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At the end of June, the stock of licensed motor vehicles stood at 329,053, up by 1.2 per cent over the previous quarter.

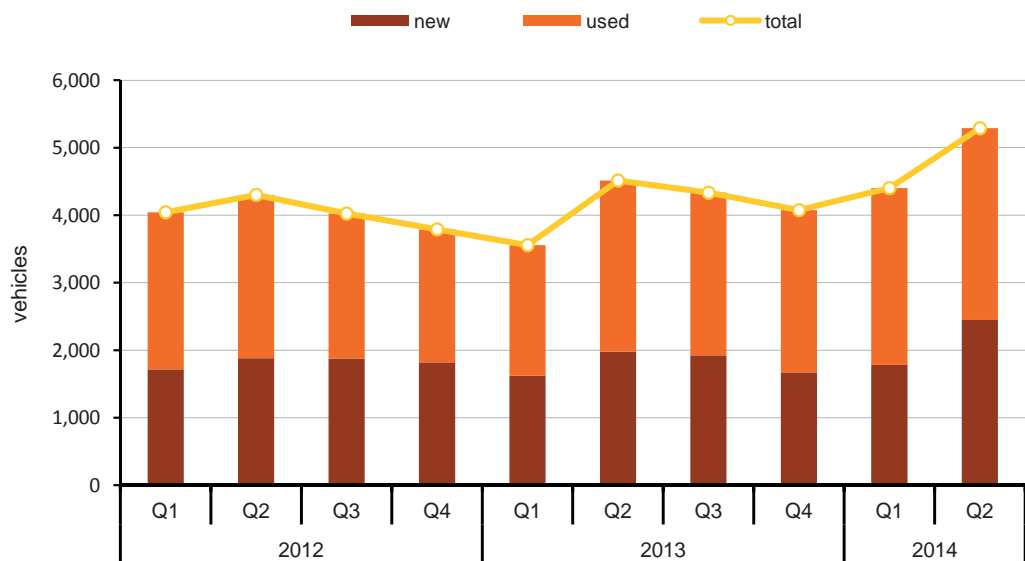
Motor Vehicles: Q2/2014

At the end of June, the stock of licensed motor vehicles stood at 329,053. Of these, 79.3 per cent were passenger cars, 14.2 per cent were commercial vehicles, 5.4 per cent were motorcycles, while buses and minibuses accounted for less than one per cent (Table 1).

New licences

New licences issued during the period under review amounted to 5,289. The majority of new licences (4,152 or 78.5 per cent of the total) were issued to passenger cars, followed by motorcycles with 565. Newly-licensed 'new' motor vehicles amounted to 2,447, or 46.3 per cent of the total, and newly-licensed 'used' motor vehicles totalled 2,842 (Tables 2-4).

Chart 1. Newly-licensed motor vehicles



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Exported, garaged and scrapped

In the second quarter this year, 43 vehicles were exported. Garaged vehicles (see definition in methodological notes) amounted to 2,022, while scrapped vehicles totalled 801 (Table 5).

Engine type

As at the end of June, 199,677 vehicles, or 60.7 per cent of the total, had petrol engines. Vehicles with diesel engines numbered 128,465, or 39.0 per cent of the total (Table 6) ■

