ERA
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First Update of Malta's National Air Pollution Control Programme

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GLOSSARY

AAQD	Ambient Air Quality Directive
AQMA	Air Quality Management Area
AQP	Air Quality Plan
BESS	Battery Energy Storage System
CAA	Climate Action Authority
CHP	Combined Heat and Power
CLRTAP	Convention on Long-Range Transboundary Air Pollution
COVID-19	Coronavirus Disease 2019
CVA	Controlled Vehicular Access
DSO	Distribution System Operator
EEZ	Exclusive Economic Zone
EOI	Expression of Interest
ERA	Environment and Resources Authority
EU	European Union
EU E-PRTR	European Pollutant Release and Transfer Register
EV	Electric Vehicle
EWA	Energy and Water Agency
GHG	Greenhouse Gases
Hg	Mercury
ICM	Interconnect Malta
IM	Infrastructure Malta
ITMS	Intelligent Traffic Management System
ITS	Intelligent Transport Systems
LCDS	Low Carbon Development Strategy
LEZ	Low Emission Zone
MARPOL	International Convention for the Prevention of Pollution from Ships
MCESD	Malta Council for Economic and Social Development
MEEC	Ministry for the Environment, Energy and Public Cleanliness
MIA	Malta International Airport
MPT	Malta Public Transport
MTGP	Melita TransGas Hydrogen-ready Pipeline
MTIP	Ministry for Transport, Infrastructure and Public Works
NAPCP	National Air Pollution Control Programme
NECD	National Emission Reduction Commitments Directive
NECP	National Energy and Climate Plan
NH_3	Ammonia
NMVOC	Non-Methane Volatile Organic Compounds
NO_2	Nitrogen Dioxide
NSE	National Strategy for the Environment
NSO	National Statistics Office
NTM	National Transport Model
NO_x	Nitrogen Oxides
O_3	Ozone

OPM	Office of the Prime Minister
P&R	Park and Ride
PAMs	Policies and Measures
PM_{10}	Particulate Matter ≤ 10 micrometres
$PM_{2.5}$	Particulate Matter ≤ 2.5 micrometres
PMC	Preliminary Market Consultation
PTQC	Public Transport Quality Corridor
PV	Photovoltaic
R&I	Research and Innovation
REWS	Regulator for Energy and Water Services
RRF	Recovery and Resilience Fund
RTO	Regenerative Thermal Oxidiser
SAFT	Sant'Antnin Facility Treatment
S.L.	Subsidiary Legislation
SMITHs	Sustainable Multi-model Intelligent Transport Hubs Project
SO_2	Sulphur Dioxide
SUMP	Sustainable Urban Mobility Plan
TD	Tallinja Direct
TJ	Terajoule
TM	Transport Malta
TMP	Transport Master Plan
UNFCCC	United Nations Framework Convention on Climate Change
V2G	Vehicle-to-Grid
VOCs	Volatile Organic Compounds
WAM	With Additional Measures
WHO	World Health Organization
WM	With Measures
bcm	Billion Cubic Meters
kt	Kilotonne

1 EXECUTIVE SUMMARY

The National Air Pollution Control Programme (NAPCP) is the principal governance tool established under Directive (EU) 2016/2284, supporting Member States to plan their national policies and measures with the aim of being compliant with the national emission reduction commitments. These commitments, set out in Annex II of the Directive, require reductions in specific air pollutants for the years 2020 and 2030.

This NAPCP is an update to the first programme, published in 2020. This updated NAPCP sets out an integrated policy response to Malta's national obligations under the NEC Directive. It provides an assessment of historical emission trends and future projections under both the With Measures (WM) and With Additional Measures (WAM) scenarios. In doing so, the programme identifies the trajectory of emissions and the extent to which further action is required to achieve the 2030 commitments.

The programme outlines the current and planned policies and measures across all key sectors, including transport, energy, agriculture, industry and waste. It ensures coherence with other national strategies and plans, notably Malta's National Energy and Climate Plan (NECP), the National Transport Master Plan issued for public consultation in 2025, and the Air Quality Plan (AQP), while also supporting broader environmental and public health objectives.

Section 5 of the programme includes a list of measures under the WM scenario that were previously reported in the first NAPCP (2020) under the WAM scenario, together with updates on their implementation status. Projections for the WM scenario indicate compliance for all pollutants, except nitrogen oxides (NO_x). For this reason, a particular emphasis is placed on the need to significantly reduce NO_x by 2030. The programme identifies the transport sector as the main priority area where additional measures are needed to reach compliance with the national emission reduction commitments and to deliver associated air quality improvements. Section 7 therefore sets out the WAM scenario for the current update. Transport measures in Section 7 mainly derive from the *Reshaping Our Mobility* initiative and the National Transport Master Plan (2025), both led by the Ministry for Transport, Infrastructure and Public Works (MTIP), which as of 2026 is the Ministry for Sustainable Mobility. Section 7 also includes additional measures relating to energy, agriculture and waste.

Projections prepared for the first NAPCP (2020) indicated that additional efforts were required to achieve compliance with the 2030 emission reduction commitment for NO_x. While the updated NAPCP once again places particular emphasis on the transport sector as the principal source of NO_x emissions, the latest analysis indicates that Malta remains at risk of not meeting the reduction ceiling established for 2030.

2 BACKGROUND

Directive (EU) 2016/2284 of the European Parliament and of the Council on the reduction of national emissions of certain atmospheric pollutants, came into force on 14 December 2016 and has been transposed into national legislation through S.L. 549.124, the Limitation of Emissions of Certain Atmospheric Pollutants Regulations.

The National Emissions Reduction Commitments Directive (2016/2284/EU), also referred to as the NEC Directive or NECD, establishes binding commitments for Member States to reduce air pollution and the associated risks to the environment and human health. The NEC Directive includes, for each Member State, future reduction commitments for the following pollutants:

- Nitrogen oxides (NO_x);
- Non-methane volatile organic compounds (NMVOCs);
- Sulphur dioxide (SO_2);
- Ammonia (NH_3);
- Fine particulate matter ($PM_{2.5}$) emissions.

In accordance with Article 6 of the NEC Directive, every EU Member State is required to submit a National Air Pollution Control Programme (NAPCP). Malta drew up its first NAPCP in 2020, and this policy document is its first update. This updated NAPCP also addresses Article 6(4) of the NEC Directive due to the high risk of non-compliance with projected NO_x emissions by 2030.

The NAPCP devises policies and measures aimed at limiting the annual anthropogenic emissions of the aforementioned five pollutants. These actions must align with the nation's commitments to lower emissions for the year 2030. The NAPCP plays a crucial role in achieving air quality objectives and ensures consistency with other relevant plans and programmes encompassing climate, energy, agriculture, industry and transportation policies. Notably, there are synergies between the NAPCP and the National Energy and Climate Plan (NECP), as they both significantly rely on comparable measures and efforts to minimise emissions. Therefore, the measures included in the NAPCP will also support climate change mitigation objectives.

Compliance with the mentioned commitments will also contribute to the Union's long-term objective of meeting the World Health Organisation's (WHO) air quality standards, which were updated in 2021. These standards for key air pollutants were significantly tightened compared to the previous air quality standards to further protect the population's health[1].

[1] https://www.who.int/publications/i/item/9789240034228

3 THE NATIONAL AIR QUALITY AND POLLUTION POLICY FRAMEWORK

3.1 NAPCP'S POLICY PRIORITIES AND THEIR RELATIONSHIP WITH OTHER POLICY AREAS

Currently, Malta meets all the emission reduction commitments for 2020 based on the estimated emissions for the year 2023. However, projections reported in 2025 indicate a significant risk of non-compliance with the NO_x ceiling for 2030. Therefore, similar to the approach taken with the first NAPCP (2020), this national programme will be prioritising policies aimed at reducing NO_x emissions from its major key source category, i.e. the road transport sector, which accounted for 42.6% of the total NO_x emissions in 2023. This policy prioritisation is also aligned with the NECP, which is further discussed in Section 3.4.

3.2 COHERENCE IN INVENTORIES AND PROJECTIONS

In accordance with Article 8 of the NEC Directive, each Member State must report annually a national emissions inventory for air pollutants and must develop national emission projections every two years. These inventories and projections are compiled by the Environment and Resources Authority (ERA) in consultation with the relevant authorities.

The foundation of this programme is based on the historical emissions inventory data reported in 2025 (resubmitted version on [insert date]), which reflects the revisions introduced following the completion of the Technical Correction phase of the NECD review. The projections, also prepared in 2025, are further discussed in Section 5.3. The data sources, activity data and underlying assumptions are harmonised with those used in other relevant policy areas and reporting frameworks.

Data providers include the National Statistics Office (NSO), the Energy and Water Agency (EWA), the Regulator for Energy and Water Services (REWS), the Climate Action Authority (CAA [2]), Transport Malta (TM), as well as pertinent public entities (such as ministries, departments and regulatory agencies) and private establishments.

Bilateral consultations were carried out with stakeholders currently implementing measures that are likely to contribute to emission reductions. In this programme, the "With Measures" (WM) scenario includes policies and measures that had been adopted and implemented, or for which a clear Government commitment for implementation existed, by the established cut-off date of end-2021, in line with Malta's updated NECP (2025). The "With additional Measures (WaM)" scenario covers policies and measures that are planned and intended to be implemented after this cut-off date. This scenario represents Malta's projected achievements once these additional measures are in place.

Further consultations were carried out with the relevant stakeholders in order to discuss the measures likely to contribute to a reduction in emissions.

[2] Formerly known as the Malta Resources Authority (MRA)

Table 1 presents the national emission reduction commitments as set out in Annex II of the NEC Directive. The historical inventory data included in this NAPCP reflects the revisions to the national historical emissions inventory following the TERT review conducted in July 2025. The revised inventory was subsequently re-submitted to the Commission on [insert date].

Table 1: Malta's national emission reduction commitments (in %) compared with 2005 base year, including emissions estimated for 2023[3]

Pollutant	2005 base year	2023 emissions in kilotonnes	2020 emission reduction commitments in %	2030 emission reduction commitments in %
NO_x	9.45	4.22	42%	79%
NMVOC	3.53	2.42	23%	27%
SO_2	12.3	0.14	77%	95%
NH_3	1.88	1.40	4%	24%
$PM_{2.5}$	0.75	0.32	25%	50%

As a result of continuous improvements, the ERA has carried out annual recalculations for several sectors within the national emissions inventory, based on updated activity data sources, methodologies or more representative emission factors. Additionally, the revision of the Guidebook in 2023 further resulted in updates to the emission calculations. All improvements can be found in Malta's Informative Inventory Report, which is submitted on an annual basis.

Malta's emissions reporting under the NAPCP follows the standardised reporting formats and timelines as set out by the NECD and ensures consistency with other reporting obligations under the Convention on Long-Range Transboundary Air Pollution (CLRTAP), the United Nations Framework Convention on Climate Change (UNFCCC) and the European Pollutant Release and Transfer Register (EU E-PRTR).

3.3 Air Quality Policy Objectives

There is a strong synergy between this NAPCP and Malta's updated Air Quality Plan (AQP), published by the ERA in 2025. The AQP was developed in accordance with the Ambient Air Quality Regulations (S.L.549.59), which transposes the Ambient Air Quality Directive (2008/50/EC) and Directive 2004/107/EC relating to arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons in ambient air. The AQP aims to address the need to reduce the daily average PM_{10} concentrations (particulate matter less than or equal to 10 micrometres) in ambient air due to recorded exceedances at the Msida air quality monitoring station, located in a heavily trafficked area. The Plan introduces measures aimed at lowering pollution levels within the Air Quality Management Area (AQMA), an area characterised by poorer air quality, with potential spill-over benefits on a national level, mainly targeting the

[3]As allowed in Article 4(3) of the NEC Directive, NO_x and NMVOC emissions originating from categories 3B (manure management) and 3D (agricultural soils) are excluded for compliance purposes. The historical inventory data presented in this NAPCP reflects the revisions introduced following the completion of the Technical Correction phase of the NECD review.

transport sector as a key area for improving air quality. The plan mainly serves as a call to action for individuals to adopt more sustainable travel practices, thereby contributing to safeguarding public health and the environment and supporting Malta's transition towards a cleaner and more sustainable future.

Section 5.4 provides more details on how the AAQD requirements have contributed to identifying the sources and sectors where attention is most required.

While Malta generally complies with most ambient air quality limit values, exceedances of the daily PM_{10} limit value were recorded in Msida station, which is further discussed in this programme, justifying the emphasis on localised policies and measures (PAMs) targeting transport emissions. Accordingly, the policy priorities of the updated NAPCP are designed to complement and support the objectives of Malta's ambient air quality policies and to contribute towards compliance with EU air quality requirements.

3.4 COHERENCE WITH OTHER PLANS AND STRATEGIES

Ensuring coherence in planning and programming helps to identify and optimise potential synergies, while also preventing conflicting PaMs adopted across different policy areas. For this reason, strong synergies exist between the NAPCP and the following plans and strategies.

National Energy and Climate Plan

The ERA worked in close cooperation with the then Ministry for the Environment, Energy and Public Cleanliness (MEEC), now the Ministry for Energy, Environment and the Regeneration of the Grand Harbour as of 2026, which was entrusted with the reporting of the NECP. The NECP aligns with the Energy Union's five dimensions: decarbonisation, energy efficiency, energy security, internal energy market and research, innovation and competitiveness. The first NECP (2019) outlined Malta's 2030 goals and commitments in these areas, along with the policies and measures that would contribute to achieving these objectives.

In August 2024, a public consultation on Malta's NECP (2021-2030) was issued on the final takeaways of the Plan prior to its submission to the European Commission [4]. Malta subsequently published its updated NECP in 2025, incorporating developments from various actions and initiatives carried out at the national level leading up to the final NECP update.

The updated NAPCP is largely consistent with the content of the updated NECP. The primary distinction between the NAPCP and the NECP lies in their respective pollutant targets. The NAPCP addresses atmospheric pollutants, whereas the NECP primarily concentrates on GHG emissions. In addition, the updated NAPCP includes several transport-related measures that were put forward after the submission of the latest NECP and are therefore not included in the latter. Furthermore, there were also differences in cut-off dates for activity data and updated timeframes for some of the waste- and energy-related measures.

[4] https://govcms.gov.mt/en/publicconsultation/Pages/2024/NL-0022-2024.aspx

It should also be noted that the NAPCP modelling uses 2023 as the baseline year for emission projections, whereas the NECP used 2022 data, as well as methodological improvements carried out in 2025, post-NECP submissions. These differences affect trend analysis and contribute to variations between the two reports.

ERA relied on energy consumption data and other relevant activity data provided primarily by the EWA and other entities. For this NAPCP, the emission projections incorporate updated activity data prepared by the EWA for the latest NECP. In addition, ERA applied certain assumptions for the projected data across various sectors and, through a capacity-building project, strengthened its sectoral emission projections with the technical assistance of relevant experts.

Low Carbon Development Strategy

The Low Carbon Development Strategy (2021) sets out Malta's pathway to decarbonisation by 2050, in line with the EU's long-term strategy and commitments under the Paris Agreement. The LCDS complements Malta's NECP, by contributing to the achievement of the EU's 2030 climate objectives through consistent and coordinated policies and measures.

The strategy emphasises inter-ministerial collaboration and involvement of all sectors of society. It outlines measures across seven sectors: energy, transport, buildings, industry, waste, water and agriculture and land use, to reduce greenhouse gas emissions and strengthen climate resilience. These measures include transitioning to renewable energy sources, enhancing energy efficiency, promoting electric vehicles, improving waste management and adopting sustainable agricultural practices.

Efforts have been made to consider the extent to which selected measures under the updated NAPCP may contribute to, or interact with, national climate policy objectives as set out in the NECP and LCDS. While the objectives of these policy areas are distinct, several measures, particularly in the transport and residential sectors, are likely to offer potential synergies.

National Strategy for the Environment

There is also a strong link between the NAPCP and Malta's National Strategy for the Environment 2050, also developed by ERA. The NSE lays down the strategic policy direction for Malta's environment until 2050 by setting out long-term Strategic Goals, while defining Strategic Objectives that outline how this is going to be achieved. It is underpinned by the recognition that the environment supports the existence of society, which in turn creates economic activity to sustain itself, and one cannot function successfully without the other.

In November 2020, a Wellbeing First Vision for Malta's Environment 2050 was adopted which envisages a future where strategic alignment across Government entities creates a robust policy framework that contributes to an improved quality of life that endorses environmental limits. This is reinforced by greater collaboration among Government, citizens and stakeholder groups in the decision-making process. The removal of silos improves

environmental, social and economic wellbeing dimensions in a balanced and holistic manner. The NSE, which is mandated by Article 45 of the Environment Protection Act (Cap. 549), translates this vision into a strategic policy direction for our environment.

The NSE is a national environmental policy that aims to organise and incorporate environmental goals into all levels of national policy through eight Strategic Goals. The Strategic Goals lay out a roadmap to enable and empower changes required to support an environmental transformation over a generation, along with supporting strategic objectives that focus on the major environmental challenges our nation faces.

The NAPCP is key to addressing aspects of the following NSE's Strategic Goals and the various Strategic Objectives thereunder:

- Strategic Goal 1: "*Clean air for wellbeing, healthy humans and thriving nature*",
- Strategic Goal 2: "*A quality environment for liveable towns and villages, conducive to healthy living*", and
- Strategic Goal 8: "*Enabling and empowering the required green transition*".

The Transport Master Plan

Playing a crucial role in coordinating transportation planning, the Transport Master Plan ensures a balanced policy mix that aligns with Malta's economic progress and infrastructure development. It involves a comprehensive review of all transport modes, encompassing both freight and passengers, and utilises the updated National Transport Model (NTM). This model, based on current and projected economic and social scenarios, informs policy decisions and provides integrated transport analysis.

The formulation of the initial NAPCP (2020) was significantly influenced by the Transport Master Plan (2016), which outlined various measures to promote modal shifts and improve the public transport system. In November 2025, an updated Transport Master Plan was published for public consultation and will be extended to 2030 in alignment with the 2050 Transport Strategy.

Additionally, the then MTIP announced a series of measures under the *Reshaping Our Mobility* initiative. These measures aim to promote more sustainable and efficient transport systems, contributing directly to the objectives of the NAPCP by targeting emission reductions from the transport sector. The initiative supports ongoing efforts to shift towards cleaner mobility solutions and complements the broader policy framework outlined in the Transport Master Plan. Further details on these measures are provided in Section 7.

4 RESPONSIBILITIES ATTRIBUTED TO THE NATIONAL AUTHORITIES

The ERA, which falls under the responsibility of the Ministry for the Environment, Energy and the Regeneration of the Grand Harbour, is the national competent authority that takes the overall responsibility for the drafting of the NAPCP, in consultation with the relevant stakeholders. Responsibility for sector-specific policy-making and policy implementation lies largely within the Ministries and Government bodies responsible for the respective sectors, therefore at a national level. In terms of air quality, the ERA has the following responsibilities:

- The elaboration and reporting of the NAPCP;
- The air emissions legislation;
- The ambient air quality legislation, which includes the assessment, monitoring, reporting on air quality and air pollution impacts, together with the reporting of the emissions inventory and projections;
- The regulation of the environmental impact of the industrial sector through permitting systems;
- The enforcement of compliance with legislation;
- The regulation of emissions from the industrial sector.

Climate change policy falls under the responsibility of the Ministry for the Environment, Energy and the Regeneration of the Grand Harbour. The EWA, which operates within the same Ministry, provides the activity data required for the estimation of projected greenhouse gas (GHG) emissions in the energy sector, while the Ministry prepared the latest NECP in accordance with the Energy Union Governance Regulation. Within this Ministry, the CAA is designated as the national inventory agency for developing annual national inventories of greenhouse gas emissions and removals. The CAA is also responsible for preparing projections of greenhouse gas emissions (and removals) for Energy, Industrial Processes, Agriculture, Land Use, Land-use Change and Forestry, and Waste. There is a close synergy between the inventories and projections for GHGs and air pollutants, and ERA collaborates closely with CAA and EWA to maximise coherence and ensure consistency between reporting obligations, thereby ensuring that sector-specific baseline data is accurate and comprehensive.

Transport Malta (TM) is the regulatory authority responsible for all transportation-related matters in Malta. It oversees various modes of transportation, including maritime, aviation and land transport, and plays a crucial role in formulating national strategy, policies and regulations to enhance the efficiency and safety of the transport system across the country. Infrastructure Malta (IM) is responsible for the planning, design and construction of transport infrastructure.

According to the latest version of the national historical emissions inventory, submitted in 2025, road transport accounted for 42.6% of the total NO_x emissions in 2023, while shipping

contributed 26.2% (Figure 3). For this reason, as previously stated, the updated NAPCP will continue to prioritise the implementation of measures targeting the transport sector.

5 PROGRESS MADE BY CURRENT POLICIES AND MEASURES IN REDUCING EMISSIONS AND IMPROVING AIR QUALITY, AND THE DEGREE OF COMPLIANCE WITH NATIONAL AND UNION OBLIGATIONS

Section 5.1 provides details on the progress made in implementing the additional measures listed in Section 8 of the first NAPCP. Section 5.2 covers relevant measures that were not included in the first NAPCP but have been implemented since its reporting, up till the end of 2021. Most of the information presented in these sections is sourced from the NECP (MEEC, 2025).

The assessment of the measures is detailed in Section 5.3 concerning emission inventories and Section 5.4 concerning air quality monitoring.

5.1 PROGRESS MADE IN IMPLEMENTING THE ADDITIONAL MEASURES IN SECTION 8 OF THE FIRST NAPCP

As already mentioned earlier, the WAM scenario of the first NAPCP mostly focused on road transport since this was a key category in 2017 and is still the case to date. Measures in this scenario included initiatives such as free school transport, sustainable mobility measures, electric buses in Gozo, road infrastructure measures, improvements of ferry landing places and others. The WAM scenario also included measures from other sectors, such as those relating to the energy and agricultural sectors. Notwithstanding these measures, projected data for the WAM scenario at that time showed that Malta's NO_x emissions would need to be significantly reduced to be able to reach its NO_x ceiling for 2030.

A summary of the progress achieved in implementing the additional measures presented in the first NAPCP is provided below.

5.1.1 Transport

5.1.1.1 Ref no. 8.1 | Free school transport

The Government of Malta provides free school transport for all students attending compulsory education at nationally registered and licensed schools. This service includes a morning trip to school and an afternoon return trip home. For the 2024-2025 scholastic year, 33,761 students registered for this service, including 14,031 from state schools and 19,730 from non-state schools[5]. Parents and legal guardians must apply for this free transport annually, typically during the first week of May before the new scholastic year begins.

[5] https://www.gov.mt/en/Government/DOI/Press%20Releases/Pages/2024/09/21/pr241486.aspx

5.1.1.2 Ref no. 8.2 | Tallinja card incentives

The capping system detailed in the first NAPCP became obsolete on 1 October 2022, when public transport was made free for all holders of Tallinja card (as discussed in Section 5.1.1.3).

Tallinja cardholders previously benefitted from discounted Valletta Ferry Services fares, however, as of 2024, ferry services have become free for all cardholders to further promote sustainable mobility. *Tallinja* cardholders also have free access to the Barrakka Lift[6], as outlined in Section 7.31.

5.1.1.3 Ref no. 8.3 | Free public transport fares

To promote public transport use, the Maltese Government introduced free fares in phases for residents holding a personalised *tallinja* card. In 2017, all 18-year-olds became eligible, followed by youths aged 16–20 in 2018, and by 2019, the scheme also covered youths aged 14–20 and full-time students over 21.

Seniors aged 75+ were then included, with the threshold later lowered to 70+ (Ministry for Finance, 2020). Between January and September 2022, over 63,000 individuals used free transport, making 6.8 million trips at a cost of €2.35 million (Transport Malta, n.d.).

On 1 October 2022, free public transport was extended to all residents of the Maltese Islands, making Malta the second country in Europe to offer this benefit to its population[7]. In 2022, 49.22 million passengers used the public transport (NSO, 2024a), rising to 67.2 million trips in 2023 (NSO, 2024b). The number of passenger trips continued to rise in 2024 reaching nearly 75.8 million[8]. This measure is expected to save each commuter to €300 annually on average (Ministry for Finance, 2021).

5.1.1.4 Ref no. 8.4 | Develop and incentivise schemes to promote multiple occupancy

Multiple occupancy was encouraged through measures such as free school transport, which saw significant uptake, as was further described earlier.

Other initiatives include discussions to promote the adoption of Green Travel Plans by industries and employers. In 2022, Transport Malta initiated a grant program[9] aimed at encouraging the implementation of Green Travel Plans, which incorporate sustainable and alternative mobility measures within private enterprises. Applicants were required to outline their current situation, including office location and employee modal split, along with their objectives and proposed strategies for achieving them. Additionally, proposals needed to include a two-year action plan, featuring at least two distinct alternative modes of transportation in the first year and an additional mode in the subsequent year. The grant

[6] https://www.transport.gov.mt/news/pr-03-2024-6673
[7] Luxembourg is the first country in the world to make all its public transport free
[8] https://nso.gov.mt/transport-road-transport/
[9] https://www.transport.gov.mt/news/green-travel-plan-2022-5853#:~:text=The%20Authority%20for%20Transport%20in,measures%20proposed%20in%20these%20plans

opportunity was open to businesses of all sizes, and applications were evaluated based on criteria such as project quality, ambition, alignment with sustainable mobility priorities, potential benefits for the target audience and long-term sustainability.

Moreover, financial incentives to promote cycling and active mobility encourage such uptake. These include a financial incentive equivalent to the amount of VAT paid on bicycles and e-bikes and grants for pedelecs and e-kick scooters. Other incentives for carpooling and sustainable vehicle use include the Green Mobility Scheme (further mentioned in Section 7.30), the vehicle scrappage scheme, and grants for electric vehicles, which are revised annually, reflecting the increasing awareness on the need to improve air quality through sustainable mobility and the budget available.

5.1.1.5 Ref no. 8.5 | Review of Malta's National Electro-mobility Action Plan

The transition to electro-mobility is well established in climate-related policies, including the NECP and LCDS, which are further outlined in this programme, and will be further integrated into the ongoing updates to transport policy.

5.1.1.6 Ref no. 8.6 | Car sharing schemes

A number of companies offered shared mobility schemes with bicycles, e-scooters, e-motorbikes and electric vehicles. However, in late 2022 and early 2023, several companies that offered shared mobility services announced that they were ceasing their operations in Malta for various reasons.

Nonetheless, similar initiatives continue to be promoted within the broader sustainable mobility framework, such as the Green Mobility Scheme (as mentioned in Section 7.30), which supports the transition to more sustainable transport by accelerating the uptake of electric vehicles used by businesses for the transportation of goods and people.

5.1.1.7 Ref no. 8.7 | Study the introduction of LEZs

The Government has continued to explore the potential implementation of Low Emission Zones (LEZ) in Malta to enhance air quality and reduce emissions. A study is currently underway to assess the feasibility of its implementation, focusing on locations with heavy traffic and poor air quality.

