

Transport in Malta part 2

The Traffic Control Board consists of not less than eight and not more than twelve members including the chairman. The establishing of the Traffic Control Board from time to time, for the better of the smooth running and better organisation of the motor omnibus and ferryboat passenger transport service. It has the responsibility of the following:-

- (a) to establish routes for the convenience of passengers from one part of the island to another.
- (b) group together two or more routes or all routes.
- (c) determine which motor omnibus shall operate on any such routes.
- (d) allotting the service of any route to any company or companies or one individual person or persons.
- (e) vary, cancel or revoke any route or grouping of routes or any allotment of service.

It is important that owner of the motor omnibus performs a service on any day but if he fails alternative motor omnibus of the same type, class or category is to report for duty at the appointed time and day so that the total number of buses on duty is not less than the determined number in order to continue the service for the whole day.

From the Law point of view, the penalty in court for this breach of law if such service is not given to the public the owner of the motor omnibus is deemed to be guilty of an offence and shall be guilty and fined (Multa) of fifty Maltese Lira. For a second or subsequent offence and in the case of the third offence the cancellation of the licence of his motor omnibus.

The service must be given to a motor omnibus indicate the time, manner and conditions in which the service is to be given and the place from which orders, agreements or arrangements for this service are to be made, requiring the distribution among the owners of the omnibuses all fares, fees and other receipts collected by them in the manner, terms and conditions concerning the construction of equipment conditions and maintenance of motor cars and the periodical examination of motor cars by official experts.

Motor Omnibus or Unscheduled Service

Motor omnibus could be hired for unscheduled service from the central office.

The owner of any omnibus shall keep a register recording all hires which will include the date - time of commencement and termination of hire the journey performed, the fare agreed for such hire, the name of the driver and the particulars of the person responsible for the hire.

The register is kept at the residence of the owner or at an authorised place.

Any motor omnibus while on unscheduled service display on its windscreen a white board marked 'unscheduled' in black letters and on authorisation given by the public transport office.

Motor Omnibus on Service Hire

Motor omnibus may be permitted to ply away from their route and run a service between two specified points.

Motor omnibus on service hire display on its windscreen a board marked 'service' in front or at the rear of the vehicle painted white and the letters and the seize are

75mm high and 50mm broad.

Passengers are picked up from between each point on the route. It is strictly prohibited to smoke tobacco on any motor omnibus which is waiting to the public present who could be suffering from an illness.

On public festivities or other special occasions permit a limited number of extra motor omnibus to run on selected routes, fixed at its discretion, the hours of service. It is most important to introduce uniforms with badge or medallions to drivers or conductors of a motor omnibus, could present a more disciplined outlook and worn while on duty, a uniform as the case may be of a pattern and colour and it shall be worn from the first day of October of any year to the 31st day of May and the summer uniform shall be worn from the 1st day of June to the 30th of September of any year.

Ticket Inspectors shall wear while on duty a black peak cap and a uniform of a pattern and colour were it is to be kept in a clean and in good state of repair.

For the better of supervision the public transport service promoted Ticket Inspectors to see that route buses perform their appointed route in time and the inspection of tickets issued to passengers on every trip.

If any person hinders any ticket Inspector a passenger owner, driver or conductor of a motor omnibus is charged and brought before the court and is liable on conviction be fined (Multa) of not less than five Maltese Lira on first conviction and on a second conviction a fine (multa) of not less than thirty Maltese Lira and a third or subsequent conviction to a fine (multa) of not less than one hundred Maltese Lira but not exceeding two hundred Lira and where the offender is the owner, the court in addition order the cancellation of the licence of the motor omnibus or ferryboat as the case may be.

The licence may be suspended or cancelled if the holder of the licence permits his motor car to be run on the road if not covered by an insurance policy or does not provide security on the road traffic and transportation of passengers.

It is a must that all route bus conductors be introduced again (though these were abolished due to expances and increase in fare for every day service) to increase employment and at the same time have a more efficient service as the driver is restricted to do a two men job considering also the long hours of service performed each day.

A serious of lectures from time and time are to be launched to drivers, conductors, ticket inspectors and all those involved in the running of this service to be aggrorned with new regulations to achieve a high standard in the way these employees conduct themselves towards the public and to observe the public transport regulations in a more scrupulous way.

When the introduction again of conductors rules are to be applied to regulate the system.

These rules are to be observed at all times and by these rules the conductor could guide or help the driver due to fatigue in the better of operating the bus on the road.

The conductor will not be allowed to site next to the driver on a motor omnibus when it is in motion or when passengers are being carried. The conductor shall

remain near the entrance of the motor omnibus when stopping at a stage to pick up or putting down passengers.

It is also the duty of both the conductor and the driver to see to it that all passengers will have taken their place in the motor omnibus before it is set in motion.

The driver or the owner are responsible for the maintenance and driving of the vehicle on the road.

Route Buses Destination Boards

Before the late 70's route buses were constructed and coloured in a different way as we know them today.

