

1 Malta

1.1 Introduction

This Country Summary for Malta has been produced as part of the Task 5 of the 'Ex Post Evaluation of Cohesion Policy Interventions 2000-2006 by the Cohesion Fund (including former ISPA)'. The objective of this task is to assess the contribution of the Cohesion Fund and ISPA during the period 2000-2006 to the development of the Trans-European Transport Network (TEN-T) and the pan-European Transport Corridors, in terms of network completion.

The purpose of this summary is to present data on the ISPA/Cohesion Fund projects *completed* in Malta, in relation to the national sections of the TEN-T network. Whilst there is a brief consideration of the contribution of these projects towards policy objectives, the detailed evaluation of the impact of ISPA/Cohesion Fund interventions within Member States is addressed in the Summary Report produced as part of this task.

1.2 Background Information

This section provides an overview of the transport situation in Malta during the period 2000 to 2006, including data on the existing national networks and the TEN-T.

Pan European Transport Corridors

There are no pan-European Corridors within Malta.

TEN-T Priority Projects

None of the 30 TEN-T priority projects established during the 2000 – 2006 programming period are located in Malta. The TEN-T road network within the country is shown in *Figure 1*.

Road

The road network in Malta, covering the islands of Malta, Gozo and the smaller Comino, provides the only mode of land transport for passenger and freight movements. As a result, the road network is centred upon the main cities of Malta and Gozo and encompasses all of the major ports on the islands, along with the international airport¹. The primary axis running from the centre of Gozo to the south-eastern tip of Malta, connecting the main ports and cities, forms part of the TEN-T network within the country.

¹ Ex Post Evaluation of Cohesion Policy Programmes 2000-2006: Work Package 5A - First Intermediate Report. Steer Davis Gleave, August 2009

The combination of Malta's small size and the identification of the TEN T network as a spine through the main islands results in one of the densest road networks in the EU². Given the absence of alternative modes of travel, the roads in Malta are required to accommodate all of the passenger and road haulage demand associated with the resident population and the significant demand associated with international tourism. Issues with congestion and the standard of the road network both present challenges for the country.

Table 1 – Road Network

Road	Unit	2000	2008
Road Network Density	m/km ²	6,930.38	n/a
Length of Road Network	Km	2,190	2,228*
Length of Motorways	Km	-	-
Length of TEN-T Network	Km	50.20*	45.3

Source: Eurostat

* 2003 -First available year for complete TEN-T network values

Rail

There is no rail infrastructure within Malta.

1.3 National Strategies

The National Transport Strategy for Malta contains a number of broad strategy aims which include:

- Reliable, safe and integrated transport for everyone;
- A sustainable pattern of land use, promoted by an efficient planning system;
- Improved transport safety;
- An internal market which works efficiently and facilitates the free movement of goods and people and;
- A coherent, integrated transport system using the most appropriate technologies.

In addition, the Malta Transport Authority produced a White Paper in 2004 called 'Sustainable Land Transport'. This document included a number of policy targets which in some cases were closely aligned with the EU's 2001 White Paper³.

² Study on Strategic Evaluation on Transport Investment Priorities under Structural and Cohesion funds – Country Report Malta. ECORYS Nederland BV, November 2006

³ Ex Post Evaluation of Cohesion Policy Programmes 2000-2006: Work Package 5A - First Intermediate Report. Steer Davis Gleave, August 2009

The Maltese Government places a great deal of emphasis on the transport sector, the main aim being to implement a high quality transport system to tackle the high level of motorisation and reduce the reliance on the private car⁴.

1.4 Projects in Malta

This section presents the data which relates to the TEN-T network in Malta and the projects financed between 2000 and 2006.

Projects Financed

Table 3 shows the completed road projects co-financed by the Cohesion Fund/ISPA in Malta during the period 2000 to 2006.

Table 3 – Road Projects Financed by Cohesion Fund/ISPA

Road	Unit	Projects Completed
Road	N ^o	1
Construction	N ^o	-
	Km	-
Reconstruction/ rehabilitation	N ^o	1
	Km	6.15*
Of which on TEN-T	%	100

Source: EC Project Data

*modification of the initial Cohesion Fund project meant that there was an additional 350m rehabilitated on the Mgarr Road in Gozo, bringing the total rehabilitation to 6.15 km

From Table 3 it can be seen that there was only one road project completed in Malta between 2000 and 2006. This involved the rehabilitation of 6.15 km of the TEN-T network in three distinct locations. Figure 1 shows the location of the three sections of road rehabilitation which together formed part of the same project (2004MT16CPT001) on the TEN-T. The two sections of rehabilitation on the Island of Malta are located in close proximity to the cities of Valletta and Bugibba, whereas the section on the Island of Gozo focuses upon the TEN-T serving the ferry terminal, a key link between the two islands.

