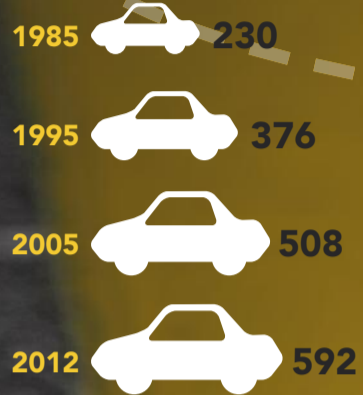


I AM TRAFFIC

IMPACT AND COST OF ROAD TRAFFIC IN MALTA

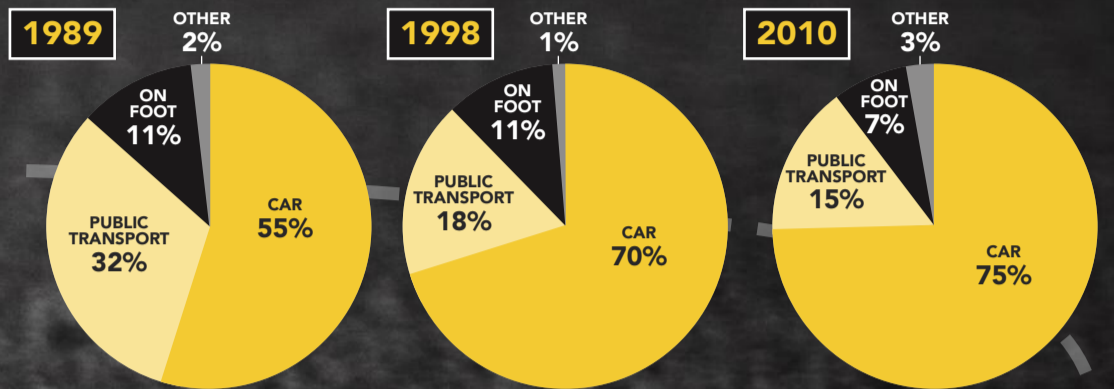
RATE OF MOTORISATION IN MALTA

(NUMBER OF PRIVATE CARS PER 1,000 POPULATION)



(SOURCE: NSO, EUROSTAT)

CHANGING MODAL CHOICE



SOURCE: TRANSPORT MALTA (2011) NATIONAL HOUSEHOLD TRAVEL SURVEY

HOW DO REGIONS STACK UP IN TERMS OF

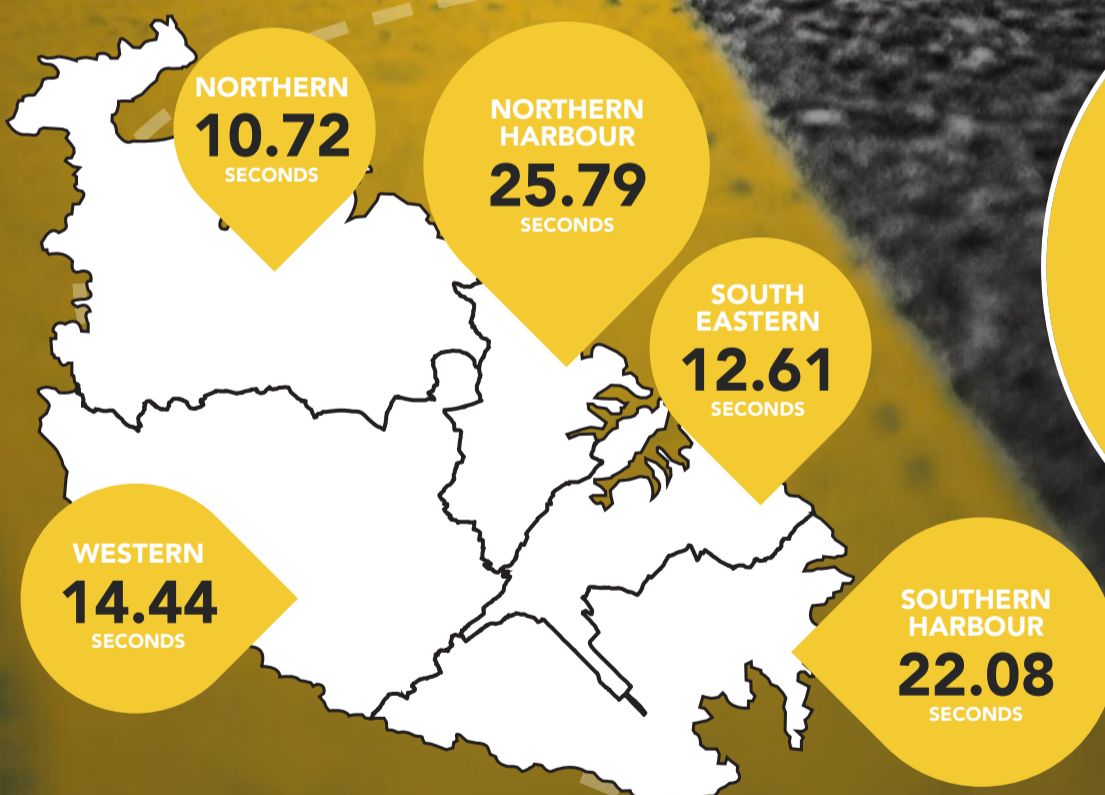
CONGESTION?

