European Commission

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Road Safety Country Overview

Malta

Transport

Road Safety Country Overview - MALTA

Structure and Culture

Basic Data

Table 1: Basic data of Malta in relation to the EU average

Basic data of Malta	EU average
- Population: 0,43 million inhabitants (2015)[2]	18,15 million (2015)
- Area: 316 km^2 (2015) [2]	159.663 km^2 (2015)
(Water 0%) (2015)[4]	2,94% water (2015)
- Climate and weather conditions (capital city; 2015)[3]:	(2015)
- Average winter temperature (Nov. to April): 14,3°C	6,5°C
- Average summer temperature (May to Oct.): 24,2°C	17,8°C
- Annual precipitation level: 603 mm	651 mm
- Exposure[1]: 2,91 billion passenger km [2]	189 billion passenger km (2014)
- 0,77 vehicles per person (2014)[2]	0,62 (2014)

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

Malta has one of the highest population densities.

Country characteristics

Table 2: Characteristics of Malta in comparison to the EU average

Characteristics of Malta	EU average
- Population density: 1.359 inhabitants/km^2 (2015) [2]	114 inhabitants/km^2 (2015)
- Population composition (2015) [2]:	
14,3% children (0-14 years)	15,6% children
67,2% adults (15-64 years)	65,5% adults
18,5% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €18.400 (2014) [2]	€26.300 (2015)
- 95,4% of population lives inside urban area (2015)[4]	73,3% (2015)
- Special characteristics [4]: mostly low, rocky, flat to dissected plains; many coastal cliffs	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

[1] No data available for traffic. exposure is measured by billion passenger kilometres instead.

Every day an average of three people receive medical care as a consequence of being involved in a traffic collision on Maltese roads.

Structure of road safety management

Transport Malta has launched a public consultation process on a National Road Safety Strategy covering the years 2014 to 2024. This National Road Safety Strategy document sets a 10-year road map for a safer land transport system which aims at considerably reducing traffic casualties within the Maltese Islands.

The following key-actors are responsible for Road Safety (RS) policy making:

Table 3: Key actors per function in Malta

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Transport Malta - Local Councils - Ministry of Finance
2. Monitoring of the RS development in the country	- Transport Malta - Local Councils
3. Improvements in road infrastructure	- Transport Malta - Kummissjoni Nazzjonali Persunib'Disabbilta'
4. Vehicle improvement	- Transport Malta - Ministry of Finance, Malta Insurance Association
5. Improvement in road user education	- Transport Malta - Education Division - Malta Police - Motoring Schools
6. Publicity campaigns	- Transport Malta - Malta Police - Motoring Schools
7. Enforcement of road traffic laws	- Transport Malta - Malta Police - Regional Committees
8. Other relevant actors	- Department of Health - Motorcyclist Groups - User Groups

Sources: national sources

Attitudes towards risk taking

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

Programmes and measures

National strategic plans and targets

- Transport Malta launched a public consultation process on a National Road Safety Strategy covering the years 2014 to 2024.
- Targets (referred to 2014):

Malta launched a public consultation process on a National Road Safety Strategy covering the years 2014 to 2024.

Table 5: Road safety targets for Malta

Year	Fatalities	Serious Injuries	Slight injuries
2024	-50%	-30%	-20%

- Priority topics:
  - improving road safety on the arterial and distributor road network
  - implementing the Road Safety Auditing and Road Safety Inspection programmes
  - implementing Intelligent Traffic Management Systems on the arterial and distributor road network
  - overspeeding and careless driving

Road infrastructure

Table 6: Description of the road categories and their characteristics in Malta

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	80
Motorways	80

Source: EC DG-Move, 2016

- Special rules for:
  - Light motorcycles (A1; until 18 years): no information
- Guidelines and strategic plans for infrastructure are available in Malta.

Road safety inspections and audits are obligatory parts of infrastructure management in Malta.