Table 1. Stock of licensed motor vehicles

| Year | Agricultural | Coach and private bus | Minibus | | Route bus | Motorcycle | | | Passenger car | | | | | Commercial vehicle | | | Total |
|-------------|--------------|-----------------------|-------------|-------|-----------|------------|--------|--------|---------------|------------|--------|------|---------|------------------------|-------------------------|--------------|----------------|
| | | | Garage hire | Other | | Self-drive | Leased | Other | Garage hire | Self-drive | Leased | Taxi | Other | Goods-carrying vehicle | Special purpose vehicle | Road tractor | |
| 2012 | | | | | | | | | | | | | | | | | |
| Q1 | 1,649 | 324 | 287 | 822 | 316 | 60 | 180 | 15,595 | 854 | 3,650 | 2,791 | 280 | 240,477 | 41,512 | 3,084 | 1,146 | 313,027 |
| Q2 | 1,663 | 332 | 281 | 832 | 316 | 65 | 192 | 15,465 | 878 | 3,785 | 3,045 | 282 | 241,444 | 41,575 | 3,019 | 1,125 | 314,299 |
| Q3 | 1,677 | 350 | 277 | 835 | 296 | 67 | 198 | 15,509 | 894 | 3,712 | 3,140 | 289 | 241,895 | 41,666 | 2,981 | 1,081 | 314,867 |
| Q4 | 1,693 | 345 | 270 | 837 | 288 | 62 | 185 | 15,568 | 879 | 3,029 | 3,264 | 291 | 242,149 | 41,642 | 2,950 | 1,058 | 314,510 |
| 2013 | | | | | | | | | | | | | | | | | |
| Q1 | 1,715 | 341 | 266 | 845 | 293 | 57 | 179 | 15,745 | 875 | 2,879 | 3,530 | 292 | 242,996 | 41,655 | 3,145 | 1,062 | 315,875 |
| Q2 | 1,724 | 342 | 266 | 853 | 303 | 60 | 204 | 16,074 | 894 | 2,983 | 3,931 | 291 | 244,704 | 41,894 | 3,129 | 1,068 | 318,720 |
| Q3 | 1,738 | 347 | 265 | 857 | 307 | 53 | 232 | 16,393 | 907 | 2,982 | 4,069 | 292 | 246,622 | 42,148 | 3,131 | 1,082 | 321,425 |
| Q4 | 1,758 | 344 | 263 | 860 | 238 | 50 | 231 | 16,620 | 908 | 2,551 | 4,100 | 292 | 248,245 | 42,286 | 3,118 | 1,096 | 322,960 |
| 2014 | | | | | | | | | | | | | | | | | |
| Q1 | 1,774 | 343 | 256 | 873 | 240 | 50 | 247 | 16,851 | 915 | 2,453 | 4,179 | 293 | 250,089 | 42,380 | 3,124 | 1,091 | 325,158 |
| Q2 | 1,797 | 352 | 249 | 886 | 285 | 48 | 273 | 17,310 | 945 | 2,636 | 4,725 | 293 | 252,447 | 42,536 | 3,152 | 1,119 | 329,053 |

Table 2. Newly-licensed motor vehicles (*)

| Year | Agricultural | Coach and private bus | Minibus | Route bus | Motorcycle | Passenger car | Goods-carrying vehicle | Special purpose vehicle | Road tractor | Total |
|-------------|--------------|-----------------------|-----------|-----------|--------------|---------------|------------------------|-------------------------|--------------|---------------|
| 2012 | 73 | 28 | 54 | 17 | 1,197 | 13,037 | 1,618 | 96 | 42 | 16,162 |
| Q1 | 13 | 5 | 19 | 9 | 208 | 3,384 | 367 | 29 | 10 | 4,044 |
| Q2 | 18 | 12 | 11 | - | 382 | 3,448 | 393 | 29 | 8 | 4,301 |
| Q3 | 19 | 8 | 12 | 7 | 357 | 3,125 | 464 | 18 | 16 | 4,026 |
| Q4 | 23 | 3 | 12 | 1 | 250 | 3,080 | 394 | 20 | 8 | 3,791 |
| 2013 | 65 | 15 | 36 | 8 | 1,438 | 13,092 | 1,667 | 101 | 58 | 16,480 |
| Q1 | 19 | 8 | 9 | - | 229 | 2,846 | 414 | 21 | 11 | 3,557 |
| Q2 | 13 | 3 | 15 | 8 | 435 | 3,561 | 448 | 22 | 9 | 4,514 |
| Q3 | 15 | 3 | 4 | - | 451 | 3,437 | 387 | 22 | 15 | 4,334 |
| Q4 | 18 | 1 | 8 | 0 | 323 | 3,248 | 418 | 36 | 23 | 4,075 |
| 2014 | | | | | | | | | | |
| Q1 | 20 | 5 | 7 | 0 | 312 | 3,615 | 410 | 24 | 8 | 4,401 |
| Q2 | 24 | 13 | 13 | 45 | 565 | 4,152 | 416 | 29 | 32 | 5,289 |

