

COVID-19 brought about disruptions in the economy and quality of life. What follows is a brief look at main areas that were impacted locally during the first six months of the year.

Social and Economic Impact of COVID-19: January-June 2020

As expected, the closure of the Malta International Airport toward the end of March, resulted in a plunge in tourism-related activities. This was clearly evident in the number of resident and non-resident guests and the nights spent in collective accommodation. As a result, during the first six months of 2020, the total number of guests – both residents and non-residents – in collective accommodation dropped from 947,475 to 321,729, making up slightly more than one third of the guests during the same period last year. The 3-star type of accommodation suffered the largest decrease and saw the number of guests shrinking by 158,601, or 69 per cent.

These developments were most prominent in the second quarter and, between April and June this year, the total number of guests was down by 97 per cent to 17,157 from 575,265 in the same period of 2019 (Table 1).

Table 1. Total guests (residents and non-residents) by period and type of accommodation

Type of accommodation	2019			2020		
	Q1	Q2	Jan-Jun	Q1	Q2	Jan-Jun
Hotel	349,380	535,746	885,126	281,253	15,997	297,250
5 Star	70,505	109,788	180,293	55,795	4,721	60,516
4 Star	191,221	257,590	448,811	147,072	8,449	155,521
3 Star	77,836	152,466	230,302	69,359	2,342	71,701
2 Star	9,818	15,902	25,720	9,027	485	9,512
Other collective accommodation¹	22,830	39,519	62,349	23,319	1,160	24,479
Total	372,210	575,265	947,475	304,572	17,157	321,729

¹ Comprises guesthouses, hostels and tourist villages.

Source: Collective Accommodation Establishments survey, NSO

The same scenario was noted in total number of nights spent by both resident and non-resident guests which, in the first six months of the year, were less than a third of those spent in the same period of 2019. Reasonably, the largest drop was registered during the second quarter of the year. While during the first three months of the year the total number of nights were down by 365,157 when compared to the same period last year, the second quarter saw a reduction of more than 2.7 million nights over the same quarter in 2019.

During the first half of this year, the Malta region saw a decrease of just over 70 per cent in the total number of nights spent by guests in both the 5- and the 3-star hotels, when compared to the same period last year. Faring worse was the Gozo and Comino region where 3-star hotels registered a drop of almost 25,000 nights or 79 per cent, which was the largest percentage decline of the sector. Other collective accommodation, which comprises guesthouses, hostels and tourist villages, also suffered a large decrease in the number of nights both in the Malta region and in the Gozo and Comino region. While the latter shrunk by almost 8,000 nights (70 per cent), the sector in the Malta region contracted by 200,559 nights or 65 per cent (Table 2).

Table 2. Total nights spent (residents and non-residents) by period, region and type of accommodation

Type of accommodation	2019			2020		
	Q1	Q2	Jan-Jun	Q1	Q2	Jan-Jun
	MALTA					
Hotel	1,573,651	2,574,544	4,148,195	1,230,899	54,934	1,285,833
5 Star	238,047	425,333	663,380	185,734	13,619	199,353
4 Star	904,043	1,337,459	2,241,502	679,215	17,766	696,981
3 Star	375,763	733,303	1,109,066	309,525	16,497	326,022
2 Star	55,798	78,449	134,247	56,425	7,052	63,477
Other collective accommodation¹	123,492	195,221	318,713	101,087	9,251	110,338
Total	1,697,143	2,769,765	4,466,908	1,331,986	64,185	1,396,171
	Malta					
Hotel	1,540,523	2,493,723	4,034,246	1,204,567	47,030	1,251,597
<i>of which:</i>						
5 Star	228,435	404,630	633,065	177,408	9,791	187,199
4 Star	888,464	1,305,413	2,193,877	668,014	15,600	683,614
3 Star	369,483	707,930	1,077,413	304,173	15,185	319,358
Other collective accommodation¹	121,167	186,314	307,481	98,563	8,359	106,922
Total	1,661,690	2,680,037	4,341,727	1,303,130	55,389	1,358,519
	Gozo and Comino					
Hotel	33,128	80,821	113,949	26,332	7,904	34,236
<i>of which:</i>						
5 Star	9,612	20,703	30,315	8,326	3,828	12,154
4 Star	15,579	32,046	47,625	11,201	2,166	13,367
3 Star	6,280	25,373	31,653	5,352	1,312	6,664
Other collective accommodation¹	2,325	8,907	11,232	2,524	892	3,416
Total	35,453	89,728	125,181	28,856	8,796	37,652

¹ Comprises guesthouses, hostels and tourist villages.

Source: Collective Accommodation Establishments survey, NSO

Another development could be observed in sea transport between Malta and Gozo, brought about by the COVID-19 situation.

While there was an increase of 920 trips (almost eight per cent) during the first half of the year, the number of vehicles and the number of passengers registered a decline of 178,835 and more than one million, respectively, when compared to the same period last year. This meant that the average number of passengers per trip decreased from almost 232 in the first half of 2019, to roughly 128 in the same half of 2020.

Comparing the second quarter of this year to last year's, the largest drop was registered in the number of passengers travelling between the islands, which slid by 994,161 or 63 per cent, followed by vehicles with a decline of 38 per cent. (Table 3).

With regard to international trade, a trade deficit of almost €1,326 million was registered during the first six months of the year, representing a 39 per cent year-on-year decrease. The improvement in the trade balance was a result of a sharper drop in imports by more than €1,015 million, as opposed to lower exports by just over €161 million, when compared to the first half of 2019. Imports of Machinery and Transport Equipment slid by more than €758 million followed by a fall of €214 million in Mineral Fuels, Lubricants and related materials. Moreover, the exports of the latter declined by €174 million, being the main contributor to the fall in total exports (Table 4).

Table 3. Sea transport between Malta and Gozo by period

	Period	2019	2020	Change	Percentage change
				2020/2019	2020/2019
Trips	Q1	5,449	7,324	1,875	34.4
	Q2	6,289	5,334	-955	-15.2
	Jan-Jun	11,738	12,658	920	7.8
Vehicles	Q1	363,460	356,997	-6,463	-1.8
	Q2	454,818	282,446	-172,372	-37.9
	Jan-Jun	818,278	639,443	-178,835	-21.9
Passengers	Q1	1,146,490	1,038,142	-108,348	-9.5
	Q2	1,575,472	581,311	-994,161	-63.1
	Jan-Jun	2,721,962	1,619,453	-1,102,509	-40.5

Source: Gozo Channel Co. Ltd.

