



## EU Maritime Policy: Facts and Figures – Malta

### Some general figures:

- Malta's coastline is 173 km long.<sup>1</sup> Three of the islands in the Maltese archipelago are populated: Malta, Gozo and Comino.
- In Malta Short Sea Shipping (SSS) prevails over ocean shipping: in 2005 over 92 % of sea transport was SSS. Between 2004 and 2005 it grew by over 16 %.
- The Maltese fishing fleet is made up of approximately 1,400 vessels. The majority of them are small scale coastal vessels catching a large variety of species (up to 70 different species) and using various fishing gears. Around half are wooden vessels built according to the traditional design.

### Most significant maritime activities:

- Over 1,500 merchant vessels fly the Maltese flag. According to 2005 data, Malta ranked as the 8th largest register in the world and the 2nd largest in Europe. There are over 100 shipping agents and brokers in Malta servicing shipping companies. They employ 3,000 workers full time.
- Since the 1950s, Maltese seaports have been playing a key role in the tourism industry, servicing also the merchant fleet. The Port of Valletta is a major harbour for cruise liners sailing in the Mediterranean (in 2005 the port hosted 327 cruise liners carrying over 320,000 passengers). The refurbished sea passengers' terminal attracts new shipping lines, thus strengthening the connections between Malta and other ports in the region.
- The production of fisheries and aquaculture amounts to over 2,000 tonnes per year, over half of it provided by aquaculture. The value of the aquaculture sector is € 4.3 million (2005 data).

### Employment in maritime activities<sup>2</sup>:

Coastal tourism:	28,000 jobs
Seaports:	5,536 jobs
Shipping:	3,000 jobs
Shipbuilding:	1,763 jobs
Fisheries <sup>3</sup> :	1,441 jobs



Valletta  
Picture-Alliance/OKAPIA KG, Germany

### Potential for development:

- Yachting has been identified by the Malta Tourism Authority as one of the target growth sectors in Malta. However, removing certain bottlenecks in infrastructure is required (e. g. increase in the number and capacity of the marinas, especially during the summer peak, provision of additional services such as yacht repairs and winter berthing). The Malta Maritime Authority and the Malta Tourism Authority are collaborating to foster synergies and ensure the development of the sector.

<sup>1</sup> Euroision Study: Calculation of coast length based on cartography of all continental and insular coasts excluding islands less than 1 km<sup>2</sup> and with a population less than 50 persons, inland shores, fjords etc where the mouth is less than 1 km wide.

<sup>2</sup> Employment data sources: European Commission, DG Fisheries and Maritime Affairs studies: "Employment trends in all sectors related to the sea or using sea resources" and "Employment in the fisheries sector". As the methodology for data collection and the definition of maritime sectors vary from country to country, the employment figures on this fact sheet should be regarded as indicative.

<sup>3</sup> Data comprise employment in fishing, processing and aquaculture sectors.

- To improve standards in the maritime industries and ensure high quality vocational education, Malta has set up the Institute for Maritime Studies. Moreover, the International Maritime Law Institute, a specialised agency of the United Nations, established under the aegis of the IMO offers various degrees and courses in maritime law.

### Some challenges:

- Malta is particularly exposed to illegal immigration from Africa. In 2005 it received 1,822 illegal immigrants, while during the first 8 months of 2006 their number had already reached 1,502.
- The shipbuilding industry, which used to be one of the pillars of the Maltese economy, has faced serious difficulties in recent years, mainly due to competition from Asia. The poor image of the industry is an obstacle to attracting a skilled labour, as well. In order to compete successfully, the sector chose to diversify its production, concentrating on delivering more sophisticated products and services, such as vessels for seismologic laboratories. Maltese shipbuilding has established strategic partnerships to broaden its expertise and improve efficiency and cost-effectiveness.
- Malta is one of the countries at risk of salination of its underground freshwater reserve aquifers, mainly due to overuse of water, which is partly caused by a doubling of demand during the tourist season.

### Importance of maritime policy:

A number of proposals for actions outlined in the Communication from the Commission on a Maritime Policy for the European Union are particularly relevant for Malta, including:

- supporting sustainable development of coastal and marine tourism, e. g. through promotion of maritime heritage and facilitating sustainable development of leisure ports and the cruise sector, as well as by investigating ways to reconcile the needs of the tourism industry with the demands of other maritime activities;
- preserving the European maritime skills base, providing young Europeans with better career prospects in the maritime sectors, including the establishment of a Certificate of Maritime Excellence, as well as improving the image of the maritime professions;
- aiming at reducing the impact of climate change, including extreme weather events, on the coastal zones and addressing other risks faced by the coastal regions, such as coastal erosion, pollution from ships, or illegal immigration by sea;
- promoting cooperation under the European Neighbourhood Policy in the maritime field, especially with regard to the management of shared seas;

- addressing the problem of a limited maritime space and conflicts between different sea-related activities arising from it, so that the expansion of one sector does not hamper the growth of the others, e. g. by setting up a system for best practice exchange between authorities engaged in maritime spatial planning and Integrated Coastal Zone Management (ICZM);
- facilitating and optimising the support for maritime regions and islands under the range of the community funding instruments already available.