The study is ongoing and applies a cost–benefit analysis (CBA) framework to evaluate the economic, social and environmental performance of a LEZ, taking into account different policy packages. It is essential to model the feasibility of a low emission zone taking into consideration complementary measures, which are necessary to support its effective implementation. These include improvements in public transport (such as Bus Rapid Transit, multimodal hubs and scrappage schemes) and demand-side measures (like mobility wallets, Green Transport Plans and walking school buses). Each option is assessed for its potential to reduce air pollutant emissions in the Air Quality Management Area (AQMA).

In addition to air quality benefits, the analysis also considers wider externalities such as congestion, traffic accidents, greenhouse gases and noise pollution. By reducing traffic volumes and shifting mobility towards cleaner modes, the LEZ is expected to help lower road traffic noise in densely populated areas, improving residents' quality of life. The study quantifies costs (infrastructure, operation, compliance) and monetised benefits (well-being, time-savings and reduced noise exposure). These are discounted over the period 2024–2054 to derive benefit–cost ratios (BCRs) and to assess how costs and benefits are distributed.

5.1.1.8 Ref no. 8.8 | Develop a National Cycling Strategy

Malta is currently developing the National Cycling Strategy. This new strategy aims to promote cycling as a sustainable mode of transport, focusing on cycling routes on secondary road networks. Further details are provided in Section 7.21.

5.1.1.9 Ref no. 8.9 | Sustainable Urban Mobility Plan (SUMP) for the Valletta Region

The Valletta SUMP (2006–2010) introduced measures such as pedestrianisation, park and ride, the CVA (Controlled Vehicular Access) system, electric minicabs and upgraded ferry services, resulting in a 10% modal shift from private cars to sustainable transport and demonstrating the need for regionally based SUMPs (TM, 2016).

In 2022, TM, in consultation with various stakeholders, published the SUMP for the Northern and Southern Harbour Regions, collectively referred to as the Valletta Region SUMP. This plan marks a significant step toward sustainable transportation, addressing the mobility needs of residents and businesses in the 27 localities surrounding Valletta. Building on past transport system investments, it integrates these efforts with other measures, forming a comprehensive mobility plan for the next 5 to 10 years. In comparison to the initial SUMP, the new plan addresses additional challenges that are increasing pressure on the transportation sector, such as "population growth, demographic changes, increased urbanization, the increase in total vehicle numbers, and the growth of the Maltese tourism industry" (TM, 2022).

The SUMP for the Valletta Region serves as a strategic guide, aligning with Malta's National Transport Strategy 2050, especially the 'Valletta Hub' provisions articulated in the Transport Master Plan 2025. Building upon insights gained from previous initiatives, such as a smaller SUMP initiative for the City of Valletta and pilot projects such as the last-mile delivery project, this plan extends the conceptual framework to a regional scale.

The Valletta Region SUMP focuses on four strategic objectives, with digital technology acting as a horizontal enabler for all initiatives. Table 2 lists the measures devised for the Valletta Region SUMP. Some of these measures have already begun to be implemented and are described further in this Section or in Section 7.

Table 2: List of measures for the Valletta Region SUMP under the four pillars (TM, 2022)

Pillar 1	Incentivise alternatives to car use
1.1	Invest in infrastructure that encourages active modes of transport based on identified routes
1.2	Encourage walking and improve pedestrian infrastructure
1.3	Trial-timed pedestrianisation near schools
1.4	Encourage cycling
1.5	Encourage green travel plans and green commuting plans
1.6	Explore sustainable mobility hubs of the future
1.7	Explore and map combined transport routes
1.8	Explore the setting up of residential car-sharing schemes
1.9	Facilitate ferry usage
1.10	Facilitate public transport schedules
1.11	Evaluate and improve on-demand services
Pillar 2	**Transition to cleaner transportation**
2.1	Incentivise increased roll-out of EV charging infrastructure
2.2	Evaluate the potential roll-out of alternative fuels such as Hydrogen
2.3	Explore low emission zones
2.4	Extend roll-out of shore-side electricity for cruise liners
Pillar 3	**Optimise the (current) transport ecosystem**
3.1	Undertake data collection to inform measures
3.2	Explore multi-purpose communal parking areas
3.3	Optimise Park & Ride facilities
3.4	Increase enforcement in the region
3.5	Revisit timings for on-road public services
3.6	Exploit digital tools
Pillar 4	**Optimise provision of Goods and Joint Services**
4.1	Extend last mile delivery
4.2	Expand last mile delivery network
4.3	Enforce proper use of un/loading bays
4.4	Explore centralised logistics hub

5.1.1.10 Ref no. 8.10 | Last-mile delivery for Valletta

This pilot project, which delivered goods to Valletta using a shared electric vehicle, was completed in May 2021. Seven small businesses from Ta' Qali Crafts Village shared an electric van to deliver goods to various souvenir shops in Valletta. This short-term project was successful, and its results were used to inform the SUMP for the Valletta Region.

5.1.1.11 Ref no. 8.11 | Smart parking system for Valletta

In 2021, a monitoring system was introduced to inform commuters entering Valletta about the availability of parking spaces within Hastings car park. The system enabled drivers to proceed directly to the parking when spaces were available, or alternatively to divert to other parking locations when the parking was full. This was intended to reduce unnecessary vehicle

circulation in search of parking and, in turn, lower traffic congestion and associated vehicle emissions in the area.

5.1.1.12 Ref no. 8.12 | Pilot cycling corridors

This relates to the National Cycling Strategy, which is further discussed in Section 7.21.

5.1.1.13 Ref no. 8.13 | Shore-to-ship projects

Infrastructure Malta (IM) has been undertaking multiple on-shore power supply (OPS) projects to provide electrical power to large ships, such as cruise liners, when they shut down their engines and connect to the national grid. These OPS projects aim to reduce air, sea and noise pollution, particularly in densely populated areas like the Valletta Grand Harbour. In 2019, 372 cruise liners were docked at the Grand Harbour, generating strong economic activity while also being a source of air pollution in the area[10]. It is, however, challenging to determine the contribution of emissions from the shipping sector due to the high road traffic influx in the harbour area. To address this issue, the ERA has initiated a monitoring program in Gardjola Gardens, downwind of the Grand Harbour. This monitoring programme will feed into a study specifically aiming to quantify the impact of shipping on ambient air quality.

The North Grand Harbour and Boiler Wharf Shore Supply project, that was completed in 2024, introduced an onshore power supply system in the Northern Part of the Grand Harbour, namely at the quays at Pinto Wharf, Deep Water Quay and Boiler Wharf[11]. This project has allowed docked cruise liners to switch off their engines and connect to Malta's electricity grid through shore-to-ship technology, with a current capacity of up to five cruise liners powered simultaneously. The completion of this project marked a milestone as the first passenger ships connected to the national grid upon berthing.

The South Grand Harbour Shore Supply project, started in 2025, will extend the provision of on-shore power supply to other quays in the Southern part of the Grand Harbour that are also used by Ro-Ros and cargo ships. This project aims to extend the supply of shore-side electricity to ships berthing in this area, including Ras Ħanżir, Laboratory and Magazine Wharves, Parlatorio Wharf, Dock 6 within the Palumbo Shipyard (also known as Red China Dock) and the Mediterranean Maritime Hub (MMH).

As Malta has transitioned to cleaner fuel for electricity generation, emissions from the energy sector are expected to be minimal. It is anticipated that the shore supply project will lead to a significant reduction in emissions from fuel consumption by these vessels, by more than 90%, thereby improving air quality for approximately 17,000 families residing in this part of the country[12].

[10] https://www.gov.mt/en/Government/DOI/Press%20Releases/Pages/2020/February/04/pr200178en.aspx
[11] https://www.infrastructuremalta.com/projects/shore-ship
[12] https://www.infrastructuremalta.com/news/grand-harbour-clean-air-project-cable-works-gather-pace

Additionally, as announced in the Budget Speech 2021 (Ministry for Finance, 2020) and in the Government's Electoral Manifesto (2022), a ship-to-shore energy project will also be implemented at the Freeport seeking to provide shore connection along North Quay Terminal 1 and Terminal 2. A further project at the Freeport shall be seeking to provide high voltage shore power connection along South Quay Terminal 2 and West Quay Terminal 1 within the Malta Freeport[13].

5.1.1.14 Ref no. 8.14 | Introduction of electric buses in Gozo

In November 2021, Gozo, the sister island of Malta, introduced six electric buses which serve as a mode of transportation between a park and ride facility and Mġarr Harbour, operating between 05:00 and 21:00. The Park and Ride was initially located at the Xewkija Heliport but has since been relocated to the recently constructed multi-modal hub in the Ta' Xħajma area. The multi-modal hub aims to integrate different sustainable transport modes and improve connectivity across the island.

Trips are scheduled every ten minutes between 05:00 and 08:00 and between 15:00 and 18:00, while for the remainder of the day, trips are scheduled every half an hour. Through this service, emission reductions from private cars are expected as the result of a reduction in kilometres travelled by individual vehicles. Moreover, the share of emissions allocated to bus use is also reduced given that no fuel is used by this service. Further to emission reductions due to fewer vehicles, this measure also seeks to alleviate congestion in the Mġarr Harbour area and aid in shortening the time spent in search of parking within the harbour area, which would result in further emission reductions.

5.1.1.15 Ref no. 8.15| Road and infrastructure projects

Malta has been undergoing road infrastructural interventions to improve the efficiency, safety and sustainability of the land transport infrastructure. These projects aim to address traffic bottlenecks, enhance connectivity and promote alternative modes of transport.

Examples of such projects include the completed Marsa Addolorata Project and the Kappara Junction, both addressing major traffic bottlenecks in Malta's road network. Other completed developments, such as the Kirkop Tunnels and Airport Intersection Project, have improved access to strategic locations like the Malta International Airport and the Malta Freeport. Additionally, investments in projects like the Luqa Junction Project, the Mrieħel Underpass and the St. Andrew's Road project are facilitating quicker and safer connections between various localities in Malta. The Central Link Project has improved traffic flow and safety in areas like Attard, Balzan, Birkirkara and Mrieħel. Moreover, projects like the Msida Creek traffic lights junction aim to improve traffic flow and safety.

Overall, these projects form part of Malta's commitment to enhancing the quality, efficiency, safety and sustainability of its land transport infrastructure, with a focus on improving road

[13] https://www.gov.mt/en/Government/DOI/Press%20Releases/Pages/2025/07/05/pr251224.aspx

capacity, addressing existing challenges and meeting future requirements. Additionally, infrastructure improvements for pedestrians and cyclists, as well as enhancements to public transport connections, are integral parts of these projects, aiming to promote active mobility and reduce reliance on private vehicles (MEEC, 2025).

5.1.1.16 Ref no. 8.16 | Public Transport Quality Corridors (PTQCs)

This measure has been updated in the context of ongoing transport policy development. Several public transport-related measures have since been introduced and are described in Section 7.

5.1.1.17 Ref no. 8.17 | Increase the use of Intelligent Transport Systems in traffic management

This measure is further discussed in Section 7.26.

5.1.1.18 Ref no. 8.18 | Improvement of ferry landing places

The Government remains dedicated to upgrading and improving ferry infrastructure to better serve commuters and tourists, while reducing private vehicle use by offering accessible maritime routes between coastal towns, thereby lowering land-based transport emissions.

Recent developments include the completion of ferry landing sites in Sliema and Bormla. Both sites offer sheltered waiting areas for passengers, as well as other amenities for increased safety and accessibility[14].

In Valletta, a vertical lift is being constructed at San Salvatore bastions to connect Valletta's Peacock Garden with the Marsamxett ferry landing. This lift is designed to improve accessibility while blending with the historical context of the bastion[15].

These projects, funded through both national and European sources, aim to enhance the ferry service by improving accessibility, providing sheltered waiting areas, ensuring a safer and easier embarkation process and increasing reliability throughout the year.

In line with the Government's vision to continue enhancing maritime transport connectivity and integrate it with other public transport modes, a new ferry-landing site in Buġibba was inaugurated in 2025 following significant infrastructural upgrades[16]. This investment involved replacing the existing deteriorated infrastructure with a modern facility featuring a breakwater, slipway, jetty, sheltered waiting areas, gangways and fenders. This new landing site will support the Gozo-Buġibba-Sliema ferry route. The year-round service will be integrated with the existing Tallinja payment system, allowing commuters to use their Tallinja

[14] https://www.infrastructuremalta.com/news/new-sliema-ferry-landing-facilities
[15] https://ghrc.gov.mt/projects/vertical-access-project/
[16] https://www.gov.mt/en/Government/DOI/Press%20Releases/Pages/2025/07/03/pr251201en.aspx

card or app for ticketing. These improvements aim to make the ferry service more reliable, appealing and seamlessly integrated.

5.1.1.19 Ref no. 8.19 | Fast passenger ferry link between Malta and Gozo

In June 2021, a fast ferry service was introduced between Malta (Lascaris Wharf Terminal in Valletta) and Gozo (Mġarr), reducing travel time to about 45 minutes. The ferries are designed for foot passengers but also accommodate e-kick scooters and bicycles, supporting sustainable transport options.

Primarily used by Gozitans who commute daily to Malta for work, the service contributes to a reduction in private vehicle kilometres and associated emissions. To improve connectivity, Malta Public Transport introduced route 300, linking the fast ferry terminal with key locations such as Junior College, the University of Malta and Mater Dei Hospital.

The service has experienced steady growth. In 2024, it carried 978,272 passengers, up from 693,361 in 2023, marking a 41% increase. In 2025, the service transported 1,240,714 passengers, an increase of 26.8% compared to 2024[17].

5.1.1.20 Ref no. 8.20 | Initiatives and schemes related to the electrification of the fleet

Clean Vehicles Commission

In anticipation of the decision by the European Union to ban the registration of new petrol and diesel vehicles from 2035, the Maltese Government established the Clean Vehicles Commission in 2019 to determine an appropriate cut-off date for registering conventionally fuelled vehicles in Malta. Considering economic, infrastructural, environmental and social factors, the Commission published a Green Paper in June 2021, *'Towards Cleaner Vehicles on our Roads*', to initiate public discussion (MECP, 2021a). It addressed key issues including the availability of charging infrastructure, air quality improvements, incentives for electric vehicle ownership and the need for trained personnel for electric vehicle maintenance and repair.

The first NAPCP included various measures that aimed to boost the number of electric vehicles in Malta. Similarly, Malta's LCDS (2021b) outlines ambitious targets for electrifying the transport sector, aiming to add the equivalent of 65,000 electric vehicles by 2030 to reduce emissions. Malta has implemented and annually revised electric vehicle (EV) purchasing incentives, to help with the electrification of the transport sector and to reflect evolving policy goals and budget allocations. In 2025, a comprehensive grant programme was launched[18], offering up to €8,000 for electric cars, €500 for pedelecs and an additional €1,000

[17] https://nso.gov.mt/sea-transport-between-malta-and-gozo-q4-2025/

[18] https://www.gov.mt/en/Government/DOI/Government%20Gazette/Government%20Notices/Pages/2025/03/GovNotices0703.aspx?utm

for scrapping old vehicles, and a further €1,000 for vehicles registered in Gozo[19]. Taxi operators in Malta are also eligible under this scheme, with financial incentives designed to encourage the uptake of new EVs, with additional grants available when an old vehicle (at least 10 years old) is scrapped.

Such incentives contribute to reducing transport-related emissions and advancing sustainable mobility goals. As at the end of December 2025, the national vehicle fleet remained dominated by petrol (57.9%) and diesel (34%) engines, with electric and plug-in hybrid vehicles representing 4.9% of the total stock[20].

Furthermore, to further support the adoption of electric vehicles, the five-year exemption from registration tax and annual road licence fees for electric and plug-in hybrid vehicles with an electric range of 50 km or more has been extended annually.

The installation of an extended network of EV charging points

To support the electrification of transport, Malta estimates the need for approximately 6,500 EV charging points by 2030. This shift from internal combustion engine vehicles to electric mobility will have far-reaching implications for all stakeholders, including public authorities, industry, the private sector, civil society and individual citizens. The development of such infrastructure is essential to facilitate the widespread adoption of electric vehicles (EVs) across the country. By September 2025, 378 public charging points had been installed across the Maltese Islands.

Legislative obligations and incentives for private charging

Under Subsidiary Legislation 623.01, transposing Directive 2014/94/EU of the European Parliament and the Council, new or substantially renovated non-residential buildings with over ten parking spaces must include at least one EV recharging point. In addition, ducting infrastructure, like conduits for electric cables, must be installed in at least one out of every five parking spaces to allow future charging installations. This requirement is applicable when the car park is within or adjacent to the building and affected by the renovation.

In 2021, amendments to the Electricity Supply Regulations (S.L. 545.01) introduced preferential electricity tariffs for EV charging at both residential and non-residential premises. Off-peak rates apply from midnight to 06:00 and between 12:00 and 16:00 (Monday to Saturday), as well as all day on Sundays, ensuring cost-effective charging options during low-demand periods.

Furthermore, by 1 January 2025, all non-residential buildings with more than twenty parking spaces are required to comply with minimum standards for the installation of electric vehicle recharging points. New residential buildings and those undergoing substantial renovation

[19] The scrappage scheme for vehicles registered in Gozo offers higher incentives because the average age of vehicles on the island is greater than that of vehicles in the rest of Malta.
[20] https://nso.gov.mt/motor-vehicles-q4-2025/

with more than ten parking spaces must be equipped with ducting infrastructure in every parking space to enable future recharging point installations (MEEC, 2025).

5.1.1.21 Ref no. 8.20.1 | Electrification of the public sector vehicle fleet

As part of its commitment to sustainable mobility, in 2024 the Maltese Government deployed 250 electric vehicles (EVs) across the public sector, replacing over 370 conventional vehicles[21]. This initiative includes a ride-sharing system implemented across various Ministries and Government departments.

Additionally, under the Second Green Public Procurement National Action Plan, the Government has made the criteria for the 'Transport' product group mandatory for all relevant procurements. These criteria apply to all vehicle types, including ordinary, emergency, and specialised vehicles. This policy supports the public sector's transition to a fleet with lower GHG emissions, primarily through vehicle electrification (MEEC, 2025).

5.1.1.22 Ref no. 8.21 | Increase in financial grants for more efficient internal combustion engines (ICE)

This proposal is oriented towards reducing the average age of Malta's fleet in the medium term, until a higher percentage of charging infrastructure and closer price parity for EVs are achieved. The design of the scheme will positively discriminate towards the purchase of vehicles that pollute less and thus contribute towards the decarbonisation of the sector.

In 2025, TM, in collaboration with the then MTIP, relaunched a financial incentive scheme for individuals purchasing new petrol-powered motorcycles. More information can be found in Section 7.4 of this document.

5.1.1.23 Ref no. 8.22 | Reform of Public Service Garages

This reform has been completed as planned, with no alterations made.

5.1.1.24 Ref no. 5.7 | Development of a real-time multi-modal journey planner

The public transport system in Malta has made notable strides in improving its user interface and experience. A real-time journey planner was introduced via the *tallinja* mobile app, allowing travellers to plan their bus routes and track buses in real-time. Although the current journey planner is not intermodal, it has seen substantial development, with plans to further enhance its capabilities to offer an even better experience (MEEC, 2025).

[21] https://publicservice.gov.mt/en/news/new-fleet-of-electric-vehicles-for-the-public-service

5.1.2 Industry

5.1.2.1 Ref no. 8.23 | Environmental Permitting Regulations

Subsidiary Legislation 549.172, titled the Environmental Permitting (Procedure for Applications and their Determination) Regulations[22], establishes the procedural framework for environmental permit applications in Malta. It covers submission requirements, assessment procedures, decision-making timelines, permit validity periods, renewal conditions and provisions for emergency permits. These regulations consolidate various permitting processes into a unified system. They introduce a risk-based classification for activities, standardised processing timeframes, enhanced public participation and provisions for previously unregulated activities.

5.1.3 Agriculture

5.1.3.1 Ref no. 8.25 | The creation of sustainable alternative strategies related to livestock waste management including treatment of by-products

The Maltese Government is dedicated to implementing a plan that will fully disconnect livestock manure from the sewage network, marking a departure from previous practices. The plan involves the construction of three slurry treatment facilities – two on the main island of Malta and one on Gozo. These facilities will process farm slurry into solid and liquid fractions, with the solid fraction being treated for use as a soil enhancer or other products, and the liquid fraction treated in accordance with Directive 91/271/EEC and Regulation (EU) 2020/741.

In the interim, a short-term solution has been put in place, directing farmers to deliver slurry to the Sant'Antnin Facility Treatment (SAFT) for pre-treatment. This has resulted in a significant increase in the volume of slurry treated at SAFT, with figures for 2023 showing a fourfold rise compared to 2022. The implementation of this temporary measure began in June 2023, and the quantities of slurry delivered to SAFT demonstrate a positive trend in managing the issue. The Government is now moving forward with the long-term solution, identifying sites for the waste plants and preparing the tender for their construction. Meanwhile, efforts continue to address related environmental concerns, with a clear focus on meeting the objectives of the Urban Wastewater Treatment Directive by the end of 2026, reflecting the Government's commitment to environmental protection and sustainable agriculture (MEEC, 2025).

Starting in 2027, the application of both solid and slurry manure to soils will be discontinued. Instead, manure will be collected and processed through anaerobic digestion, producing bio-fertilisers to be applied via soil injection. The additional nitrogen supplied through the use of bio-fertilisers, when compared to traditional manure application, will be offset by a corresponding reduction in the use of synthetic fertilisers.

[22] https://legislation.mt/eli/sl/549.172/eng/pdf

5.1.3.2 Ref no. 8.26 | Amendment to S.L. 549.66 for the utilization of spent mushroom substrate

This amendment was carried out and no further alterations have been made.

5.1.3.3 Ref no. 8.27 | Develop a Soil Action Plan

The Soil Action Plan has not been published yet.

5.1.4 Energy Efficiency

5.1.4.1 Ref no. 8.28 | Projects in primary water network

The Government-owned water utility company is implementing projects within the primary water network (and wastewater treatment plan) to enhance system efficiency and decrease electricity consumption per unit of water supplied. These initiatives are expected to require an investment of approximately €38.6 million.

Malta, with the EU's lowest freshwater availability per capita, relies heavily on desalination, which provides 65% of potable water and accounts for 6% of national electricity use. Efficiency projects by the Water Services Corporation aim to reduce energy use, including €38.6 million in network upgrades and wastewater treatment improvements.

Major investments include a €7.5 million upgrade to the Sant'Antnin Sewage Treatment Plan and retrofits at Malta South Sewage Treatment Plan, expected to cut energy use by over 2.5 GWh annually from 2026. The national water and wastewater utility has also invested in photovoltaic (PV) farms generating over 5.5 GWh/year, with plans to double output to 11 GWh (7% of total demand) by end-2025 through a Green Bond-funded expansion.

Leakage control has cut municipal water demand by 40% over the past 15 years. Domestic consumption averages 110 litres per person per day. Recognising the importance of water efficiency, the EWA launched a national awareness campaign, which by March 2024 had led to the distribution of 68,006 water-saving kits and 91,595 water-saving gift packs, along with household visits to promote conservation, particularly among vulnerable populations.

5.1.4.2 Ref no. 8.29 | Biofuels Substitution Obligation (2021-2030)

In terms of renewable energy, all biofuels which are used for the biofuel substitution obligation in road transport as well as solid biomass used primarily for cooking purposes in the residential sector are imported.

5.1.4.3 Ref no. 8.32.4| Energy efficiency schemes for industries and services

Various schemes and initiatives promote energy efficiency and sustainability in the industry and services sectors[23]. These include:

- Smart and Sustainability Investment Grant: Co-financed up to 50% of eligible expenses (max €100,000) for projects promoting digitalisation or environmental sustainability, with a minimum investment of €10,000.
- Environmental Impact Reduction Support: Offers a tax credit up to €100,000, covering 50% of eligible costs for reducing environmental impacts of construction activities.
- The Investment Aid Scheme: Launched in 2018, this initiative assists businesses investing in energy-efficient technologies through cash grant, tax credits (which could be offset against the beneficiary's tax liability), or a combination of both.
- Business Re-Engineering and Transformation Scheme: Provides SMEs with cash grants up to €5,000, covering 50% of advisory service costs to adopt greener practices.
- MERCA (Managing Essential Resources in Retail through Consumption Analysis): Targets small- and medium-sized food and beverage retailers to enhance sustainability in their operations.
- GUEST (Guesthouse owners and Users Embarking on a Sustainable Transition): Provides tailored support for guesthouses and boutique hotels to improve energy and water management.
- The WE MAKE Project (Water and Energy Management and Knowledge Transfer in Manufacturing Enterprises): Focuses on promoting energy and water efficiency in manufacturing through workshops, best practice showcases, and potential EU funding integration.
- Energy and Water Awareness Initiative for Micro-SMEs: Offers free advisory visits to micro-SMEs for efficient energy and water use.
- Renovation of Private Sector Buildings Grant Scheme: Introduced in 2022, this scheme supports private sector building renovations, including commercial premises, by addressing high upfront costs. Eligible actions cover system upgrades and building envelope interventions that reduce energy demand for heating, cooling, ventilation, hot water and lighting. Renovations supported under the scheme are required to deliver significant improvements in energy performance.

5.1.4.4 Ref no. 8.32.5 | Energy Efficient Street Lighting

Malta is committed to replacing 34,000 existing street light units with energy efficient LED luminaires by 2028, achieving energy savings of over 60%[24].

[23] Further details on these schemes can be found on the Malta Enterprise website (maltaenterprise.com) and the Energy and Water Agency website (https://energywateragency.gov.mt/)

[24] https://www.gov.mt/en/Government/DOI/Press%20Releases/Pages/2025/10/23/pr251893en.aspx

5.1.5 Energy

5.1.5.1 Ref no. 8.30 | Development of Research and Innovation Strategy for Energy and Water

Malta's National Strategy for Research and Innovation (R&I) in Energy and Water for 2021-2030, published in June 2020, is the country's first sector-specific R&I strategy. The strategy is designed to support national and EU priorities by fostering innovation that addresses key domestic challenges while contributing to sustainable economic development. It identifies three key thematic themes within the broader Energy-Water Nexus:

- Renewable Solutions for Islands;
- Integration of Renewable Energy (RE) Electricity, and;
- Energy Efficiency Solutions.

The strategy aims to enhance coordination and collaboration between the public sector, research institutions, and private sector while aligning with national and EU policies. It includes the establishment of the Research and Innovation in Energy and Water (RINEW) Platform to coordinate its implementation and provide financial support for R&I initiatives. This platform serves as a central hub for funding, governance and strategic alignment, aiming to streamline efforts, reduce redundancies and maximise synergies across sectors. By doing so, the strategy seeks to strengthen Malta's innovation capacity, enhance competitiveness and unlock opportunities for cross-sectoral investment and regional scalability (MEEC, 2025).

