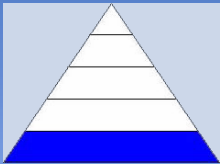


Malta



Structure and Culture

• Basic data

Table 1: Basic data of Malta in relation to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] DG-TREN, 2005; [4] CIA)

Basic data of Malta	European average
– Population: 0.4 million inhabitants (2010) [2]	17.1 million (2010) ⁱ [1,2]
– Area: 300 km ² (2010) [3] (0% water) (2010)	156 225 km ² (2010) [1,3] 3% water (2010) [4]
– Climate and weather conditions (capital city; 2010): Average winter temperature (Nov. to April): 16°C Average summer temperature (May to Oct.): 23°C Annual precipitation level: 519 mm	(2010) 6°C 16°C 747 mm
– Exposure: data on vehicle km not available 0.04 million vehicles (2002)	168 billion vehicle km (2010 ⁱⁱ) [1] 12 million vehicles (2010 ⁱⁱⁱ) [1,2]
– 0.10 motorised vehicles per person (2002) [2]	0.7(2010 ^{iv}) [1,2]

• Country characteristics

Table 2: Characteristics of Malta in comparison to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] national sources)

Characteristics of Malta	European average
– Population density: 1 381 inhabitants/km ² (2010) [2]	110 inhabitants km ² (2010) ^v [1,2,3]
– Population composition (2009) [2]: 16% children (0-14 years), 70% adults (15-64 years), 14.% elderly (65 years and over)	16% children, 67% adults, 17% elderly (2009 ^{iv}) [1,2]
– Gross Domestic Product (GDP) per capita: €15 100 (2010) [2]	€26 100 (2010) [1,2]
– 84% of population lives inside urban area (2010)	42% (2010 ^v) [1,2]
– Special characteristics: Along the island, Malta has a large valley with a road, which is flooded in times of heavy rain.	

Malta has one of the highest population densities.



ⁱ Based on 30 European countries; data of HU = 2009.

ⁱⁱ Based on 15 European countries (excl. BG, CY, EE, EL, ES, HU, IT, LT, LU, LV, MT, PL, PT, RO, SK); data of CZ, IE, SE, NO (2009); data of AT, BE, DK (2008); Data of UK (2006); data of NL (2003).

ⁱⁱⁱ Based on 28 European countries (excl. CY and LT); data of EL, IT, PL, PT and UK = 2009; data of BE, EE, ES, RO and NO = 2008; data of IE = 2007; data of MT and SK (2002).

^{iv} Based on 27 European countries (excl. LT, NO, PL); data of BE, UK (2008).

^v Based on 29 European countries (excl. IS).

Road Safety Country Overview-Malta

- **Structure of road safety management**

- Malta has a centralized RS policy.

The following key-actors are responsible for road safety (RS) management:

Table 3: Key actors per function in Malta. (Sources: DG-TREN, 2005; 2010)

Key functions	Key actors
1. <ul style="list-style-type: none"> – Formulation of national RS strategy – Setting targets – Development of the RS programme 	<ul style="list-style-type: none"> – The Malta Transport Authority (MTA): main responsible. – MTA departments involved: Roads Directorate, the Licensing and Testing Directorate, the Public Transport Directorate, the Traffic Management Directorate and the Transport Strategy Directorate.
2. Monitoring of the RS development in the country	– MTA: road accident statistics, no other formal monitoring
3. Improvements in road infrastructure	<ul style="list-style-type: none"> – MTA – Local authorities
4. Vehicle improvement	MTA
5. Improvement in road user education	MTA
6. Publicity campaigns	<ul style="list-style-type: none"> – MTA – Police
7. Enforcement of road traffic laws	<ul style="list-style-type: none"> – The Malta Police Force (Traffic Section) – Local wardens.
8. Other relevant actors	– University of Malta (Geography Department): specific technical expertise on road safety.

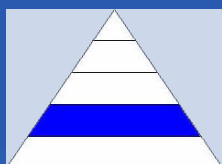
- **Attitudes towards risk taking**

- As Malta is not part of the SARTRE-surveys, there is no information on attitudes that is comparable to other European countries.

The Malta Transport Authority is the main body responsible for road safety.



