



Regjun Xlokk (South East Region)

97, Triq Santa Marija,
Ħal Tarxien TXN 1708
Malta

COMMUNICATION ON ENGAGEMENT (COE) SOUTH-EAST REGION : MALTA: EUROPE

Period covered by the Communication on Engagement (COE)

From: QTR 4 2020 To: QTR 4 2022

STATEMENT OF CONTINUED SUPPORT BY THE CHIEF EXECUTIVE OR EQUIVALENT

Date: 1 August 2016

To our stakeholders and citizens:

I am pleased to confirm that the South East Region reaffirms its support to the United Nations Global Compact and its mission of promoting corporate sustainability in the areas of Human Rights, Labour, Environment and Anti-Corruption and support in its governance the Sustainable Development Goals.

In this Communication on Engagement, we describe our actions to continually support the Global Compact and its principles and to engage with the initiative. We also commit to sharing this information with our stakeholders using our primary channels of communication.

Sincerely yours,

Chev. Paul Farrugia KLC CMLJ

President

**Chev. Paul Farrugia KLC CMLJ
President
Kumitat Regionali Xlokk**



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DESCRIPTION OF ACTIONS

(1) Have a dedicated sustainability plan or a holistic city/regional plan that incorporates the ecological, economic, political, and cultural dimensions of the region's sustainability;

The South East Region between 2014-2015 developed an Action Plan for the 15 Councils in the Region with possible cooperation with adjacent Councils. This has been developed after the Councils submitted their aspirations and priorities through a survey. The compilation included a City scan evaluation and Circle of Sustainability indicators. In its latest publication it renews its commitment and its engagement in the application of SDGs.

(2) Engage at the Innovating Level – undertaking a multi-year project to address a complex or seemingly intractable issue(s) within the city or region, which is supported by leaders across business, civil society and Government.

During the past two years the Region has been involved in developing a project platform based on research and development. The current main initiatives in which it is engaged are as follows;

- (1) Through URBACT CityMobileNet compiled a Sustainability Mobility Plan (SUMP) for the region with the aim to promote new forms of transit to curb congestion;
- (2) After signing to the League of Historic Cities to implement UNESCO principles on the historic centres and WHS and signing the Memorandum of Understanding with UNESCO WHITRAP has published its Historic Urban. Landscape Plan (HUL UNEESCO).

(3) Implement and promote the ten principles of the UN Global Compact in the management and administration of the city or region;

The projects delivered by the South East Region in the past two years which include the Sustainable Urban Mobility Plan and the rehabilitation of public spaces sought to develop further the 10 principles through; democratisation in planning, transparency and new governance opportunities.

Please refer to the following documents:

- 1) Presentation highlighting South East Region mission and vision (2020) to its Councils and stakeholders;
- 2) The Regional Economic, Social and Cultural Community Plan 2016-2017; "This RESC Plan for the South East Region follows the terms of reference set in the document "Funding Initiative to Regional Committees: Regional Economic, Social and Cultural Community Plan; Guidance Notes (September 2016)." It is set over 7 chapters which cover an evaluation and analysis based on statistical data and diverse diagnostics. The plan considers at a second stage a comparative approach on a regional level and the application of indicators and establishes targets. It follows through with mechanisms of implementation and suggested

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financial systems. The final section proposes an implementation process based of Circles of Practice and presents a comprehensive one-page plan.”

- 3) Sustainability Urban Mobility Plan 2018-20; “The scope of this document is to develop an integrated planning document; a Sustainable Urban Mobility Plan (SUMP) which addresses the South East Region. The SUMP is directed at resolving the congestion and traffic problem in the South East of Malta through; the application of new traffic management systems, alternative transport systems, the use of new technology to achieve a greener more efficient viable transport.
- 4) The South East Region: Core of a Nation State (2019) Gutenberg Press. <https://www.linkedin.com/pulse/book-launch-south-east-region-core-nation-state-heritage-enterprise/?trackingId=6lkzPPKkL6q1k4PtGXC02Q%3D%3D> Author: Dr Malcolm Borg & Photography: Rene Rossignaud: Presented at the: American University of Malta The book was launched with Chev. Paul Farrugia President of the South East Region; The President of the AUM Dr Lewis Walker; Hon. Silvio Parnis, Hon. Glenn Bedingfield and Ms Michelle Muscat Chairperson of Marigold Foundation Malta. The book has been produced after compiling the South East Regional Committee’s (SERC) commitment and process map presented to the World Heritage Institute of Training and Research for the Asia and the Pacific Region (WHITR-AP). SERC as signatory to the UNESCO Historic Urban Landscape Recommendation is committed to understanding and promoting the region’s landscape in all its aspects. The multi-layered and complex landscape of the Regjun Xlokk is better understood through a more integrated approach and is being delivered here through the combination of aspects taken from “Character Appraisal” and “Landscape Assessment” tools. This is fully expressed in the preliminary Significance Statement for the SERC HUL presented through a 12-element framework. The book also highlights the principles of SERC and the citizens it represents. SERC became signatory to UNGCP in 2013 with a commitment to apply the 10 Principles. This study also integrates indicator-based assessments related to UNGCP that is; Circles of Sustainability implemented in 2013-14 and Scan City which is the current periodic form of monitoring which is tied to the Certificate of Engagement (COE) for UNGCP (2018). It presents the priority and flagship projects based on the SDGs. The book also delineates (through a full assessment) how the region is developing. The President Paul Farrugia presented the book to Ms Michelle Muscat Chairperson for the Marigold Foundation. He announced that all funds from the book sales will be donated to the Foundation (<http://marigold.org.mt>).

(A hard copy is being sent to the UNGCCP Office)

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President
Kumitat Regionali Xlokk

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SOUTH EAST REGION REGJUN XLOKK



United Nations Global Compact



United Nations
Educational, Scientific and
Cultural Organization



World Heritage
Convention



The World Heritage Institute of Training and
Research for the Asia and the Pacific Region
under the auspices of UNESCO



**Birgu, Bormla, Fgura, Floriana, Isla, Kalkara, Marsa, Marsaxlokk, Marsasкала,
Marsaxlokk, Paola, Tarxien, Valletta, Xghajra, Zabbar, Zejtun.**

JAN 2020
REVIEW

ACTION PLAN 2015-20



The South-East Regional Action Plan (SAP), Harbours East: Liveable; Sustainable Communities 2015-2020 targets specifically the 15 Councils within the Regional Committee jurisdiction and includes possible strategic Councils adjacent to its boundaries.

VISION

“The South-East Regional Committee (SERC) will seek the means to spur actions to guarantee a sustainable development for future communities. The Councils in partnership will plan, design and develop projects to ensure that the communities within the region are more liveable.”

MISSION

“The South East Regional Committee SERC will try to gather all the resources possible to direct actions to better governance; through better coordination, increased information and communication...”

Birgu, Bormla, Fgura, Floriana, Isla, Kalkara, Marsa, Marsascala, Marsaxlokk, Paola, Tarxien, Valletta, Xghajra, Zabbar, Zejtun.

BACKGROUND
5 YEARS ON...

JUST MECHANISM

....Just Transition Fund Under the Common Provisions Regulation also means that the drawing up of the territorial just transition plans will have to comply with the same rules as the other European Structural and Investment Funds (ESIF).



Open to All Member States

All Member States will benefit from the Just Transition Fund. These will have to identify the territories most in need of support. CEMR recommends not overlooking territories that have already started their transition, often at considerable cost.

Necessary Steps

Technical assistance and planned platforms for the exchange of practices will ensure effective use of the Just Transition Fund. Many local and regional governments have already taken initiatives and innovative policy measures to move towards carbon neutrality. Their experiences and lessons learned should be used to accelerate the transition and avoid eventual obstacles. Additional measures to encourage local public investments are also needed....

Birgu, Bormla, Fgura, Floriana, Isla, Kalkara, Marsa, Marsascala, Marsaxlokk, Paola, Tarxien, Valletta, Xghajra, Zabbar, Zejtun.

WHAT IS THE BUDGET

....Already 7.5 Million have been budgeted with the CEMR bargaining for more



Areas to cover

How to ensure the added value of the Just Transition Fund in relation to the other ESIF? Most of the JTF's objectives are covered under Cohesion's Policy Objectives, in particular PO2 "Greener Europe" (which benefits from an important thematic concentration under ERDF) and PO4 "Social Europe" (financing the upskilling of workers and support for job seekers through ESF+). Other possible investments under JTF (e.g. investment in **technologies and digital connectivity**) could also be covered by PO1 or PO3. It is then difficult to identify the real added value of the proposed JTF with respect to the new Cohesion Policy's objectives.

Birgu, Bormla, Fgura, Floriana, Isla, Kalkara, Marsa, Marsascala, Marsaxlokk, Paola, Tarxien, Valletta, Xghajra, Zabbar, Zejtun.

EU AND INTERNATIONAL FUNDING SERVICES

The South-East Regional Action Plan is offering a package for Local Councils (A-Z);

1. Assisting in identifying priorities of individual Councils;
2. Project development and planning;
3. Identifying; Local, EU and International funding;
4. Where necessary identifying pertinent partners;
5. Development and compilation of applications;
6. Related research and development R& D;
7. Surveys and data compilation;
8. Submission of Applications;
9. Full Management systems;
10. Auditing and FLC;
11. Related tender, EOI, CFQ compilation;
12. Full management of projects;
13. Digital audit and monitoring systems i.e SFD etc.
14. Audit clarifications and Claims;
15. Assistance in filing and archiving as per guidelines;
16. Closure procedures.



Birgu, Bormla, Fgura, Floriana, Isla, Kalkara, Marsa, Marsascala, Marsaxlokk, Paola, Tarxien, Valletta, Xghajra, Zabbar, Zejtun.



The **South-East Regional Action Plan (SAP)** has been compiled in the past months after an internal **consultation process**. This draft consultation document presents our principles, the SERC vision and mission, the Committee's aspirations and proposed projects for funding. The South-East Regional Committee is the second Regional Committee in the **UN Global Cities Compact** to become a member and is currently engaged in becoming a Regional Secretariat.

We are **committed** as Councillors and citizens to make **our communities** more **sustainable and more liveable**. We endeavour to succeed through **'best practice'** in **governance** and management and in full cooperation with local businesses and entities.

Chev. Paul Farrugia
President SERC
Tarxien 30 October 2014

Birgu, Bormla, Fgura, Floriana, Isla, Kalkara, Marsa, Marsascala,
Marsaxlokk, Paola, Tarxien, Valletta, Xghajra, Zabbar, Zejtun.

SOUTH EAST
REGIONAL
ACTION PLAN
COMMITMENT...





SOUTH EAST REGION REGJUN XLOKK



United Nations Global Compact



United Nations
Educational, Scientific and
Cultural Organization



World Heritage
Convention



The World Heritage Institute of Training and
Research for the Asia and the Pacific Region
under the auspices of UNESCO



**Birgu, Bormla, Fgura, Floriana, Isla, Kalkara, Marsa, Marsascala,
Marsaxlokk, Paola, Tarxien, Valletta, Xghajra, Zabbar, Zejtun.**

THANK-YOU
GRAZZI

CHEV. PAUL FARRUGIA
Dr Malcolm Borg
JAN 2020



SOUTH EAST REGION

Birgu, Bormla, Fgura, Floriana, Isla, Kalkara, Marsa, Marsascala, Marsaxlokk, Paola, Tarxien, Valletta, Xghajra, Zabbar, Zejtun.

THE REGIONAL ECONOMIC, SOCIAL
AND CULTURAL COMMUNITY PLAN

2016-2017

Dr Malcolm Borg

in collaboration with the President, Mayors and Councillors of the South East Region

March 2017

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First Printing, MARCH 2016

i Executive Summary

This RESC Plan for the South East Region follows the terms of reference set in the document “Funding Initiative to Regional Committees: Regional Economic, Social and Cultural Community Plan; Guidance Notes (September 2016).” It is set over 7 chapters which cover an evaluation and analysis based on statistical data and diverse diagnostics. The plan considers at a second stage a comparative approach on a regional level and the application of indicators and establishes targets. It follows through with mechanisms of implementation and suggested financial systems. The final section proposes an implementation process based of Circles of Practice and presents a comprehensive one-page plan.

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v Abbreviations

SERC: South East Regional Committee

RESC: Regional Economic Social and Cultural Plan

NSO: National Statistics Office

NRP: National Reform Programme

MEPA: Malta Environment and Planning Authority (now Planning Authority)

COR: Committee of Regions

WHO: World Health Organisation

UNGCCP: United Nations Global Compact Cities Programme

COS: Circles of Sustainability

COP: Circles of Practice

UNESCO: United Nations Educational, Scientific and Cultural Organization



Photo 1: Yacht Marina; Dockyard Creek, Grand Harbour, Malta
Yachts moored in Dockyard Creek, the Grand Harbour, with the
city of Valletta in the background. (photo credit; John Haslam)¹

¹ <https://www.flickr.com/photos/foxypar4/3230395163> (Viewed 21 March 2017).

1 Framework for the South East Region

1.1 The South-East: Its Geography and Demography

The South-East Region is one of the most populated and with the highest densities in the Maltese Islands. Its density is 24 times the EU average and comparable to European City densities.

The region is defined as mostly urban with sparse rural and semi-rural areas. It has an indented coastline which was developed in ancient times into harbours and ports. The rocky coastline with low vertical cliffs around headlands in the Grand Harbour and the Marsascala-Delimara area characterise the coastal area. Sparse small sandy beaches are located around the coast mostly concentrated around Marsaxlokk and Marsascala.

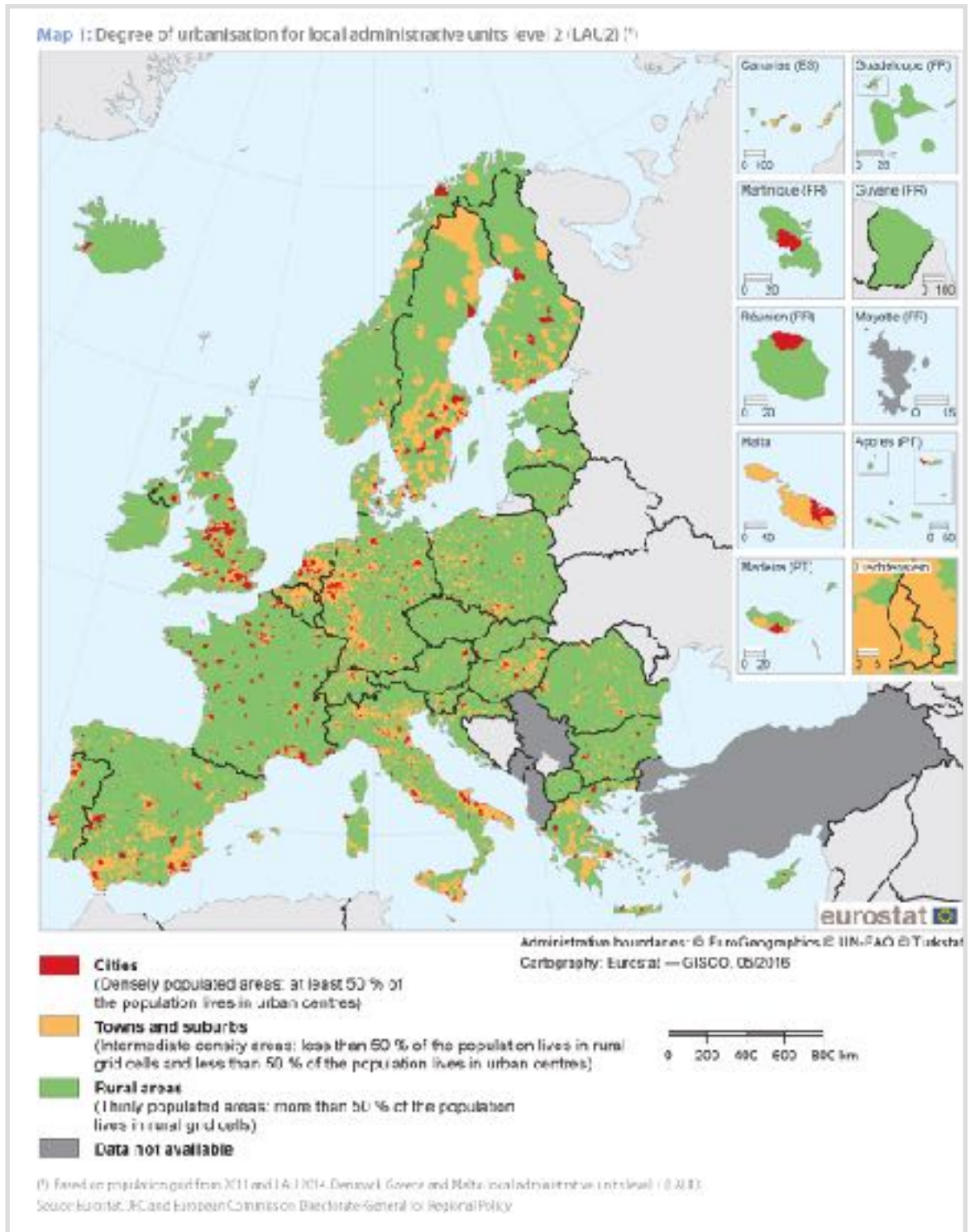
Semi-rural areas are concentrated around Zejtun, Marsaxlokk, Marsascala and limits of Zabbar and Xaghra with little or few open spaces within the built-up areas. The most rural area is Delimara with surviving natural habitats and geomorphological features over the coast. The agricultural areas have in the past decades seen an investment predominantly in viticulture and planting of olive groves.

The coastal zone is also a significant element not only as a resource related to the maritime industry or tourism but as an important natural critical asset. The indented coastline is under pressure by maritime city development and harbour conurbation and Malta's industry based on ship-building and port activity. In fact the South-East region is characterised by this activity. In the two waves of urbanisation 1500-1800 and 1860-1960 the coastal conurbation formed an Inner and Outer harbour area which holds the greater part of the Maltese population.



Map 1.2: Percentage areas built up and semi-rural. (HEC Ltd. 2017)

The South-East Region is one of the most densely populated inner harbour regions. It is a conurbation made up of maritime cities and towns. 11 out of 15 Councils in the region are maritime with a concentration over the harbour area with an annular formation of historical sister fortified cities. It is in this area and in the South East (Marsascala and Marsaxlokk) that maritime industry and tourism are concentrated with the Grand Harbour and the Free Port attracting a significant percentage of Mediterranean shipping activity. The region does not only encompass the most important ensemble of fortifications (UNESCO Tentative List) it also has the highest concentration of archaeological World Heritage sites with Tarxien Temples and the Hal-Saflieni Hypogeum. The UNESCO list for Malta includes Valletta both capital and World Heritage City. These are important resources contributing in diversifying the local predominantly industrial economy to a tourism orientated one. The industrial sector still predominates with 4 out of 10 industrial estates located within the region without considering the docks, ship-building and maritime industrial zones.



Map 1.1: Degree of Urbanisation for local administrative units Level 2. Malta's Harbour Region marked as densely populated around the harbour area. (Eurostat)²

² Eurostat Regional Yearbook 2016, <http://ec.europa.eu/eurostat/documents/3217494/7018888/KS-HA-15-001-EN-N.pdf> (Viewed 21 March 2017).

1.2 The Rationale and Methodology

The Regional Economic Social and Cultural (RESC) Plan for the South East follows the official guidelines published by the Parliamentary Secretary for Local Government. Its main objective is to "... be instrumental at strengthening the role of the regions within the Maltese islands whilst promoting sustainable community projects and initiatives, thus resulting in Stronger Communities."³ It is designed to create a framework of actions supported by targets and a series of indicators to direct actions, plans, policy and projects towards long term investment in the South East Region's future development. This development and essentially regeneration. The South East Regional Committee (SERC) has already launched an Action Plan (2014-15) and its vision for the RESC plan is based on the same;

“The South-East Regional Committee (SERC) will seek the means to spur actions to guarantee a sustainable development for future communities. The Councils in partnership will plan, design and develop projects to ensure that the communities within the region are more liveable.”

South East Regional Action Plan; Liveable, Sustainable Communities; SERC (2014-15).

This plan has been developed following the guidelines above mentioned and following a stepped approach based on various diagnostics. Since the South East Region is a signatory to the UN Global Cities Compact Programme the gauging of the Region's sustainability has been conducted through the application of Circles of Sustainability and City Scan. Several reports have been compiled between 2014 and 2017 addressing forward integrated plans. The statistical data gathered came from various data sources; 2 surveys organised by SERC, National Statistics Office, the Eurobarometer, Eurostat, World Health Organisation (WHO) and the annual State of the Heritage Report. The compilers also drew from the National Reform Programme, Regional Yearbook 2015 and Operational Programme for Malta. The RESC plan applies the Circles of Practice as an implementation mechanism and this is expressed at an initial stage as a one-page plan.

³ Funding Initiative to Regional Committees: Regional Economic, Social and Cultural Community Plan; Guidance Notes (September 2016).



Photo 2: Fishing boats at Marsaxlokk. (Photo credit; Tony Hisgett).⁴

⁴ [https://commons.wikimedia.org/wiki/File:Fishing_boats_at_Marsaxlokk_9_\(6800166808\).jpg](https://commons.wikimedia.org/wiki/File:Fishing_boats_at_Marsaxlokk_9_(6800166808).jpg) (Viewed 21 March 2017).

2 The South-East Region: Economic, Human and Social Trends

2.1 The South-East: The Local Dimension

The South-East area has a predominantly male and ageing population.⁵ It has also been experiencing an alarming and persistent decrease in population for the past forty years. In the past century the cities' and towns populations have fluctuated considerably. In 1901 the maritime fortified cities hosted the greater part of the local Maltese population. Valletta the capital counted 22,768 inhabitants and Floriana (5,687), Senglea (8,093), Cospicua (12,148) together with the capital were a major conurbation. The effects of World War II were severe especially on the Three Cities. Senglea lost 75% of its population and Cospicua and Vittoriosa 72% and 61% respectively.⁶ The uprooting of communities, victims of constant air-raids, the social upheaval brought by the war and the blitzed property in the fortified cities damaged indelibly the core of the Island fortress. The populations soared again between 1948-1957 for a decade as a result of the war damage reconstruction, extensive social housing projects designed by Harrison and Hubbard and newly established communities. This growth was short lived as between 1957-2011 the populations of the cities continued to drop as a consequence of social and physical degradation. In half a century Valletta the capital lost its local population to a commuter based society (-76%). Currently with 5,748 inhabitants Valletta has dwindled to 20% of the population in 1901. Not as acute but with similar consequences the Three cities lost most of their inhabitants to sub-urban development. Only Paola and Kalkara gained. Paola expanded as a Victorian and Edwardian planned town. Even with the effects of war Paola still quadrupled its population in a century reaching a peak in 1948 of 14,793 inhabitants.

⁵ Census of the Population and Housing 2011, National Statistics Office, Malta 2014,p.3.

⁶ Op.cit.,p.3.

Urbanisation and degradation has effected the housing vacancy rate over the years even though there is an active migration within the Southern Harbour. The vacancy rate in the region stands at 21% (2014-15), the second highest rate in Malta. The most impacted by vacancy are Valletta (32.3%) and Floriana (27.0%). Even in the Three Cities the rate is above average with the exception of Senglea which is still at 20%.⁷ This has had an impact on the dwelling stock. As observed for the total stock, dwellings found in the Northern District were in the best state as opposed to those in the Southern Harbour District. Mdina, Valletta and Floriana had the highest proportions of dwellings in need of serious repairs while Valletta, Cospicua and Mdina had the lowest proportions of dwellings in a good state of repair.