Every route bus proceeding from Valletta to its respective towns or village were assigned with different colours to their respective destination.

A new system was introduced and all motor omnibuses were later painted in one colour bearing only distinctive words, mark figures or numbers as may be directed.

All motor omnibuses while on scheduled service show their destination and the route number and while on unscheduled service, indicate such fact in a manner and in such place on the advice of the traffic-control board.

Bus Routes - Malta

Route	Number of Routes	Route	Number of Routes
Għarmier	50/51	Mġarr	46
Attard	40	Mosta	53
Balzan	74	Mqabba	35
Birkirkara	71/72/78	Msida	All the buses to Sliema
Birżebbuġa	11	Naxxar	54
Buġibba	49	Paola	5
Buskett	81	Pieta	All the buses to Sliema
Ċirkewwa	45/48	Qormi	90/91
Cospicua	1/2/3	Qrendi	35
Dingli	81	Rabat	80
Fgura	18	Safi	34
Floriana	All buses	St. Andrews	68
Għadira	44	S' Anton Gardens	74
Għ'Tuffieħa	47/52	St. Julians	62
Għar Lapsi	From Siġġiewi	San Ġwann	65
Għargur	55	St. Paul's Bay	52
Għaxaq	8	St Lucia	15
Gudja	8	St Venera	78
Gżira	All buses to Sliema	Senglea	3
Hal Far	13	Siġġiewi	89
Hamrun	73	Sliema	60-68
Kalkara	4	Tarxien	8/11/26
Kirkop	34	Vittoriosa	1
Lia	40	Zurrieq	32/38
Luqa	36	Xgħajra	21
Mgħarfa	45	Żabbar	18
Marsa	5/8/11/18	Żebbuġ	88
Marsascalea	19	Żejtun	26
Marsaxlokk	27	Mellieħa	43

Bus Routes - Gozo

Route	Number of Routes	Route	Number of Routes
San Lawrenz	1/11	Munxar	50/55
Kerċem	14/18	Ta' Pinu	61
Marsalforn	21/22	Xagħra	64/69
Mġarr	25/26	Xewkija	73/78
Nadur	29/30/31	Xlendi	87
Għajnsielem	40/44	Għasri	91/94

Every passenger are to pay the appropriate fare for the journey he wishes to take on a motor omnibus.

All intending passengers take their turn in an orderly queue to board the bus and consequently pay the appropriate fare on the vehicle allotted for the trip.

The new introduced destination marks and colours at present in Malta are coloured yellow/orange, with a white roof. The interior part of all omnibuses are painted white unless the material adopted in the construction are of a finish

which renders painting unnecessary.

The construction of the roof as we know it is made of wood or of other suitable material which is also painted white. All glass fitted to windows or windscreen must be safety glass, a type of glass so constructed or treated if involved in an accident, when the glass is fractured it does not fly into fragments capable of causing severe cuts to passengers or pedestrians.

Advertisement stickers are strictly prohibited in any place on the bus especially where the obstruction of full view of the driver or passengers.

In future to educate more the public on traffic regulations a small seize sign board is placed in a frame showing and explaining what these traffic signs are used for when encountering them in the street so as these signs are kept as a remainder.

Motor omnibus operating on destination routes are regulated to stop at established points indicated by a 'bus stop' or 'fare stage' set up for the purpose of setting down passengers or loading those actually waiting in front such signs.

Passengers wishing to go down at an authorised bus stop are to signal the driver by pulling a string attached to the ceiling of the bus and automatically the bell rings indicating to the driver that passengers are intended to disend at the next stage.

The driver or conductor obtains the daily tickets fare from the secretary traffic control board.

Fare tickets consist of different fares changeable to passengers which differ in size and colour and shape. Every driver or conductor when affecting a destination to a particular town or village must be in possession of fare tickets of all fares relative to the particular route.

A passenger mounting route buses they are to pay a ticket fare to the driver (in the present procedure being taken) or the conductor as they enter and take their place either seated or if all benches are occupied remain standing in the passage situated in the middle of the bus passage.

Construction of Motor Omnibus

Motor omnibus are constructed in a way that its weight and equipment include all body-work, upholstery and fittings and properly constructed with suitable materials well finished and in good servicable condition and the design has to be capable of with standing the loads and stresses likely to be met with in operation.

The bus scheduled service have imported second hand more advanced motor omnibus or coaches from the United Kingdom being used for the conveyance of local inhabitants or coaches used for the touring of tourist around the Island visiting the most interesting historical places.

These more advanced motor omnibus are replacing the old wornout buses. The new advanced buses are constructed in a totally different way in seize and capacity and equipment, some are fitted with an air condition system which help during the hot summer months to reduce the hot air accumulated inside although ventilation system is constructed on the roof of the bus. These kind of buses provide a more worm comfortable

atmosphere whilst travelling from one place to the other during the winter season.

Each bus is constructed according to the approved rules. The body has to be securely affixed to the chassis and has a capacity of twenty six passengers but not more than forty six passengers.

