

# MIALink

THE SHAREHOLDERS'  
NEWSLETTER

September 2024 Issue No. 30



# CEO'S Message

Dear Shareholders,

*It is my pleasure to once again address you in the opening pages of this magazine, through which we keep you updated on the latest developments at Malta International Airport, our achievements, and goals we are working towards.*

I cannot begin this message without mentioning that we recently received the prestigious Best Airport in Europe Award for airports handling between 5 and 10 million passengers annually, awarded by Airports Council International. This award is a testament to the dedication of our entire team in elevating not only the reputation of Malta International Airport but also that of our country.

This was an incredibly satisfactory result for our airport team, and I believe it is equally gratifying for you, our shareholders, who invest in a company that, despite its size and limitations, continues to earn accolades across all areas of its operation. This award, which recognised our resilience in the face of unprecedented challenges and our forward-looking strategy, inspires us to pursue our ambitious plans, which include strengthening and modernising our terminal and airport infrastructure while keeping environmental goals at the forefront of our operations.

In this issue of MIALink, we will be providing updates on some of our major ongoing projects. Notably, Apron 8 South, which became operational in July, will increase our capacity to accommodate mixed-fleet operations, including wide-body aircraft. We are also progressing with the terminal expansion, specifically the westward extension. In fact, if you've travelled through our airport recently, you may have noticed that new luggage belts have already been introduced inside the Baggage Reclaim Hall, following the extension of the area.

The upward trend in passenger movements that we are observing underscored the necessity of these projects.

Future-proofing our airport's infrastructure is crucial for us to ensure that our growth is sustainable. We encourage you to read more about this in the following pages.

As I mentioned, environmental stewardship remains a core part of our vision for Malta International Airport and a primary pillar of our investments. To this end, we recently launched a plan with clear objectives to achieve net zero carbon status by 2050, and carbon neutrality by next year, which plan is discussed in further detail in this publication.

This year, we also celebrate the tenth anniversary of the Malta Airport Foundation, and I am as proud of the Foundation's achievements as I am of our airport's successes. The Foundation's work, which is aimed at conserving and protecting the Maltese heritage and environment through investments in architectural, artistic, environmental and marine projects, would not have been possible without your loyalty and support. Therefore, you too should share in this pride, as the Foundation's success is your success.

Finally, I want to thank you for the trust you continually place in our company. As discussed at our last Annual General Meeting, our goal is to continue achieving outstanding results while exploring ways to offer you the best returns on your investments. The dividend approved by the Board of Directors to be paid out in September, the highest interim dividend our company has ever distributed to its shareholders, is evidence of this commitment.

Our history is one of success, and I believe the future is even brighter. I am optimistic that we will continue to offer tourists the best first and last impression of the Maltese Islands, and look forward to continuing to write the remarkable story of Malta International Airport together with you, our shareholders. •



## IL-MESSAĠĠ

# tal-Kap Eżekuttiv

Gheżież Azzjonisti,

*Huwa ta' pjaċir ghalija li ghal darb'ohra qiegħed nindirizzakom fl-ewwel paġni ta' din ir-rivista li permezz tagħha nżommukom aġġornati b'dak li jkun għaddej fl-Ajruport Internazzjonali ta' Malta, il-kisbiet li nkunu għamilna u dak li l-kumpanija tagħna tkun qiegħda taħdem għalih.*

Din id-darba ma nistax nibda dan il-messaġġ tiegħi mingħajr ma nsemmi l-premju importanti li ksbna dan l-aħħar, jiġifieri l-Premju tal-Aqwa Ajruport fl-Ewropa, fil-kategorija ta' dawk l-ajruporti li jilqgħu bejn 5 u 10 miljun passiġġier fis-sena, premju mogħti minn Airports Council International u li jixhed l-impenn tat-tim kollu tagħna li jkompli jgħolli mhux biss isem l-Ajruport Internazzjonali ta' Malta, imma isem pajjiżna wkoll.

Huwa ta' sodisfazzjon kbir ghalina bhala tim li naħdmu fl-ajruport u nemmen li daqstant ieħor huwa għalikom, l-azzjonisti, li tinvestu fil-kumpanija tagħna, li minkejja ċ-ċokon u l-limitazzjonijiet tiegħu, l-ajruport tagħna jibqa' jkseb ċertifikat wieħed wara l-ieħor fl-oqasma kollha tal-operat tiegħu.

