

MALTA
TRANSPORT
AUTHORITY

20
07

annual report

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MISSION STATEMENT



The Malta Transport Authority was established by Act XXIII of 2000 to regulate, plan and provide for a **high quality**, **safe**, **integrated** and **efficient** land transport system that will meet the travelling needs of people and the transport requirements for the movement of goods within the national framework for **economic development**, **social inclusion** and **protection of the environment**.



EXECUTIVE SUMMARY

The Malta Transport Authority was responsible for implementing various challenging projects throughout the year under review. The introduction of innovative projects such as the Crown and Hornworks Park and Ride scheme and the Controlled Vehicular Access System for Valletta were generally well received by the public - marking a milestone in the implementation of a strategy based on sustainability and accessibility. During the year, the design and implementation of these projects and other transport infrastructure projects, have helped broaden our knowledge base and experience utilizing state-of-the-art technology to solve traffic congestion problems.

The various projects and policies adopted by the Authority between the year commencing 1st October 2006 and ending 30th September 2007 feature in detail in this annual report.

The introduction of the new tendering procedures late last year, through the use of period contracts, has proven successful and effective. Under the new procedures, Contractors in the road construction sector are allotted work at fixed rates through a ballot system. Under the period contract, each Contractor is required to guarantee the quality of his work for a period of two years. Since the launch of this ambitious residential road-building programme in August 2006, over 160 roads have been completed on schedule.

The year under review also saw the successful completion of various major road infrastructure projects co-financed under the European Union's Cohesion and European Regional Development funds. The completion of projects such as Triq Hal Far (Phase 3), Civil Aviation Avenue (Luqa), and the St. Paul's Bay Bypass have served to strengthen Malta's arterial road network, strategically linking the Freeport in Birzebbuga with the rest of the island, in particular the industrial zones of Bulebel, Marsa, Kordin and San Gwann.

Over the past year, a considerable amount of planning and coordination has gone into the traffic management aspect of major road construction projects. It is inevitable that the closure of major traffic arteries will result in a certain amount of inconvenience to road users. However, the nationwide approach adopted by Authority combined with public relations initiatives and the use of variable message signs during the implementation of the Manwel Dimech Bridge project, for example, have resulted in road users being able to take more informed decisions about their journeys to avoid potential areas of traffic congestion.

The re-construction of the Manwel Dimech bridge, being the first of its kind, has probably been the most complex road infrastructure project ever commissioned by the Authority. The application of new technologies to Malta in demolition and waterproofing combined with stringent checking procedures to ensure compliance with the stringent design specifications and a difficult working environment have resulted in the project falling behind schedule. The Authority shall continue with its close monitoring of the day-to-day work being carried out on this project.

For the first time since the mid 1990s, the public transport sector has registered a considerable increase in patronage. This was mainly due to the introduction of various new direct routes between towns and the introduction of improved bus schedules on the traditional existing routes to better meet changing travel demands. A new concept of express services was also piloted and studies are currently being conducted to be able to extend these express routes further. The lack of information on bus stops has been addressed, and the first bus timetables have been installed on bus shelters recently. These timetables provide important travel information about routes of individual services and the departure times of bus routes from the bus termini.

The Authority is committed to reforming the public transport service further with a multi-pronged and long-term approach that will provide for an efficient and reliable service to the benefit of both the commuters and the operators within this sector. To this end, extensive consultations have been held with the Operators of scheduled public transport on all aspects of reform in this sector, including the new EU requirement for public passenger transport to be operated under a public service contract.

The recruitment of a number of Driving Examiners following a rigorous and thorough selection process, and subsequent training was completed late last year. With road safety as a top priority, preparation for the introduction of a Driving Test Induction Video for prospective test candidates is currently nearing completion. This video aims to assist candidates to prepare themselves for the driving test to be in a better position to pass the test.

Although introduced in early 2006, the Online Road Licence Renewal System take-up has continued to increase, and has hit 70% take-up mark, allowing the Licensing & Testing Directorate to utilize its resources more efficiently in other areas where over-the-counter services are required.

The Park and Ride system introduced in the Crown and Hornworks area of Floriana was undoubtedly an outstanding success. Since its launch, no fewer than half a million commuters have used the service as an alternative to parking their vehicle in the city centre. This warranted an extension of the parking availability. The first part of this extension has recently been launched, with the final phase of the extension due to be launched within weeks. A similar Park and Ride system is also being developed at the Luxol ground in Pembroke to serve the Paceville area during the busy weekend evening period.

Another important project which aimed at improving the overall accessibility of Valletta involved the introduction of a Controlled Vehicular Access (CVA) System together with the extension of the pedestrianised zone in Valletta. Although the introduction of this scheme has been accompanied by some criticism from certain sectors, monitoring of the first few months following its introduction would seem to indicate that the principal objectives of accessibility, reducing traffic congestion, and improving the environment are being achieved.

The year ahead will be another eventful one for the Authority, one which will be dominated by road construction projects funded by Government, and other major projects mostly funded by the EU. The Authority will be embarking on a number of innovative projects which will include Intelligent Traffic Management Systems, Vertical Connections in Valletta, and state-of-the-art Tunnel Lighting Systems.



Mr. Joseph Gerada
Chairman



Mr. Raymond Attard
Chief Executive Officer

NETWORK INFRASTRUCTURE DIRECTORATE



TEN-T FEASIBILITY AND ENVIRONMENTAL IMPACT ASSESSMENT STUDIES

During the year under review, work continued on the planning and design of the upgrade of the TEN-T road network. High on the agenda was the identification of alternative proposals for the construction of a Bypass that would alleviate traffic flowing through the Xemxija Bay area.

Studies on the TEN-T road network in Gozo were also completed. In this regard, a public consultation session with stakeholders is being planned for the end of 2007.

The studies for the TEN-T road network in Malta and in Gozo are now being used as supporting documents for project planning and submission of applications for funding from the European Union.

The ADT has successfully obtained Technical Assistance through the European Investment Bank's JASPERS programme for the preparation of projects for the upgrading of the Trans-European Transport Road Network during the years 2007-2013 under the Cohesion Fund. The technical expertise is being provided by ARUP which is one of the world's leading Civil Engineering Consultancy Firms. The consultancy consists of a permanent expert, who is working with the ADT officials and a number of other technical experts that provide specific input in areas such as procurement, quantity surveying, bridge engineering, tunnel engineering, material testing, etc.

The Consultants are currently reviewing all project planning, detailing, tender dossiers and the bill of quantities that are generally prepared for these tenders. The planning, detailing and tender dossiers are in general in line with the standard practice in the UK. However the consultants have recommended to the ADT to revise the bill of quantities so that it is in line with the Standard Method of Measurement for Road Works, LN 364/2003. This Standard Method of Measurement includes all the details of each item coverage (i.e. works that are included for a unit work item) which would make it easier to determine any claims for variations that are usually made by contractors. To date, substantial development has been achieved in the preparation of a new version of this bill of quantities and training sessions will be organised both for ADT staff and Contractors during November/December 2007 by ARUP.

The Consultants are also recommending to set up a post of a Chief Engineer/Senior Manager to oversee both the design/planning and implementation of all major road projects, in order to maintain a standard approach for all projects both during pre-contract and post-contract phases of a project. Other enhancements are being proposed in the structure of Network Infrastructure Directorate for better project management of these projects.

Further assistance is also provided for the improvement of pre-contract and post-contract material testing, management and inspection of bridges and tunnels and other technical specifications.

upgrading the
TEN-T Road Network
in Malta and Gozo



PROJECT PLANNING EU COHESION AND STRUCTURAL FUNDS (PROGRAMMING PERIOD 2007 - 2013)

Throughout the year under review, the Directorate identified 11 potential road projects that could be partially financed by the European Union between 2007 and 2013.

STRUCTURAL FUNDS

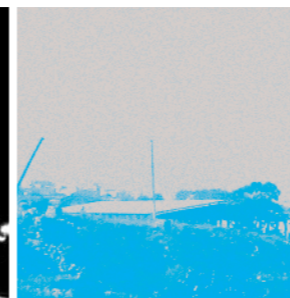
Four priority projects were identified for possible funding under the EU funds for the budget period 2007-2013, namely:

- The reconstruction and upgrading of arterial stretch of road linking Ta'Ganu (Lija) roundabout up to Labour Avenue, Naxxar;
- The reconstruction of part of the distributor road linking Triq l-Industria, Kirkop and Valletta Road, Zurrieq;
- The reconstruction of Marsascala by-pass;
- The improvement of the access road leading to Smart City, including the construction of a new link road and upgrading of the road network in conjunction with Smart City.

The Marsascala Bypass and Valletta Road, Zurrieq have been selected for implementation between 2007-2009. Tendering documentation has been prepared for the procurement of the works. New environmental conditions were included in the tender in order to minimise the impact on the surrounding environment.



Valletta Road
Zurrieq



Marsascala
By-Pass



COHESION FUNDS

Five projects have been identified for the upgrading of the Trans-European Transport Network under the Cohesion Fund for the programming period 2007-2013.

The projects identified include:

- Project I Council of Europe Street and Garibaldi Street
- Project V MA Vassalli Street, Gzira (Kappara Junction)
- Project IX Marfa Road, Cirkewwa
- Project XI Sea Passenger Terminal Access road
- Project XIII Heliport Junction to Victoria
- Project II Marsa and Hamrun By-pass
- Project VI M.A.Vassalli Street and St.Andrew's Road, St. Julian's

In total 14km of the TEN-T network will be reconstructed and upgraded when Projects I, V, IX, XII and XI are envisaged to be undertaken between 2007 and 2009. Projects II and VI would be undertaken between 2009 – 2013.

Preparatory work on projects I, V, IX, XII and XI is currently underway.