Road Safety Country Overview-Malta



Malta has no road safety plan but a white paper, which contains objectives for road safety.

Guidelines in Malta are mainly directed at traffic calming and junction upgrading.



Programs and measures

- **National strategic plans and targets**

- There is no national road safety plan for Malta. The government has prepared a White Paper setting objectives for land transport policy. One of the objectives of the White Paper is “safe travel for all users”.
- Targets (referred to 2004):

Table 4: Road safety targets for Malta.

Year	Injuries
2014	-50%

- Priority topics (plan of 2005):
 - professional drivers,
 - traffic calming,
 - awareness campaign on seatbelt use,
 - roadworthiness of public transport vehicles (including school buses).

(Source: DG-TREN, 2005)

- **Road infrastructure**

Table 5: Description of the road categories and their characteristics in Malta (Source: TiS.PT, 2003).

Road type	Speed limit (km/h)
Urban road	50
Rural road	80
Motorways	80

- Special rules for:
 - Light motorcycles (A1): no information available on speed limits
- Guidelines and strategic plans for infrastructure are available in Malta and are mainly directed at:
 - Traffic calming
 - Junction upgrading

Table 6: Obligatory parts of infrastructure management in Malta and other European countries. (Sources: DG-TREN, 2010)

Obligatory parts in Malta:	European countries with obligation
Safety impact assessment: -	-
Road safety audits: no	50%
Road safety inspections: no	60%
Black spot treatment: -	47% ^{vi}

- Recent infrastructural actions have been addressing: no information

^{vi} Based on data of 18 countries (excl. AT, BE, CH, CZ, FI, FR, HU, IE, MT, NO, RO, SE).

Road Safety Country Overview-Malta

Traffic laws and regulations

Table 7: Description of the regulations in Malta in relation to the most common regulations in other European countries. (Sources: [1] DG-TREN, 2005; [2] national sources; [3] DG-TREN, 2010; [4] DG-TREN, 2008)

Regulations in Malta	Most common in Europe (% of countries)
Allowed BAC level: 0.8‰; – Novice drivers: 0.8‰; – Professional drivers: 0.8‰ [1].	0.5‰ (60%) 0.5‰ and 0.2‰ (both 30%) 0.5‰ (30%) [1,2]
Phoning: – Hand held: prohibited – Hands free: allowed [3]	Not allowed (97%) [2,3] -
Use of restraint systems: – Driver: obligatory – Front passenger: obligatory – Rear passenger: obligatory – Children: obligatory [3]	Obligatory (all countries) Obligatory (all countries) Obligatory (all countries) Obligatory on all seats (73%) [2,3]
Helmet wearing: – Motor riders: obligatory – Moped riders: obligatory – Cyclists: recommended [3]	Obligatory (all countries) Obligatory (all countries) Recommended (25% ^{vii}) [2,3]
– New cars have to be fitted with dedicated day time running lights [4]. – A demerit point system is in place [3].	

The BAC limit in Malta is higher than in most EU countries.

Enforcement

Table 8: Effectiveness of enforcement effort in Malta according to an international respondent consensus (scale = 0-10) (Source: DG-TREN, 2010)

Issue	Score for Malta	Most common in Europe (% of countries)
Speed legislation enforcement	5	7 (35%)
Seat-belt law enforcement	8	7 (43%) ^{viii}
Child restraint law enforcement	6	6 (27%) ^{ix}
Helmet legislation enforcement	9	9 (39%) ^{ix}

Effectiveness of most enforcement issues is about average in Malta.

Table 9: Performance of enforcement effort in Malta according to an international respondent consensus (scale = is good, is improving, needs to do more) (Source: DG-TREN, 2010)

Issue	Score for Malta	Most common in Europe (% of countries)
Speeding	Is improving	Is improving (50%)
Drink driving	Need to do more	Is improving (79%) ^x
Seat belt use	Is improving	Is improving (52%) ^{xi}

^{vii} Based on data of 24 countries (excl. CH, CY, HU, LU, NO, PT).

^{viii} Based on data of 23 countries (excl. DE, DK, IE, IS, LU, NL and UK).

^{ix} Based on data of 22 countries (excl. DE, DK, IE, IS, LU, NL, RO and UK).