Dan il-premju, li rrikonoxxa r-reżiljenza tal-ajruport tagħna quddiem sfidi bla preċedent u anke l-istrateġija tagħna għall-futur, ikompli jimlina bil-kuraġġ biex inwettqu l-pjan ambizzjuż tagħna li permezz tiegħu mhux biss qed insaħħu u nimmodernizzaw l-infrastruttura tat-terminal u l-mitjar tagħna, imma biex anke nkomplu npoġġu fiċ-ċentru tal-operat tagħna miri ambjentali.

Propju għalhekk li f'din il-harġa ta' MIALink, xtaqna nagħtukom ftit informazzjoni u aġġornamenti fuq uħud mill-proġetti ewlenin li għaddejin bħalissa. Fost dawn, Apron 8 South, li se jzid il-kapaċità tal-ajruport li jilqa' flotta iżjed imħallta ta' ajruplani, inkluż ajruplani ta' daqs akbar, proġett li din is-sena qed naraw l-ewwel frott tiegħu. Għaladarba qed nitkellmu fuq proġetti, ma nistgħux ma nitkellmux dwar l-estensjoni tat-terminal. L-ewwel fażi ta' dan il-proġett, jiġifieri t-tkabbir tat-terminal lejn in-naħa tal-punent, miexi għmielu. Min siefer dan l-aħħar, żgur li seta' jinnotta t-tkabbir tas-sala minn fejn il-passiġġiera jiġbru l-bagalji tagħhom.

Ir-riżultati li qed niksbo f'termini ta' traffiku ta' passiġġiera, fejn xahar wara l-ieħor qed inkomplu nirreġistraw tkabbir, jixhed kemm huma bżonnjużi dawn il-proġetti, għax tajjeb li nħarsu lejn il-futur u nipplanaw iżjed tkabbir, imma daqstant ieħor huwa importanti li nassiguraw li dan it-tkabbir ikun wieħed sostenibbli u li nifilhu għalih. Dwar dawn ir-riżultati importanti, inhegġgukom taqraw iżjed fil-paġni li jsegwu.

Kif semmejt iżjed 'il fuq, il-protezzjoni tal-ambjent ta' madwarna tibqa' parti intrinsika mill-missjoni tagħna u pilastru ewlieni tal-investimenti li qed nagħmlu. Kburi li għal darb'ohra l-kumpanija tagħna kienet pijuniera f'dan il-qasam, meta ftit tal-gimghat ilu nedejna l-pjan tagħna li jstabbilixxi miri ċari biex sal-2050 niksbo n-newtralità klimatika. Ninsabu fit-triq it-tajba biex sas-sena d-dieħla nkunu qed noholqu bilanċ bejn l-emmissjonijiet tagħna u l-enerġija nadifa li nipproduċu. Dwar dan ukoll tistgħu taqraw iżjed f'din il-pubblikazzjoni.

Ma nistax ma nsemmix ukoll anniversarju importanti li qed niċċelebraw din is-sena, jiġifieri l-għaxar anniversarju mit-twaqqif tal-Malta Airport Foundation. Jekk jien kburi b'dak li rnexxielna nwettqu fl-ajruport, daqstant ieħor jiena kburi bl-investimenti li wettqet il-Fondazzjoni fil-konservazzjoni u l-harsien tal-patrimonju Malti u l-ambjent ta' madwarna. Il-proġetti kollha li saru bis-saħħa tal-Fondazzjoni, fil-konservazzjoni tal-patrimonju arkitettoniku, artistiku, ambjentali u marittimu ma kienx ikun possibbli mingħajr il-lealtà u l-investment tagħkom l-azzjonisti u għalhekk anke intom għandkom tkunu kburi. Is-suċċess tal-Fondazzjoni huwa s-suċċess tagħkom ukoll.

Fl-aħħar nett, niehu l-okkażjoni biex niringrazzja lilkom tal-fiduċja li dejjem tpoġġu fil-kumpanija tagħna. Kif spjegajna fl-aħħar Laqgħa Ġenerali Annwali, huwa l-ghan tagħna li waqt li nkomplu niksbo dawn ir-riżultati, inkomplu nesploraw ukoll modi kif noffru lilkom l-aqwa dħul mill-investimenti li tpoġġu fil-kumpanija tagħna. Xhieda ta' dan huwa d-dividend approvat mill-Bord tad-Diretturi biex jithallas f'Settembru, l-oghla interim dividend li l-kumpanija se tkun hallset lill-azzjonisti tagħha.