PROJECT IMPLEMENTATION LOCAL ACCESS ROADS

RESIDENTIAL ROADS CONSTRUCTION PROGRAMME

With an estimated investment of LM9m, the Residential Roads Construction Program was launched in August 2006 with a specific target completion by end 2008. An additional 15 other roads were added, post-launch, bringing the total of roads to be constructed to 468.

Tenders for the first 80 roads were issued and awarded between July and mid-December of 2006, following discussions held with the Federation of Industry (FOI) an agreement was reached whereby fixed rates were established and batches of road works were assigned following a draw by lots. A public call for interested contractors was issued towards the end of 2006, following which 22 contractors were accepted into the system. The first draw was held on 26th December 2006, wherein works in another 70 residential roads were awarded in 22 separate batches. Further batches were awarded in April (7 batches), June (7 batches) and August 2007 (13 batches). The total value of works awarded through the period contract system until the end of August 2007 amounted to almost Lm3M. To date, no fewer than 160 roads have been completed. Works on an additional 40 roads are currently underway.



PROJECT IMPLEMENTATION EU COHESION AND STRUCTURAL FUNDS (PROGRAMMING PERIOD 2004-2006)

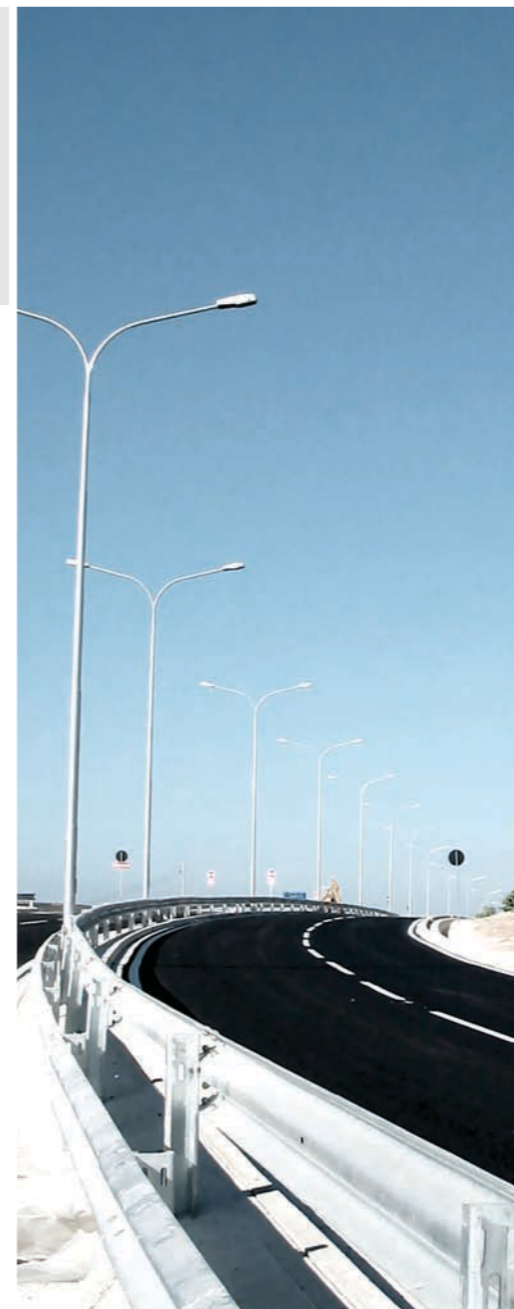
RECONSTRUCTION OF ST. PAUL'S BAY BYPASS

The project involved the redesign of the geometrical layout of junctions and reconstruction of 2.7km of dual two lane road carriageway. The design speeds of the road were planned and designed according to the geometry radii of curvature required by the Design Specifications. Safety fences of the un-tensioned corrugated beam type were installed as a standard safety feature on central strips to prevent the intrusion of vehicles crossing over into the opposing traffic stream. The asphalt pavement

adopted in the project consisted of a 20cm asphalt structure according to the Road Works Regulations of 2003, as follows:

- 4cm asphalt wearing course 0/12,5mm
- 6cm asphalt binder course 0/19,0mm
- 10cm asphalt base course 0/25,0mm

This structure in combination with the underlying unbound material (thickness according to sub-grade) was designed to withstand a design traffic loading of 3 to 10 million equivalent of 10-ton axle passes during its service life. The wearing course adopted throughout the extents of the project consisted of imported basalt aggregate (and bitumen).



4,500m² Asphalt Surface Area
3.0km of Footpaths
6.0km Stormwater System
12th June 2006: Commencement Date
5th July 2007: Completion Date

The Bypass cost approximately
Lm3,000,000

RE-CONSTRUCTION OF HAL FAR ROAD PHASE 3

This project included the reconstruction of 3.2km of road linking the Peace Laboratory with the Freeport Terminal. The road was asphalted using basalt material in order to enhance skid resistance. The road is classified as a Traffic Class 1 road and was designed to withstand up to 32 million axles for a period design life of 25 years. The construction of the road comprised a total of 24cm asphalt thickness.

The design of the road included major re-alignments. A 3m-wide footpath serves as a combined pedestrian and cycle track. The project also entailed the shifting of approximately 1.5 km of Enemalta high tension cable from the existing asphalt alignment to the footpath alignment. Other low tension cables were shifted from overhead poles to under the footpaths. A new sewer system comprising of a length of approximately 2 km was installed as part of the works.

A storm water system was implemented along the whole route of the newly re-constructed road. A number of rain water catchments were constructed to collect surface run-off and avoid aqua planing in the road surface thus making the road safer in wet conditions.

Rubble walls were constructed on both sides of the road at an approximate height of 800mm. A street lighting system was implemented along the whole route with 130 electricity poles being installed.

4,500m²: Asphalt Surface Area
6.0km: Stormwater System
12th June 2006: Commencement Date
5th July 2007: Completion Date
Lm2,800,000: Total Cost



A **street lighting system** was implemented along the whole route with **130 lighting poles** being installed.

RECONSTRUCTION OF CIVIL AVIATION AVENUE, LUQA

This project included the reconstruction of 0.6km of road. Besides the road works, two 300 mm diameter WSC mains were installed. Service ducts were installed under the footpaths. As per standard practice, imported basalt aggregate was used in the road surface to enhance skid resistance qualities.

MGARR ROAD, GHAJNSIELEM

Works on Mgarr Road, Ghajnsielem included the redesign of the Heliport and Chambray Junctions and the widening of Triq I-Imgarr, Ghajnsielem. A number of stormwater collection chambers and two water reservoirs were also constructed. The water gathered will be used to irrigate the area.



Civil Aviation Avenue,
Luqa:

8,400m²: Asphalt Surface Area
1.2km: Stormwater System
March 2006: Commencement Date
September 2006: Completion Date
Lm845,000: Total Cost

Mgarr Road, Ghajnsielem

Asphalt Surface Area: **28,000m²**
 Stormwater System: **along the road**
 Commencement Date: **September 2006**
 Completion Date: **line markings still pending**
 Total Cost: **Lm2,160,000 (approx)**



RECONSTRUCTION OF MANWEL DIMECH BRIDGE

The reconstruction of the Manwel Dimech Bridge has been split into two main phases;

1st Phase

Reconstruction of Eastern viaduct
(carriageway from St. Julians to Valletta)



2nd Phase

Reconstruction of Westbound viaduct
(carriageway from Valletta to St. Julians)

The existing bridge had been built between 1967 and 1971 and was what was known as a gerber girder construction. A detailed inspection of both viaducts had been carried out in June 2005.

The rehabilitation of the existing substructure (piers and columns) of the eastern viaduct was carried out through an additional reinforced concrete shell of shotcrete following the removal of the carbonated concrete cover. The existing superstructure was replaced by an in-situ concrete single cell box girder structure. This solution required the erection of scaffolding across the whole length of the viaduct. The setting up of this type of scaffolding offered better flexibility during the demolishing of the existing superstructure (deck) and acted as an environmental mitigation measure to minimize the effect of falling debris, dust and water in Ghomor Valley.

Three casting operations were carried out on the eastern viaduct. The casting procedures were carried out symmetrically at the pier so that no eccentric loads were applied to the temporary foundations of the scaffolding at the piers. The bottom slab and webs were cast together with the top slab being cast separately.

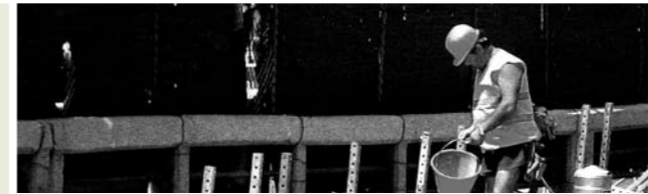
Prior to any physical works commencing on the eastbound viaduct, the Authority undertook extensive planning and consultation in relation to local traffic management arrangements and national traffic diversion routes. The launch of works was accompanied by an effective public campaign in the media and the installation of variable message signs to give road users real-time information on traffic conditions at critical approaches to the bridge.

Following extensive reinforcement works on the eastern viaduct, the Phase 1 demolition works commenced in December 2006. Following completion of the formwork, steel bars and cable ducts were placed according to the detailed drawings issued

by the Structural Engineer. Once the steel reinforcement was in place and certified, the casting operations commenced. A strict control was imposed on the concrete material and the method of laying and various test results were taken to ensure the compatibility of the concrete product being used by the Contractor. After the casting the prestressing of tendons took place and then the preparation for and execution of the waterproofing works followed. Presently the laying of the final layers of asphalt and street furniture is underway.

The structure of the bridge is designed for an 80 year life span.

