

Malta Transport Authority  
Annual Report  
January 2008 – December 2008

IMQIEGHED FUQ IL-MEIDA TAL-KAMRA  
TAD-DEPUTATI FIS- 5. 116-25/05/09  
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u Komunikazzjoni

SKRIVAN

## EXECUTIVE SUMMARY

We are pleased to present the Malta Transport Authority's Annual Report and financial statements for the year 2008.

The year 2008 was characterized by important changes and a new direction for the Malta Transport Authority.

The various projects and policies adopted by the Authority between the year commencing 1<sup>st</sup> January 2008 and ending 31<sup>st</sup> December 2008 feature in detail in this annual report.

The much awaited public transport reform finally started, with the announcement, by Government, of the liberalization of the motor hearses sector, the preparations for a concession tender for the route bus service and the declared intention to liberalise the unscheduled and taxi sectors. In December 2008, a National Conference on Public Transport Reform was held and a series of consultation meetings with stakeholders organized around it.

The introduction of an on-line registration system for new vehicles as well as the abolition of the renewal of vehicle licenses at Hornworks Ditch, allowed the Licensing and Testing Directorate to utilize its resources more efficiently in other areas where over-the-counter services were required. The on-line registration system for new vehicles was well received by the Agents and Importers with almost 60% of all registrations being carried out online. With regards to the renewal of vehicle licenses online, almost 90% of all renewals are being processed online or through Insurance Agencies.

The Licensing and Testing Directorate was also, during the year under review, involved in the implementation of the new Annual Circulation Tax system and the new on-line registration process for used vehicles

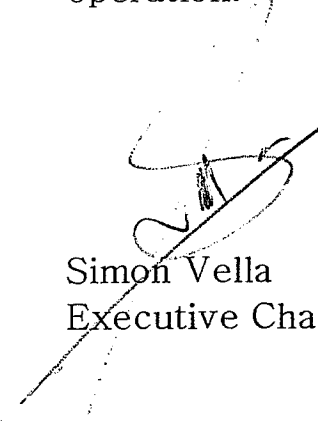
brought in from the European Union member states or imported from outside the EU. The systems are both in place and running smoothly although, initially, as with every new electronic introduction, we experienced a few hitches and set backs.

On the issue of foreign plated vehicles, the Authority's Enforcement Unit actively clamped down on foreign plated vehicles and succeeded in seizing no less than 120 foreign registered vehicles during the last three months of the year under review. The ad hoc inspections were carried out in response to an increasing number of foreign-registered vehicles being driven on the roads. Similar ad hoc inspections were also carried out on K and Y plated vehicles. The inspections aimed at curbing abuses on K and Y number-plated vehicles that are eligible for reduced levels of registration tax according to law. It is the Authority's intention to step-up enforcement over the coming year.

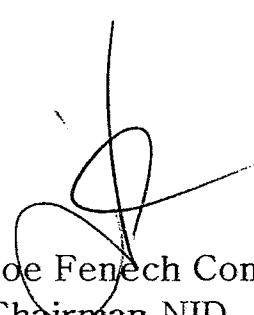
With the intention of further upgrading the centre of Valletta by making it more accessible to pedestrians, enhancing the passenger traffic flow of tourists, cruise liner passengers and locals throughout the whole day, the Authority, following the launch of the Controlled Vehicular Access System for Valletta during the pervious year, extended the pedestrian zone in Valletta to include St John's Street and St Lucia's street. Additionally, new measures were introduced addressing the timing of vehicle access including times for rendering delivery services within the pedestrian zone. The introduction of the extended pedestrian zone was initially met with some criticism from the business community, however, it now seems that the principal objective is being achieved and the restrictions accepted.

With regards to the ADT's responsibility for Roads, the year under review saw the successful completion of the Manwel Dimech Bridge Project, co-financed under the European Union. The completion of the Bridge has served to strengthen Malta's arterial road network. Maintenance and re-construction works were also carried out on a number of arterial and residential roads.

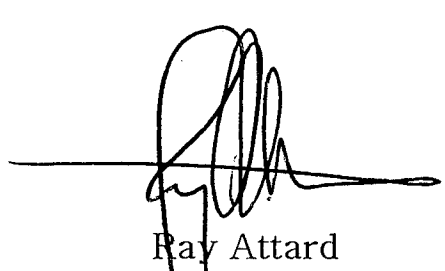
To conclude, the year ahead promises to be another eventful one, one that will be undoubtedly dominated by the awarding of the public transport scheduled services tender together with the continuation of works on the roads programme. We have come a long way and are confident that we will meet our objectives. We thank our staff for their sheer hard work, determination and dedication during a time of significant change and the general public for its support and co-operation.



Simon Vella  
Executive Chairman



Joe Fenech Conti  
Chairman NID



Ray Attard  
Chief Executive

## PUBLIC TRANSPORT DIRECTORATE

During the year under review, the Public Transport Directorate (PTD) was involved in developing policy proposals and in providing support related to the upcoming implementation of the Public Transport Reform. Besides its regular enforcement function, the PTD also continued to liaise with its various internal and external stakeholders with the aim of providing a sustainable, efficient and safe public transport means of travel for all.