Table 4. Balance of trade in goods by period and major commodity group

€ million

Major commodity group	2019			2020		
	Q1	Q2	Jan-Jun	Q1	Q2	Jan-Jun
Imports	2,141.8	1,730.6	3,872.4	1,536.4	1,320.7	2,857.1
Food	121.9	151.9	273.8	122.2	121.4	243.6
Beverages and Tobacco	23.8	33.6	57.4	26.5	25.3	51.8
Crude Materials	9.4	9.1	18.5	8.1	7.6	15.7
Mineral Fuels, Lubricants and related materials	389.3	450.1	839.4	389.2	235.8	625.0
Animal and Vegetable Oils and Fats	2.5	2.4	4.9	2.4	2.6	5.0
Chemicals	180.3	143.5	323.8	153.6	177.6	331.2
Semi-Manufactured Goods	108.5	107.0	215.5	110.4	116.8	227.2
Machinery and Transport Equipment	1,169.8	698.2	1,868.0	592.4	517.4	1,109.8
Miscellaneous Manufactured Articles	135.4	134.0	269.4	130.6	115.3	246.0
Miscellaneous Transactions and Commodities	1.0	0.8	1.8	0.9	0.9	1.9
Exports	853.9	838.4	1,692.3	921.1	610.0	1,531.2
Food	71.6	16.1	87.7	46.9	15.6	62.5
Beverages and Tobacco	8.9	10.6	19.5	16.5	9.2	25.7
Crude Materials	2.2	3.1	5.3	3.1	1.9	5.1
Mineral Fuels, Lubricants and related materials	251.8	279.6	531.5	244.6	113.0	357.6
Animal and Vegetable Oils and Fats	0.0	0.0	0.0	0.0	0.0	0.0
Chemicals	96.6	117.8	214.4	98.0	119.8	217.8
Semi-Manufactured Goods	45.1	34.1	79.3	28.4	21.7	50.0
Machinery and Transport Equipment	231.2	254.4	485.6	313.5	198.1	511.6
Miscellaneous Manufactured Articles	144.8	122.3	267.1	169.9	130.4	300.3
Miscellaneous Transactions and Commodities	1.6	0.4	1.9	0.3	0.2	0.6
Balance of Trade	-1,288.0	-892.2	-2,180.2	-615.3	-710.7	-1,325.9
Food	-50.3	-135.8	-186.1	-75.3	-105.8	-181.1
Beverages and Tobacco	-14.9	-23.0	-37.9	-10.0	-16.1	-26.1
Crude Materials	-7.2	-6.0	-13.2	-5.0	-5.6	-10.6
Mineral Fuels, Lubricants and related materials	-137.5	-170.4	-307.9	-144.7	-122.8	-267.4
Animal and Vegetable Oils and Fats	-2.5	-2.4	-4.9	-2.4	-2.6	-5.0
Chemicals	-83.7	-25.7	-109.4	-55.7	-57.7	-113.4
Semi-Manufactured Goods	-63.4	-72.8	-136.2	-82.0	-95.2	-177.2
Machinery and Transport Equipment	-938.6	-443.8	-1,382.4	-278.9	-319.3	-598.3
Miscellaneous Manufactured Articles	9.4	-11.7	-2.3	39.3	15.1	54.4
Miscellaneous Transactions and Commodities	0.5	-0.5	0.1	-0.6	-0.7	-1.3

Source: Customs and NSO Intrastat Supplementary Declaration

Table 5. Direction of trade in goods by period and region – Imports

€ million

Region/Country	2019			2020		
	Q1	Q2	Jan-Jun	Q1	Q2	Jan-Jun
Europe	1,671.4	1,298.4	2,969.8	1,010.8	860.4	1,871.2
<i>of which:</i>						
European Union	743.9	824.3	1,568.1	795.8	676.7	1,472.6
<i>of which:</i>						
Euro area	687.8	784.2	1,472.0	750.7	644.7	1,395.4
<i>of which:</i>						
European Free Trade Area	17.8	12.0	29.8	15.7	9.4	25.1
Other Europe	136.3	172.5	308.8	77.3	91.0	168.3
United Kingdom	773.4	289.6	1,063.0	121.9	83.2	205.2
Asia	235.5	248.7	484.3	289.8	226.1	515.8
North and Central America	37.2	38.6	75.7	138.4	65.4	203.8
Africa	37.0	33.2	70.2	73.3	57.4	130.7
Australia and Oceania	90.1	20.0	110.1	8.3	1.7	10.1
South America	5.5	6.2	11.6	5.7	4.7	10.4
Caribbean and Bahamas Islands	65.1	85.6	150.6	10.1	105.0	115.1
Ships and Aircrafts	0.1	0.1	0.2	-	-	-
Grand Total	2,141.8	1,730.6	3,872.4	1,536.4	1,320.7	2,857.1

Source: Customs and NSO Intrastat Supplementary Declaration

Table 6. Direction of trade in goods by period and region – Exports

€ million

Region/Country	2019			2020		
	Q1	Q2	Jan-Jun	Q1	Q2	Jan-Jun
Europe	386.9	512.9	899.8	397.7	279.4	677.1
<i>of which:</i>						
European Union	356.8	485.5	842.3	368.5	260.5	629.0
<i>of which:</i>						
Euro area	306.4	417.0	723.4	322.6	220.0	542.6
<i>of which:</i>						
European Free Trade Area	9.0	4.6	13.6	6.3	3.6	9.8
Other Europe	4.3	8.6	12.9	12.6	7.0	19.7
United Kingdom	16.8	14.1	31.0	10.3	8.3	18.6
Asia	169.4	101.5	270.9	169.1	130.4	299.5
North and Central America	55.9	50.0	105.9	59.3	20.3	79.6
Africa	86.5	55.9	142.4	137.1	72.1	209.2
Australia and Oceania	1.1	1.6	2.7	1.2	0.8	2.0
South America	13.2	3.0	16.1	4.3	0.9	5.2
Caribbean and Bahamas Islands	0.6	1.9	2.5	2.4	1.7	4.0
Ships and Aircrafts	140.2	111.7	251.9	150.1	104.4	254.5
Grand Total	853.9	838.4	1,692.3	921.1	610.0	1,531.2

Source: Customs and NSO Intrastat Supplementary Declaration

Between January and June this year, the value of imports from the European Union stood at €1,473 million. This made up more than 51 per cent of the total imports. When compared to the same period in 2019, the value of imports from the Euro area slid by over five per cent and stood at €1,395 million, while imports from the United Kingdom registered a decrease of more than €857 million or nearly 81 per cent (Table 5).