Table 7: Obligatory parts of infrastructure management in Malta and other EU countries

Obligatory parts in Malta:	EU countries with obligation
Safety impact assessment: -	32%
Road safety audits: yes	81%
Road safety inspections: yes	89%
High risk site treatment: -	74%

Sources: DG-TREN, 2010; national sources

- Recent activities of road infrastructure improvement have been addressing:
  - Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on Road Infrastructure Safety Management was transposed into national legislation.

Traffic laws and regulations

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

Table 8: Description of the regulations in Malta in relation to the most common regulations in other EU countries

Regulations in Malta [1]	Most common in EU (% of countries)
Allowed BAC[2] levels:	
- General population: 0,8‰	0,5‰ (61%)
- Novice drivers: 0,8‰	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,8‰	0,2‰ (36%) and 0,0‰ (36%)
Phoning:	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
Use of restraint systems:	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
Helmet wearing:	
- Motor riders: Obligatory	Obligatory (all countries)
- Moped riders: Obligatory	Obligatory (all countries)
- Cyclists: obligatory up to 10 years old	Not obligatory (46%)
- New cars have to be fitted with dedicated daytime running lights.	
- A demerit point system is in place. [2]	

Sources: [1] EC DG-Move, 2016; [2] WHO, 2013

Enforcement

Especially drink-driving law enforcement in Malta is assessed as less effective than in most EU countries.

Table 9: Effectiveness of enforcement effort in Malta according to an international respondent consensus (scale = 0-10)

Issue	Score for Malta	Most common in EU (% of countries)
Speed legislation enforcement	6	7 (43%)
Seat-belt law enforcement	8	7 (25%) and 8 (25%)
Child restraint law enforcement	8	8 (39%)
Helmet legislation enforcement	8	9 (50%)
Drink-driving law enforcement	5	8 (43%)

Source: WHO, 2015

[2] Blood Alcohol Concentration

Road User Education and Training

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

Table 10: Road user education and training in Malta compared to the situation in other EU countries

Education and training in Malta	Most common in EU (% of countries)
General education programmes:	
- Primary school: voluntary	Compulsory (71%)
- Secondary school: voluntary	Compulsory (43%)
- Other groups: no information	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (79%)
- Motorised two wheeler: 18-21 years	18 years (low categories) and higher ages (32%)
- Buses and coaches: 21 years	21 years (86%)
- Lorries and trucks: 21 years	21 years (75%)

Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources

Public Campaigns

Table 11: Public campaigns in Malta compared to the situation in other EU countries

Campaigns in Malta	Most common issues in EU (% of countries)
Organisation:	
- MTA	
- Police	
Main themes:	
- drink-driving	Drink-driving (96%)
- seat-belts	Speeding (86%) Seat-belt (79%)

Sources: [1] SUPREME, 2005; [2] ETSC, 2011; [3] national sources

Vehicles and technology (national developments)

Mandatory inspection periods for most vehicles are similar to the most common periods in the EU.

Table 12: Developments of vehicles and technology in Malta, compared to the situation in other EU countries

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: first inspection after 4 years, then every 24 months Taxis: every 12 months	Every 12 months (39%)
Motorcycles: not submitted to checks	Every 24 months (32%)
Buses or coaches: every 12 months	Every 12 months (61%)
Lorries or trucks: every 12 months	Every 12 months (68%)

Sources: EC website, national sources

Road Safety Performance Indicators

Speed

The number of speed tickets per population is below the EU average.

Table 13: Number of speed tickets per population in Malta versus the EU average

Measure	2010	2011	Change between the two years	EU average (2011)
Number of speed tickets/1.000 population	103	80	-22,3%	108

Sources: [1] ETSC, 2010; [2] ETSC, 2015

Table 14: Percentage of speed offenders per road type in Malta compared to the EU average

Road type	2004	2012	Average annual change	EU average
Motorways	n/a	n/a	-	n/a
Rural roads	n/a	n/a	-	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

Table 15: Mean speed per road type in Malta compared to the EU average

Road type	2004	2012	Average annual change	EU average
Motorways	n/a	n/a	-	n/a
Rural roads	n/a	n/a	-	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

Alcohol

The percentage of drivers tested over the limit decreased in 2010.