### Scheduled Bus Service

Over the past years, the ever-increasing demand for mobility has brought about enormous modal shift towards the use of the private car. Statistics confirm that Malta now has one of the highest levels of car ownership in Europe and traffic flow data clearly indicates that many of the primary roads regularly reach their practical capacity levels during peak hours. At the same time, the public transport sector has seen a steady decline in passenger volumes since the early 1990s. This is partially a result of increased reliance on the motor car but also in the failure of the bus system to adapt to the changing travel patterns and service quality standards being demanded by today's travellers.

Given Malta's dense urban environment, the option of alleviating traffic congestion through the provision of new or widened road infrastructure is limited. Moreover, it is widely recognised that wider roads after a few years are the cause of greater and not less congestion and its resultant external effects. In this respect, Government aims to introduce more sustainability into the country's transport system through encouraging modal shift to public transport by reorganising and restructuring the country's public transport system.

In July 2008, the Government published its vision document which focuses on the need to provide high quality public transport services through:

- Introduction of modern, lower emission buses of different sizes;
- Radical network changes to cater for peripheral destinations as well as the introduction of express services, local area feeder services, extended hours of operation and a comprehensive night time service;
- Further development of concession fares and discounted fares for regular users;
- Engaging a professional management structure for bus operations;
- Applying EU rules on driving times and rest periods;
- Increasing the use of IT in service operation;
- Clarifying the relationship between the ADT as regulator and a service provider as the operator.

Over the past year, a comprehensive review was carried out on the public transport networks in Malta and Gozo. New networks have been planned and designed for both islands that are based on the today's travel patterns and travelling needs. The Government has carried out extensive public consultation on the new network proposals in the form of a national conference, specific meetings with key stakeholders and direct consultation with local councils. Suggested network changes by stakeholders and local councils shall be evaluated until June 2009 and, where applicable, changes to the proposed network shall be finalised.

The new EU regulatory framework Regulation No. 1370/2007 on public passenger transport service by rail and by road shall enter into force on the 3<sup>rd</sup> December 2009. This regulation was developed in line with the European Commission's White Paper of 2001 'European Transport Policy for 2010 – Time to Decide' which aims to guarantee safe, efficient and high quality passenger transport services through regulated competition guaranteeing transparency and performance of public service obligations.

The Regulation prescribes the basic requirement for public services contracts for public passenger transport services to be awarded following a competitive tendering procedure. There are only two exceptions which allow the direct award of a public service contract a) where the local transport authority runs the service itself (fully or with the main controlling influence) and b) if the operator qualifies as a 'small operator'. The current structure of bus operation in Malta does

not lend itself to any recognised bus-operating model within the new EU regulatory framework and, given its size and structure, does not qualify for direct order under the 'small operator' option.

In this respect, Government intends to issue a call for tender for the operation of the bus network through the Official Journal of the European Union in July 2009. Government is currently holding discussions with the incumbent operators on the establishment of a fair level of compensation for those bus owners who wish to relinquish the bus licence.

### Bus Service Revenue and Operational Subsidy

The revenue generated from the sale of tickets by the ATP (Public Transport Association) between the 1<sup>st</sup> January 2008 and the 31<sup>st</sup> December 2008 amounted to €16,176,205.

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

	2005	2006	2007	2008	Change from previous Year	Percentage Change from previous Year
Revenues (€)	15,351,665	15,512,923	16,493,086	16,176,205	-316,881	-1.92%
Number of Passenger Trips	29,798,528	30,201,634	32,156,336	31,617,316	-539,020	-1.68%

During the period covering 1<sup>st</sup> January 2008 to 31<sup>st</sup> December 2008, the Government paid the ATP an operational subsidy of €6,295,247. This subsidy is inclusive of €1,397,624 in arrears for 2007, a payment of €1,624,011 in relation to transport provided for Mater Dei Routes and a payment of €141,450 in relation to the shuttle Express Bus Services. In addition to the above operational subsidy, the Government also paid the amount of €237,588 as insurance subsidy for the year under review.

### **On-Board Ticketing Machines**

During the year under review, an amount of €8,189.50 was charged and collected from bus owners in connection with new on board ticketing machines and related equipment that was either reported as lost, stolen or damaged.

The ADT also recouped a total of €7,641.89 related to stolen, damaged or tampered-with on-board equipment.

### **Public Transport Operations in Gozo**

Throughout this year, several meetings were held with the Gozo Bus Owners Association (GBOA) with the aim of implementing a radical reform in the public transport services offered in Gozo. Discussions are now at an advanced stage.

### **New routes to Xaghra, Dwejra, Marsalforn and Xlendi**

Pending the holistic reform for Gozo, new bus routes have been introduced during the winter months, after there was an increase in demand for this route.