### Further information:

<http://europa.eu>

<http://ec.europa.eu/maritimeaffairs>

[http://ec.europa.eu/maritimeaffairs/study\\_employment\\_en.html](http://ec.europa.eu/maritimeaffairs/study_employment_en.html)

[http://ec.europa.eu/fisheries/publications/studies\\_reports\\_en.htm](http://ec.europa.eu/fisheries/publications/studies_reports_en.htm)

<http://ec.europa.eu/fisheries/fleet/index.cfm>

<http://www.europa.eu/comm/eurostat>

<http://www.eea.europa.eu/>

<http://www.euroasion.org>

<http://www.frontex.europa.eu>

<http://www.gov.mt>

### Sources:

- "The changing faces of European coastal regions", The European Environment Agency, 2006
- "Employment in the fisheries sector: current situation", European Commission, DG Fisheries and Maritime Affairs, 2006
- "Employment trends in all sectors related to the sea or using sea resources", European Commission, DG Fisheries and Maritime Affairs, 2006
- "EU-25 Fishing Fleet in 2006", Eurostat, Data in focus 11/2007
- Eurostat database
- Facts and figures on the EU fishing fleet
- "Living with Coastal Erosion in Europe: Sediment and Space for Sustainability", Results from the Euroasion Study, European Commission, DG Environment, 2004
- "Maritime transport of goods and passengers 1997–2005", Eurostat, Statistics in focus 94/2007
- "National Approaches to Maritime Affairs", Background Paper N° 11 to the Green Paper on a future maritime policy for the Union, 2006
- "Short Sea Shipping of goods 2000–2005", Eurostat, Statistics in focus 12/2006
- Communication from the Commission to the Council on "Reinforcing the management of the European Union's Southern Maritime Borders", COM(2006) 733 final





## Il-Politika Marittima Ta' L-UE Fatti u Ċifri – Malta

### Xi ċifri ġenerali:

- Il-linja tal-kosta ta' Malta hija twila 173 km.<sup>1</sup> Tlieta mill-gzejjer fl-arċipelagu Malti huma popolati: Malta, Għawdex u Kemmuna.
- F'Malta, it-Tbaħħir fuq Vjaġġi Qosra (SSS) hu akbar mit-tbaħħir fl-oċean: fl-2005 'l fuq minn 92% tat-trasport bil-baħar kien bl-SSS. Bejn l-2004 u l-2005 kiber b'izjed minn 16%.
- Il-flotta tas-sajd Maltija tikkonsisti bejn wieħed u ieħor minn xi 1,400 bastiment. Il-biċċa l-kbira tagħhom huma bastimenti tal-kosta ta' daqs żgħir li jaqdbu varjetà kbira ta' speċi (sa 70 speċi differenti) u jużaw tagħmir varju għas-sajd. Madwar nofshom huma bastimenti ta' l-injam mibnija skond id-disinn tradizzjonali.

### Attivitajiet marittimi l-izjed sinifikanti:

- 'Il fuq minn 1,500 bastiment merkantili jtajru l-bandiera Maltija. Skond id-data ta' l-2005, Malta kienet ikklassifikata bħala t-tmien l-akbar registru fid-dinja u t-tieni l-akbar fl-Ewropa. F'Malta hemm izjed minn 100 aġent u sensar tal-vapuri li jagħtu servizz lil kumpaniji tan-navigazzjoni. Dawn jimpjegaw 3,000 ruħ li jaħdmu ġurnata shiħa.
- Mill-1950 'l hawn, il-portijiet Maltin ilhom jaqdu funzjoni importanti fl-industrija tat-turiżmu, u jagħtu wkoll servizz lill-flotta merkantili. Il-Port tal-Belt Valletta huwa port ewlieni għall-bastimenti tal-krużis li jbaħħru fil-Mediterran (fl-2005 l-port laqa' 327 bastiment tal-krużis li ġarrew izjed minn 320,000 passiġġier). It-terminal rinnovat għall-passiġġieri li jivjaġġaw bil-baħar jattira linji tan-navigazzjoni ġodda u b'hekk isaħħaħ il-konnessjonijiet bejn Malta u portijiet oħra fir-reġjun.
- Il-produzzjoni tas-sajd u l-akkwakultura tammonta għal izjed minn 2,000 tunnellata metrika fis-sena; l-akkwakultura tipprovdi izjed minn nofshom. Il-valur tas-settur ta' l-akkwakultura huwa 4.3 miljun Ewro (data ta' l-2005).