Ongoing works on Manwel Dimech Bridge



IMPROVEMENT OF TRAFFIC MANAGEMENT SCHEMES DURING ROAD CONSTRUCTION WORKS

With a view to continuously improve the quality of road construction projects, traffic management requirements were thoroughly detailed and planned at an early planning stage. This involved:

- Improved contract requirements
- Detailed diversion proposal
- Required diversion proposal upgrading

MAINTENANCE

The Maintenance Unit carried out various maintenance works on Malta's arterial and distributor road network. Works included major patching (rideability) works in various areas. The unit also issued a total of eight tenders: four for maintenance works to be carried out on the road surface and another four tenders for road-side works. The total value of these tenders amounted to Lm160,000. A system of on-call contractor was also introduced to compliment the 'A&CE on-call system'. The unit also carried out inspections on trenching works being carried out by third parties to ensure that permit conditions were being adhered to.

**PUBLIC
TRANSPORT
DIRECTORATE**

20
07



During the year under review, the Public Transport Directorate (PTD) continued to liaise with the various Public Transport sectors and the other ADT Directorates with the aim of providing a sustainable, efficient and safe public transport means of travel. In this respect, discussions were held with various stakeholders involved.

SCHEDULED BUS SERVICE SECTOR

In addition to providing transport services to commuters the scheduled bus service provides a vital lifetime service for those without a car. These include the elderly, those who have not yet reached the age to obtain a driving licence (such as students) or who are otherwise not interested in obtaining a driver's license. The scheduled bus service also has a significant impact on the tourist market and local and foreign students.

The successful Junior College–University network of services was extended to cater for the new public transport demand at the new Mater Dei Hospital. In fact, this year these routes were kept in operation beyond the end of the scholastic year and 3 new routes were introduced to service Naxxar, Cirkewwa and St Andrew's residents towards Mater Dei.

The operational success of the Junior College–University routes is evidenced by the increase of 100,244 passengers (38.1%) over the same period last year.

The following new routes were also introduced:

- 2 New Express Routes from Zurrieq and Mosta to Valletta to cater for Valletta workers;
- 3 New Routes to Mater Dei (560 – Gharghur & Naxxar, 450 – Cirkewwa, and 675 – St Andrew's);
- Route 58 from Mosta was diverted to cater for University and Mater Dei;
- The evening operating hours of the University/Mater Dei routes to all towns and villages in Malta were extended to service the needs of Mater Dei visitors and employees;
- The operating times and frequency of Route 75 from Valletta to cater for Mater Dei was extended;
- A new Route (82) to cater for Rabat residents residing at Ghar Barka was introduced;
- Route 81 from Valletta has been extended to cater for tourists wishing to visit Dingli Cliffs;
- The operating hours of Route 645 (Sliema – Cirkewwa) were extended both during the morning and in the evening;
- The operating hours of routes between Sliema and Bugibba were extended further to cater for increased demand during the night time;
- A temporary service (Route 164) between The Village (Swieqi) and Spinola was introduced;
- Route 65, between San Gwann and Sliema was extended to cater for seasonal demand;
- A new route was introduced to service the new extension of the Park & Ride in Blata l-Bajda.



3 new routes to Mater Dei

Other miscellaneous works relating to the Scheduled Bus service were:

- Record keeping and strict monitoring of the operation of low floor buses;
- Placing of 10 new bus shelters (4 in Psaila Str – B'Kara, 2 at the University, 4 at Mater Dei Hospital);
- A layby for buses at Mater Dei Hospital;
- 9 applications for new bus shelters have been approved to be installed by end of this year;
- Dissemination of information to passengers through the introduction of a free weekly newspaper being distributed on buses;
- The placing of bus schedules on all bus shelters and on main and outlying termini;
- The reaching of an agreement with the ATP for the installation of destination boards at the front and route numbers at the rear of buses;
- The co-ordination and monitoring of public transport during national events.

Subsequent to the introduction of Express Services and the continuous daily monitoring of low floor buses, just about all low floor buses are being kept in daily use, providing better accessibility and a more comfortable ride for the passengers.

BUS SERVICE REVENUE AND OPERATIONAL SUBSIDY

The revenue generated from the sale of tickets by the ATP (Association of Public Transport) between 1st October 2006 and 30th September 2007 amounted to Lm7,035,884.

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

	2005/06	2006/07	Change	Percentage Change
Revenues (Lm)	6,575,271	7,035,884	+460,613	+7.01%
Number of Passenger Trips	29,817,385	31,854,025	+2,036,640	+6.83%



During the period under review, the Government paid an operational subsidy of Lm1,857,700 to the ATP for the twelve months from 1st October 2006 to 30th September 2007. This subsidy includes a payment of Lm17,710 (up to 8th July, 2007,) in relation to transport to Mater Dei and a payment of Lm11,340 in relation to the shuttle Express Bus Services. In addition to the above operational subsidy, the Government also paid the ATP the amount of Lm91,828 in respect of insurance subsidy for the year under review.

PUBLIC TRANSPORT REFORM

This Directorate is currently negotiating with the ATP a holistic reform of the scheduled bus service. The framework of this reform is in line with new EU requirements regulating the issuing of public service contracts within EU Member States and covers five main components, namely, improvements to the existing network, a public service contract which will include a service level agreement and a code of conduct, infrastructural improvements, a fleet replacement programme and technological improvements.

RED MINI BUS SECTOR

This Directorate has held regular meetings with the red minibus service operators (Co-op Services Ltd) with the objective of improving the service provided by this sector. Regular discussions have helped to resolve issues directly affecting this sector, such as, guaranteeing equitable insurance conditions within the Motor Insurance Pool and the clamping down on abuses by other competing sectors.

TAXI SECTOR

Following the introduction of a Code of Conduct for taxi drivers and owners in Malta and Gozo, regular meetings have been held with the 'White Taxis Amalgamated' (the body representing taxi owners) in order to monitor and enforce regulations. As a result, this Directorate has been able to observe taxi drivers more closely and was in a better position to take immediate remedial actions when owners and drivers contravened regulations. Through the continuous surveillance of the ADT Enforcement Unit, taxi operations, particularly at the Malta International Airport and at the Cruise Passenger Terminal, have improved considerably and there is now more organisation and discipline in these tourist-sensitive areas.

HORSE DRIVEN CAB SECTOR

During the period under review, various meetings were held in conjunction with the representatives of this sector in order to reach an agreement for reform in the sector. The aim is to introduce practical, yet stringent regulations relating to the operations in this sector. In this respect, discussions were undertaken with a view to finalise a Code of Conduct for the Horse Driven Cab Owners, similar to that applicable both to the taxi owners/drivers and Scheduled Public Transport Operators.

Discussions with the Horse Driven Cab Owners focused mainly on establishing a tariff regime that is reasonable and which reflects today's economic realities, drivers' uniforms, the introduction of stricter fines relating to the cleaning up of horse droppings and the introduction of new measures to regulate the operation of horse cabs within the city of Mdina. This Directorate has now reached the final stages of these discussions, following which, the new regulations are expected to enter into effect.



improved
services



reasonable
tariffs
discussed

COACHES - UNSCHEDULED SERVICES

Discussions with the Coaches representatives have been held with a view of exploring options that could help owners renew their coach fleet. These discussions are still ongoing.

MOTOR HEARSESECTOR

Following an agreement reached between the ADT and the Motor Hearses Association, all hearses have been replaced by brand new models and a Code of Conduct has been signed by the owners operating in this sector. Discussions are now being held with the aim of revising the existing tariff of fares to reflect present economic realities.



discussions
held to
improve
coach fleet



PUBLIC TRANSPORT OPERATIONS IN GOZO

During the past year (October 2006 – September 2007) the Gozo section within the Public Transport Directorate continued to implement measures aimed at improving the public transport system in Gozo.

The extensive road works on the road from Victoria to St. Lawrence have been completed and following meetings with the Gozo Bus Owners Association (GBOA) the normal Scheduled Bus Services to the particular villages were put back into operation.

Throughout this year the ADT's Gozo section has held several meetings with the GBOA with the aim of implementing a radical reform in the public transport services offered in Gozo. Discussions are now at a fairly advanced stage. In this respect, both the GBOA and the ADT have conducted surveys and compiled detailed reports relating to the implementation of the reform. These reports are currently being discussed.

TAXI SERVICE IN GOZO

The taxi owners in Gozo have this year formed their own association named the Gozo Taxi Association. Several meetings have been held between the ADT and this newly formed association in order to set up ways how to improve the taxi service in Gozo.

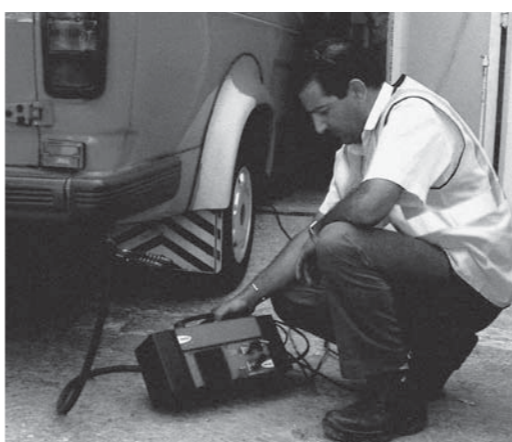
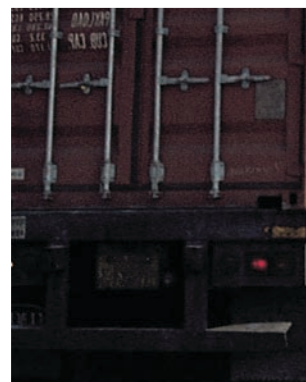
The information boards that were erected last year with the aim of showing approximate taxi fares for the benefit of tourists, have now been updated to include fares in the euro currency.

ENFORCEMENT

Over the last year the Gozo office, in conjunction with the Roadside Test Section, continued to conduct roadside inspections on the road worthiness of vehicles circulating on public roads in Gozo. Moreover, the Emission Testing for vehicles in Gozo, is now being conducted in Gozo by Gozitan staff.