### **Unscheduled Public Transport**

Over the years, the principle of liberalisation has been successfully applied to nearly all sectors of the economy and has brought about growth and better quality of services at lower prices driven by a market economy. With the exception of certain local markets that are

subject to public service obligations imposed by Government to ensure continuity and regularity of essential services when not commercially viable, the private sector has always recognised commercial value and enterprise in the Maltese market.

In October 2008, the Government published its policy vision document covering the unscheduled public transport which focuses on service liberalisation of those unscheduled public transport sectors that currently enjoy licence quantity restrictions and upgrading the quality of service. The Government policy framework for unscheduled public transport envisages the following measures:

- Reorganisation of laws and policies regulating this sector;
- Liberalisation of all sectors which have quantity restrictions and basing access to the market on strict qualitative criteria rather than quantitative criteria;
- Establishing maximum ages for public transport vehicles used for hire and reward;
- Prohibiting operation of route buses in unscheduled transport markets;
- Specifically regulating the operation of electric cabs, open top buses and trackless trains;
- Establishing a code of conduct for drivers and operators that would be enforced through a fixed penalty system for infringements.

A draft regulatory framework reflecting this Government policy framework was prepared and circulated to all unscheduled public transport sectors for consultation. This was followed by the organisation of a number of consultation meetings between ADT and Ministry and the associations, unions and cooperatives representing various unscheduled public transport sectors.

### Coaches – Unscheduled services

The Directorate has held several discussions with the representatives of this sector, namely, the Unscheduled Bus Services and Koptaco Ltd in order to identify ways on how to improve the existing service. Vehicles within this sector were also regularly inspected to ensure conformity with transport regulations. Again, special emphasis was

made to ensure conformity with seatbelts regulations. In this respect a total of 147 coaches were inspected.

### Red Mini Bus Sector

The Directorate held regular meetings with the red minibus service operators (Co-Op Services Ltd and Executive Transport Co-Op) with the objective of improving the service provided by this sector. During the year, various spot check inspections were carried out, with some of these inspections being specifically focused on the new EU requirements regarding the Wearing of Seatbelts, which came into force in May 2008. These spot check inspections were aimed at determining which vehicles were obliged to be equipped with seatbelts in accordance with EU Law and the Motor Vehicles Regulations and also to assist owners to upgrade their vehicles to EU standards. Consequently, a total of 390 vehicles were inspected.

### White Window Vans

Regular Meetings were also held with the representatives of this sector (Rent a Car Association and Executive Transport Co-Op), in order to discuss and determine various changes which needed to be effected to provide a better transport service. In this regard, various spot check inspections were carried out by our Enforcement Unit to ensure conformity with the law, including the compulsory wearing of seatbelts. During these inspections, a total of 384 vehicles were inspected.

### Taxi Sector

This Directorate has liaised regularly with the White Taxi Licensed Amalgamated (WTLA) in order to sustain the improvements already achieved in this sector over the past few years, particularly the operational side of this sector.

The VISET area has been fully manned each time Cruise Liners were scheduled to enter the Terminal and regular spot checks were made at the MIA, both during day and night.

Regular enforcement was also carried out at favourite night spots to ensure an orderly running of the taxi service.

Further improvements in this sector were marked by the replacement of 13 taxicars with new models. A further two vehicles were replaced by newer second hand models.

### Horse Drawn Cabs Sector

During the period under review, various meetings were held with the representatives of this sector (GWU) to discuss various proposals for improvements, which proposals now also form part of a set of draft Regulations which are aimed at bringing an overhaul of this service.

Meetings were also held between the representatives of this sector, the Mdina Local Council, the MTA and the ADT with the main aim of better regulating the operation of horse cabs in the city of Mdina and to find solutions on how to avoid further damages being caused by cart wheels to the Mdina paving.

As a result of these discussions horse cart wheels are now being covered by rubber linings.

### Customer Care Courses

In co-ordination with the ADT, the Malta Tourism Authority and MISCO Ltd have organized a course for public transport drivers. This course was mostly related to customer care behaviour and knowledge of specific historical sites. A total of 246 Maltese drivers coming from the coach, taxi and horse cab sectors attended this course and a further 100 drivers are awaiting the next course to attend.

### Trenching Permits

During this year, 270 applications for trenching permits were received online and another 200 permits were received through Local Councils. These applications were all processed and in most cases, meetings were held with the relative individuals and/or local councils to

determine road closures and to identify public transport route diversions.

## Enforcement

The Public Transport Directorate is tasked with enforcement obligations emanating from both domestic and EU legislation. The Enforcement Section is made up of two inter-related units; the Vehicle Inspections Unit and the Public Transport General Enforcement Unit.

The Vehicle Inspections Unit carries out Roadside inspections and tests on both private and public transport vehicles that are used for the carriage of passengers and goods. These inspections mainly involve the checking of documents, on-board equipment and checking that vehicles comply with general transport law and regulations.

## Roadside Inspections

Roadside Inspections related to "Weights, Dimensions and Equipment Regulations".