5.1.5.2 Ref no. 8.31 | Waste to Energy Facility

Malta is investing in a Waste-to-Energy (WtE) facility at the Magħtab complex to complement existing waste management infrastructure and reduce landfilling in line with EU targets. The plant will process up to 24 tonnes of waste per hour, generating 14–16 MW of electricity and 20–33 MWth of heat. To maximise resource recovery, the national waste operator is also investing in pre-sorting infrastructure, including a Skip Management Facility (SMF) and upgrades at the Malta North Plant, supported by mandatory waste separation and differentiated gate fees. These measures aim to divert organic and recyclable waste from mixed streams, thereby reducing emissions from landfilling (MEEC, 2025).

The proposal was assessed by the ERA, in accordance with the Environmental Impact Assessment Regulations (S.L. 549.46) and the Flora, Fauna and Natural Habitats Protection Regulations (S.L. 549.44). As part of this process, ERA required the submission of both an Environmental Impact Assessment (EIA) and an Appropriate Assessment (AA). The relevant assessments were concluded and works have initiated.

5.1.5.3 Ref no. 8.32.1 and 8.32.2 | Financial incentives to increase renewable energy installations

Malta benefits from abundant solar radiation, resulting in some of the highest PV system yields in Europe. To promote the uptake of solar PV systems, various grants have been offered

between 2006 and 2021, significantly lowering upfront costs for households. A key initiative is the Renewable Energy Sources Grant Scheme, which was launched in 2021. This scheme provides ongoing financial support for individuals and households looking to invest in solar energy. This sustained support underscores the Government's commitment to expanding renewable energy use and reducing reliance on non-renewable energy sources[25].

These efforts have led to a steady increase in installations. By 2023, there were 33,818 PV systems installed, with 85.4% located in the Malta region and 14.6% in the Gozo and Comino region. The domestic sector accounted for 93.4% of installations, followed by commercial (5.8%) and public sectors (0.8%). In the same year, energy generation from grid-connected PV systems increased by 6.7% compared to 2022[26].

To improve access to finance, the Energy Efficiency and Renewable Energy Financial Instrument (EERE)[27] offers loan guarantees and interest rate subsidies of up to 10 years, reducing borrowing costs to nearly 0%. EERE support could also be combined with other grant schemes, provided the EERE loan was not used to pre-finance the grant. Eligible investments under this instrument included electric or hybrid vehicles and charging stations, improvements to building insulation, heating and cooling upgrades, renewable energy installations and energy-efficient equipment, among others.

The Solar Water Heater Grant Scheme has been updated, allowing applicants to receive reimbursement of up to 75% of the total eligible costs, with a maximum of €1,400. A supplementary €500 grant is provided after five years to support maintenance expenses. The Heat Pump Water Heater (HPWH) scheme offers an alternative for households without sufficient roof space for solar water heaters, providing a 50% reimbursement of the heat pump unit's cost, up to a maximum of €1,000. (MEEC, 2025).

5.1.5.4 Ref no. 8.32.3 | Eco-reduction in electricity tariffs

The Eco-reduction scheme offers direct rebates of 15-25% on electricity bills to households that consume less than 2,000 units annually in a single household or less than 1,750 units per person in a household with two or more individuals. This scheme promotes energy efficiency and reduced consumption, while also offering financial relief to low-income households that remain within these consumption thresholds (MEEC, 2025).

[25] https://www.rews.org.mt/#/en/sdgr/581-2024-renewable-energy-sources-scheme
[26] https://nso.gov.mt/energy/renewable-energy-from-photovoltaic-panels-pvs-2023/#:~:text=During%202023%2C%20the%20harvesting%20of,cent%20on%20the%20previous%20year.&text=The%20stock%20of%20PV%20installations,the%20Gozo%20and%20Comino%20region.
[27] https://www.fi-compass.eu/financial-instruments/malta/energy-efficiency-and-renewable-energy-malta-eere-malta

5.1.5.5 Ref no. 5.17 | Provision of professional advice to vulnerable households

EWA offers continuous professional advice at no cost to vulnerable and low-income households on energy-efficient appliances and practices.

5.1.5.6 Ref no. 5.18 | Replacement of appliances in vulnerable households scheme

In order to further assist vulnerable households, a tailor-made scheme managed by the EWA in collaboration with the Financial Services for Social Welfare was designed to conduct home visits offering advice on reducing energy and water consumption and replace outdated and inefficient appliances with new, energy efficient ones, if necessary.

5.1.5.7 Ref no. 8.24 | A more sustainable construction industry

The construction industry scheme, which was available in 2021, provided a maximum of €200,000 per applicant from a total budget of €4,000,000. With this scheme, Malta Enterprise incentivised operators in the industrial sector to replace old, polluting machinery with environmentally friendly machinery that emits fewer emissions. Moreover, operators investing in additional machinery to mitigate environmental impact were also eligible for this grant. Within a month, the budget amount of aid requested exceeded the total allocated budget of this grant, therefore Malta Enterprise stopped receiving applications for support[28].

5.2 PROGRESS MADE BY CURRENT POLICIES AND MEASURES NOT INCLUDED IN THE FIRST NAPCP

Section 5.2 summarises the measures implemented after 2020 that were not included in the first NAPCP, as they were not considered for implementation at the time of writing.

5.2.1 Transport

5.2.1.1 Vehicles used on weekends/public holidays

As from 2021, all vehicles are eligible to be licensed and used on Fridays after six o'clock in the evening, weekends, and public and national holidays, while only paying for 35% of the license fee. The number plates would be red instead of black. As of June 2022, approximately 3,000 vehicles were registered under this scheme[29]. Considerable uptake of such a measure could result in reduced vehicles on the road during the busiest hours of weekdays, thus resulting in reduced concentrations of NO_2 and PM_{10}. In February 2026, the scheme was amended through Legal Notice 21 of 2026 (Registration and Licensing of Motor Vehicles

[28] https://maltaenterprise.com/support/construction-industry-scheme

[29] https://tvmnews.mt/en/news/pay-one-third-of-license-to-drive-your-car-only-on-weekends/#:~:text=Owners%20of%20new%20or%20used,special%20plate%20with%20red%20letters

(Amendment Regulations[30]), which removed the previous restriction limiting use on Fridays after 18:00, thereby allowing these vehicles to be driven from 7 a.m. onwards.

5.2.1.2 Remote working

The Remote Working Policy was introduced on 1st October 2021, which was then revised to reflect the new realities and offer an improved work-life balance measures built on lessons learnt[31]. Adjustments were therefore made to better align the policy with current needs. Starting in April 2023, with a transitioning period until 15th June 2023, the policy retained existing measures like reduced hours, improved remote working and introduced new measures such as flexi-hours and flexi-week[32].

The introduction of these modern work practices in the public sector is designed to promote sustainability, flexibility and efficiency. Measures related to remote working, flexi-hours and flexi-week are expected to reduce the number of vehicles on the roads, especially during peak hours, thereby decreasing the number of journeys and easing traffic congestion.

One of the pillars of the *Reshaping our Mobility* initiative, launched in 2025 by the then MTIP (now the Ministry for Sustainable Mobility), focuses on promoting remote working in the private sector, as detailed in Section 7.29.

5.2.1.3 Slow Streets Initiative

During the COVID-19 pandemic, restrictions such as remote work and the closure of schools and businesses led to a significant drop in vehicle traffic and a corresponding decline in NO_2 levels in Malta (see Figure 15). These changes prompted a re-evaluation of mobility patterns and urban space usage, particularly in areas where infrastructure heavily favours cars over pedestrians.

In response, the Local Councils' Association, in collaboration with various ministries and agencies, launched the "Resident First" action plan to promote a safer, healthier and more sustainable mobility, contributing to improved air quality and residents' quality of life. Slow Streets is a temporary network that prioritises walking and cycling, improving connectivity between key locations such as shops, schools, churches and public gardens. It aims to enhance active mobility, public health and the quality of life in local communities.

Research was conducted in thirty-five local councils, including Floriana, Msida, Marsa and Ħamrun, which fall within the Air Quality Management Area, to assess the potential of a Slow Streets network. It examined street networks, land use patterns, and open spaces to identify suitable streets for pedestrianisation during specific hours. The strategy also considered

[30] https://legislation.mt/eli/ln/2026/21/eng
[31] https://publicservices.gov.mt/en/people/Documents/People-Support-Wellbeing/WLBM/vlC7yQkJ%20-%20PPS%20-%20Design%20of%20Work%20Life%20Balance%20-%20Booklet-V2%20(1).pdf
[32] https://publicservice.gov.mt/en/news/modern-work-practices-announced

pavement and road widths, existing interventions, and opportunities for expanding the network across neighbouring areas.

The Slow Streets initiative remains under development, with continued collaboration between local councils and national authorities. Recent Government support through the Community Development and Innovation Scheme 2025, launched in May 2025, introduces fresh opportunities for local councils, NGOs and voluntary organisations to secure funding for community-focused projects. With €300,000 available under this scheme, covering up to 80% of project costs, capped at €8,000 per project, it provides an avenue to support innovative approaches to urban mobility, including the development of Slow Streets interventions[33].

Furthermore, complementary to the Slow Streets Initiative, Vjal Kulħadd is a nationwide initiative aimed at making urban spaces more accessible, sustainable and community driven. Through 14 projects covering over 100,000 square meters, Vjal Kulħadd is creating pedestrian-friendly streets, dedicated cycling lanes and green spaces that encourage alternative and active transport.

5.2.1.4 Sustainable Multimodal Intelligent Transport Hubs Project

The ongoing execution of the 2025 Master Plan encompasses several initiatives under the Sustainable Multimodal Intelligent Transport Hubs Project, referred to as the SMITHs Project. The main aim of SMITHs is to shift from private car usage to more sustainable, low-carbon collective transport options, thereby improving air quality and reducing greenhouse gas emissions.

The project is designed to enhance intermodality and contribute to cleaner air by offering various transport choices. This includes upgrading the inner harbour ferry network by introducing cycle and pedestrian paths, a new multimodal hub in Gozo with a park-and-ride facility served by clean public transport, and expanding the national electric vehicle-charging network across Malta and Gozo. Furthermore, Intelligent Transport Systems (ITS) will be integrated into a unified platform providing real-time information through multiple communication tools. An informational campaign will also be launched to encourage a shift in transportation behaviour.

5.2.1.5 Assessment of the vehicle-to-grid systems

As the number of electric vehicles increase, new opportunities for grid flexibility are emerging. Among these, vehicle-to-grid (V2G) technologies are being considered as potential flexibility solutions. The Government, in collaboration with the Distribution System Operator (DSO), is analysing the introduction of flexibility services as part of broader efforts to modernise the electricity grid and prepare it for future demands.

[33] https://www.gov.mt/en/Government/DOI/Press%20Releases/Pages/2025/05/15/pr250816en.aspx

In this context, V2G technology in the Maltese Islands is being explored in detail. The assessment aims to identify the conditions necessary for successful deployment and to evaluate V2G's potential contribution to Malta's decarbonisation objectives.

A key recommendation from the study is the implementation of a 12-month V2G pilot project to capture user behaviour throughout the year, taking seasonal variations into account. The pilot is intended to demonstrate the economic and environmental benefits of V2G while testing the technology in a controlled environment. It is expected that the project will engage both public and private stakeholders, drawing on expertise across the transport, energy and infrastructure sectors (MEEC, 2025).

5.2.2 Energy efficiency

5.2.2.1 Government leading by example - Renovation of public buildings

The Government has recently completed the initial renovations of public office buildings used by the central Government, as part of the Long-term Renovation Strategy. This work encompasses major updates to various structures, such as schools, office spaces, and a hospital, among others.

Acknowledging its key role in promoting energy efficiency, the Government is committed to progressively enhance energy performance standards to achieve significant energy savings. The Building and Construction Authority (BCA) has developed a systematic approach to gather and evaluate relevant energy performance data for the national public building stock, while various investment projects are underway to renovate public sector buildings (MEEC, 2025).

5.2.2.2 Training programmes aimed at ensuring the adequate skilled resources in the sustainability of buildings

As part of Malta's Recovery and Resilience Plan, the Government launched an open call for a training and certification program aimed at professionals and tradesmen in the construction industry. The course was designed for a wide range of professionals, including architects, engineers, project managers, interior designers, and IT specialists, among others. Its primary focus was on climate change and sustainability, followed by technical topics such as sustainable design and building energy systems. Participants also gained insights into industry innovations, construction assessment tools for future assessors, and the relevant legal frameworks, standards, policies, and government funding opportunities. This training is particularly relevant to air pollutant emission reduction, as it promotes sustainable building practices and energy-efficient systems, which can help lower emissions from the construction sector.

5.2.2.3 Incentives for increased energy efficiency in buildings

Due to Malta's temperate climate and widespread use of natural ventilation, households have low energy needs, limiting cost-effective interventions to minor renovations and renewable

technologies. To support energy efficiency improvements, national schemes offer grants for measures like roof insulation and double-glazing. In 2022, the Government launched the "Irrinova Darek" pilot scheme, providing substantial funding for deep renovations in the Grand Harbour Area. The Building and Construction Authority plans to expand such initiatives, targeting low- and middle-income households through modular schemes combining financing, renewables and efficiency measures. These efforts support Malta's goal to decarbonize its building stock by 2050. While primarily focused on energy savings and emissions reduction, these measures also help improve air quality by reducing electricity demand and associated emissions (MEEC, 2025).

5.2.3 Energy

5.2.3.1 Voluntary Organisations Scheme

A dedicated scheme is also available for voluntary organisations[34], aimed at supporting investments that lead to reduced energy and water consumption by enhancing energy efficiency, decreasing water use, or increasing water supply. The scheme has been highly successful, with the allocated budget fully utilised.

5.2.3.2 Commissioning of a second interconnector

Malta has prioritised energy efficiency in recent power generation and infrastructure investments, transitioning its energy mix from heavy fuel oil to natural gas, electricity imports via the Malta-Italy interconnector, and renewable energy, with gasoil retained as a backup fuel. These efforts enhance the security of energy-supply while contributing to reductions in air pollutant emission reductions by promoting cleaner energy sources and reducing reliance on more polluting backup fuels during system disruptions. Key initiatives include the construction of a second interconnector with Italy, increased deployment of renewables and improvement in energy efficiency, all aimed at reducing reliance on fossil fuels.

As mentioned, to further strengthen energy security and support the transition toward decarbonisation, Malta is constructing a second interconnector to Italy. This new 225MW, 220kV AC cable, running between Magħtab in Malta and Ragusa in Sicily, will enhance energy system stability, facilitate increased electrification, particularly in the transport sector, and accommodate growing electricity demand. The cable, laid parallel to the existing link, spans approximately 122km: 2km in Malta, 98km offshore, and 18km in Sicily.

The estimated total investment cost for the project, including preparatory studies, is €298.5 million (MEEC, 2025).

[34] https://energywateragency.gov.mt/voluntary-organisations-scheme/

5.2.3.3 Utility scale battery storage solutions

The Government's investment in utility-scale battery storage marks a significant advancement when it comes to strengthening the resilience and operational efficiency of Malta's power system. Energy storage solutions are essential for enhancing the electricity system's adaptability, which is increasingly important as the country is committed to integrating more renewable energy sources. Battery storage plays a critical role in demand management and peak demand shaving, swiftly responding to demand shifts to mitigate grid stress during peak times and ensuring a reliable electricity supply.

Incorporating battery energy storage systems (BESS) into Malta's electricity infrastructure offers numerous benefits. It ensures a secure supply during plant outages, thus reinforcing grid stability. BESS helps to resolve grid bottlenecks, facilitating faster integration of renewable energy sources and alleviating congestion in the distribution network. It also provides a black start capability, which is crucial for re-energizing the grid in case of a total shutdown. Furthermore, BESS allows for the storage of energy generated by renewables at times of high production, which can then be used during peak demand, effectively reducing the need for peaking plants. This storage capability also lessens the impact of variability and intermittency from renewables, allowing for more stable operation of conventional plants and leading to gains in reliability, efficiency, and emission reductions. Additionally, BESS supports the introduction of more large-scale renewable energy projects, reducing reliance on fossil fuels. Lastly, BESS can offer fast frequency and voltage stabilization, which is particularly valuable if Malta's connection to the Italian grid is disrupted due to maintenance or faults. This integration of BESS positions Malta to achieve its EU decarbonisation commitments while reinforcing the power system's resilience and operational efficiency.

Two BESS projects are planned in Malta before 2030: an 8MW/20MWh system at Marsa's 'A' station and a larger 32MW/64MWh installation at Delimara. These systems will support grid stability and facilitate further deployment of renewables. This will also indirectly facilitate a reduced reliance on fossil fuel-based electricity generation, which over time is expected to lead to a reduction in emissions of air pollutants (MEEC, 2025).

5.2.3.4 Medium to Large scale Solar PV installations

By the end of 2020, Malta had installed and connected 12.987 MW of solar PV capacity, including three solar farms, with the largest having a capacity of 5.4 MWp, as a result of competitive bidding. The government allocated an estimated budget of 24 million EUR in 2019 to support renewable energy initiatives. In 2021, a bidding process for financial support for renewable energy installations with capacities ranging from 40kW to less than 1MW was initiated. Several Invitation to Bid (ITB) calls were held in 2021 and 2022, resulting in contracts for a total of approximately 15 MW of solar capacity. Another ITB scheme was launched in September 2022, with calls continuing into 2023.

5.2.3.5 Accelerated improvements in the Electricity Distribution Network

Malta is strengthening its electricity distribution network to meet rising energy demand, support climate adaptation, and advance its transition to climate neutrality. The DSO is implementing a major upgrade to enhance infrastructure security and reliability across all voltage levels.

Between 2018 and 2023, Enemalta invested over €160 million to expand and upgrade the network, including increasing capacity at distribution centres, reinforcing medium voltage infrastructure, and enhancing the low voltage system. Key completed works include new substations, transformer upgrades, and extensive underground cabling. Following distribution network issues in July 2023 due to extreme heat, the government committed €160 million over six years, partly funded by the Recovery and Resilience Fund (RRF), to address bottlenecks and improve renewable energy integration.

In 2024, €55 million was invested in the distribution system, with major reinforcements carried out, including new underground cabling and infrastructure upgrades. Looking ahead to 2030, planned projects include a new 132kV link, additional distribution centres, further upgrades to existing infrastructure, the commissioning of new substations, and the installation of battery storage systems.

While not directly targeting air pollutant emissions, these upgrades will support improved air quality by enabling greater integration of renewable energy and reducing reliance on fossil fuel-based power generation (MEEC, 2025).

5.2.3.6 Investments in Agrivoltaics

Support for the installation of agrivoltaics, that is renewable electricity installations on greenhouses, is provided under S.L. 545.39 'Competitive Bidding Rules for Installation Producing Electricity from Renewable Energy Sources Regulation'.

These installations allow greenhouses to generate electricity while supporting sustainable agricultural practices. The Government aims to reform the permitting framework to speed up approvals for such projects, while ensuring that agricultural productivity remains the priority. Greenhouse designs should maximise crop yields, with energy generation as a secondary benefit. Several ministries and entities are developing policies to facilitate these investments while protecting agricultural production (MEEC, 2025).

5.2.4 Waste

5.2.4.1 High bio-waste capture

The Organic Processing Plant is planned for construction to treat organic waste mainly collected from households and commercial entities across the Maltese Islands, with the goal of diverting this waste from landfills. Organic waste is a critical component in promoting sustainable waste management. The project aims to improve waste management in Malta by

reducing the volume of biodegradable waste deposited in landfills. At this facility, organic waste will be transformed into compost for agricultural use, while biogas will be converted into heat and electricity. The plant's capacity is projected to reach up to 74,000 tonnes of bio-waste per year, with operations expected to begin by 2028 (MEEC, 2025).

The conversion of organic waste into compost and biogas helps decrease the reliance on fossil fuels, further reducing air pollutants and GHG emissions associated with energy production.

5.2.4.2 Implementation of the Waste Management Plan

The Waste Management Plan 2021-2030 (MECP, 2021), developed in line with the EU Waste Framework Directive, sets out a national strategy to meet EU waste targets, particularly the reduction of landfilling. The plan focuses on maximising the value of waste through improved resource recovery and comprehensive waste treatment solutions. It prioritises waste prevention by promoting initiatives that reduce per capita waste generation and drive behavioural change through awareness campaigns, economic incentives and targeted policy actions.

Key initiatives include modernising and harmonising the waste collection system to improve efficiency, expanding treatment infrastructure for recyclable, organic and residual waste, and exploring enhanced producer responsibility frameworks to support the circular economy. The plan also encourages greater private sector involvement in the delivery of waste management services.

By shifting towards more sustainable practices and reducing dependence on landfill, the plan is expected to lower emissions linked to waste disposal, contributing to improved air quality in Malta.

5.2.5 Agriculture

5.2.5.1 Implementation of CAP support measures

The CAP Strategic Plan for Malta (2023–2027), backed by approximately €166 million in EU and national funding, supports the development of a competitive, sustainable, and resilient agricultural sector. It aligns with EU environmental and climate priorities by incentivising practices that reduce the environmental footprint of agriculture and enhance rural conditions. Key measures include support for organic farming, reduced use of chemical inputs, improved soil and waste management, and the conservation of biodiversity and local genetic resources. Investments also target farm modernisation and the uptake of sustainable techniques, alongside knowledge exchange initiatives to promote environmentally sound practices.

By encouraging the reduction of chemical fertilisers and pesticides, supporting organic and integrated land management, and improving manure and waste handling, the CAP Strategic

Plan helps to lower emissions of ammonia and other pollutants from agricultural sources. These actions contribute to improved air quality and support Malta's broader environmental and public health objectives.

5.3 Degree of compliance with the emission reduction commitments as set in Annex II of the NEC Directive

As detailed in the first NAPCP, the measures in Sections 5.1 and 5.2 have contributed to emission reductions of NO_x, NMVOC, SO_x, NH_3 and $PM_{2.5}$. Section 5.3 provides an overview of the trends and sources of these five primary pollutants reported in accordance with the NEC Directive, along with an assessment of their compliance with the Directive. While not all implemented measures could be captured in the modelling and the activity data does not fully reflect these measures, their effects are nonetheless primarily observed through improvements in ambient air quality, as assessed in Section 5.4.

Figure 1 shows the national total emissions of the five key pollutants reported under the NEC Directive, from base year 2005 to 2023, while table 3 provides the percentage reduction for all five main pollutants. Malta is in compliance with all the 2020 ceilings of the five pollutants.

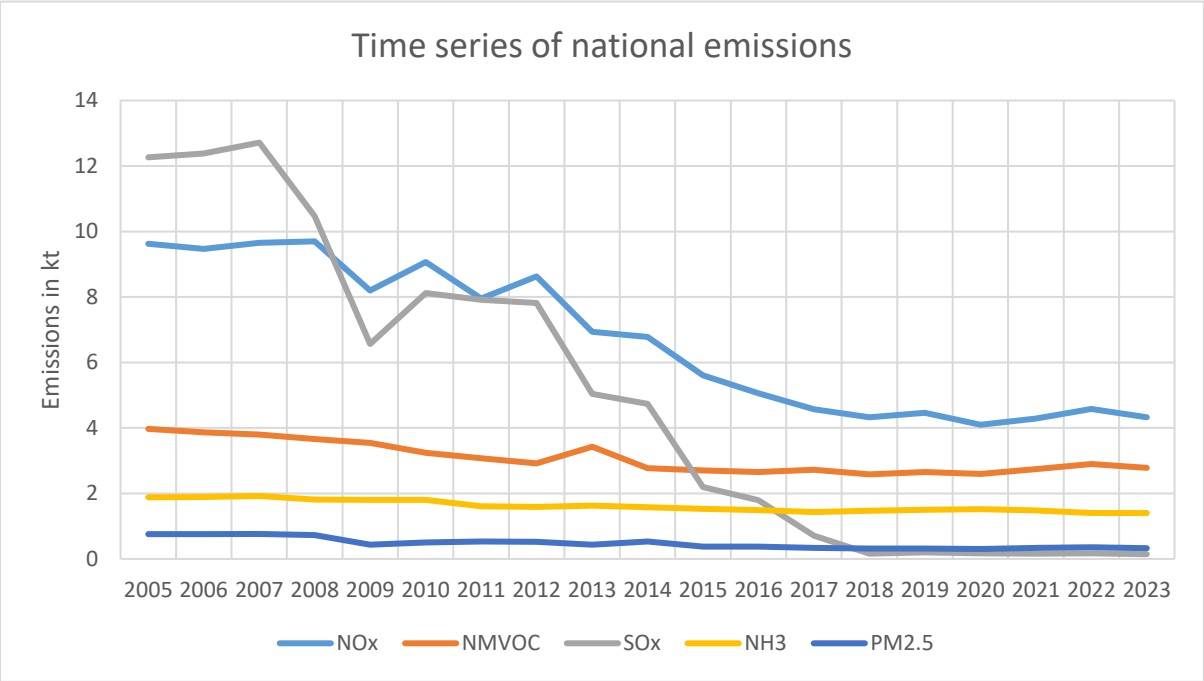

Figure 1: Time series of national emissions in kilotonnes

Table 3: Overall percentage reduction of national total emissions compared to base year

	NO_x	NMVOC	SO_x	NH_3	$PM_{2.5}$
2005 base year results (kt)	9.45	3.53	12.3	1.88	0.75
2023 results (kt)	4.22	2.42	0.15	1.4	0.32
Deductions from the base year	55.2%	31.5%	98.8%	25.5%	56%

Nitrogen oxides (NO_x)

The primary contributors to nitrogen oxides (NO_x) emissions in the Maltese Islands are the road transport and shipping sectors. In 2023, road transport, including passenger cars, light- and heavy-duty vehicles and buses, was the leading source of NO_x emissions, accounting for 42.6% of the national total. Other sources of NO_x emissions include national navigation, in particular Gozo Channel ferries and fast ferries operating between the main islands, which together account for 15.5% of total NO_x emissions. Additional contributions arise from other shipping activities in territorial waters such as pleasure boats and national fishing, as well as from power generation and aviation.

While the energy sector, specifically the power generation sector, historically represented the largest source of NO_x emissions, its contribution has declined substantially following structural changes and investments in cleaner technologies. Between 2005 and 2023, overall NO_x emissions decreased by 55.2%, with the highest levels recorded in 2008 (9.7kt). The decommissioning of the Marsa Power Station and the commissioning of the Malta-Sicily interconnector in 2015 were key milestones in reducing emissions from power generation. Since 2017, NO_x and SO_x emissions from this sector have remained relatively low, as shown in Figure 2.