UPGRADING OF THE VICTORIA BUS TERMINUS

The Malta Environment and Planning Authority has approved an application made by ADT to construct a bus drivers' room, bus shelters and other improvements in the infrastructure of the Gozo Bus Terminus. These works are scheduled to commence shortly.



2,049 vehicles
called for inspections



ENFORCEMENT

The Public Transport Directorate is tasked with enforcement obligations emanating from both domestic and EU legislation. In order to better manage these responsibilities, the need was felt to divide the section into two inter-related units; the Vehicle Inspections Unit and the Public Transport Vehicles General Inspections Unit.

The Vehicle Inspectorate Unit carries out the following obligations; Roadside tests and inspections on vehicles used for the carriage of passengers and goods. These mainly include the checking of documents and tachographs and road inspections on local vehicles to verify that they comply with the Weights, Dimensions and Equipment Regulations. In the case of local hauliers and private vehicles, these inspections are carried out in conjunction with the Police.

ROADSIDE INSPECTIONS RELATING TO THE “WEIGHTS, DIMENSIONS AND EQUIPMENT REGULATIONS”

In this respect, between October 2005 and September 2006 a total of 1,001 inspections were carried out, whereas during the period under review October 2006 and September 2007 a total of 2,235 inspections were effected. A total of 1,463 goods and passenger-carrying vehicles. Out of these vehicles 42.86% passed inspections whilst 57.14% failed. The latter were issued with the relative citations and ordered for re-inspections at a later date. Besides this, 772 inspections on passenger cars were carried out in the presence of the Police, where 45.21% passed inspections whilst 54.79% failed. The owners of the failed vehicles were also issued with a citation and ordered re-inspections at a later date.

INSPECTIONS OF DANGEROUS GOODS VEHICLES

In July 2006, the Vehicle Inspectorate Unit started carrying out inspections related to the carriage of dangerous goods. A total of 56 inspections were carried out. Out of these vehicles, 71.43% failed inspections while 28.57% passed. As in other cases, the owners of the failed vehicles were also given the relative citation.

EMISSION TESTING (SMS ALERT)

The Vehicle Inspectorate Unit also carries out the obligation to inspect vehicles that have been reported under the 'Emission Alert Campaign'. A total of 2,049 vehicles were called for inspections, out of which, 961 turned up whilst 1,088 failed to appear and had the licence of their vehicle placed under a restriction. Out of the 961 vehicles that were tested, 855 passed the test whilst 106 failed and their owners were issued with the relative citation.

GENERAL INSPECTIONS

The Enforcement Section carried out enforcement work related to Public Transport, particularly on services affecting the tourist industry and school transport. To date 300 inspections have been carried out in various schools around Malta to secure the students safety.

Owing to a heavy increase of cruise liners that called at VISET, the presence of ADT enforcement officers at the Sea Passenger Terminal was in constant demand. The constant presence of enforcement officers at both MIA and VISET has absorbed most of this Directorate's enforcement capacity, especially when considering the increasing commitments and responsibilities imposed locally and by the EU together with the fact that the enforcement complement within the Directorate has over the years decreased considerably.

The presence of the ADT enforcement officers at VISET has however left its mark. There is now better organisation in the dispatching of taxis operating in this area as well as better control over the operations of horse-driven cabs. Suffice to say that 100 charges were issued for various infringements, most of which were related to the taxi sector. The total value of these fines amounted to Lm1,170.

During the course of other public transport enforcement duties, this unit issued 1,644 charges for infringements by bus drivers/owners. These cases, when contested, were heard before the ADT Tribunal and the money derived from these fines so far amounts to LM5,831.

Another 2,372 cases were reported by the ADT enforcement officers and were heard by 217 different Local Council Tribunal sittings throughout Malta. 436 other cases were referred to the Police for Court action from their end. 54 cases have been withdrawn.

This Directorate has also kept close monitoring over the operations of white window vans. Furthermore, 52 random spot check inspections were performed on public transport vehicles in the surrounds of Paceville and at the Malta International Airport during night time and in the early hours, particularly on weekends. In order to increase the presence of enforcement officers after normal hours, this Directorate is currently considering the introduction of night shifts during weekends.

Finally, the beefing up of the Enforcement Section by the upcoming recruitment of 10 enforcement officers is set to increase the Unit's ability to cope better with the various enforcement and regulatory responsibilities.



LICENSING
& TESTING
DIRECTORATE

20
07

The Directorate continued to implement new operational procedures and introduced new systems in all of its units and this to keep in line with changing local legislation and in order to increase security where especially the testing for new drivers was concerned. In this respect new personnel were employed in the Practical Driving Test Section of the LTD and new procedures adopted by the driving examiners in order to increase the standards relating to security.

Hereunder is a chart giving some statistical information about the Directorate between 1st October 2006 and 30th September, 2007:

Registered Vehicles	Licensed Vehicles	Driving Licences	Licensed Car Park Attendants	Classified Vintage Vehicles	Licensed Horse Driven Cabs	Licensed Motor Car Dealers
343,141	285,345	215,626	55	1,516	111	235

Statistics for the year under review

Newly Registered Vehicles	Newly Licensed Vehicles	Scrapped Motor Vehicles	Driving Tests	Learner's Permits	Motoring School Permits
12,630	12,431	2,625	8,933	7,246	51
Motor Vehicle Transfers	Motor Vehicles Garaged	New Driving Licences	Driving Licence Renewals	International Driving Permits	Driving Instructors' Permits
39,604	6,164	3,779	30,442	564	131

VEHICLE ADMINISTRATION

E-REG: REGISTRATION OF VEHICLES ON-LINE

Following an agreement signed between the LTD, MITTS and MIIT an avant-garde system of providing the facility to all Motor Car Dealers to register new vehicles online without the need of having their staff attending personally to the LTD premises was discussed, software written and a pilot project will be launched with a number of Motor Car Dealers (of new vehicles) in the near future. Once the relative details are received at the LTD, these details are checked for confirmation of data received. When the data is confirmed for its accuracy, the vehicle details are automatically inserted into the system. The car dealer will then be required to call at the LTD premises to collect the vehicle number plates and relative documentation.



introduction of
online services

E-VERA: ON-LINE RENEWAL SYSTEM

The launching of E-VERA during 2005 was a major step forward in the service provided by the Licensing & Testing Directorate. Insurance Agencies, Brokers and Sub Agents have been provided with an on-line facility and are able to renew their clients' vehicle road licences after the vehicle insurance and fines, if any, are paid.

The introduction of the above service that was also extended to have VRT passed test certificates also transmitted on-line to the LTD, has resulted in faster vehicle licence renewal processing. This has reduced queuing times drastically at the Directorate's Hall 'A' where vehicle road licences renewals are processed.

It is to be mentioned that during the period under review there has been a considerable amount of take up of the system whereby there were 38% of on-line vehicle licence renewals in 2006, with an increase to 72.5% on-line vehicle licence renewals in 2007 as at September 2007.

FOREIGN-PLATED VEHICLES

The Directorate continued with its efforts in regularizing and controlling vehicles bearing foreign registration plates in line with the applicable legislation. Roadside inspection checks, in collaboration with the Police Authorities, were continued and clamping/towing measures introduced and enforced.

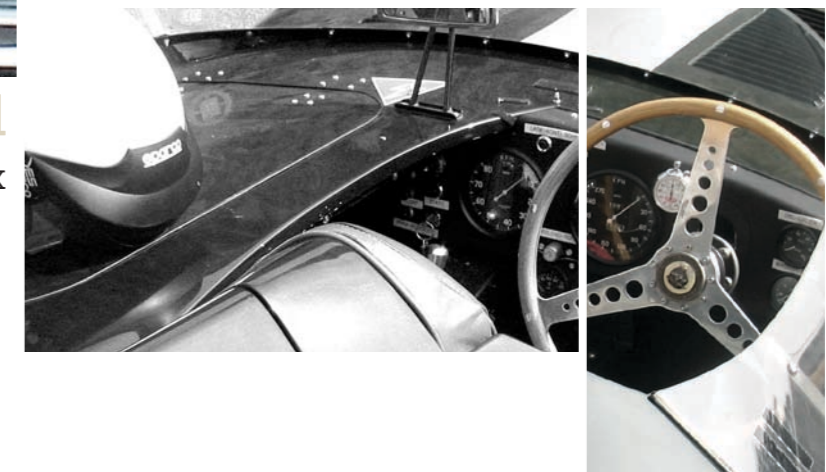
VINTAGE VEHICLES & ATVs

During the year under review the Registration Tax Act as applicable to Classic, Vintage and Veteran vehicles was reviewed and changed. The main changes that were undertaken related to the definition of the date that defines when a vehicle may be classified to be Classic, Vintage or Veteran. With the change a rolling period of 30 years as vehicle age has been established and therefore this now defines a vehicle as being Classic, Vintage and Veteran. In this respect the date, for this year, has been changed from 31st December 1970 to 31st December 1975. This now means that, all vehicles with a year of make prior to 1976 will benefit from a reduced registration tax and vehicle road licence fee.



reduced
Registration Tax

During the same period the Registration Tax was also defined for All Terrain Vehicles (ATV's). Prior to the change of the Registration Tax the definition and establishment of the applicable Registration Tax had not been clear. With this change one can differentiate between the Registration Tax to be paid for ATV's that are registered for off-road use from those registered for on-road use.