During the period under review, a total of 2,484 inspections were effected. 1,925 of these were inspections on vehicles over 3,5 tonnes and Category M2 vehicles. Out of these vehicles, 46.7% passed the inspection, whilst 53.25% failed. The latter were issued with the relative infringement notice and were served with an appointment to be re-inspected. The remaining 559 inspections were carried out on privately owned vehicles, out of which 5.46% passed the inspection, whilst 44.54% failed the inspection. Infringement notices were issued to those owners whose vehicles failed the test. These were also followed up by a re-inspection.

## Roadside Inspections on Dangerous Goods vehicles

The Vehicle Inspections Unit carried out a total of 75 inspections during the year 2008. Out of these vehicles, 76% failed the inspection, whilst 24% passed. Fines were issued on those vehicles failing the inspection.

## Emissions Testing (SMS Alert)

With regard to the 'Emissions Alert Campaign', a total of 1,941 vehicles were called for inspections, out of which 783 vehicles turned up for the inspection, whilst another 1,158 failed to present their vehicle for inspection. The latter were restricted from renewing their vehicle licence. Out of the 783 vehicles that were tested, 697 passed the test, whilst another 83 vehicles failed and the relative fines was issued to the vehicle owners.

## Tachograph Testing

Between January and December 2008, the Vehicle Inspections Unit inspected 8 local goods carrying vehicles, which vehicles had 78 days checked and another 31 vehicles (3 passenger carrying vehicles; 29 goods carrying vehicles) from other EU Member states, which had 72 and 679 working days checked respectively.

## Enforcement Unit

During the past year, the Enforcement Unit carried out various inspections and general duties, amongst others:-

### School Inspections

Throughout the year, the Enforcement Unit have covered a period of 144 days, during which inspections were carried out on safety features in vehicles carrying school children. These inspections were made at schools around Malta.

### Manning of the Viset Cruise Liner Terminal

This year there was a heavy increase of cruise liners (also spread in the winter months) that berthed at VISET. The presence of our Enforcement Officers was on constant demand and the Sea Passenger Terminal was manned by at least 3 of our Enforcement Officers each time a Cruise Liner was scheduled to berth at the Terminal.

## Manning of the Malta International Airport

During the year 2008, 205 random checks were carried out at the MIA. These inspections were done during all times of the day and particularly during the weekends, these inspections were effected at night time.

## Blitz Inspections at Paceville

80 random inspections were carried out on public transport vehicles in the surroundings of Paceville.

## Legal Proceedings

In the period between January and December 2008, a total of 4,435 contravention notices were issued by our Enforcement Unit. Out of these, 94 cases were related to Taxi infringements and were heard before the ADT Internal Tribunal. A total of € 4,744.31 in fines was collected during this period.

Another 3,209 charges were issued for infringements committed by bus drivers/owners. 2,433 of these infringements were heard before the ADT Internal Tribunal and the amount of €59,836.98 was collected. Another 379 infringements were brought before the Local Councils' Tribunals, whilst another 397 infringements are being heard before the Law Courts.

## New Mgarr Terminal Gozo

After the completion of the extensive infrastructural works at the Mgarr terminal, a series of meetings have been held with the various public transport sectors in order to make the necessary arrangements for all the public transport vehicles to operate efficiently from the Mgarr Terminal. To this effect, the available space situated at the Terminal was allocated amongst the various public transport vehicles.

## Enforcement

Roadside checks and Emission tests have been carried out on a regular basis.

## Courses in Gozo

In collaboration with the Malta Tourism Authority, two customer care courses were organized for drivers of public transport vehicles who operate in Gozo. A total of 280 drivers attended for these courses.

## NETWORK INFRASTRUCTURE DIRECTORATE

### Local Access Roads

#### Residential Roads Construction Programme

Throughout the year under review. Works continued on the construction of residential roads in various localities as per the Residential Roads Construction Programme launched in August 2006. Additions were made to the original list of roads which included the construction of roads in the Santa Maria Estate Area which Government agreed to undertake following partial financing of works from the previous owner of the area as per Court sentence. During 2008, allocation of works was made on seven occasions as follows:

- February 2008  
7 batches for works on 8 roads
- March 2008  
1 batch for works on 1 road
- July 2008  
1 batch for works in 1 road
- August 2008  
9 batches for works on 36 roads
- October 2008  
3 batches for works on 4 roads
- November 2008  
2 batches for works on 5 roads

The total value of works awarded during 2008 amounted to over €2.8M.

Besides the works outlined above, 2008 saw the completion of works being carried out on various other roads that had commenced during 2007.

## Maintenance Unit

Throughout the year under review, the Maintenance Unit carried out patching works (surface repair programme) in a number of Malta's arterial and distributor road network during the first half of the year. The value of this work amounted to €186,350 (Lm80,000). A similar amount was used on road side repairs including reconstruction of boundary walls, footpaths, manholes and emergency patching repairs. The Unit issued another set of twelve tenders for road surface repairs, road side repairs and roadmarkings & signage for a total amount of €665,520 in October 2008. Most of this work was carried by the end of December 2008. The Unit also continued with the inspections of trenches works carried out by third parties until December 2008 when this duty was that passed over to the new Unit for Coordination of works. The Maintenance Unit is also in the process of taking over the repairs and maintenance of street lighting furniture on the arterial and distributor road system.