Table 16: Road side surveys for drink-driving in Malta compared to the EU average

Measure	2009	2010	Change between the two years	EU average (2010)
Amount of tests/1.000 population	n/a	n/a	-	154
% tested over the limit	73%	46,6%	-36,2%	2,8%

Sources: [1] ETSC, 2010; [2] ETSC, 2015

Vehicles

The car fleet in Malta is relatively old.

Table 17: State of the vehicle fleet in Malta compared to the EU average

Vehicles	EU average
Cars per age group (2012) [1]:	Passenger cars (2012)
- ≤ 2 years: 6%	≤ 2 years: 9%
- 3 to 5 years: 12%	3 to 5 years: 13%
- 6 to 10 years: 22%	6 to 10 years: 28%
- > 10 years: 59%	>10 years: 49%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: no information	5 stars: 52,5%
- 4 stars: no information	4 stars: 4,5%
- 3 stars: no information	3 stars: 2,9%
- 2 stars: no information	2 stars 0,5%
- not tested: no information	not tested: 39,6%[3]

Source: [1] EUROSTAT; [2] ETSC, 2016

Protective systems

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

Table 18: Protective system use in Malta versus the average in EU

Protective systems	EU average[4]
Daytime seat-belt wearing in cars and vans (2006):	(2015)
- 96% front	89,7% front
- no information on % driver	not available
- no information on % front passenger	not available
- 28% rear	69,5% rear
- no information on % child restraints	not available
Helmet use (2013):	
- no information on % powered two-wheelers riders	not available
- no information on % cyclists	

Sources: [1] Vis & Eksler, 2008; national sources

[3] Based on data of 25 EU countries (excl. HR, LU and MT).

[4] Based on data of 15 EU countries; data of AT, BE, IE, IT, LU, HU, FI, SE (2015); data of CZ, DE, DK, HR, LT, PL, UK (2014); data of PT (2013)

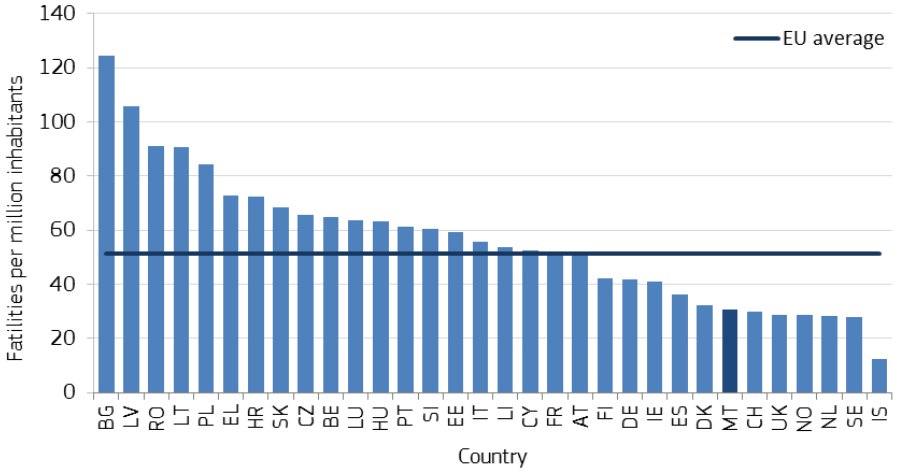
Road Safety Outcomes

General positioning

The fatality rate of Malta is lower than the EU average (around 31 fatalities per million population in 2014), however the annual reduction rate has been smaller and since 2010 the values have remained more or less stable.