CLASSIC, VINTAGE AND VETERAN VEHICLE BOARD

From 1st October 2006 to 30th September 2007, this Board met 14 times and in total 316 vehicles were classified as either being classic, vintage or veteran vehicles. The owners of these vehicles will benefit from reduced road licence fees. Separate meetings regarding related issues were also held between LTD and the FMVA (Federazzjoni Maltija Vetturi Antiki). One of the major issues that was discussed during the year was the possible introduction of the facility of allowing old currently unregistered vehicles to be renovated and refurbished and then registered for use on the local roads. The discussions in this respect were very positive and it is envisaged that this facility will be launched in the coming months.

HEARSES

In an effort to increase the standards of motor hearses, owners of these vehicles were given the opportunity to replace their fleet by importing new motor hearses upon which the Government gave the owners an exemption from paying any registration tax.



reduced
road license fees



DRIVER TESTING

NEW DRIVING EXAMINERS

During the year under review significant changes were introduced mostly relating to the employment of 5 new driving examiners bringing the total of driving examiners to 9.

The recruitment of the majority of driving examiners was undertaken following a thorough selection process that included a theory test, an aptitude test and a rigorous practical driving test. The new driving examiners (with the exception of those who were already certified in their field) initially followed a theoretical and practical training course at the Authority before finally being awarded a certificate as Category B driving examiners. As the complement of examiners was brought to 9, there was more room for certain activities such as heavy vehicle training, instructor training and an extra examiner being made available for new driver testing in Gozo.



HEAVY VEHICLE LICENCE TRAINING

In an effort to plan and increase the capability of the LTD's driving examiners in examining Category C heavy vehicle licence applicants, a truck was leased from the private sector and used for training driving examiners. Three examiners were trained for the Theory and Practical tests under Category C. Two of these have been licensed to carry out driving tests under Category C whilst the third one is in the process of being tested.

more licensed
examiners
for Category 'B' and 'C'
vehicles



DRIVING INSTRUCTORS' TRAINING

In May 2007, the ADT started training courses aimed at increasing the teaching capability of driving instructors. This mainly consisted in a four hour practical tuition being imparted by the LTD's driving examiners on the individual driving instructors utilizing the latter's motor school vehicle. The scope of this tuition was for the instructors to be able to give better tuition to their candidates thereby increasing the latter's driving capabilities and better preparation and chances to pass their driving examination tests.

CERTIFICATE OF PROFESSIONAL COMPETENCE FOR PUBLIC TRANSPORT PASSENGER DRIVERS

In accordance with European Directive 2003/59 that was transposed into the local legislation, as of September 2008, all new drivers that enter into the market to work as public transport passenger drivers will have to sit for a theory driving test of four hours duration and a practical driving test of two hours. Following the successful completion of these tests the new entrants into the profession as Public Transport Drivers will be awarded a Certificate of Professional Competence that will allow the new driver to work for hire or reward in Public Transport.

The LTD in conjunction with MCAST has, over the past months conducted discussions with a view to being able to provide tuition to new applicant drivers in order for these to reach the level of Certificate of Professional Competence.

DRIVING LICENSING SYSTEM (DLS)

UPGRADING OF THE DRIVING LICENCE SYSTEM

Considerable work has been conducted to enhance, upgrade and make the present Driving Licensing System more secure. In order to increase security and following discussions between the Directorate and the Theory Driving Test (TDT) Centre located at G'Mangia, an electronic link was installed between the TDT and the LTD whereby all Passed Driving Theory Test Certificates issued in G'Mangia are instantly replicated at the LTD premises in Floriana. The introduction of this link is aimed to eliminate possible abuse. The system was then enhanced further whereby all applicants who apply for practical driving test (after passing the theory test) are checked electronically to verify and confirm that the applicant had passed the theory test.

Another major improvement of the system relates to the linking of the Driving Licensing Unit in Gozo that falls under the Ministry of Gozo with the LTD in Malta. Prior to the introduction of the new system, applications for driver licence renewals and new driving licence in Gozo were done manually and sent by means of a courier for processing same at the LTD in Malta. Following the introduction of a new electronic system, the initial work connected with the processing of these application forms is initially undertaken in the Gozo Licensing Department and then the processed application forms are transmitted electronically to the LTD in Malta. The LTD would then only have to process the new Photocard (renewed or new driving licence) in Malta. With this new system, the workload at the LTD offices in Malta has been alleviated and the process period relating to the issue of Photocard for applicants at the Gozo office diminished thus providing a more efficient service to clients.

DRIVING LICENCE RENEWAL FOR PERSONS OVER THE AGE OF 70

In order to lessen the financial burden and inconvenience to persons over the age of 70 years of having to renew their driving licence every two years, new Legislation has entered into force which changes the validity period of the driving licence for persons over 70 years of age from two to five years. This change has been positively received by persons of this age.

TECHNICAL

IMPLEMENTATION OF THE DIGITAL TACHOGRAPH IN MALTA

As from 1st May 2006, all new registered passenger and goods vehicles in Malta working internationally were required to be equipped with a Digital Tachograph device for recording the driving times and rest periods of drivers.

Malta has implemented the necessary infrastructure for the card issuing of the Digital Tachograph. These cards are already being used by international drivers and local companies working in the transportation of goods on international roads.

With the implementation of the Digital Tachograph the Technical Unit has carried out the required checks to verify that all the related records are kept in conformity with European Union requirements.

From 1st October 2006 to end of September 2007, 6 company checks were carried out by this Unit.

MOTOR VEHICLE CERTIFICATE OF CONFORMITY

All new M1 vehicles (vehicles manufactured with 8 or less passenger seats excluding the driver) that are to be registered locally are to have a valid Certificate of Conformity presented to the Vehicle Registration Unit at the LTD. In accordance with Legal Notice 122 / 2005, the Technical Unit carried out random checks of these certificates for verification in accordance with the said Legal Notice.

The total number of certificates verified from 1st October 2006 to 30th September 2007 was 59.

'SINGLE VEHICLE TYPE APPROVAL' FOR LOCALLY BUILT VEHICLES

During the year under review the Technical Unit had drawn up and established the standards required to conduct these tests. Currently the ADT is in the process of refurbishing the inspection garage with a view to carrying out technical checks on such vehicles in 2008.

EVALUATION OF SECOND HAND VEHICLES IMPORTED FROM EU COUNTRIES

Prior to registering second hand vehicles that are imported from the EU, the Technical Unit undertakes the Evaluation and Inspections of the said vehicles in order to establish the Registration Tax that is to be paid. The category of second hand vehicles that are mainly evaluated are passenger vehicles having not more than 8 seats and goods-carrying vehicles. In total, 1058 evaluations and inspections were carried out on vehicles by the Technical Unit from 1st October 2006 to 30th September 2007.

In addition to the above the Technical Unit also inspected 993 second hand imported engines during the same period.

ECMT CERTIFICATION

The Technical Unit inspected and certified 5 vehicles that required ECMT (European Conference of Ministers of Transport) certification. This certificate is applicable to goods carrying vehicles and is obtained by the vehicle owner in order to be able to travel on European roads.

PUBLIC SERVICE GARAGES

During the same period namely from 1st October 2006 to end of September 2007 the LTD received 28 applications for new Public Service Garages. These were inspected by the Technical Unit and 23 garages were approved to operate as a Public Service Garage.

VEHICLE ROADWORTHINESS TEST

During the period under review there were the following number and classes of vehicles subjected for Vehicle Roadworthiness Tests:

Class 2 Vehicles - Total number of vehicles tested was 115,310 out of which 113,095 vehicles passed the test.

Class 3 Vehicles - Total number of vehicles tested was 14,157 out of which 13,573 passed the test.

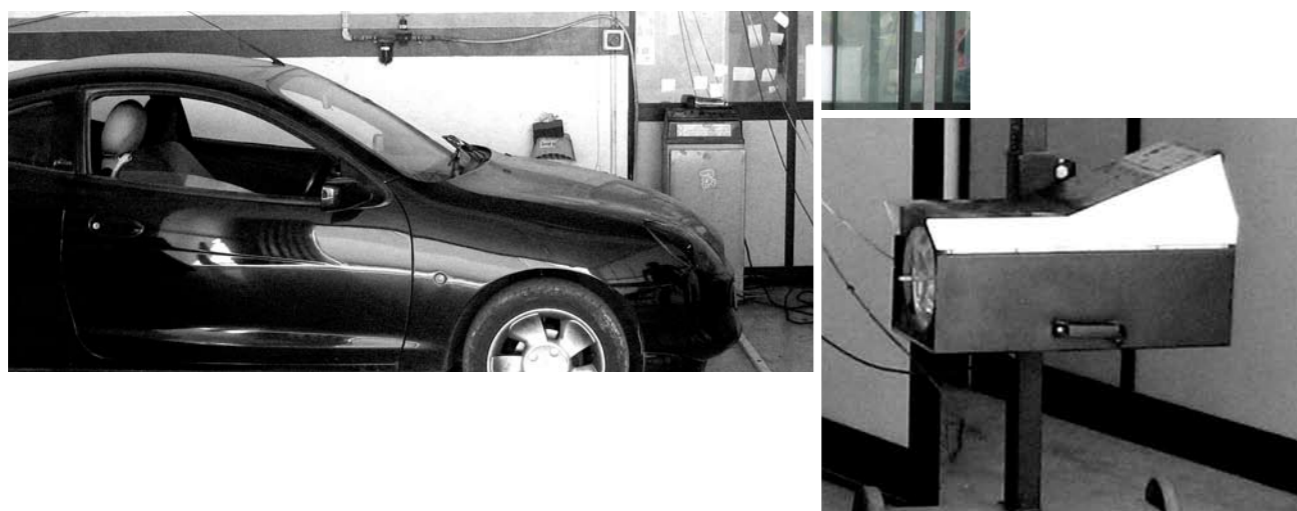
The Technical Unit carried out 60 spot checks at VRT Stations. Out of these 60 spot checks 7 stations were found to be conducting tests in breach of the regulations.