Identity is still strong especially in the South East. This could be the result of a high percentage of Maltese still inhabiting the harbour area and maintaining local traditions. The urban texture and landscape is changing, with the latest statistics (2011-15) showing the South East (Southern Region) in fourth place with (39.3%) non-Maltese. The highest concentration of non-Maltese inhabitants is in the Three Cities and the Cottonera followed by Valletta and Floriana. In Senglea it is highest with 50.3%.⁸ This has not effected predominant ethnic groups. On a National level Maltese still predominate with 95,3% with a very small percentage of British 1,6% and 3,1% other. The official languages remain Maltese and English and the religious affiliation remains predominantly Roman Catholic with 94% and other denominations at 6%. Multiculturalism in Malta is in it's early stages but is increasing significantly.

“In Malta, we are happy to drive by the Corradino mosque and watch Muslims gathering for their prayers all trim and spruce. At the same time, our laws prevent a man from marrying four wives. On the one hand, we are “celebrating diversity”... on the other we are forcing Muslims to abide by the rules of the majority. How multicultural is that?”

Falzon, Mark-Anthony, The Times of Malta 'Wednesday, September 3, 2003.

⁷ Op.cit.,p.3.

⁸ Op.cit.,p.153.

Secularisation is on the rise in Malta. Although statistics in the 2010 Gallup show Malta outside post-Christian Europe there was a drop in Church marriages by half and the introduction of divorce after the referendum of 2011 marked a definitive change with 52% of the population voting in favour. Vatican data for 2006[8] shows that 93.89% of the Maltese population is Roman Catholic, making the nation one of the most Catholic countries in the world. However in a report published in the same year only 52.6% of Maltese attended Sunday mass. Numbers of church goers have gone down from 75.1% in 1982 and 63.4% in 1995.

The Island is “one of the closest European countries to Africa... (and) has one of the highest rate of asylum seekers per capita with 4980 applications per million inhabitants compared to the EU average of 660. This wave of migration started in 2002 partly due to a strengthening of patrols close to Spain and a change of migration route. This phenomenon is still ongoing as 1890 migrants and asylum seekers arrived by boat in 2012, 65% of them originating from Somalia and 24% from Eritrea.”

UNHCR Available at: www.unhcr.org.mt/ (Viewed 6 July 2014).

Although not tangible statistically the region has been changing becoming multi-cultural. The South East Region host most of the migrant population. In Marsa an open centre has been established since 2002. This centre “houses around 500 male residents from 19 different countries in Sub-Saharan Africa. The larger majority of these residents are from East Africa, namely, Somalia, Ethiopia, Eritrea, and Sudan.”⁹ In its proximity there are also detention centres. There are “three dedicated immigration detention facilities: the Hermes Block at Lyster Barracks, the Warehouse One at Safi Barracks, and the B-Block at Safi Barracks. The total capacity of these facilities was 740 in 2011, which include 380 at Hermes Block at Lyster Barracks, 200 at Warehouse One at Safi Barracks, and 160 at B-Block at Safi Barracks.”¹⁰ Therefore changes in ethnicity is a physical not a statistical presence in the Southern Harbour Region. Because of the size this is very visible on a local level.

⁹ Foundation for Shelter and Support to Migrants. Available at: <http://www.fsmmalta.org/projects-fsmm/moc-home> (Viewed 6 July 2014).

¹⁰ Global Detention Project, Malta Detention Profile. Available at: <http://www.globaldetentionproject.org/countries/europe/malta/introduction.html> (Viewed 6 July 2014).

The United Nations High Commissioner for Refugees (UNHCR) has highlighted this particular issue of density and impact. In 2014 with “20 residing refugees per 1,000 inhabitants, Malta ranks eighth in the world and has the highest rate among its European neighbours.¹¹ The increasing numbers of irregular maritime arrivals has impacted the small but densely populated area and “have prompted the government to declare that undocumented immigration has reached an ‘emergency scale’ and that there is a ‘national crisis’ with respect to administrative detention.”¹² This trend has now lasted over 10 years and has only diminished in the past 3 years. This has raised “questions of the integration of these newcomers in Malta who might stay in the island until their older days”.¹³ This state of affairs has put the local communities, public services, security and safety measures under significant pressure. The changing texture and surmounting pressure on local populations may be identified from the effects on local schools. An example outside the South East Region is the primary school of St Paul’s Bay which has the highest percentage of foreign pupils in Malta with 31 different nationalities represented and over 300 foreign pupils out of 850.

Josette Dalmas, Head of School, explains that the main issue that the school has to face is language. “My greatest problem is that I have 65 pupils who have no idea of English,” she explains. “They come here, they don’t know English so we can’t communicate.”

Malta urged to set an integration strategy, posted on 31. May 2013. Available at: <http://forcedmigrationmalta.mediajungle.dk/> (Viewed 6 July 2014).

The total refugee inhabitants in the area add-up to a single small town in Malta at times even larger than the surrounding village populations.¹⁴ Even though the impact of migration is heavy on small communities and neighbourhoods Maltese identity is still commemorated fervently through tradition expressed in local celebrations, festivals and play. The analysis of these social gatherings are crucial in gaining an insight of the cultural domain in the maritime fortified cities. The activities organised by local councils

¹¹ Global Detention Project, Malta Detention Profile. Available at: <http://www.globaldetentionproject.org/countries/europe/malta/introduction.html> (Viewed 6 July 2014).

¹² Op.cit.

¹³ Op.cit.

¹⁴ Op.cit.

provide an indication of the involvement of citizens in celebrations, festivals and play. These have been recorded in the past years through the State of the Heritage Report published annually with the support of councils and government agencies by the Superintendent of Cultural Heritage. Other statistics gathered through surveys from the capital Valletta assist in forming a better picture on the cultural development of cities and towns in the South-East.

Local Councils in the South-East are heavily involved in cultural activities. In total 91 exhibitions were organised by local councils in 2011, down from 117 in 2010. 32 local Councils (4 more than in 2010) reported that they did not organise exhibitions during 2011. Of the remaining 36 local councils (52.94%) that did organise exhibitions in 2011, 19 (52.78%) organised 1 event, 8 (22.22%) organised 2 events, 2 (5.56%) organised 3, and 7 (19.44%) councils organised 4 to 10. Local Councils have also been engaged in organising Heritage Trails and Walks for locals and tourists alike and therefore through these activities project their heritage and identity. There were 22 local councils which reported 64 heritage trails/walks through 2011. In 2010 this value stood at 63 trails organised by 24 Councils. Although the values have remained essentially constant for these last two years, fluctuations exist when considering the local councils actually organising them. As indicated in the survey, 32.35% of local councils reported to have organised heritage trails/walks exclusively for persons within their community. Although there has been a drop in activities essentially the initiatives are significant considering the resources available.¹⁵

Activities in the realm of culture and the arts are on the rise. In 2011 there was an increase of 42.31% over the previous year in the number of cultural events. These included music, drama other forms of art which amounted to 37, up from 26 in 2010. The St James Cavalier Centre for Creativity considered that, "...the recent collaborations between the National Museum of Fine Arts and St James Cavalier Centre for Creativity" catalysed this reaction. The "two institutions joined forces to maximise their potential, such as when St James Cavalier Centre for Creativity hosted the screening of a film on Antoine Camilleri, or when it hosted lectures by visiting artists exhibiting at the National Museum of Fine Arts. Similarly the National Museum of Fine Arts provided space for

¹⁵ Superintendence of Cultural Heritage, State of the Heritage Report 2011 (May 2012), Available at: <http://www.culturalheritage.gov.mt/page.asp?p=21296&l=1> (Viewed 6 July 2014).

A survey collated for the HERO Action Plan for Valletta sheds more light on the role of cultural activities, festivities and heritage. All those interviewed lived within the areas earmarked for the Hero Valletta Action Plan and were married within the Parish areas. Most of those interviewed had between 1 to 4 children who lived within Valletta and 26 of the same lived within the same house as their parents. Eighty out of those interviewed attended and were attracted to local cultural activities and events when they were younger, the rest did not. Most of those interviewed were active within the Parishes of St. Augustine's Church or St. Dominic's Church. Only 88 interviewees were directly involved with the local feast days and a total of 90 were not. Most citizens were not directly involved with the preparation of the feasts or were active in the church festa organisation groups. Out of the 187 responding to the survey, 138 interviewees felt pride in contributing to the neighbourhood and 175 were proud to live within the area or neighbourhoods. Over 148 interviewees aspire to see more activities and would like to see more cultural events held within their location. These activities, according to those interviewed should be aimed at families and the younger generation. Over 173 felt that cultural activities made their community feel closer. Many were aware of the increase of tourists within the locality and 173 interviewees were happy to have more people visit these locations. An interesting result on identity comes from the awareness factor. The results show that 169 interviewees knew that Valletta was a World Heritage City (WHC) and were proud of it! Questions directed at sport and identity gave a similar result to high community spirit. The Valletta Football Club also gave a sense of belonging as Carnival which is the most well organised community based festival. Sports is significant in supporting community spirit and identity. Both the Paola Hibernians and the Valletta, and Floriana Football Club lead in this with very well established supporter clubs. On the other hand in the Three Cities there is an acute rivalry through the Regatta. This parochial rivalry also tangible in the local feasts has enriched the cultural activity and intensified locals' engagement in cultural and sporting activities.

HERO - Valletta Action Plan, Valletta Local Council (2011), Full Report. Available at: http://www.cityofvalletta.org/news_detail.aspx?id=306713 (Viewed 6 July 2014).

Study 2.0: HERO Action Plan Valletta; survey on the Value of Heritage (HEC Ltd.).

performances during the Žigužajg Children's Festival."¹⁶ The central government expenditure and investment is growing. The financing of public entities in heritage and culture has been increasing constantly. In five years it increased by nearly 1M Euro reaching 7.5M Euros. Although there has been a slump in recurrent and operational ex-

¹⁶ Superintendence of Cultural Heritage, State of the Heritage Report 2011 (May 2012), Available at: <http://www.culturalheritage.gov.mt/page.asp?p=21296&l=1> (Accessed 6 July 2014).

penditure between 2006 and 2009 in the cultural heritage sector (this includes restoration projects) in 2011 it reached 3.8M Euros matching the budgets of 2006.

Whereas statistics, sports and cultural activities reflect the South East communities' eagerness to engage in social gatherings and feel a sense of belonging the level of education in the localities sheds light on aspirations of society for the future. Unfortunately the education levels in the Southern Harbour are lowest.

When compared to the European Union “on average, pupils in the EU could expect to stay slightly longer than 17 years in education in 2009; up from a little less than 17 years in 2000 (+3 %). This covers some fairly wide differences across the EU Member States. Pupils in Malta, Bulgaria and Cyprus spend less than 16 years in the education system on average, whereas Finnish students spend more than 20 years (followed by Belgium and Sweden with slightly less than 20 years). Moreover, the biggest increases in the numbers of years spent in education over the period 2000 to 2009 can be found in Cyprus, Greece, Turkey and Portugal as well as in many of the new Member States from Eastern Europe.” The trend in participation rates is similar. In the European Union there is a higher participation in Continued Vocational Training (CVT) courses: among male employees and managers. In 2010 “an average of almost 40 % of employees participated in planned CVT courses which took place away from their usual workplace, either managed by the company itself or by another training provider.” In most EU countries, “male employees participated more in training than female employees (38 % and 36 % respectively). The discrepancy between male and female employees was highest in the Czech Republic and Malta. In the Czech Republic on the one hand, male employees participated more than their female counterparts (65 % versus 55 %). On the other hand, the reverse was true in Malta and in the UK: more female than male employees participated in continuing vocational training (43 % versus 32 % in Malta, 32 % versus 27 % in the UK).” In the South Eastern Harbour post-secondary and non-tertiary is still low compared to other regions.

Eurostat, School_enrolment_and_early_leavers_from_education_and_training, Available at:http://epp.eurostat.ec.europa.eu/statistics_explained/index.php/ (Accessed 4 July 2014)

Study 2.1: Comparative education in the EU.

This may be attested through the literacy rates. In the region the average is 9.3% and the highest illiteracy rates altogether are within the fortification lines. Cospicua and Valletta top the list with 14.0% and 12.4% respectively.¹⁷ Moreover the rates are also low when compared to other regions across all levels of education. In fact in the Southern region the proportion of inhabitants with no schooling is highest and the cities had amongst the lowest rates in post-secondary and tertiary education. In 2011, the literacy rate in Malta stood at 93.6% for persons aged 10 and over, resulting in 24,074 illiterate persons (6.4%). The literacy rate was found to be highly influenced by age, and consequently, older regions and localities also exhibited higher illiteracy rates than average. The illiteracy rate varied between 23.3% for persons aged 90 and over to 10.3% for those aged 60 to 69, and continued to decrease gradually to a minimum of 1.0% for persons aged 10 to 19.¹⁸

In this scenario with low percentages in tertiary education, it is evident that research and development are not at the highest level either. In fact Malta's progress in the realm of research and development has been slow with only a slight increase from 0.63% in 2010 to 0.73% in 2011. This (.10%) change was the result of significant increases in public and private expenditure with the total number of researchers (full-time equivalent) also increasing by 19% between 2009 and 2010. "Performance and economic output indicators all show positive development over the last decade, in particular the indicator on structural change of the economy which has increased at almost six times the rate of the EU average." Although the increase is positive Malta remains amongst the lowest ranked of the European Member States in some key areas. The results are all based on investment and Malta is not only based on importation of goods and materials it is also highly dependent on research abroad or financed by foreign businesses. Malta has "the lowest public expenditure on research and development as % of GDP in the EU (0.25% compared to an EU average of 0.75% in 2010). Although 59% research and development of expenditure in Malta is performed by business enterprise (a share which was only slightly lower than the EU average of 62% in 2010), more than 80% of all business enterprise expenditure on research and development is spent by foreign-owned companies."¹⁹

¹⁷ Census of the Population and Housing 2011, National Statistics Office, Malta 2014,p.146

¹⁸ Op.cit.p.159.

¹⁹ Eurostat, Innovation_union_progress_at_country_level_2013, Available at: <http://ec.europa.eu/research/innovationunion/pdf/state-of-the-union/2012/>(Accessed 6 July 2014).

Although in education and research the cities have a low performance the communities are comparatively healthy even with the impact and effects of a congested and a densely populated environment. In the realm of health and well-being Malta and the Southern Harbour are doing well when compared to global statistics. In 1998, the overall life expectancy in Malta was 77.5 years. The latest 3-year moving average (1997) was also 77.5 years. This ranks 14th of the 20 reference countries researched by the World Health Organisation (WHO). The 3-year moving averages were 80.0 years for women and 74.9 years for men. For men, life expectancy has exceeded the EU average since the late 1980s; for women, life expectancy has become very close to the EU average, increasing more rapidly than that of the EU in the past two decades. “Comparing the death rates from main causes between countries can indicate how far the observed mortality might be reduced. As almost all the causes underlying the deaths attributed to cardiovascular diseases, cancer and accidents are influenced by collective and individual habits and behaviour, a wide variety of health promotion and prevention measures can bring about changes to reduce health risks and thus disease and premature deaths.”²⁰

“The results found that one in every eight persons from Fgura and one in every ten persons in Zejtun has either asthma or suffers from asthma symptoms without knowing.” The inhabitants mostly at risk after Fgura are those from the Cottonera district. A report by Dr Martin Balzan and Dr Jason Bonnici reveals that “...in 2001, the number of people admitted in hospital from an asthma attack from the localities of Santa Lucija, Tarxien and Paola doubled in five years time.” In 2009 the Malta Environment and Planning Authority (MEPA) identified a number of polluting sources: heavy traffic, Marsa and Delimara power stations, shipbuilding, Rinella tank cleaning facility among others, all of them contributing to respiratory problems. The Marsa power station is at the centre of the Southern Harbour region and with Delimara power station it is considered to cause 62% of Malta’s pollution whereas 17% from transport.

Asthma: Pollution in Malta 37 times higher than norm, Maltastar, Available at:<http://www.maltastar.com/dart/20120502-asthma-pollution-in-malta-37-times-higher-than-norm> (Viewed 6 July 2014).

Study 2.3: Report on asthma suffers in the South East 2014.

²⁰ Eurostat, Lifestyle, Available at:http://ec.europa.eu/health/archive/ph_determinants/life_style/mental/docs/malta.pdf (Viewed 6 July 2014).

In Malta the most frequent cause of death is cardiovascular diseases (CVD) this has declined from the 1970s and became relatively close to the EU average of 280 (1996).²¹ Of note is also the lower rates in cancer related mortality in Maltese males and females than the EU average. The mortality from lung cancer among men in the age group 0–64 years is also lower than the EU average and the “mortality from lung cancer among women has not been increasing as in the EU and remains among the lowest. Studies also show that there are “poor chances of surviving lung cancer.”²² This comes as a result of lack of resources especially for establishing a comprehensive screening programme for cancer. Statistics related to lung cancer are significant when compared to data sources of air pollution. These seem to be on the rise especially impacting the Southern Harbour Region and South Eastern Region the impact of traffic congestion and the power stations in Marsa and Delimara are taking their toll.

The environment, climate and the socio-cultural background may contribute to better living. The suicide rate in Malta is one of the lowest in the EU27 (4.2 per 100,000 in 2005) but depression and anxiety according to the Eurobarometer is at 14%. The “population report to have or have had chronic anxiety or depression but 24% say are undergoing medical treatment for this reason. These figures are far above the EU average. With regard to children’s mental health “Malta is one of the countries with lowest bullying (13 year olds). Between 16% - 28% of children reported bullying others, and between 22% - 33% of children reported being bullied at least once in the previous couple of months.” However it is important to note that Malta has “very low scores on self-esteem” (2004).

²¹ Eurostat, Lifestyle, Available at:http://ec.europa.eu/health/archive/ph_determinants/life_style/mental/docs/malta.pdf (Viewed 6 July 2014).

²² 42Asthma: Pollution in Malta 37 times higher than norm, Maltastar, Available at:<http://www.maltastar.com/dart/20120502-asthma-pollution-in-malta-37-times-higher-than-norm> (Viewed 6 July 2014).

2.1 The South-East Region in Context

Through 2014-2017 SERC has commissioned surveys and studies in the realm of regional development. The earliest study through UN Global Compact City diagnostic tools; Circles of Sustainability and City Scan in the area of City Development, SERC identified seven major concerns. These are as follows; nutrition and related diseases, quality of public transport, road quality, safe passage for bicycles, tolerance of cultural differences, inclusion of cultural identities and migration. Artistic expression was identified as a regional strength. With regard to City Sustainability, seven major concerns were identified including environmental pollution (in general), air pollution, greenhouse gas emissions from transport and from other sources, slow onset impacts of climate change, as well as community and SERC staff capacity to prepare for and respond to climate change. In terms of City Governance, SERC highlighted six major concerns including financial resources, capacity to secure external funding, leadership and management skills, modern IT infrastructure, adequate staff skills and appropriate number of staff. ²³

The study tests the Region’s performance based on a comparative analysis of a broad range of statistical topics across the regions of the Member States of the European Union (EU) presented under 12 areas: regional policies and Europe 2020, population, health, education, the labour market, the economy, structural business statistics, research and innovation, the information society, tourism, transport, and agriculture. In addition, three special focus chapters are included in this edition: these look at gender issues, the quality of life, and information relating to life in European cities. The main objective of this study was to identify indicators for the compilation of targets for projects and funding in the context of the National Reform Programme (2016) and the Operational Programme I (2014-2020) “Fostering a competitive and sustainable economy to meet our challenges”.

Regional Year Book 2016 Eurostat.

Study 2.4: Report on performance South East Region in the European Union 2017.

²³ Regjun Xlokk (South East Region), Malta City Scan Report 2015.

Another study (2016-2017) was conducted on a regional level and how the South-East (Malta) compares with the EU 28.²⁴ Through this study SERC identified 7 Sectors out of 10 which were of concern when considering the sustainability of the Region in the EU context. The South East Region (as in the case of Malta) critical areas include; education, the economy, structural business statistics, research and innovation, tourism, transport, energy and social inclusion. In Chapter 3 a strategy is being presented which draws from the National Reform Programme targets and proposes a strategy to meet Operational Programme indicators to address better performance and sustainability long-term.

POPULATION	SOUTH-EAST REGION	MALTA	EU
Density	2,700/km ²	1,265/km ²	112/km ²
Birth Rate	8.7	9.5	10.0
Death Rate	9.6	7.6	9.7

Table 2.1: Comparative population density, crude birth rate and death rate (latter per 1000 population) extracted from NSO (2013: Southern Harbour data) and EUROSTAT (2015).

EMPLOYMENT	SOUTH-EAST REGION	MALTA	EU
Employment Rate (20-64)	59.2%	67.6%	72.5%
Unemployment Rate by Region	5.4%	5.4%	9.4%
Employment Rate of older persons (55-64)	<40%	<40%	51.8%

Table 2.2: Comparative employment rates % population extracted from NSO (2013: Southern Harbour data) and EUROSTAT (2015).

²⁴ Refer to Table 2.1 to 2.10 extracted comparative indicators 2015 extracted from Eurostat Regional yearbook 2015.

HEALTH	SOUTH-EAST REGION	MALTA	EU
Deaths from diseases of the circulatory system	189.3*	300-<400	368
Male deaths from Prostate Cancer	28-<28	28-<28	30
Female deaths from Breast Cancer	25.8*	38-<45	35
Deaths from diseases of the respiratory system	47.1	50-<65	75

Table 2.3: Comparative death rates (as per 100,000) from specific areas extracted from HSPM Monitor (2012) and EUROSTAT (2015) where *South East Region is considered as Malta Region.²⁵

EDUCATION	SOUTH-EAST REGION	MALTA	EU
Participation Rates of 4-yr olds (early education)	<=99%	<=99%	91.8%
Early School leavers from education and training	<=20%	<=20%	11.1%
Students following a vocational programme	<35%	<35%	48.9%
Persons Aged 30-34 with Tertiary Education	20-<30%	20-<30%	37.9%

Table 2.4: Comparative Education regional participation rates extracted EUROSTAT (2015) where South East Region is considered as Malta Region.²⁶

²⁵<http://www.hspm.org/countries/malta06022014/livinghit.aspx?Section=1.4%20Health%20status&Type=Section> (Viewed 21 March 2017).

²⁶Eurostat Regional Yearbook 2016, <http://ec.europa.eu/eurostat/documents/3217494/7018888/KS-HA-15-001-EN-N.pdf> (Viewed 21 March 2017).

STRUCTURAL BUSINESS	SOUTH-EAST REGION	MALTA	EU
Enterprise Birth rate in the business economy	7-<10%	7-<10%	9.8%
Enterprise Death rate in the business economy	<6%	<6%	8%
Density of High Growth Enterprise	30-<45%	30-<45%	29.4%
Employment in the Industrial economy	15-<25%	15-<25%	24.5%
Employment in Construction	7-<10%	7-<10%	9.4%
Employment in the non-financial services economy	66-<75%	66-<75%	66.1%
Regional business concentration	37-<42%	37-<42%	41.3%

Table 2.5: Comparative Structural Business (regional) extracted EUROSTAT (2015) where South East Region is considered as Malta Region.²⁷

ECONOMICS	SOUTH-EAST REGION	MALTA	EU
Gross GDO per inhabitant	90-<100%	90-<100%	100%
Share of Agriculture, Forestry and Fishing in total GVA	75-<100%	75-<100%	100%
Share of Industry in total GVA	50-<75%	50-<75%	100%
Share of Construction in total GVA	75-<100%	75-<100%	100%
Share of Market Services in total GVA	100-<110%	100-<110%	100%
Share of public administration and public services, arts, entertainment and recreation, repair of household goods and other services in total GVA	100-<125%	100-<125%	100%
Gross Value Added per person employed	50-<75%	50-<75%	100%

²⁷Eurostat Regional Yearbook 2016, <http://ec.europa.eu/eurostat/documents/3217494/7018888/KS-HA-15-001-EN-N.pdf> (Viewed 21 March 2017).