Exports to the European Union during the first half of the year reached €629 million, marking just over a 25 per cent decrease when compared to the first half of 2019. Exports to the Euro area also contracted by 25 per cent to €543 million (Table 6).

As expected, the COVID-19 pandemic had a negative impact on the main macroeconomic indicators, and this was felt mostly in the second quarter of 2020. In the first six months of 2020, the Government's Consolidated Fund registered a deficit of €896 million, a surge of almost €740 million when compared to the same period in 2019. This was the result of an increase in expenditure of €394 million combined with a decline in recurrent revenue of €345 million. A higher outlay of €111 million was registered in Programmes and Initiatives, of which €44 million related to increased expenditure toward Medicines and surgical materials and €43 million to higher Social security benefits. The latter included benefits related to COVID-19 (€14 million). Moreover, Contributions to Government entities saw a rise of almost €78 million. The pandemic, through reduced economic activity and the introduction of the tax deferral measure, also led to lower proceeds from Income Tax (€128 million), Value Added Tax (€86 million) and Social Security (€59 million), which were the main contributors for the decrease in revenue.

Capital Expenditure in the first six months of the year reached €387 million, increasing by €167 million from 2019. The increase included an outlay of €154 million toward the COVID-19 Wage Supplement scheme (Table 7).

Table 7. Revenue and Expenditure by period and category

€ 000

Description	2019			2020		
	Q1	Q2	Jan-Jun	Q1	Q2	Jan-Jun
(a) Total Recurrent Revenue	1,014,536	1,149,966	2,164,501	925,611	893,724	1,819,335
Customs and Excise Duties	76,272	77,267	153,539	61,925	56,252	118,177
Licences, Taxes and Fines	94,168	107,990	202,158	86,955	60,810	147,765
Income Tax	265,401	419,777	685,178	241,023	315,962	556,985
Value Added Tax	240,003	208,098	448,100	231,534	130,094	361,628
Fees of Office	16,126	24,124	40,251	11,076	44,175	55,250
Reimbursements	10,986	11,498	22,484	8,051	6,668	14,719
Central Bank of Malta	15,000	5,000	20,000	15,000	5,000	20,000
Rents	9,746	13,516	23,262	10,203	4,689	14,892
Dividends on Investment	3,200	5,435	8,635	3,660	9,000	12,660
Interest on loans made by Government	17	19	37	1	6	7
Social Security	220,476	250,171	470,647	215,646	196,422	412,068
Grants	51,005	20,542	71,547	25,384	29,153	54,537
Miscellaneous Receipts	12,134	6,528	18,663	15,155	35,493	50,648
(b) Total Expenditure	1,148,750	1,171,917	2,320,667	1,238,104	1,476,874	2,714,977
<i>Recurrent Expenditure</i>	993,059	1,013,882	2,006,941	1,035,272	1,199,757	2,235,028
Personal Emoluments	222,911	218,686	441,597	225,265	229,099	454,364
Operational and Maintenance Expenses	56,019	48,819	104,838	47,122	84,128	131,250
Programmes and Initiatives	599,331	638,304	1,237,636	619,912	728,973	1,348,885
Contributions to Government Entities	114,798	108,072	222,870	142,972	157,558	300,530
<i>Interest</i>	49,699	44,519	94,218	45,680	47,406	93,085
<i>Capital Expenditure</i>	105,993	113,516	219,509	157,152	229,712	386,864
(a-b) Consolidated Fund Surplus/Deficit	-134,214	-21,951	-156,166	-312,493	-583,150	-895,642

Note: Totals may not add up due to rounding.

Source: Treasury Department

The higher deficit in the Government's Consolidated Fund resulted in an increase in Central Government debt. As at the end of June 2020, Central Government debt was registered at €6,377 million, a rise of almost €896 million when compared to the same period last year. This debt was mainly financed from Treasury Bills and Malta Government Stocks, which saw a rise of €522 million and €380 million respectively (Table 8).

Table 8. Central Government debt by category as at the end of the quarter

Description	€ 000			
	2019		2020	
	end March	end June	end March	end June
Total Central Government Debt	5,502,507	5,480,928	5,550,331	6,376,620
<i>of which:</i>				
Treasury Bills	340,800	332,800	427,000	855,000
Malta Government Stocks	4,891,999	4,878,329	4,869,412	5,258,247
62+ Malta Government Savings Bond	291,850	291,248	289,083	288,336
Foreign Loans	1,027	1,027	900	902
MGSF investments in Government Debt	-107,653	-108,453	-125,553	-115,453
Euro coins issued in the name of the Treasury	84,484	85,977	89,489	89,590

Source: Central Bank of Malta and the Treasury Department

Table 9. GDP identity from the production (output) side in chain-linked volumes by period (reference year 2015)^{1,2}