(CONGESTION INDEX PER REGION SHOWING THE AVERAGE SECONDS OF DELAY PER KM)



Malta has **9.5%** of the total network heavily congested when compared to the EU average of **1.7%**. Malta also shows the strongest deterioration in the levels of congestion of all member states.

SOURCE: JOINT RESEARCH CENTRE



AIR POLLUTION

77% of Malta's vehicle fleet is made up of private cars. **69%** of which are petrol and **30%** are diesel... electric, hybrid and other types of vehicles make up the rest.

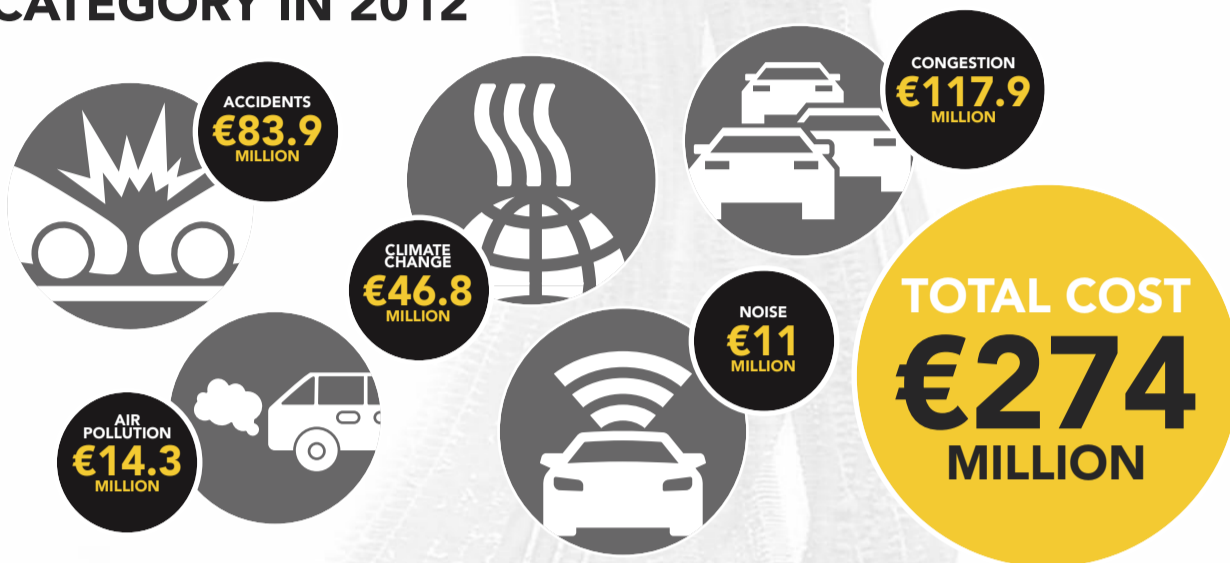
69% of Malta's vehicle fleet is over 10 years of age, making it a very old and polluting fleet.

Transport contributes to over **20%** of CO₂ emissions in Malta.