Table 2.6: Comparative Economic sectors regional extracted EUROSTAT (2015) where *South East Region is considered as Malta Region.²⁸

RESEARCH AND DEVELOPMENT	SOUTH-EAST REGION	MALTA	EU
Gross Domestic Expenditure on R&D	0.5-<1.0%	0.5-<1.0%	2.01%
Proportion of employed in R&D	0.75<1.0%	0.75<1.0%	1.16%
Human Resources in Science and Technology	20-<25%	20-<25%	30.9%
Employment in High Tech Sectors	<=5	<=5	3.9%
Employment in High Tech Sectors	<10	<10	109.6
Regional business concentration	37-<42%	37-<42%	41.3%

Table 2.7: Comparative Research and Development regional extracted EUROSTAT (2015) where *South East Region is considered as Malta Region.²⁹

TOURISM	SOUTH-EAST REGION	MALTA	EU
Nights spent by residents and non-residents /1M nights	5-<10	5-<10	2642
Nights spent by residents and non-residents /1000 inhabitants	<=1000	<=1000	5209
Nights spent in tourism accomodation establishments/1000 inhabitants	<=2000	<=2000	592
Nights spent in tourism accomodation establishments in coastal localities%	<=95	<=95	UKN%
Bedroom Occupancy Rates %	<=60	<=60	UKN%

Table 2.8: Comparative Tourism regional extracted EUROSTAT (2015) where *South East Region is considered as Malta Region.³⁰

²⁸ Eurostat Regional Yearbook 2016, <http://ec.europa.eu/eurostat/documents/3217494/7018888/KS-HA-15-001-EN-N.pdf> (Viewed 21 March 2017).

²⁹ Eurostat Regional Yearbook 2016, <http://ec.europa.eu/eurostat/documents/3217494/7018888/KS-HA-15-001-EN-N.pdf> (Viewed 21 March 2017).

³⁰ Ibid.

TRANSPORT	SOUTH-EAST REGION	MALTA	EU
Equipment rate for transport vehicles per inhabitant/1000 passangers	<=6	<=6	1.7
Number of Air Passengers/1000 inhabitants	<=8/<=15,000	<=8/<=15,000	<=1.7<=842,220
Number of Maritime Passengers/1000 inhabitants	<=10/<=10,000	<=10/<=10,000	<=0.8<=399,988
Maritime Freight per 1000 inhabitants/1000 tonnes	<5/2500-<10,000	<5/2500-<10,000	7.3/3718

Table 2.9: Regional transport extracted EUROSTAT (2015) where *South East Region is considered as Malta Region.³¹

ENERGY	SOUTH-EAST REGION (MALTA)	EU 2020 TARGET
Share of energy from renewable sources in gross final consumption of energy, %	5.0%	10 (2020 TARGET)
Share of electricity from renewable sources in gross electricity consumption, %	4.2%	28.8%
Share of renewable energy sources in heating and cooling, %	14.1%	18.6%
Share of renewable energy sources in transport, %	4.7%	10 (2020 TARGET)

Table 2.10: Regional Energy RES extracted EUROSTAT (2015) where South East Region is considered as Malta Region.³²

³¹ Eurostat Regional Yearbook 2016, <http://ec.europa.eu/eurostat/documents/3217494/7018888/KS-HA-15-001-EN-N.pdf> (Viewed 21 March 2017).

³² http://ec.europa.eu/eurostat/statistics-explained/index.php/Energy_from_renewable_sources (Viewed 21 March 2017).

SOCIAL INCLUSION	SOUTH-EAST REGION (MALTA)
Share of third-country national (TCNs) having received long-term residence status out of all TCNs;	According to EUROSTAT First Residence Status in 2015: 9,984 highest percentage for Employment reasons 27%; Family 21.5%; Education 23.5%.
Employment rate: gap between third country nationals and host-country nationals;	Indicators of Immigrant Integration; A Pilot Study based on 2009 Eurostat: Total 96%; Foreign 66%, EU born 64% and Non-EU born 67%. GAP: 3%
Unemployment rate: gap between third country nationals and host-country nationals	Indicators of Immigrant Integration; A Pilot Study based on 2009 Eurostat: Total 5%; Foreign 0%, EU born 0% and Non- EU born 0%. GAP: UKN
Activity rate: gap between third country nationals and host-country nationals;	Indicators of Activity Rate; A Pilot Study based on 2009 Eurostat: Total 63%; Foreign 67%, EU born 61% and Non-EU born 71%. GAP: 10%
Share of early leavers from education and training: gap between third country nationals and host-country nationals;	Indicators of Activity Rate; A Pilot Study based on 2009 Eurostat: 37% TOTAL Foreign UKN
Share of 30 to 34 years olds with tertiary educational attainment: gap between third country nationals and host country nationals;	Indicators of Activity Rate; A Pilot Study based on 2009 Eurostat: Share of 30–34-year-olds with tertiary educational attainment; 21% Foreign and GAP UKN
Share of population at risk of social poverty or social exclusion: gap between third country nationals and hostcountry nationals.	Indicators of Activity Rate; A Pilot Study based on 2009 Eurostat: Persons at risk of poverty or social exclusion; Total 16%; Foreign 19%; GAP 3%.

Table 2.11: Social Inclusion extracted EUROSTAT (2015) where South East Region is considered as Malta Region.



Photo 3: ERDF 32 Archaeological Conservation Project.
Cover over the Tarxien Temples 2016.³³

³³ <https://investinginyourfuture.gov.mt/project/heritage-and-tourism/archaeological-heritage-conservation-project-33947660>
(Viewed 21 March 2017)

3 The South-East Region: Addressing the current policy and strategy

3.1 Establishing local and regional government

Malta is a unitary state with no federal structure. The only level of self-government below the level of the republic itself is the system of local councils. Local governance compared to Europe is in its infancy with less than 25 years experience. The Local Council Act of 1993 established the first local Councils. The Local Councils Act was then amended in 2009 (Local Councils' Reform Act No XVI of 2009) which triggered the setting up of five Regional Committees corresponding to the five Regions (article 37A(1) of the Local Council Act).

The functions of the Regional Committees as with the Local Councils are established by the Minister responsible for Local Government (Home and Parliamentary Affairs) in the form of regulations following consultation with the Local Councils Association. “However, local Councils within a given region may also, upon unanimous agreement, authorise the Regional Committee to assume powers conferred to them. So far, the Local Enforcement System and street lighting have been devolved to the Regional Committees. Management of regional libraries is also planned to be devolved.”³⁴

The Regional Committees have the power to make by-laws for the purpose of carrying out their functions. For the first time it also established Administrative Committees. Regional Committees have a legal personality and are headed by Presidents of the Region and are responsible for performing the devolved functions or delegated to it by means of an order of the Minister.

The principles of devolution and subsidiarity although enacted need further strengthening not only legislatively and financially but also through capacity building and enhanced governance processes. The current government recognises this and through the establishment and compilation of the Economic, Social and Cultural Community Plan (RESC Plan) is to address this deficiency in an integrated way.

³⁴ <https://portal.cor.europa.eu/divisionpowers/countries/MembersNLP/Malta/Pages/default.aspx> (Viewed 21 March 2017)

“In its Electoral Manifesto, the Government of which I form part, has dedicated a whole chapter (Chapter 19) for the strengthening of local government as well as to give a clear vision – that of having sustainable local councils – i.e. a vision that is focused on having better local councils, thus resulting in Stronger Communities. The areas identified in therein are ideal for the preparatory work in connection with the studies that this initiative would be funding, namely: in the Social field - more public facilities for use by families, Local Councils operating with a social conscience, security for the communities; in the Cultural field – initiatives that promote local artists; in the Economic field – less bureaucracy, devolution of public property giving more autonomy to local councils.”

Funding Initiative to Regional Committees: Regional Economic, Social and Cultural Community Plan; Guidance Notes (September 2016). Parliamentary Secretary for Local Government the Hon. Dr Stefan Buontempo. p.3.

The need to forward plan and develop policy for the South East Region had been prompted in 2014 partly through South East Regional Committee’s (SERC) measure to address the need of funding projects but also to address the responsibilities and commitment to the UN Global Cities Compact Cities principles. SERC had become signatory through a full signing by the 15 Councils in 2013-14 and an Action Plan was launched in the same year. This Regional Action Plan South East Malta: Harbours East: Liveable Sustainable Communities 2015-2020 was established to guide regeneration and development for the next 5 years and to comply to the obligations set in the United Nations Global Cities Compact (UNGCCP) and the Ten Principles. The South-East Region is a signatory to UNGCCP since 2014 and currently it is seeking membership to the Covenant of Mayors to spur further the sustainability communities policy which is a cross-sectoral component of this Plan. In the process and in a multi speed fashion SERC became member of the League of Historic Cities, participates in projects led by the European Garden Heritage Network and is currently establishing a Sustainable Urban Mobility Plan through an URBACT funded project.

3.2 Establishing a Plan of Action for the Region

When developing the Action Plan a consultation process was spurred to understand better the exigencies of the Local Councils as its members and how SERC could assist. The following were the findings of the consultation process and are vital in delineating the priority areas for the SERC to function and develop further. The consultation invited the members, the Councillors, Mayors and the administrative staff of the same councils to give their opinion on various aspects of project development. The consultation process was designed as a questionnaire to which 11 out of the 15 Councils participated.

The questionnaire was designed with 18 questions divided in 4 Sections with the last section D offering the possibility of submitting other reactions to the proposal of the management and development of the Action Plan. The questionnaire gauged the aspirations of the various Councils delineating principally the nature of the current flagship projects. The priority projects for the Councils in the South-East were geared mainly at; infrastructure, social and physical regeneration. Councils also listed; heritage, restoration of monuments and tourism related projects. The respondents also highlighted the need for new council offices or local service centres, embellishment, gardens and parks. Other singular projects listed included; PVP farms, sports facilities and street lighting. It is important to note that all respondents agreed that a concerted effort was needed to regenerate the South-East Region. Councils also agreed that the region has untapped potential especially in the following sectors; infrastructure, efficient energy, green energy and regional transport systems. Other areas of interest were; commercial investment, waste management, maritime development, security, tourism and heritage. Respondents considered the need to develop better coordination and cooperation on tenders, a proportionate Local Enforcement Systems (LES) distribution, twinning on a regional level. The greater majority of the respondents agreed that the region should lead in this plan of action and this should be done through greater investment and financial support through EU and International funding.

SERC, Consultation Report, September 2014, Dr Malcolm Borg; Ms Elizabeth-Ann Richard and Chev. Paul Farrugia. Participating Councils included; Birgu, Bormla, Fgura, Floriana, Kalkara, Marsascale, Marsaxlokk, Paola, Tarxien, Valletta, Zejtun, Santa Lucija. Not Published.

Study 3.1: Report on performance South East Region in the European Union 2017.

The Councils considered the necessity of greater coordination, cooperation and more human resources. Section C in the questionnaire tested readiness of councils to support the plan through their projects. It seems through the various answers that the Councils have projects which have been developed up to planning and development stage. Whilst 7 out of 8 Councils have prepared projects for financing, 6 have Malta Environment and Planning Authority or government approval. None of the projects however are at a tendering, budget approval or implementation stage. All respondents agreed that International or EU funds should be tapped to develop the projects and most of the respondents stated that they had a positive experience of the EU funding programmes. Most of the respondents considered that although the projects were co-financed there was still a problem with cash-flows. Respondents also agreed that an integrated and concerted effort should address regional development. Respondents (100%) agreed that the Action Plan when finalised should be forwarded to central government to attract further investment in the area. The majority also agreed that they would be ready to support the Action Plan for the good of the South-East Region. The aspirations of the region and the councils are similar; infrastructure (18%), transport systems, energy efficiency and green energy (equally 14%) top the list of priorities. Other important aspects which shed light on the aspirations of SERC members are delineated by the proportionate interest in; tourism, maritime industry/tourism, heritage, commercial investment, security and safety and waste management. Another significant and equal results show that the SERC councils aspire and show commitment for an enhanced governance and management, through an exchange of experience with European counterparts (5%), coordination and cooperation with other councils especially in tendering processes and proportionate distribution of the (LES).³⁵

³⁵ SERC, Consultation Report, September 2014, Dr Malcolm Borg; Ms Elizabeth-Ann Richard and Chev. Paul Farrugia. Participating Councils included; Birgu, Bormla, Fgura, Floriana, Kalkara, Marsascale, Marsaxlokk, Paola, Tarxien, Valletta, Zejtun, Santa Lucija. Not Published.

The SERC identified (5) main areas which were strategically important to influence change. These included soft and hard interventions with EU or Local funds leading as the fundamental necessity to spur change. Other important elements included the need of further human resources, better coordination with other local councils and central government, a greater investment in research and better means of information and communication.³⁶

The objective of the RESC Plan however is to follow and work within the the objectives set by the National Reform Programme 2016. This has been designed “to the strengthening of fiscal sustainability...(through a) fiscal strategy leading to a trajectory of the government debt-to-GDP ratio that is rapidly approaching the 60 per cent of GDP benchmark.”³⁷ With this mission a number of country-specific recommendations have been set. These are being listed below as a set of targets for the RESC Plan in the short, medium and long term.³⁸

Code	NRP 2016 Council Recommendation/ Priority	SERC Priority Area	Activity /Policy	National Target (Indicator)
CSR 1	Following correction of the excessive deficit, achieve a fiscal adjustment of 0.6 per cent of Gross Domestic Product (GDP) towards the medium-term budgetary objective in 2015 and 2016.	Governance and Financing	Addressing and implementing NRP objectives and UN Global Cities Principles (Regional Action Plan 2015-2020).	0.6 per cent of Gross Domestic Product (GDP)

³⁶ Op.cit.

³⁷ Malta: National Reform Programme, Ministry for Finance, Valletta: 2016, p.3.

³⁸ Op.cit.p.25.

Code	NRP 2016 Council Recommendation/ Priority	SERC Priority Area	Activity /Policy	National Target (Indicator)
CSR 2	CSR 2: Take measures to improve basic skills and further reduce early school leaving by promoting the continuous professional development of teachers.	Education	Not yet addressed	Please refer to Employment and Education
NRP 1	Employment	Employment	Local Jobs for local people policy (Regional Action Plan 2016)	Malta has revised its employment rate target from 62.9 per cent to 70 per cent by 2020.
NRP 2	Education	Education	Not yet addressed	Reduce the rate of early school leavers (ESL) to 10 per cent by 2020 increase tertiary education to 33%.
NRP 3	Energy	Energy	Clean Energy Policy and full implementation of RES (Regional Action Plan 2016)	(2020 annual emission allocation pursuant to Decision 2013/162/EU) is -4.06 per cent. The Government is also committed to raise the proportion of renewable energy used in all forms of transport to 10 per cent by 2020 (estimated at 4.7 per cent in 2014).

Code	NRP 2016 Council Recommendation/ Priority	SERC Priority Area	Activity /Policy	National Target (Indicator)
NRP 4	Research and Innovation	Research and Development	(Regional Action Plan 2016) EU funded Research Programme	In 2013, Malta's national gross domestic expenditure on research and development (GERD) target envisaged within the Europe 2020 Strategy was revised from 0.67 per cent to 2.0 per cent of GDP by 2020.
NRP 5	Social Inclusion through reduction of Poverty	Social Inclusion	Not yet addressed	Refer to Table 2.10 for Indicators.

Table 3.1: NRP Targets and strategic policy objectives being addressed by SERC.



Photo 4: The South East has the most extensive network of Heritage Gardens concentrated around the Cities.

4 The South-East Region: Priority Intervention Areas

4.1 Priority areas identified

The South East Regional Action Plan currently being applied has as previously quoted identified a number of priority areas. Through Chapter 3 these were addressed and reviewed in the light of the application of the objectives and targets in the NRP. A number of priority areas have been identified through a further survey which SERC commissioned to understand the priorities of the Councils and stakeholders in the South East Region. To further harmonise and integrate these priorities with those; (a) delineated in the NRP, (b) set out in the guidelines of the RESC plan; and (c) the Regional Action Plan a process of analysis and evaluation has been set. This has been designed as integrative process to ultimately draw a list of priorities which are both “specific areas of regional cooperation and integration at national level, and those of a cross-sectoral nature pertaining to the region”.³⁹

The survey launched by SERC was designed to highlight the importance governing bodies and NGOs give to the South East Region tangible and intangible assets. This was a second consultation process which assisted in the compilation of the SERC Regional Action Plan and the RESC Plan. The survey was designed to gauge also the priorities which the Councils and representatives consider as critical. The survey has to consider the context where the political concept of Region is still at its infancy and therefore determine whether there is an South East regional ethos and a sense of belonging to the region surpassing the local and parochial which is still strong in the Maltese psyche. Also the survey was launched to;

1. determine common priorities for the RESC plan; and
2. determine common priorities for project development and investment.

³⁹ Funding Initiative to Regional Committees: Regional Economic, Social and Cultural Community Plan; Guidance Notes (September 2016), p.8.

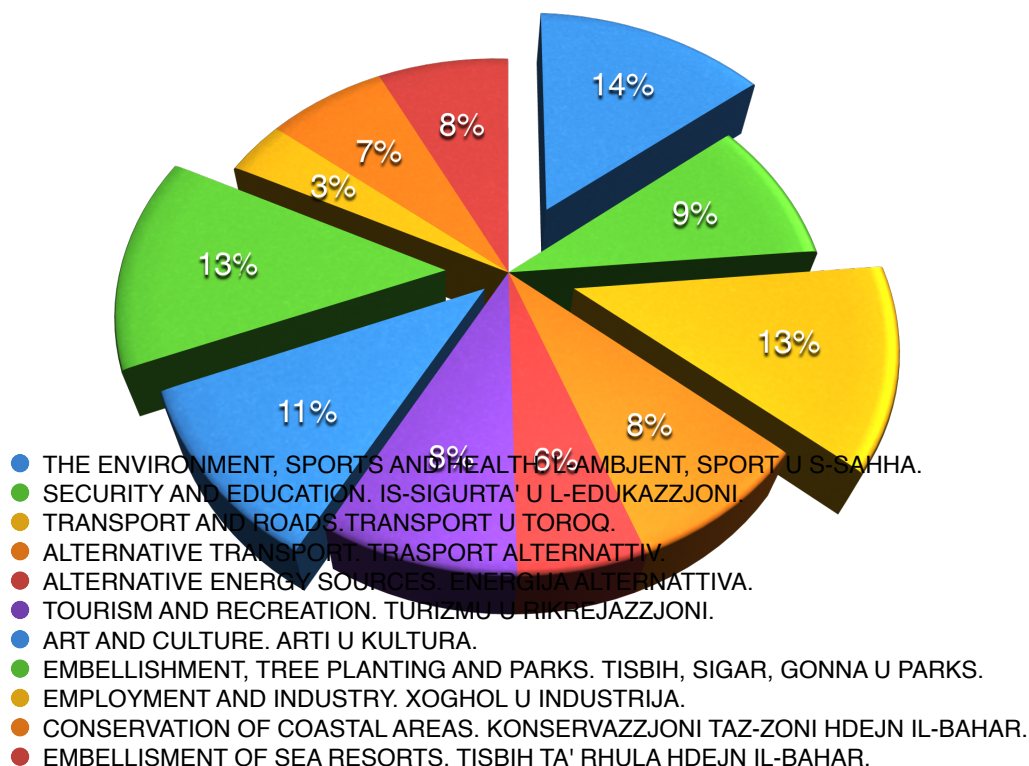


Chart 4.1: Prioritised assets for the SERC RESC Plan.

In the second part of the three-part survey respondents were asked to prioritise aspects which should be emphasised in the RESC plan. The respondents had to choose out of 11 components and prioritise. There were 27 respondents out of 32 answering this part of the survey and the critical components were significant when comparing the results. According to the respondents the EASSc. plan should target predominantly; The Environment, Sports and Health (75%); Embellishment Tree Planting and Parks (70%); Transport and Roads (67%). On a second level but of equal importance respondents considered the following as very important; Art and Culture (56%); Security and Education (48%); Alternative Transport, Tourism and Recreation (44%). The other areas which were fairly important were; Embellishment of Sea Resorts and Conservation of Coastal Areas 41% and 37% respectively.

The Regional Economic, Social and Cultural Community Plan; Guidance Notes have identified themes to be included in the process of selecting priority intervention areas. These 9 themes are also congruent with NRP targets mention earlier. For this reason the

identification of these priority areas by SERC members and NRP themes are being considered as significant only if dove-tailed to create a more balanced approach considering also the bottom-up process and subsidiarity in governance.

NRP Priorities	SERC Priorities	RESC Plan Themes
Employment	Employment and Industry	
Education	Security and Education and Art and Culture	Better Local /Regional Libraries Cultural activities and heritage Training for Community Leaders
Energy	Alternative Energy Sources and Alternative Transport.	Energy Efficient Local Councils Clean Energy and RES
Research and Innovation	Research Programme co-financed by the EU	
Social Inclusion	The environment, sports and health and Security and Education.	Community Outreach State Schools as Community Centres Regional Social Workers
	Health and Wellness	Health Life style

Table 4.1: NRP Priorities and RESC Plan Themes.

4.2 Regional and Cross-Sectoral Priority areas

The success behind a regional RESC Plan lies on all levels of government working in partnership with each other, communities and the private sector, when responding to opportunities in particular for the South-East region. The listed objectives and priorities may only be implemented through mechanisms for effective cross-sectoral and inter-governmental partnerships and integrated regional planning. This may only be attained through;

1. Collaboration on regional economic development issues this may include other regions in the EU or in proximity i.e. the Med area;
2. Develop coherent activities through integrated regional planning beyond jurisdictional, legal or other types of boundaries;
3. Build a regional capacity to spur collaboration efforts over the long-term which to date have been hampered by localised under resourced governments which struggle to perform;
4. Share the burden for services provision through the consolidation of main dedicated hubs.

The NRP priorities listed above are being considered as cross-sectoral priorities in the realm of the implementation of the RESC Plan as these truly form the pillars on which regional priorities interconnect and therefore; employment, education, energy, research and innovation and social inclusion form the basis of collaborative actions. The next chapter proposes resource mobilisation.