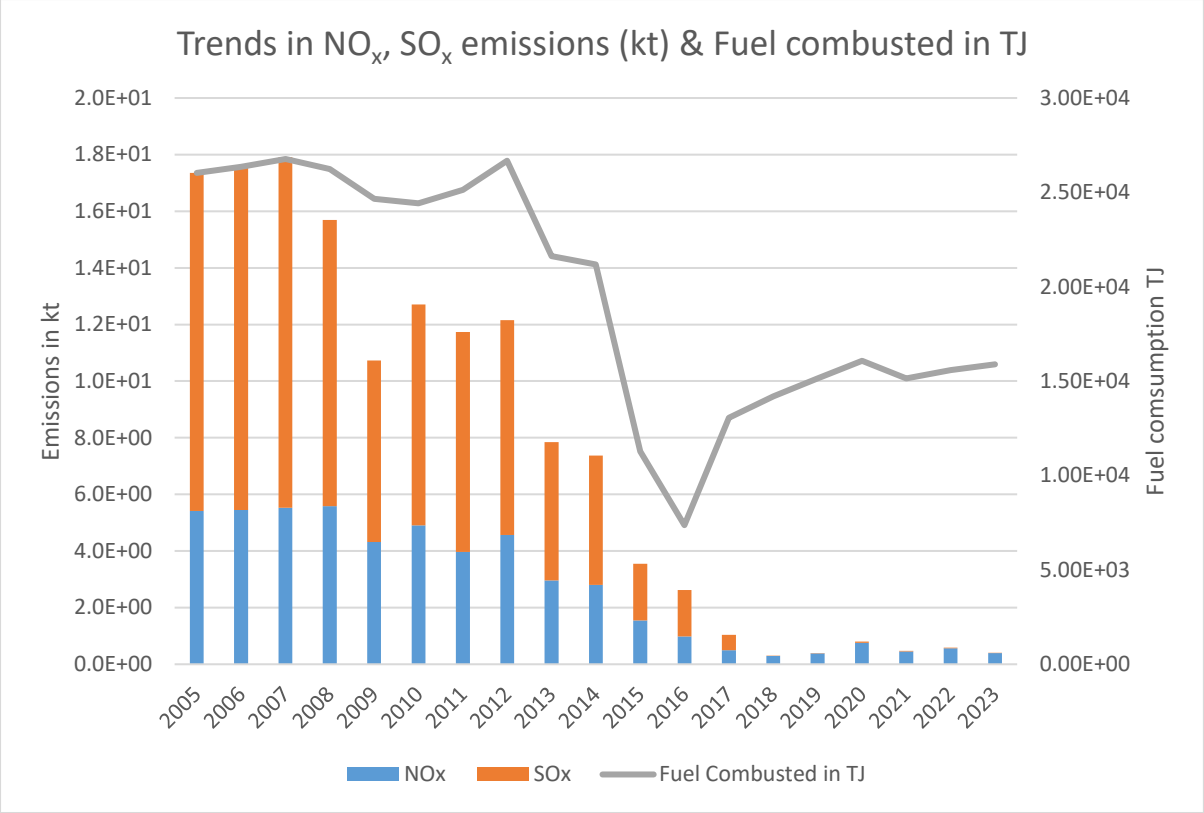

Figure 2: Trends in NO_x, SO_x emissions (kt) & fuel combusted (TJ) from the public electricity and heat production sector

The lowest recorded levels of NO_x occurred in 2020, primarily attributed to COVID-19 restrictions, which affected various sectors such as road transport, navigation and aviation, among others.

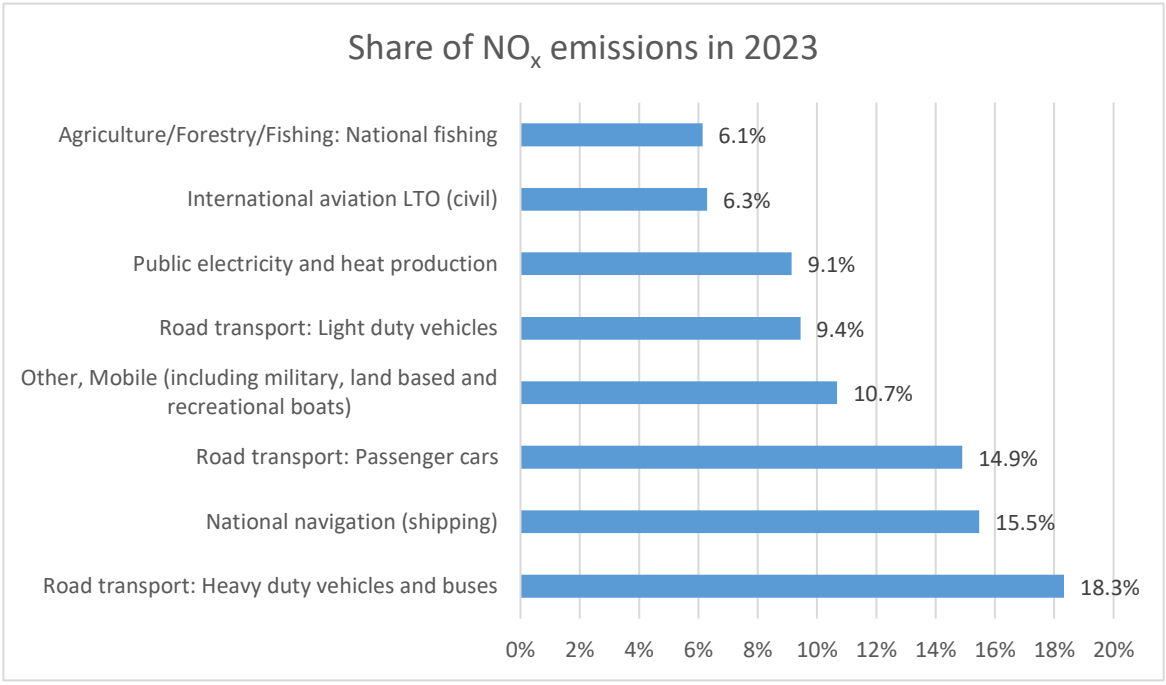

Figure 3: Share of NO_x emissions in 2023

Non-methane volatile organic compounds (NMVOC)

NMVOC emissions originate from various sources and are mainly split in two main categories: (i) those considered to be evaporative emissions and (ii) those originating from incomplete combustion. The main contributors to NMVOCs are coating applications, gasoline evaporation from road transport, printing and domestic solvent use, including fungicides. A decreasing trend is visible in Figure 1, with the lowest load recorded in 2018 at 2.58kt. Between base year 2005 and 2023, overall NMVOC emissions decreased by 31.5%.

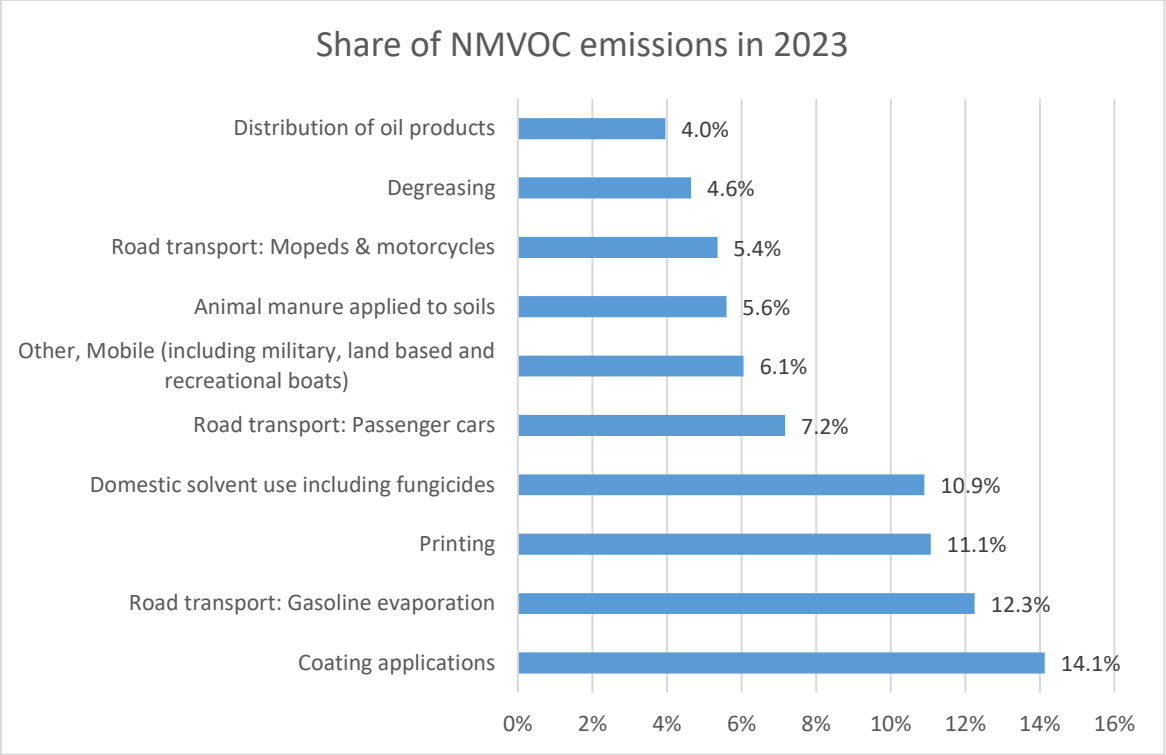

Figure 4: Share of NMVOC emissions in 2023

Sulphur oxides (SO_x)

The energy sector is responsible for most SO_x emissions in Malta. SO_2 levels were at the highest until 2007, after which a drastic reduction can be noticed to the point that this pollutant is no longer considered a pollutant of great concern. Measures that have contributed to this reduction are the introduction of lower sulphur fuel content, the closure of the Marsa Power Station, the interconnector and the shift to liquefied natural gas at the Delimara Power station. The first NAPCP (2020) provides details on the implementation of these measures. In 2023, the main contributor to SO_x emissions in Malta are commercial/institutional and industry sectors, followed by shipping activities in territorial waters such as pleasure boats, aviation and public electricity.

Between base year 2005 and 2023, overall SO_2 emissions decreased by 98.8%.

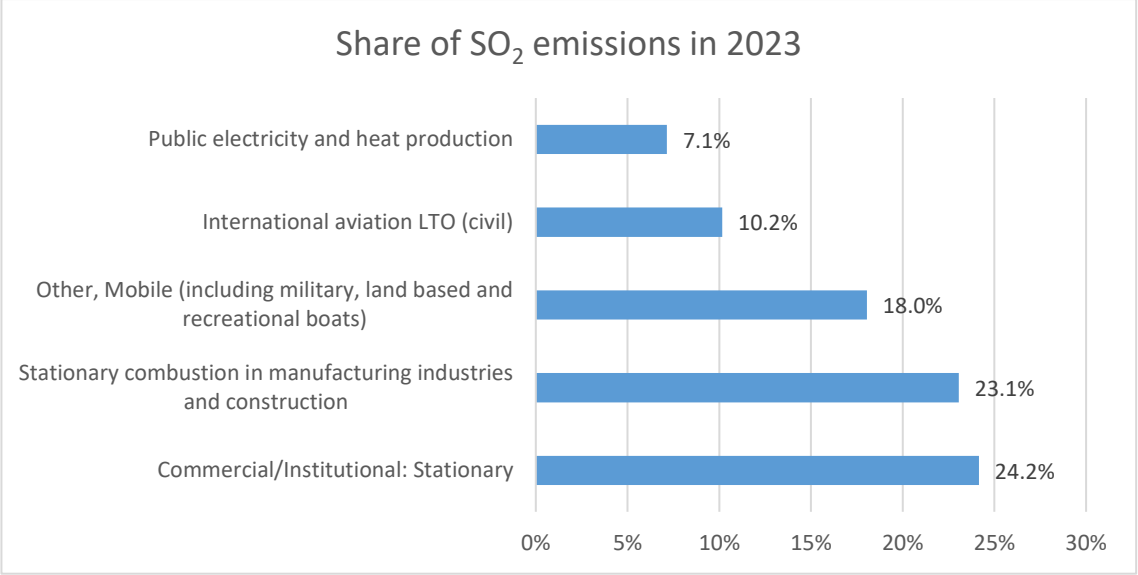

Figure 5: Share of SO_2 emissions in 2023

Ammonia (NH_3)

The agricultural sector is the main contributor to ammonia emissions in Malta. Animal manure applied to soils accounts for 36.1%, followed by manure management for dairy cattle and swine. A gradual decrease in NH_3 emissions is noted from 2005 to 2023 with the lowest recorded in 2023 at 1.4kt, following the decrease in animal heads and the restrictions on the immediate application of manure to soils through the introduction of S.L 549.66, the Nitrates Action Programme Regulations.

Between base year 2005 and 2023, the overall NH_3 emissions decreased by 25.5%.

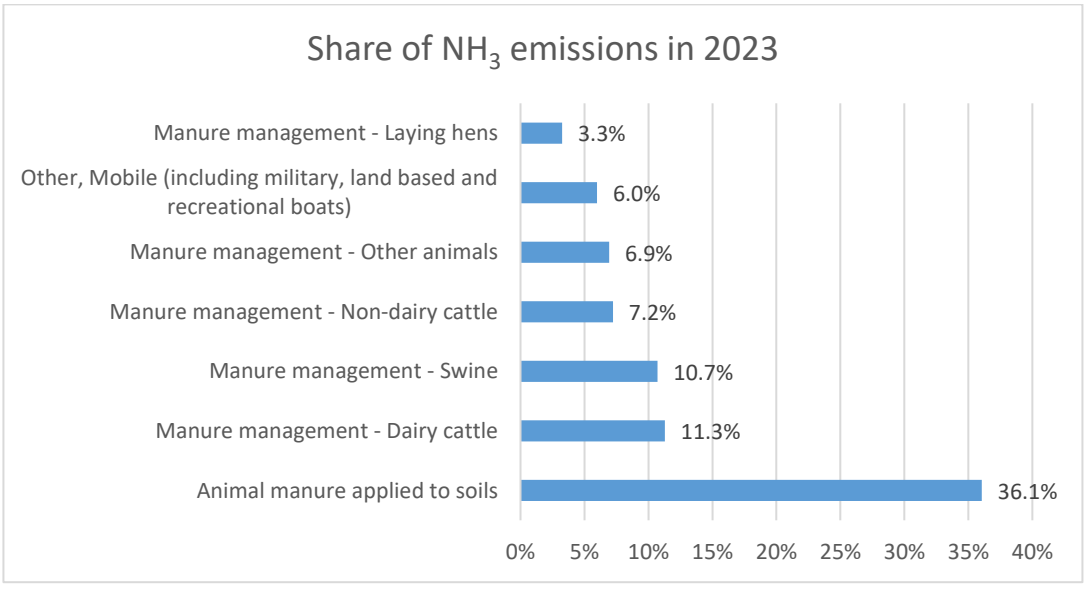

Figure 6: Share of NH_3 emissions in 2023

Particulate matter ($PM_{2.5}$)

Shipping activities in territorial waters (such as pleasure boats) are the main contributor to $PM_{2.5}$ emissions, accounting for 24.4%. This is followed by the road transport sector, which accounts for 34.4% of the total emissions, 19% of which is due to non-exhaust emissions (generated by road abrasion and tyre and brake wear). Other sources include construction and demolition, and residential.

Between base year 2005 and 2023, the overall $PM_{2.5}$ emissions decreased by 56%.

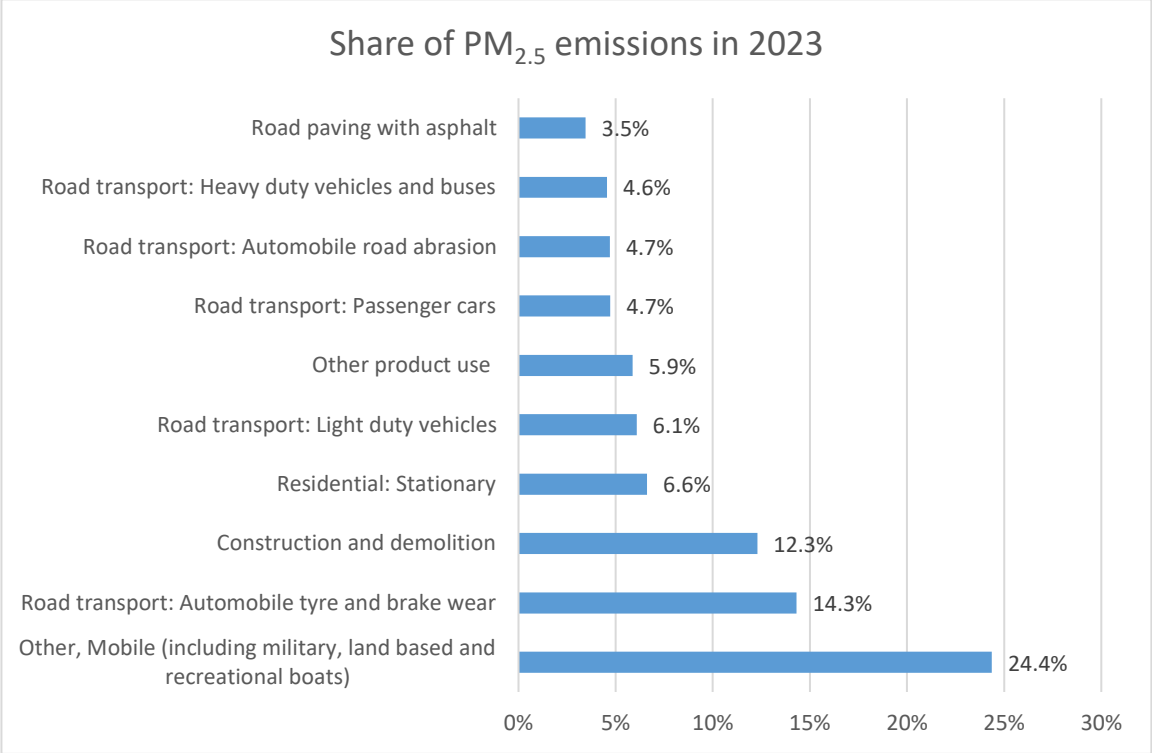

Figure 7: Share of $PM_{2.5}$ emissions in 2023

5.4 DEGREE OF COMPLIANCE WITH AMBIENT AIR QUALITY LEGISLATION

The recast of the EU Ambient Air Quality Directive (AAQD), adopted in 2024, updates the EU's air quality standards to reflect the latest scientific evidence and brings them closer to the World Health Organization's (WHO) 2021 Global Air Quality Guidelines. Key revisions include more stringent limit values for pollutants such as $PM_{2.5}$, NO_2 and ozone, alongside enhanced requirements for monitoring, modelling and public reporting. These changes aim to reduce exposure to harmful pollutants, improve public health outcomes, and ensure that Member States adopt measures which also contribute to meeting WHO's recommendations. The Directive also introduces periodic review mechanisms to incorporate emerging scientific knowledge, thereby supporting continuous improvement in air quality management across the EU.

In Malta, ambient air quality is monitored by five near real-time monitoring stations situated strategically across the country. These stations can determine concentrations of a range of pollutants every fifteen minutes, including ozone (O_3), sulphur dioxide (SO_2), nitrogen oxides (NO_x), carbon monoxide (CO), volatile organic compounds (VOCs), gaseous mercury (Hg), particulate matter (PM_{10} and $PM_{2.5}$) and meteorological variables. The selection of pollutants monitored at each station depends on factors such as the nature of the station, its location and its purpose. Additionally, periodic measurements for dust speciation in the PM_{10} fraction are also taking place at specific locations throughout the Maltese Islands.

The monitoring network comprises two traffic sites in Msida and St Paul's Bay, an urban background site in Żejtun, an urban site in Attard and a rural background site in Għarb, Gozo. This distribution ensures representative coverage of Malta's different environments, supporting the assessment of compliance with EU air quality standards and informing national air quality planning under the NAPCP.

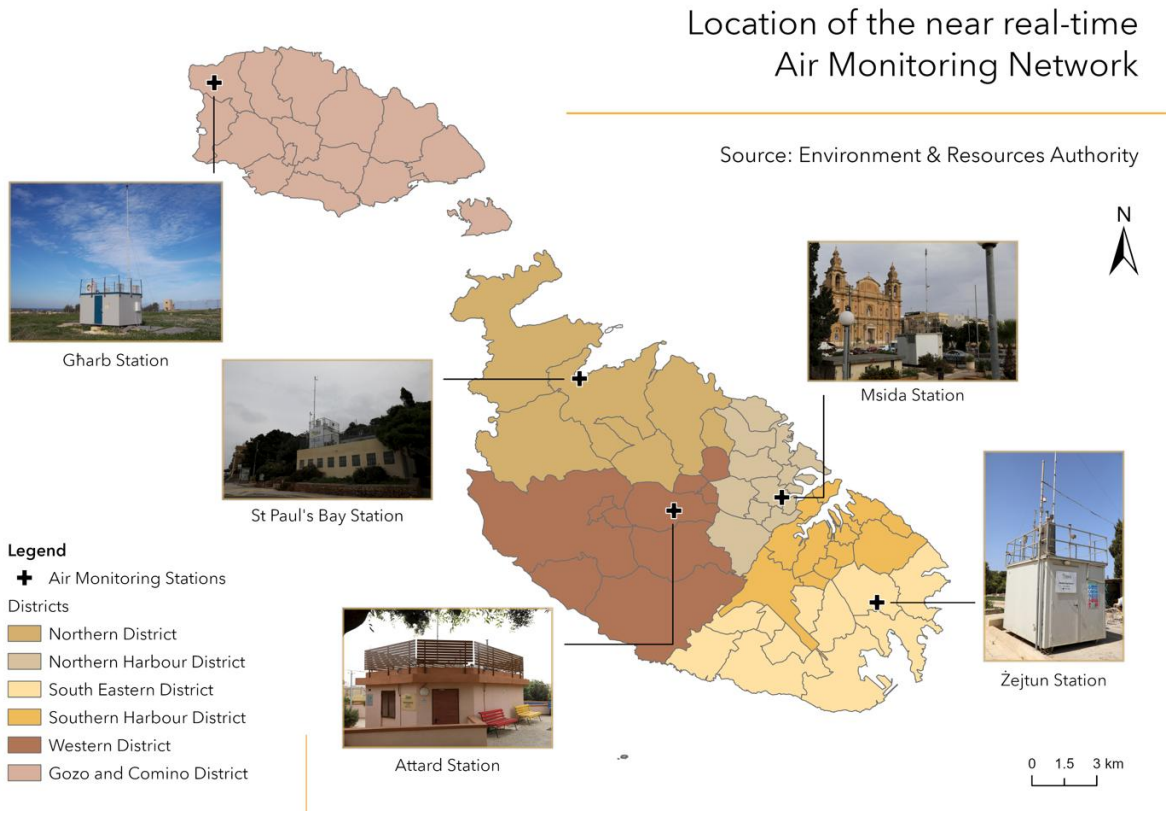

Figure 8: Siting of the real-time monitoring network

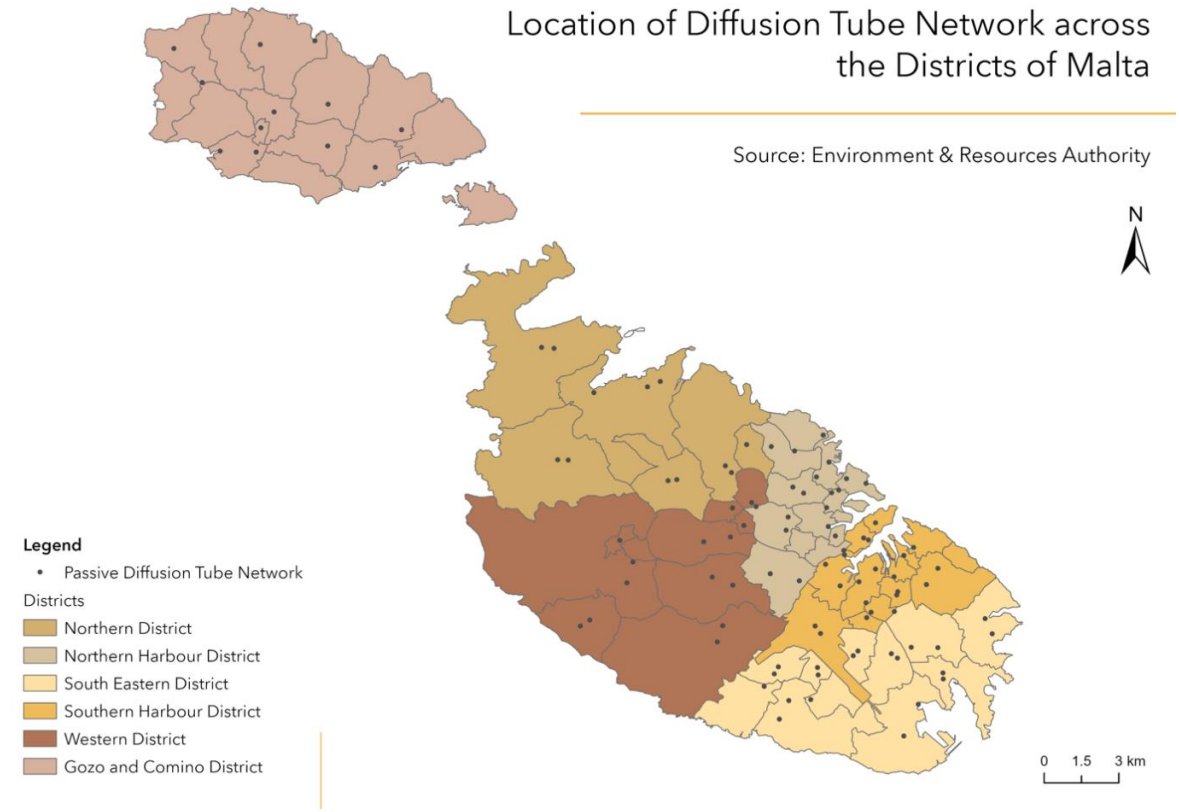

Figure 9: Diffusion tube network consisting of 100 sites

Real-time monitoring is complemented by a Passive Diffusion Tube Network, consisting of 100 sites for VOCs and NO_2, and a smaller network for SO_2. These tubes are exposed for four weeks, providing a total of 13 exposure periods in a year, after which they are sent to a laboratory for analysis. Figure 9 provides the locations of all NO_2 and benzene tubes. The network is split into traffic and urban background sites in order to obtain a good spatial representation of pollution levels across the Maltese Islands. As expected, traffic sites tend to have higher concentrations than other sites of an urban background nature.

Trends in air quality data reveal that areas with heavy traffic and congestion suffer from poorer air quality. This is increasingly the case within the inner harbour area (see Figure 13). The Msida Air Quality Monitoring Station, which is considered the worst-performing site out of all stations for PM_{10}, surpassed the allowed number of exceedances for PM_{10} daily limit values in 2010, 2018 and 2023, even after the deduction of natural sources, mainly sea salt and Saharan dust. Figure 10 provides the number of exceedances in days of the PM_{10} daily limit value (50µg/m^3)[35] at ERA's monitoring stations. The graph highlights the number of exceedances without deductions of natural contributions for all stations. However, for the Msida and Attard stations, data with natural contribution deductions was also added. As highlighted in the graph, Malta reported exceedances in PM_{10} in 2010, 2018 and 2023.

[35] The WHO Air Quality Guidelines have updated the daily limit value for PM_{10}, now set at 45 µg/m^3.