SEALING OF PUMPS ON DIESEL ENGINES

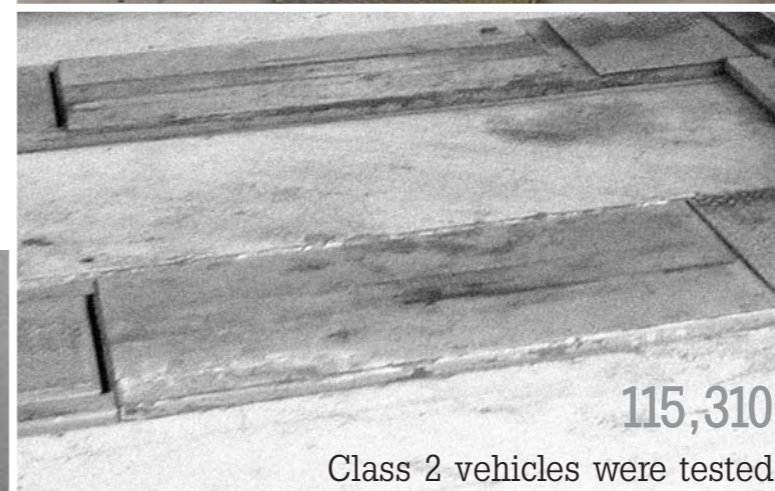
Following discussions between the Authority and the GRTU, a system was introduced whereby all VRT stations were given the capability of sealing diesel pumps of diesel engine vehicles. In this respect every VRT station was given a number of seals. Each seal is numbered and the seal number recorded by the Technical Unit for control purposes.

The scope of the sealing of the diesel engine pumps is to regulate and prevent the tampering of the diesel pump thereby restricting excessive fuel flow to the engine which would otherwise result in high vehicle emission of exhaust fumes.

From the end of January 2007, seals were distributed to all VRT stations and to date a total of 2,504 have been fitted on motor vehicles that were found to be without a diesel pump seal.



60 spot checks
carried out at VRT Stations



115,310
Class 2 vehicles were tested



TRANSPORT
STRATEGY
DIRECTORATE



RESEARCH AND PLANNING

EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT

Over the review period, the Directorate has continued to support the work of various ECMT groups, including the Sustainable Urban Travel Working Group and the Road Safety Group. The Directorate provides all necessary statistical requirements for the ECMT.

TRANSPORT STATISTICS GROUP - UNECE

The Transport Statistics Group of the UNECE holds regular meetings. Even though participation from the Unit's side is not active in the group's meeting, the Directorate provides all data and technical support for the development of transport statistics.

EUROPEAN COMMISSION 'CARE' GROUP

The Directorate has also been participating actively in the CARE expert group which coordinates the work on the Community Road Accident Database. This year the Directorate has been working with the Community experts to transform the Maltese accident database to conform to other European databases. This year will be the second time Malta will be submitting data into CARE. The Directorate also supports the work of the research project SAFETYNET, which is funded by the European Commission and looks at improving road accident data collection and analysis.

WHO PAN-EUROPEAN GROUP TRANSPORT, HEALTH & ENVIRONMENT

The Directorate supports the work of the World Health Organisation in the field of Transport Health and Environment through its participation in the local committee for Transport Health and Environment issues.

EUROPEAN ROAD TRANSPORT ADVISORY COUNCIL (ERTRAC)

The Directorate provides technical expertise to this Council.

NATIONAL COMMITMENTS

NATIONAL COMMISSION FOR SUSTAINABLE DEVELOPMENT

The Directorate represents transport interests in this national commission. The unit has supported and participated in the policy developments of various sectors, including energy, environment and health. This was possible by means of the networks of the Commission.

CLEAN AIR GROUP

The Unit represents ADT on this group as it works to identify the best opportunities to replace the Clean Air Act which has been repealed. This group is an interdisciplinary group which involves all major stakeholders in the sector.

INTERSECTORAL COMMITTEE TO COUNTERACT OBESITY

The Directorate has been nominated to represent the ADT on this committee. The objective of this committee is to implement at a national level the various clauses expressed in the European Charter to counteract obesity, which was signed by the 52 member states of Europe.

UNITED NATIONS FRAMEWORK CONVENTIONS ON CLIMATE CHANGE (UNFCCC)

The Directorate represents the ADT as an expert on this committee. MEPA is leading the project on enabling activities for the preparation of Malta's second national communication to the UNFCCC and the ADT is part of this steering committee to oversee project implementation.

INFORMATION DATABANK

The Statistics and Information database is maintained through the Research and Planning Unit (RPU). These include quarterly statistics, which are prepared for in-house use and for the National Statistics Office (NSO). In the year under review the unit suffered a deficiency in terms of Human Resources. The basic quarterly statistics are being compiled but no reports are being distributed.

The Unit has continued providing the service for local and foreign tailor-made requests for statistics, which have increased compared to previous years. The database also supports the request from a number of international organizations such as the European Conference for Ministers of Transport (ECMT), United Nations (UN), Director-General Energy and Transport (DG-TREN) and International Road Federation (IRU).

Following the 2006 request by the Environment Directorate at MEPA and the Malta Resources Authority (MRA) the Unit is during 2007 assisting in the projections of transport emissions in relation to a number of EU directives (Emissions Inventory and monitoring of CO2 emissions). Transport projections have been updated to reflect the period 2000 – 2020.

The Directorate also prepared a set of guidelines for the use of Custom Made Statistics. The scope behind these guidelines was to maintain a standard procedure to refer to the guidelines. The necessity of these guidelines was felt with the increase in the requests made for custom-made statistics.

ROAD ACCIDENT DATABASE

The Directorate has completed the 2006 injury accident database and has successfully submitted to the European Commission the injury accident data.

TRANSPORT GEOGRAPHIC INFORMATION SYSTEM (T-GIS)

The RPU has continued to develop its spatial geographical information related to transport. The work throughout this year was related to the number of projects which TSD has been coordinating. Amongst these are the hands on amending and updating of spatial data related to the Park and Ride Extension, the Park and Ride at Luxol, Electric Minicabs, the extension to the Valletta Pedestrian Area, Trackless Trains, Open Top Bus Routes for the North and South, Vertical Connections, Cycle Lanes, ITMS and AVM, BRT.

Other supporting spatial information has been added such as the 2006 road accident, location of billboards, land use information and road infrastructure, public transport Mater Dei routes and public transport update of bus routes for the Bus Route Network Analysis.

VALLETTA TRANSPORT STRATEGY

During this review period, Government has continued to implement the Valletta Strategy. This involved the operation of a free Park and Ride service in Blata l-Bajda, the extension of the pedestrian area in Valletta, the introduction of a Controlled Vehicular Access system in Valletta and the introduction of electric minicabs in the City.

PARK AND RIDE IN BLATA L-BAJDA

The Park and Ride in Crown Works Horn Works Ditch, Blata l-Bajda started its operations as a free of charge service in November, 2006. Surveys are carried out on a daily basis in order to monitor the patronage use of the service. The data is collected by the Project Implementation Unit and it is inputted and analysed by the RPU.



CONTROLLED VEHICULAR ACCESS

The CVA started operating as from the 1st of May, 2007. The system operates by means of cameras which detect vehicles entering and exiting the charging zone. These vehicles are then charged according to the time spent inside the charging zone. The aim of this system was to improve the accessibility of Valletta by removing any restrictions to access, and also allows parking turnover to increase. This is achieved by discouraging long-term commuters and encouraging shoppers and visitors, thus distributing traffic from peak to off-peak hours.

The Directorate prepared the necessary procedures and provided assistance to the drafting of the governing the introduction of a Controlled Vehicular Access System and pedestrianisation. Talks were also held by the RPU with the Customer Care Unit of the ADT, as well as the Police and Valletta Local Council in order to explain the procedures of the new projects as well as to answer any queries which might arise from exposure to the public.

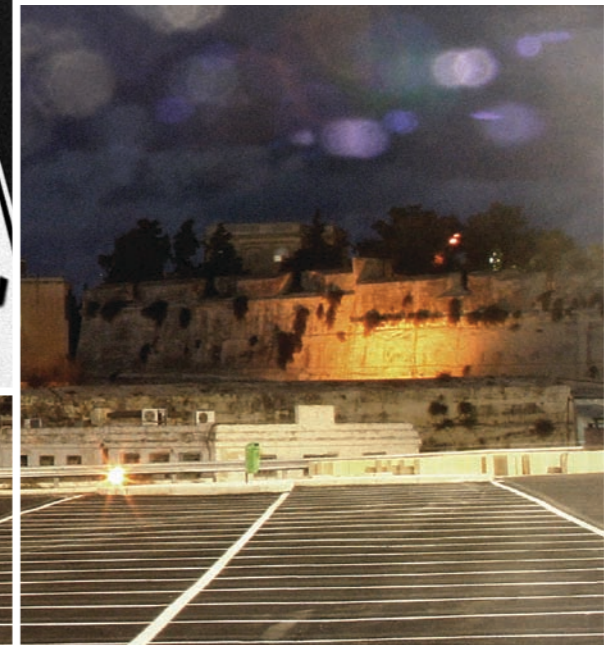
Surveys are currently being carried out by the RPU in order to monitor the CVA system. Surveys are mainly targeted to test the parking turnover and traffic conditions.

EXTENSION OF THE PEDESTRIAN AREA

The extension of the Valletta Pedestrian Area took place in line with the CVA system on the 1st of May, 2007. Bollards were used to physically separate traffic from pedestrian roads, thus restricting vehicular access in Upper Merchant and adjacent street from Old Bakery Street to St. Paul Street. Several traffic management changes were implemented in order to support the extension of the pedestrian area and the relocation of the Open Market. Infrastructural works are currently underway to pave Merchant Street and have it fully pedestrianised.