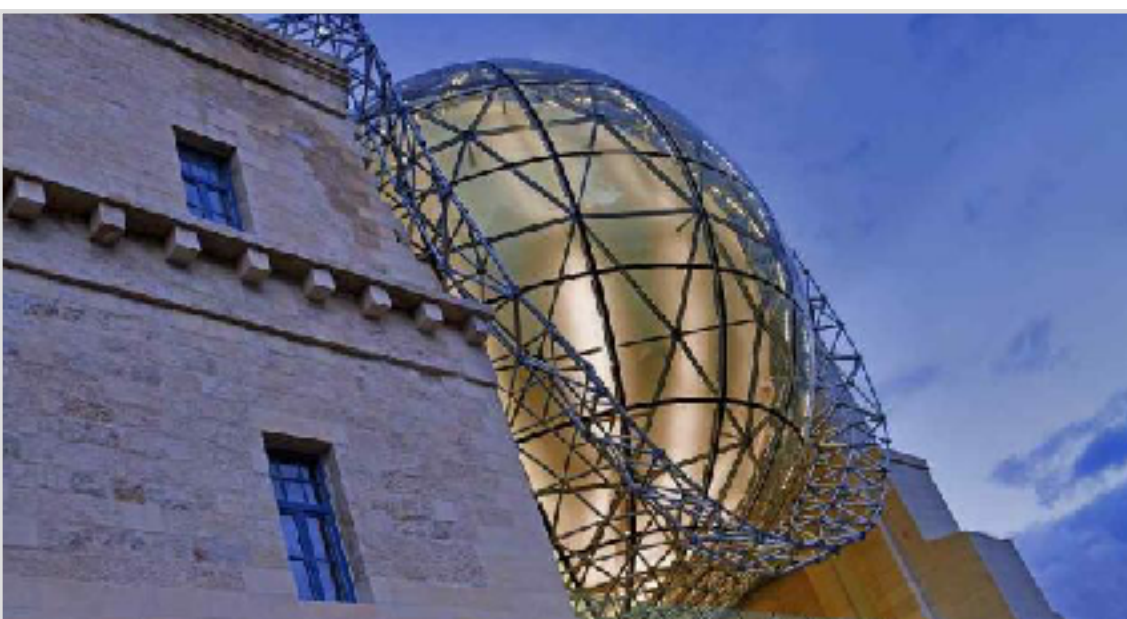


Photo 5: Latest investment in the South East directed at Research and enhancing Tourism.⁴⁰

⁴⁰ <http://www.independent.com.mt/articles/2017-02-04/local-news/3-5-million-Planetarium-inaugurated-more-than-36-000-have-visited-Esplora-so-far-6736169991> (Viewed 21 March 2017)

5 The South-East Region: Resource Mobilisation

5.1 Planning regionally

As highlighted earlier in the previous chapters SERC members are conscious of the need for a concerted effort to address regional but also local development. Respondents to the survey set for the Regional Action Plan fully agree that they would be ready to support the Action Plan for the good of the South East Region and that the aspirations and challenges are common. SERC councils aspire and show commitment for an enhanced governance and management, through an exchange of experience with European counterparts (5%), coordination and cooperation with other councils especially in tendering processes and proportionate distribution of the (LES).⁴¹

Also SERC considers (5) main areas which should drive resource mobilisation;

1. soft and hard interventions with EU or Local funds leading as the fundamental necessity to spur change;
2. further human resources (quality and quantity),
3. better coordination with other local councils and central government,
4. a greater investment in research, and
5. better means of information and communication.⁴²

The experience to date on the management of funds or projects is that success depends very much on the human resources and management capability. As yet this has not been secured either at Local Council or Regional Committee level. This may be considered as a considerable capital outlay on a National level. It would necessitate; the development of new competencies, recruitment schemes to cover these new posts; project management and other administrative related training and finally further financing. The extensive and augmented devolution of services from central government to Councils in the past decade warrants this investment and satisfies the objectives of subsidiarity and

⁴¹ SERC, Consultation Report, September 2014, Dr Malcolm Borg; Ms Elizabeth-Ann Richard and Chev. Paul Farrugia. Participating Councils included; Birgu, Bormla, Fgura, Floriana, Kalkara, Marsascalea, Marsaxlokk, Paola, Tarxien, Valletta, Zejtun, Santa Lucija. Not Published.

⁴² Op.cit.

decentralisation. Pooling of resources and employment or recruiting schemes have not attracted the best resources. Still even at this level training is clue to better management. This may also be supported through cross-sectoral initiatives. It may be achieved through training and education and also research and innovation. The latter may be IT oriented to maximise the potential of e-government.

This leads to the issue of greater collaboration between central and local government. The need to simplify processes is evident; in the procurement processes, management and administration; especially in the latter. The results of shortfalls on “the workings of local Councils” in the Report of the Auditor General of 2014 is revealing to an extent.⁴³ Whilst weaknesses outlined should be seen to, the reality of the management acumen and potential definitely show the need of more support, better training and dedicated process for exceedingly small under-resourced offices. Therefore a mobilisation of resources is vital and this may take the form of;

- (1) pooling of resources dedicated to different administrative tasks thus directing specialised officials for particular tasks;
- (2) regular training in system development and process including simple process i.e filing;
- (3) enhancing the staff and offices through a capacity building scheme;
- (4) extension of contracted part-time experts and specialists as in the case of auditors and accountants or consultants to support the administration of the Local Councils;
- (5) more attractive salary packages;
- (6) more assistance and support in audit processes rather than investigations.

⁴³ National Audit Office, Report by the Auditor General on the Workings of Local Government 2014.

5.2 Financing regional development

As outlined earlier in this report and the RESC Plan itself calls for the need of financial resources for local councils and regional committees. Stronger communities necessitate stronger administrative hubs which correlates to further direct investment not only financially but also in devising mechanisms to launch local and regional government on a steady and permanent footing.

The radical difference between local councils and regional committees in Malta and abroad is the “lack of autonomy” and high dependency on central government as a result of the different culture of collecting taxes and rates. With regards to the former autonomy is highly dependent on the availability of funds which are available and controlled locally. This will always be a limited possibility unless there is complete detachment in financial control from the central body of government and distribution emanating centrally. On tax collecting and payment of rates this is also devised centrally with little possibility of re-investment in public projects unless through dedicated central government budgets or external funds now in the form of local funding schemes (for local governments) or alternatively through EU funding. For both sectors competition has increased exponentially in the past decades. This leaves limited options through the current framework and dire opportunities to secure financing through various or combined mechanisms. The advantage with combined mechanisms provides more stability and secures or guarantees sustainability and availability. The following mechanisms based on benchmarking are being proposed;

1. Dedicated Lottery Funds;
2. Council project Networks;
3. Shared services through dedicated partnership agreements;
4. Public Private Partnership schemes for Local and Regional projects;
5. Dedicated funding schemes with local banks or investment agencies i.e. insurance agents;
6. Pooling annually into a Regional Development Fund (similar to Urban Improvement Fund) would supplement further the availability of funds even for contingency purposes.

The following chapter directs these mechanisms to the institutional implementation of the RESC Plan.



Photo 6: One of the most extensive regeneration intervention in Cottonera. The Dock No.1 building will be seat to the new University. (photo credit; Frank Vincentz).⁴⁴

⁴⁴https://commons.wikimedia.org/wiki/File:Malta_-_Cospicua_-_Fuq_San_I-Inkurunazzjoni_-_Dock_no1_02_ies.jpg (Viewed 21 March 2017)

6 The South-East Region: An Institutional framework

6.1 The South East Regional Plan experience

The compilation process and management of the Regional Action Plan has been already tried and tested and lays some basic building blocks for the RESC implementation and an institutional framework. The plan was steered by the SERC in full coordination with the Secretariat and the Urban Local Support Group (ULSG). The formation of the group is an idea loaned from the URBACT Programme whereby representatives from different stakeholders assist and spur Action Plan compilation and implementation providing wide consultation, specialist and expert support and guarantees a consensus based approach. The Secretariat and ULSG will serve as an expert support group which will suggest, formulate and develop projects or guide the SERC on the implementation of the same RESC. The Secretariat and ULSG will also assure and guarantee the reporting to central government and monitoring process. The Secretariat and ULSG will also assist in targeting funds; local, regional, national, EU and International for the possible research, compilation, development and implementation process of the priority projects agreed with the SERC and presented in the RESC Plan. Priority will be given to flagship projects presented at a high level of readiness.

The RESC Plan identified the aspirations of the various councils and in line with the principles set will consider a number of flagship projects and actions. The collaboration and cooperation between Councils under the governance of the region is still being emphasised as there are similarities in the exigencies of the singular Councils and cross-sectoral or common benefits from larger regional based projects. The projects which are similar may fall under one programme of works and there may be also economic gain in cooperating on the level of procurement and implementation. Other projects may be singular and unique pertaining to the particular Council and which may also contribute to the region's development. The RESC Plan should be multi-tiered with projects which should be integrated under specific themes and projects as in the case of tourism, recreation and sports, commercial centres, transport, heritage management and conservation to name

a few of the vast array of proposals. Some of the projects may be already in the planning process whereas others are in the implementation stage. A system of multi-speed projects would be developed to ensure that within the programme, projects are launched at different stages. This process will sustain the micro-economies of singular areas in the region and the macro-economy. This process will also support and secure visibility for the Councils and region in facilitating project development, regeneration and delivering policy driven projects and plans.

6.2 Driving Principles

As signatory to the UN Global Cities Compact Principles the RESC Plan will follow the UNGCCP principles. The Ten Universal Principles of the United Nations regarding human rights, labour standards, environment and anti-corruption. The RESC also refers directly to EU Conventions and Charters which are in line and effect policy development in the region. These EU Conventions and Charters are being considered because; (a) they sustain further the Ten UN Principles, (b) they set the benchmarks for funding programmes; (c) they set guidelines in the realm of sustainable communities and City regeneration.

The RESC Plan will not be referring superficially to the UN Ten Principles but develops implementation processes and actions to sustain the objectives emanating from the principles and transposes these into tangible projects based on the criteria set by the same. This is being conveyed and implemented by the SERC through the RESC Plan consultation process deploying the concept of soft power. Soft power ‘advocates that governments can achieve the realisation of policy and compliance goals through means other than regulatory.’⁴⁵ This soft power strategy is targeting governance, business and related regulations. It is also considering Corporate Social Responsibility (CSR) as one of the main objectives of UNGCCP and applies the idea of ‘free and non-legislative systems’.⁴⁶ This practice may be implemented through the application of

⁴⁵ ICMA, Guide to the Global Compact for Local Governments: Converting the Global Compact into Good Practice retrieved on 30 October 2014, <http://citiesprogramme.com/archives/event/australian-launch-of-the-guide-to-the-global-compact-for-local-government>.

⁴⁶ Ibid.

Corporate sustainability starts with an entity's value system and a principled approach to doing business. This means operating in ways that, at a minimum, meet fundamental responsibilities in the areas of human rights, labour, environment and anti-corruption. Responsible businesses enact the same values and principles wherever they have a presence, and know that good practices in one area do not offset harm in another. By incorporating the Global Compact principles into strategies, policies and procedures, and establishing a culture of integrity, companies are not only upholding their basic responsibilities to people and planet, but also setting the stage for long-term success.

The UN Global Compact's Ten Principles are derived from: the Universal Declaration of Human Rights, the International Labour Organization's Declaration on Fundamental Principles and Rights at Work, the Rio Declaration on Environment and Development, and the United Nations Convention Against Corruption.

Human Rights

Principle 1: Businesses should support and respect the protection of internationally proclaimed human rights; and

Principle 2: make sure that they are not complicit in human rights abuses.

Labour

Principle 3: Businesses should uphold the freedom of association and the effective recognition of the right to collective bargaining;

Principle 4: the elimination of all forms of forced and compulsory labour;

Principle 5: the effective abolition of child labour; and

Principle 6: the elimination of discrimination in respect of employment and occupation.

Environment

Principle 7: Businesses should support a precautionary approach to environmental challenges;

Principle 8: undertake initiatives to promote greater environmental responsibility; and

Principle 9: encourage the development and diffusion of environmentally friendly technologies.

Anti-Corruption

Principle 10: Businesses should work against corruption in all its forms, including extortion and bribery.



Photo 7: One of the most extensive Energy projects.
The closing down of the Marsa Power Station.
This action secures cleaner air in the South East
(photo credit; Sudika).⁴⁷

⁴⁷https://commons.wikimedia.org/wiki/File:Sudika_Marsa_power_station.jpg (Viewed 21 March 2017)

7 The South-East Region: Monitoring and Implementation Mechanisms

7.1 Applying Circles of Practice

The monitoring and evaluation activities related to the RESC Plan according to the guidance provided “shall be based on manageable processes; measurable and verifiable indicators; and conform to basic rules of simplicity, timeliness and cost effectiveness.”⁴⁸ Based on the Circles of Practice (COP) to take and implement RESC from 2017 to 2020 the past activities and those listed in the previous sections as part of the action planning should be considered in unison with the various indicators and areas of intervention listed in the Tables provided in Chapters 2, 3 and 4.

The potential of COP in forward planning is the “iterative process pathway with defined stages of activity: commitment, engagement, assessment, definition, implementation, measurement, and communication.”⁴⁹ But this is not the sole advantage which may be extracted from COP for the RESC Plan. Within the scope of the RESC Plan the following will assist its development and implementation through;

1. A “stepped approach” to define, elaborate, implement and assess projects, plans and policies based on a participatory approach;
2. To establish a “logical sequence” of integrated actions through the application of a range of tools adapted to local contexts including; civic engagement, knowledge and planning, regulatory systems and financial systems;
3. Adapt and temper the tools provided to; (a) define and refine the local strategies and objectives, (b) facilitate the evaluation of proposals for change, and to improve protective and managerial skills and procedures as directed by the NRP through research and innovation. The process will also (c) encourage the use of information and communication technology to reach all sectors of society through social inclusion.

In the light of the above a phased approach for the RESC Plan is being proposed based on the Circles of Practice proposed on a 2017-2020 cycle. This is also being

⁴⁸Funding Initiative to Regional Committees: Regional Economic, Social and Cultural Community Plan; Guidance Notes (September 2016).

⁴⁹ <http://www.circlesofsustainability.org/circles-overview/process-circles/> (Viewed 17 March 2017)

considered as a draft consultation one page plan to be elaborated further after the commitment stage.

7.2 The One-Page Plan

Process	Priority Areas	Action	Time Scale
COMMIT	Research and Innovation; Employment; Education; Energy; Social Inclusion; Transport and Tourism.	Establish a Management Structure for the implementation of the Plan through the ULG	QTR 3 2017
ENGAGE	Research and Innovation; Employment; Education; Energy; Social Inclusion; Transport and Tourism.	Collaborate with Stakeholders and empower communities through a process of consultation and Think Tanks.	QTR 4 2017
ASSESS	Research and Innovation; Employment; Education; Energy; Social Inclusion; Transport and Tourism.	Evaluate and analyse documents and factor reactions and consultations. Re-check priorities.	QTR 1 2018
DEFINE	Research and Innovation; Employment; Education; Energy; Social Inclusion; Transport and Tourism. (Other?)	Redefine Plan and clarify parameters checking project design and effectiveness and impact of RESC Plan.	QTR 1-3 2018
IMPLIMENT	Research and Innovation; Employment; Education; Energy; Social Inclusion; Transport and Tourism. (Other?)	Authorise plans through a dedicated implementation process and check, monitor and evaluate multi-speed projects.	QTR 2-4 2018
MEASURE	Research and Innovation; Employment; Education; Energy; Social Inclusion; Transport and Tourism. (Other?)	Monitor indicators and reassess projects and impacts.	QTR 1 2019
COMMUNICATE	Research and Innovation; Employment; Education; Energy; Social Inclusion; Transport and Tourism. (Other?)	Publicise progress and conduct visibility and market campaign on goals reached.	QTR3 2017-QTR1 2019

Table 7.1: RESC Plan Cycle for 2017-2020.

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S U S T A I N A B L E U R B A N M O B I L I T Y P L A N

2018-2030



SOUTH EAST REGIONAL COMMITTEE

Birgu, Bormla, Fgura, Floriana, Isla, Kalkara, Marsa, Marsascala, Marsaxlokk, Paola,
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Sustainable Urban Mobility Plan (2018-2025)

SOUTH EAST REGIONAL COMMITTEE

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The SERC does not warrant the accuracy or completeness of information in this publication and the Committee shall bear no responsibility of any inaccuracies, errors, faults, defects or omission of data or information. The maps and plans have been published as schematic representations to facilitate the understanding of related plans and policies.

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CHAPTER ONE

THE SOUTH EAST REGION: SUMP 2018-2030

1.0 CONTEXT

1.0.1 The South-East Region is one of the most populated and with the highest densities in the Maltese Islands. Its density is 24 times the EU average and comparable to European City densities.

1.0.2 The region is defined as mostly urban with sparse rural and semi-rural areas. It has an indented coastline which was developed in ancient times into harbours and ports. The rocky coastline with low vertical cliffs around headlands in the Grand Harbour and the Marsascala-Delimara area characterise the coastal area. Sparse small sandy beaches are located around the coast mostly concentrated around Marsaxlokk and Marsascala.

1.0.3 Semi-rural areas are concentrated around Zejtun, Marsaxlokk, Marsascala and limits of Zabbar and Xaghra with little or few open spaces within the built-up areas. The most rural area is Delimara with surviving natural habitats and geomorphological features over the coast. The agricultural areas have in the past decades seen an investment predominantly in viticulture and planting of olive groves.

1.0.4 The coastal zone is also a significant element not only as a resource related to the maritime industry or tourism but as an important natural critical asset. The indented coastline is under pressure by maritime city development and harbour conurbation and Malta's industry based on ship-building and port activity.

1.0.5 The South-East region is characterised by this activity. In the two waves of urbanisation 1500-1800 and 1860-1960 the coastal conurbation formed an Inner and Outer harbour area which holds the greater part of the Maltese population.¹

1.0.6 The South-East Region is one of the most densely populated inner harbour regions. It is a conurbation made up of maritime cities and towns. Eleven out of 15 Councils in the region are maritime with a concentration over the harbour area with an annular formation of historical sister fortified cities. It is in this area and in the South East (Marsascula and Marsaxlokk) that maritime industry and tourism are concentrated with the Grand Harbour and the Free Port attracting a significant percentage of Mediterranean shipping activity.

1.0.7 The region does not only encompass the most important ensemble of fortifications (UNESCO Tentative List) it also has the highest concentration of archaeological World Heritage sites with Tarxien Temples and the Hal-Saflieni Hypogeum. The UNESCO list for Malta includes Valletta both capital and World Heritage City.

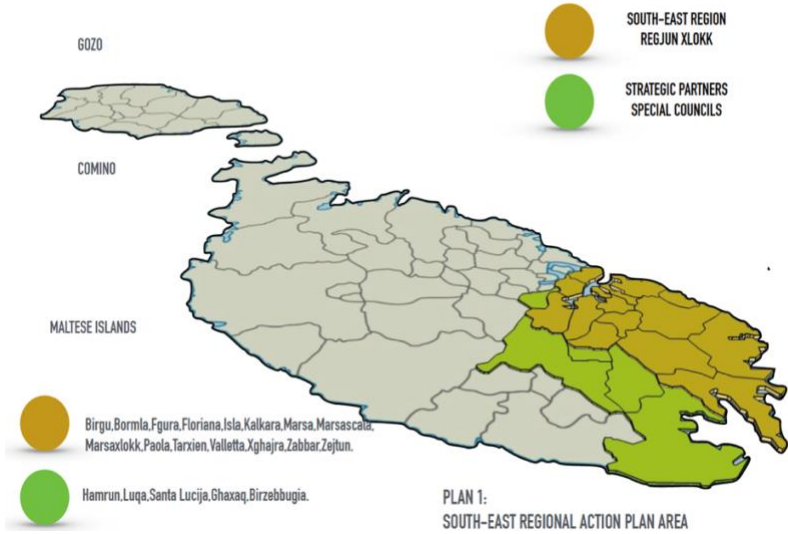
¹ South East Regional Committee, Action Plan South East Region, Draft Consultation Document (2015).

1.0.8 These are important resources contributing in diversifying the local predominantly industrial economy to a tourism orientated one. The industrial sector still predominates with 4 out of 10 industrial estates located within the region without considering the docks, shipbuilding and maritime industrial zones.²

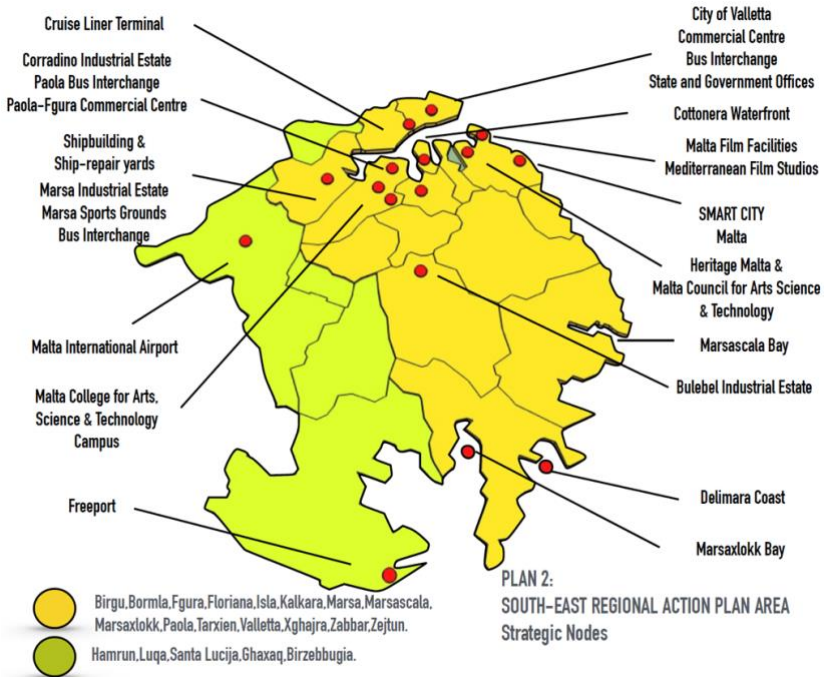
1.0.9 Transport; effective sustainable transport is a crucial and determinant factor in the future success of the region's economy heavily impacted by the activity in the harbours, the Freeport, the Cruise Liner Terminal, the airport, commercial centres and the industrial estates. The South-East is mostly dependent on landbase transport predominantly by private vehicles. A system of radially designed roads connecting the towns and cities to the Capital; the South, Central and North regions of Malta. These are in turn connected to the TEN-T network.

² Op.cit.

SOUTH EAST REGIONAL COMMITTEE



Plan1: SERC SUMP area.



Plan 2: SERC area and activity land-use areas.

1.1 SCOPE: SERC ACTION PLAN & CITYMOBILNET

1.1.0 The scope of this document is to develop an integrated planning document; a Sustainable Urban Mobility Plan (SUMP) which addresses the South East Region. The SUMP is directed at resolving the congestion and traffic problem in the South East of Malta through; the application of new traffic management systems, alternative transport systems, the use of new technology to achieve a greener more efficient viable transport.

1.1.1 What is a SUMP? “A SUMP is a strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life. It builds on existing planning practices and takes due consideration of integration, participation and evaluation principles.”³

1.1.2 Why a SUMP for SERC? In principle the Action Plan 2015 for the South East Region; “The South-East Regional Committee (SERC) ...(was greared to) seek the means to spur actions to guarantee a sustainable development for future communities. The Councils in partnership ... plan, design and develop projects to ensure that the communities within the region are more liveable.”

³ <http://www.eltis.org/guidelines/what-sustainable-urban-mobility-plan> (accessed 4 May 2018).

1.1.3 Also it is of note that one of the principle challenges delineated by the Action Plan 2015 is 5.1; “Congestion and Pollution are concerns which significantly and specifically impact the South-East region. It is calculated that the two power stations in Marsa and Marsaxlokk contribute to 62% of the Islands pollution whereas another 17% is the result of traffic congestion. Two main decisions made by since 2013-2014 central Government are crucial; (1) the change from Heavy Fuel Oil in Delimara (Marsaxlokk) power station; and (2) the decommissioning of the Marsa power station and Phase 1 at Delimara. These actions should have had a lasting effect in an area where asthma attacks records doubled in the past years. Congestion is also directly connected to pollution. The harbour conurbation is significantly impacted by heavy traffic; private, industrial and commercial vehicles and public transport. Paola square which is a transit hub and bus interchange experiences 90,000 car movements per day. Whereas one of the busiest links on the Island is the Aldo Moro Road in Marsa.”⁴ In the process of developing this SUMP (2015-18) the Government decommissioned the Marsa Power Station and changed the Delimara power station from Heavy Fuel Oil. This has resulted in targeting the next main polluter; traffic which accounts for 17% of pollution in the Maltese Islands.⁵

⁴ South East Regional Committee, Action Plan South East Region, Draft Consultation Document (2015).