^x Based on data of 24 countries (excl. BG, CH, IS, NO, PL and RO).

^{xi} Based on data of 25 countries (excl. BG, CH, IS, NO and RO).



Road Safety Country Overview-Malta

• Road user education and training

Table 10: Road user education and training in Malta, compared to the situation in other European countries. (Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources)

Education and training in Malta	Most common in Europe (% of countries)
General education programmes [1]: <ul style="list-style-type: none"> - Primary school: voluntary - Secondary school: voluntary - Other groups: no information 	Compulsory (65% ^{xii}) Compulsory (50% ^{xiii}) [1,2] -
Driving licences thresholds [2]: <ul style="list-style-type: none"> - Passenger car: 18 years - Motorised two wheeler: 18 years, 21 years for faster vehicles. - Busses and coaches: 21 years - Lorries and trucks: 21 years 	18 years (79%) 18 years (low categories) and higher ages for faster vehicles (66%) 21 years (76% ^{xiv}) 21 years (79% ^{xv}) [2,3]

• Public campaigns

Table 11: Public campaigns in Malta, compared to the situation in other European countries. (Sources: SUPREME, 2007; national sources)

Campaigns in Malta	Most common issues in Europe (% of countries)
Organisation: <ul style="list-style-type: none"> - MTA; - Police. 	
Main themes: <ul style="list-style-type: none"> - Drink-driving - Seat-belt - - 	Drink-driving (83%) Seat-belt (73%) Speeding (53%)

• Vehicles and technology (national developments)

Table 12: Developments of vehicles and technology in Malta, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)

Mandatory technical inspections	Most common in Europe (% of countries)
Passenger cars: every 12 months	Every 12 months (41%)
Motor cycles: every 12 months	Every 12 months (35%)
Busses or coaches: every 21 months	Every 12 months (41%)
Lorries or trucks: every 21 months	Every 12 months (41%) ^{xvi}

Malta has voluntary education based on guidelines in primary and secondary school.

Mandatory inspection periods are similar to the most common period in Europe.



^{xii} Based on data of 26 countries (excl. BG, CH, NO and RO).

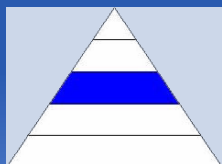
^{xiii} Based on data of 24 countries (excl. BG, CH, MT, NO, RO and SK).

^{xiv} Based on data of 29 countries (excl. NO).

^{xv} Based on data of 28 countries (excl. IE and NO).

^{xvi} Based on data of 17 countries (excl. BG, CH, CY, CZ, EE, HU, LT, MT, NO, RO, SI, SK).

Road Safety Country Overview-Malta



There is no information related to speed in Malta.

There is no information related to drink-driving in Malta.



Road Safety Performance Indicators

• Speed

Table 13: Number of speed checks in Malta versus the European average (Source: ETSC, 2010)

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	Not available	Not available	Not available	90.8 ^{xvii}

Table 14: Percentage of speed offenders per road type in Malta compared to the European average (Source: ETSC, 2010)

Road type	2001	2010	Average annual change	European average (year)
Motorways	Not available	Not available	Not available	Not available
Rural roads	Not available	Not available	Not available	Not available
Urban roads	Not available	Not available	Not available	Not available

Table 15: Mean speed per road type in Malta compared to the European average (Source: ETSC, 2010)

Road type	2001	2010	Average annual change	European average (year)
Motorways	Not available	Not available	Not available	Not available
Rural roads	Not available	Not available	Not available	Not available
Urban roads	Not available	Not available	Not available	Not available

• Alcohol

Table 16: Road side surveys for drink-driving in Malta compared to the European average (Source: ETSC, 2010)

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	Not available	Not available	Not available	145.8 ^{xviii}
% tested over the limit	Not available	Not available	Not available	Not available

^{xvii} Based on data of 21 countries (excl. BE, CH, DE, EE, IE, IS, MT, PT and UK).

^{xviii} Based on data of 17 countries (excl. BE, BG, CH, CZ, DE, IS, LU, LV, MT, NL, RO, SK and UK.).