## TRAFFIC MANAGEMENT UNIT

The Traffic Management Unit has developed to cover four specific aspects related to the management of traffic and transportation systems namely

- Traffic Management on local council roads
- Transport Engineering and Planning
- Road Safety Education and Training
- Enforcement on local council roads.

The Traffic Management Unit 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.

### Traffic Management on Local Council Roads

#### Local Councils and Other Entities

The Traffic Management Unit continuously works with local councils with the aim to improve the safety and efficiency of the traffic and transportation systems within local council roads. Requests submitted by local councils are assessed within the framework for creating a sustainable transport network and maximizing existing infrastructure. The main areas addressed with local councils include minor upgrading of links and junctions, assessment of traffic flow systems, on-street parking management, traffic calming and speed management.

#### Reserved Parking for Disabled

The service of Reserved Parking for Persons with a Disability is managed by the unit. Applications are assessed on the basis of the information submitted by the applicant, a medical report for each applicant commissioned by the authority and on the feedback received from local councils. The applications are processed by the Committee for Reserved Parking for Persons with a Disability where the full documentation of each case is assessed forming the basis of the

decision of the committee. Decisions of the committee may be appealed at the Review Panel for Reserved Parking for Disabled.

## Traffic and Transport Engineering and Planning

### Intelligent Traffic Systems

The Traffic Management Unit has worked on the implementation of an intelligent traffic management system for the island focusing on critical and sensitive traffic links and junctions with the aim of addressing the demand and capacity on such sections of the road network. The proposed project consists of an interlinked network of systems to influence the journey choice of a vehicle driver and maximizing the capacity at traffic light junctions.

Journey choice effects the trip distribution on the road network thus providing the opportunity to shift traffic onto alternative routes with reserved capacity. Such is managed through the use of surveillance cameras located at strategic junctions relaying real-time information to drivers through Variable Message Signs located at approach roads where access to alternative routes is possible.

The capacity at traffic light junctions will be maximized by an electronic system which detects the vehicle queue lengths and automatically adjusts the green times. Such proposed system would also provide the authority with traffic data for use in transport planning and the decision making process.

### Residential Parking Schemes

In areas where the parking demand exceeds the on-street parking supply, the unit considers applications for the introduction of controlled residential parking schemes. The applications for such schemes are submitted by local councils in the format as outlined in the Terms of Reference pertaining to such schemes. The basic principle of residential parking schemes is that any licensed vehicle may park on-street however non-residents of the locality have a fixed parking time whilst residents have unlimited parking time.

## Pedestrian Activated Crossings

The Authority will be proposing a project involving the installation of flashing units with movement sensors and a flush-mounted Light Emitting Diode (LED) guidance system.

The flashing unit with movement sensor makes pedestrian crossings safer. The flashing LED unit can be easily installed on standard traffic sign poles and a solar version would not require any cable installation. The LEDs automatically flash left and right when pedestrians are in the crossing area by being detected through the movement sensor. The flashing unit on the other side of the road is triggered by wireless signal. Two flashing units are required for each pedestrian crossing.

The flush-mounted LED guidance system is an optical guide for pedestrian crossings. This system protrudes no more than 3mm above the finished road surface and is able to withstand traffic. The system has a variety of functions – continuous light, flashing, brightness) which can be selected from a control unit.

## Crash Cushions

The proposed project involves the installation of a cluster cushion system made from 50% recycled rubber and glue.

The crash cushion self-restores after most design lateral impacts gaining almost 100% of its original shape and capacity without maintenance or repair of major components when hit by passenger cars travelling at a maximum speed of 80km/h.

## Vehicle Activated Signs (VAS)

The proposed project involves the installation of roadside digital signs that display a message when they are approached by a driver exceeding the speed limit or going too fast for the type of road, especially when there is a hazard. This project is to be complemented by a revision of the speed limits on the road network according to the ADT Speed Policy.

Vehicle Activated Signs are normally used to reduce a driver's speed by displaying a message SLOW DOWN together with the speed limit. VAS do not record any data for prosecution purposes but are used only as a road safety tool to alert the driver in case of overspeeding.

VAS can be moved from site to site and are a quick and effective way of addressing speed problems. Such makes a very effective tool for speed management.

### Advertising Billboards

The unit assesses applications for the placing of billboards on the road network. Each application is assessed from a safety aspect to ensure that identified location for billboards does not pose a safety hazard or undue driver distraction.

### Planning Applications

The Traffic Management Unit chairs the TRACC committee consisting of members from the technical sections of the ADT, high level representative from the police and the Transport Planning Unit of the Malta Environment and Planning Authority. The aim of the committee is to assess planning applications which, due to the nature of the land uses and design, would have an impact on the road network.