⁵ Op.Cit.

1.1.4 The main principle of the SERC Action Plan has emanated from a 2015-16 survey gauging the SERC Local Council's aspirations which puts energy efficiency and green energy (equally 14%) top the list of priorities just below infrastructure (18%). "Other important aspects which shed light on the aspirations of SERC members are delineated by the proportionate interest in; tourism, maritime industry/tourism, heritage, commercial investment, security and safety and waste management. Other significant and equal results show that the SERC councils aspire and show commitment for an enhanced governance and management, through an exchange of experience with European counterparts (5%), coordination and cooperation with other councils especially in tendering processes and proportionate distribution of the (LES)."⁶

1.1.5 CityMobilNet was an ideal project in spurring further the compilation of the SUMP for the region. CityMobilNet takes on one of the most prominent policy challenges for Europe's cities today: urban transportation.

1.1.6 "The European Commission underlines the importance of urban transportation due to the central role of cities for growth, employment and the welfare of citizens. Cities need an efficient transportation system to come up to this central role. However, cities' transportation reality faces major problems and increasing

⁶ Op.Cit.

inefficiency. Such problems are amongst others the high loads of GHG emissions deriving from urban transportation as well as the increased costs cities face from chronic congestions, coming up to € 80 billion/year EU-wide.”⁷

1.1.7 CityMobilNet faces these major problems of urban transportation by empowering cities to develop sustainable urban mobility strategies counteracting their transport related problems. The network takes up the concept of Sustainable Urban Mobility Plans, which design urban transportation development in a comprehensive and co-productive process for a time scope of 10-15 years.⁸

1.1.8 The strength in CityMobilNet as a project is the view on all transportation aspects and all related issues of other urban policy. Most importantly is the establishing of a “Local Action Group that pools forces of all relevant stakeholders out of this”. This Local Action Group was established through SERC and apart from participating to exchanges with other Cities; a participatory approach for the plan was established as part of the ongoing compilation.

1.1.9 Altogether between 2015-2017 there were 20 Core Group Meetings and 12 Political Group Meetings which focused on URBACT and the SUMP. The ULSG had a cross-section of ten members.

⁷ <http://urbact.eu/citymobilnet>.

⁸ Ibid.

Which kind of event?	When?	No of participants	Evidence connected
<i>Political Group</i>	14/7/2017	6	Data collation from Valletta and Environs SUMP Transport Malta
<i>Core group</i>	1/11/17	5	Developing a Best Practice Example (Paola Square) as a presentation
<i>Core group</i>	7/12/17	5	Testing Best Practice and responding to Transfer Networks URBACT

Table 1: SERC ULSG Meetings 2017.⁹

1.2 METHOD AND PROCESS

1.2.0 CityMobilNet provided the platform and the tools to develop and apply specific methodologies. In applying SUMP guidelines the initial process was the evaluation and analysis of the SERC area. This was a significantly important step in the light that;

- (1) There has been no data collation on a regional level as composed;
- (2) The data was not readily available and recent;
- (3) There were areas which necessitated further analysis;
- (4) It was necessary to develop a set of indicators to monitor through the period set (2018-2030).

⁹ Paul Farrugia natix666@yahoo.co.uk, Galea Antonella at DLG antonella.galea@gov.mt, Lawrence Attard lorry.attard47@gmail.com, Horace Gauci horace.gauci@ilearn.edu.mt, Carlo Mifsud xarlomifsud@gmail.com, Axisa Steven steven.axisa@gov.mt, Roderick Spiteri spiteriroderick@gmail.com Sperenza Chircop speranza.chircop@gmail.com, Dr Malcolm Borg heritage.enterprise.au@gmail.com, Profs. Saviour Formosa saviour.formosa@gmail.com.

1.2.1 The baseline study offered the possibility to establish an initial framework for the SUMP and area of study. What is a baseline study? “The baseline study is a development phase requirement for all URBACT action-planning networks. It is a capitalisation exercise, providing partners with an opportunity to start their work with a sound (platform) underpinning ... knowledge combined with an awareness of the state of play in other European cities, including each of the partner cities. It involves the Lead Expert working closely with the Lead and Project Partners in a process that strengthens understanding amongst the key actors and provides the foundations for the network.”¹⁰

1.2.2 The baseline study was geared to;

- (1) Deepen and share understanding of the way that related policy has developed elsewhere in Europe and at EU level;
- (2) Build knowledge of the issues in each city and deepen the understanding that each partner has of the situation in the other partner cities;
- (3) Establish baseline indicators relating to the URBACT Programme level results for each city;
- (4) Develop a shared understanding of the issues, needs and research agenda for the implementation phase of the project on which partner activities can be planned in detail.

¹⁰ Accessed 17 January 2017; http://urbact.eu/sites/default/files/baseline_guidelines_oct_2015_final.pdf.

(5) The Baseline study for the South East Region will refer to its Consultation Document and Action Plan and in tandem focus on the results and indicators emanating from the Traffic Analysis.

1.2.3 The core network applying for the project was made up of the following Councils; Fgura, Paola, Tarxien, Santa Lucija, Valletta and Kalkara. These Councils had already been collaborating on SUMP development through CIVITAS and Transport Malta and European Mobility Week Projects and initiatives. This hub and study has been extended and elaborated further to integrate the Inner Harbour and Outer Harbour area of the South East Harbour. For this reason Marsaxlokk and Marsascala are included in the study however it must be said that the holistic approach to the study will include other towns and councils and the S.E. Region is being considered beyond its legal confines as a whole and the complete conurbation because of; (1) the size and area; (2) the City of Valletta and its suburban development; (3) the density of the population and the urban fabric; (4) the proximity of the towns and connectivity.

In the light of the above the study considered the various socio-economic, geographic, cultural and environmental aspects of the S.E. Region and the state of play of transit, transport and its impact on society. The main aim of the baseline study was to deliver a SUMP and strategy to apply to the S.E. Region in a stepped approach. The SERC Action Plan and the RESC Plan compiled between 2014-2016 were fundamental to supply the necessary socio-economic, geographic, cultural and environmental aspects of the S.E. Region.

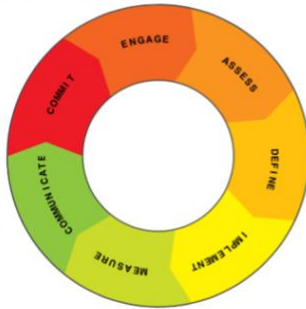
1.2.4 The study also considered the compilation of a Traffic Analysis Report (TAR) so as to collate the vital data based on the following components;

- Study area, including map
- Existing conditions
- Analysis periods
- Background, existing, future background and future total traffic demand
- Site generated traffic
- Improvement alternatives
- Traffic impacts for future background and total traffic with and without mitigation (tabular summaries)
- Access and Mobility Strategies
- Recommendations for an Integrated SUMP.

The Methodology for the TAR included 4 main areas; (a) Traffic Volume Analysis; (b) Trip generation and distribution; (c) Capacity and (d) Safety.

1.2.5 This approach included an; (a) Evaluation and assessment process (which included a base-line study focused on the data available); (b) Challenges and priorities (based on surveys and exchanges held with the Local Support Group); (c) Implementing a plan through actions and packages; (d) Measure an effective plan (the development of sustainable indicators); (e) Develop a Communication Plan (keeping a transparent system in developing the SUMP); (f) Commit to engage (through a review process and defining sustainable tools).

Stages and Phases



ENGAGE: Consult, Entrust, Empower, Accord

Table 2: Process Circles applied to the SUMP development was applied to ensure guarantee engagement, measurement, monitoring, review and commitment.¹¹

1.2.6 The process of compilation was established during the data analysis and evaluation stage which considered a multi-speed process to build indicators for the South East Region. This process was necessary because of the; missing evidence, the various developments in the sector and the lack of uniform data gathering. “Process Circles” provided pathways to guide practitioners, SERC and the LSG through the process of making a significant impact upon a designated locale, such as the city and the urban region. “Linked to guidelines for each of the stages, a Process Circle provides a broad management overview that can be used for small or big projects. It can be used to guide a focussed and discrete project or to frame a general sustainability plan that includes many sub-projects.”¹²

¹¹ (Accessed 4 May 2018 <http://www.circlesofsustainability.org/circles-overview/process-circles/>).

¹² Accessed 4 May 2018 <http://www.circlesofsustainability.org/circles-overview/process-circles/>.

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Step No.	Phase	Period	Note
1	Engage	2016-2018	SERC, ULG, Core Group
2	Assess	2017-2018	First Collation of data and Indicators
3	Define	2018	Develop objectives and plan framework
4	Implement	2018	Develop consultation process and launch framework
5	Measure	2018-2019	Launching further Data gathering
6	Communicate	2018-2019	Consult with the SERC stakeholders and public
7	Commit	2018-2020	First phase of soft applications

Table 3: SERC Process Circles applied to the SUMP development was applied to ensure guarantee engagement, measurement, monitoring, review and commitment.¹³

1.2.7 The process in the post-assessment phase involved the following steps and phases (please refer to Table 3). In the second phase the assessment included the collation of data. The focus based on the Transport Assessment Report considered the following areas; 1) Whether there were Traffic Counts for 5 points in the SE Region following 2013 and 2014 around Marsa? (2) Data on Luqa, Paola and Marsa Terminals; frequency of buses and ridership; (3) Regional or whole of Malta ridership counts through new bus card system; (4) Frequency of use of the Park and Ride Floriana: Number of Shuttles per day and per hour; turnover of use of car parking; (5) Any possible records for use of MCP car-park Floriana; (6) Ridership statistics for Ferries (Sliema - Valletta and Valletta - Cospicua and vice versa); (7) Ridership statistics for the Valletta lift 2014-2016.

¹³ Accessed 4 May 2018 <http://www.circlesofsustainability.org/circles-overview/process-circles/>.

CHAPTER TWO

THE SUMP 2018-2030: ASSESSING

2.0 ASSESSING TRANSIT SYSTEMS

2.0.1 The data gathering included multiple sources; national and regional generally sourced through the National Statistics Office (NSO) and transport Malta (TM); locally gathered data based on specific surveys through CIVITAS (in the case the case study of Kalkara).¹⁴ Other data was established through indicators based on Malta's Priority Axis targeting development in regeneration and transit between 2007-2013 and 2014-2020.¹⁵

2.0.2 A benchmark was set with data published between 2007-2017. The data was based on traditional transport systems, new developments and projected transit projects. The new developments were predominantly part financed by the European Union.

Type	Traditional	2007-2013 Developments	2014-2020 Projected
Road Network	Road Network (Projected HH Girdle Road)	TEN-T Network	Marsa and Santa Lucija Junction

14 Accessed on the 4 May 2014;
https://www.researchgate.net/publication/309040139_European_Mobility_Week_Kalkara_Local_Council_Mobility_and_accessibility_Survey_Preliminary_Findings_October_2016.

15 Accessed on the 4 May 2014;
https://eufunds.gov.mt/en/Operational%20Programmes/Useful%20Links%20and%20Downloads/Documents/AIR%202014/OPI_AIR%202014_MT.pdf and
<https://eufunds.gov.mt/en/Operational%20Programmes/Programming%20Period%202014%20-%202020/Operational%20Programme%201/Pages/Operational-Programme-1.aspx>.

SUSTAINABLE URBAN MOBILITY PLAN 2018 - 2030

			Upgrades (South East only)
Land Based (Rail)	Tram and Train	Discontinued	Discontinued
Land based Public transport	Maltese Buses	Arriva	TM
Land based Public transport	Maltese Buses	Double Deckers & Open top buses	Double Deckers & Open top buses
Land based Public transport	Omnibus	Trackless Trains	Trackless Trains
Land Based Public transport	Horse drawn Cabs	Horse drawn Cabs	Horse drawn Cabs
Land Based Public transport	Mini Buses	Midi Buses & Mini Buses	Midi Buses & Mini Buses
Land Based Public transport	Taxis (Conventional)	Electric and Car Taxis	Electric and Hybrid Car Taxis
Land Based Public transport	Not Available	Not Available	Demo-V Electric Car Stations
Land Based Public transport	Not Available	Not Available	E-Bikes
Land Based Public transport	The Barrakka Lift	New Barrakka Lift	New Barrakka Lift New Main Gate Lift
Sea Based Public transport	Harbour Ferries	Harbour Taxis	Taxis & Ferries
Sea Based Public transport	Maltese Boats (Harbour based)	Maltese Boats (Harbour based)	Maltese Boats (Harbour based)

Table 4: Transport systems - changes from the 19th century to date.¹⁶

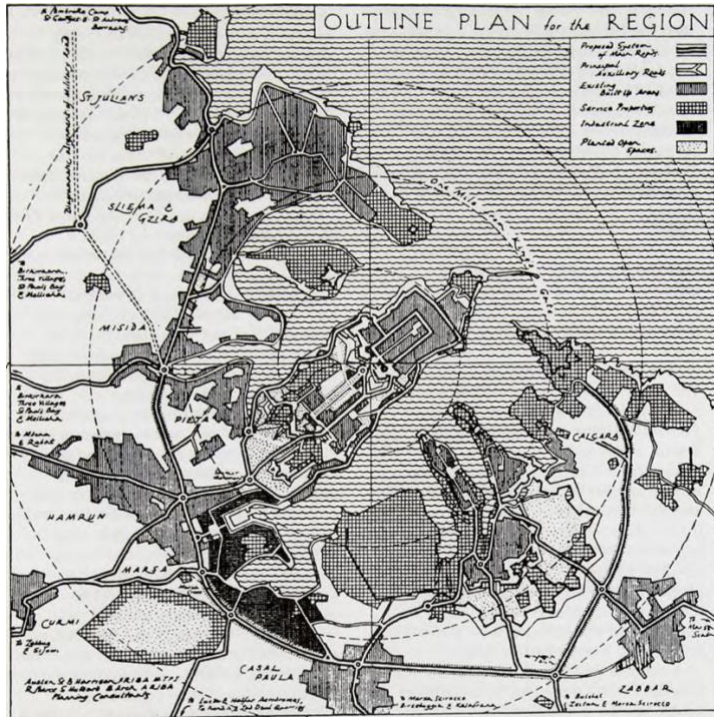
2.0.3 A benchmark date has been set at 2007 to gauge progress and investment in transport on a National level but which impacted significantly on the Inner and Outer Harbour area and also at a

¹⁶ (Accessed 4 May 2018

https://www.researchgate.net/publication/271449766_Transit_oriented_development_-_integrating_land-use_and_transport_in_small_island_states).

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regional level. These new systems are still being enhanced to date with new modalities and through a process of modal split. Modal shift has also been spurred through soft and hard interventions (from new ticketing systems to electric taxis).



Plan 3: Girdle Road designed for post-war Malta (Inner and Outer Harbour and South East Region) by Harrison and Hubbard.¹⁷

2.0.4 The assessment of transport systems; infrastructural, vehicular land based and sea based is important in delivering a sustainable and viable transport system for the future and for the region. When one refers to the history of transport especially Victorian and early 20th

¹⁷ Harrison, A. St B. and Hubbard, R.P.S., *Valletta and the Three Cities*, Valletta: Government of Malta, 1945.

century systems; it throws light on modernisation and the necessity to interconnect effectively and efficiently. Design and applications in the past were tied to security and military needs of the colony and empire. The road network designed by Galizia-Bonavia-Castillo in 1925 (Master plan of Valletta and Floriana)¹⁸ and later by Harrison and Hubbard (1945) was based on interconnecting the strategic areas around the harbours using girdle roads and linear or radiating roads defined by the fortifications of the inner harbour area. Although the latter plan never came to fruition today's road network still developed round the fortifications determined by geography.

2.0.5 The current road network in the South East includes main linear connections (arterial roads) connecting the region to the capital and an unfinished girdle road which circumvents Valletta, Floriana and the Cottonera area. The most extensive arterial roads include; (i) Aldo Moro: the widest connecting road (8-lane) which is only 0.57 km but connects the South East to the Central and Northern Regions; (ii) Tal-Barrani which connects East to West dissecting the region and running approximately 3km (4-lane); (iii) Haz-Zabbar which is an urban road which interconnects the sub-urban Councils of Paola, Fgura, Zabbar and Zejtun and is approximately 1.63km long (2-lane). The girdle is around 8km of urban roads and highway systems, it

¹⁸ Accessed 4 May 2018, Malcolm Borg (2001); https://www.academia.edu/14315031/Integrated_Conservation_and_the_Rehabilitation_of_Housing_Stock.

strong) and the reduction of military investment through the British empire.

2.0.7 The most significant interventions in the road network in past two decades will be the Marsa and Santa Lucija Junction upgrades Euro 70M and Euro 20M respectively These are targeting traffic management and facilitating flow by substituting one level junctions and roundabouts to the use of tunnels and multi-level junctions. These will be affecting Aldo Moro and Tal Barrani Roads which control traffic flow from the Region to Valletta and the Central and North Regions.



Photo 1: New Marsa Junction currently under construction.²⁰

²⁰ Accessed 4 May 2014, <https://www.timesofmalta.com/articles/view/20180305/local/marsa-junction-team-reassures-drivers-traffic-will-continue-to-flow.672397>.



Photo 2: New Santa Lucija Junction currently under tender.²¹

2.0.8 The most radical change in public land based transport was the change of the bus fleet. The bus fleet until 2011 was a mix of traditional buses (made up of 50-year old converted Bedford trucks, London buses and Duple Dominant Coaches).



Photo 3: Traditional Maltese buses managed as a bus-driver owned fleet.



²¹ Accessed 4 May 2014, <http://www.livenewsmalta.com/index.php/2017/09/23/e20-million-road-project-for-santa-lucia/>.



Photo 4: New buses were 66% King Long and some articulated second-hand buses.
The Mercedes Citaro and some King Long buses could not support the routes.

2.0.9 The first modernisation of the fleet after multiple attempts came into effect in 2011 where government bought off licences and tendered it to a transport company. The Company chosen was Arriva which utilised King Long Chinese made buses. “When Arriva won the 10-year contract to operate public transport services in Malta and Gozo, it committed to replacing a large part of the island’s ageing bus fleet to greatly improve passenger comfort and reduce the environmental impact of transport in Malta. All buses were diesel low-floor vehicles providing easy access, and will feature Euro V engines, air-conditioning, comfortable seating, and Real Time Passenger Information displays, including next scheduled stop announcements. Of the 172 new King Long buses, 48 are nine metres long, 124 are 12-metre vehicles. A further two King Long buses, one nine-metre and one 12-metre bus, were already in Malta for use with

route testing and driver training.”²² When Arriva started operating in Malta 66% of the fleet in Malta were King Long buses. The new fleet controlled by Arriva consisted of 264 buses, but both the buses and the company failed to service the population and cope with a very badly planned route system.

2.0.10 The upgrading of the system could only be resolved through a change of Government when a re-investment was made by the government and the tendering to a new transport partner. Autobuses de Leon on January 8, 2015 took over the bus service in Malta retaining the name Malta Public Transport. One of the major changes will be in the payment system with the introduction of a card similar to the Oyster Card in use in the UK. This system was introduced in July of the same year. New routes and frequencies were announced and the company employed 100 new drivers immediately and another 200 by the end of the year. The company temporarily rented 40 buses but will get 142 new Euro VI two-door 9.6 metre buses by the end of the first quarter. The company also got a subsidy of €23 million that year, which will go up to €29 million the year after. The company would have a total of 360 buses in use, about 100 more than Arriva had.²³ In 2017 the Malta Public Transport launched 28 new buses, with an investment of €6 million. The

²² Accessed 4 May 2018, <http://www.independent.com.mt/articles/2011-04-27/news/fleet-of-buses-172-king-long-buses-arrive-in-malta-291360/>.

²³ Accessed 4 May 2018; <https://www.timesofmalta.com/articles/view/20150108/local/spanish-company-takes-over-bus-service.551080>.

company’s chairman announced that these new low-emission buses feature USB charging points and are designed to carry more people. Some of them are also equipped with luggage racks to be used specifically for airport services. During July 2017 the Malta Public Transport carried more than 4 million passengers – a record for Malta since there have never been so many people using the bus. So far this year the company has experienced a total increase of 12% in passengers in all categories: regular commuters, students, tallinja card holders, and tourists.²⁴



Photo 5: The newest fleet includes Otokar buses.

²⁴ Accessed 4 May 2018; <https://www.publictransport.com.mt/en/news-details/6-million-euro-investment-in-new-buses-for-malta>.



Photo 6: The newest fleet includes Optare Midi buses which are ideal for Intercity connections.

2.0.11 The other changes in the public transport system included the use of Midi buses which are also electric or hybrid. The fleet has new Optare buses. The changes also affected the tourism servicing fleet which upgraded its coaches but also now include Double Deckers and Open Top buses.



Photo 7: The Malta Sightseeing buses.²⁵

²⁵ Accessed 4 May 2018, <https://www.visitmalta.com/en/tour-buses>.

2.0.12 Through the late 90s and through 2000 the alternative transport modes multiplied. “Trackless train services were first introduced in Malta in 2008 with the implementation of a specific route in Rabat, Malta. The aim of this service was to provide tourists and locals alike with the unique opportunity of experiencing some of the best cultural and historic sites...”²⁶ Other alternative systems which are still in operation comprise; electric taxis and e-bikes. The Electric Mini Cabs service was introduced in Malta and Gozo in 2011. They operate predominantly in and around Valletta, and from the Malta Seaport Terminal. More recently a public sharing bike system was introduced through Nextbike. It currently operates 400 bikes from 60 different stations.²⁷



Photo 8. Trackless trains introduced in 2007.²⁸

²⁶ Accessed 4 May 2018, <http://www.transport.gov.mt/land-transport/other-public-transport/trackless-trains>.

²⁷ Accessed 4 May 2018, <http://www.nextbike.com.mt/en/malta>.

²⁸ Accessed 4 May 2018, <http://www.malta.com/en/attraction/tours-sightseeing/west-malta/melita-trains>.



Photo 9. NextBike Malta introduced in 2016.²⁹



Photo 10. E-Cabs in Valletta introduced in 2011.³⁰

2.0.13 Although there was an introduction of alternative modes of transport the conventional systems are still in use; (a) chauffer driven services: in Malta there are around 700 public service garages

²⁹Accessed 4 May 2018, <http://www.nextbike.com.mt/en/malta>.

³⁰Accessed 4 May 2018, <http://wikimapia.org/29362146/Electric-TAXI>.

and in Gozo, one can find around 80 garages,³¹ (b) Coaches and Minibuses are another form of public transport, they are passenger transport vehicles which have at least thirty passenger seats and Minibuses are passenger transport vehicles which have more than eight seats,³² (c) In Malta there is also a white taxi fleet (250 licensed taxis) “that are recognised from the taxi sign with black text fixed on the roof and black registration marks printed on the front doors.”³³ The system are still supported by other transport systems which are traditional as in the case of the horse drawn cabs (karozzini) which is the oldest form of transport still extant.



Photo 11. Maltese Horse drawn Cabs.³⁴

³¹ Accessed 14 May 2018, <http://www.transport.gov.mt/land-transport/other-public-transport/chauffeur-driven-vehicles>.

³² Accessed 14 May 2018, <http://www.transport.gov.mt/land-transport/other-public-transport/coaches-minibuses>.

³³ Accessed 14 May 2018, <http://www.transport.gov.mt/land-transport/other-public-transport/taxis>.

³⁴ Accessed 14 May 2018, https://en.wikipedia.org/wiki/Karozzin#/media/File:Malta_-_Valletta_-_Misrah_Sant%27_Iermu_02_ies.jpg.

