to 31 Dec 2004 Lm	revised budgeted amounts 1 Jan to 31 Dec 2005 Lm	expenditure 1 Jan to 30 Sep 2005 Lm	
<b>Capital vote as per annual budget estimates</b>					
Sundry road improvements					
- Capital Vote VI Item 7076	798,000	797,318	850,000	634,617	215,383
Hot and cold asphalt programme					
- Capital Vote VI Item 7077	192,819	192,383	420,000	234,310	185,690
Levelling and asphaltting of private streets					
- Capital Vote VI Item 7078	755,967	755,854	875,000	529,063	345,937
Road restoration project					
- Capital Vote VI Item 7080	3,060,514	3,055,732	2,450,000	1,617,579	832,421
Pedestrian bridges/underpasses					
- Capital Vote VI Item 7081	-	-	50,000	-	50,000
Upgrading works in Fgura Road					
- Capital Vote VI Item 7082	73,200	73,158	25,000	22,957	2,043
Psaila Street					
- Capital Vote VI Item 7083	30,000	28,000	-	-	-
Road expertise					
- Capital Vote VI Item 7084	120,000	111,015	100,000	94,534	5,466
Gzira link road					
- Capital Vote VI Item 7085	-	-	50,000	-	50,000
B'Kara bypass San Gwann link road					
- Capital Vote VI Item 7086	421,500	421,491	75,000	55,302	19,698
Park and ride project					
- Capital Vote VI Item 7171	-	-	50,000	45,684	4,316
	<b>5,452,000</b>	<b>5,434,951</b>	<b>4,945,000</b>	<b>3,234,046</b>	<b>1,710,954</b>

	Approved	Actual	Commitments
	revised budgeted amounts 1 Jan to 31 Dec 2005 Lm	expenditure 1 Jan to 30 Sep 2005 Lm	
Modernisation road equipment			
- Capital Vote VI Item 7166	12,730,000	11,173,105	1,556,895

