

**NOMINA TAS-SUR MICHAEL CALLUS GHALL-HATRA  
TA' CHAIRPERSON TAL-AWTORITÀ TAT-TRASPORT F'MALTA**

*Mistoqsijiet sottomessi mill-Membri tal-Gvern*

1. Tista telabora ftit fuq il-karriera tieghekk fis settur matul is-snin? Kif tahseb li l'esperjenza tieghek se tghin sabiex titjieb it-tmexxija tal awtorita tat-transport.

I started my career in 1977 as a cadet with Sea Malta. During my 16 years carrier with Sea Malta I spent eight years at Sea attaining the rank of Chief Officer. Before going for my Master's course the company offered me an opportunity to work ashore in the liner department. I left Sea Malta as Operations Manager joining United Arab Shipping in 1992. I spent 22 years with this company as Operations Controller in Malta for Two Years, Country Manager responsible for the Mediterranean based in Genova Italy for 10 years and as Vice President Container Management based first in Kuwait then in Dubai for 10 years. In 2013 I returned to Malta where I worked as Commercial Director based in Malta for GIP Group responsible for their two terminals. After the terminals were sold, I continued in the private sector with Medsea Shipping Agency basically in the Reefer Leasing and Maintenance and Repair of Reefer Containers owing a fleet of 20 Reefers. In 2018 I started as CEO of the Malta Maritime Forum until 2020 when I retired.

My 45 years in the Maritime Industry I met various entities and followed closely the development in this sector. Overall, I will bring solid experience in the areas of governance and sustainability since with UASC I held Chairman and Director positions at Board Level of their various subsidiaries. Furthermore, I can certainly assist in the push for Malta to reach the targets under the Green Deal and Fit for 55 which will ultimately put pressure on the Authority to reach the islands decarbonization targets.

2. Kif tara li evolviet l'Awtorita tat transport ghas snin li gejjin?

The Authority is now focused on the implementation of the regulations concerning transport. The Authority representing Aviation, Maritime and Road has evolved in more than just the Licensing and Regulations concerning Ships, Planes and vehicles. The Authority is now looking into the training of personnel to ensure we have enough qualified personnel that can maintain the growth in these sectors. Furthermore, the Authority is promoting Malta in terms of business not only in Registration but also in the various services connected with the Transport Industry. The Authority is also promoting the Blue Economy which is very important for Malta.

3. X'tahseb li huma l-isfidi li tahseb li ghanda l-awtorita tat transport ghas snin li gejjin.

As mentioned above the decarbonization targets will surely be the biggest challenge. The digitalization of the current systems is also an important challenge but one which is important for the Authority to survive in the future and grow in its business. Another challenge relates to current procedures employed. As the business grows and new concepts are introduced the Authority needs to review its procedures concerning permits and licenses to ensure there are no loopholes.

4. X'inhuma l-veduti tieghek dwar it-trasport f'pajjizna? Tara li Bhalla pazziz kapaci naghmlu certu bidliet fil modalita tat transport taghna? Kif tahseb li nistghu naghmluhom dawn il-bidliet.

If one had a magic wand, one would create a mode of mass transportation like the Metro. To create the metro will take time possibly seven to ten years and the costs involved are rising by the day. But this remains the most effective alternative to what we have today.

Therefore, we need to exploit what we have and introduce other modes which necessarily do not only involve the bus. I believe the Harbour Ferry was a great success and one should explore a network of such ferries maybe involving the fast ferries to stretch the service from Mallieha and St.Paul's bay to the North and Marsaxlokk and Birzebbugia from the South. The Park and Ride for workers in Valletta leaving their car in Floriana is also a success one can see to study were other areas in the centre of the island such a concept can be introduced.

I think the Maltese people are comfortable using their cars and with nothing inhibiting using a car it will be a challenge to introduce another form of transport. The Bus service has improved but who is using the buses? More can be done here for sure to increase efficiency and punctuality of the service.

5. Kemm huma mportanti ghal pajjizna li nkomplu nizviluppaw in-nicec ekonomici tal-avjazzjoni u dak marittimu? X'tahseb li jista jsir iktar biex inkomplu nizviluppaw dawn in-nicec?

It is very important that we never stop investing in these sectors. The multiplier effect that these industries provide to other sectors which are looked like non-aviation and non-maritime cannot be underestimated. In a study on the Maritime sector the MMF made two years ago it was declared that 13,000 people work directly in the Maritime sector but another 12,000 works in the sector providing other services (like electricians, carpenters etc.) Therefore, we must continue investing in these fields.

Investment in the infrastructure needs to be on a sustained level and continuous over a period of years attaining agreed targets. The simplification of the paperwork and systems and their digitalization will help make Malta become a more appealing jurisdiction.

Investing in skills is an important factor because we can create jobs, but we need the people with the right skills to exploit them.

6. Xi rwol jilghab l-aspett tat transport f'dawn li huma targets ambjentali ghal pajjizna? Kif tahseb li ghanda timxi l'awtorita tat-trasport f'dan ir-rigward?

To reach the targets set up by the EU under the Fit for 55 agreement the Transport Authority plays a crucial role indeed. The Authority needs a business plan on how to implement the changes required towards reaching those targets. Such a business plan will be done with other Authorities, so this requires a sustained effort from all concerned.

The targets do not leave any margin of error, so the Authority must be strong to implement such measures. How this will bode on a political level is another matter, but it is hoped that common sense prevails.

7. Tara li hemm xi materja jew ghandekk xi kunflitt ta' interess li jista' ttellfek mil imparzjalita' tieghekk fit-tmexxija tal-bord.

I believe I do not have any conflict of interest which may contradict my position on the Transport Malta Board of Directors. Last year I sold my shares in Medsea Holdings and hence resigned my directorship. I am now in effect retired.

I do hold the current non-full-time positions.

1. Board Member Malta Maritime Forum none paid
2. Consultant Medsea Shipping Agency fee on use basis
3. Treasurer Fondazzjoni Paulus (NGO) volunteer

#### *Mistoqsijiet sottomessi mill-Membri tal-Oppożizzjoni*

1. X'taħseb li għandhom ikunu l-prioritajiet għall-10 snin li ġejjin biex f'Malta jkun hawn aktar effiċjenza ta' trasport kemm dak fit-toroq u dak ta' fuq il-baħar?

Considering the Metro will take a substantial amount of years to create against a very high cost to achieve we need to develop what we already have and make it more efficient.

1. Expand the sea connections from Sliema / Valletta and Cottonera / Valletta to include the North Mellieha / St. Paul's Bay and the South Birzebbugia and Marsaxlokk. A network can be made to include Gozo.
2. Improve on the Buses schedule, frequency and punctuality. An efficient bus service will increase usage.
3. Park and Ride Concept has proved popular and this can be expanded to other areas connecting Valletta, Mater Dei and other major areas frequented by the masses.
4. Ultimately the Metro offers the best mass movement of people more efficiently.

2. X'tip ta' trasport alternattiv għandna naraw jew nikkonsidraw għall-gejjieni f'pajjiżna meta l-karozzi fit-toroq qed ikomplu jizdiedu u t-traffiku jibqa' problematiku?

As mentioned above the Metro would be ideal but this brings with it various challenges apart from cost, I can also see were to build the stations considering the density of the housing in Maltese towns.

The mono rail similar to the Dubai could be studied as this would be easier to build and using the current network of roads were those roads have been wxpanded from two lanes to four lanes.