One must distinguish between the traditional buses as some are still in use today and those imported for example the engine capacity of a newly imported or locally constructed motor omnibus or when the engine is replaced it must not exceed twelve tones.

One of the most important part of the bus that has to be functioning in a very good condition are the brakes.

The brakes system must be regularly inspected to ensure the good and safe running of the bus during when it is being operated when the need arises to stop abruptly in the case to avoid a serious traffic accidents could have been avoided if more precautions were taken whilst driving even if the speed limit according to the classification of the road inside or outside a town or village.

Every motor omnibus is constructed in a way to have an entrance and exit and emergency door capable of being opened by one operation of the locking mechanism. The reason for requiring these devices are made for the purpose of securing the vehicle when unattended and in case of emergency in case of an accident.

These newly imported more advanced motor omnibus have also another particular advantage as entrance and exit doors and emergency exits are operated automatically by pushing a lever or button from the inside the vehicle is either locked or opened when passengers are descending from the bus.

During the time the motor omnibus is in motion suitable fastenings are to be provided to hold doors securely open when no automatic device is provided to the bus to hold put such door.

All doors including those of emergency exits are also requiring to be so designed as to be readily opened in case of need from both the inside and outside of the vehicle. Emergency exits are to be fitted with doors which open outwards.

The actuating mechanism of all emergency exits are to be easily accesible to persons of normal height standing on ground outside the vehicle.

Motor omnibus are fitted with a permanent top and there are not less then two means of entrance and exit, one of which is situated at the front and on the near side of the vehicle and is used as the ordinary entrance and exit of the omnibus and the other at the back of the vehicle to be used in case of emergency door situated on the right and left side.

These doors are clearly marked 'emergency door' and be so situated that in case of emergency, passengers can step directly from the passage to the outside of the vehicle.

Every vehicle is designed in a way that the driver has adequate room and space and easily reach and quickly operate the controls.

The steering pillar is positioned on the right or offside of the vehicle and the driver's seat is so placed as to permit him to give by hand the usual traffic signals on the offside of the motor omnibus.

It is most important that accommodation is so designed so as the driver has adequate protection during inclement weather and means to prevent light from the interior of the vehicle from incommmodating the driver.

Before, every motor omnibus is put to service if either it is constructed locally or imported it passes through an examination carried out the police mechanical expert before they are let to be operated on the road. The owner of the motor omnibus has to furnish the necessary information for example full details and sketch of the chassis and a declaration in writing giving details of the vehicle.

The body of the motor omnibus both externally and internally and all windows and fittings and all seats for passengers be maintained at all times in clean and good condition and the seating capacity is clearly marked in a conspicuous position inside the vehicle.

All motor omnibuses are inspected annually and those not complying according to regulations or carries some mechanical defect are replaced with new road worthy buses and in greavious cases the bus is scraped and the licence is cancelled and a new modern important or new locally constructed bus is put in operation.

One of the many things Malta inherited through colonial domination was the importation of double - decker buses. These kind of buses were operated under the Sliema Bus Company in the late 30's.

These double-decker buses were of a kind that their construction was totally different from the once that used to run in the streets, instead of a single deck vehicle these buses were constructed under two decks on ground floor and first floor.

The difference from other buses, the double-deck bus had no first floor deck roof top exposing the passengers to the daily weather elements conditions.

This kind of transport could be introduced again under experiment bases during the tourist summer time.

Double - Decker Buses could operate on a small scale on routes which require more route buses to perform trips during the high volume of passengers going to centralised destinations. These will led to immense expansion in sub-urban areas carrying more people on this form of public transport - as well as the recently introduced coaches and buses were they have more capacity for the present demand.

The new double-deck buses show an advanced design incorporating lower step heights, lower noise levels and improved suspension. They are operated also by drivers who also collect fares (one person operation). These type of buses operate on high level of passenger traffic and during high volume of traffic mainly over short distances.

This kind of transport is also can be used as coaches for touristic purposes.

Mini Bus Service

Every means of transport is used in various circumstances to serve the needs of the public.

Mini Buses is also another means of transport, it is mainly used for the carrying of school children having affixed behind the windscreen and behind the rear window a sign showing two school children in similar in type, shape, colour and seize to a sign exhibited while the vehicle is trasporting school children. The capacity of Mini Buses are licensed to carry twelve passengers and the driver, thirteen in all and in the case of school children eighteen persons including the driver.

Besides Mini Buses are used to transport school children it is also used for the conveyance of workers in factories industries or other enterprises.

They operate in industrial areas especially during early morning when workers are going to work or during rush hours when workers are leaving their place of work, saving the number of private cars used on the road at the same time reducing traffic congestion in centre meeting points in towns.

Mini buses are constructed or imported to be operated privately by one owner driver under one licence. This type of vehicle must have a red colour body with a white painted roof. The side doors of the mini bus are to have the number of passengers in capacity printed in white figures against the red back ground.

The interior part is painted black in colour or if the material used in the interior construction is of a finish which renders painting unnecessary. The identification number plates assigned to Mini Buses are of black figures on a red background.