(*) Figures include new and used licensed motor vehicles

Table 3. Newly-licensed 'new' motor vehicles

| Year | Agricultural | Coach and private bus | Minibus | Route bus | Motorcycle | Passenger car | Goods-carrying vehicle | Special purpose vehicle | Road tractor | Total |
|-------------|--------------|-----------------------|-----------|-----------|------------|---------------|------------------------|-------------------------|--------------|--------------|
| 2012 | 6 | 9 | 10 | 0 | 812 | 5,884 | 552 | 12 | 8 | 7,293 |
| Q1 | 2 | - | 1 | - | 124 | 1,467 | 114 | 5 | 4 | 1,717 |
| Q2 | 1 | 3 | 5 | - | 268 | 1,480 | 118 | 6 | - | 1,881 |
| Q3 | 2 | 5 | 4 | - | 256 | 1,399 | 206 | 1 | 3 | 1,876 |
| Q4 | 1 | 1 | - | - | 164 | 1,538 | 114 | - | 1 | 1,819 |
| 2013 | 8 | 3 | 12 | 0 | 873 | 5,749 | 536 | 8 | 4 | 7,193 |
| Q1 | 4 | 1 | 1 | - | 145 | 1,288 | 180 | 2 | - | 1,621 |
| Q2 | 1 | - | 8 | - | 283 | 1,553 | 130 | 2 | - | 1,977 |
| Q3 | 2 | 2 | 3 | - | 282 | 1,508 | 121 | 4 | 1 | 1,923 |
| Q4 | 1 | 0 | 0 | 0 | 163 | 1,400 | 105 | 0 | 3 | 1,672 |
| 2014 | | | | | | | | | | |
| Q1 | 6 | 0 | 1 | 0 | 194 | 1,439 | 137 | 5 | 1 | 1,783 |
| Q2 | 0 | 2 | 1 | 0 | 367 | 1,919 | 143 | 2 | 13 | 2,447 |

Table 4. Newly-licensed 'used' motor vehicles

| Year | Agricultural | Coach and private bus | Minibus | Route bus | Motorcycle | Passenger car | Goods-carrying vehicle | Special purpose vehicle | Road tractor | Total |
|-------------|--------------|-----------------------|-----------|-----------|------------|---------------|------------------------|-------------------------|--------------|--------------|
| 2012 | 67 | 19 | 44 | 17 | 385 | 7,153 | 1,066 | 84 | 34 | 8,869 |
| Q1 | 11 | 5 | 18 | 9 | 84 | 1,917 | 253 | 24 | 6 | 2,327 |
| Q2 | 17 | 9 | 6 | - | 114 | 1,968 | 275 | 23 | 8 | 2,420 |
| Q3 | 17 | 3 | 8 | 7 | 101 | 1,726 | 258 | 17 | 13 | 2,150 |
| Q4 | 22 | 2 | 12 | 1 | 86 | 1,542 | 280 | 20 | 7 | 1,972 |
| 2013 | 57 | 12 | 24 | 8 | 565 | 7,343 | 1,131 | 93 | 54 | 9,287 |
| Q1 | 15 | 7 | 8 | - | 84 | 1,558 | 234 | 19 | 11 | 1,936 |
| Q2 | 12 | 3 | 7 | 8 | 152 | 2,008 | 318 | 20 | 9 | 2,537 |
| Q3 | 13 | 1 | 1 | - | 169 | 1,929 | 266 | 18 | 14 | 2,411 |
| Q4 | 17 | 1 | 8 | 0 | 160 | 1,848 | 313 | 36 | 20 | 2,403 |
| 2014 | | | | | | | | | | |
| Q1 | 14 | 5 | 6 | 0 | 118 | 2,176 | 273 | 19 | 7 | 2,618 |
| Q2 | 24 | 11 | 12 | 45 | 198 | 2,233 | 273 | 27 | 19 | 2,842 |