Road Safety Country Overview-Malta

• Vehicles

Table 17: State of the vehicle fleet in Malta compared to the European average
(Source: ETSC, 2009)

Vehicle fleet in Malta	European average
Cars per age group (2008) <ul style="list-style-type: none"> – 4% ≤ 2 years, – 9% 3 to 5 years, – 26 % 6 to 10 years, – 61% > 10 year 	Passenger cars (2009) ^{xix} <ul style="list-style-type: none"> 12% ≤ 2 years, 19% 3 to 5 years, 27 % 6 to 10 years, 42% >10 years
EuroNCAP occupant protection score of cars (new cars sold in 2008): <ul style="list-style-type: none"> – 5 stars: no information – 4 stars: no information – 3 stars: no information – 2 stars: no information 	<ul style="list-style-type: none"> 49% 35% 6% 1%^{xx}

• Protective systems

Table 18: Protective system use in Malta versus the average in Europe (Source: Vis & Eksler, 2008; national sources)

Use of protective systems in Malta	European average
Daytime seat belt wearing in cars and vans: <ul style="list-style-type: none"> – 96% front (2006), – No information on % driver – No information on % front passenger – 28% rear (2006), – 20% child restraint systems (2004) 	(2007) <ul style="list-style-type: none"> 85% front^{xxi}, Not available Not available 60% rear^{xxii}, Not available
Helmet use: <ul style="list-style-type: none"> – No information on % motor rides, – No information on % moped riders, – No information on % cyclists 	<ul style="list-style-type: none"> Not available Not available Not available

The car fleet in Malta is relatively old.

Front seat-belt wearing rates are higher than average, but rear seat-belt wearing rates are lower.



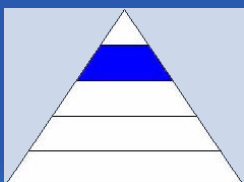
^{xix} Based on data of 22 countries (excl. BG, DK, EL, FR, IS, MT, PT and SK).

^{xx} Based on data of 27 countries (excl. CY, IS and MT).

^{xxi} Based on data of 25 countries (excl. AT, EL, IS, LT and RO); data of SK (2008); data of BE, CH, DK, IE, MT, NL (2006); data of HU, IT, NO, PT (2005); data of LU (2003)

^{xxii} Based on data of 22 countries (excl. CY, EL, ES, IS, IT, LT, RO and SK); data of BE, CH, DK, IE, MT, NL (2006); data of HU, NO, PT (2005); data of LU (2003).