L-istorja tagħna hija waħda ta' suċċess imma nemmen li l-futur huwa isbah. Jiena ninsab ottimist li nistgħu nkomplu noffru lit-turisti li jżuruna l-aqwa impressjoni tal-Gżejjer Maltin malli jirfsu fuq artna u ninsab herqan biex flimkien magħkom l-azzjonisti tagħna, inkomplu niktbu l-istorja sabiħa tal-Ajruport Internazzjonali ta' Malta. •



## 10 years of the Malta Airport Foundation YOU'RE INVITED

We cordially invite you to a special event commemorating the accomplishments and projects of the Malta Airport Foundation over the last decade. A talk in relation to the Foundation's investments in Malta's marine and artistic heritage will be delivered by Professor of Maritime Archaeology Timothy Gambin, and Artist and Painting Conservator Anthony Spagnol. An exhibition showcasing the Foundation's projects will also be on display. The event will conclude with a complimentary lunch.

**Date:** Friday 18th October 2024

**Time:** 10am

**Location:** The Xara Lodge (Rabat, Malta)

**RSVP:** Not later than Friday 11th October 2024

If you are interested in joining us on the day, kindly call on +356 2369 6600. When calling to book a place, please indicate whether you will be attending with a guest. One guest per MSE account will be permitted. Bookings to this shareholders' event will be accepted on a first-come, first-served basis due to space limitations. When booking you would need to provide both your ID and MSE number.

## 10 snin tal-Malta Airport Foundation STEDINA GĦALIK

Nixtiequ nistednuk tingħaqad magħna għal avveniment li matulu se nkunu qed niċċelebraw il-kisbiet u l-proġetti li hadmet fuqhom il-Malta Airport Foundation fl-aħħar għaxar snin. L-Arkeoloġista Marittimu, il-Prof. Timothy Gambin u l-Artist Anthony Spagnol se jiddiskutu l-proġetti li hadmu fuqhom. Se tittella' wkoll wirja dwar uħud mill-proġetti tal-Fondazzjoni. Nagħqal l-attività b'ikla b'xejn għal dawk kollha preżenti.

**Data:** Il-Ġimgha 18 ta' Ottubru 2024

**Min:** 10am

**Post:** The Xara Lodge (Ir-Rabat, Malta)

**RSVP:** Mhux aktar tard mill-Ġimgha 11 ta' Ottubru 2024

Jekk tixtieq taċċetta l-istedina tagħna, jekk jogħġbok ċempel fuq +356 2369 6600 sabiex tirriżerva post. Meta ċċempel biex tibbukja post, nitlobuk tindika intix ser tattendi wahdek jew ma' mistieden/a. Kull kont tal-MSE huwa intolat għal mistieden wieħed/wahda. It-telefonati sejrin jiġu aċċettati fuq bażi first-come, first-served minhabba spazju limitat. Meta tibbukja inti mitlub tipprovi n-numru tal-karta tal-identità u tal-MSE.

# A RECORD MONTH AFTER ANOTHER PASSENGER TRAFFIC IN THE FIRST HALF OF 2024



A strong first half has well-positioned 2024 to exceed the record traffic results achieved in 2023, with the airport welcoming 4.1 million passengers between January and June alone.

## Record growth in the first quarter

The year kicked off with remarkable growth in the first quarter. March, in particular, set a new milestone as the busiest month in Malta International Airport's history, with 633,826 passengers passing through the terminal. This figure represents a 30.1% increase compared to March of the previous year.

The Polish market continued its impressive upward trend, recording the highest growth among the airport's top five markets. In March, passenger traffic to and from Poland surged by 80.6% compared to 2023, overtaking the French market to become the airport's fourth largest market.

This growth can be attributed to several factors, including enhanced flight frequencies to Polish destinations by Ryanair and Wizz Air during the winter schedule.

## Continued growth in the second quarter of the year

The upward trend in passenger traffic at the airport persisted into the second quarter of 2024. May emerged as a standout month, marking the first time that the airport welcomed over 800,000 passengers in that month – which milestone was last reached in July 2023, at the height of the summer season.