2.0.14 Through history the harbour in the Region was connected with sea-based transport. The connectivity was multi-modal based on the Maltese boat (dghajsa), steam boats and a lift connecting the wharf level to the Upper Barracca.



Photo 12. Steam Ferries in Senglea.³⁵

2.0.15 These have been substituted in the past two decades by new transport systems. The Maltese boat (dghajsa) is still one of the oldest systems in operation, whereas the Barracca Lift, the ferries have been substituted by new technology, but the connections and modality are the same.

³⁵ Accessed 14 May 2018, <https://vassallohistory.wordpress.com/the-harbour-ferries-il-lanec-tal-pass/>.

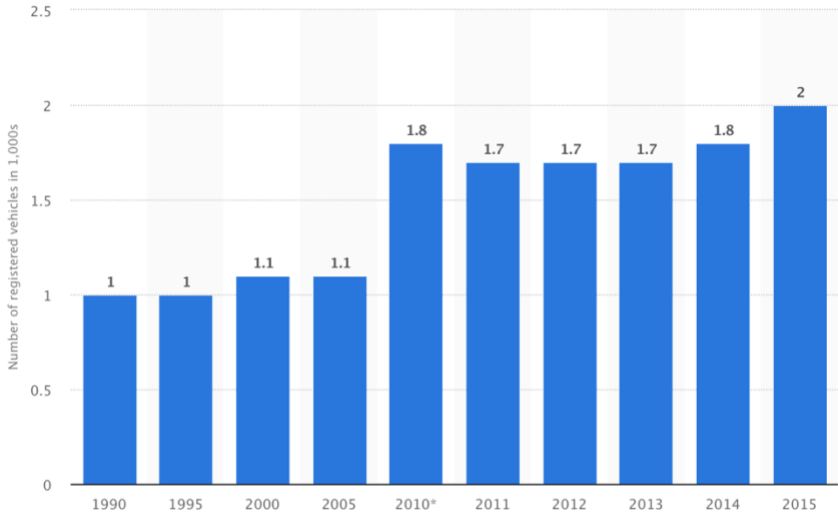


Photo 13. Past and present sea transport and the lift in the Harbour.³⁶

2.0.16 It is important to underline at this stage of the assessment that whilst vehicular transport in Victorian Malta was unpopular and walking to the City of Valletta was common (making rail not a viable option), when introduced this rose exponentially and it is still on the rise. This may be seen not only in the diversification of systems as

³⁶ Accessed 14 May 2018, <https://vassallohistory.wordpress.com/the-harbour-ferries-il-lanec-tal-pass/>.

explained but also in the total increase of units registered through the past decades.



Data visualized by  + **tableau**

© Statista 2018 

Chart 1. Number of registered buses and coaches in Malta between 1990-2015 (Statista).³⁷

³⁷ Accessed 4 May 2018, <https://www.statista.com/statistics/452568/malta-number-of-registered-buses-and-coaches/>.

2.1 ANALYSING CURRENT DATA

2.1.1 As outlined in Chapter 1 the SERC ULG was directed at collating the necessary data through the baseline study. The data sources included; National Statistics Office (Transport Reports 2011 and 2016), Transport Malta (a list which did not include Traffic Analysis) and at a local survey (Kalkara household survey; mostly behavioural).

2.1.2 The most significant statistical Transport reports have been published by the National Statistics Office on a National level but do throw some light on the situation on a District level.³⁸ The data in certain cases has been adapted to understand the regional dimension; extracted data which has been gathered for the Southern Harbour and the South East Districts.

2.1.3 The most important sections of the NSO surveys under Road Transport, these include; (i) road traffic accidents, total road traffic accidents by region (2008-2010) and (2015-16) and various subsections on accident typologies, stock of licensed vehicles, stock of licensed holders by region, contraventions issued by region, speed camera contraventions, transport indicators, license holders indicators and rate of motorisation.

³⁸ It must be pointed out that there are discrepancies in data sets owing to different enumeration areas. In this case the National Statistics Office (NSO) uses Districts not on a Regional level.

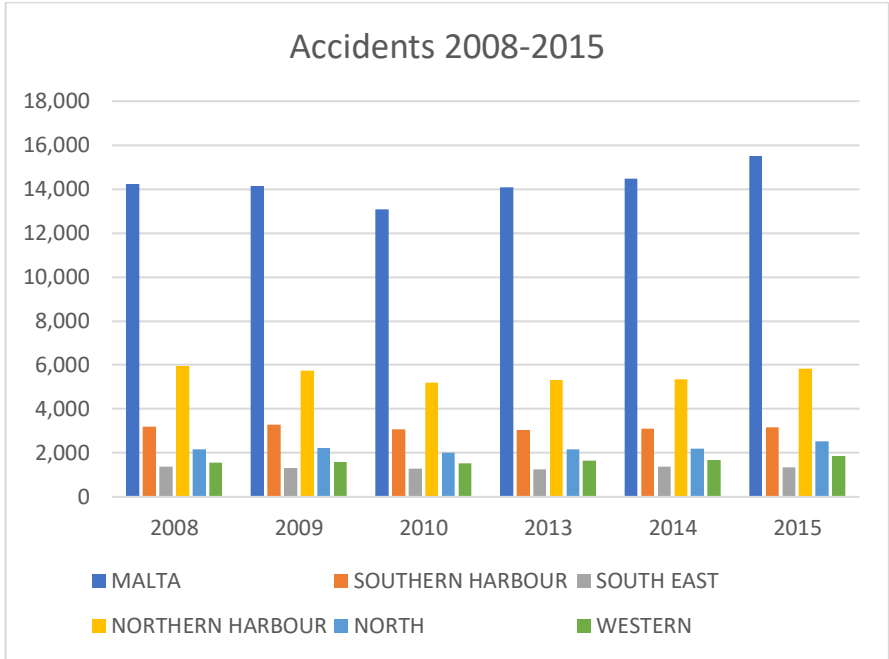


Chart 2. Total road Traffic Accidents in Malta and the Regions (NSO).³⁹

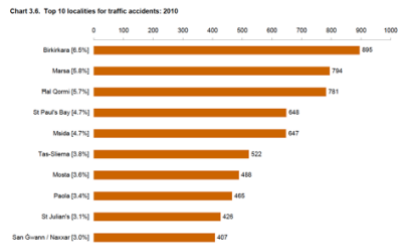
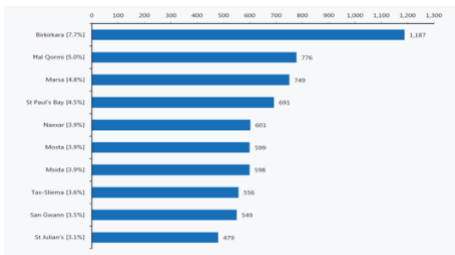


Chart 3. Top 10 critical spots in Malta and the Regions (NSO).⁴⁰

³⁹ NSO, Transport Statistics 2011 and 2015.

⁴⁰ NSO, Transport Statistics 2011 and 2015.

2.1.4 The South East Region is not one of the areas which recorded most accidents during the period 2008-2015. In Malta the Regions which recorded the highest number of accidents were the Northern Harbours and Northern regions. Also from the NSO statistics covering the same period only one out of the top ten critical spots is in the South East Region. Marsa is in the top 3, this is one of the most congested areas and this has moved to the second most critical spots in 2015.

2.1.5 The South East Region is not one of the areas which recorded most accidents during the period 2008-2015. In Malta the Regions which recorded the highest number of accidents were the Northern Harbours and Northern regions. From the NSO statistics covering the same period only one out of the top ten critical spots is in the South East Region. Marsa is in the top 3, this is one of the most congested areas and this has moved to the second most critical spots in 2015.

3.27. Stock of licensed vehicles as at end of year by vehicle group and region: 2009-2010

Vehicle group	Region													
	Southern Harbour		Northern Harbour		South Eastern		Western		Northern		Gozo and Comino		Unknown	
	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010
Total	52,989	54,169	84,245	86,637	42,129	43,159	44,894	45,833	47,091	48,401	26,426	27,104	2	2
Agricultural	124	128	36	40	261	271	346	370	363	376	381	397	0	0
Passenger Vehicle	43,810	44,927	70,349	71,984	32,494	33,571	34,769	35,572	35,739	36,904	17,389	18,001	1	1
Motorcycle	2,355	2,409	3,662	3,846	1,892	1,913	1,714	1,775	1,695	1,790	3,066	3,109	1	1
Coach and private bus	32	31	39	41	64	79	6	8	54	52	1	3	0	0
Minibus	208	213	264	259	114	122	133	134	237	234	82	93	0	0
Route bus	137	135	86	81	98	95	43	42	136	137	76	76	0	0
Goods carrying vehicle	5,672	5,701	9,004	8,967	6,427	6,375	7,175	7,224	7,936	8,007	5,006	4,995	0	0
Special purpose vehicle	485	467	547	550	599	578	447	460	690	668	267	296	0	0
Road tractor	166	158	258	269	180	155	261	248	241	233	138	134	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 6. Licensed Vehicles by group and by Region; 2009-15 (NSO).⁴¹

⁴¹ NSO, Transport Statistics 2011 and 2015.

SOUTH EAST REGIONAL COMMITTEE

3.26. Newly-licensed 'used' motor vehicles by category and district

Year	District	Agricultural	Coach and private bus	Minibus	Route bus	Motorcycle	Passenger car	Goods carrying vehicle	Special purpose vehicle	Road tractor	Total
2012	Southern Harbour	7	2	9	-	43	1,223	148	9	7	1,448
	Northern Harbour	1	6	15	17	114	2,114	250	20	9	2,546
	South Eastern	20	3	5	-	46	1,037	165	12	7	1,295
	Western	14	-	5	-	43	976	169	19	8	1,234
	Northern	14	2	10	-	74	1,343	212	18	7	1,680
	Gozo and Comino	11	6	-	-	65	483	94	4	3	666
	Total		67	19	44	17	385	7,176	1,038	82	41
2013	Southern Harbour	3	1	4	-	97	1,226	151	17	10	1,509
	Northern Harbour	2	1	10	8	167	2,232	244	27	17	2,708
	South Eastern	13	2	3	-	64	1,134	164	15	2	1,397
	Western	6	1	2	-	61	1,021	152	15	10	1,268
	Northern	17	5	4	-	105	1,381	237	22	13	1,784
	Gozo and Comino	16	2	-	-	71	418	107	3	4	621
	Total		57	12	23	8	565	7,412	1,055	99	56
2014	Southern Harbour	1	8	3	-	89	1,564	153	14	8	1,840
	Northern Harbour	5	3	8	-	185	2,708	245	17	21	3,192
	South Eastern	13	15	10	-	83	1,279	150	9	3	1,562
	Western	12	-	5	45	92	1,250	157	13	4	1,578
	Northern	15	5	4	-	139	1,612	213	26	13	2,027
	Gozo and Comino	21	3	3	-	57	618	110	7	3	822
	Total		67	34	33	45	645	9,031	1,028	86	52
2015	Southern Harbour	3	-	12	32	111	1,651	139	8	10	1,966
	Northern Harbour	2	4	11	-	239	2,819	338	17	13	3,443
	South Eastern	17	6	3	-	85	1,480	177	16	2	1,786
	Western	14	-	-	-	112	1,303	162	24	7	1,622
	Northern	14	2	10	-	186	1,799	244	27	11	2,293
	Gozo and Comino	14	4	4	-	56	619	121	11	-	829
	Total		64	16	40	32	789	9,671	1,181	103	43

Table 7. Table 9. New Licensed Vehicles by group and by Region; 2012-15 (NSO).⁴²

⁴² NSO, Transport Statistics 2011 and 2015.

2.1.6 The South East Region has seen an increase in 2015 of most vehicle types. But as in the case of increase in registered bus and coaches on a National level the registered increase was in the following vehicle groups compared to other regions; mini buses, coaches, motorcycles and passenger cars. The latter is the most representative (2015 - 9,671 and 2012 – 7,176).

2.1.7 On a National level the fuel type is predominately petrol and diesel. Although there has been a significant change from 2015 to date especially in the introduction of electric or hybrid vehicles, diesel is still the preferred fuel for public transport whereas petrol is still the choice for passenger vehicles and motorcycles.

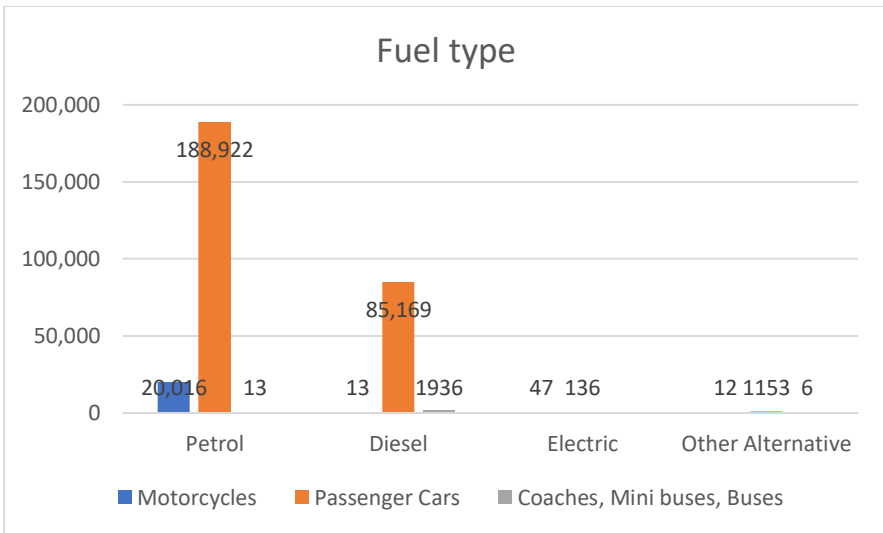


Chart 4. Number of vehicles by fuel type; 2015 (NSO).⁴³

⁴³ NSO, Transport Statistics 2011 and 2015.

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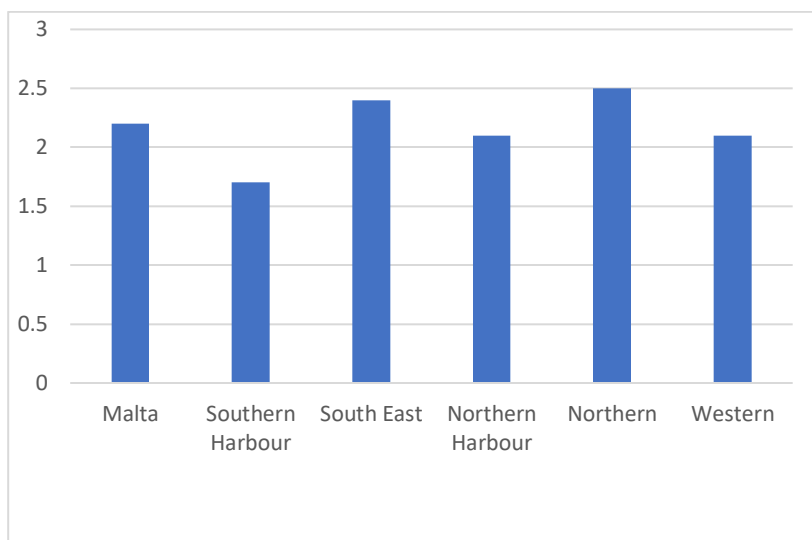


Chart 5. Percentage Change in registered licences by Region; 2015 (NSO).⁴⁴

2.1.8 In the South East Region there has been also an increase in license holders. Although this is lower than the National percentage and Northern Harbours it still follows the National trend.

2.1.9 Traffic contraventions are on the decrease and are significantly low in the South Harbour and the South East compared to the North Harbour and northern regions. In the said period 2009-2015 the most contraventions were issued for; Illegal/Unauthorised Parking/Stopping, Safety related/ overloading, contravening traffic signs and contravening carriageway marking. Through the same period only 2 out of ten localities have been identified as the most critical localities for contraventions in the South East Region, Marsa

⁴⁴ NSO, Transport Statistics 2011 and 2015.

and Paola. In 2015 these have dropped in the series of 10 top most areas for contraventions.

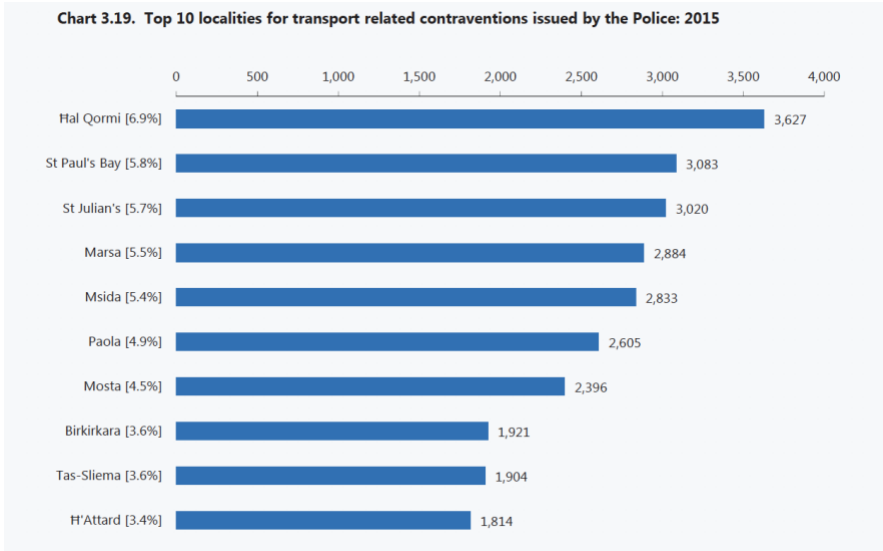


Chart 6. Percentage contraventions issued by locality; 2015 (NSO).⁴⁵

2.1.10 The NSO transport indicators covering 2010-2015 show (on a National level) a trend which follows the rise in population. The rise may be seen in the number of vehicles per 1000 residents, number of passenger cars and driving license holders.

2.1.11 This has resulted in a rise in emissions from road transport. The NSO statistics for (2006-2014) have recorded an increase in green gas house sources. The increase in ktons for road transport has increased from 479,1967 to 534,1166.

⁴⁵ NSO, Transport Statistics 2011 and 2015.

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3.66. Transport indicators

Ratios	2010	2011	2012	2013	2014	2015
Population	414,989	417,546	421,364	423,516	429,344	434,403
Number of vehicles per 1,000 total residents	734	747	746	763	781	799
Number of vehicles per 1,000 residents aged 18 and over	904	915	911	928	947	967
Number of passenger cars per 1,000 total residents	581	593	593	606	621	634
Number of passenger cars per 1,000 residents aged 18 and over	715	727	724	737	753	767
Number of vehicles per 1,000 driving license holders	1,363	1,357	1,355	1,375	1,382	1,400
Number of driving license holders per 1,000 total residents	539	551	551	555	565	570
Number of driving license holders per 1,000 residents aged 18 and over	663	674	672	675	685	690
Road traffic accidents per 1,000 licensed vehicles	45	46	46	44	43	45
Road traffic accidents per 1,000 driving license holders	61	62	63	60	60	63
Casualties in road traffic accidents per 1,000 road traffic accidents	79	111	110	112	124	110
Road traffic fatalities per 1,000 road traffic accidents	1	1	1	1	1	1
Road traffic fatalities per 1,000 road traffic casualties	14	11	6	11	6	6
Road traffic fatalities per 100,000 population	4	4	2	4	2	3

Note: Data are provisional and subject to revision.

Table 8. Trends show an increase in population, vehicles, licences, passenger cars; 2010-2015 (NSO).⁴⁶

2.1.12 Transport Malta also gathers data which sheds light on the use of public transport and other transport modes as in the case of the Barracca lift. Transport Malta provided the ULG the following data;

(a) Luqa, Paola and Marsa Terminals frequency of buses and ridership.

(b) Malta ridership counts through new card system.⁴⁷

(c) Frequency of use Park and Ride Floriana: number of shuttle per day and per hour; turnover of use of car parking.

(d) Frequency of Barracca Lift use (2014-2015).

These statistics shed light on the use of various public transport services on an annual basis.

⁴⁶ NSO, Transport Statistics 2011 and 2015.

⁴⁷ Transport Malta introduced the Tal-Linja Card in 2016.

SUSTAINABLE URBAN MOBILITY PLAN 2018-2030

Greenhouse gas source and sink categories		2006	2007	2008	2009	2010	2011	2012	2013	2014
		Ktons								
CO ₂	Total	555.0342	577.2880	591.5998	564.7192	614.7304	625.6995	571.0041	573.4619	636.5978
	a. Domestic aviation	2.4159	2.6123	3.1677	3.5335	1.4038	4.4113	4.6137	5.0301	4.1081
	b. Road transportation	479.1967	503.2971	504.3947	488.7986	527.7933	514.1081	496.6922	491.3684	534.1166
	c. Domestic navigation	73.4216	71.3786	84.0373	72.3871	85.5334	107.1801	69.6982	77.0634	98.3731
CH ₄	Total	0.1144	0.1198	0.1233	0.1245	0.0677	0.0858	0.0816	0.0820	0.0832
	a. Domestic aviation	0.0003	0.0004	0.0004	0.0005	0.0002	0.0006	0.0006	0.0007	0.0006
	b. Road transportation	0.1072	0.1128	0.1149	0.1172	0.0595	0.0751	0.0744	0.0741	0.0735
	c. Domestic navigation	0.0069	0.0067	0.0079	0.0068	0.0080	0.0101	0.0065	0.0072	0.0092
N ₂ O	Total	0.0260	0.0272	0.0275	0.0263	0.0229	0.0339	0.0341	0.0346	0.0361
	a. Domestic aviation	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
	b. Road transportation	0.0240	0.0252	0.0252	0.0243	0.0206	0.0310	0.0322	0.0325	0.0334
	c. Domestic navigation	0.0020	0.0019	0.0023	0.0019	0.0023	0.0029	0.0019	0.0021	0.0026
NO _x	Total	5.5044	5.6822	6.0354	5.6039	5.1382	5.7330	4.8985	5.1513	5.6179
	a. Domestic aviation	0.0174	0.0188	0.0228	0.0254	0.0101	0.0317	0.0331	0.0361	0.0295
	b. Road transportation	3.4398	3.6178	3.6231	3.5104	2.7499	2.7833	3.1455	3.2227	3.1521
	c. Domestic navigation	1.8043	1.7525	2.0636	1.7739	2.1065	2.6438	1.7199	1.8925	2.4364
CO	Total	0.9482	1.0258	1.0855	1.0319	4.2126	4.2676	3.9464	4.1113	4.0272
	a. Domestic aviation	0.0022	0.0024	0.0029	0.0033	0.0013	0.0041	0.0043	0.0046	0.0038
	b. Road transportation	0.4573	0.4833	0.4816	0.4630	3.7298	3.7298	3.7298	3.7298	3.7298
	c. Domestic navigation	0.2862	0.2958	0.3294	0.3204	0.2552	0.3053	0.2124	0.3769	0.2936
NMVOC	Total	0.3142	0.3350	0.3522	0.3360	0.9847	1.0050	0.9247	0.9774	0.9538
	a. Domestic aviation	0.0008	0.0009	0.0011	0.0012	0.0005	0.0015	0.0016	0.0018	0.0014
	b. Road transportation	0.1722	0.1819	0.1810	0.1744	0.8462	0.8462	0.8462	0.8462	0.8462
	c. Domestic navigation	0.1007	0.1034	0.1158	0.1113	0.0928	0.1116	0.0769	0.1295	0.1062
SO ₂	Total	0.0005	0.0006	0.0005	0.0002	0.0035	0.0036	0.0035	0.0035	0.0035
	a. Domestic aviation	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
	b. Road transportation	0.0000	0.0000	0.0000	0.0000	0.0034	0.0034	0.0034	0.0034	0.0034
	c. Domestic navigation	0.0002	0.0002	0.0002	0.0002	0.0001	0.0002	0.0002	0.0002	0.0002

Note: CO₂ = Carbon Dioxide
 CH₄ = Methane
 N₂O = Nitrous Oxide
 CO = Carbon Monoxide
 NO_x = Nitrogen Oxide
 NMVOC = Non-methane volatile organic compounds
 SO₂ = Sulphur Dioxide

Table 9. 2004-2015 (NSO).⁴⁸

⁴⁸ NSO, Transport Statistics 2011 and 2015.