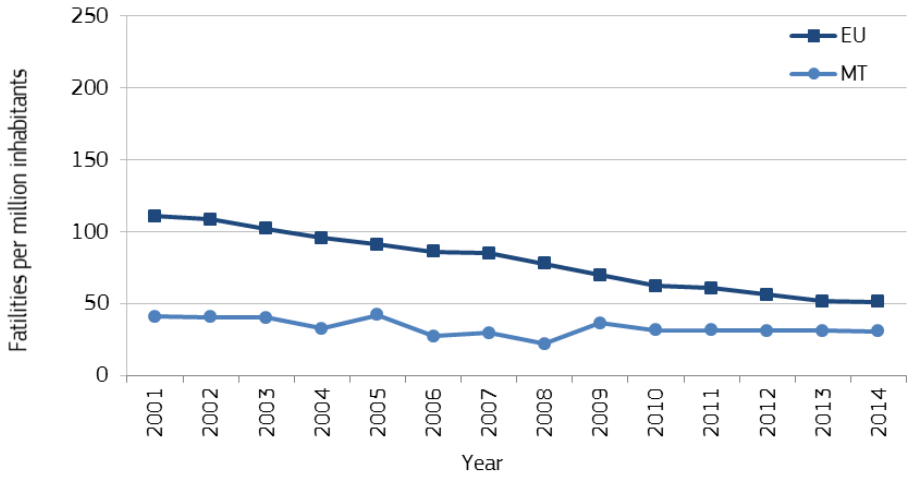
The fatality rate of Malta has been lower than the EU average between 2001 and 2014, however the annual reduction rate has been smaller.

Figure 1: Fatalities per million inhabitants in 2014 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2014 for Malta and the EU average



Sources: CARE, Eurostat

The shares of motorcyclist and car occupant fatalities are much higher compared to the EU average.

Transport mode

The shares of motorcyclist and car occupant fatalities are much higher than the EU average. There were no average annual reductions of motorcyclist and car occupant fatalities between 2001 and 2010. No pedestrian fatalities were recorded in 2010.

Table 19: Reported fatalities by mode of road transport in Malta compared to the EU average

Transport mode	2001	2010	Average annual change	Share in 2010	EU average (2010)
Pedestrians	6	0	-100%	0%	20%
Car occupants	3	9	13%	69%	48%
Motorcyclists	3	3	0%	23%	14%
Mopeds	-	-	-	-	4%
Cyclists	0	0	0%	0%	7%
Bus/coach occupants	0	0	0%	0%	0%
Lorries or truck occupants	5	0	-100%	0%	5%

Sources: CARE, national sources

Age, gender and nationality

Table 20: Reported fatalities by age, gender and nationality in Malta versus the EU average

Age and gender	2005	2010	Average annual change	Share in 2010	EU average (2010)
Females					
0-14 years	2	1	-13%	8%	1%
15 – 17 years	1	0	-100%	0%	1%
18 – 24 years	0	2	-	15%	3%
25 – 49 years	0	2	-	15%	7%
50 – 64 years	0	0	-	0%	4%
65+ years	1	0	-100%	0%	8%
Males					
0-14 years	1	0	-100%	0%	2%
15 – 17 years	2	0	-100%	0%	2%
18 – 24 years	5	2	-17%	15%	13%
25 – 49 years	3	5	11%	38%	31%
50 – 64 years	0	1	-	8%	14%
65+ years	2	0	-100%	0%	14%
Nationality of driver or rider killed					
National	4	5	5%	38%	n/a
Non-national	13	8	-9%	62%	n/a

Sources: CARE, national sources

Malta has a higher share of female road fatalities than the EU average. The share of non-national fatalities is 62%.

Location

There are only fatalities in built-up areas in Malta.

There are only fatalities in built-up areas in Malta.

Table 21: Reported fatalities by location in Malta compared to the EU average

Location	2005	2010	Average annual change	Share in 2010	EU average (2010)
Built-up areas	17	13	-5%	100%	37%
Rural areas	0	0	-	0%	54%
Motorways	0	0	-	0%	7%
Junctions	n/a	n/a	-	-	24%

Sources: CARE, national sources

Lighting and weather conditions

Table 22: Reported fatalities by lighting and weather conditions in Malta compared to the EU average

Conditions	2005	2010	Average annual change	Share in 2010	EU average (2010)
Lightning conditions					
During daylight	6	3	-13%	23%	49%
During night-time	11	7	-9%	54%	32%
Weather conditions					
While raining	4	0	-100%	0%	11%

Sources CARE, national sources

Single vehicle accidents

The share of fatal single vehicle accidents in Malta is much higher than the EU average.