In May 2024, the airport welcomed a total of 858,402 passengers, reflecting an 18.2% increase compared to May 2023. This translates to an additional 132,000 passengers year-on-year.

This significant growth was highlighted by by Airports Council International in its periodic reports. Notably, among Southern European destinations—including Italy, Greece, Turkey, Spain, Cyprus, and Portugal—Malta recorded the highest growth in passenger traffic (18%) in the first half of 2024 compared to the same period in 2023.

## Italy Remains the Most Popular Destination

Italy has maintained its position as Malta International Airport's largest market. In the first six months of the year, passenger traffic to and from Italy accounted for 23% of the airport's total passenger movements. The United Kingdom followed with 20%, while Germany, France, and Poland contributed 9%, 7%, and 7% respectively.

Among these key markets, Poland stood out with the most significant growth, recording a substantial 60% increase in passenger traffic compared to the previous year. The United Kingdom also showed strong growth, with a 28% increase. Conversely, the French market was the only one among the top five to register a decline, with a 7% decrease compared to 2023.

## Strong SLF maintained throughout all months

Passenger traffic increased in parallel with the substantial, month-on-month growth in available seats on flights, as the airport continued to work to recover the connections lost during the pandemic, introduce new destinations and improve frequency of flights to several popular destinations.

This increase has led to the Seat Load Factor remaining strong, testimony to the demand for travel which remains high. In the first half of the year, the highest Seat Load Factor was recorded during the month of March, reaching 87.2%, the highest that the airport has ever recorded during this month.