2.1.12 (a) The new bus route system included a number of interchanges. The ones effecting the South East Region are Valletta which was the main Terminus and two Interchanges at Marsa and another at Luqa Airport which is just outside the regional boundaries. Although not an Interchange Paola is an important busy terminus with 22 bus routes going through its core. Marsa one of the busiest interchanges connects 27 routes; 13 of which connecting the South East to the adjacent Region (Central) whereas 14 service the South East Region.

2.1.12 (b) With the introduction of the TALLINJA Card and schemes, ridership has increased significantly. On the first anniversary since the launch of the tallinja card on 1 July 2015, Malta Public Transport announced that 240,000 individuals had a tallinja card. According to Daniel Grech, Commercial Director at Malta Public Transport “During the first year, we have registered over 32 million trips made by passengers using tallinja cards.” “There are currently over 12,000 tallinja card customers who reach their monthly capping, including a few who managed to make over 3,500 trips in a year thus saving over €2,000 during the year compared to paying in cash. Data collected through tallinja cards include the busiest day during October 2015, with over 100,000 trips being made on the day with a tallinja card. The busiest bus stops, excluding the Valletta Bus Terminus, are “Kullegg” in Msida, “Bombi” in Floriana, “Sptar” and “L-Imsida” in Msida and “Paola” in Paola. The tallinja card appears to be very

popular with people over 60, with 75% of people in that demographic holding a tallinja card. The tallinja app, launched in April, gives customers real time bus information and can help them plan your time better when using the public transport service. The number of journeys has increased to more than 5,500 daily.”⁴⁹

2.1.12 (c) The frequency of use Park and Ride Floriana is being considered in the light of modal split and the success or failure of Park and Ride applications for the City. This policy has been hampered by the extension of parking lots at the MCP Car Park in Floriana. The Park and Ride was designed to dissuade motorists to reach the City of Valletta by Car and therefore alleviate the congestion and pollution in St. Anne’s Square Floriana (the stretch of connecting road from the Portes des Bombes to Valletta Gate). With an increase in car parking availability the possibilities of reaching Valletta by car have been increased. The park and ride offers 750 parking spaces and a regular high-frequency shuttle service at a flat rate €0.40 per day which includes a free shuttle service to and from Valletta and Floriana. Parking facilities are open daily between 0600hrs to 2100hrs. In 2016 average number of cars making use of the Floriana P&R per month was 14,990.

⁴⁹ Accessed 4 May 2018, <https://www.publictransport.com.mt/en/news-details/over-32000000-trips-using-tallinja-cards-in-1st-year>.



Photo 14. Park and Ride facilities in Floriana.⁵⁰

2.1.12 (d) The frequency of use of the Barracca Lift may be considered to an extent as modal shift; although it is used widely by cruise liner terminal users rather than locals. This development was directed at increasing the use of the Ferry from the Three Cities (Cottonera) to Valletta promoting alternative sea-based transport. In 2015 the annual users of the Barracca Lift reached a total of 374,759 nearly 83,000 users over the previous year. “The Barracca lift is the fastest connection between Lascaris Wharf, which is situated on the waterfront Grand Harbour side of Valletta, and the heart of the city of Valletta through the Upper Barrakka Gardens situated next to

⁵⁰ Accessed 4 May 2018, <http://www.transport.gov.mt/land-transport/bus-service/park-and-ride-services-and-fares>.

Castile Place. The facility is about 500 meters away from the Valletta Cruise Ferry Terminal and is just opposite the landing place for the harbour ferry crossing. The standard return trip fare is of €1.00. The fares for Holders of “Karta Anzjan”, Children under the age of 10 years and holders of a valid harbour ferry crossing to Valletta is free.”⁵¹

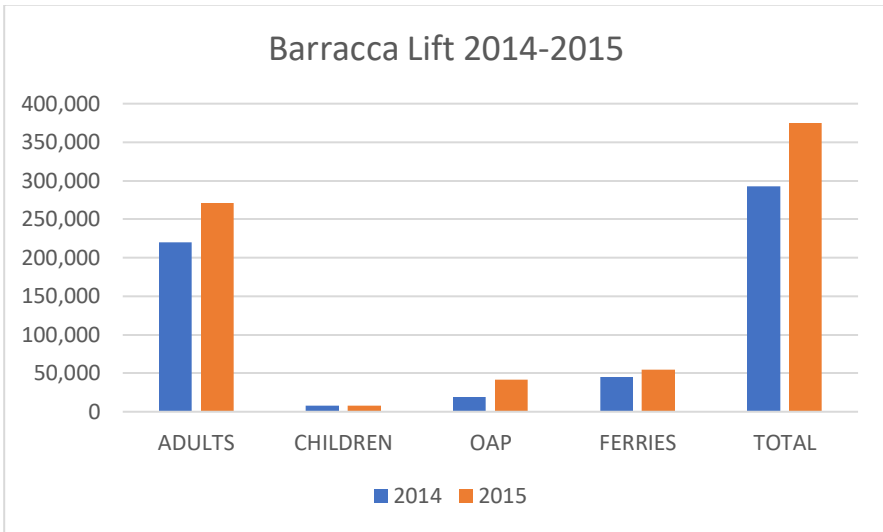


Chart 7. Barracca Lift use 2014-2015; Transport Malta.

⁵¹Accessed 4 May 2018, <http://www.transport.gov.mt/land-transport/other-public-transport/barrakka-lift>.

2.2 TRAVEL PATTERNS: LOCAL MOBILITY

2.2.0 In 2016 Kalkara Local Council one of the 15 Councils of the Inner Harbour was supported through CIVITAS mobility scheme to survey mobility trends within the locality. The scope of this survey was to gauge the trends in mobility and accessibility of local residents. Through a household attitude survey the Kalkara Local Council evaluated the locals' opinion on transit type and quality. This survey was designed also as part of a consultation process which was targeting a specific project; that of the Kalkara Waterfront Regeneration Action Plan. Through specific questions the questionnaire has been directed at citizens' aspirations and opinions for the regeneration of waterfront and adjacent areas as presented in the public consultation session.⁵²

2.2.1 As with national statistics on a local level car dependency is tangible. The majority of the households in Kalkara had 2 registered vehicles under that address followed by one vehicle. 23% the respondents had over 3 vehicles registered. The vehicle registered was predominantly the car 96% with a low percentage of motor bikes, boats and bicycles ranging from 0.82% to 3.28%. The households participating in the survey were middle aged and aged males with 6% youth population. The respondents had mainly a

⁵² Accessed 4 May 2018, <https://www.researchgate.net/publication/309040139>.

secondary education (54%) followed by those with a tertiary education (40%).⁵³

2.2.2 The Kalkara population is car dependent with 75% resorting to their favourite form of transport "the car" everyday (7-day week). Equally respondents resorted to the use of the car either everyday during the 5 working days or 2-4 times a day (12% respectively). Only 3% per cent of the households used the car once a week and therefore resorted to other means or were not mobile." The dependence on the car was also high frequency with respondents making 2-4 trips a day (45%). A significant number of respondents (33%) make 1-2 trips a day and a quarter of the respondents (12%) use the car for 3-5 trips a day and more 5 trips or more."

2.2.3 It has been seen that locals limited their trips mostly to their immediate localities and within the Region. When travelling outside the region it was mainly to the adjacent region. Two day trips by Kalkara residents are within the South-East Region (37) and 19% of all households use the car only in the same region with all trips limited to the South-East. One to two of these trips are outside the said Region 32% and 35% respectively. These trips are majorly to the adjacent region and that adjacent to it; that is the South Region (61%) and the Central Region (32%). The least frequent travel pattern is from the South-East to the North Region (8%). Therefore

⁵³ Accessed 4 May 2018, <https://www.researchgate.net/publication/309040139>.

the travel patterns are predominantly within the Inner Harbour and Outer Harbour areas."⁵⁴

2.2.4 Walking is not very popular with residents. The Survey gauged mobility of Kalkara residents testing walking as a means of mobility and tested the application of walkability distances. Walking is a means of mobility and access in Kalkara with most of the residents walking 2-4 days a week. However only 28% walked around the locality everyday of the week. When respondents were asked about the distance covered walking it was predominantly (1km-2km) or less (50m-1km) 32% and 35% respectively. This may be to the waterfront and town centre or for shopping or services. Few reached the 6km-8km mark (6%). Most of the walking seems to be connected to recreation or for health reasons (98%) not for errands.

2.2.5 Car dependency in Kalkara is reflected also in near total rejection of public transport. 69% of respondents do not resort to Public Transport. Only 3% of Kalkara residents use Public Transport all week and most them use it twice a week (18%). Out of those residents who do use Public Transport the most popular system will always be the scheduled bus service (64%) followed by the Ferry (20%) and multi-modal systems (14%). The cost for public transport for Kalkara residents is between 0-5 Euros per week (81%) or mostly 5-10 Euros a week (16%) and only 2% spend from 20-30 Euros. When

⁵⁴ Accessed 4 May 2018, <https://www.researchgate.net/publication/309040139>.

asked whether public transport meets their necessities most said no (43%) and not frequently (26%). Only 28% seem to be satisfied with the current service."⁵⁵

2.2.6 The survey was geared at testing accessibility and increasing access through various means both through better transport management or transport planning. The rejection of the bicycle as a means of transport is significant with an aversion to the installation of bicycle tracks (62%). This may be connected to the very difficult geography in the area as steep inclines connect the upper levels of Kalkara to the waterfront and town centre. On the other hand the application of a Dial-a-Ride or shuttle service to other towns and regions was favourably considered (76%). The Kalkara residents are willing to change and 84% agree with the centre being a shared space and a semi-pedestrianised zone. Equally (87%) respondents were favourable to cut down on heavy traffic which will make the core less polluted and safer." Also residents were asked on their willingness to pay for good public transport. 70% of the respondents considered the 0-5 Euro whereas 26% were ready to pay more (5-10 Euro). Interestingly 5% were ready to pay more even though currently only 81% pay 0-5 Euro per week."⁵⁶

⁵⁵ Accessed 4 May 2018, <https://www.researchgate.net/publication/309040139>.

⁵⁶ Accessed 4 May 2018, <https://www.researchgate.net/publication/309040139>.

2.2.7 Travel patterns as seen through the survey are very much dependent on the car. Car dependency is still very high with a low consideration for public transport or alternative transport systems. There is however a new trend emerging for alternative transport which in Kalkara seems to be the Ferry or multi-modal systems. For a good public transport system most are willing to pay 0-5 Euros a week and some up to 10 Euros. The favourable considerations for a less congested town centre with semi-pedestrianised areas and shared spaces are very clear and residents seem willing to see a change through regeneration plans but also the management of traffic to decrease heavy traffic and lower pollution and increase safety. The residents are also looking favourably at more walkability, off-street parking, increased public realm, greener spaces and a waterfront with shared spaces and semi-pedestrianised zones. This positive response to aspects of the Masterplan has given citizens' support to particular aspects of the project and reflect a willingness to change."⁵⁷

2.2.8 This section has provided through the evidence gathered from the various data sets the travel patterns and mobility at a National, regional and local level. This evidence is crucial to define targets for the Sustainable Urban Mobility Plan.

⁵⁷ Accessed 4 May 2018, <https://www.researchgate.net/publication/309040139>.

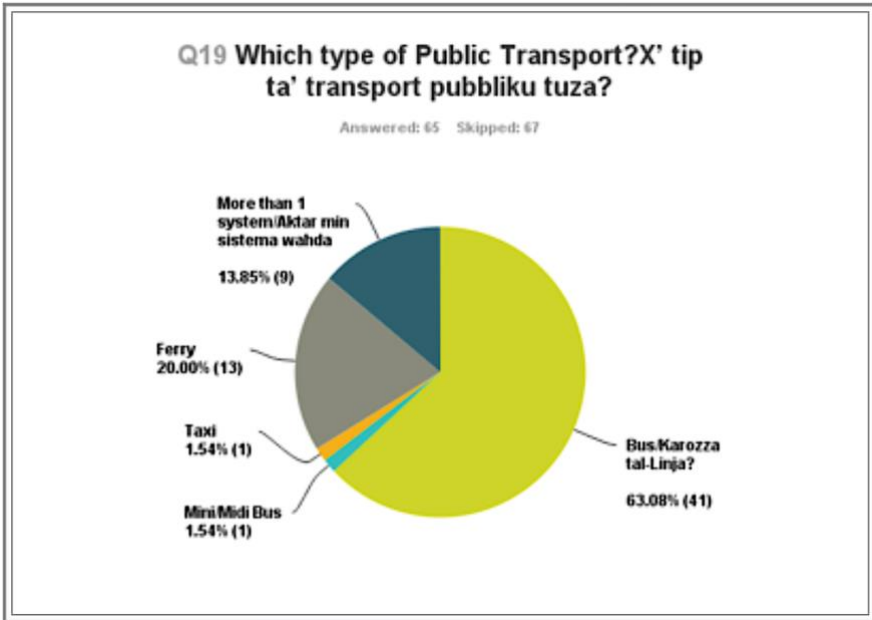


Chart 8. Public Transport Use, European Mobility Week: Kalkara Local Council Mobility and accessibility Survey Preliminary Findings; October 2016.⁵⁸

⁵⁸ Accessed 4 May 2018, <https://www.researchgate.net/publication/309040139>.

CHAPTER THREE

DEFINING ISSUES AND OBJECTIVES

3.0 DEFINING PLAN PARAMETERS

3.0.1 The SUMP parameters are shaped by the environment and the region's geography politics and governance. The region's specific characteristics... "its small size and the relatively high urban density, poses significant challenges to the Maltese transport sector." Regional transport as domestic is predominantly served by road providing accessibility to all industrial, commercial and tourist centres.⁵⁹

3.0.2 "Malta is currently preparing a National Transport Strategy and a comprehensive Transport Master Plan, which will include a national inter-modal (air, sea and road) traffic model to quantitatively supplement the multi-criteria analysis already carried out in respect of the prioritisation of future transport investment for the Maltese Islands. Interventions envisaged under this Programme will be consistent with the New Transport Strategy and Plan."

3.0.3 These priorities and targets have set parameters for the nation but directly model regional transport systems making regional interests and priorities also national ones.

3.0.4 At the centre of the priorities set through Malta's Operational Programme (2014-2020) is private car ownership and usage. As

⁵⁹ Operational Programme I (2014-2020) Malta 2014, pp. 185 & 271.

shown in the evidence gathered in the previous section in Malta both are very high, with the number of private car vehicle registrations. This has created “high levels of congestion on Maltese roads, particularly during peak hours and especially in the south and central areas which has a significant impact on air quality. In fact, transport represents the second highest source of Green House Gas (GHG) emissions after electricity generation. In this regard, the decarbonisation of the transport sector plays a crucial role in Malta’s strategy to shift to a low-carbon economy and to address health and environment issues stemming from poor air quality.”⁶⁰

3.0.5 Two Priority Axis have been launched to address these conditions;

(i) Priority Axis 7: Shifting towards a more low-carbon transport sector which targets the high dependence on fossil fuels in Malta as the second highest source of GHG emissions. In line with the EU2020 “priority for Sustainable Growth, this Priority Axis will support actions to promote sustainable transport investments and the implementation of modal shift, including through the provision of alternative modes of transport by sea, in order to reduce road congestion and curb high transport emissions. Actions are also aimed to promote modal shift, promote of the use of public transport with the aim to reduce the use private passenger vehicles from the road, complemented with comprehensive campaigns

60 Operational Programme I (2014-2020) Malta 2014, pp. 185 & 271.

aimed at changing public perception towards the use of public collective transport.”⁶¹

(ii) Priority Axis 11: Investing in TEN-T infrastructure focuses on the “bottlenecks in road infrastructure and provide the necessary infrastructure. Interventions in road infrastructure will aim to ensure the integration of transport systems with a view to maximise and facilitate the use of public transport whilst ensuring the optimisation of routes, better journey planning and reduction in journey time.” This priority is based on the Europe 2020 strategy which identifies transportation as strategic to the Union’s sustainable growth. Within the national context, investments in transport remain necessary for Malta’s economic well-being, particularly due to Malta’s insularity and limited modes of accessibility which continue to constrain sustainable growth.”⁶²

3.0.6 The regional SUMP therefore should be designed with the Operational Programme as a framework which defines EU policy in the sector and which in turn is also supported with significant funding directed at specific actions.

3.0.7 The following are targets and related indicators tied with Priority Axis 7 and Priority Axis 11 respectively.

61 Operational Programme I (2014-2020) Malta 2014, pp. 185 & 271.

62 Op. Cit.

7C. Developing and improving environmentally-friendly (including low noise) and low-carbon transport systems, including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote sustainable regional and local mobility.

SO1. Infrastructural investment in collective public transport to increase patronage through: multi-modal transport including sea landing spaces, investment in green public transport, information systems, greening of public spaces in urban areas as well as campaigns earmarked to influence behavioural patterns will be supported. These actions will contribute towards better air quality.

Table 5: Common and programme-specific output indicators (by investment priority, broken down by category of region for the ESF, and where relevant, for the ERDF)

Investment priority		7c - Developing and improving environmentally friendly (including low noise) and low-carbon transport systems, including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote sustainable regional and local mobility							
ID	Indicator	Measurement unit	Fund	Category of region (where relevant)	Target value (2023)			Source of data	Frequency of reporting
					M	W	T		
CO34	GHG reduction. Estimated annual decrease of GHG	Tonnes of CO2eq	ERDF	Transition			11,000.00	Monitoring	Annual
PSR7d	Number of persons reached by campaigns	Persons	ERDF	Transition			100,000.00	Monitoring	Annual
PSR7e	Modal shift projects promoting collective transport methods	Number	ERDF	Transition			2.00	Monitoring	Annual

Specific objective		SO 1 - Infrastructural investment in collective public transport to increase patronage through: multi-modal transport including sea landing spaces, investment in green public transport, information systems, greening of public spaces in urban areas as well as campaigns earmarked to influence behavioural patterns will be supported. These actions will contribute towards better air quality.							
ID	Indicator	Measurement unit	Category of region (where relevant)	Baseline value	Baseline year	Target value (2023)	Source of data	Frequency of reporting	
PSR7	Number of passengers using public transport	passengers	Transition	34,030,681.00	2012	36,000,000.00	Monitoring	Annual	
PSR7a	Annual Harbour Passenger crossings	Passengers	Transition	390,000.00	2013	425,000.00	Monitoring	Annual	

Table 10. Indicators and targets for mobility, 2014-2020 (OP I).⁶³

⁶³ Operational Programme I (2014-2020) Malta 2014, pp. 185 & 271.

7I. Supporting a multimodal Single European Transport Area by investing in the TEN-T.

SO1. Investment in (TEN-T) both land transport and maritime with a view to reduce journey time, including the facilitation of movement of goods. This investment priority will also include investment in customs infrastructures to improve efficiency and safety in cross border transactions.

Table 3: Programme-specific result indicators, by specific objective (for the ERDF and the Cohesion Fund)

Specific objective		SO 1 - Investment in (TEN-T) both land transport and maritime with a view to reduce journey time, including the facilitation of movement of goods. This investment priority will also include investment in customs infrastructures to improve efficiency and safety in cross border transactions.							
ID	Indicator	Measurement unit	Category of region (where relevant)	Baseline value	Baseline year	Target value (2023)	Source of data	Frequency of reporting	
PR11	Journey time in minutes (per 10 minute journey)	Minutes		10.00	2013	8.00	Monitoring	Annual	
PR11a	Physical controls at customs	Percentage		12.00	2013	9.00	Monitoring	Annual	

Table 5: Common and programme-specific output indicators (by investment priority, broken down by category of region for the ESF, and where relevant, for the ERDF)

Investment priority		7I - Supporting a multimodal Single European Transport Area by investing in the TEN-T							
ID	Indicator	Measurement unit	Fund	Category of region (where relevant)	Target value (2023)			Source of data	Frequency of reporting
					M	W	T		
CO14a	Roads: Total length of reconstructed or upgraded roads, of which TEN-T	km	CF				2.50	Monitoring	Annual
PS11a	Square metres in new/upgraded port	Square metres	CF				5,000.00	Monitoring	Annual

Table 11. Indicators and targets for mobility, 2014-2020 (OP I).⁶⁴

3.0.8 This investment is only possible through a democratisation process which involves consultation and engagement with the community to clarify issues and objectives and transpose these to actions.

⁶⁴ Operational Programme I (2014-2020) Malta 2014, pp. 185 & 271.

3.1 CLARIFYING ISSUES AND OBJECTIVES

3.1.0 In the process of engagement with the community, the SERC and the ULG organised various consultations which provide a platform for the formulation of objectives, actions and targets that are significant in forming the SUMP.

3.1.1 The process included a series of surveys organised by SERC for the formulation of the SERC Action Plan 2015-2020 and the RESC Plan 2016. Other consultations were organised by SERC through CityMobilNet which included a series of technical reports, exchanges between City partners and the collation of local and international “best practice” projects. A further source of information through consultation has been collated by Transport Malta through organised stakeholder workshops which were held in 2017 as part of the development process SUMP for the Valletta Region.

3.1.2 As quoted in Chapter 1, the main principle of the SERC Action Plan emanated from a 2015-16 survey gauging the SERC Local Council’s aspirations which puts energy efficiency and green energy (equally 14%) top the list of priorities just below infrastructure (18%). Transport is a priority for SERC stakeholders (specifically Local Councils). In the second part of the three-part survey in compiling the RESC Plan respondents were asked to prioritise aspects which should be emphasised. The respondents had to choose out of 11 components and prioritise. There were 27 respondents out of 32

answering this part of the survey and the critical components were significant when comparing the results. According to the respondents the RESC plan should target predominantly; The Environment, Sports and Health (75%); Embellishment Tree Planting and Parks (70%); Transport and Roads (67%). On a second level but of equal importance respondents considered the following as very important; Art and Culture (56%); Security and Education (48%); Alternative Transport, Tourism and Recreation (44%). The other areas which were fairly important were; Embellishment of Sea Resorts and Conservation of Coastal Areas 41% and 37% respectively.

3.1.2 In the formulation of South-East Regional Plan, SERC asked the local councils to propose a number of flagship projects and actions to be delivered through the Action Plan. "There are projects which should be integrated under specific themes and projects as in the case of tourism, recreation and sports, commercial centres, transport, heritage management and conservation to name a few of the vast array of proposals. Some of the projects are in the planning process whereas others are in the implementation stage. A system of multi-speed projects would be developed to ensure that within the programme, projects are launched at different stages." Infrastructural works and transport are cross-sectoral which are vital for the success of other flagship projects.⁶⁵ From the responses from Councils regarding flagship projects 11 out of 15 are transit oriented development initiatives and are not solely transit.

⁶⁵ South-East Action Plan (2015-2020), SERC 2015; p.31.