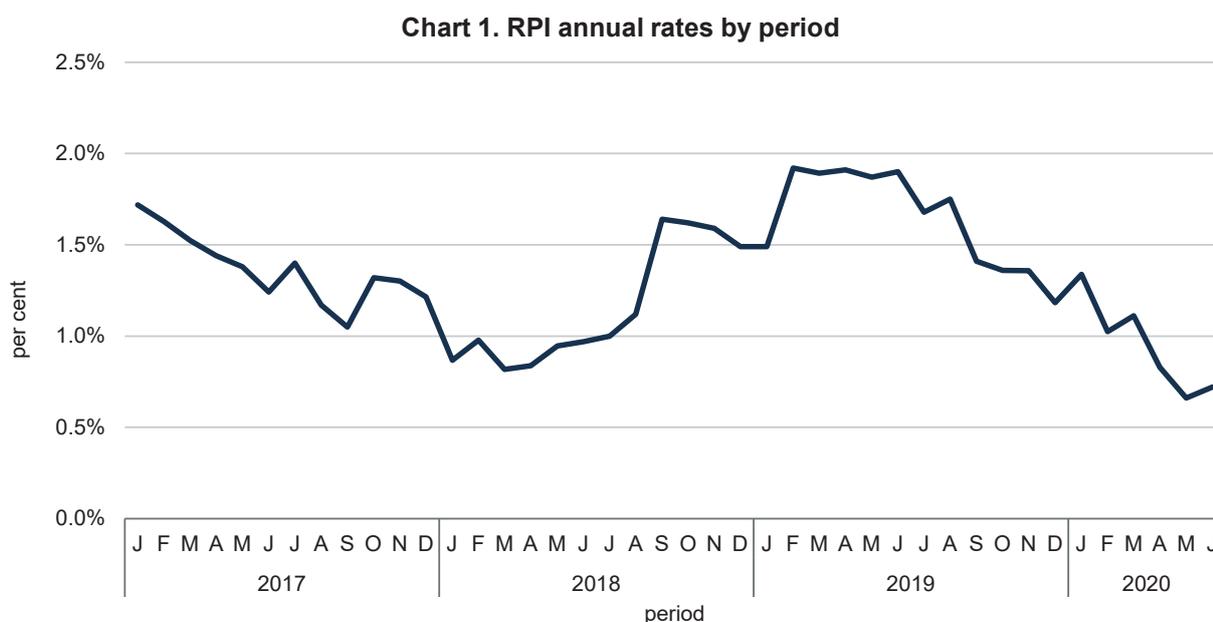
		NACE section	2019			2020		
			Q1	Q2	Jan-Jun	Q1	Q2	Jan-Jun
Gross value added - Total A10		Total	2,605,279	2,765,419	5,370,697	2,639,386	2,347,823	4,987,208
Gross value added by industry	Agriculture, forestry and fishing	A	18,028	21,079	39,107	17,230	18,217	35,446
	Mining and quarrying; manufacturing; electricity, gas, steam and air conditioning supply; water supply; sewerage, waste management and remediation activities	B to E	250,829	286,283	537,112	263,244	249,707	512,951
		<i>of which: C</i>	201,649	231,142	432,791	214,288	206,877	421,165
	Construction	F	106,346	112,486	218,832	106,407	102,837	209,243
	Wholesale and retail trade; repair of motor vehicles and motorcycles; transportation and storage; accommodation and food service activities	G to I	508,329	592,438	1,100,767	482,508	288,543	771,051
	Information and communication	J	213,928	221,717	435,645	226,283	234,311	460,595
	Financial and insurance activities	K	216,637	210,842	427,479	219,383	214,968	434,351
	Real estate activities	L	162,361	162,482	324,843	166,150	159,302	325,452
	Professional, scientific and technical activities; administrative and support service activities	M to N	459,887	482,725	942,612	459,784	427,999	887,784
	Public administration and defence; compulsory social security; education; human health and social work activities	O to Q	444,567	448,677	893,244	437,908	421,732	859,640
Arts, entertainment and recreation, repair of household goods and other services	R to U	225,213	231,546	456,758	260,639	226,495	487,134	
Taxes on products			330,890	333,554	664,444	339,476	252,075	591,551
Subsidies on products			16,254	16,297	32,551	19,635	16,880	36,515
Taxes less subsidies on products			314,735	317,363	632,098	320,056	235,387	555,442
Gross Domestic Product		Total	2,919,767	3,081,696	6,001,462	2,959,229	2,580,974	5,540,203
Rate of growth (%) ³			6.7%	4.6%	5.6%	1.4%	-16.2%	-7.7%

¹ Users should note that chain-linking gives rise to components of GDP not adding up to the aggregate volume GDP series. This non-additivity, similar to that in other countries' national accounts, is due to mathematical reasons and reflects the fact that chain-linked volumes are calculated by separately extrapolating both totals and their sub-components.

² Rate of growth (%); year-on-year.

In addition, COVID-19 had a noticeable impact on Gross Domestic Product (GDP), especially in the second quarter of 2020. Despite registering growth of 1.4 per cent in the first quarter of 2020, GDP decreased by 16.2 per cent in the following quarter, when compared to the same period last year. This development was primarily the result of a decline in gross value added, across several sectors, particularly Wholesale and retail trade, Transport, Accommodation and food service activities, and Professional, scientific and technical activities, administrative and support service activities. In contrast, the largest increases were registered in Arts, entertainment and recreation, repair of household goods and other services, and Information and communication (Table 9).

As expected, lower aggregate demand resulted in weaker price pressures. Chart 1 shows the annual rate of inflation as measured by the Retail Price Index (RPI). Inflation has been on a downward trend since July 2019, however continued to ease since the onset of the pandemic. The lowest rate was recorded in May 2020 and stood at 0.66 per cent. In June, the inflation rate stood at 0.72 per cent, compared to 1.90 per cent in the corresponding month of 2019.



Data collected through the Labour Force Survey, showed that, despite the negative shifts in the economy the first half of the year saw an increase in employment levels for both males and females when compared to the same period last year. Furthermore, the share of employed persons rose from 59 per cent in the first half of 2019 to 60 per cent in 2020, with a growth of five per cent in total employed persons. Notwithstanding the increase in employment levels, total unemployed persons went up by almost 17 per cent (Table 10). The rise in employed persons was mainly recorded in those possessing a tertiary level of education whereas the main contributors to the increase in unemployed persons were those in possession of secondary education or less (Table 11).

Delving into the average actual hours worked by employed persons, it was noted that this decreased when compared to the first half of 2019. The average actual hours worked both by those in full-time employment and by those having a part-time job as their main occupation was down by more than four hours every week (Table 12).

With many people opting to stay at home, some of whom also working from home, and others experiencing lower income, changes in road transport patterns were observed. The number of newly licensed motor vehicles put on the road during the first half of the year decreased by almost 36 per cent when compared to the same period last year. This drop was mainly the result of lower newly licensed passenger cars by more than 4,000 vehicles. As expected, the category registered a sharper decrease during the second quarter of 2020 – by 3,115 vehicles as compared to 1,180 vehicles less in the first three months of the year (Table 13).