Table 23: Reported fatalities by type in Malta compared to the EU average

Accident Type	2001	2014	Average annual change	Share in 2014	EU average (2014)
Single vehicle accidents	3	7	18%	54%	27%

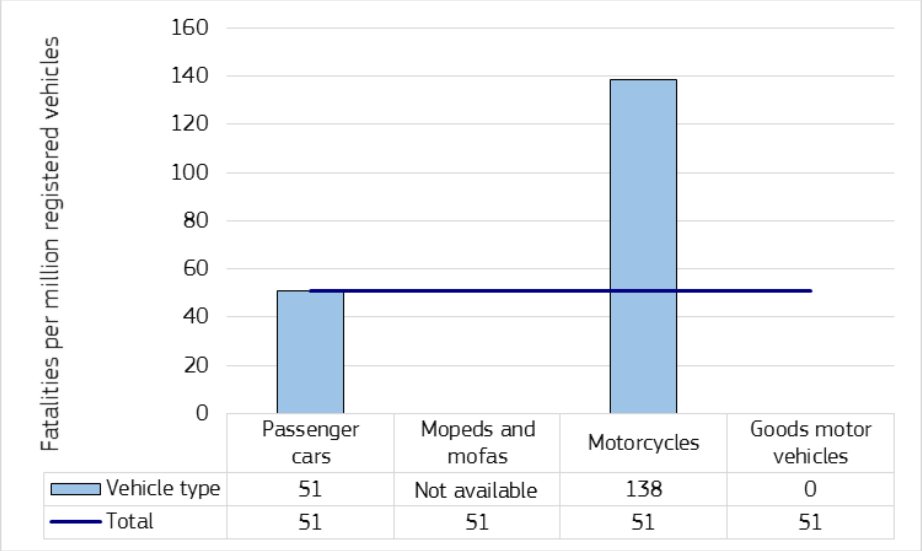
Sources: CARE, national sources

Under-reporting of casualties

- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

Risk Figures

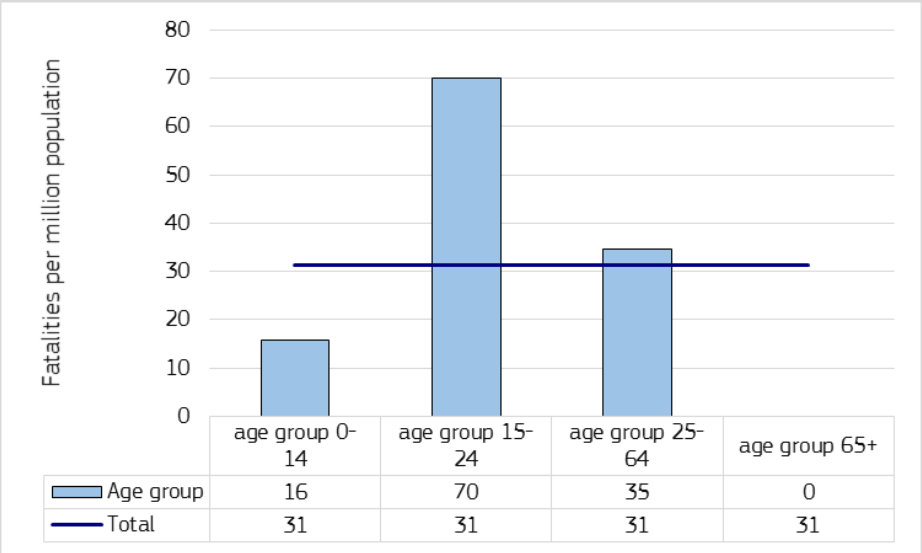
Figure 3: Fatalities by vehicle type in Malta in 2009



Sources CARE, UNECE; Fatalities for Mopeds and mofas were not available

In Malta motorcyclists and youngsters have a higher risk of getting involved in a fatal crash compared to the other groups).