Park and Ride service commenced in November 2006



ELECTRIC MINICABS IN VALLETTA

A contract was signed on the 4th April, 2007, for the provision of electric minicab services in Valletta. The operation started operations on the 25th June, 2007. For the first week the electric minicabs operated for free. The full paying service started operating on the 2nd July, 2007.

VERTICAL CONNECTIONS PROJECTS

The Vertical Connections Tender was issued on the 12th December, 2006 and the closing date was extended from the 31st January, 2007 till the 21st February, 2007. The ADT is currently in the process of awarding the tender.

ALTERNATIVE PUBLIC TRANSPORT

Following the work done by the Directorate in previous years the unit has worked in the preparation of the Open-Top Buses tender and the tender for the Trackless Trains. The unit is also working on the public transport network analysis.

OPEN TOP BUSES

The Open-Top Bus tenders for the North and the South Routes were issued on the 21st March, 2006. The deadline for submission was the 4th of May, 2006.

TRACKLESS TRAINS

An expression of interest for Trackless Trains was prepared by the RPU and was issued on the 3rd November, 2006. The deadline for submission was the 10th January, 2007. The Directorate prepared tender documents for the provision of transport services using trackless trains in selected localities in Malta.



PUBLIC TRANSPORT NETWORK ANALYSIS

The Directorate is working together with the MUDR on the potential of assigning different hubs for public transport routes. This is in line with the public transport reform.

LOCAL SEMINARS AND CONFERENCES

The Directorate attended and participated in a number of local seminars and conferences, including:

- A half day seminar on the policy related to Floor Area Ratio that was prepared by MEPA.
- A presentation on the Valletta Transport Strategy in a conference held by the CILT at the Chamber of Commerce.
- A presentation on the GIS Accident Database to several interested stakeholders, including the Police and Wardens.
- A presentation on Transport Policy Plans and Institutional Development in Malta during the last 20 years to the Ministerial Delegation for the Communications and Transport of the Revolutionary Government of Zanzibar.

PARTICIPATION IN EUROPEAN UNION RESEARCH PROJECTS

Throughout the year under review the Directorate has participated in a number of EU funded projects; as follows:

SUPREME

June 2007 marked the end of this project. The aim of the project was to collect, analyse and publish best practice measures in road safety throughout the EU. All the countries that participated in this project submitted a number of questionnaires on best practice measures. Malta's submissions included the newly revised driver test, seat belt campaigns, the installation of speed cameras, campaigns on the use of child restraint and the implementation of traffic management to improve road safety.

Open Top Buses

operate along Fixed
Routes in Malta



CITUM

The final meeting of this project was in June 2007. The supporting role of the Directorate was to provide assistance in the production of the questionnaire and the data collection exercises. The project leader of the CITUM project was the Valletta Local Council.

CYRONMED

This is a project related to cycling and includes the establishment of a European Cycling Route and the setting up of a number of cycle racks and cycle lanes. The funds allocated to this project total up to €104,733.

INTERREG – PAGUS

One of the core tasks of this unit is to oversee the implementation of awarded EU-funded projects. This Unit is currently managing the INTERREG Project PAGUS which is sub-divided into three projects, each led by a different co-ordinator. The funds allocated for this project amount to €222,000. The INTERREG – PAGUS Project came to an end in September, 2007.

Throughout 2006 and 2007, all the related activities as far as ADT is concerned are almost completed, including feasibility studies on the set-up of an Intelligent Traffic Management System, a feasibility study on the set up of a Bus Rapid Transport System and evaluation reports on the Park and Ride.

One of the main activities organized by this Unit under the PAGUS project was the April 2007 Transport Conference which was held over two days, where all the reports were submitted and presented to all the stakeholders concerned.

A number of new projects are also currently being drafted in order to be submitted and considered for EU funding.

NEW EU PROJECT PROPOSALS SUBMISSIONS

One of the main tasks of the EU Affairs Unit is to seek EU funding through published calls for proposals by the European Union that fits in the overall objectives and priorities of the Malta Transport Authority. A number of proposals have been submitted by the ADT to the European Union that are awaiting a decision for financing, namely URBACT II and CIVITAS.

CIVITAS

One of the new proposals that this unit was working on was a submission by a European Consortium in which ADT was heavily involved on the presentation of a project proposal for the use of hydrogen-propelled buses. The idea of the project is to use Malta as a pilot project for the introduction of a hydrogen fuel-cell propelled bus. Besides this deliverable, there are other initiatives and innovative sub projects that ADT will get involved in. This proposal is currently being evaluated by the European Commission.

INTELLIGENT TRAFFIC MANAGEMENT SYSTEM (ITMS)

A state of the art Intelligent Traffic Management System together with an Automatic Vehicle Monitoring System (AVM) is currently being prepared. This unit is leading an internal team that is responsible for the drawing up of this project including the tender document. A number of technical visits were conducted to major European cities where such complex traffic management systems are put in place. This project will also be submitted for ERDF funding this year and will be implemented over the coming three years in three different phases.

Phase I will be the implementation and set up of a state of the art Control Centre, the set up of CCTV cameras along the main TEN-T and main road network, the set up of Variable Message Signs along the same route.

Phase II will see the implementation of a fully synchronized UTMC where all traffic light junctions will be fully on line and synchronized and capable of giving bus-priority to public transport

Phase III will see the start of the Automatic Vehicle Monitoring System where all the public transport buses will be on line with a fully integrated public information system.

NEW EU POLICY PROPOSALS AND LEGISLATION

Another important role of the EU Affairs Unit is the assessment of current and proposed new policy proposals put forward by the European Commission. These include the proposals in the form of green and white papers.

TRAFFIC MANAGEMENT

The Traffic Management Unit (TMU) has developed to cover various roles and responsibilities in relation to transportation planning both on a national and on a local level. The unit provides also the necessary technical support horizontally and vertically across the authority and also to specific constituted bodies outside the authority. The operational and technical aspects addressed by the unit are mainly related to the assessment and monitoring of permanent and temporary traffic management schemes on street and during road works. The unit also focuses on the implementation of minor transport projects which are targeted at improving road safety and traffic efficiency.

The TMU liaises continuously with the Malta Police, the Local Councils, the Malta Environment and Planning Authority, Government entities and the general public to ensure that transportation issues on a national and local level are given a holistic dimension.

LOCAL COUNCILS AND OTHER ENTITIES

The TMU works in close liaison with local councils in relation to traffic management issues. Submissions by local councils are 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 unit organised a Clients' Forum, whereby critical aspects of traffic management were discussed and proposals drawn up to improve the systems in Malta.

TEMPORARY TRAFFIC MANAGEMENT SCHEMES DURING ROAD WORKS ON A LOCAL LEVEL

The temporary traffic management for road works involving trenching on local roads is managed by the unit in terms of assessment of working schemes and monitoring of site works. The unit constantly issues notifications to the general public of planned road closures and road works through the Public Relations Unit at the Authority. Such responsibility is ongoing at the unit and forms part of the core functions.

ADVERTISING BILLBOARDS

The unit provides continuous internal technical support in relation to billboards regarding the assessment of each new billboard planning application from a safety aspect to ensure that billboards are not a safety hazard on the road network or cause undue driver distraction.

RESERVED PARKING FOR DISABLED

The TMU regulates and manages on-street parking designation including the service of Reserved Parking for Persons with a Disability. Applications are submitted to the unit and these are subsequently assessed on the basis of a medical report for each applicant commissioned by the Authority and on the feedback received from local councils. The applications are determined by the Committee for Reserved Parking for Persons with a Disability where the determining factor is the severity of the mobility problem of the applicant.

LAND USE PLANNING

Land use designations have a determining impact on supply and demand of transport systems. Together with other units, the TMU, is directly involved in the review of proposed developments to assess their envisaged transport impact and safety implications.

DATA COLLECTION

The unit has the role of collecting traffic and pedestrian data which is essential for the planning and design of specific projects to determine the interventions required or the capacity of links and junctions. Traffic data is also collected as part of the monitoring phase of traffic management projects to establish the performance of interventions. Data collected includes, traffic flow counts, pedestrian flow counts, pedestrian behavioural settings, traffic profiles and speed surveys.



the cycling proficiency test ensures that
children cycle safely
on the road



TRAINING WORKSHOP FOR ROAD CONTRACTORS

The unit has the responsibility of providing training and education in various aspects related to transportation issues, one of which is temporary traffic management arrangements during road works. The unit organises training sessions for contractors on a yearly basis with the aim of improving the traffic arrangements on site during works and thus improving safety for the workers themselves and for all other classes of road users. The workshops organized by the unit have proved to be beneficial and are considered to be of high quality which reflects the determination and commitment from our end towards this aspect of our work. During the past year the unit was approached by various entities which carry out road works to undertake training sessions for their staff as part of their in-house training schemes.

ROAD SAFETY EDUCATION FOR CHILDREN

The TMU firmly believes in the learning capabilities of children and strives to instill good road safety skills from an early age. The unit carries out various child road safety programmes in schools and also participates in activities organised for children. Road safety worksheets and interactive games have been prepared by the TMU targeting different age groups. Freebees and stickers with a road safety message are also distributed amongst children to continuously promote road safety principles.

CYCLING PROFICIENCY TEST

As part of the educational campaign to ensure that children master their cycling skills and use of the roads, the unit has established the Cycling Proficiency Test. The test is composed of a theory test and a practical test which is carried out on an educational cycling track which emulates a typical road layout and other activities. The unit has prepared a Safer Cycling brochure and various stickers and worksheets which are used as part of the training sessions leading to the test.