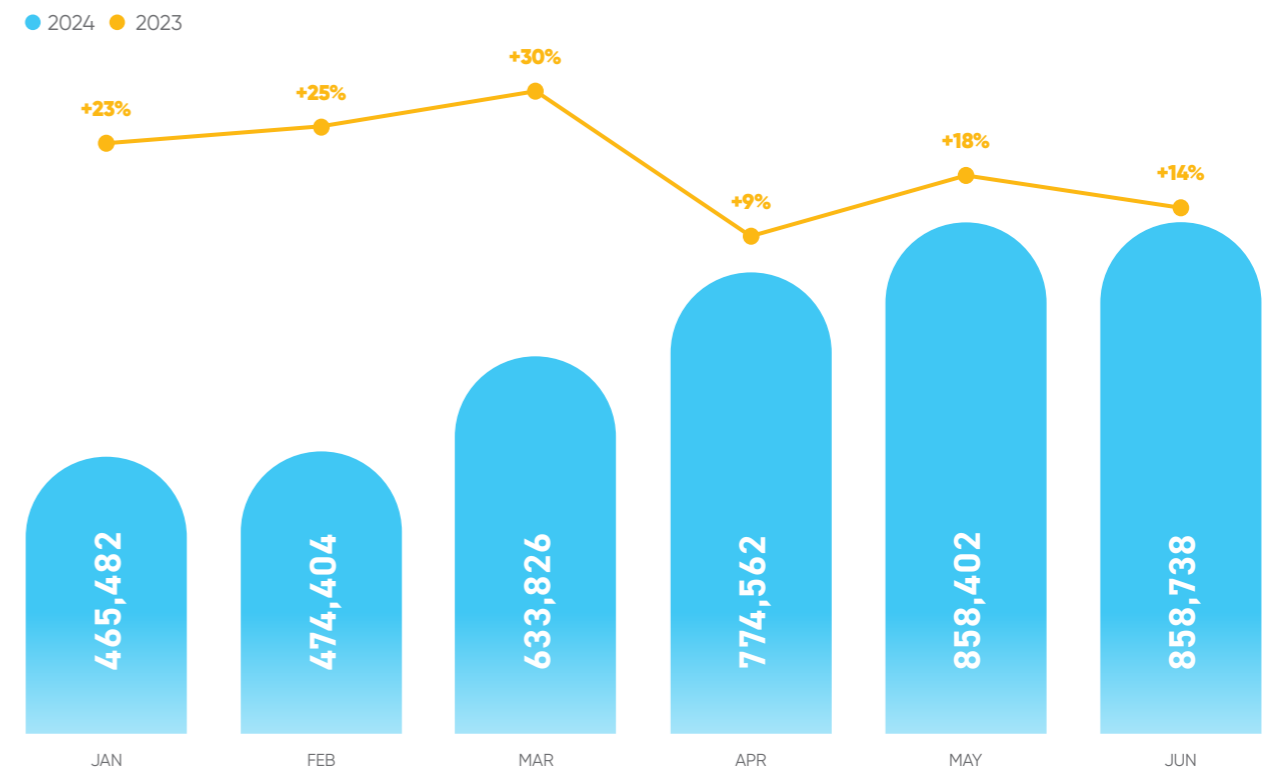
## Upcoming busy months

The positive trend in passenger traffic is expected to continue in the coming months, particularly during the busy summer season. To accommodate this growth and ensure sustainability, Malta International Airport is investing in various projects to enhance its infrastructure, increase capacity, and improve the overall passenger experience. Further details on these initiatives can be found from page 20 onwards.

# REKORD XAHAR WARAL-IEHOR IT-TRAFFIKU TAL-PASSIĠĠIERA FL-EWWEL NOFS TAL-2024

Ir-riżultati pożittivi fl-ewwel nofs tas-sena, ipoġġi lill-ajruport f'pożizzjoni biex sal-aħħar tas-sena, jaqbeż ir-riżultati rekord li kiseb fl-2023 f'termini ta' traffiku tal-passiġġiera. Bejn Jannar u Ġunju biss, diġà għaddew mill-ajruport 4.1 miljun passiġġier.

## Monthly traffic 2023 vs 2024



## L-ewwel kwart tas-sena bl-akbar tkabbir

Is-sena bdiet mill-ewwel fuq nota pożittiva, bl-ewwel tliet xhur tas-sena jirreġistraw l-akbar tkabbir fuq l-istess perjodu tas-sena li għaddiet. F'dan l-ewwel kwart tas-sena, Marzu kien l-aktar wiehed impenjattiv. Fil-fatt, għall-ewwel darba fl-istorja tal-Ajruport Internazzjonali ta' Malta, matul dan ix-xahar għaddew mit-terminal aktar minn 600,000 passiġġier, għal total ta' 633,826, jiġifieri tkabbir ta' 30.1% fuq l-istess xahar tas-sena referenzjali.

Anke f'dan il-perjodu, is-suq Pollakk żamm mat-tendenza tas-sena li għaddiet u baqa' jirreġistra l-akbar tkabbir fost il-hames l-aktar swieq importanti għall-ajruport. Tant hu hekk li f'Marzu, it-traffiku minn u lejn il-Polonja ra zieda ta' 80.6% fuq il-livelli tal-2023 u saħansitra qabeż is-suq Franċiż biex sab ruħu bhala r-raba' l-aktar suq importanti għall-ajruport.

Kienu diversi l-fatturi li wasslu għal dan, inkluż titjib fil-frekwenza ta' titjiriet lejn destinazzjonijiet Pollakki operati minn Ryanair u Wizz Air fl-iskeda tax-xitwa li għaddiet.

## It-tkabbir ikompli fit-tieni kwart tas-sena

Dawn ir-riżultati pożittivi komplew ukoll fit-tieni kwart tas-sena. F'dan il-perjodu, l-akbar tkabbir kien irreġistrat f'Mejju, li matulu, għall-ewwel darba l-istess xahar, l-ajruport laqa' iżjed minn 800,000 passiġġier, cifri li s-sena li għaddiet intlaħqu f'Lulju, fl-eqel tal-istaġun tas-sajf.

Fil-fatt, f'Mejju 2024 għadew mill-ajruport total ta' 858,402 passigġiera, tkabbir ta' 18.2% fuq Mejju 2023, jew zieda ta' 132,000 passigġier.

Dan it-tkabbir importanti kien innutat ukoll mill-Airports Council International fl-istatistiċi li jippubblika minn żmien għal żmien. Fil-fatt, jekk wiehed iħares lejn destinazzjonijiet oħra fin-nofsinar tal-Ewropa, inkluż l-Italja, il-Greċja, it-Turkija, Spanja, Ċipru u l-Portugall, fl-ewwel nofs tal-2024, Malta rreġistrat l-akbar tkabbir (18%) fit-traffiku tal-passigġiera meta wiehed jikkumpara mal-istess perjodu tal-2023.