Road Safety Country Overview-Malta



Road Safety Outcomes

- General positioning

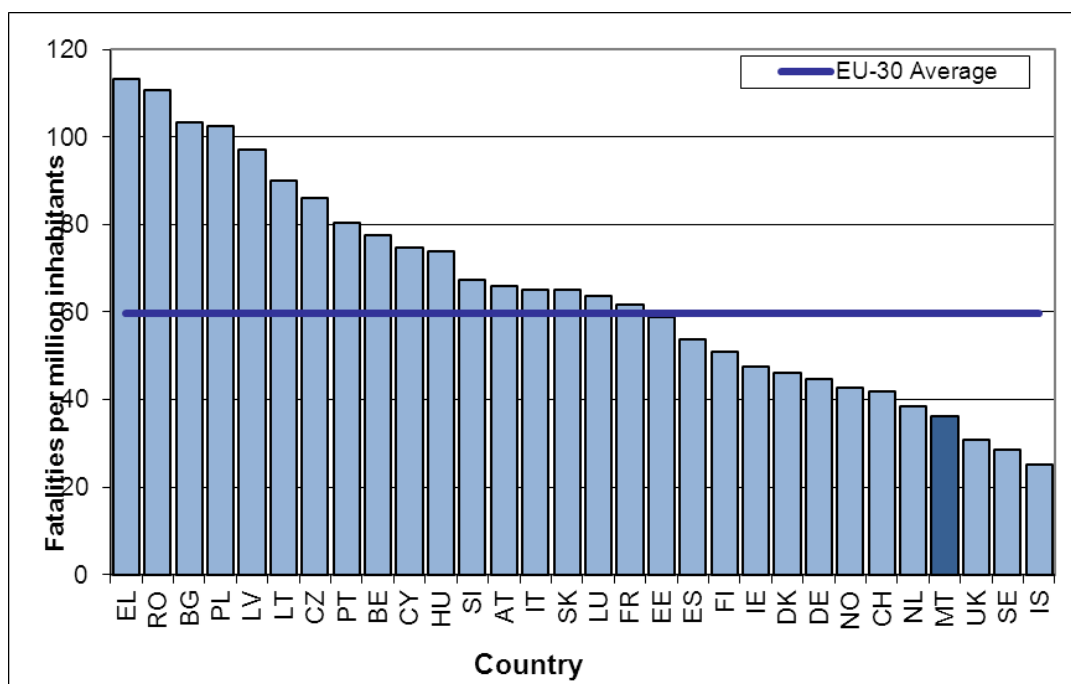


Figure 1: Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).

Malta belongs to the best performing countries in Europe, but last years, there is not really a decrease in road fatalities.

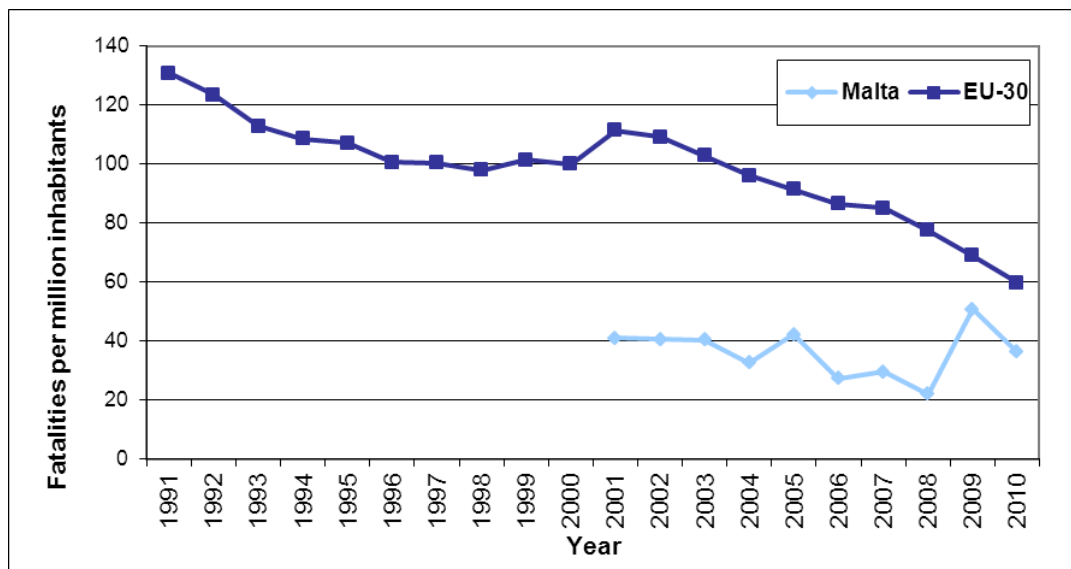


Figure 2: Development of fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).



Road Safety Country Overview-Malta

• Transport mode

Table 19: Reported fatalities by mode of road transport in Malta compared to the European average of the last year available (Source: CARE, national sources).

Transport mode	2005	2008	Average annual change	% in 2008	European average (2009 ^{xxiii})
Pedestrians	6	1	-41,7%	11%	18%
Car occupants	3	4	15,6%	44%	47%
Motorcyclists	3	3	13,9%	33%	13%
Mopeds	-	-	-	-	2%
Cyclists	0	0	-	0%	5%
Bus/coach occupants	0	0	-	0%	<1%
Lorries or truck occupants	5	1	-	11%	4%

• Age, gender and nationality

Table 20: Reported fatalities by age, gender and nationality in Malta versus the European average of the last year available (Source: CARE, national sources).

Age and gender	2005	2008	Average annual change	% in 2008	European average (2009 ^{viii})
Females					24%
0-14 years	2	0	-	0%	1%
15 – 17 years	1	0	-	0%	1%
18 – 24 years	0	2	-	22%	4%
25 – 49 years	0	0	-	0%	7%
50 – 64 years	0	0	-	0%	3%
65+ years	1	1	-	11%	7%
Males					75%
0-14 years	1	0	-	0%	2%
15 – 17 years	2	0	-	0%	2%
18 – 24 years	5	0	-35,6%	0%	13%
25 – 49 years	3	5	22,2%	56%	31%
50 – 64 years	0	0	-	0%	12%
65+ years	2	1	0,0%	11%	12%
Nationality of driver or rider killed					
National	17	9	11%	100%	Not available
Non-national	2	11	-17%	100%	Not available

• Location

Table 21: Reported fatalities by location in Malta compared to the European average of the last year available (Source: CARE, national sources).