<sup>1</sup> Studju ta' l-Eurocion: Kalkolu tat-tul tal-kosta bbażat fuq il-kartografija tal-kosti kollha kontinentali u insulari minbarra l-gzejjer inqas minn kilometru kwadru u b'popolazzjoni ta' inqas minn 50 persuna, xtut interni, fjords eċċ fejn id-dhul huwa inqas minn kilometru wiesa'.

<sup>2</sup> Sorsi ta' data dwar l-impjeggi: studji tal-Kummissjoni Ewropea, DG tas-Sajd u Affarijiet Marittimi: "Employment trends in all sectors related to the sea or using sea resources" Billi l-metodologija għall-gbir tad-data u d-definizzjoni tas-setturi marittimi jvarjaw minn pajjiż għal ieħor, iċ-ċifri ta' l-impjeggi fuq din il-folja ta' fatti għandhom jitqiesu bħala indikattivi.

<sup>3</sup> Id-data tinkludi impjeggi fis-sajd u fis-setturi ta' l-iġġeranza u l-akkwakultura.

### Impjeggi f'attivitajiet marittimi<sup>2</sup>:

It-Turiżmu kostali:	28,000 impjeg
Il-Portijiet:	5,536 impjeg
It-Tbaħħir marittimu:	3,000 impjeg
Il-Bini ta' vapuri:	1,763 impjeg
Is-Sajd <sup>3</sup> :	1,441 impjeg



il-Belt Valletta  
Picture-Alliance/OKAPIA KG, Germany

### Potenzjal għal żvilupp:

- It-tbaħħir bil-jottijiet kien identifikat mill-Awtorità Maltija bħala wieħed mis-setturi maħsubin biex jikbru. Madankollu, it-tneħħija ta' ċerti ostakoli fl-infrastruttura hija meħtieġa (ngħidu aħna, iż-żieda fin-numru u fil-wisa' tal-marini, l-aktar fl-aqwa żmien tas-sajf, il-provvediment ta' servizzi addizzjonali bħattiswija tal-jottijiet u postijiet għall-irmigġ fix-xitwa). L-Awtorità Marittima u l-Awtorità tat-Turiżmu ta' Malta qed jikkollaboraw biex jinkoraġġixxu sinerġiji u jiżguraw l-iżvilupp tas-settur.

- Biex ittejjeb l-istandards fl-industrija marittima u biex tiżgura l-edukazzjoni vokazzjonali ta' kwalità għolja, Malta waqqfet l-Istitut ta' l-Istudji Marittimi. Barra dan, l-Istitut Internazzjonali tal-Liġi Marittima, aġenzija speċjalizzata tan-Nazzjonijiet Uniti, stabbilita taħt il-patroċinju ta' l-IMO, toffri diversi gradi u korsijiet fil-liġi marittima.

### Xi sfidi:

- Malta hija partikolarment esposta għall-immigrazzjoni illegali mill-Afrika. Fl-2005 irċeviet 1,822 immigrant illegali, waqt li matul l-ewwel 8 xhur ta' l-2006 in-numru tagħhom kien diġà laħaq l-1,502.
- L-industrija tal-bini tal-vapuri, li kienet tkun wieħed mill-pilastru ta' l-ekonomija Maltija, kellha taffronta diffikultajiet serji f'dawn l-aħħar snin, l-iktar minħabba kompetizzjoni mill-Asja. L-immagħni fqira ta' l-industrija hija wkoll ostakolu għall-attrazzjoni ta' nies tas-sengħa. Biex jikkompeti b'suċċess, is-settur għażel li jiddiversifika l-produzzjoni tiegħu u jikkonċentra fuq il-fornitura ta' prodotti u servizzi aktar sofistikati, bħal bastimenti għal laboratorji sismologiċi. L-industrija tal-bini tal-vapuri f'Malta stabbilixxiet sħubijiet strateġiċi biex twessa' l-kompetenza tagħha u ttejjeb l-effiċjenza u l-effettività fl-infiq.
- Malta hija wieħed mill-pajjiżi li għandhom riskju ta' salinità għas-saff tar-riżerva ta' l-ilma ħelu taħt l-art, l-aktar minħabba l-użu żejjed ta' l-ilma, li huwa parzjalment ikkaġunat mid-domanda li tirdoppja matul l-istaġun turistikku.