### Data Collection

Traffic and Transportation data is collected, analyzed and managed by the unit. Such data includes traffic flow counts, pedestrian flow counts, pedestrian behavioural settings, traffic profiles and speed surveys. The data is an important tool in transport planning since it is the basis in the decision making process to ensure that the most effective and efficient measures are recommended and implemented on the road network.

## Policies and Guidelines

Another aspect of the transport engineering responsibilities of the unit is to compile the necessary policies and guidelines to reflect the developing responsibilities of the authority with the aim to ensure a coherent and consistent approach in the decision making process and to provide a technical guide in relation to transport engineering systems. The two principle policies and guideline documents which have been prepared by the unit were the SAFE ROUTES TO SCHOOL POLICY with a supporting TOOLBOX document and the revised POLICY FOR THE PLACING OF TABLES AND CHIARS.

## Valletta Pedestrianisation Project Phase II

The Traffic Management Unit was responsible for the design and implementation of the second phase of the Valletta pedestrianisation project where the pedestrian area has been extended, the traffic flow system have been revised and delivery access routes and supporting facilities were maximized.

## Road Safety Education and Training

The unit invests considerable resources towards the provision of road safety education for school children. Officers from the unit regularly hold Road Safety Training sessions in schools to promote safe road safety skills in children. The road safety training focuses on the child as a pedestrian, the child as a cyclist and the child as a passenger in a motor vehicle.

The training sessions are complemented by interactive road safety work sheets which are prepared according to the age group of the children and freebees with a road safety message are also distributed.

This year the unit has specifically design new colouring books and story books for children with a road safety theme.

Throughout the year, the unit also manages a Road Safety Competition where winners are given a full road safety pack containing various games, freebees, stickers and worksheets.

### **Cycling Proficiency Test**

The road safety cycling skills are complemented by the Cycling Proficiency Theory and Practical Training and test. The theory training consists of the full signage and road marking regulations and road use skills. The practical training is made up of the understanding of the use of road signage and road markings and the safe driving through different road scenarios. The Cycling Proficiency Card is obtained when the child has passed both the theory and practical tests.

The unit has established a part of the Park-and-Ride site with the Cycling Rodeo which is generally used for the practical training and testing sessions.

### **Enforcement on Local Council Roads**

Further to the issue of the Ministerial Directive pertaining to the enforcement of unapproved works on local council roads, the unit has internally re-organised its operations to absorb the management of the enforcement procedures.

Enforcement monitoring is carried out by officials of the Traffic Management Unit where a Site Inspection Report is prepared and endorsed by the field officers. The site observations are checked against the records at the unit. These two phases of the enforcement procedures form the basis for the enforcement action which is issued by the Malta Transport Authority in accordance with the respective Ministerial Directive.

The enforcement is monitored and the subsequent enforcement operational phases are implemented following the outcome of the action.

The enforcement procedures are a management tool to ensure that the road space and traffic systems function according to standard specifications and to good transport planning systems with the aim to ensure the highest road safety standards and a balance in the use of the existing road space.



Traffic Management

	January 2008	February 2008	March 2008	April 2008	May 2008	June 2008	July 2008	August 2008	September 2008	October 2008	November 2008	December 2008	TOTAL
Regulatory Prohibitory Signs	3				3	1	3	1	1		9		21
Regulatory Mandatory Signs					1		1	4	1		1		8
Warning Signs	1				1		1	1					3
Informative Signs					1		1	1	1				2
Message Boards													
Un/Loading - Alighting/Boarding Signs/Bays	8	7	2	1	2	1	3	6	4	1	1		36
Carriageway Markings	10	33	7	7	21	3	13	12	12	3	18		139
Road Humps	2	11	8		4	1	5	7	7	1	8		47
Footways (Extension/Widening)						1							1
Reserved Parking/1.5M Keep Clear for Persons with Disability (Painting/Cancellation)	4	46	18	10	19	16	12	9	5	21	29		189
Reserved Parking/Keep Clear Bays	5	1	1	3	2	2			9	4	3		30
Pedestrian Crossings (Raised/Zebra/Pelican)	4	6			2	2			4	2			20
Traffic Mirrors	1	2	1		1	3	2	5			3		17
Bus Stops													1
Barriers/Railings/U Bars/Bollards	3	4	4		1	1	2	1	4		2		22
Cat's Eyes								1	1				2
Billboards/Banners/Posters				2	2	1							5
Embellishment of Roundabout	1		1										1
Junction Upgradings	1						1						3
One Way Systems	6	2			1	2	1		2	1	2		17
Pedestrianisation	1							1		1			3
Traffic Management Schemes	3		1	2			1		15	1			17
Safe Routes to School													1
Residents Parking Scheme													1
Speed Cameras													4



## LICENSING AND TESTING DIRECTORATE

### Vehicle Administration Unit

Hereunder is a table giving some statistical information about the Directorate.

Figures are between the 1<sup>st</sup> January 2008 until the 31<sup>st</sup> December 2008.