Table 5. Vehicles by main active Out-of-Action restriction: 2014 (**)

| Period | Agricultural | Coach and private bus | Minibus | Route bus | Motorcycle | Passenger car | Goods-carrying vehicle | Special purpose vehicle | Road tractor | Total |
|-----------------|--------------|-----------------------|---------|-----------|------------|---------------|------------------------|-------------------------|--------------|-------|
| Exported | | | | | | | | | | |
| Q1 | 0 | 0 | 0 | 0 | 1 | 30 | 19 | 0 | 0 | 50 |
| Q2 | 0 | 0 | 0 | 0 | 3 | 36 | 2 | 2 | 0 | 43 |
| Garaged | | | | | | | | | | |
| Q1 | 23 | 7 | 10 | 0 | 190 | 1,428 | 391 | 48 | 10 | 2,107 |
| Q2 | 21 | 15 | 9 | 0 | 316 | 1,295 | 322 | 28 | 16 | 2,022 |
| Scrapped | | | | | | | | | | |
| Q1 | 1 | 1 | 0 | 1 | 7 | 887 | 65 | 5 | 0 | 967 |
| Q2 | 0 | 3 | 2 | 0 | 12 | 734 | 43 | 5 | 2 | 801 |

(**) Data provided as at end of reference period

Table 6. Stock* of licensed vehicles by fuel type and vehicle group: Q2/2014

| Vehicle group | Petrol | Diesel | Electric | Hybrid ⁽¹⁾ | LPG | Gas | Paraffin | Battery Operated | Combined ⁽²⁾ | Unknown | Total |
|-------------------------|----------------|----------------|------------|-----------------------|-----------|-----------|-----------|------------------|-------------------------|----------|----------------|
| Total | 199,677 | 128,465 | 149 | 341 | 16 | 11 | 69 | 21 | 297 | 7 | 329,053 |
| Agricultural | 21 | 1,773 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1,797 |
| Coach and private bus | 1 | 351 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 352 |
| Minibus | 13 | 1,122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,135 |
| Route bus | 0 | 279 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 285 |
| Motorcycle | 17,554 | 9 | 56 | 1 | 0 | 0 | 10 | 1 | 0 | 0 | 17,631 |
| Passenger vehicle | 180,700 | 79,597 | 59 | 334 | 2 | 2 | 59 | 5 | 288 | 0 | 261,046 |
| Goods-carrying vehicle | 1,327 | 41,191 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 42,536 |
| Special purpose vehicle | 61 | 3,024 | 27 | 0 | 14 | 9 | 0 | 15 | 2 | 0 | 3,152 |
| Road tractor | 0 | 1,119 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,119 |

*As at end of reference period

For ⁽¹⁾ and ⁽²⁾ see methodological notes

Methodological Notes

1. This news release is based on data provided by Transport Malta.
2. The data in this news release are continuously subject to revision by the data provider. Therefore, the data shown are updated as per cut-off date indicated and are to be considered as provisional.
3. Data are being presented in alignment with international counterparts (Eurostat/ITF/UNECE) according to the 'Illustrated Glossary for Transport Statistics' 4th edition (<http://www.unece.org/fileadmin/DAM/trans/main/wp6/pdfdocs/glossen4.pdf>).
4. **Definitions:**