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Locality	Project	Status
Birgu	Pedestrianisation	Implemented
Bormla	Margerita Area Upgrade	Projected
Fgura	Fgura Junction Zabbar Road Upgrade	Projected Projected
Floriana	Garden City Project	Projected
Isla	Waterfront Upgrade	Implemented
Kalkara	Waterfront Regeneration	Projected
Marsa	Major Junction Upgrade Waterfront Regeneration	Ongoing Projected
Marsascala	NA	NA
Marsaxlokk	Parking Project	Projected
Paola	Paola Square	Ongoing
Tarxien	Junction Upgrade Dial-A-Ride	Implemented
Valletta	Shared Spaces V18	Implemented
Xghajra	Waterfront Upgrade	Implemented
Zabbar	Junction Upgrade	Implemented
Zejtun	NA	NA

Table 10. Flagship Projects for Councils which are transport based, infrastructural or related to the sector (based on the South-East Regional Action Plan 2015-2020).⁶⁶

⁶⁶ NSO, Transport Statistics 2011 and 2015.

3.1.3 Other projects which were led by; Central Government, the Private Sector, Transport Malta or CIVITAS projects were solely transit. In the South-East Region localities several have already been implemented 4 of which through private enterprise as in the case of the trackless trains, water and electric taxis.

Locality	Project	Status
Birgu	Water Taxis	Implemented
	Ferries	Implemented
Bormla	Intra-City Electric Transit systems	Implemented
Marsaxlokk	Trackless train	Implemented
Paola	Electric Van	Implemented
Valletta	Electric Taxis	Implemented
	Barracca Lift	Implemented
	Water Taxis	Implemented
	Ferries	Implemented
	Segways	Implemented

Table 11. Best-Practice Transit Projects for Councils.⁶⁷

3.1.4 The URBACT CityMobilNet project gave an opportunity to SERC members, councillors and the ULG to discuss issues and exchange best practice with experts in the field of transit. The proposals and projects presented also underwent peer review sessions where incentives, projects and schemes in transit were analysed, evaluated, discussed and circulated amongst partners. The ULG and Core Group

⁶⁷ NSO, Transport Statistics 2011 and 2015.

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selected applicable best practice projects from the 9 partners which could be explored and possibly dovetailed to systems in the South-East Region. The good practice projects have highlighted specific target areas which impact historic cities particularly. These are mostly applicable on an intracity level in the Maltese case. Because of the difficult geography and fortified systems around the inner harbour 2km-5km pedestrian and bike networks are ideal. These may be supported by a green infrastructure as in the case of Burgos. The Paola project in the South-East Region applies a green pedestrian corridor of 1 to 2 km.

Partner	Project	Implimentation
Aix-Marseilles Provence	Ciotabus 2021	Intra-City Regional & National
Bielefeld	Cycle-Friendly Cities	Intra-City Regional
Braga	Urban Innovation Laboratory Demonstrator (BUILD)	National level
Burgos	Pedestrian network and green infrastructure	Intra-City Regional
Gdansk	a.b.c.multimodal (bike campaigning)	Intra-City Regional
Slatina	Shared spaces and bicycle network in city centre	Intra-City Regional Especially Urban Conservastion Areas

Table 12. Best-Practice Transit Projects presented through CityMobilNet fora (2015-2018) and URBACT network.⁶⁸

⁶⁸ Accessed 4 May 2018, <http://urbact.eu/citymobilnet>.

3.2 SETTING ACTIONS AND TARGETS

3.2.0 As highlighted in the previous sections Transport Malta (TM) conducted intense workshops regarding transit and mobility in 2017 for which perceptions and observations were recorded from various stakeholders. The main objective was to tackle transit issues and challenges in the Valletta District although most of these are both regional and national concerns. The TM representatives have summarised these issues in 5 main key areas namely; Road Safety, parking, general public perceptions, car-oriented infrastructure and system and policies and politics. These are interesting key issues and these are significantly valid when compared to the statistical analysis, indicators and aspirations and projects outlined by SERC. It is interesting how the high numbers in contraventions as quoted in earlier sections were issued for; Illegal/Unauthorised Parking/Stopping, Safety related/ overloading, contravening traffic signs and contravening carriageway marking. These are symptomatic of negligence but on the other end of the spectrum; badly designed streets and road markings and the lack of parking possibilities in congested urban cores come as a direct cause. The perceptions on mobility echo the behavioural patterns the Kalkara household survey detected and recorded. This goes to show that truly local behavioural patterns impact transit tangibly and irreversibly. Similarly the issues raised under policy and politics are reflected in (a) the data gathering (and lack of), (b) governance and political will and (c) incentives needed to spur change.

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Number	Key Issue Identified	Related Issues	Opportunities
1	Road Safety Issues	Excessive traffic volumes; Public transport is not reliable and there is no adequate alternative to car; Density of traffic affects soft modes to become more undesirable and less safe; Safety is a major barrier for people to cycle (more); Ferry services are not always considered safe, reliable and comfortable.	Increased communication with the drivers and road users is key. E.g. via stakeholder forums or via specific conferences on these topics. Introduce mandatory free school transport for both private and public schools; Importance of creating a modal shift by creating a mentality shift; Improving the already available transport services;
2	Parking Issues	Illegally parked cars cause congestion; Lack of enforcement regarding parking in urban areas; Number of parking spaces does not proportionally increase with the number of residents; Day visitors and (small) commercial outlets take up most of the parking for the residents; Misuse of bus lane by the general public; lack of enforcement; General lack of enforcement traffic / parking rules; Limited night traffic enforcement.	Introducing of parking meters to increase awareness of the congestion problem and discourage the use of private car; Additional regulations and fees for high emission vehicles in urban areas; Extending CVA, introducing more fines and better enforcement by police; Introducing parking areas outside cities and providing shuttle services to the centre; Introducing regulations (and enforcing) that new/future properties have to provide parking for the buyers in order for building permits to be issued; Encourage workers to do tele-working or travel outside rush hours.

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<p>3</p>	<p>General public perceptions on mobility</p>	<p>Road users are not following the proper road guidelines and regulations; Problematic road behaviour by both residents and delivery services; Lack of education in drivers related to traffic rules and the use of other modes of transport; Chaos and congestion around schools due to ignoring parking rules; Construction sites take up parking and road space causing disruptions; heavy construction vehicles are used during peak hours; General public prioritises parking over stimulation of soft modes; Car-oriented culture and lack of willingness to change.</p>	<p>Issue further guidelines; Greater attention at behavioural patters sometimes only resorvable through fines; Better education regime especially in the formative years of young drivers; Greater awareness raising of safety on roads via media; Re-introduce curfews for construction vehicles and commercial delivery vehicles; Car-oriented culture to be changed through an extensive National campaign as in the case of Water Use and Seat-belt introduction. (N.B. Extended opportunities filled in by ULG)</p>
<p>4</p>	<p>Car-oriented transport system and infrastructure</p>	<p>Chaos and congestion on roads in general, around commercial areas, around construction areas; Narrow roads / bad road design in urban areas; Under-utilised maritime transport and Park & Rides; No viable alternative present in Malta to private cars; The Valletta circular is not reliable enough for tourists; Problem with the balance of capacity between bus routes and shortage of bus drivers; Insufficient and inadequate infrastructure (quality</p>	<p>Village Cores and UCAs should be more based on shared space; Smaller cars regime with heavier taxation on larger vehicles; More emphasis in the media to use alternative transport modes and possibly appealing svemes like TALLINJA; (N.B. Extended opportunities filled by ULG) Make circular bus routes as equall important as route buses; Better governance and management systems; More government incentives and</p>

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		and quantity) for pedestrians and cyclists; Scattered logistics: no centralised distribution centre, multiple refuse collectors Low appeal and take-up of electric cars.	subsidies on electric cars eventhough these are still not viable for all as yet.
5	Policy and politics	Lack of space management and of design guidelines for footpaths and cycle lanes; Lack of infrastructure funding at local councils; No rules or laws in place regarding the number of new cars brought on to the island; Lack of traffic data and monitoring of both freight and other mobility movements; Lack of political will, lack of support for sustainable modes; Decision-making hampered by too many stakeholders and UNESCO regulations; Bureaucracy hinders efficient mobility system; All tourists and export traffic arrives on the same day.	Better integrated planning and transit oriented development (TOD) processes; Better funding through tax incentives; Increased monitoring and research; More political will to address the various aspects of applying sustainable modes; More management and technology-based transport management; Better management on locality curfews and for core urban areas.

Table 13. Key issues collated by Transport Malta during the 2017 Valletta District transit workshops with local stakeholders.⁶⁹

⁶⁹ Accessed 4 May 2018, <http://urbact.eu/citymobilnet>.

CHAPTER FOUR

THE SUMP 2018-2030: IMPLIMENTATION

4.0 MAIN PRINCIPLES AND PARAMETERS

4.0.1 The indicators and statistical data as evidence coupled with the objectives and targets raised through the consultation process and set in the South-East context have made it possible to generate the 10 main principles for the SUMP.

4.0.2 The ten main principles of the SUMP have been forged following the assessment and defining processes. The main principles are as follows;

1. Provide for an efficient and rapid green public transport system;
2. Promote alternative modes which are in sync and low impact respecting the urban and rural landscape⁷⁰;
3. Endeavour to lower car dependency and activate modal shift;
4. Promote shared spaces and pedestrian corridors for City and town cores;
5. Promote TOD (Transit Oriented Development) by dovetailing regeneration with transit solutions⁷¹;
6. Provide Parking solutions integrated with green parks, corridors housing and commercial hubs;
7. Create seamless transit areas which are Intra-City and regional and which support the national hubs;

⁷⁰ Area of High Landscape Value, the Urban Conservation Areas, Areas of Archaeological Importance, World Heritage Site and the World Heritage City.

⁷¹ Especially with regards to forecasted and projected Housing development and estates.

8. Provide for education and awareness campaigns to spur; changes in behaviour, incentivise change in car use and promote walking and cycling.

9. Invest heavily in high quality traffic signage, road markings and speed cameras to monitor and enforce.

10. Promote and re-introduce curfews directed to urban cores and targeting especially but not solely; construction vehicles and sites, commercial and supply vehicles and in-service areas.

4.0.2 The parameters which will provide the context of implementation are several. There where five main parameters that have been identified and which will impact directly on the success of devising a SUMP; (i) the **Physical Geography**: which determines the necessity of modelling transit to the hilly, diverse and maritime nature of the region (i.e. the steep gradients, the sea and the fortifications are significant barriers); (ii) the **Social Context and Education** which influence directly how citizens think and act vis-à-vis transit (i.e. car dependency is a fashion and cars are status symbols – it has been seen in the past decades that raising the bar through taxation has not deterred car ownership); (iii) the aspect of **Governance** is often underrated but in the case of Malta it is very tangible (i.e. the city-micro-state quality has not been a benefit but a deterrent in creating a cohesive and integrated well managed traffic system) and (iv) the **Economic and Financial** aspect truly impacts transit where on one side Government has to invest significant capital to spur change and on the other citizens may not have the means or the possibility to address change even if willing

(i.e. a case in point is the change to electric driven cars which even with a significant subsidy and a heavy investment in electric stations is still proving expensive); (v) **Heritage and History** are a determinant aspect which impacts and shapes transit. The assets in the South-east regional are critical and in some areas of Universal value i.e. the transit developments have to address this sensity and vulnerability through green eco-friendly and reversible options.

4.0.3 The next step after defining principles and parameters is to transform these into intelligent and smart actions. These actions have to be sustainable with impacts which are soft and immediate or hard and long term. For this reason the following section offers a “Process Map” as a foundation to kick-start further consultation.

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Parameters	Context	Strength	Weaknesses	Opportunities	Threats
Physical Geography	Regional (hills, significant costal area and sea)	Easy to locate segregated areas	Difficult to plan interchanges	Promote rapid multi-modal systems	Barriers between localities within the Region
Social Context and Education	Behavioural patterns determining transit	Soft intervention	Difficult to change	Awareness raising campaigns may chage transit significantly	May prove difficult to change as experience
Governance	Centralised but fragmented	Very concentrated and small distances	Dense conurbation	Exploit short distances fully	Congestion and urban morphology
Economic and Financial	Heavy budgets and burdens with cost	EU funding available and being implemented	May not be enough and the social commitment is not directly dependent	Harness European funding to create financial generation	To change technology is very costly and few may afford it
Heritage and History	The region is critical in its heritage with extensive areas covered by the AHLV and AAI and WH and UCAs	These are significant assets which support the tourism product but also enrich the landscape	The areas are vulnerable and transit options should be low impact	Use were possible tradional systems or innovative non-impacting systems	Heritage assets may restrict options

Table 13. Key parameters emanating from the process of assessment and defining objectives.

4.1 THE PROCESS MAP

4.0.1 The ‘Process Map’ has to follow “Actions” based on the 10 Main principles and parameters. The formulation of these Actions is based as underlined on; (a) indicators and targets that have been essentially formulated through the Malta Operational programme and the transit priority axis (7) and (11) as explained in the previous chapters; (b) the objectives and aspirations emanating from the surveys, workshops and consultations and (c) the parameters set or developed as the regime which controls the context of the SUMP.

4.0.2 The Actions have been transposed into 10 general actions which have been compiled to simplify the process not to singular actions. During the re-evaluation process these will be adapted and expanded into project briefs. These sub-actions are sub-divided and spread over the period (life) of the SUMP 2018-2030 and allocated terms from (s)hort to (m)edium to (l)ong.

4.0.3 The process map should be dovetailed with the SERC Process Circles whereby at each stage the review and re-evaluations and developments influence the change in the process map and vice-versa. This will push further committal and engagement.

Principles	Parameters	Proposed Actions	Term	Period 20-
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SUSTAINABLE URBAN MOBILITY PLAN 2018-2030

1	I, II,III, IV & V.	Invest in green midi and mini buses and other alternative systems	ml	21-25
2	II,III, IV & V.	Campaign and invest on low impact systems	sml	18-25
3	II,III, IV	Invest in schemes and aggressive campaigning	sml	18-30
4	I, II,III, IV & V.	Implement TOD and invest in regeneration projects	l	21-30
5	I, II,III, IV & V.	Develop TOD projects	ml	18-25
6	I, II,III, IV & V.	Develop adequate parking as part of regeneration	sml	18-30
7	I, II,III, IV & V.	Develop transit areas which facilitate interchange	sml	18-30
8	II,III, IV	Invest in schemes and aggressive campaigning	sm	18-25
9	I, II,III, IV & V.	Invest in signs, road painting and speed cameras	sm	18-25
10	I, II,III, IV & V.	Introduce curfews to facilitate traffic	sml	18-30

Table 14. Key principles transposed to actions (s)hort, (m)edium and (l)ong term.

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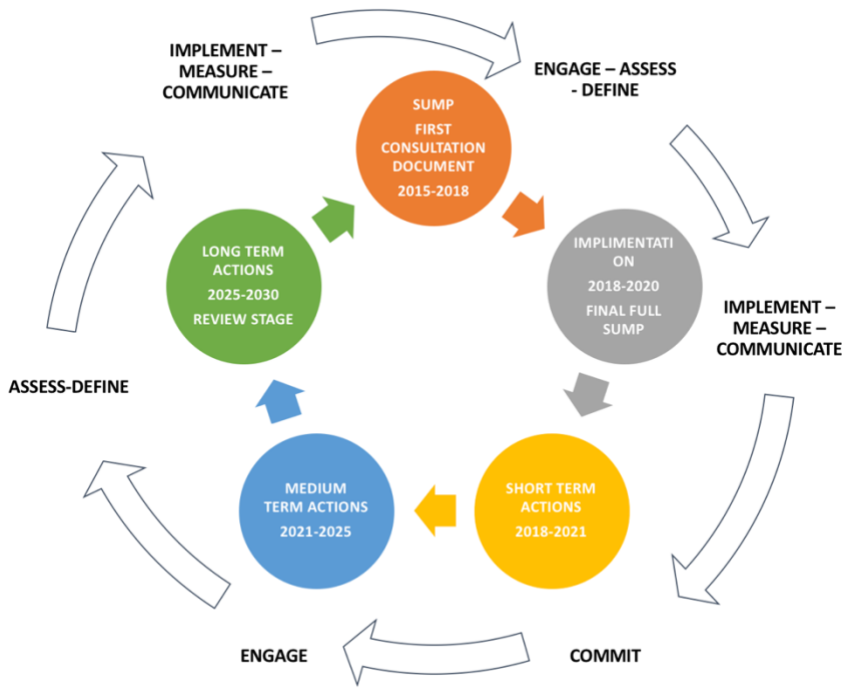


Chart 9. Process map and process circles for the SUMP development from Consultation Document to Implementation stage to engagement and Communication 2015-2030.

4.2 AUTHORISE AND LAISE

4.2.0 This Final Consultation Document will be formally presented to the South East Regional Committee by the Core Group and the ULG for circulation internally with local stakeholders and externally with interested government bodies, Non-Government Organisations and other interested parties impacted by the sector. The authorisation process will follow through the presentation to the Department of Local Councils and a laising process to assure further engagement will be formulated.

4.3 SCHEMATIC PLAN

4.3.1 To facilitate the understanding of the principles, parameters and actions being proposed a schematic and one-page plan have been compiled for stakeholders to visualise possible change. These are purely general and schematic designed to spur further discussion and engagement and research to ensure the SUMP is accepted and endorsed by the community.

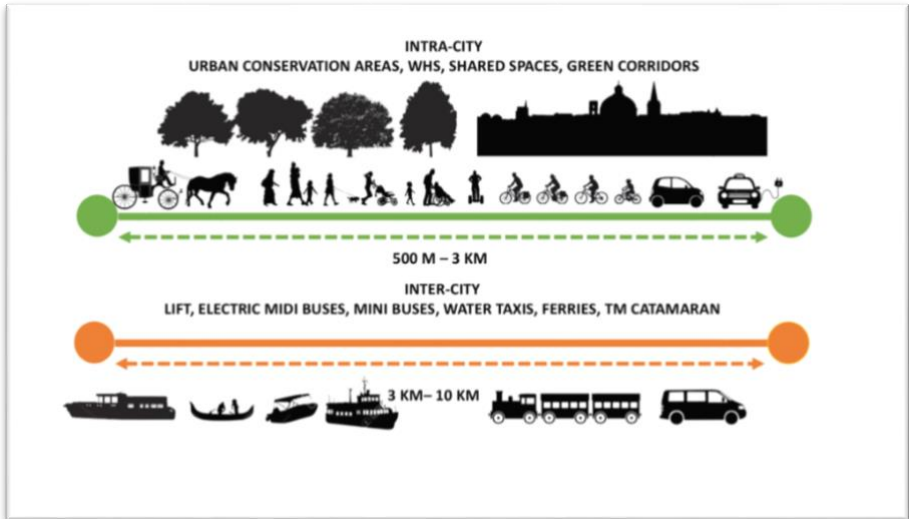


Chart 10. Schematic plan for Intra- and Inter-city mobility for the South East Region showing current transport modes for land and sea.

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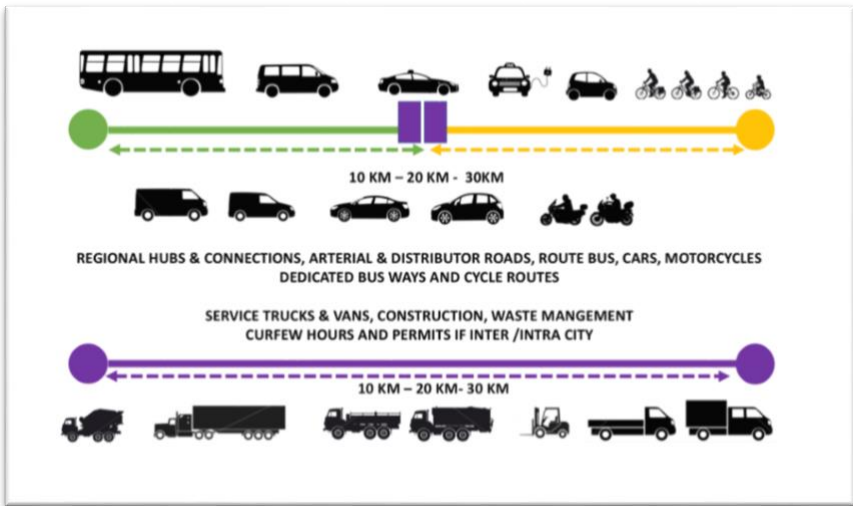


Chart 11. Schematic plan for Inter- and Intra- regional mobility for the South East Region showing current transport modes for land with proposal for inter-changes and hubs and curfew schemes.

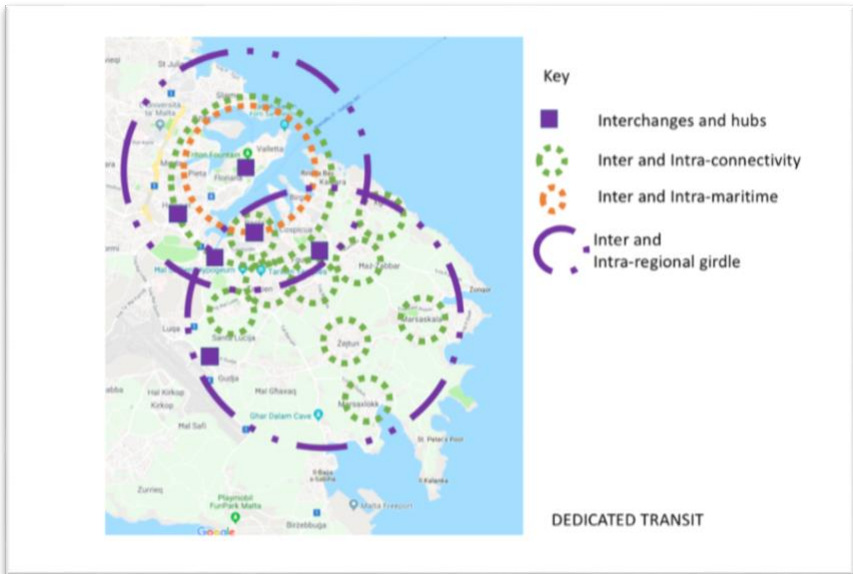


Chart 12. Schematic plan for Inter- and Intra- regional mobility for the South East Region proposing an inner harbour girdle (5-10 minute City) and a regional girdle (15-20 minute) regional connectivity.

CHAPTER FIVE

THE SOUTH EAST REGION: MEASURE AND COMMUNICATE

5.0 MONITORING AND REASSESSMENT

5.0.1 To ensure that the data gathering process is in line with SUMP guidelines and guarantee the formulation of indicators. The monitoring process is there to gather data constantly and consistently. The re-assessment process is set up to review data and therefore generate a SUMP which is addressing contemporary changes.

5.1 EVALUATE IMPACT AND PERIODIC REPORTING

5.1.0 To support the SUMP actions a system of periodic reporting is being planned supported by impact analysis and evaluation following the Process Map. This process should ensure that the actions are sustainable and reach the set benchmarks and objectives.

5.2 REVIEW PERIODS

5.2.0 As indicated in the process map the review periods are set at 2020; 2025 and 2030. The latter date will set the full overhaul of the SUMP and as closure of the “life” of the plan.

5.3 COMMUNICATIONS PLAN

5.3.0 A Communications Plan as a separate plan is being compiled to follow the engagement post authorisation and stakeholder liaison review and setup.

A b o u t t h e A u t h o r

This document has been written and compiled by Dr Malcolm Borg with the support and input of various parties including the SERC and ULG representatives, TM data collation and the quoted input of CITYMOBILNET project partners.

<http://www.regjunxlokk.org/home.htm>



A C K N O W L E D G E M E N T S

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S U S T A I N A B L E U R B A N M O B I L I T Y P L A N

2018-2030



SOUTH EAST REGIONAL COMMITTEE

Birgu, Bormla, Fgura, Floriana, Isla, Kalkara, Marsa, Marsascala, Marsaxlokk, Paola,
Tarxien, Valletta, Xghajra, Zabbar, Zejtun.