Registered Vehicles	416,069
Licensed Vehicles	294,658
Newly Registered Vehicles	13,037
Newly Licensed Vehicles	13,089
Motor Vehicle Transfers	36,753
Motor Vehicles Garaged	5,857
Scrapped Motor Vehicles	2,694
Licensed Car Park Attendants	60
Licensed Motor Car Dealers	253
Licensed Horse Driven Cabs	111

### Stock of licensed vehicles

As at the 31<sup>st</sup> December 2008, there were registered vehicles. The stock of licensed motor vehicles stood at 294,658. Of these, 75.6 per cent were private vehicles while commercial vehicles accounted for 16.4 per cent.

48,210 – Goods Carrying Vehicles  
1,214 – Chauffeur Driven Vehicles  
14,310 – Motorcycles

222,775 – Private Vehicles  
5,152 – Self Drive Vehicles  
101 – Self Drive Motor Cycles

### E-REG, Registration of Vehicles On-line

As from the 1<sup>st</sup> July 2008, LTD provided another online facility to all Motor Car Dealers. All Motor Car Dealers have the facility to register their vehicle online without the need of having their staff attending personally to the LTD premises. Once the relative details are received at the LTD, these details are checked for confirmation of data received and 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.

### E-VERA, On-Line Renewal of Licences

During 2008 there was a major increase in the renewal of all vehicle road licences online. Over 90 % of the 294,658 licensed vehicles were renewed online. This was a major step forward in the service provided. All Insurance Agencies, Brokers and Sub Agents provide an on-line facility and vehicle owners have the facility to renew their vehicle road online. All fines and contraventions can also be paid through the online system.

### Foreign-plates vehicles not registered with ADT

This Directorate continued with all 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.

### Classic, Vintage and Veteran Vehicle Board

During 2008, this Board met 22 times and in total 574 vehicles were classified as either being classic, vintage or veteran vehicles. The owners of these vehicles will benefit from reduced road licence fees.

## Technical Unit

### Monitoring of the Digital Tachograph in Malta

As from 1<sup>st</sup> May 2006, all new registered passengers and goods carrying vehicles in Malta working internationally were required to be equipped with a Digital Tachograph.

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 was made responsible to carry out company checks and verify that all the related records are kept in conformity with the Law.

Between 1<sup>st</sup> January and 31<sup>st</sup> Decembr 2008, 5 company checks were carried out by this Unit. The total 5 company checks resulted in total of 130 driving days The driving hours were checked and no irregularities were found.

37 Drivers' cards and 6 Company cards were issued throughout the year under review.

### Certificate of Conformity

All new MI vehicles that are to be registered locally are to have a valid EU Certificate of Conformity presented to the Vehicle Registration Unit at the LTD. In accordance with Legal Notice 122 of 2005, the Technical Unit carried out a total of 62 random checks on these certificates.

### Single type approval for locally-built vehicles

During the year under review the Technical Unit drew up and established the standards required to conduct these tests. The Technical Unit commenced Tests on locally built vehicles. 4 vehicles

were tested and 2 certified to be licensed on the road. The Technical Unit is currently processing another application.

### 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 Inspection 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 M1 vehicles, namely passenger vehicles having not more than 8 seats and goods carrying vehicles. 2534 inspections and 2273 evaluations were carried out by the Technical Unit between the 1<sup>st</sup> January 2008 and the 31<sup>st</sup> December 2008. The Unit also inspected 614 second-hand imported engines.

### ECMT Certification

The Technical Unit inspected and certified 1 vehicle 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 use European roads.

### Public Service Garages

During the same period the LTD received 29 applications for new Public Service Garages. These were inspected and verified for premises compliance. Out of these 29 applicants 26 were approved to operate as a Public Service Garage. The remaining 3 applications are still being processed.

### Vehicle Roadworthiness Test

During the period under review:

Class 2 Vehicles – Total number of vehicles tested was 147166 out of which 138226 vehicles passed the first test.

Class 3 Vehicles – Total number of vehicles tested was 14,096 out of which 12,623 vehicles passed the first test.

The Technical Unit carried out 92 spot checks on VRT Stations. Out of these, 6 cases were reported to the Police for further investigations and another 8 were reported to the Appeals Board.

### Sealing of pumps on diesel engines

Following discussions between the Authority and the GRTU, a system was introduced allowing VRT stations to seal diesel pumps on diesel engines. In this respect every VRT station was given a number of seals. Each seal is numbered and recorded by the Technical Unit.

The scope of the sealing of the diesel engine pumps is to regulate and prevent the tampering of diesel pumps thereby restricting excessive fuel flow to the engine resulting in a high emittance of noxious fumes.

Between the 1<sup>st</sup> January 2008 and the 31<sup>st</sup> December 2008, 1100 seals were distributed to VRT stations. From 2007 a total of 9400 seals were fitted on diesel engines that had not been sealed.