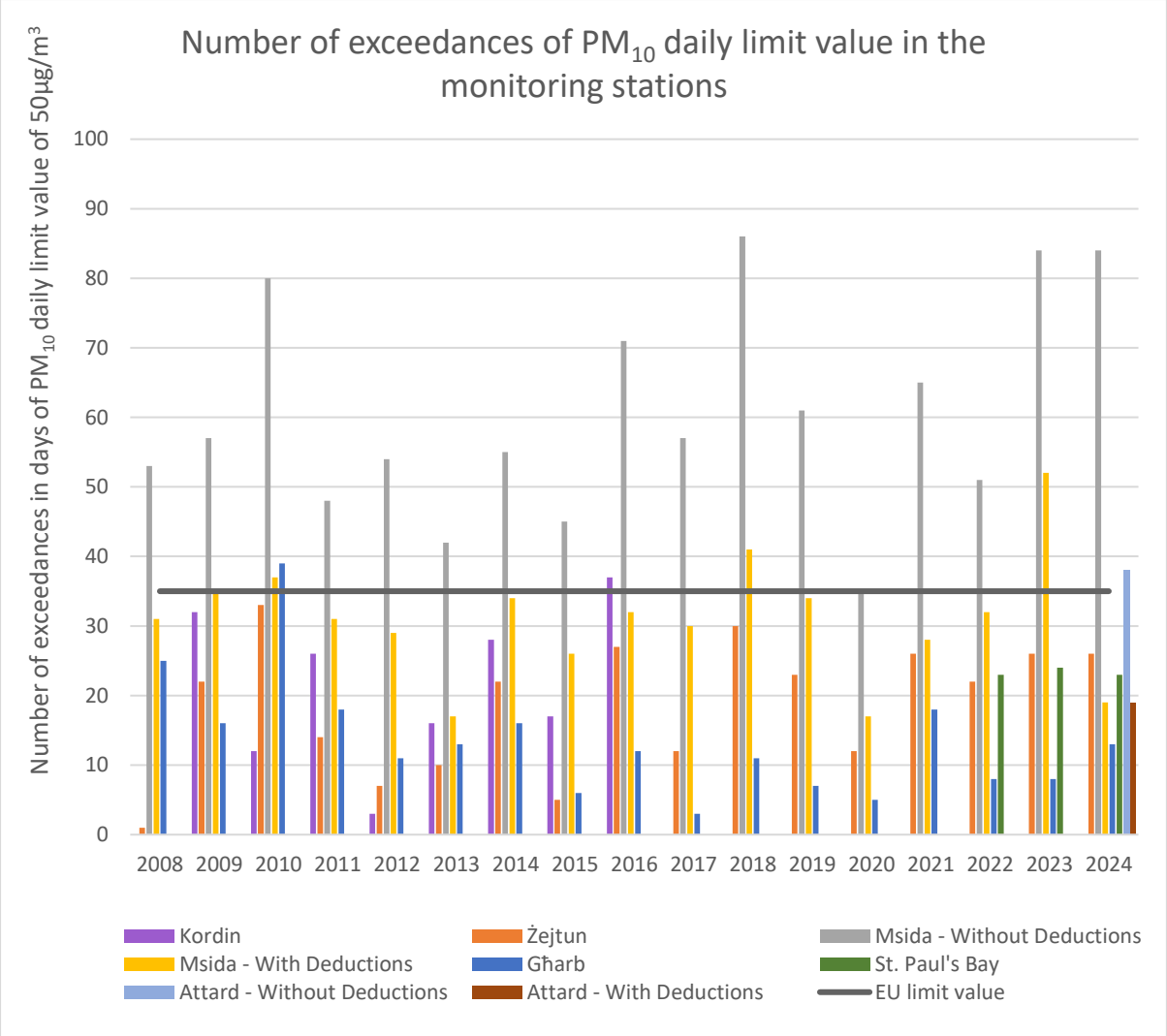

Figure 10: Number of exceedances of PM_{10} daily limit value in the monitoring stations

The AAQD mandates Member States to formulate air quality plans for agglomerations experiencing pollutant levels surpassing limit values. Defined as conurbations with populations exceeding 250,000 or specific population densities, agglomerations necessitate air quality assessments and management, as depicted in Malta's delineated zone and agglomeration[36] in Figure 11, aimed at addressing recorded exceedances such as those observed in Msida in 2018 and 2023.

[36] The agglomeration has been identified in the assessment conducted by Stacey and Bush (2002).

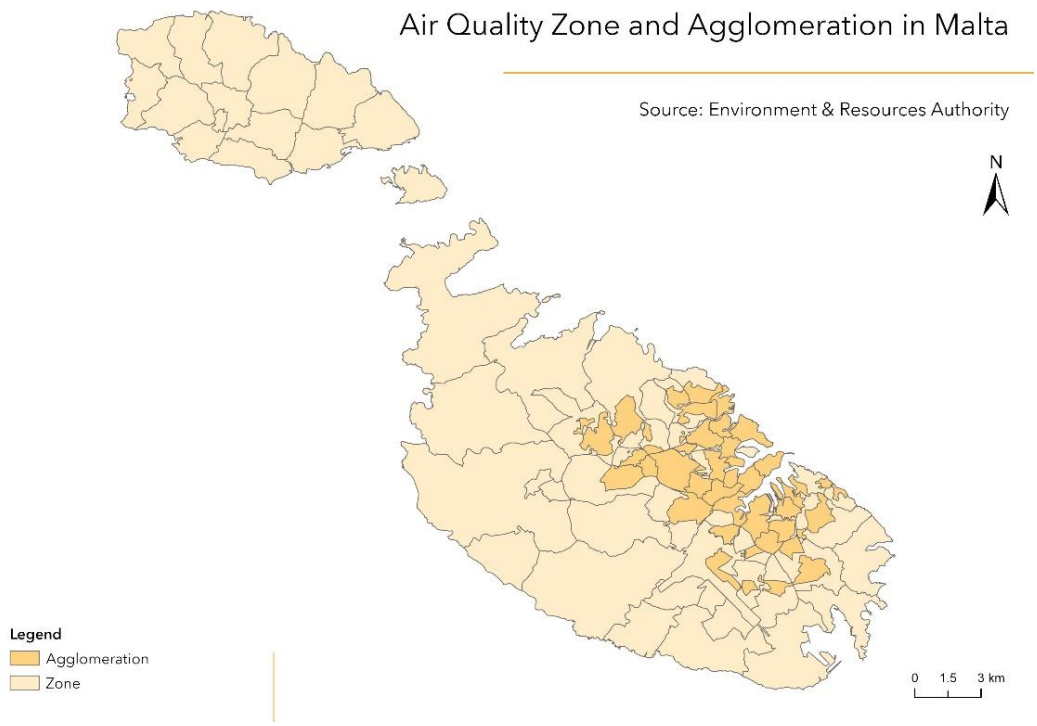

Figure 11: The Zone and Agglomeration identified in Malta

In response to the exceedance recorded in 2010, an Air Quality Plan was published in the same year, focusing on the transport sector due to its perceived role as the primary contributor to exceedances in the agglomeration. This was later confirmed by a study conducted by the University of Malta (Fenech and Aquilina, 2020) using ERA's data supporting this focus. The study concluded that the coarser fraction of particulate matter ($PM_{2.5-10}$), calculated by the difference between PM_{10} and $PM_{2.5}$, was highest at the traffic site in Msida over the nine-year study period. The study also indicated a higher contribution from non-exhaust vehicle emissions, particularly when comparing traffic and suburban background sites with the rural background site.

Another study was carried out by ERA, in collaboration with the University of Malta, on the full speciation of PM_{10} at the traffic site in Msida for the year 2018. This study aimed to provide a comprehensive understanding of PM_{10} sources, while also attempting to distinguish between exhaust and non-exhaust emissions, which are significant contributors to anthropogenic ambient PM_{10} levels (Scerri et al., 2023). Figure 12 shows that in 2018, the annual concentration of PM_{10} at Msida had a notable natural component, primarily comprised of sea salt (23% of the total PM_{10} concentration) and Saharan dust (21%). Additionally, 18% stemmed from re-suspended road dust and crustal material (which is mineral dust contaminated by traffic pollutants), 17% from tyre and brake wear, and 9.4% from secondary inorganic formation of particulate matter, mainly consisting of nitrates and sulphate compounds. Secondary sulphates were primarily sourced regionally, while secondary nitrates originated locally. Similar to the aged marine/shipping factor, the secondary sulphate aerosol has a marked seasonality, with higher contributions estimated during spring and summer. Aged sea salt and emissions from shipping vessels contribute to 8.9% of PM_{10} levels, while

3.4% is attributed to exhaust emissions from road transport. Therefore, when considering road transport-related emissions, the majority of traffic-generated emissions consist of non-exhaust sources. Additionally, the study provides an overview of seasonal contributions, indicating the extent of the contribution of the relevant sources to PM_{10} levels by season.

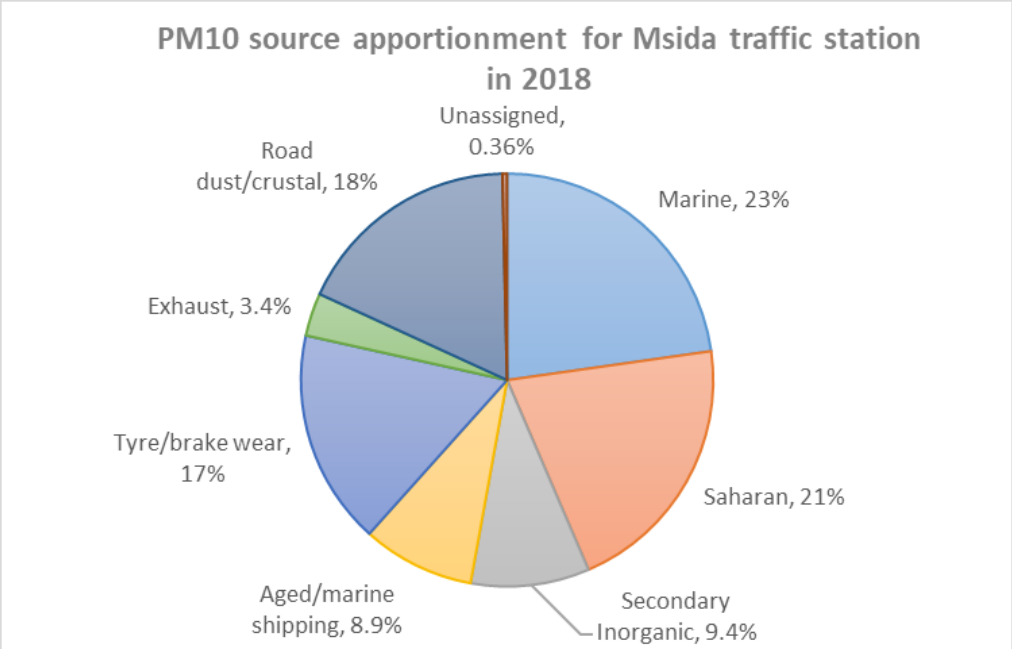

Figure 12: PM_{10} source apportionment for Msida traffic station in 2018

The study's findings, which are consistent with both local and international research, emphasise the dominance of non-exhaust emissions. It underscores the necessity for policy shifts towards sustainable transportation modes like cycling and walking to address air pollution effectively. Additionally, reference is also made to Scerri et al. (2016), whereby the sources and composition of the PM_{10} measured at a rural background station in Għarb (Gozo), a station that is representative of a low-exposure scenario, were studied. The study reveals that natural and regional sources, such as secondary sulphate aerosols, significantly impact PM_{10} levels in this remote site, indicating the importance of addressing transboundary pollution sources.

While most measures from the Air Quality Plan (2010) have been implemented, the agglomeration has once again experienced these exceedances in 2018 and 2023 (see Figure 10). Several factors can be attributed to this, including population growth in the agglomeration, increased traffic and an increase in the daily registration of vehicles. Additionally, given the geographical location of the Maltese Islands, the levels of PM_{10} can easily experience exceedances due to natural sources, mainly sea salt and Saharan dust. Even after deducting such sources, the Msida station still exceeded the allowed number of PM_{10} exceedances in 2018 and 2023.

In 2020, an AQMA was declared through the issuing of an Air Quality Management Order, as laid down in Schedule 13 of the Ambient Air Quality Regulations (S.L. 549.59) (The Malta

Government Gazette, 2020), and an air quality plan was subsequently published in 2025. The main objective of the Air Quality Plan is to introduce measures focusing on the AQMA, an area characterised by poorer air quality. The AQMA extends over areas within the Northern and Southern Harbour Districts, namely the entire locality of Pietà, as well as areas of Floriana, Msida, Marsa, Ħamrun, Qormi, Luqa and Paola. It was established using the 2019 NO_2 pollution map, derived from the passive diffusion tube network data (Figure 9). Figure 13 displays the changes in annual NO_2 concentrations starting from 2018 to 2024. All maps are available for viewing on the ERA website[37].

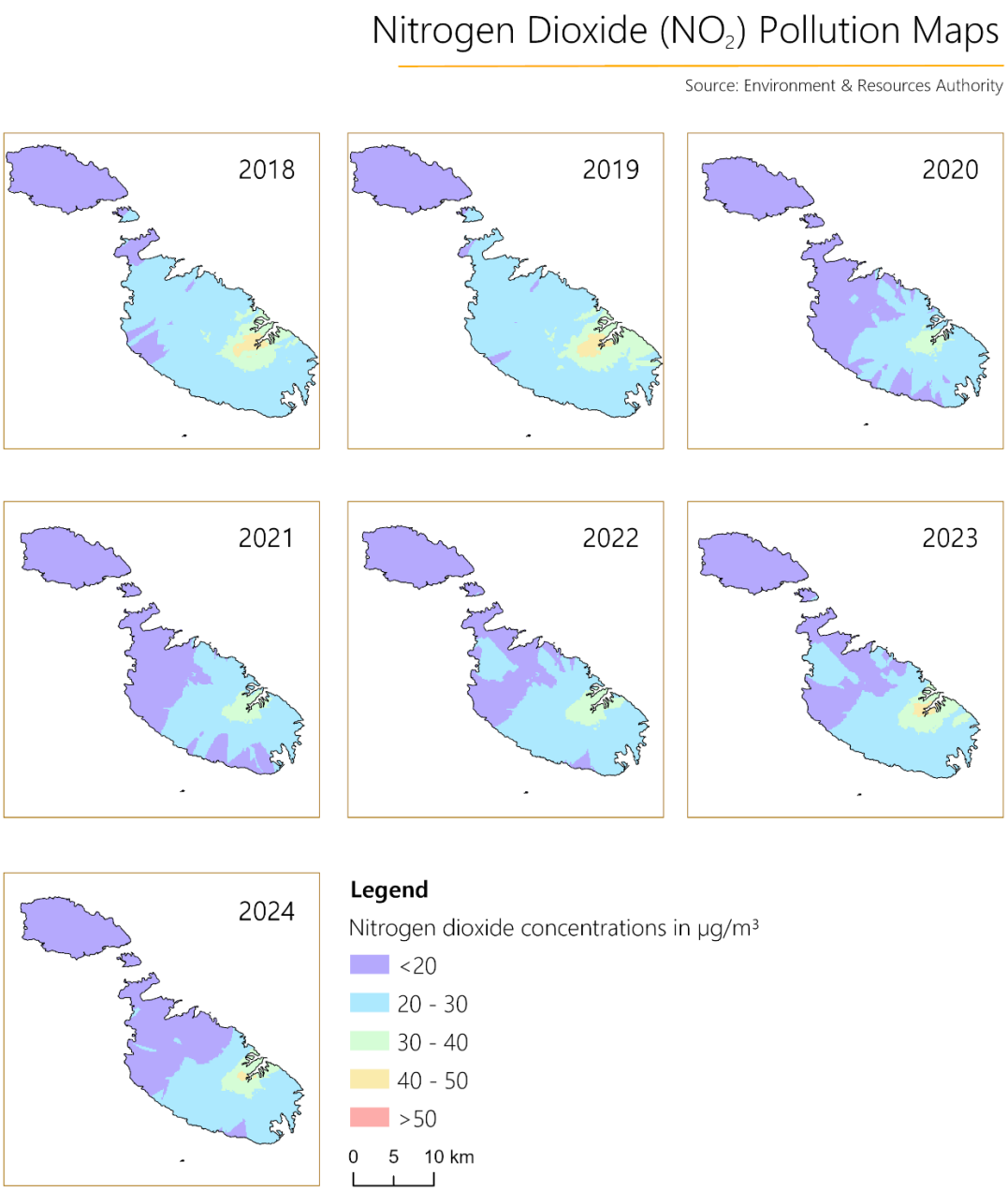

Figure 13: NO_2 pollution maps for the years 2018-2024

[37] https://era.org.mt/topic/passive-diffusive-tube-network/

From 2014 to 2019, the annual average of NO_2 remained relatively stable, ranging from 25.2µg/m^3 to 26.7µg/m^3. The central harbour region, characterised by high population density and intense traffic, consistently showed the highest concentrations. However, in 2020, Malta witnessed significant reductions in NO_2 levels, directly attributed to COVID-19 restrictions, with the annual average dropping to 21.7µg/m^3. Pollution levels returned to the pre-COVID business-as-usual scenario in 2023, with an annual average concentration of 24.8µg/m^3.

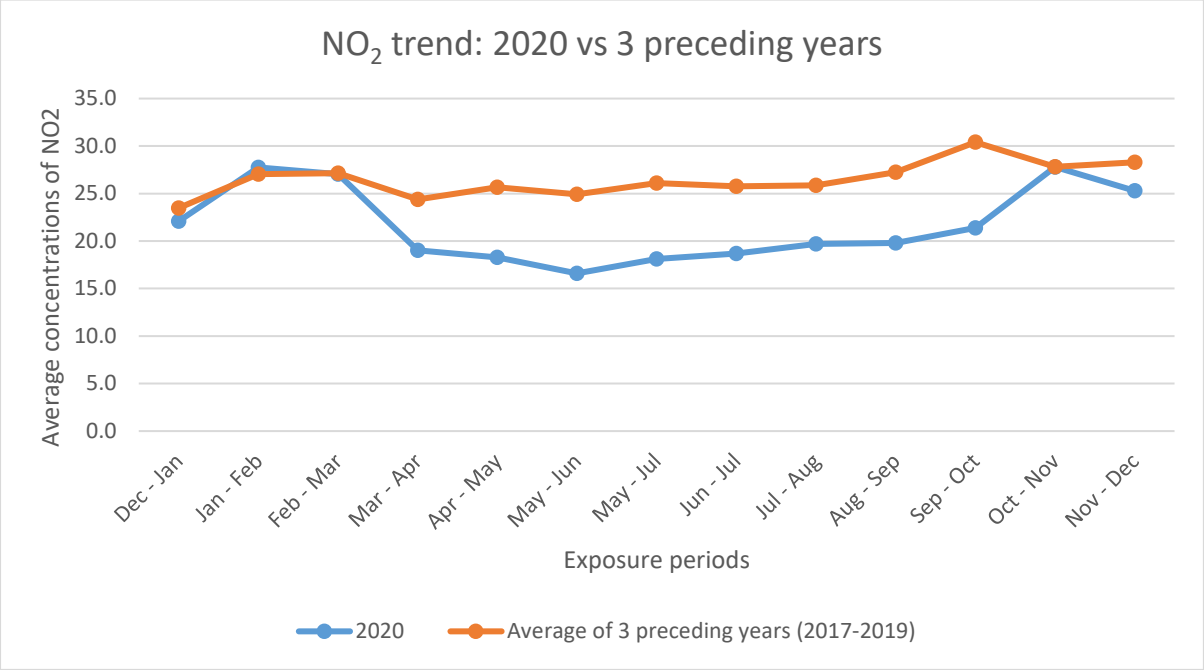

Figure 14: NO_2 trend affected by COVID-19 pandemic: Comparing year 2020 to the three preceding years

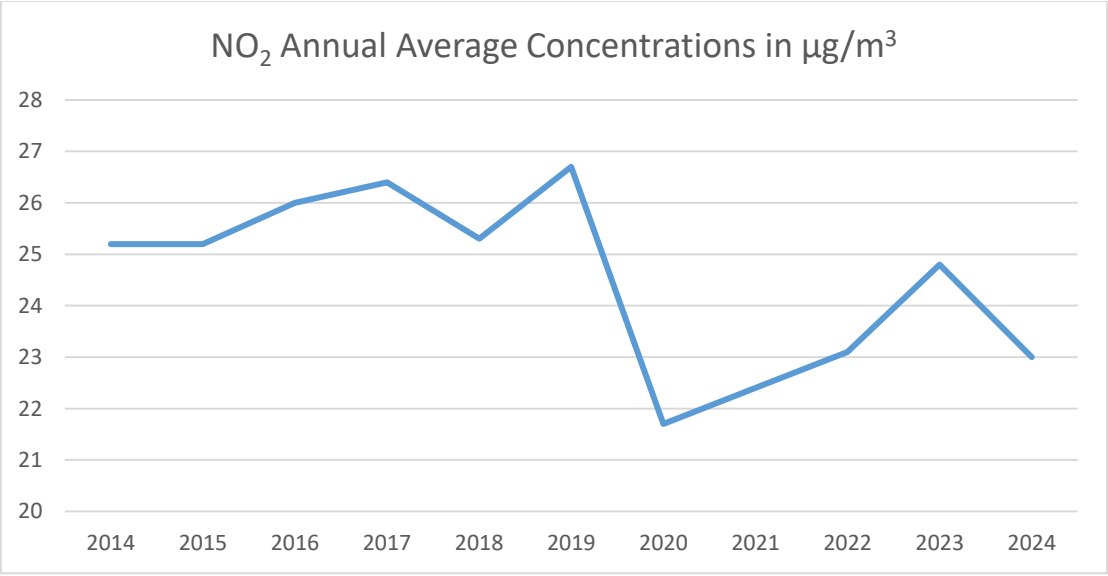

Figure 15: Annual average concentrations for nitrogen dioxide from 2014 to 2024

Malta never registered any exceedances of this pollutant in any of its near-real-time monitoring stations, although the Msida Air Quality Monitoring Station registers the highest concentrations of NO_2, which is expected, given that this station is synonymous with heavy traffic.

Other improvements in ambient air have been recorded by the passive diffusion tube network, namely with regard SO_2 levels. Measures relating to the power generation sector have contributed significantly to the reduction of SO_2 concentrations, as illustrated in Figures 16 and 17, as well as to the SO_2 national total emissions in kilotonnes (see Figure 1).

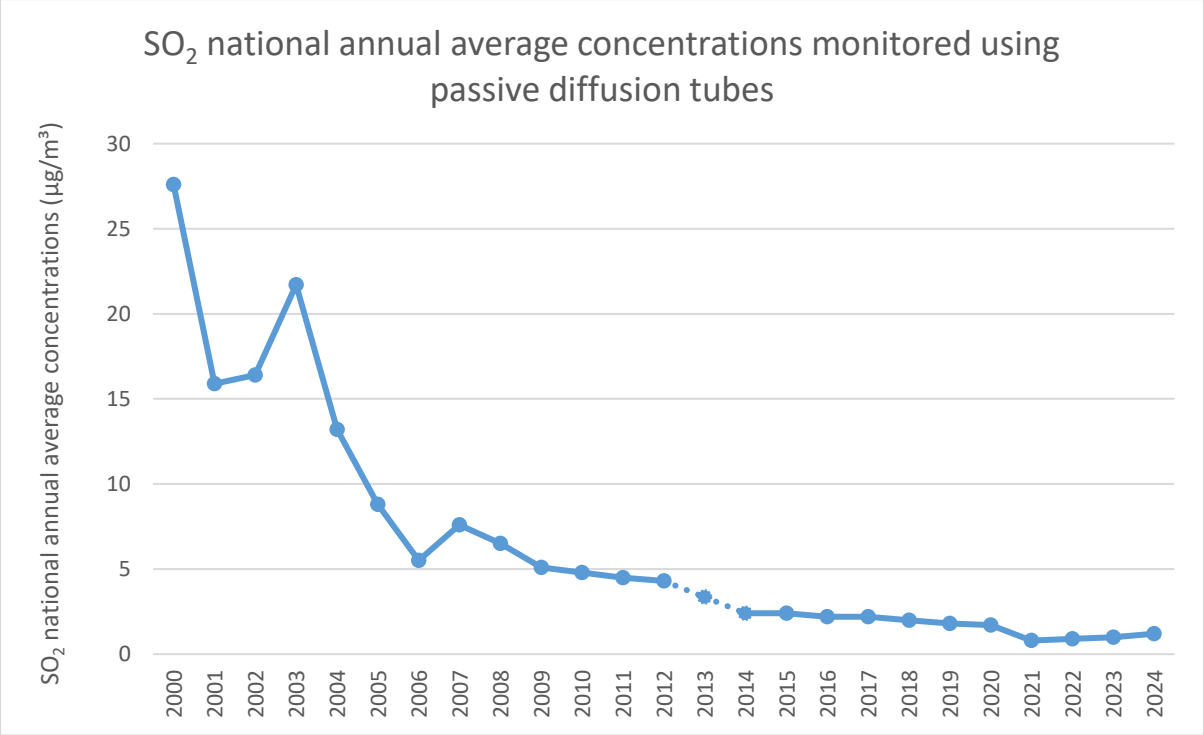

Figure 16: SO_2 national annual average concentrations monitored using passive diffusion tubes

Figure 17 shows how the SO_2 annual mean concentrations downwind of the power station have decreased over the years. In 2004, the highest SO_2 concentrations in the agglomeration ranged from 6.0 µg/m³ to 12 µg/m³ and more. In 2024, the highest SO_2 concentration in the agglomeration was less than 1.5 µg/m³. Therefore, SO_2 concentrations have significantly decreased and are no longer a concern for the Maltese Islands. The number of passive diffusion tubes monitoring SO_2 was consequently scaled down to just 24 sites.