⁴ Study on Strategic Evaluation on Transport Investment Priorities under Structural and Cohesion funds – Country Report Malta. ECORYS Nederland BV, November 2006

Figure 1 - Transport Networks and Cohesion Fund/ISPA Projects



RGL/AECOM analysis, EUROSTAT GIS data

NOTE: Project Closed/Almost closed = Project Completed

1.5 Contribution towards the TEN-T Cohesion Fund and wider EU objectives

This section assesses the contribution of the Cohesion Fund and ISPA financed projects to the development of the TEN-T in Malta, as well as their congruence with EU policy objectives.

To what extent did the projects financed contribute towards completion of the TEN-T network?

Table 4 – Contribution of Completed Road Projects to the TEN-T Network

Road	Unit	2008
Length of TEN-T	Km	45.3
Project – reconstruction (1)	Km	6.15
Contribution to TEN-T	%	13%

Source: AECOM analysis

As can be seen from the above table, the single rehabilitation project benefited around 13% of the TEN-T network in Malta. One of the recognised problems for the country is the poor quality of the road network, particularly the need to upgrade the network to accommodate heavier vehicles and meet weight loading standards⁵. The focus of the project on rehabilitating sections of the TEN-T is consistent with the aim of completing the TEN-T network to a suitable standard.

To what extent did the projects financed help meet the priority objectives of ISPA and the Cohesion Fund?

The priority objectives of the Cohesion Fund and ISPA are listed in Table 5, making it possible to compare the projects financed against this policy framework.

⁵ Ex Post Evaluation of Cohesion Policy Programmes 2000-2006: Work Package 5A - First Intermediate Report. Steer Davis Gleave, August 2009

Table 5 – Cohesion Fund and ISPA Priority Objectives

Cohesion Fund Priority Objectives	ISPA Priority Objectives
Completing the missing links in the priority corridors	Focus on projects of common interest (such as contributing to TEN-T)
Promoting rail and combined transport	Promote sustainable mobility
Developing multi-modal platforms	
Improving traffic management	Address interconnection and interoperability of national networks...together with access to trans-European networks

Given the small size of Malta and its lack of a rail network, the road project funded by the Cohesion Fund would not be expected to meet priority objectives relating to combined transport or multi-modal platforms. Similarly, the limited extent of the road network would mean that there were very few missing links along key corridors to be addressed through Cohesion Fund interventions.

Nevertheless, the focus upon rehabilitating and upgrading the TEN-T road network within the Maltese context is consistent with promoting sustainable mobility. It contributes to supporting the economic, environmental and social dimensions of sustainability through improving the efficiency of travel within Malta and supporting the wider economic development of the islands. These improvements may also help to improve traffic management and address problems with congestion on the road network.

To what extent did the projects financed help meet the wider EU Cohesion and the wider EU transport policy objectives?

Being an island nation, Malta is subject to a specific set of considerations in terms of EU cohesion and transport policy. The commercial ports of Malta play a key role in the economy of the country as all intra and extra European trade is principally carried by sea. The port of Marsaxlokk on the south-eastern tip of Malta, for example, falls on the TEN-T road network and serves as a major transshipment hub, feeding traffic into other TEN-T ports⁶.

In its Transport White Paper of September 2001, the EU proposed the development of the “Motorways of the Sea” concept which is aimed at introducing new intermodal maritime-based logistics chains in Europe, forming part of the TEN-T. One of the four designated corridors is

⁶ Ports and their connections within the TEN-T - Final Report. DG TREN, December 2010.

the 'Motorway of the Sea of south-west Europe' which encompasses the western Mediterranean, connecting Spain, France, and Italy, including Malta.

The lack of a rail network to support the movement of goods to and from the ports in Malta means that the road network (and the TEN-T specifically) plays a vital role in the enabling the national economy to function, and achieve convergence with other member states. Financing projects which seek to enhance the quality of the TEN-T road network in Malta, in terms of passenger and freight movements, therefore supports the wider EU policy objectives.