Between January and June this year, the number of traffic accidents amounted to 5,612 a decrease of 2,189 or just over 28 per cent when compared to the same period in 2019. The decline was sharper during the second quarter with 1,890 less accidents than the corresponding quarter in 2019. The April-June period also saw a decrease in accidents involving injuries and lower traffic fatalities by 39 per cent and 17 per cent respectively when compared to the same months of 2019 (Table 14).

Table 10. Distribution of persons aged 15 and over by sex and labour status

Labour status	Males		Females		Total		Males		Females		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
	January-June 2019						January-June 2020					
Employed	148,732	68.0	101,569	49.2	250,301	58.9	155,577	68.4	107,257	50.7	262,834	59.9
Unemployed	5,193	2.4	4,223	2.0	9,416	2.2	6,442	2.8	4,569 ^u	2.2 ^u	11,011	2.5
Inactive	64,751	29.6	100,781	48.8	165,532	38.9	65,366	28.7	99,696	47.1	165,062	37.6
Total	218,676	100.0	206,573	100.0	425,249	100.0	227,385	100.0	211,522	100.0	438,907	100.0

^u Under represented - between 20 and 49 sample observations.

Source: Labour Force Survey, NSO

Table 11. Distribution of persons aged 15 years and over by labour status and highest educational attainment

Education level	Employed		Unemployed		Inactive		Total		Employed		Unemployed		Inactive		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
	January-June 2019								January-June 2020							
Secondary level education or less	91,006	36.4	4,802	51.0	115,706	69.9	211,514	49.7	91,342	34.8	6,157	55.9	117,274	71.0	214,773	48.9
Post-Secondary level education	78,926	31.5	2,765 ^u	29.4 ^u	34,969	21.1	116,660	27.4	82,298	31.3	3,416	31.0	33,530	20.3	119,244	27.2
Tertiary level education	80,369	32.1	:	:	14,857	9.0	97,075	22.8	89,194	33.9	1,438 ^u	13.1 ^u	14,258	8.6	104,890	23.9
Total	250,301	100.0	9,416	100.0	165,532	100.0	425,249	100.0	262,834	100.0	11,011	100.0	165,062	100.0	438,907	100.0

: Unreliable - less than 20 sample observations.

^u Under represented - between 20 and 49 sample observations.

Source: Labour Force Survey, NSO

Table 12. Average actual hours worked of employed persons by sex and type of employment in main occupation

Type of employment	Males		Females		Total		Males		Females		Total	
	No.	Hours	No.	Hours	No.	Hours	No.	Hours	No.	Hours	No.	Hours
	January-June 2019						January-June 2020					
Full-time job	137,667	41.1	79,152	38.1	216,819	40.0	146,252	36.7	83,594	34.1	229,846	35.8
Part-time job	11,065	20.7	22,417	20.1	33,482	20.3	9,325	13.7	23,663	16.8	32,988	15.9
Total	148,732	39.6	101,569	34.1	250,301	37.4	155,577	35.4	107,257	30.2	262,834	33.3

Source: Labour Force Survey, NSO

Table 13. Newly licensed motor vehicles by category and period

Period	Agricultural	Coach and private bus	Minibus	Route bus	Motorcycle/ E-Bicycle/ PA-Bicycle	Quad and ATV	Passenger car	Goods-carrying vehicle	Special purpose vehicle	Road tractor	Total
2019											
Q1	14	19	30	6	628	9	4,931	783	78	27	6,525
Q2	26	7	29	-	1,116	14	5,272	856	99	20	7,439
Jan-Jun	40	26	59	6	1,744	23	10,203	1,639	177	47	13,964
2020											
Q1	32	8	59	2	631	13	3,751	688	69	16	5,269
Q2	35	3	12	20	788	34	2,157	551	57	22	3,679
Jan-Jun	67	11	71	22	1,419	47	5,908	1,239	126	38	8,948

Source: Transport Malta

Table 14. Total road traffic accidents and fatalities

	2019	2020	Change 2019/2020	Percentage change 2019/2020
Accidents Jan-Jun	7801	5612	-2189	-28.1
Q1	3656	3357	-299	-8.2
Q2	4145	2255	-1890	-45.6
<i>of which:</i>				
Non-Injury Jan-Jun	7162	5145	-2017	-28.2
Q1	3356	3096	-260	-7.7
Q2	3806	2049	-1757	-46.2
Injury Jan-Jun	639	467	-172	-26.9
Q1	300	261	-39	-13.0
Q2	339	206	-133	-39.2
Fatalities Jan-Jun	7	7	-	-
Q1	1	2	1	100.0
Q2	6	5	-1	-16.7

Source: The Police Department and the Malta Insurance Association (Guard and Warden Service House Limited)

Methodological Notes

TOURISM

1. The monthly Collective Accommodation Establishments survey's objective is to estimate the utilisation rate of bed-places of all active collective accommodation establishments, namely hotels, guesthouses, hostels and tourist villages in Malta, Gozo and Comino. The variables collected from the survey as per Regulation (EU) No. 692/2011 include:
 - Number of residents and non-residents;
 - Nights spent by residents and non-residents;
 - Number of room nights sold to residents and non-residents;
 - Number of bedrooms;
 - Number of bed-places;
 - Number of days the establishment was closed during the month under review.
2. Response rates:

April 2019	90.9%	April 2020	91.70%
May 2019	91.3%	May 2020	99.70%
June 2019	90.6%	June 2020	98.80%
3. Users are advised that comparisons between non-resident arrivals recorded in the Inbound Tourism survey (Tourstat, demand-side) and the Collective Accommodation survey (Accomstat, supply-side), should be undertaken in the knowledge that discrepancies will be found. These are mainly due to differences in definitions and methodologies. For more details, one can consult Concept 15.4 of the NSO's metadata file. <http://nso.gov.mt/metadata/reports.aspx?id=35>
4. In view of the COVID-19 situation, guests accommodated in any collective accommodation establishment, and for which their stay was related to health or safety reasons (not related to tourism purposes), have been considered as out-of-scope for tourist accommodation statistics and therefore, not recorded for March-June 2020.
5. **Definitions:**
 - **Residents:** Maltese/Gozitan residents who check into/out of a collective accommodation establishment. A person is considered to be a Maltese/Gozitan resident if:
 - i. S/he has lived for most of the past 12 months in Malta/Gozo;
 - ii. S/he has lived in Malta/Gozo for less than 12 months but intends to return within a year to settle here.
 - **Non-residents:** foreigners who do not necessarily follow the definition of a tourist and check into/out of a collective accommodation establishment.
 - **Total nights spent:** the total number of nights which guests (residents and non-residents) actually spend or are registered to spend in a collective accommodation establishment.
6. More information may be accessed at:

Sources and Methods: https://nso.gov.mt/en/nso/Sources_and_Methods/Unit_C3/Tourism_Statistics/Pages/Collective-Accommodation-Establishments.aspx

Statistical Concepts: <http://nso.gov.mt/metadata/concepts.aspx>

Metadata: <http://nso.gov.mt/metadata/reports.aspx?id=35>

Statistical Database: <http://nso.gov.mt/statdb/start>

SEA TRANSPORT

1. The table below illustrates the passenger and vehicle capacity of each Gozo Channel vessel:

Carrying capacity

Vessel	Vehicles	Passengers
MV Gaudos	72	900
MV Malita	138	900
MV Ta' Pinu	138	900
MV Nikolaos	160	650 (Summer)/ 350 (Winter)

2. Data for passengers comprise: foot and vehicle passengers and vehicle drivers.

3. Different approaches are applied for the collection of data at the Mġarr and Ċirkewwa Harbours. While the data source for the Mġarr side is the Automated Ticketing System (ATS), data for the Ċirkewwa side is dependent on the manual clicking system.
4. The data is not normally subject to revision.
5. More information may be accessed at:
Sources and Methods:
https://nso.gov.mt/en/nso/Sources_and_Methods/Unit_02/Regional_and_Geospatial_Statistics/Pages/Sea-Transport-between-Malta-and-Gozo.aspx

INTERNATIONAL TRADE

1.
 - a. The Intrastat Supplementary Declaration is a form that traders in merchandise goods must submit in respect of arrivals (imports) and dispatches (exports) of goods from and to the Member States of the European Union (EU) in compliance with Legal Notice 131 of 2004, and
 - b. The Customs Declarations for imports from and exports to countries that are not Member States of the EU.
2. The Intrastat Supplementary Declaration for the collection of data on trade in goods between the Member States of the EU replaced the Customs Declaration as from 1 May 2004. The requirements of the Supplementary Declaration, which at EU level were introduced as from 1 January 1993, are similar in all the Member States of the EU.
3. The 'Balance of Trade' is the difference between a country's exports and imports. A country has a trade deficit if it imports more than it exports; the opposite scenario signifies a trade surplus.
4. National concepts differ from the harmonised methodology used by Eurostat, leading to differences between figures in the International Trade section and those published by Eurostat. Malta uses the "General Trade" system for dissemination purposes in line with UN recommendations. On the other hand, monthly data sent to Eurostat for both Intra-EU and Extra-EU are compiled according to the "Special Trade" methodology. A more detailed explanation of these two concepts can be found in the "Statistical Concepts" link below in point 6.
5.
 - i. Up to 31 December 2014, the euro area included Austria, Belgium, Cyprus, Estonia, Finland, France, Germany, Greece, Ireland, Italy, Latvia (from 2014), Luxembourg, the Netherlands, Portugal, Slovakia, Slovenia and Spain. From 1 January 2015, the euro area also includes Lithuania. Trade data for Lithuania is included with the euro area data as from reference month January 2015.
 - ii. The European Union includes Austria, Belgium, Bulgaria, Croatia (from July 2013), Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, the Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain and Sweden. As of February 1, 2020, the United Kingdom is no longer part of the European Union.

For reference periods February 2020 onwards, monthly news releases having a country breakdown will carry EU data excluding the United Kingdom. Users are advised to use data with caution when making comparisons since this will result in discrepancies, unless United Kingdom information is removed from previous figures.
 - iii. EFTA (European Free Trade Association) countries comprise Iceland, Liechtenstein, Norway and Switzerland.
6. More information may be accessed at:
Sources and Methods:
https://nso.gov.mt/en/nso/Sources_and_Methods/Unit_A4/International_Trade/Pages/External-Trade-Statistics.aspx
Statistical Concepts: <http://nso.gov.mt/metadata/concepts.aspx>
Metadata: <http://nso.gov.mt/metadata/reports.aspx?id=7>
Classification: <http://ec.europa.eu/eurostat/ramon/index.cfm?>

FINANCE

1. Public Finance data is sourced as follows:
 - i. Revenue and Expenditure, and Public Debt Servicing → The Consolidated Fund, the transactions of which are consolidated at the Treasury.
 - ii. Central Government Debt (excluding EBUs and Local Councils) → Central Bank of Malta and the Treasury.

All allocations provided from the Consolidated Fund are either authorised by Parliament under an Appropriation Act, or are permanently appropriated by Parliament under other relevant legislation. On the other hand, the Treasury Clearance Fund contains all those Funds and Accounts the expenses in respect of which are initially defrayable out of public funds and are eventually repayable from the Consolidated Fund or other sources.