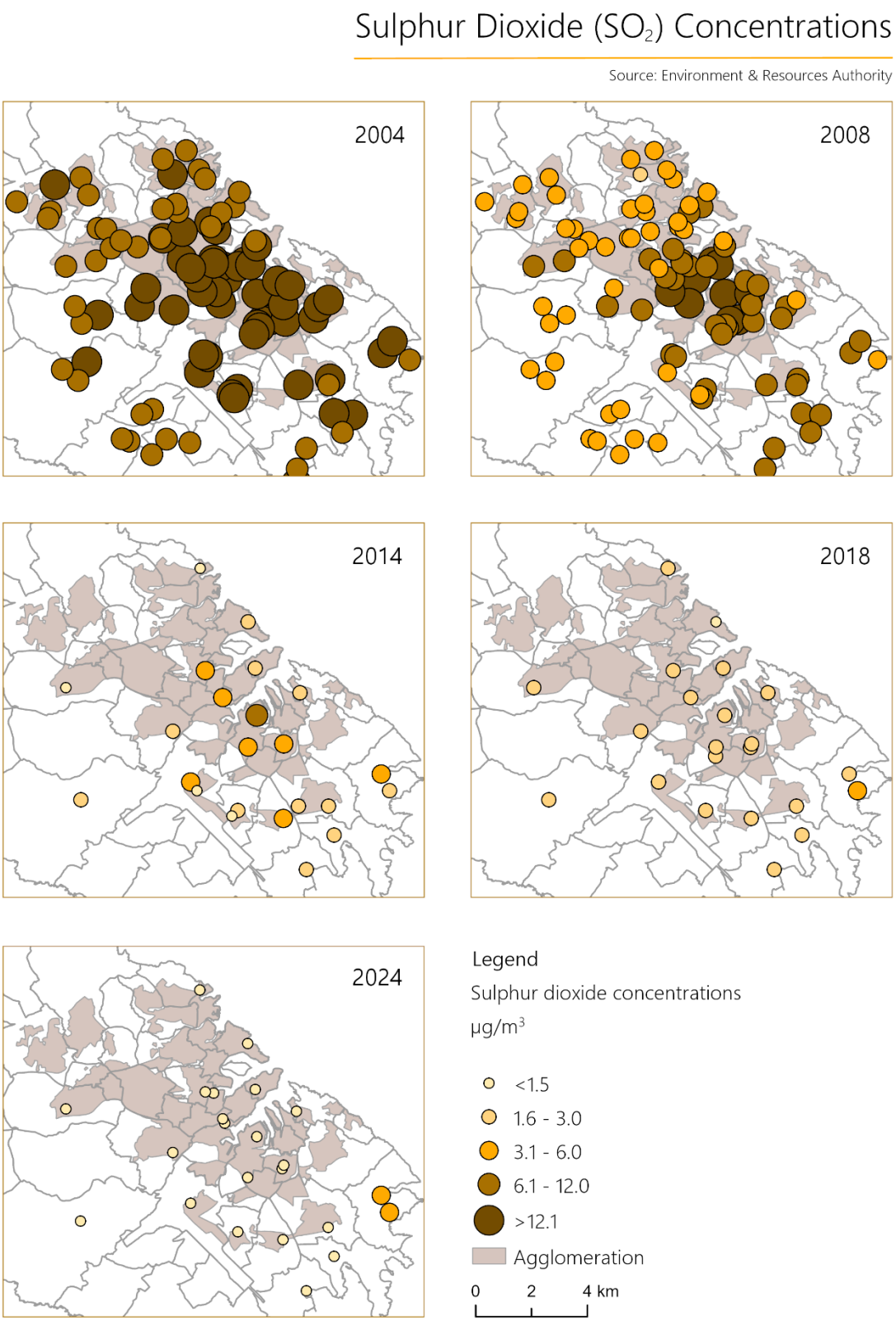

Figure 17: Annual sulphur dioxide concentrations in 2004, 2008, 2014, 2018 and 2024 (conc. in µg/m³)

Further improvement is recorded with regards benzene levels, as measures such as the discontinuation of leaded petrol in Malta in 2003, followed by the introduction of unleaded petrol and subsequently lead replacement petrol, led to a sustained decrease in benzene concentrations from 2004 onward, consistently maintaining levels below the EU limit of 5µg/m³. Figure 18 shows how the reduction in benzene concentrations is particularly evident in the Northern and Southern Harbour regions. In 2014, the highest concentrations were observed in the harbour regions, with levels exceeding 1.71 µg/m³, however, these levels are still considered low. By 2024, these levels had further decreased to between 1 and 1.2 µg/m³.

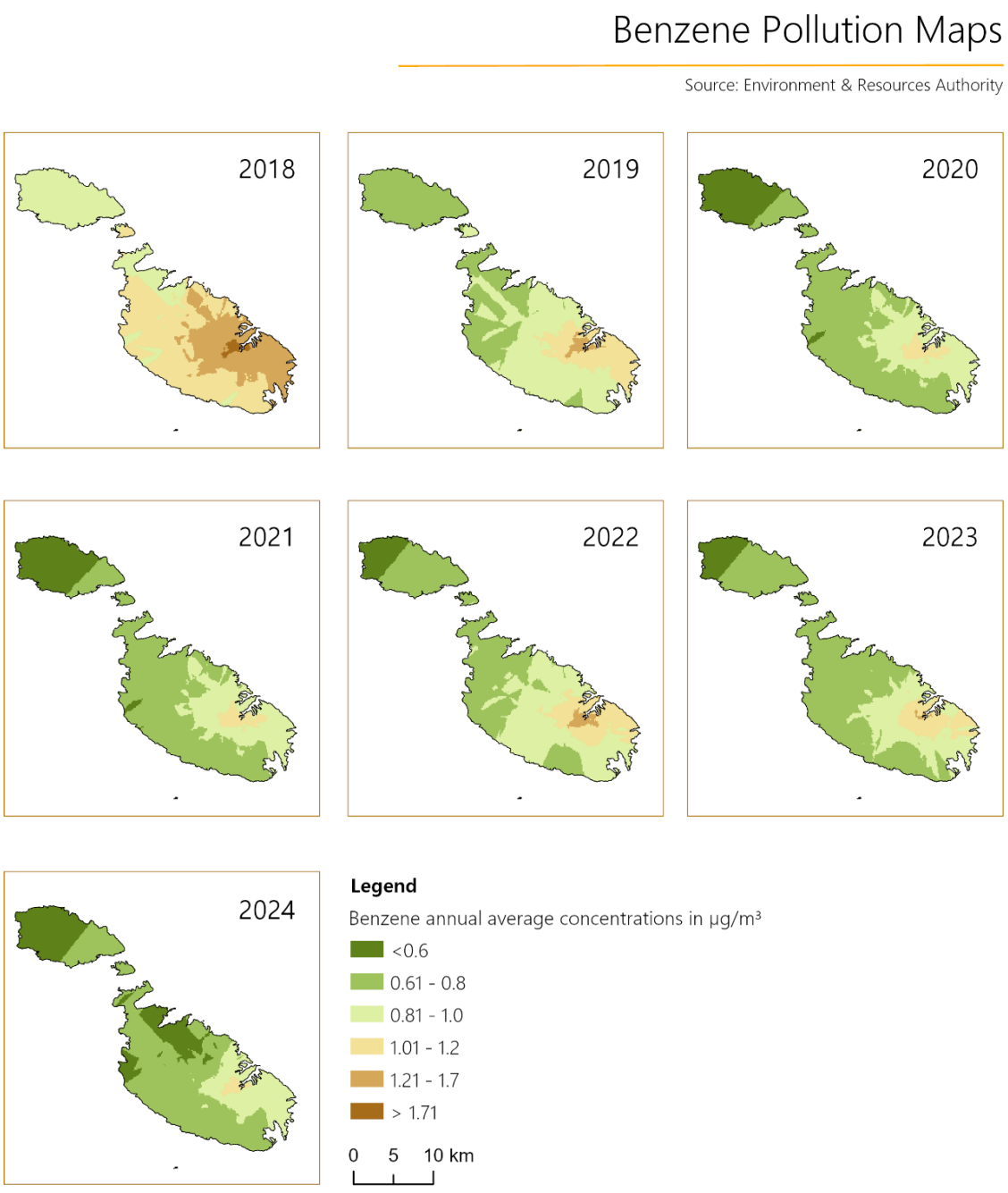

Figure 18: Benzene concentrations in Malta from 2018-2024

Figure 19 shows the $PM_{2.5}$ concentrations registered in Msida and Żejtun, together with the NO_2 concentrations registered in Msida. These were chosen in view of the transport sector being the primary source of these pollutants. The $PM_{2.5}$ averages in Msida (a traffic site) between 2012 and 2015 are notably lower than those between 2008 and 2011. This could be the result of the public transport reform that took place in 2011, as well as the technological improvement of the vehicle fleet, as diesel particulate filters in Euro 4 cars were introduced.

Despite the average age of the vehicle fleet being 14 years in 2015, corresponding to the Euro 4 emission standard, diesel particulate filters are known to decrease $PM_{2.5}$ emissions while potentially increasing NO_2 emissions (Grice et al., 2009). However, NO_2 concentrations appear to have stabilised over the years, possibly due to the oxidation of NO into NO_2. Moreover, any possible reason for this could be that any improvement in transport-related emissions from the public transport reform and the improvement in technology may be masked by the increasing number of vehicles being registered on the road.

Moreover, the effectiveness of abatement technology in Malta still needs to be further assessed in light of the island's specific characteristics, particularly the short travel distances, which may not allow sufficient operating conditions for abatement systems to reach their optimal efficiency.

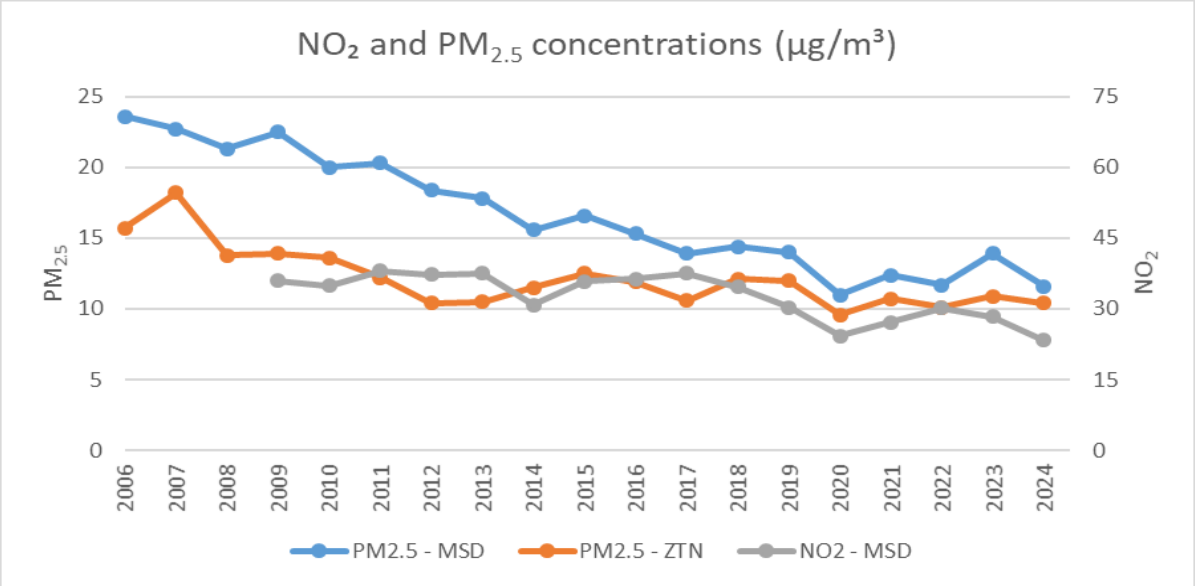

Figure 19: Trends in NO_2 and $PM_{2.5}$ concentrations in µg/m³

5.5 CURRENT TRANSBOUNDARY IMPACT OF NATIONAL EMISSION SOURCES

The island character of Malta inherently limits the transboundary impacts of domestic emission sources. Malta's geographical isolation confines the reach of pollutants emitted within its borders to the island itself, in contrast to larger landmasses or continental regions where pollutants can disperse over vast distances, affecting neighbouring countries. The

relatively small size and insular setting of Malta restrict the extent to which emissions can cross borders.

This geographic constraint results in a more localised environmental impact, with pollutants primarily affecting the immediate surroundings and local air quality. While this isolation presents advantages for managing and mitigating pollution within the country, it also emphasises the significance of addressing domestic emission sources to ensure the well-being of the local population and the environment.

Although Malta's domestic emissions have limited transboundary effects, some sectors, particularly shipping, can contribute to regional pollution. Studies at a traffic site in Msida indicate that in 2016, the shipping sector contributed approximately to 5% of $PM_{2.5}$ levels in 2016 (Scerri et al., 2018) and aged marine/shipping sources accounted for 8.9% of the total PM_{10} source apportionment (Scerri et al., 2023). Much of this impact is likely from secondary aerosols formed through chemical reactions rather than directly emitted particles.

These findings highlight that, while Malta’s emissions have limited transboundary effects, regional contributions from shipping and other sources can influence ambient air quality. This underscores the importance of international frameworks such as the Convention on Long-Range Transboundary Air Pollution (CLRTAP) and the International Convention for the Prevention of Pollution from Ships (MARPOL) through the designation of emission control areas in the Mediterranean Sea. There is a need for global action to reduce transboundary emissions and ozone precursors, complementing domestic efforts to improve air quality.

6 PROJECTED FURTHER EVOLUTION OF EMISSIONS ASSUMING NO CHANGE TO ALREADY ADOPTED POLICIES AND MEASURES

6.1 PROJECTED EMISSIONS AND EMISSION REDUCTIONS (WM SCENARIO)

Projections offer essential data for evaluating future emission reductions. They offer a clear indication of whether a Member State is expected to meet emission reduction targets based on the currently adopted PaMs or if additional PaMs need implementation for compliance purposes.

The baseline (WM) scenario assumes that Malta maintains the measures adopted up to the end of 2021 until 2030. The WM scenario includes implemented and adopted policies and measures, as well as those committed for implementation.

This chapter presents the projected evolution of emissions over this period. Table 4 outlines Malta's emission reduction commitments for 2020 and 2030 regarding NO_x, NMVOC, SO_x, NH_3 and $PM_{2.5}$, alongside the projected emissions of these pollutants in 2025 and 2030 under the baseline scenario (WM). The historical inventory and projections data presented in this NAPCP reflects the revisions introduced following the completion of the Technical Correction phase of the NECD review in 2025.

Table 4: Emission projections for NEC pollutants for 2025 and 2030 considering the "With Measures" scenario as compared to 2020 and 2030 ceilings of the NEC Directive

	NO_x	NMVOC	SO_x	NH_3	$PM_{2.5}$
2005 base year	9.45	3.53	12.3	1.88	0.75
2023 emissions in kt	4.22	2.42	0.14	1.4	0.32
2020 ceilings in kt	5.48	2.72	2.82	1.81	0.56
2025 ceilings in kt	3.73	2.65	1.72	1.62	0.48
2030 ceilings in kt	1.98	2.58	0.61	1.43	0.38
Projections for year 2025 in kt	4.66	2.48	0.17	1.42	0.33
Projections for year 2030 in kt	3.88	2.58	0.2	1.01	0.35

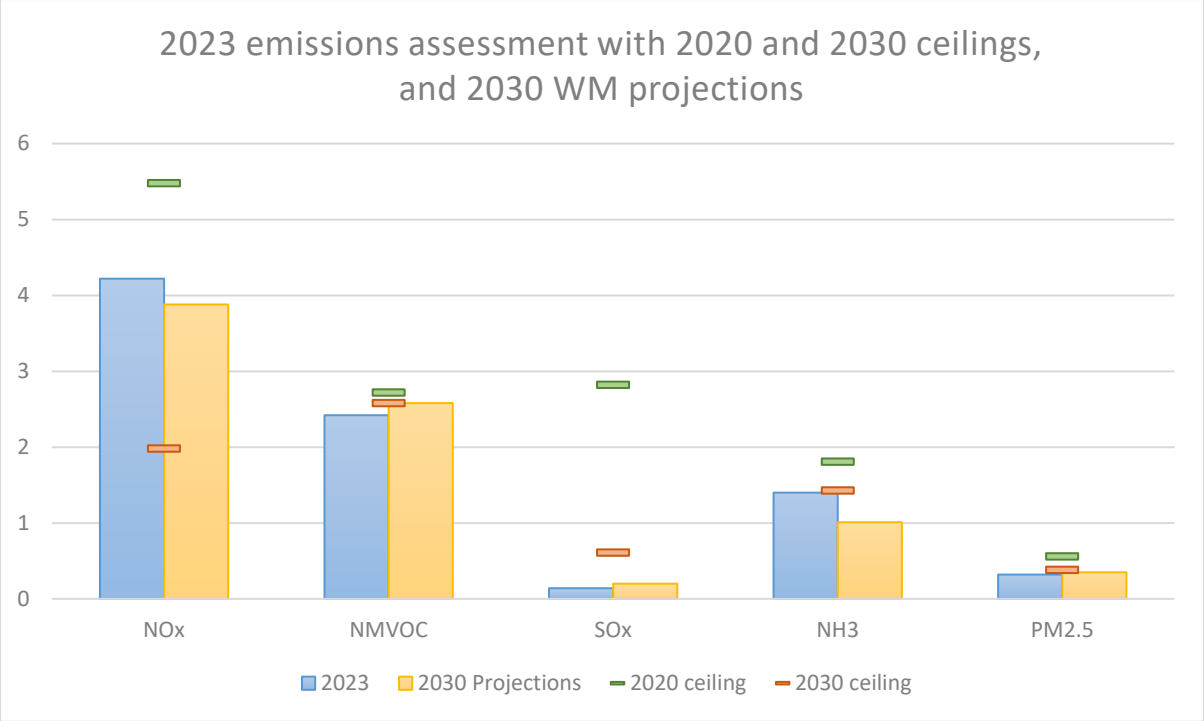

Figure 20: 2023 emissions assessment with 2020 and 2030 ceilings, and 2030 WM projections

In 2023, emissions of all pollutants remained below their respective 2020 ceilings, however, when assessed against the more stringent 2030 ceilings, an exceedance is observed for NO_x. Projections for 2030 under the With Measures (WM) scenario indicate compliance for NMVOC, SO_x, NH_3 and $PM_{2.5}$. In contrast, NO_x emissions are projected to remain significantly above the 2030 ceiling, with the projected estimate almost double the allowable limit, underscoring the need for additional and more ambitious measures, particularly targeting the road transport sector, which is responsible for 42.6% of the total NO_x emissions in 2023. The projected increases in NMVOC and $PM_{2.5}$ emissions in 2030 may be primarily attributed to expected growth in population and economic activity (GDP), which drive higher energy demand and transport activity. The projected increase in SO_2 emissions in 2030 may mainly be linked to emissions associated with gas extraction from landfill, as further discussed in Section 7.37.

7 POLICY OPTIONS CONSIDERED TO COMPLY WITH THE EMISSION REDUCTION COMMITMENTS FOR THE PERIOD 2020-2029 AND 2030 ONWARDS

Similar to the first NAPCP, this updated programme will focus on reducing NO_x emissions, mainly from the road transport sector, to be able to reach compliance with the NEC 2030 ceiling as set for Malta in the NEC Directive. Moreover, as the second most important contributor to NO_x emissions, this programme also includes proposals for the greening of the national navigation sector. This chapter also includes measures from the energy, agricultural and waste sectors.

TRANSPORT

The National Transport Strategy and Transport Masterplan cover all relevant transportation modes: land, public transit, maritime and aviation, addressing Malta's transport needs across short, medium and long-term horizons.

Originally adopted in 2016 with a horizon to 2025, the Transport Master Plan (TMP) has been updated and is extended to 2030 in line with the 2050 National Transport Strategy. This update coincides with Malta's robust post-pandemic recovery, ongoing economic growth, population increases and record employment levels, which drive rising transportation and energy demands. The updated Master Plan aims to coordinate transportation planning, balancing economic progress with infrastructure development while addressing environmental, public health and climate concerns. By using the national transport model, which is updated as part of the TMP, the Government can evaluate future trends and scenarios for transport policy and investment.

As part of this updated plan, in 2025, the then MTIP introduced a comprehensive set of measures and incentives, following a year-long consultation process, structured under seven key pillars, as part of the "Reshaping Our Mobility" initiative. This strategic framework aims to transform the way we approach transportation, focusing on sustainable solutions, enhanced infrastructure and innovative mobility options. Each pillar addresses a specific aspect of mobility, from public transport improvements to the promotion of alternative transportation modes, all designed to create a more efficient, accessible and environmentally friendly transport system. Through these measures, MTIP sought to foster a shift towards smarter, more sustainable mobility practices, while ensuring that the needs of the community and the economy are met effectively. Measures 7.1 to 7.25 presented in this section are measures from the '*Reshaping our Mobility*' initiative[38], unless stated otherwise. Measures from the recently launched Malta's National Transport Master Plan for public consultation are also referred to in this chapter.

[38] https://www.reshapingourmobility.com/#/en/home

Complementary to the measures being reported under the WAM scenario, a number of feasibility studies will also be conducted to inform the possible future implementation of additional measures for the transport sector. These include a series of feasibility assessments provided under the National Energy and Climate Plan (2025), the Air Quality Plan (2025), the '*Reshaping Our Mobility*' initiative (2025) and Malta's Transport Master Plan (2025):

- As reported in the Air Quality Plan (ERA, 2025), a study will be conducted with the objective of reforming the Annual Circulation Tax, taking into account the polluter pays principle. The study will factor in the vehicle's Euro standard as well as its emission standard. This measure is subject to an impact analysis to study the impact on lower income families.
- Moreover, a retrofitting strategy is to be developed that addresses the needs of various vehicle categories, which is to consider the allocation of grants to assist installation of the relevant technology. The strategy is to consider retrofitting of engines to improve the efficiency of vehicle technology, including the use of less polluting fuels and pollution abatement technology, with the objective of reducing air emissions and thus reducing the negative impacts on human health and ecosystems. The strategy will focus exclusively on heavy-duty and commercial vehicles since these are the most polluting segment of the national fleet (ERA, 2025).
- A study will be conducted to determine the economic and social feasibility of reintroducing a cargo ferry service from locations other than Ċirkewwa, including potential sites such as Corradino and the Malta Freeport Terminal[39].
- Furthermore, a study will be conducted on the current bus routes to assess and revise the bus network in preparation for the new contract[39].
- The Alternative Mobility Ambassador and Committee have been appointed to oversee and promote the adoption of alternative transportation modes, ensuring effective implementation of related strategies and initiatives[39].
- A study will be conducted on mandatory green travel plans for new developments, covering staff, visitors and fleet travel. The green travel plans would include measures to reduce car use, such as cycling facilities, public transport information, transport subsidies and flexible working arrangements (MTIP, 2025).
- In 2022, the MTIP requested technical support from the European Commission to assess the potential role of hydrogen in Malta's transport sector. The resulting study examined the applicability of hydrogen across road, maritime and aviation transport, including infrastructural, operational and economic considerations. While a limited number of options were identified as economically viable, significant uncertainties remain, notably the potential development of a hydrogen-ready pipeline, the future availability and cost of green hydrogen, technological developments and spatial constraints linked to Malta's high population density. Although hydrogen mobility is not currently deployed in Malta, the study provides important evidence base for future development in this area (MEEC, 2025).

[39] https://www.reshapingourmobility.com/#/en/home

- Finally, improving connectivity between Malta and Gozo is of strategic importance from an economic, social and environmental perspective. The Government remains committed to evaluating the feasibility and long-term viability of establishing a permanent link between Malta and Gozo. This commitment is pursued through a series of studies that also take into account a broad range of external factors and contextual conditions that may impact the development and implementation of such a project (MEEC, 2025).

The following measures are being considered in the "With additional Measures" (WAMs) scenario.

Pillar 1: VEHICLE INCENTIVES

To limit the use of passenger vehicles, the following voluntary incentives are being introduced:

7.1 SURRENDER YOUR LICENCE SCHEME

Individuals who voluntarily renounce all driving licences and relinquish ownership of private vehicles for a period of five years, without obtaining any other type of driving licence during this period, will be eligible for a financial incentive of €5,000 per year for five consecutive years, amounting to a total of €25,000. The aim of this measure is to encourage a long-term shift away from private car dependency.

Additional eligibility criteria may be introduced following further stakeholder engagement.

This aligns with measure 5, Annex II of Malta's Air Quality Plan (2025).

7.2 BE THE CHANGE 17+

Seventeen-year-olds may choose to drive a small scooter on the condition that they do not obtain a motor vehicle driving licence at the age of 18, continuing until they turn 21. In exchange, they will receive a cash grant of €1,500 per year for four years, amounting to a total of €6,000.

This incentive is intended to encourage young people to adopt lighter, more sustainable transport alternatives during their formative driving years and to delay entry into private car ownership. It forms part of a broader government strategy to contribute towards the reduction of Malta's reliance on private vehicles and ease traffic congestion through voluntary, incentive-based schemes.

Additional eligibility criteria may be introduced following further stakeholder engagement.

This aligns with measure 10, Annex II of Malta's Air Quality Plan (2025).

7.3 MOTORCYCLE SHIFT GRANT

Individuals who renounce their car driving licence and car ownership for a period of four years and instead opt to use a small motorcycle will be eligible for a financial incentive of €1,500 per year for four consecutive years, amounting to a total of €6,000. Additional eligibility criteria and conditions may be introduced following stakeholder engagement.

7.4 MOTORCYCLE PURCHASE CASH GRANT

A one-time cash grant is available for natural persons only for the purchase of motorcycles, amounting to €1,000 offered for low-powered motorcycles (up to 15kW) and €750 for medium-performance motorcycles (up to 35kW). An additional €500 is provided for scrapping a motorcycle, and if a car or van over 10 years old is scrapped, an extra €1,000 will be awarded if that vehicle was licensed in the three months before scrapping, or €500 if it was garaged. Additional eligibility criteria apply.

This initiative aims to encourage a shift from cars to motorcycles, particularly for short trips and during peak traffic times, thereby reducing congestion and environmental impact and complementing the grant scheme for New Electric Vehicles which offers high aid intensities for Electric Motorcycles.

7.5 VINTAGE VEHICLE REFORM

A reform has been introduced for all vehicles classified as vintage to ensure that only those maintained in proper vintage condition remain eligible. The measure aims to preserve automotive heritage, prevent misuse of the vintage category and reduce emissions from poorly maintained older vehicles.

This measure slightly aligns with measure 21, Annex II of Malta's Air Quality Plan (2025), which refers to improving current criteria and seeking enforcement systems.

7.6 CARPOOLING AT UNIVERSITY OF MALTA

The number of designated carpooling spaces for University of Malta students has been increased as part of a broader effort to reduce traffic congestion and promote sustainable transport options. Each carpooling parking spot must be reserved in advance, with the condition that the vehicle must have a minimum of one driver and one passenger to qualify for the reserved spot.

7.7 PRIVATE SECTOR: TAX INCENTIVE FOR EMPLOYERS TO PROMOTE EMPLOYEE TRANSPORTATION SERVICE

The Employee Transport Deduction Act will be amended to reduce the eligibility criteria from 8 passengers to 4. This measure aims to encourage employers to provide shared employee

transport, thereby reducing private car use, easing traffic congestion and supporting sustainable mobility.

7.8 GREEN TRAVEL PLAN POLICY FOR PUBLIC SECTOR

As part of the *'Reshaping our Mobility*' initiative, a Green Travel Plan Policy is being introduced for the public sector to reduce reliance on private vehicles and encourage the use of low-emission and alternative transport modes, including public transport, micro-mobility, car-pooling and low-emission vehicles.

A new policy framework being rolled out within the Public Service builds on existing Government schemes that facilitate sustainable mobility, while making sure that Public Service employees benefit from more effective commuting choices. It aims to reduce emissions from commuting, alleviate traffic congestion in urban and Government office areas and improve employee well-being and efficiency while contributing to Malta's national sustainability and climate objectives through long-term behavioural change.

These are the schemes relating to this policy:

- Parking Priority Scheme

This scheme allocates priority parking spaces to employees who reduce their carbon footprint. Eligible participants include employees who carpool and those who commute using motorcycles, mopeds or e-scooters. Departments are encouraged to integrate the scheme into parking management practices where feasible. Emergency transport or reimbursement is provided to ensure flexibility for participating employees when unforeseen travel needs arise.