### L-importanza ta' politika marittima:

Għadd ta' proposti għall-azzjonijiet immarkati fil-komunikazzjoni mill-Kummissjoni fuq Politika Marittima għall-Unjoni Ewropea huma partikolarment rilevanti għal Malta, fosthom:

- l-appoġġ ta' żvilupp sostenibbli tat-turiżmu kostali u marittimu, ngħidu aħna bis-saħħa tal-promozzjoni tal-wirt marittimu u l-iffaċilitar ta' żvilupp sostenibbli ta' portijiet għall-mistrieħ u s-settur tal-krużis, u wkoll bl-istħarriġ ta' modi biex jirrikonċiljaw il-bżonnijiet ta' l-industrija tat-turiżmu mad-domandi ta' attivitajiet marittimi oħrajn;
- il-konservazzjoni tal-baġi Ewropea tas-snajjat marittimi, il-provvediment ta' prospetti ta' karriera aħjar għaż-żgħażaġh Ewropej fis-setturi marittimi, inkluż it-twaqqif ta' Ċertifikat ta' Eċċellenza Marittima, u wkoll it-titjib fl-immagħni tal-professjonijiet marittimi;
- l-għan li jitnaqqas l-impatt tal-bidla fil-klima, inklużi l-avvenimenti estremi tat-temp, fuq iż-żoni kostali u l-indirizzar ta' riskji oħra li jolqtu r-reġjuni kostali, bħall-erożjoni tax-xtut, it-tniġġis mill-vapuri, jew l-immigrazzjoni illegali bil-baħar;

- il-promozzjoni ta' kooperazzjoni taħt il-Politika Ewropea għall-Ġirien fil-qasam marittimu, l-aktar fir-rigward ta' l-ġestjoni ta' ibħra komuni;
- l-indirizzar tal-problema ta' spazju marittimu limitat u, bħala riżultat ta' dan, ta' konflitti bejn attivitajiet differenti relatati mal-baħar, biex l-espansjoni ta' settur wieħed ma tfixkilx it-tkab-bir ta' l-oħrajn, ngħidu aħna. bit-twaqqif ta' sistema ta' skambju ta' l-aħjar Prattika bejn l-awtoritajiet involuti fl-ippjanar spazjali marittimu u l-Ġestjoni Integrata taż-Żona Kostali (ICZM);
- l-iffaċilitar u l-isfruttar tas-sapport għar-reġjuni marittimi u gzejjer taħt il-firxa ta' l-istrumenti tal-fondi komunitarji li huma diġà disponibbli;

### Aktar tagħrif:

<http://europa.eu>

<http://ec.europa.eu/maritimeaffairs>

[http://ec.europa.eu/maritimeaffairs/study\\_employment\\_en.html](http://ec.europa.eu/maritimeaffairs/study_employment_en.html)

[http://ec.europa.eu/fisheries/publications/studies\\_reports\\_en.htm](http://ec.europa.eu/fisheries/publications/studies_reports_en.htm)

<http://ec.europa.eu/fisheries/fleet/index.cfm>

<http://www.europa.eu/comm/eurostat>

<http://www.eea.europa.eu/>

<http://www.euroSION.org>

<http://www.frontex.europa.eu>

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### Għejjun:

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- "Employment in the fisheries sector: current situation", European Commission, DG Fisheries and Maritime Affairs, 2006
- "Employment trends in all sectors related to the sea or using sea resources", European Commission, DG Fisheries and Maritime Affairs, 2006
- "EU-25 Fishing Fleet in 2006", Eurostat, Data in focus 11/2007
- Baġi ta' Data ta' l-Eurostat
- Fatti u ċifri fuq il-flotta tas-sajd ta' l-UE
- "Living with Coastal Erosion in Europe: Sediment and Space for Sustainability", Results from the EuroSION Study, European Commission, DG Environment, 2004
- "Maritime transport of goods and passengers 1997-2005", Eurostat, Statistics in focus 94/2007
- "National Approaches to Maritime Affairs", Background Paper No 11 to the Green Paper on a future maritime policy for the Union, 2006
- "Short Sea Shipping of goods 2000-2005", Eurostat, Statistics in focus 12/2006
- Komunikazzjoni mill-Kummissjoni lill-Kunsill fuq "Reinforcing the management of the European Union's Southern Maritime Borders", COM (2006) 733 final