2. Revenue and Expenditure categories are recorded in accordance with their presentation in the 2020 Financial Estimates.
3. The data follows the guidelines set out in the European System of Accounts (ESA 2010) Manual on Government Deficit and Debt. Therefore, the difference between the recurrent revenue and expenditure is essentially the cash-based position as far as the Central Government's Consolidated Fund is concerned. In this respect, financial transactions, such as proceeds from loans, proceeds from sale of financial assets, and revenue from other accounts of Government are not taken into consideration. Likewise, direct loan repayments, contributions to sinking funds, acquisition of equity, as well as transfers into other accounts of Government, are excluded from the total expenditure.
4. The debt position includes the actual debt which is held by Government. On the other hand, any investments made by Government in its own funds are excluded from the total debt. As from December 2007, the Euro coins issued in the name of the Treasury are considered as a currency liability pertaining to the Central Government.
5. The revenue and expenditure figures are based on actual cash transactions, and are therefore not normally subject to revision. Although revisions to debt data are uncommon, it is prudent to consider debt figures for the three months preceding the reference period as provisional. Any revisions to the data are carried out at the first opportunity and published accordingly in the subsequent news release.
6. The Enhanced Economic Governance package adopted by the European Parliament and Council in November 2011 included requirements on the collection and dissemination of fiscal data, through the Council Directive 2011/85/EU. The requirements in the government finance statistics domain included a methodological reconciliation table (showing the transition between monthly data used for national policy purposes and ESA-quarterly data used to produce national accounts and EU fiscal surveillance).
 - i. The Reconciliation Table may be accessed at:
http://nso.gov.mt/en/nso/Sources_and_Methods/Unit_A2/Public_Finance/Pages/Council-Directive-
 - ii. Refer to the ESA 2010 Glossary at:
https://nso.gov.mt/en/nso/Sources_and_Methods/Unit_A2/Public_Finance/Documents/ESA10_Glossary.pdf
 - iii. Refer to the other Government Finance Statistics data requirements at:
https://nso.gov.mt/en/Services/Council_Directive/Pages/Council-Directive-85_2011.aspx
7. More information may be accessed at:
Statistical Concepts: <http://nso.gov.mt/metadata/concepts.aspx>
Statistical Database: <http://nso.gov.mt/statdb/start>

GROSS DOMESTIC PRODUCT

1. In view of these unprecedented developments, a thorough examination was carried out on the imputation methods and models used in the compilation of national accounts, given that, in some cases, past correlations between indicators and macroeconomic statistics were not expected to hold anymore during the COVID-19 crisis. In absence of traditional sources, compilers had to make assumptions about industries which were fully or partially 'closed'. Furthermore, statisticians referred to alternative or complementary information, such as business and consumer surveys, information from professional federations and administrative data, in order to fill in for gaps in the established data sources.
2. More information may be accessed at:
https://nso.gov.mt/en/News_Releases/Documents/2020/08/News2020_142.pdf

INFLATION

1. The RPI is being published with December 2016 as its base.
2. The Compilation of the Retail Price Index (RPI) in the Context of COVID-19.
The methodological approach to the compilation of the RPI is consistent with the one adopted for the Harmonised Index of Consumer Prices (HICP). In the past months, as a result of developments related to COVID-19, the NSO has adapted its methodology to preserve continuity and ensure that developments in prices continue to be measured systematically and reliably. In doing so, NSO has closely followed the guidance issued by Eurostat following close collaboration with the Member States' National Statistical Institutes, which ensures a harmonised approach across countries.
For the reference months of April, May and June, whenever the restrictive measures in place inhibited field price collection, alternative sources and methods such as websites, email exchanges and telephone interviews, were undertaken. In situations where: (i) the product was available on the market but a price reading could not be obtained or (ii) the product was not available on the market, the price was imputed. Further details are available from Eurostat's methodological note, which is available at:
https://ec.europa.eu/eurostat/documents/10186/10693286/HICP_guidance.pdf
3. Time series data from 1946 onwards is accessible through the following link:
https://nso.gov.mt/en/nso/Selected_Indicators/Retail_Price_Index/Pages/Index-of-Inflation.aspx

LABOUR MARKET

1. The Labour Force Survey (LFS) is carried out on an ongoing basis using a quarterly gross sample of 3,200 private households. The objective is to have a continuous assessment of labour market trends given that the reference weeks are evenly spread throughout the 13 weeks of the quarter. One-fourth of the sample is made up of households who have been selected to participate in the LFS for the first time. Three-fourths of the quarterly sample is made up of households who were selected to participate in the survey in previous instances, either one quarter before, or one year before, or one year and a quarter before (2-(2)-2). Unless otherwise indicated, figures provided in this release refer to persons aged 15 and over and living in private households during the reference period. All criteria used for this survey match international methodologies used by the International Labour Organisation (ILO).
2. The LFS is designed to satisfy the concepts and definitions as outlined by Eurostat, which is the EU Statistical Agency. This allows the comparability of results with other EU member states and countries following ILO definitions of employment and unemployment. Occupations are classified according to the ISCO - 08 classification (International Standard Classification of Occupations), whereas the economic activity is classified according to NACE Rev. 2 (Nomenclature générale des Activités économiques dans les Communautés Européennes). Education attainment is classified according to ISCED 2011 (International Standard Classification of Education).

3. Definitions:

- **Actual hours worked:** refers to the number of actual hours worked per week in the main job over a long reference period, including weeks when an absence from work occurs (e.g. holidays, vacation leave or slack work).
- **Education Attainment:**
 - **secondary or less level of education:** comprising persons with no schooling, primary education, schools for children with special needs and persons who attained a secondary level education and have less than 5 ordinary level qualifications or equivalent. In the context of the ISCED classification, 'low' includes ISCED 0 to 2.
 - **post-secondary level of education:** comprising persons with a secondary level education and having 5 ordinary level qualifications or equivalent or more, persons with a post-secondary level attainment who have at least obtained 1 intermediate or advanced level qualification or equivalent. In the context of the ISCED classification, 'medium' refers to ISCED 3 and 4.
 - **tertiary level of education:** comprising persons with a tertiary level education and with qualifications ranging from diploma to doctorate level. In the context of the ISCED classification, 'high' refers to ISCED 5 to 8.
- **Employees:** are defined as persons who work for a public or private employer and who receive compensation in the form of wages, salaries, fees, gratuities, payment by results or payment in kind.
- **Employed persons:** all persons aged 15 and over who, during the reference week, were in one of the following categories:
 - **paid employment:** includes those who during the reference week worked for at least one hour for a wage or salary, in cash or in kind.
 - **were employed but absent from work:** due to sick leave, bad weather, were undergoing training or education, did not work due to a labour dispute, were on maternity or parental leave, did not work due to slack work for technical or economic reasons, were absent from work for a period of less than 3 months, or were not working because on layoff and receiving at least 50 per cent of the salary/wage.
 - **self-employed:** covers persons who run a trade or business, rather than working as an employee for someone else. A person is self-employed if s/he is a sole proprietor or a partner working in a business.
 - **unpaid family workers:** refers to people who worked without pay in a family business or farm. Excluded from this definition are housewives.
- **Inactive persons:** all persons who are not classified as employed or unemployed are defined as inactive.
- **Part time employment:** a part-time worker is an employed person whose normal hours are less than those of comparable full-time workers. Persons employed on a full-time with reduced hours basis are included in this category.
- **Reference week:** the week to which the collected data relate.
- **Unemployed persons:** all persons above 15 years of age who, during the reference week, satisfied the following criteria:
 - **without work**
 - **actively seeking work during the previous 4 weeks:** example of active job search include contacting Jobsplus, applying directly with an employer, contacting a private employment agency, inserting or answering to an advert in a newspaper.