- Cycle to Work Scheme

This scheme encourages Public Service employees to commute by bicycle or e-bike to work. It is supported, where feasible, by workplace cycling infrastructure, showers at the place of work, and other incentives. Emergency transport or reimbursement is provided to ensure participation remains practical and accessible.

- Park & Ride Facilities and Ferry Service

This measure supports sustainable commuting to Valletta and Floriana by providing cost-effective and convenient Park & Ride facilities and enhancing access to key employment areas through efficient multimodal transport connections.

- Flexible Working Hours

The Flexible Working Hours policy, which is already in place, allows Public Service employees to adjust their daily schedules within agreed parameters. This enables travel outside peak traffic periods.

- Flexible Work Week

The Flexible Work Week policy, which is also already in place, allows Public Service employees to distribute their 40-hour workweek over four to six days, where operationally feasible. This enables travel outside peak traffic periods.

- Remote Working

The Remote and Extended Remote Working policy, introduced in March 2023, provides structured and flexible work arrangements for Public Service employees whose roles can be performed outside the physical workplace. Therefore, this reduces the need for daily commuting.

- Extended Service Hours and Appointment System

Public Service customer service hubs now operate Monday to Saturday with a rotational system for longer days, supported by an appointment system that allows clients to select specific visiting times. This reduces peak-time congestion, improves service efficiency and promotes sustainable commuting.

- Periodic Auditing

Regular audits will be conducted to ensure effective implementation of the sustainable commuting and transport measures described in this policy. These audits support accountability and continuous improvement and reinforce commitment to a greener and more sustainable workplace.

Sections 7.7 and 7.8 align with measure 7, Annex II of Malta's Air Quality Plan (2025).

Pillar 2: 24-HOUR ECONOMY

To promote off-peak service provision, the following incentives are being introduced:

7.9 PROVISION OF PUBLIC SERVICE OUTSIDE PEAK HOURS

In an effort to reduce congestion during Malta's peak traffic times, key public services will be adjusted to operate outside peak hours. Front-facing public services, such as licensing, will be made available outside peak hours to reduce congestion and improve accessibility, starting with Transport Malta. Additional services to be provided outside peak hours include road markings, road cleansing, waste collection and landscaping, with implementation of most services commencing in 2025.

7.10 PROVISION OF DELIVERIES WITHIN THE PRIVATE SECTOR OUTSIDE PEAK HOURS

Deliveries within the private sector will be facilitated outside peak hours to reduce congestion and improve traffic flow, covering industries such as retail, manufacturing, hospitality and construction (related to the deliveries sector).

Sections 7.9 and 7.10 align with measure 2, Annex II of Malta's Air Quality Plan (2025), however, the specific services addressed in the latter are not detailed.

Pillar 3: PARKING

The aim of the following incentives is to alleviate parking shortages and reduce congestion in village cores.

7.11 INITIATE P&R SERVICES AND FACILITIES

P&R (Park and Ride) services and facilities will be established in Ta' Qali, Paola, Bormla and Pembroke as part of the Government's broader strategy to reduce traffic congestion and improve public transportation.

As per Malta's National Transport Master Plan (MTIP, 2025), an assessment will be carried out to identify additional facilities and areas where potential multi-modal hubs or P&R facilities may be implemented to support a more sustainable transport network. The study will evaluate the current state of the locations for these facilities, identify areas of improvement for parking in urban areas, and implement strategic refinements in traffic management and parking solutions. Following the assessment, an action plan will be developed, including public awareness campaigns to promote the improved P&R network.

7.12 EOI FOR INNOVATIVE SOLUTIONS

An Expression of Interest (EoI) has been launched with the objective of investing in innovative ideas for the provision of solutions addressing parking and carpooling-related initiatives, promoting more efficient and sustainable mobility.

7.13 NATIONAL PARKING POLICY

A National Parking Policy will be developed, which will include provisions for appropriate designated parking spaces for motorcycles, electric vehicles (EVs) and scooters. This will support more efficient use of urban space and promote sustainable mobility.

Pillar 4: PUBLIC TRANSPORT

The aim of the following measures is to improve the public transport service:

7.14 CREATION OF NEW INDUSTRIAL ESTATE ROUTES

As part of improving public transport services, new industrial estate routes (including modification in already existing routes) have been created in San Ġwann, Ħal-Farruġ, Bulebel, Corradino and Marsa Industrial Estate. The extension of bus services to these industrial areas has already yielded positive results, with increased passenger uptake and approximately 16,000 trips recorded through these routes by June 2025[40].

[40] https://www.gov.mt/en/Government/DOI/Press%20Releases/Pages/2025/06/30/pr251172.aspx

7.15 UPGRADED BUS ROUTES

Bus services have been upgraded to better serve industrial estates and key commuter corridors. These upgrades include:

- Route 82 (Valletta – Birżebbuġa): Increased frequency and two additional trips going to Ħal Far.
- Route 119 (Airport – Marsascala): An additional trip to arrive in Ħal Far by 5:30 am.
- Route X300 (Ċirkewwa, Mater Dei Hospital, Valletta): Increased frequency, covering routes between Ċirkewwa, University of Malta, Mater Dei Hospital and Valletta.

7.16 OTHER NEW/UPGRADED ROUTES

Other new and upgraded bus routes will include:

- New Route 205: Birżebbuġa, Ħal Far via St. Vincent de Paule and Marsa P&R.
- New Route 207: Marsa P&R to University of Malta and Higher Secondary Naxxar.
- New Route 208: MIA (Malta International Airport), Luqa, St. Vincent de Paule, Marsa P&R to Mater Dei Hospital.
- TD Route (Tallinja Direct): Valletta Tourist Facilities (including Boutique Hotels) to the Airport, addressing the need from Valletta Tourist Facilities. Departure from Valletta Fast Ferry, travelling around the Valletta ring road, bus terminus and straight to the Airport.
- Upgraded Route 88: Extended Gudja / Għaxaq route to MIA with increased frequency from 30 minutes to 20 minutes.
- Updated Route 83: Revised Santa Luċija / Paola Square route with increased frequency from 30 minutes to 20 minutes.

7.17 CIRCULAR BUSES/P&R LINKS

New circular bus routes and P&R links have been introduced, including:

- New Route: Ta' Qali P&R to University of Malta / Mater Dei Hospital.
- New Circular Route: Paola P&R – Tarxien – Paola Square.
- Extended Siġġiewi Route to Valletta.

Furthermore, a new circular route, Marsa P&R to Qormi is being planned and its feasibility assessed, while a proposal for a new route for Ta' Xħajma P&R to Victoria, Gozo is also being considered. Section 5.1.1.14 relates to this P&R service.

Pillar 5: ROAD WORKS

The aim of the following measures is to improve the coordination of road works.

7.18 Provision of Standard Operating Procedures

Standard Operating Procedures (SoPs) will be developed for all stakeholders involved in the work process, including entities, contractors and local councils.

7.19 Annual work plans

Annual work plans will be developed, outlining the yearly plan of works to be carried out.

7.20 Introduction of TM Roads

The introduction of TM roads commenced in 2025 and is being rolled out in phases. Starting with the registration of contractors, the system will be able to receive submissions for Road Work permits and eventually be integrated into the Local Councils' portal to ensure that permits issued by Local Council that affect traffic flows are plotted on the same GIS.

Pillar 6: ALTERNATIVE MOBILITY

Alternative mobility initiatives will focus on promoting more sustainable and active modes of transportation, encouraging eco-friendly options and healthier commuting practices.

7.21 National Cycling Strategy

The National Cycling Strategy, which is currently being finalised, will be paving the way for increased cycling commuting, including the development of cycling routes on secondary road networks.

The Maltese Government issued for public consultation the National Cycling Strategy, as part of its commitment to transition to a climate-neutral island by 2050. The strategy aims to promote safe cycling whilst at the same time contributing towards addressing urban congestion, improving the urban environment, reducing emissions and pollution and promoting a healthier lifestyle. The vision is to make cycling a safe day-to-day commuting option, not just a weekend activity.

7.22 Infrastructure Plan for Active Mobility

An infrastructure plan for active mobility will be developed to promote walking as a sustainable and healthy mode of transportation, with a focus on improving infrastructure and accessibility for pedestrians. The plan will also support cycling and other forms of active mobility by identifying and upgrading key routes, addressing safety, accessibility and connectivity, and improving integration with public and private transport nodes. The measure will contribute towards reducing traffic congestion, air pollution and emissions, and will be implemented in phases, supported by public awareness measures and periodic reviews (MTIP, 2025).

7.23 WALKING/CYCLING SCHOOL BUS

Further to a pilot initiative, efforts are underway to create a walking/cycling school bus in various localities, aimed at encouraging sustainable and active commuting for students.

This measure aligns with measure 9, Annex II of Malta's Air Quality Plan (2025).

7.24 SCHOOL GRANNIES SCHEME

Building upon the School Grannies initiative, the concept will involve having children escorted to school to improve traffic flow during pick-up and drop-off times, enhancing safety and reducing congestion around school areas.

Pillar 7: REMOTE WORKING

7.25 REMOTE WORKING

In principle, there is agreement with remote working as a means to alleviate traffic congestion, while being mindful of global and national debates on its impact on productivity. Engagement with the Malta Council for Economic and Social Development (MCESD) will be initiated to design effective measures that promote remote working in the private sector, ensuring that productivity concerns are properly addressed.

OTHER TRANSPORT-RELATED MEASURES

SUSTAINABLE MOBILITY

7.26 INTEGRATED TRANSPORT MANAGEMENT SYSTEM (ITMS) PLATFORM

The Integrated Transport Management System (ITMS) Platform serves to integrate various existing operational systems with the goal of enhancing the availability and quality of transport-related information. This improved data framework is intended to help alleviate road congestion and contribute to the reduction of air pollutant emissions. By providing accessible information on services such as public transport, the platform can improve operational efficiency, thereby encouraging greater modal shift from private car use to public transport alternatives.

Additionally, the platform will facilitate the implementation of delegated regulations under Directive 2010/40/EU by ensuring that accurate infrastructure, safety, traffic and travel data are made available to relevant stakeholders, including transport authorities and service providers. Malta aims to expand the use of the ITMS platform and apply ITS technologies more broadly across the public transport network to enhance service reliability and efficiency.

Plans also include the intelligent use of ITMS to support improvements in transport safety and network performance. Within one year, Transport Malta is expected to develop internal capabilities for data analytics, encompassing big data management and adequate staffing, so as to strengthen internal decision-making processes and enhance the information available to external stakeholders. These efforts will involve scaling up Transport Malta's data analytics capacity to enable more effective analysis of traffic sensing technologies and support the deployment of ITS applications such as bus priority at junctions, while also contributing to overall safety and efficiency improvements (MEEC, 2025).

7.27 Free Grand Harbour Ferry Service

A new initiative was announced aimed at enhancing multimodal transport options, alleviating congestion in the Harbour Area, improving air quality and boosting the quality of life for residents. As of January 2024, *tallinja* cardholders benefit from free access to the Grand Harbour Ferry Service, which operates between Valletta, Sliema and the Three Cities. This initiative builds on the earlier rollout of free public transport for *tallinja* cardholders on buses and further supports the shift toward sustainable and environmentally friendly mobility. Passengers can also make use of the Barrakka Lift free of charge by tapping their *tallinja* card.

Since its launch, the free Grand Harbour ferry service for *tallinja* cardholders has seen a strong uptake. Between January and November 2024, over 1.5 million passengers made use of this service, an increase of around 300,000 since the initiative began, with 667,860 on the Valletta-Cottonera route and 903,367 on the Valletta-Sliema route[41]. In 2024, approximately 440,000 *tallinja* cardholders used the ferry (about one-quarter of all passengers), alongside 1.2 million paying travellers[42].

Ferry connectivity has been further extended through the launch of a new year-round service between Sliema, Buġibba and Gozo, which commenced operations in May 2026[43]. This fast ferry route will strengthen sea-based public transport links and offer *tallinja* cardholders free travel between Sliema and Buġibba, while also providing a more efficient and sustainable travel option for those commuting to and from Gozo.

7.28 Facilitate commuting in the AQMA

The Government is in the process of developing a national cycling strategy, which will focus on the development of appropriate safe cycling infrastructure. In this regard, the Cycling Strategy will encompass the nationwide active mobility plan with the goal of providing better options for travellers who prioritise active mobility within the urban environment. This initiative will further enable inter-modality, thus allowing users to switch between different

[41] https://tvmnews.mt/en/news/last-year-more-than-1-5-million-passengers-used-ferry-free-of-charge/#:~:text=Last%20year%20more%20than%201.5%20million%20passengers%20used%20ferry%20free%20of%20charge,-by%20TVM%20Newsroom&text=In%20the%20first%20eleven%20months,service%20has%20continued%20to%20increase.

[42] https://timesofmalta.com/article/440000-people-used-free-valletta-ferry-services-2024.1103638

[43] https://www.gov.mt/en/Government/DOI/Press%20Releases/Pages/2026/05/05/pr260788.aspx

modes of transport along a route thanks to appropriate infrastructure, including improved active mobility access to public transport nodes.

The first phase of the project (Figure 21) will focus on connections between Sa Maison, Valletta and the Sea Passenger Terminal through Blata l-Bajda, covering an approximate length of 3km of active mobility infrastructure[44].

This initiative is expected to be in line with Malta's National Cycling Strategy, further discussed in Section 7.21.

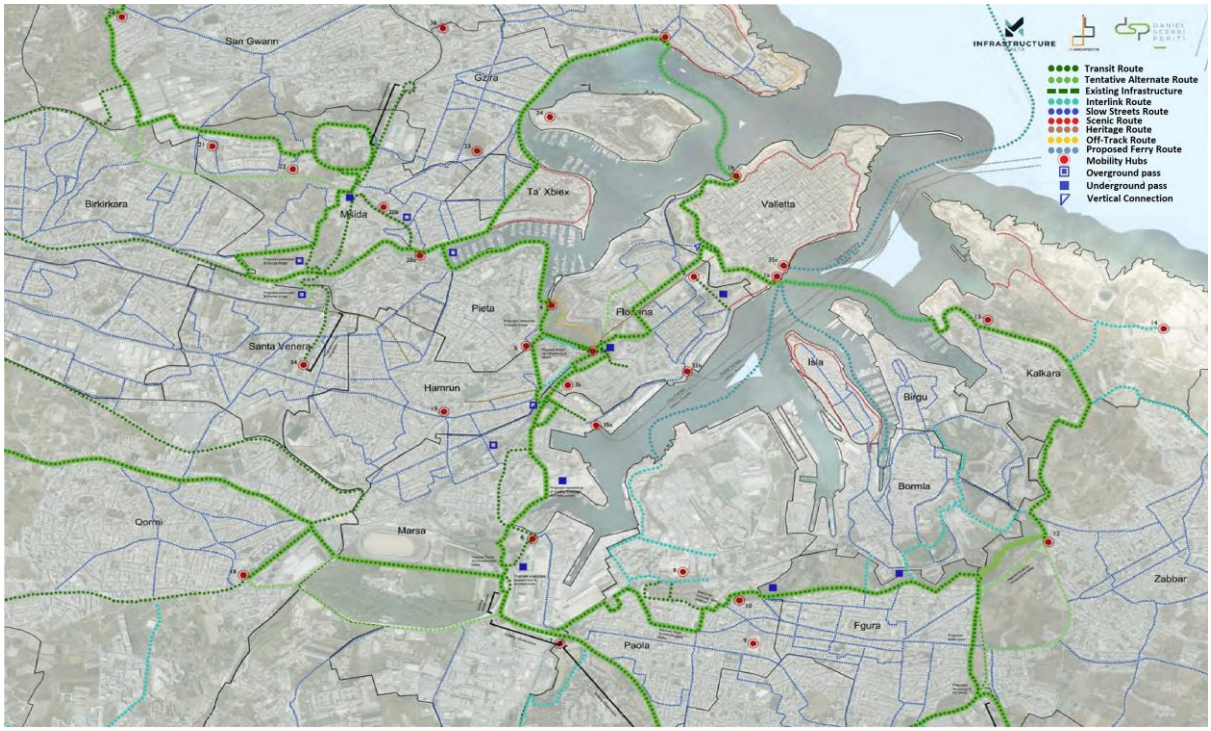

Figure 21: The first phase of the Safer-Active Mobility Project (Source: IM, 2023)

TRANSPORT

OTHER MEASURES

7.29 IMPROVEMENT IN THE NATIONAL NAVIGATION SECTOR

The shipping sector within Maltese territorial waters accounts for 26.2% of the total NO_x emissions, of which, 15.5% derives from the national navigation sector, as illustrated in Figure 3. Due to this significant contribution, this programme aims to also address emissions from national navigation, particularly aiming to improve the efficiency of the current domestic vessel fleet.

[44] https://www.gov.mt/en/Government/DOI/Press%20Releases/Pages/2023/04/25/pr230593en.aspx

The proposal involves upgrading one Gozo Channel vessel, which operates between Mġarr and Ċirkewwa, to meet Tier III NO_x standards as specified under regulation 13 of MARPOL Annex VI.

This shift to Tier III standards is expected to reduce NO_x emissions from maritime activities within Maltese waters.

This measure is part of a staged approach that the Government is aiming to address in the longer term.

TRANSPORT

TECHNICAL MEASURES

7.30 ELECTRIFICATION OF VEHICLES IN THE SERVICES AND INDUSTRY SECTORS

The Government acknowledges the need to reduce emissions across various sectors, including services and industry, in pursuit of climate neutrality. Support measures are already in place under the RRF, as outlined in previous sections, and further efforts will focus on identifying innovative approaches to address current barriers, both on the supply and demand side, that are limiting progress in these sectors.

In this context, the recently launched Green Mobility Scheme complements other measures supporting the green transition within the transport sector. The scheme provides financial incentives, such as grants and tax benefits, to encourage businesses to invest in sustainable mobility solutions. Eligible applicants may receive support for the installation of vehicle recharging infrastructure essential to their operations, as well as for the leasing of clean or zero-emission vehicles[45].

The scheme may support the procurement, installation and commissioning of private recharging infrastructure, including smart charging systems required for charging commercial fleets. Financial assistance may take the form of a grant covering up to 100% of interest paid during the first three years on loans issued by the Malta Development Bank or other recognised financial institutions for eligible expenses. Alternatively, beneficiaries may opt for a tax rebate based on a percentage of eligible costs.

Additionally, businesses leasing clean or zero-emission commercial vehicles for a minimum of twelve months may benefit from tax credits. This support may extend to leasing costs for up to thirty-six months from the start of the lease agreement (MEEC, 2025).

ENERGY

[45] https://maltaenterprise.com/sites/default/files/Green%20Mobility%20Scheme%20-%20Incentive%20Guidelines%20%28V%201.0%29_1.pdf

Malta's energy policy is centred on maximising the effective potential of renewable energy. Consequently, the Government is intensifying efforts to promote the use of renewable energy through ongoing schemes, as detailed in Sections 5.1 and 5.2, as well as through new projects that are detailed below. Transition to renewable energy sources, such as wind and solar, eliminates the need for burning fossil fuels, which significantly reduces the release of harmful pollutants, such as SO_2 and NO_x. Additionally, energy efficiency improvements in industries, transportation and buildings ensure that less energy is wasted, further lowering the demand for fuel and decreasing overall emissions that contribute to air pollution and climate change.

7.31 DEVELOPMENT OF OFFSHORE RENEWABLE ENERGY GENERATION

The Government of Malta is advancing plans to develop offshore floating renewable energy in line with its climate neutrality targets and its commitment under Article 14(1) of the TEN-E Regulation (EU) 2022/869 to achieve 350 MW of offshore capacity by 2050. To facilitate this, the Exclusive Economic Zone (EEZ) Act (Cap. 625) was enacted in 2021, allowing the designation of areas beyond territorial waters for such developments.

Subsequent legislative amendments extended the applicability of Maltese laws to these areas, ensuring a regulatory framework for offshore operations. A Preliminary Market Consultation (PMC) issued in 2022 sought investor interest in potential EEZ-based activities, including renewable energy projects.

In October 2024, the National Policy for the Deployment of Offshore Renewable Energy was launched for public consultation (EWA, 2024). It provides a framework to support technology-neutral offshore projects, particularly wind and solar, within Malta's potential EEZ, promoting investment, innovation and energy security while complementing onshore renewable efforts.

Further supporting diversification, a 2024 PMC explored the feasibility of nearshore floating solar farms, identifying a potential site off Delimara and attracting 13 proposals currently under review. In December 2024, a public call was also issued for the development of Malta's first offshore wind farm, initiating a competitive pre-qualification process managed by Interconnect Malta (MEEC, 2025).

7.32 REGULATORY POLICIES TO INCREASE PV INSTALLATION

The permitting system has been revised and new legislation and planning guidelines are now in effect, mandating the installation of PV systems on newly constructed residential and non-residential buildings that reach the maximum height permitted under the Local Plans and the Development Control Design Policy, Guidance and Standards (Annex 2), as approved by the Planning Authority. This requirement does not apply to buildings located within Urban Conservation Areas or to scheduled properties. The measure also forms part of a key milestone under Malta's revised Recovery and Resilience Plan.

For new buildings that meet the height threshold and have adequate solar exposure but opt not to install PV panels onsite, it is proposed that developers be required to contribute to a central renewable energy fund, which may be linked to solar farm allocations. Buildings constrained by shading or design limitations are currently exempt from this obligation,

however, future requirements may include mandatory investment in off-site renewable energy systems.

The active participation of private entities and individuals is considered essential in scaling up domestic renewable energy generation. In tandem, the Government is stepping up efforts to optimise the use of public rooftop spaces for solar energy generation. Cost-optimality assessments have confirmed that incorporating solar technologies in new buildings is both financially and economically viable, with energy output varying depending on roof size and building height.

To further support this transition, the updated Technical Document F[46], effective from July 2024, includes PV installation as a requirement for all new buildings and major renovations. This update aligns with broader policy developments mandating renewable energy integration in buildings that reach their full allowable height under planning regulations.

7.33 MELITA TRANSGAS HYDROGEN READY PIPELINE

The proposal to develop the Melita TransGas Hydrogen-ready Pipeline (MTGP), which would connect Malta (Delimara) with Sicily (Gela, Italy), is still being explored by the Maltese Government. This project aligns with the EU Green Deal's goal of transitioning to a carbon-neutral economy by enabling the future import of renewable gases, including green hydrogen, once the market matures. The pipeline's implementation depends on securing EU funding and the growth of the hydrogen market, particularly the availability and cost of green hydrogen.

The MTGP involves about 159 km of onshore and offshore pipeline, designed to end Malta's gas isolation by linking it to the European Gas Network. It will increase Malta's gas supply capacity and security, with a 22-inch diameter pipeline capable of bidirectional flow and an operational capacity of up to 1.2 billion cubic meters (bcm) of natural gas per year, or around 4.2 bcm of hydrogen equivalent. This will support the decarbonizing of Malta's power sector and facilitate access to renewable gases like hydrogen and biomethane.

Economically, the project's viability is expected to improve as green hydrogen production costs decrease due to technological advances, larger production scales and lower renewable energy prices. Although currently expensive, green hydrogen production in Italy is forecasted to grow substantially post-2030, potentially meeting 23% of Italy's final energy demand by 2050.

The MTGP has retained its status as a Project of Common Interest (PCI) under the new TEN-E regulation, making it eligible for Connecting Europe Facility (CEF) funding between 2024 and 2027. The project underwent engineering and financial design updates in 2022 to accommodate 100% hydrogen and hydrogen-natural gas blends, revising the capital

[46] https://bca.gov.mt/guidance-documents/

expenditure (CAPEX) to €434 million. Inflation accounts for most of this increase, with €11 million attributed to hydrogen-specific upgrades.

Permits for construction have been granted both in Italy (November 2022) and Malta (October 2021), with extensive coordination involving Italian authorities and local Sicilian stakeholders. The MTGP is expected to enhance energy supply reliability and security, reduce risks from weather-related disruptions and Liquefied Natural Gas supply chain limitations and prepare Malta's energy system for future demand growth (MEEC, 2025). The indicative commissioning date is planned for 2030[47].

7.34 SECOND GENERATION OF SMART METERS

Malta is enhancing its energy infrastructure with the widespread deployment of smart meters, a crucial step in improving energy efficiency and reducing air pollutant emissions. The first-generation smart metering system covered 99.6% of consumers and significant upgrades are required to enhance its functionality. To support this, second-generation smart meters are being rolled out, with approximately 18.6% already installed. These advanced meters provide real-time consumption data through consumer energy management systems, enabling households to monitor and optimise their energy use via in-house displays, smartphones, and other connected devices. Greater energy awareness and efficiency contribute to lower electricity demand, reducing reliance on conventional power generation and associated emissions.

A national objective is the development of a highly efficient smart grid that leverages digitalisation and real-time data to improve grid performance and reliability. This includes expanding the rollout of second-generation smart meters, enhancing grid interconnectivity and integrating more advanced demand-side management solutions. Enemalta plc, in collaboration with the Government, is assessing technologies to enable near real-time data collection from these meters, further supporting Malta's shift towards a smarter, more sustainable energy system that reduces energy consumption (MEEC, 2025).

7.35 REGULATORY MEASURES TO INCREASE ENERGY EFFICIENCY IN BUILDINGS

The Long-Term Renovation Strategy (LTRS) analysis shows that decarbonising Malta's private building stock requires a mix of national and private funding alongside regulatory measures. Since the introduction of minimum energy performance requirements in 2016 and Nearly Zero-Energy Building standards for private buildings in 2020, cost-optimality studies (2018-2021) have identified a gap between current standards and cost-optimal energy performance across various building types, including dwellings, offices, hotels, schools and others.

Based on these findings, new minimum energy performance requirements have been developed and issued for public consultation. These are detailed in the updated Technical Guidance Document F, which sets energy efficiency benchmarks using a national calculation method, factoring in heating, cooling, lighting, ventilation and hot water, adjusted for

[47] https://melitatransgas.com.mt/

renewable energy generation. Regulatory updates ensure that new buildings and major renovations meet these improved energy standards (MEEC, 2025).

AGRICULTURE

7.36 MALTA'S ACTION PLAN FOR ORGANIC FOOD

Malta's Action Plan for Organic Food (MAFA, *n.d.*) aims to enhance the quality and availability of local organic food production from both farming and aquaculture, supporting sustainable income for Maltese producers and meeting growing consumer demand. In line with the EU's 'Farm to Fork' Strategy, Malta aims to increase its organic agricultural land from 0.6% in 2023 to 5% by 2030, contributing to a broader EU target of 25%.

The plan is structured around three main pillars: developing a supportive ecosystem for producers, strengthening government infrastructure, and stimulating the organic market to drive demand and expand sales channels. It includes measures such as support for organic farm conversion and maintenance, incentivising land leasing for organic farming, promoting organic horticulture and aquaculture and facilitating access to organic products for the hospitality sector (MEEC, 2025).