### National Type Approval.

In view of Directive 2007/46/EC the Technical Unit in collaboration with the Malta Standards Authority established a standard for National Type Approval scheme that will cover N1 N2 N3 M2 M3 and O2 O3 O4 vehicles. The introduction of this scheme will gradually bring in line the certification of these vehicles up to Whole Type Approval by 2011.

By means of this scheme, vehicles importers will adopt gradually to the requirement of this scheme and to the whole Type Approval when the directive comes in to force in 2011.

## Driver Testing Unit

During the year under review, 11,629 driving tests were carried out in Malta and 742 tests in Gozo. The tests were held in all categories.

## Course for Driving Instructors

In May of 2008 a three day course was organised for the driving Instructors. The scope was to better the tuition given by the instructors to the candidates that sit for the tests in all the categories.

## Driving Examiners' Course

In November a one week course was held for the Authority's driving examiners to carry out the tests for prospective driving instructors with particular emphasis on the ability to instruct. All the driving examiners passed the test they sat for and are now waiting for the accreditation to examine instructors-to-be.

## Certificate of Professional Competence Course

A number of meetings were held with the service providers with a view to establish courses for the Certificate of Professional Competence candidates for Categories D and D1 being buses , coaches and mini-buses, and this in accordance with the European Directive 2003/59 which states that all passenger carrying drivers will have to sit for a theory test followed by a practical driving test. Successful candidates will be awarded a certificate that will allow them to work as professional drivers in the sector. These tests will be held in the very near future.

## CORPORATE SERVICES DIRECTORATE

### Financial Management

For the financial year under review, 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 function 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;

#### Cohesian Funds

- \* St Paul's Bay Bypass;
- \* Civil Aviation Avenue, Luqa;
- \* Mgarr Road, Ghajnsielem.

All funds have been almost fully utilised for the projects in question. Various audits carried out and corrective action was taken accordingly to streamline project management procedures when it comes to the finance management of such funds.

### Euro Changeover Project

The following initiatives were performed with regards to the adoption of the euro:

- Dual display of € and Lm across the ADT;
- Euro communications plan and implementation – final version;
- Euro training plan with specific focus to bus drivers;
- Euro ICT implementation plans – final version;
- LTD prices smoothing business case;
- ADT euro changeover plan version 3.

The project concluded successfully since as at 01 July 2008 the ADT was processing and displaying solely the euro and the € sign respectively.

### 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.

## ITMS and AVM

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

## 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 Corporate Services Directorate.

The main initiative for the year involves the issuing of tenders, expressions of interest, and quotations. The following refer to the year 2008:

- Tender for the printing and supply of vehicle licence discs and receipts for use by the Licensing and Testing Directorate
- Tender for the Printing and supply of Vehicle registration Certificates (Log-Books) for use by the Licensing and Testing Directorate
- Tender for the Provision of a Health Insurance Policy Scheme
- Tender for the Provision of Transport services between the Park and Ride Site at Hornworks and Crownworks Ditch Floriana and Freedom Square and Vice-Versa

- Tender for the Supply and Delivery of Motor Vehicle Registration Number Plates Type A and Type AA
- Tender for the Supply and Delivery of Motor Vehicle Registration Number Plates Type F and Type H
- Tender for the Upgrading of Roof at the Emission Testing Garage, Floriana
- Tender for Housekeeping Services at the offices of the Malta Transport Authority
- Tender for the Provision of Medical Services
- Tender for the Supply and Delivery of an Electric Motor Vehicle
- Expression of Interest for the Engagement of an Expert in the Field of Motor Vehicle Insurance
- Expression of Interest for the Provision of Legal services for the Malta Transport Authority in Gozo
- Expression of Interest for the Supply of Consultancy Services to the Malta Transport Authority with regards to E.U. funded Roads Projects at the Network Infrastructure Directorate
- Quotation for the Audit on Controlled Vehicular Access (CVA) Exemptions and Procedures
- Quotation for the undertaking of feasibility Study relating to the Impact Malta will face with increased Road tools in Continental Europe
- Quotation for the Construction of 3 Pits at a Garage situated near the Park and Ride
- Quotation for the Repair, Refurbishing and Redecorating of a Garage in Crownworks Ditch

## Health & Safety Function

The Health & Safety function has become a part of the Corporate Services Directorate within the ADT as from October 2008 in order to better coordinate and finance eventual measures that are to be taken in the future to come.

The Health & Safety function has drafted a new H&S policy for the ADT in order to pave the way to get the Authority in line with current H&S legislation. The drafted policy is primarily aimed at improving the ADT's legal responsibilities and provides a safer workplace for all employees through thorough risk assessments and policy implementation.

During 2008 the risks at all the ADT premises were assessed and measures taken to improve the premises accordingly. A case in point is the emergency signage and manual fire alarms were installed at both the Licensing and Testing Directorate and the Head Office at Sa Maison.

Consequently, the H&S function also dealt with frequently asked questions and queries from staff and management regarding various areas of Health & Safety at the place of work. These were dealt with accordingly.

A draft document on energy saving and other green measures was also drafted during the year. A paper recycling initiative and pilot project was commenced at the ADT head office during such period.