- **currently available for work:** available to start work within 2 weeks of the reference week.

4. Key

- : Unreliable - less than 20 sample observations.
- u Under represented - between 20 and 49 sample observations.

5. Percentage totals may not add up due to rounding.

6. Absolute changes between one survey estimate and another must be treated with caution since minor changes (i.e. less than 2,100 persons) might be the result of sampling error.

MOTOR VEHICLES

1. Data in this news release is subject to revision.

2. Data is being presented in consistency with international counterparts (Eurostat/ITF/UNECE) according to the 5th edition of the Illustrated [Glossary for Transport Statistics](#).

3. Definitions:

Motor vehicle categories and classifications

- **Agricultural:** motor vehicle, normally a tractor, designed exclusively or primarily for agricultural purposes; licensed to use roads open to public traffic.
- **Coach and private bus:** passenger road motor vehicle designed to carry more than 24 persons (including driver), and with a provision to carry seated and standing passengers.
- **Minibus/mini-coach:** passenger road motor vehicle designed to carry 10-23 seated or standing persons (including the driver).
- **Route bus:** bus licensed to operate on established bus routes.
- **Motorcycle:** two-, three- or four-wheeled road motor vehicle not exceeding 400kg of unladen weight. All such vehicles with a cylinder capacity of 50cc or over are included, as are those under 50cc which do not meet the definition of moped.
- **E-Bicycle/PA-Bicycle:** cycle with supportive electrical power unit. Due to the negligible number of powered bicycles, such data is included with motorcycles.
- **Moped:** two-, three- or four-wheeled road motor vehicle which is fitted with an engine having a cylinder capacity of less than 50cc and a maximum authorised design speed in accordance with national regulations. In this news release, mopeds are included together with motorcycles.
- **Quad (Quadricycle)/ATV (All-Terrain Vehicle):** four-wheeled road motor vehicle not exceeding 400kg of unladen weight. All such vehicles with a cylinder capacity of 50cc or over are included, as are those under 50cc which do not meet the definition of moped.
- **Passenger road vehicle:** a road motor vehicle designed, exclusively or primarily, to carry one or more persons. This category includes motorcycles, mopeds, passenger cars, vans designed and used primarily for transport of passengers, taxis, hire cars, ambulances, buses, coaches, minibuses and motor homes.
- **Passenger car:** road motor vehicle, other than a moped, motorcycle or Quad/ATV, intended for the carriage of passengers and designed to seat no more than nine persons (including the driver). This category includes passenger cars, vans designed and used primarily for transport of passengers, taxis, hire cars, ambulances, motor homes (not caravans), hearses and microcars.
- **Goods-carrying vehicle:** road motor vehicle designed, exclusively or primarily, to carry goods. This category includes: (a) light goods road motor vehicles with a gross vehicle weight of not more than 3,500kg designed exclusively or primarily to carry goods, such as vans and pick-ups; (b) heavy goods road motor vehicles with a gross vehicle weight above 3,500kg designed to carry goods.
- **Road tractor:** road motor vehicle designed, exclusively or primarily, to haul other road motor vehicles which are not power driven (mainly semi-trailers).
- **Special purpose vehicle:** road motor vehicle for purposes other than the carriage of passengers or goods. This category includes: fire brigade vehicles; mobile cranes; self-propelled rollers; bulldozers with metallic wheels or track; vehicles for recording film, radio and TV broadcasting; mobile library vehicles; mobile kiosks; towing vehicles for vehicles in need of repair and other special purpose road motor vehicles.

4. Newly licensed motor vehicles' data (new and used) shows the number of motor vehicles licensed for the first time to be used on Maltese roads. These values approximately indicate also the local sales of motor vehicles during the applicable period. Transfers of motor vehicles between owners are not included.

5. More information may be accessed at:

Sources and Methods:

https://nso.gov.mt/en/nso/Sources_and_Methods/Unit_B3/Environment_Energy_Transport_and_Agriculture_Statistics/Pages/Motor-Vehicles.aspx

Statistical Concepts: <http://nso.gov.mt/metadata/concepts.aspx>

ROAD TRAFFIC ACCIDENTS

1. Total road traffic accidents consist of the road traffic accidents involving casualties (Police reports) and the minor road traffic accidents without casualties (Police and Warden reports).
2. Minor (non-injury) road traffic accidents refer to accidents assessed by the Wardens and/or the Police involving at least one vehicle and in which no persons are injured.
3. Minor (non-injury) road traffic accidents which are either not reported or directly reported to Insurance Agencies by means of the Traffic Accident Form (i.e. where no Police or Wardens are called on the accident scene and are settled by the completion of the relevant form) are not accounted for.
4. Insignificant injury is determined by the Police as the sustaining of a very minimal injury (e.g. bruise, scratch, etc.) or shock due to accident which, in most cases, requires very basic treatment or no treatment at all.
5. The definitions of slight and grievous injuries are as listed in Art. 214 et sequitur of the Criminal Code, Chapter 9 of the Laws of Malta:
<http://www.justiceservices.gov.mt/DownloadDocument.aspx?app=lom&itemid=8574>
6. UNECE defines road fatal injury as: "Any person who was killed outright or who died within 30 days as a result of the accident".
7. Data is subject to revision.
8. More information may be accessed at:
Sources and Methods:
https://nso.gov.mt/en/nso/Sources_and_Methods/Unit_B3/Environment_Energy_Transport_and_Agriculture_Statistics/Pages/Road-Traffic-Accidents.aspx
Statistical Concepts: <http://nso.gov.mt/metadata/concepts.aspx>

References to this news release are to be cited appropriately.