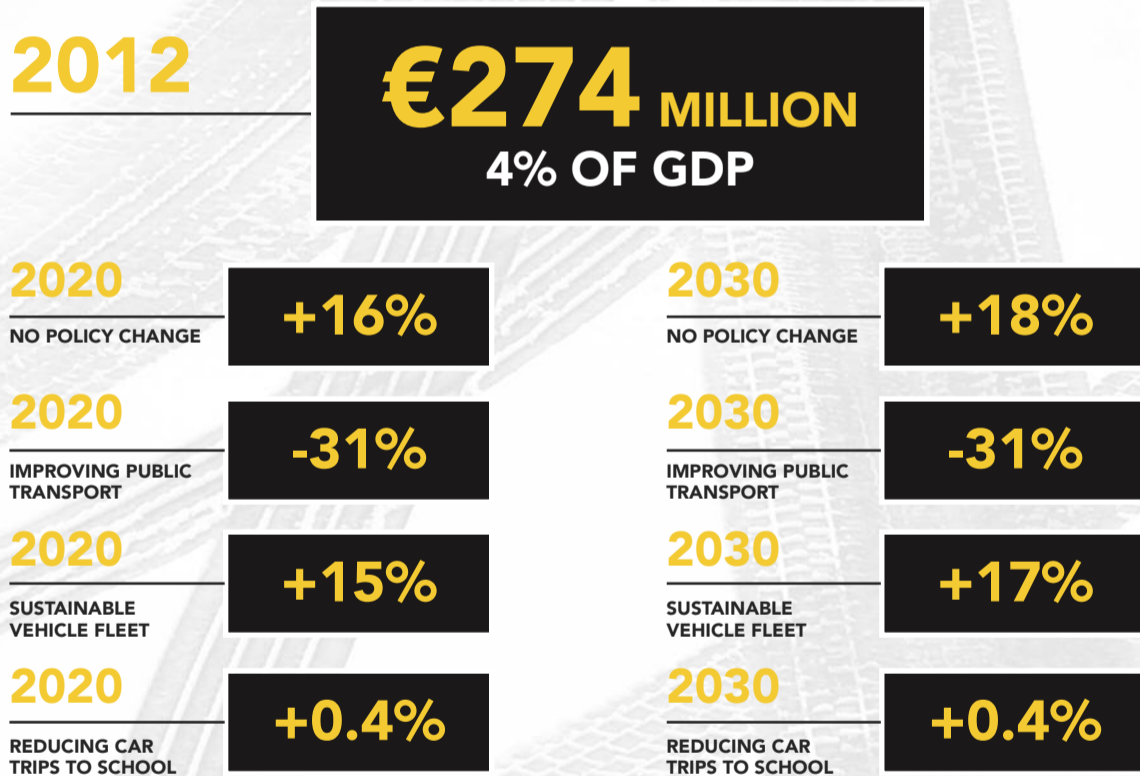
AIR POLLUTION



EXTERNAL COSTS OF TRANSPORT BY CATEGORY IN 2012



PROJECTED EXTERNAL COSTS OF TRANSPORT IN MALTA UNDER DIFFERENT SCENARIOS



KEY RECOMMENDATIONS OF THE STUDY*

An effective public transport service is a key component to encourage modal shift and reduce the external cost of transport.



Road pricing and paid parking, supported by complementary educational, environmental and planning measures, could prove effective in reducing the impact of transport.



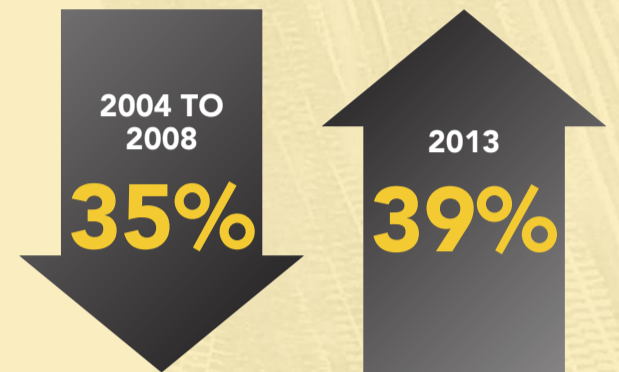
Studies are needed to investigate the policy on land use and how this affects transport patterns and future development.



EFFECTS OF VALLETTA ROAD PRICING SCHEME (CVA)

BETWEEN 1998 AND 2010
10% OF ALL TRIPS TO VALLETTA DONE BY CAR TRANSFERRED TO PUBLIC TRANSPORT.

MORNING PEAK TRAFFIC IN FLORIANA



UNIVERSITY OF MALTA
L-Università ta' Malta

Institute for Climate Change and Sustainable Development
www.um.edu.mt/iccsd

* All the facts and figures reproduced here are part of a study carried out by the Institute for Climate Change and Sustainable Development at the University of Malta with the support of the European Commission Representation in Malta. The study aimed at estimating the external costs of traffic in Malta and had the objectives of (i) analyse the road transport situation in Malta and its expected development, (ii) develop an analytic framework to determine the external costs of Malta's road transport system, and (iii) analyse the impact on external costs of implemented and planned policies influencing road transport, and provide policy recommendations.

Further details about the study and a full report will be published online at <http://ec.europa.eu/malta/>



Supported by the European Commission Representation in Malta.