POLICIES AND GUIDELINES

The TMU has issued guidelines for local councils on a number of traffic management interventions. Through the daily work at the unit other areas were identified as requiring specific policies to ensure consistency or to improve the service given. These include the revised Policy for Reserved Parking for Disabled, the Policy for the Monitoring of Road Works, Policy for Motorcycle Parking and the Policy for the Leasing of Car Parking Areas, and Speed Policy.

DIRECTIONAL SIGNAGE FOR HISTORICAL PLACES

The TMU has liaised with the constituted bodies responsible for various aspects of the cultural heritage of the island to improve the directional signage to places of historical and cultural interest with the aim of facilitating the access to these locations.

ACCIDENT AND CONGESTION AREAS

The unit has identified a number of locations where the road safety and capacity of roads and junctions could be improved with minor interventions. The sites identified for capacity improvement were monitored for queues and delays. The accident data was analysed and assessed for the sites identified where the road safety could be improved.

TWINNING BIKE BUS

The TMU in collaboration with MUDR have established a twinning programme for schools between Malta and Italy to promote cycling as part of the CYRONMED Project.



traffic lights are
continually monitored
and maintained



TRAFFIC ANALYSIS AND TELEMATICS

TRAFFIC LIGHTS MONITORING AND MAINTENANCE

The unit has the responsibility for the continuous monitoring and maintenance of traffic light hardware installations to ensure that they function efficiently and effectively. The monitoring of traffic light systems is an integral part of the management of such systems and the unit regularly carries out junction assessments to establish if the traffic light sequence needs to be updated to reflect the yearly growth in traffic.

INTELLIGENT TRAFFIC MANAGEMENT SYSTEMS

The TMU has identified locations where the installation of surveillance cameras would enable the Malta Transport Authority to monitor the road network and through the strategic placing of variable message signs, drivers can be made aware of impending traffic problems. Such measure, together with real-time public information would enable drivers to plan ahead their journey in the most convenient manner.

ROAD FREIGHT TRANSPORT

OPERATOR'S LICENCE

The ADT is responsible for issuing Operator's Licences in the following fields. These are:

- International Carriage of Goods by Road;
- National Carriage of Goods by Road;
- International Carriage of Passengers by Road; and
- National Carriage of Passengers by Road.



CARRIAGE OF DANGEROUS GOODS BY ROAD

Malta's accession to the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) was effected on 8 May 2007 and came into force on 8 June 2007. Essentially, as an EU Member State, Malta was already observing the ADR regulations in accordance with Directive 94/55/EC; this Directive adopted the ADR for both the national and international transport of dangerous goods within the Community. The ADR, which can sometimes be complex, remains relatively new to Malta and there has been an ongoing requirement for the ADT to provide an advisory point of contact for participants involved in the transport of dangerous goods by road.

The ADR contributes to greater safety in the carriage of dangerous goods by road. It places several responsibilities on consignors and carriers, including the training of safety advisers and drivers. Following the initial surge years when nearly 400 drivers and 20 safety advisers were trained there has been a natural slow down in the training requirement; however this could step up again as a result of a more direct trawl by the ADT of undertakings which might not have been fully aware of their legal obligations in this particular respect. Refresher training, which is mandatory every 5 years, will also start becoming due. Other ADR aspects include the construction requirements for certain vehicles, classification of dangerous goods, packaging standards for specific substances with associated labelling/markings, multilingual instructions in writing for the driver/emergency services and special transport documentation.

Action has been taken to improve the stock of dangerous goods road tankers through stopping the initial registration of tankers without an ADR certificate of approval. This does not affect existing road tankers.

MONITORING CO₂ EMISSIONS FROM NEWLY REGISTERED PASSENGER CARS (EU DIRECTIVE 1753/2000)

The Directorate has been actively involved with the Licensing and Testing Directorate to provide MUDR with the list of newly registered passenger cars and their respective CO₂ data as required by the EU Directive 1753/2000. Malta had to retroactively list all vehicles relevant to this Directive since 2004.

SPEED CAMERAS

During the period under review the regulation and approval of speed cameras fell under the responsibility of the Local Enforcement Committee. However ADT still provides expert advice on speed limits and optimum location of speed cameras.

LEGAL AFFAIRS

Throughout the year under review, the main responsibilities of the Legal Affairs Unit were the drafting of legislation, including those whose purpose is to transpose Community legislation, providing written or verbal information, advice on or interpretation of legal issues and matters on transport affairs, handling legal and Court matters involving the Authority, issuing Operator's and Community licences to hauliers and to operators providing passenger services for hire and reward, issuing driver attestations to road hauliers that operate internationally, handling and following up correspondence received from the Ombudsman's Office, monitoring the workings of international transport organizations such as the Inland Transport Committee for the United Nations Economic Commission of Europe, and replying to queries from the general public on legal matters.

Throughout the period of October 2006 to September 2007, the Unit drafted and/or published the following legislations:

- Motor Vehicles Insurance (Amendment) Regulations, 2006 (L.N. 243 of 2006)
- Motor Vehicle (Amendment) Regulations, 2007 (L.N. 3 of 2007)
- Motor Vehicles (Driving Licences) (Amendment) Regulations, 2007 (L.N. 25 of 2007)
- Vehicle Access Zones (Control) Regulations, 2007 (L.N. 105 of 2007) – 17.04.2007
- Police Licences (Amendment) Regulations, 2007 (L.N. 173 of 2007) – 06.07.2007
- Motor Vehicles (Wearing of Seat Belts) Regulations, 2007 [awaiting publication]
- Motor Vehicles (Carriage of Dangerous Goods by Road) (Amendment) Regulations, 2007 [awaiting publication]
- Motor Vehicles (Carriage of Passengers by Road) (Amendment) Regulations, 2007 [awaiting publication]
- Motor Vehicles (Amendment) (No. 2) Regulations, 2007 [awaiting publication]
- Motor Vehicles (Carriage of Goods by Road) (Amendment) Regulations, 2007 [awaiting publication]
- Motor Vehicles (Weights, Dimensions and Equipment) (Amendment) Regulations, 2007 [awaiting publication]
- Motor Vehicle Roadworthiness Test (Amendment) Regulations, 2007 [awaiting publication]
- Malta Transport Authority (Enforcement Officers) Regulations, 2007 [awaiting Cabinet approval]
- Motor and Horse-drawn Hearses (Operator Licence) (Amendment) Regulations, 2007 [awaiting Cabinet approval]
- Keep Clear and Reserved Parking Bays (Fees) Regulations, 2007 [awaiting Cabinet approval]
- Trenching Works (Permits) Regulations, 2007 [awaiting Cabinet approval]
- A BILL entitled an Act to amend the Malta Transport Authority Act, Cap. 332 [awaiting Cabinet approval]

CORPORATE
SERVICES
DIRECTORATE



The Corporate Services Directorate (CSD) is responsible to provide services to the Malta Transport Authority in areas of finance, information technology and 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.

FINANCE

The Finance Unit is the core of the ADT’s financial processes and management. In fact this unit provides financial support, guidance and direction to the operative Directorates.

FINANCIAL MANAGEMENT

The responsibility for the recurrent costs lies within the Authority. To this effect, monthly financial reports for each Directorate were provided to each respective Director to instigate financial onus with regards to accountability, ownership and control of their respective expenditure. The reports involve financial statements, which compare previous year balances with current budget. Moreover, the Finance Unit was accountable for the financial management of the capital vote in respect of the Network Infrastructure Directorate, such task requiring the vetting and processing of respective payments.

EU STRUCTURAL AND COHESION FUNDS

The EU Structural Funds and Cohesion Funds cover the following projects:

Structural Funds

- Regional Road Bridge
- Hal Far Road Phase III

Cohesion Funds

- St Paul’s Bay Bypass
- Civil Aviation Avenue, Luqa
- Mgarr Road, Ghajnsielem

During the year, the Finance Unit was formalising a policy to keep control of how potential variations are managed. The policy is to be finalised in order to be endorsed by top management.

EURO CHANGEOVER PROJECT

The following initiatives were performed for ADT with regards to the adoption of the euro as instructed by the Public Sector Sectoral Committee of the Office of the Prime Minister:

- Dual display of Lm and € across the ADT
- Euro communications plan and implementation
- Euro training plan
- Euro ICT implementation plans
- LTD prices smoothing business case
- ADT euro changeover plan version 3

INFORMATION TECHNOLOGY

The IT Unit supports ADT 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:

SUPPORT

Full provision of hardware and software support across the Authority, which entails replacements, testing, maintenance, installations, configuration and consultation.

NETWORK

The transfer of ADT’s network onto MITTS technical platform.

TRAFFIC LIGHTS

The management and maintenance 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. Provide helpdesk support to bus drivers in case of problems. Furthermore, the IT Unit is stand-by 24/7.

INTELLIGENT TRAFFIC MANAGEMENT SYSTEM (ITMS) AND AUTOMATIC VEHICLE LOCATION SYSTEM (AVMS)

The Unit provided the necessary technical support to the respective project teams in areas of research and development.

ICT BUDGET PLANNING

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 final workings for the ICT Budget to MIIT in order to obtain the necessary financing for the Authority's ICT operations for the year 2008.

ADMINISTRATION

The major aim of the Administration Unit is to ensure that the Staff is offered a decent and effective working environment and hence having our clients offered an efficient service. This is possible through the continuous improvement of the co-ordination between Directorates, for specific administrative procedures such as procurement, maintenance and contracting to be channelled through the CSD.

The main initiatives for the year include the following:

- Inventory across the Authority
- Issue of Tenders, such as:
 - Communications and Advertising
 - Registration Plates
 - Security Services - Park and Ride
 - Vertical Transport
 - Thermal Rolls
 - Housekeeping
 - Billboards
 - Legal Services
 - Park and Ride Pembroke
- Refurbishment of LTD and Technical Garages
- Relocation of LTD Registry and Archives