### L-Italja żzomm postha bħala l-aktar destinazzjoni importanti

L-Italja żammet postha bħala l-aktar suq importanti għall-Ajruport Internazzjonali ta' Malta. Fil-fatt, it-traffiku tal-passigġiera minn u lejn l-Italja kien responsabbli għal 23% tat-total tal-moviment tal-passigġiera fl-ewwel sitt xhur tas-sena, segwita mir-Renju Unit (20%), il-Ġermanja (9%), Franza (7%) u l-Polonja (7%).

Jekk wiehed iħares lejn dawn is-sitt xhur, il-Polonja jibqa' s-suq li rreġistra l-akbar tkabbir fuq is-sena li għaddiet, zieda sostanzjali ta' 60% fit-traffiku tal-passigġiera, segwit mir-Renju Unit (+28%). Fost il-hames l-aktar swieq importanti, dak Franċiż kien l-uniku wiehed li rreġistra tnaqqis meta kkumparat mal-2023 (-7%).

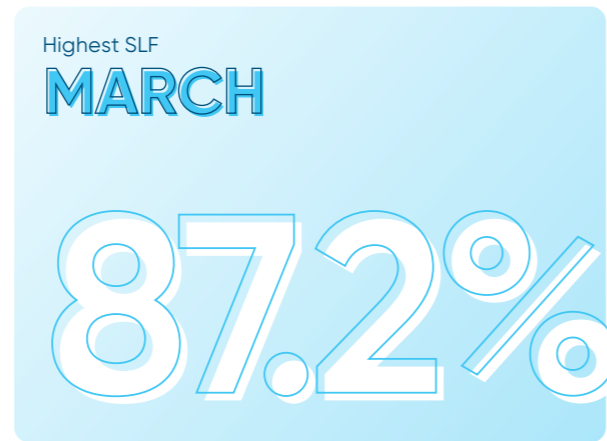
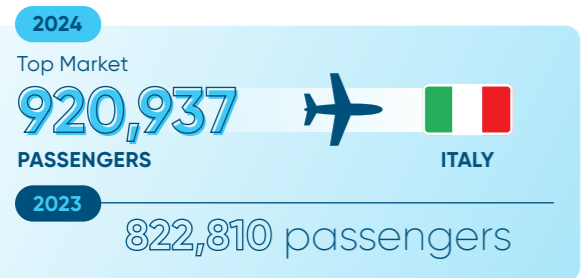
### SLF b'saħħtu fix-xhur kollha

It-tkabbir fit-traffiku tal-passigġiera mexa b'mod parallel mat-tkabbir sostanzjali, xahar wara xahar fil-postijiet disponibbli fuq it-titjriet, hekk kif l-ajruport kompli jahdem biex jirkupra l-konnessjonijiet mitlufa fi żmien il-pandemija, iżid destinazzjonijiet ġodda u anke l-frekwenza tat-titjriet lejn diversi destinazzjonijiet popolari.

Din iż-żieda wasslet biex is-Seat Load Factor jibqa' wiehed b'saħħtu, xhieda tad-domanda għall-ivjaġġar li għadha wahda b'saħħitha. Fil-perjodu li qed nitkellmu dwaru, l-ogħla Seat Load Factor kien irreġistrat matul ix-xahar ta' Marzu, biex lahaq is-87.2%, l-ogħla wiehed li l-ajruport qatt irreġistra matul dan ix-xahar.

### Xhur oħra impenjattivi

Dan it-tkabbir, kif jidher mit-tbassir tal-kumpanija, mistenni li jkompli matul ix-xhur li ġejjin, partikolarment fix-xhur impenjattivi tas-sajf. Propju għalhekk li l-kumpanija qed tkompli bl-investimenti tagħha biex tkun tifaħ għal dan it-tkabbir, filwaqt li tassigura li jkun wiehed sostenibbli. Dan permezz ta' diversi proġetti biex issaħħah l-infrastruttura tagħha, iżżid il-kapaċità tal-mitjar u tkompli ttejjeb il-vjaġġ u l-esperjenza tal-passigġiera. Dwar dawn il-proġetti tista' taqra aktar minn paġna 20 'il quddiem.



## THE COMPANY'S FINANCIAL PERFORMANCE FOR THE FIRST HALF OF THE YEAR 2024

The Board of Directors of Malta International Airport plc, approved the Group's financial statements for the period between January and June 2024 during a meeting held on Thursday, 1st August 2024.