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. |
| Passenger road vehicle | A road vehicle designed, exclusively or primarily, to carry one or more persons. Included are: motorcycles, mopeds, passenger cars, vans designed and used primarily for transport of passengers, taxis, hire cars, ambulances, buses, coaches and minibuses, motor homes. |
| Passenger car | Road motor vehicle, other than a moped or a motorcycle, intended for the carriage of passengers and designed to seat no more than 9 persons (including the driver). Included are: passenger cars, vans designed and used primarily for transport of passengers, taxis, hire cars, ambulances, motor homes (not caravans), hearses, microcars (needing no permit to be driven). |
| Moped | Two-, three- or four-wheeled road motor vehicle which is fitted with an engine having a cylinder capacity of less than 50cc (3.05 cu.in) and a maximum authorised design speed in accordance with national regulations. |
| Motorcycle | Two-, three- or four-wheeled road motor vehicle not exceeding 400 kg (900 lb) of unladen weight. All such vehicles with a cylinder capacity of 50 cc or over are included, as are those under 50 cc which do not meet the definition of moped. |
| Coach and private bus | Passenger road motor vehicle designed to carry more than 24 persons (including driver), and with provision to carry seated as well as 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. |
| Goods road vehicle | Road vehicle designed, exclusively or primarily, to carry goods. Included are: (a) light goods vehicles with a gross vehicle weight of not more than 3,500kg, designed exclusively or primarily to carry goods, e.g. vans and pick-ups; (b) heavy goods road vehicles with a gross vehicle weight above 3,500kg, designed exclusively and primarily, to carry goods; (c) road tractors; (d) agricultural tractors permitted to use roads open to public traffic. |
| Road tractor | Road motor vehicle designed, exclusively or primarily, to haul other road 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; other special purpose road motor vehicles. |
| Garage Hire | Chauffeur-driven car for hire. |
| Self-drive car | Passenger road motor vehicle available for hire (without chauffeur). |
| Self-drive motorcycle | Same as motorcycle above, available for hire. |
| Taxi | Licensed passenger car for hire with driver without predetermined routes. The method of hire is normally: (i) Flagging down the street; (ii) Picking up at a designated taxi rank; (iii) Telephoning for collection. |
| Leased | A contract under which the owner of a motor vehicle grants to another person the exclusive possession of the motor vehicle for an agreed period, in return for a consideration, and under such conditions that the possessor of the motor vehicle will be obliged to pay the full amount of the consideration, or a penalty, to the owner of the motor vehicle, should the contract be terminated before the expiration of the agreed period. A QZ plate is assigned to all vehicles falling in the leased category. |
| Other | This category includes any other use (including private), of the corresponding vehicle, not mentioned in the table. |

VEHICLE RESTRICTIONS

| | |
|---------------------|--|
| Restrictions | A restriction is a condition imposed on a vehicle's licence. Restrictions can be either temporary such as Garaged, Seized, Resale, etc., or permanent (i.e. vehicle is indefinitely removed from circulation on national territory) such as Exported, Scrapped or Destroyed. In this News Release only data of the main three restrictions (Exported, Scrapped, Garaged) are reported. |
| Garaged | Vehicles no longer licensed for use on the road, but exclude vehicles which have been scrapped or exported. A vehicle may be garaged for a particular period, then re-licensed after this period. |
| Exported | Vehicles licensed in Malta which have been exported. |
| Scrapped | Vehicles which have been scrapped/destroyed, thus, indefinitely removed from circulation. |

ALTERNATIVE VEHICLE MOTORISATION TYPES

| | |
|---------------------------|--|
| Electric/battery operated | Electrically operated vehicle, totally independent of a fuel-driven engine. |
| Hybrid ⁽¹⁾ | A hybrid vehicle is a vehicle that uses two or more distinct power sources to move the vehicle. The term most commonly refers to hybrid electric vehicles (HEVs), which combine an internal combustion engine and one or more electric motors. |
| Combined ⁽²⁾ | A combined engine vehicle is a vehicle that uses two or more distinct power sources to move the vehicle which are not electrical. Combination types: Petrol/LPG, Diesel/LPG. |