Location	2005	2008	Average annual change	% in 2008	European average (2009 ^{viii})
Built-up areas	17	9	-17,1%	100%	33%
Rural areas	-	-	-	-	49%
Motorways	-	-	-	-	5%
Junctions	-	-	-	-	12%

Fatalities among car occupants and motorcyclists are the most common in Malta, but numbers are very low.

The amount of fatalities in Malta is too low to draw conclusions related to common ages.

In Malta, all fatalities occur inside built-up area.



^{xxiii} Based on data of 28 countries (excl. NO, LT); data of FR, IE, MT, SE (2008).

Road Safety Country Overview-Malta

• Lighting and weather conditions

Table 22: Reported fatalities by lighting and weather conditions in Malta compared to the European average of the last year available (Source: CARE, national sources).

Conditions	2005	2008	Average annual change	% in 2008	European average (2009 ^{xxiv})
Lightning conditions					
During daylight	6	5	4,4%	56%	55%
During nighttime	11	4	-26,4%	44%	39%
Weather condition					
While raining	4	0	-	0%	10%

• Single vehicle crashes

Table 23: Reported fatalities by type in Malta compared to the European average of the last year available (Source: CARE, national sources).

Crash type	2005	2008	Average annual change	% in 2008	European average (2009 ^{viii,xxv})
Single vehicle crash	9	2	-25.0%	22%	40%

• Under-reporting of casualties

- Fatalities: 100%. This amount is suspected since adequate alternative registration systems are missing for a check.
- Hospitalised: no information.

(Source: CARE)

• Risk figures

- Due to the low number of fatalities in Malta, risk numbers cannot be calculated.

No fatalities occur in Malta during rain.

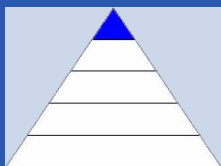
Malta has too low number of fatalities to calculate risk numbers.



^{xxiv} Based on 25 countries (excl. IE, IT, LT, NO, SI); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

^{xxv} Based on 27 countries (excl. IE, LT, NO); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

Road Safety Country Overview-Malta



Estimated road safety costs per injury type are lower in Malta than on average in Europe.

Social Cost

- Total costs of road crashes: no information
- Percentage of GDP: no information

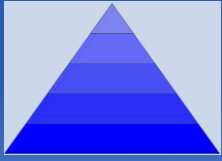
Table 24: Cost (in million Euro) per injury type in Malta versus the European average (Source: Bickel et al., 2006).

Injury type	Value	European average ^{xxvi}
Fatal	1.00	1.28
Hospitalised	0.13	0.18
Slightly injured	0.01	0.02



^{xxvi} Based on data of 20 countries (excl. BG, DE, FI, FR, HU, IS, LT, NO, RO and SK).

Road Safety Country Overview-Malta



Malta has very low fatality numbers but does not show progress on any road safety related issues.

Synthesis

- **Safety position**

- Malta belongs to the best performing countries in Europe.

- **Scope of problem**

- Fatalities among car occupants and motorcyclists are the most common in Malta, but numbers are very low.
- In Malta, all fatalities occur inside built-up area.
- Malta has too low number of fatalities to calculate risk numbers.
- The car fleet in Malta is relatively old.
- Rear seat-belt wearing rates are lower.

- **Recent progress**

- There is not really a decrease in road fatalities.

- **Remarkable road safety policy issues**

- There is no national road safety plan. The government of Malta has prepared a White Paper setting objectives for land transport policy. One of the objectives of the White Paper is “safe travel for all users”, with a target of 50% reduction in injuries by 2014.
- Guidelines in Malta are mainly directed at traffic calming and junction upgrading, which is related to the large built-up area on Malta.
- The BAC limit in Malta is higher than in most European countries.
- There is no information related to speed or drink-driving in Malta.



Road Safety Country Overview-Malta



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