Malta's Action Plan for Organic Food supports a transition to more sustainable agricultural practices by reducing the use of synthetic fertilisers and pesticides. This shift can lower ammonia and other pollutant emissions from farming activities, contributing to improved air quality.

WASTE

7.37 GAS EXTRACTION FROM LANDFILL

The primary goal of this measure is to improve gas extraction from landfills after closure by increasing extraction points to maximise biogas capture once the landfill is sealed, supported by installing an upgraded gas extraction system.

The project involves drilling and pipework for biogas wells, as well as the integration of a new Combined Heat and Power (CHP) unit and a Regenerative Thermal Oxidiser (RTO). An additional RTO will be added to handle the expected increase in low-quality biogas and to enhance the existing RTO's capacity at the gas treatment facility (MEEC, 2025).

This project is expected to improve air quality by reducing NMVOC emissions from landfill gas.

8 CONSULTATIONS

8.1 STAKEHOLDERS CONSULTATIONS

Given the nature of the measures outlined in this updated NAPCP, extensive consultations with the relevant authorities have been conducted to develop this programme. These include:

- Transport Malta
- Energy and Water Agency
- Climate Action Authority
- Ministry for the Environment, Energy and the Regeneration of the Grand Harbour
- Ministry for Sustainable Mobility
- Ministry for Finance
- Office of the Prime Minister
- Environmental Health Directorate
- Infrastructure Malta
- Ministry for Agriculture, Fisheries and Food Supply
- Ministry for the Economy, Technology and Strategic Projects

Details of the proposed measures, their implementing entities and timelines, as outlined in Annex II of this policy document, were discussed with relevant stakeholders. Feedback received through these consultations informed the refinement of certain measures.

8.2 PUBLIC CONSULTATIONS

A public consultation on the aims and objectives of Malta's updated National Air Pollution Control Programme took place from 27 March 2024 to 24 April 2024, inviting the public to submit feedback or comments regarding the intent and objectives of the programme's update.

9 POLICIES AND MEASURES SELECTED FOR ADOPTION IN THE WAM SCENARIO

All measures detailed in Section 7 (measures 7.1-7.37) are selected for adoption in the WAM scenario. Table 5 presents a list of these measures:

Table 5: PAMs selected for adoption in the WAM scenario

	Measure No.	Name of Measure
Transport	1	Surrender Your Licence Scheme
	2	Be the change 17+
	3	Motorcycle shift grant
	4	Motorcycle purchase cash grant
	5	Vintage vehicle reform
	6	Carpooling at University of Malta
	7	Private Sector: Tax incentive for Employers to promote Employee Transportation Service
	8	Green Travel Plan Policy for Public Sector
	9	Provision of public service outside peak hours
	10	Provision of deliveries within the private sector outside peak hours
	11	Initiate P&R services and facilities
	12	EOI for innovative solutions
	13	National Parking policy
	14	Creation of new industrial estate routes
	15	Upgraded bus routes
	16	Other New/Upgraded Routes
	17	Circular buses/P&R links
	18	Provision of standard operating procedures
	19	Annual work plans
	20	Introduction of TM Roads
	21	National cycling strategy
	22	Infrastructure Plan for Active Mobility
	23	Walking/cycling school bus
	24	School Grannies scheme
	25	Remote working

	26	Integrated Transport Management System (ITMS) Platform
	27	Free Grand Harbour Ferry Service
	28	Facilitate Commuting in the AQMA
	29	Improvement in the national navigation sector
	30	Electrification of Vehicles in the Services and Industry sectors
Energy	31	Development of Offshore Renewable Energy Generation
	32	Regulatory policies to increase PV installation
	33	Melita TransGas Hydrogen Ready Pipeline (MTGP)
	34	Second Generation of Smart Meters
	35	Regulatory Measures to increase Energy Efficiency in Buildings
Agriculture	36	Malta's Action Plan for Organic Food
Waste	37	Gas Extraction from Landfill

9.1 ASSESSMENT OF ROAD TRANSPORT MEASURES

The road transport measures include a comprehensive mix of financial incentives, behavioural initiatives and structural reforms aimed at reducing car dependency, easing congestion and improving air quality. They target key drivers of transport demand, including private vehicle use (e.g. Surrender Your Licence Scheme, motorcycle shift grant), early behavioural interventions (e.g. Be the Change 17+), parking management and employer-based incentives. Complementary investments in Park and Ride hubs, upgraded public transport routes and alternative mobility options (cycling, walking, ferries) provide the structural support needed to encourage sustainable travel choices. While the measures have strong potential to influence long-term behavioural change, successful implementation will require sustained infrastructure investment, effective enforcement, and careful attention to fiscal, equity and safety considerations.

9.2 PROJECTIONS FOR THE WAM SCENARIO

Public electricity sector:

Emissions projections for energy measures were calculated based on the activity data provided by the EWA. This activity data consisted of the electricity generation mix for the years 2025 to 2030, including both primary energy use and electricity generation split by source. These sources include total fuel combusted in Malta's power stations (gasoil & natural gas), electricity supplied by the interconnector, biogas input into CHP plants for electricity production, electricity generated by renewables (Solar PV) and the Waste to Energy facility.

Since the electricity generation mix was the same in both WM and WAM scenarios, an internal adjustment was made to exclude electricity from biogas combustion at the landfill gas extraction system. This enabled differences in fuel use (under power stations and CHP plants) and emissions to be captured for 2030 in the WAM scenario. For further details on the assumptions and methodology used for calculations, kindly refer to Malta's latest 2025 IIR submission[48].

Waste sector:

Emission projections for the waste sector were calculated based on the projected 2030 CH_4 emissions provided by the then MEEC, with a decrease expected from 2027 onwards. This reduction is attributed to the planned expansion of landfill gas extraction points at the managed Għallis landfill, which will enhance biogas collection efficiency for electricity generation. Consequently, a greater share of CH_4 will be captured before it escapes into the atmosphere. For further details on the assumptions and methodology used for calculations, kindly refer to Malta's latest 2025 IIR submission.

Agriculture sector:

Emission projections for the agriculture sector concerned the Malta's Action Plan for Organic Food measure. The Utilised Agricultural Area activity data was in line with that used for the 2026 UNFCCC January submission. The measure was then modelled by modifying the share of Utilised Agricultural Area on which synthetic fertilisers may be applied. For further details on the assumptions and methodology used for calculations, kindly refer to Malta's 2026 IIR submission[49].

National navigation sector:

Emission projections for National Navigation were based on the activity data for fuel consumption provided by EWA, which was equal under both the WM and WAM scenarios. Hence, this measure was modelled by updating the fuel consumption to reflect the replacement of one vessel from the Gozo Channel fleet by a Tier III vessel. Information on the vessel replaced and the change in fuel share can be found in Malta's forthcoming 2026 updated IIR submission.

Road transport sector:

A selection of road transport–related measures reported in Malta's Air Quality Plan 2025 and in this updated NAPCP are currently being assessed within a single coordinated project. This approach was adopted to ensure the efficient use of resources and to allow measures of a similar nature to be evaluated in an integrated manner, given the significant overlap between them.

The measures will be analysed from a transport perspective (traffic and congestion), with the results feeding into an emission reduction and ambient air quality assessment, in order to meet the requirements of both the NECD and the Ambient Air Quality Directive. Wherever

[48] https://cdr.eionet.europa.eu/mt/eu/nec_revised/iir/envaaibeq/
[49] https://cdr.eionet.europa.eu/mt/eu/nec_revised/iir/envab1eqw/

feasible, measures will be assessed individually; however, assessments in packages will also be carried out where implementation is interdependent or where measures are designed to be implemented concurrently.

At the time of reporting of the NAPCP, it was not possible to quantify the emission reductions for all measures under the WAM scenario. Projections for 2030 under the WAM scenario indicate compliance for NMVOC, SO_x, NH_3 and $PM_{2.5}$. In contrast, NO_x emissions are projected to remain significantly above the 2030 ceiling, with the projected estimate almost double the allowable limit.

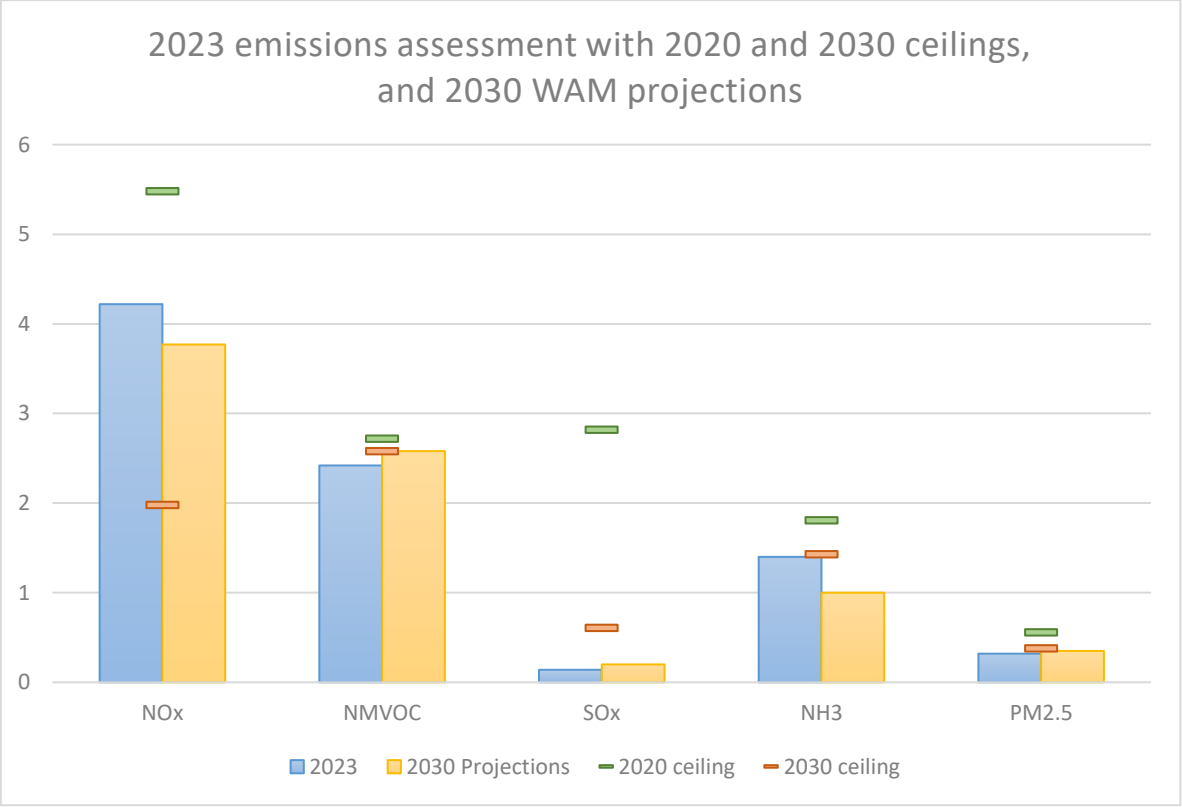

Figure 22: 2023 emissions assessment with 2020 and 2030 ceilings, and 2030 WAM projections

9.2.1 Non-linear emission reduction trajectory

Article 4 of the NECD requires Member States to limit their 2025 emissions of NEC pollutants on the basis of a linear trajectory established between their emission levels defined by the emission reduction commitments for 2020 and the emission levels defined by the emission reduction commitments for 2030. The Directive allows flexibility whereby a non-linear trajectory can be followed if this is economically or technically more efficient, and provided that as from 2025 it converges progressively on the linear reduction trajectory and that it does not affect any emission reduction commitment for 2030.

In the case of Malta, the emission reduction commitment for NO_x is to achieve a reduction of 79% by 2030 based on 2005 emissions. A national high-level socio-economic study demonstrates that the measures that would need to be implemented to reach this target

would result in significant socio-economic impacts, with excessive additional burden on low-income and low to medium-income families.

This outcome is not in line with the spirit of the NEC Directive, which calls for measures not entailing disproportionate costs.

10 ASSESSMENT OF HOW SELECTED POLICIES AND MEASURES ENSURE COHERENCE WITH PLANS AND PROGRAMMES SET UP IN OTHER RELEVANT POLICY AREAS

The selection of policies and measures was informed by extensive consultations with the relevant authorities, ensuring overall feasibility of implementation, which is the responsibility of various government entities, as outlined in Annex II. The selected policies and measures are fully aligned with the NECP. However, it should be noted that the updated NAPCP includes several transport-related measures that were adopted after the submission of the latest NECP and are therefore not included in the latter.

As outlined in this policy document, priority is being given to measures in the transport sector, in view of the need to reduce NO_x emissions, with the aim of achieving compliance with the 2030 emission reduction commitment. Additional measures that can further reduce NO_x emissions, such as those in the energy efficiency sector, are included in the WAM scenario.

The selected policies and measures were evaluated for consistency mainly with the following:

AIR QUALITY OBJECTIVES

The primary challenge to air quality in Malta is road transport. Exceedances of the PM_{10} daily limit value of 50µg/m³ were recorded at the Msida air monitoring station in 2010, 2018 and 2023. In response, an air quality plan was developed following the 2010 exceedances, and a subsequent plan was prepared to address exceedances recorded in 2018 and 2023.

PM_{10} and NO_2 levels at the same traffic site remain concerning. Therefore, future measures will continue to target road transport, particularly in areas with heavy traffic. The measures included in this NAPCP will also support air quality objectives, with a focus on reducing pollutants linked to road traffic.

OTHER PLANS AND PROGRAMMES

A comprehensive review of all national policies affecting air emissions was conducted to inform the NAPCP. Measures that could contribute to reducing NEC pollutants were categorised under either WM or WAM scenarios, based on various factors and in consultation with the relevant authorities. These policies include those related to transport, energy, waste and agriculture.

The draft NECP was a key reference during this process, with most of the NECP measures considered when developing WM and WAM emission projections under the NECD framework.

A general assessment of the potential positive and negative impacts of the measures was carried out. The selected measures were those expected to deliver the most significant reduction in NEC pollutants. No specific measure is anticipated to have a negative effect on NEC pollutants, though further detailed impact assessments may be needed to confirm this.

In terms of the measures' alignment with other national policies, no significant conflicts were identified.

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ANNEX I: WM SCENARIO

Part 1: Progress made by current policies and measures included in the first NAPCP

Measure no.	Name of PaMs	Relevant national policy	Implementation period	Authorities responsible for implementation
5.1.1.1	Free school transport	N/A	2018-2030	Ministry for Education and Sport
5.1.1.2	Tallinja card incentives	National Transport Strategy 2050	2015 -	MPT
5.1.1.3	Free public transport fares	N/A	2017 - 2030	TM; MPT; Ministry for Sustainable Mobility
5.1.1.4	Develop and incentivise schemes to promote multiple occupancy	Transport Master Plan 2025	2021-2025	TM; Ministry for Sustainable Mobility
5.1.1.5	Review of Malta's National Electro-mobility Action Plan	LCDS; NECP	2021; 2025	CAA; Ministry for Energy, Environment and the Regeneration of the Grand Harbour
5.1.1.6	Car sharing schemes	Malta National Electro-Mobility Action Plan 2013	2018 - 2022	TM; Ministry for Sustainable Mobility
5.1.1.7	Study the introduction of LEZs	Transport Master Plan 2025; NAPCP 2020	2020 -	ERA; Ministry for Energy, Environment and the Regeneration of the Grand Harbour; TM; Ministry for Sustainable Mobility
5.1.1.8	Develop a national bicycle strategy	Transport Master Plan 2025	2019 - 2025	TM; Ministry for Sustainable Mobility
5.1.1.9	Sustainable Urban Mobility Plan (SUMP) for the Valletta Region	Transport Master Plan 2025	2016 - 2022	TM; Ministry for Sustainable Mobility
5.1.1.10	Last-mile delivery for Valletta	Malta National Electro-Mobility Action Plan 2013	2021	TM; Ministry for Sustainable Mobility
5.1.1.11	Smart parking system for Valletta	Transport Master Plan 2025	2021	TM; Ministry for Sustainable Mobility

5.1.1.12	Pilot cycling corridors	Transport Master Plan 2025		IM; Ministry for Sustainable Mobility
5.1.1.13	Shore-to-ship projects	Transport Master Plan 2025	2020 -	IM; TM; Ministry for Sustainable Mobility; Ministry for Infrastructure, Planning and Employment
5.1.1.14	Introduction of electric buses in Gozo	Malta National Electro-Mobility Action Plan 2013	2021 -	TM; Ministry for Sustainable Mobility; Ministry for Gozo
5.1.1.15	Road and infrastructure projects	Transport Master Plan 2025	2020 – 2030	TM; Ministry for Sustainable Mobility; Ministry for Infrastructure, Planning and Employment
5.1.1.16	Public Transport Quality Corridors (PTQCs)	Transport Master Plan 2025		TM; Ministry for Sustainable Mobility
5.1.1.17	Increase the use of Intelligent Transport Systems in traffic management	Transport Master Plan 2025; National ITS Action Plan for Malta (2013 – 2017)	2018 – 2030	TM; Ministry for Sustainable Mobility
5.1.1.18	Improvement of ferry landing places	Transport Master Plan 2025	2020 – 2030	TM; Ministry for Sustainable Mobility
5.1.1.19	Fast passenger ferry link between Malta and Gozo	Transport Master Plan 2025	2021	TM; Ministry for Sustainable Mobility
5.1.1.20	Initiatives related to electrification of the fleet: Clean Vehicles Commission	N/A	2019-2020	E-Cars Committee
5.1.1.20	Initiatives related to electrification of the fleet: The installation of an extended network of EV charging points	N/A	2020 -	CAA
5.1.1.20	Initiatives related to electrification of the fleet:	N/A	2020 -	CAA

	Legislative obligations and incentives for private charging			
5.1.1.21	Electrification of the public sector vehicle fleet	N/A	2024	Ministry for Sustainable Mobility; Ministry for Finance
5.1.1.22	Increase in financial grants for more efficient internal combustion engines (ICE)	N/A	2020 -	Ministry for Sustainable Mobility; Ministry for Finance
5.1.1.23	Reform of Public Service Garages	N/A	2026	TM; Ministry for Sustainable Mobility
5.1.1.24	Development of a real-time multi-modal journey planner	Transport Master Plan 2025	2017 – 2030	TM; Ministry for Sustainable Mobility
5.1.2.1	Environmental Permitting Regulations	Environment Protection Act (2016)	2025	ERA; Ministry for Energy, Environment and the Regeneration of the Grand Harbour
5.1.3.1	The creation of sustainable alternative strategies related to livestock waste management including treatment of by-products	National Agricultural Policy (2018 – 2028)	2018 – 2027	Ministry for Agriculture, Fisheries, and Food Supply-RAM; National Farm Waste Project
5.1.3.2	Amendment to S.L. 549.66 for the utilization of spent mushroom substrate	National Agricultural Policy (2018 – 2028) – Measure 7	2018 - 2028	Ministry for Agriculture, Fisheries, and Food Supply-RAM; Ministry for Energy, Environment and the Regeneration of the Grand Harbour
5.1.3.3	Develop a Soil Action Plan	National Agricultural Policy (2018 – 2028) – Measure 50	2018 - 2028	SDECC Environmental Directorate; Rural Development Directorate (RPD); Veterinary Phytosanitary Regulation Department (VPRD);

				ERA; Ministry for Agriculture, Fisheries, and Food Supply-RAM
5.1.4.1	Projects in primary water network		2021 – 2030	Water Services Corporation
5.1.4.2	Biofuels Substitution Obligation (2021-2030)		2021 – 2030	EWA; REWS
5.1.4.3	Energy efficiency schemes for industries and services		2021 – 2030	EWA; Ministry for Tourism; Malta Enterprise
5.1.4.4	Energy Efficient Street Lighting		2025	EWA
5.1.5.1	Development of Research and Innovation Strategy for Energy and Water		2020 – 2030	EWA
5.1.5.2	Waste to Energy Facility			Ministry for Energy, Environment and the Regeneration of the Grand Harbour; WasteServ
5.1.5.3	Financial incentives to increase renewable energy installations		2021 – 2030	REWS; EWA
5.1.5.4	Eco-reduction in electricity tariffs		2021 – 2030	Enemalta plc; REWS
5.1.5.5	Provision of professional advice to vulnerable households	National Energy Efficiency Action Plan	2014 -	EWA
5.1.5.6	Replacement of appliances in vulnerable households scheme	National Energy Efficiency Action Plan	2018 -	EWA; Financial Services for Social Welfare
5.1.5.7	A more sustainable construction industry		2020 – 2021	Malta Enterprise; Ministry for Finance

Annex I: WM scenario

Part 2: Progress made by current policies and measures not included in the first NAPCP

Measure no.	Name of PaMs	Relevant national policy	Implementation period	Authorities responsible for implementation
5.2.1.1	Vehicles used in weekends/public holidays		2021 -	TM; Ministry for Sustainable Mobility
5.2.1.2	Remote working	Remote Working Policy	2021 -	OPM
5.2.1.3	Slow Streets Initiative		2020 -	LCA; TM; Ministry for Sustainable Mobility
5.2.1.4	Sustainable Multimodal Intelligent Transport Hubs Project			TM; Ministry for Sustainable Mobility
5.2.1.5	Assessment of the vehicle-to-grid systems			Enemalta plc
5.2.2.1	Government leading by example – Renovation of public buildings	Long Term Renovation Strategy	2021	
5.2.2.2	Training programmes aimed at ensuring the adequate skilled resources in the sustainability of buildings		2026	Jobsplus
5.2.2.3	Incentives for increased energy efficiency in buildings		2022	BCA
5.2.3.1	Voluntary organisations scheme			EWA
5.2.3.2	Commissioning of a second interconnector			ICM
5.2.3.3	Utility scale battery storage solutions			ICM
5.2.3.4	Medium to large scale solar PV installations			CAA

5.2.3.5	Accelerated improvements in the Electricity Distribution Network			Enemalta plc
5.2.3.6	Investments in Agrivoltaics			Ministry for Agriculture, Fisheries, and Food Supply
5.2.4.1	High bio-waste capture			WasteServ
5.2.4.2	Implementation of Waste Management Plan			WasteServ; ERA
5.2.5.1	Implementation of CAP support measures	Measures under Malta's CAP Strategic Plan	2023 - 2027	Agricultural Rural Payments Agency (ARPA); Agricultural Directorate - Ministry for Agriculture, Fisheries, and Food Supply

ANNEX II: WITH ADDITIONAL MEASURES

Measure no.	Name of PaMs	Relevant national policy	Implementation period	Review period	Authorities responsible for implementation
7.1	Surrender your Licence Scheme	Reshaping our Mobility initiative	2026	Annual	TM; Ministry for Sustainable Mobility
7.2	Be the change 17+	Reshaping our Mobility initiative	2026	Annual	TM; Ministry for Sustainable Mobility
7.3	Motorcycle Shift Grant	Reshaping our Mobility initiative	2026	Annual	TM; Ministry for Sustainable Mobility
7.4	Motorcycle Purchase Cash Grant	Reshaping our Mobility initiative	2025-2026	Annual	TM; Ministry for Sustainable Mobility
7.5	Vintage Vehicle Reform	Reshaping our Mobility initiative	2025	Annual	TM; Ministry for Finance
7.6	Carpooling at University of Malta	Reshaping our Mobility initiative	2025	Annual	KSU; Ministry for Sustainable Mobility
7.7	Private Sector: Tax incentive for Employers to promote Employee Transportation Service	Reshaping our Mobility initiative		Annual	Ministry for Finance; Ministry for Economy, Technology, and Strategic Projects; Ministry for Sustainable Mobility
7.8	Green Travel Plan Policy for Public Sector	Reshaping our Mobility initiative	2025	Annual	OPM
7.9	Provision of public service outside peak hours	Reshaping our Mobility initiative	2025	Annual	OPM; Ministry for Sustainable Mobility; TM
7.10	Provision of deliveries within the private sector outside peak hours	Reshaping our Mobility initiative		Annual	Ministry for Sustainable Mobility; TM

7.11	Initiate P&R services and facilities	Reshaping our Mobility initiative	2025	Annual	Ministry for Sustainable Mobility; TM
7.12	EoI for innovative solutions	Reshaping our Mobility initiative	Closing date 30/09/2025	Annual	Ministry for Sustainable Mobility; TM
7.13	National Parking Policy	Reshaping our Mobility initiative		Annual	Ministry for Sustainable Mobility; TM
7.14	Creation of New Industrial Estate Routes	Reshaping our Mobility initiative	2025	Annual	Ministry for Sustainable Mobility; TM
7.15	Upgraded bus routes	Reshaping our Mobility initiative	2025	Annual	Ministry for Sustainable Mobility; TM
7.16	Other New/Upgraded Routes	Reshaping our Mobility initiative	2025	Annual	Ministry for Sustainable Mobility; TM
7.17	Circular Buses/P&R Links	Reshaping our Mobility initiative	2025/2026	Annual	Ministry for Sustainable Mobility; TM
7.18	Provision of Standard Operating Procedures	Reshaping our Mobility initiative	2025	Annual	Ministry for Sustainable Mobility; TM
7.19	Annual work plans	Reshaping our Mobility initiative	2026	Annual	Ministry for Sustainable Mobility; TM
7.20	Introduction of TM Roads	Reshaping our Mobility initiative	2025	Annual	Ministry for Sustainable Mobility; TM
7.21	National Cycling Strategy	Reshaping our Mobility initiative	2025	Annual	Ministry for Sustainable Mobility; TM
7.22	Infrastructure Plan for Active Mobility	Reshaping our Mobility initiative	2026	Annual	Ministry for Sustainable Mobility; TM
7.23	Walking/Cycling school bus	Reshaping our	2024	Annual	Ministry for Education and Sport;

		Mobility initiative			Ministry for Sustainable Mobility
7.24	School Grannies Scheme	Reshaping our Mobility initiative		Annual	Parliamentary Secretary for Local Government
7.25	Remote working	Reshaping our Mobility initiative		Annual	OPM
7.26	Integrated Transport Management System (ITMS) Platform			Annual	Ministry for Sustainable Mobility; TM
7.27	Free Grand Harbour Ferry Service		2024	Annual	Ministry for Sustainable Mobility; TM
7.28	Facilitate commuting in the AQMA			Annual	TM; Ministry for Sustainable Mobility; MPT; IM; Ministry for Infrastructure, Planning and Employment
7.29	Improvement in the national navigation sector			Annual	Ministry for Economy, Technology, and Strategic Projects
7.30	Electrification of vehicles in the services and industry sectors		2024-2026	Annual	Malta Enterprise
7.31	Development of offshore renewable energy generation			Annual	ICM
7.32	Regulatory policies to increase PV installation		2024 -	Annual	PA; REWS
7.33	Melita Transgas hydrogen ready pipeline		2030	Annual	ICM
7.34	Second generation of smart meters		2024 -	Annual	Enemalta plc

7.35	Regulatory measures to increase energy efficiency in buildings		2022 -	Annual	BCA
7.36	Malta's Action Plan for Organic Food		2023-2030	Annual	Ministry for Agriculture, Fisheries, and Food Supply – Food Systems
7.37	Gas extraction from landfill		2027	Annual	WasteServ