Figure 4: Fatalities per million inhabitants in Malta in 2010



Sources: CARE, EUROSTAT

Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL[5] for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

Estimated road safety costs per injury type are higher in Malta than on average in the EU.

Table 24: Cost (€) per injury type in Malta versus the EU average

Country	Fatality	Severe injury	Slight injury
Austria	2.395.000	327.000	25.800
Belgium	2.178.000	330.400	21.300
Bulgaria	984.000	127.900	9.800
Croatia	1.333.000	173.300	13.300
Cyprus	1.234.000	163.100	11.900
Czech Republic	1.446.000	194.300	14.100
Denmark	2.364.000	292.600	22.900
Estonia	1.163.000	155.800	11.200
Finland	2.213.000	294.300	22.000
France	2.070.000	289.200	21.600
Germany	2.220.000	307.100	24.800
Greece	1.518.000	198.400	15.100
Hungary	1.225.000	164.400	11.900
Ireland	2.412.000	305.600	23.300
Italy	1.916.000	246.200	18.800
Latvia	1.034.000	140.000	10.000
Lithuania	1.061.000	144.900	10.500
Luxembourg	3.323.000	517.700	31.200
Malta	**2.122.000**	**269.500**	**20.100**
Netherlands	2.388.000	316.400	25.500
Poland	1.168.000	156.700	11.300
Portugal	1.505.000	201.100	13.800
Romania	1.048.000	136.200	10.400
Slovakia	1.593.000	219.700	15.700
Slovenia	1.989.000	258.300	18.900
Spain	1.913.000	237.800	17.900
Sweden	2.240.000	328.700	23.500
Great Britain	2.170.000	280.300	22.200
EU average	**1.870.000**	**243.100**	**18.700**

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

[5] Value of Statistical Life

Synthesis

Safety position

- The fatality rate of Malta is lower than the EU average (around 31 fatalities per million population in 2014).

Scope of problem

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

Recent progress

- Since 2001, the Maltese fatality rates have shown fluctuations – due to small figures – but no substantial improvement. The annual reduction rate has been smaller than that of the EU average and since 2010 the values have remained more or less stable.

Transport Malta launched a public consultation process on a National Road Safety Strategy covering the years 2014 to 2024.

Remarkable road safety policy issues

- Transport Malta launched a public consultation process on a National Road Safety Strategy covering the years 2014 to 2024.
- Road safety inspections and audits are compulsory for road infrastructure in Malta.
- Effectiveness of traffic law enforcement in Malta is below or at the EU average.
- The BAC limit in Malta is higher than in most EU countries.

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Notes

1. Country abbreviations

	Belgium	BE	Italy	IT	Romania		RO
	Bulgaria	BG	Cyprus	CY	Slovenia		SI
	Czech Republic	CZ	Latvia	LV	Slovakia		SK
	Denmark	DK	Lithuania	LT	Finland		FI
	Germany	DE	Luxembourg	LU	Sweden		SE
	Estonia	EE	Hungary	HU	United Kingdom		UK
	Ireland	IE	Malta	MT			
	Greece	EL	Netherlands	NL	Iceland		IS
	Spain	ES	Austria	AT	Liechtenstein		LI
	France	FR	Poland	PL	Norway		NO
	Croatia	HR	Portugal	PT	Switzerland		CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.
The full glossary of definitions of variables used in this Report is available at:
http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf

3. Data available in September 2016.

4. Average annual change is calculated with the power function between the first and last years:
[aac = $(b/a)^{1/n}$-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:
n/a: not available
"-": not applicable (e.g. calculation cannot be performed)

6. This 2016 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project DaCoTA.

7. Disclaimer
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8. Please refer to this Report as follows:
European Commission, Road Safety Country Overview - Malta, European Commission, Directorate General for Transport, September 2016.

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