The full financial statements can be viewed on [www.maltairport.com](http://www.maltairport.com).

### H1 2024 Financial Performance

The Group's revenue generated between January and June 2024 registered an increase of 20.1% over 2023, to total €64.4 million. This growth was driven by a strong performance in the first half of the year, which saw traffic volumes climb 18.4% over 2023's record numbers to 4.1 million passenger movements, and higher revenues being generated from non-aviation activities.

While 68.7% (€44.2 million) of the total revenue stemmed from the airport segment, the retail and property segment generated 31.1% (€20.1 million) of this total. Both segments registered year-on-year growth, with airport revenues rising by 21.4% and retail and property revenues outperforming 2023 levels by 19.2%.

### Interim Dividend

During the meeting, the Board of Directors also approved an interim net dividend of €0.06 per share on all shares settled at close of business on Thursday 22nd August 2024, which is payable by no later than Friday 13th September 2024.

## IL-PRESTAZZJONI FINANZJARJA TAL-KUMPANIJA GĦALL-EWWEL NOFS TAS-SENA 2024

Il-Bord tad-Diretturi ta' Malta International Airport plc, approva r-riżultati finanzjarji tal-kumpanija għall-perjodu bejn Jannar u Ġunju 2024 waqt laqgħa li saret nhar il-Ħamis, l-1 ta' Awwissu 2024.

Id-dettalji tar-riżultati finanzjarji jistgħu jiġu aċċessati fuq is-sit [www.maltairport.com](http://www.maltairport.com).

### Ir-Riżultati Finanzjarji għall-Ewwel Nofs tal-2024

Id-dhul tal-Grupp iġġenerat bejn Jannar u Ġunju 2024 rreġistra tkabbir ta' 20.1% fuq l-2023, għal total ta' €64.4 miljun. Dan it-tkabbir kien riżultat ta' prestazzjoni b'saħħitha fl-ewwel nofs tas-sena, li ra l-volumi tat-traffiku jiżdiedu bi 18.4% fuq in-numri rekord tal-2023, għal 4.1 miljun passigġier li għadew mill-ajruport matul l-ewwel sitt xhur tal-2024, u dhul iżjed b'saħħtu minn attivitajiet tan-negozju mhux marbutin mal-avjazzjoni.

Filwaqt li 68.7% (€44.2 milun) tat-total ta' dhul ġie mill-qasam tal-avjazzjoni, is-settur tal-bejgħ bl-imnut u l-proprjetà kkontribwixxa għal 31.1% (€20.1 miljun) ta' dan id-dhul. Iż-żewġ oqsma rreġistraw tkabbir meta wiehed iqabbilhom mas-sena 2023, bil-qasam tal-avjazzjoni jirreġistra tkabbir ta' 21.4%, filwaqt li d-dhul min-negozju mhux marbuta mal-avjazzjoni, qabez dak irreġistrat is-sena li għaddiet b'19.2%.

### Flas ta' Dividend Interim

Waqt l-istess laqgħa, il-Bord tad-Diretturi approva l-hlas ta' dividend interim net ta' €0.06 għal kull sehem, fuq l-ishma kollha stabbiliti f'għeluq il-jum tan-negozju tal-Ħamis 22 ta' Awwissu 2024, liema dividend ma għandux jithallas aktar tard mit-13 ta' Settembru 2024.

# TEN YEARS OF THE MALTA AIRPORT FOUNDATION: A LOOK BACK AT KEY INVESTMENTS

In just a few days, we will be celebrating the tenth anniversary of the Malta Airport Foundation. In the previous edition of MIALink, we highlighted the key projects that the Foundation undertook during its first five years, focusing on the promotion and conservation of Maltese heritage and the environment. In this second edition of MIALink for this year, we will showcase the projects the Foundation has invested in over the past five years.

# 2021

## COMBINED OPERATIONS ROOM

One of the most significant investments made by the Malta Airport Foundation was the restoration project of the Combined Operations Room and its adjacent ancillary rooms. This wartime complex, located under the Upper Barracks in Valletta, was built by the Order of St. John in 1566 and later repurposed by the British as military barracks in 1941.

The Combined Operations Room served as the central hub where military strategists directed all military and naval actions during the air strikes on the islands in World War II, based on information received from various ancillary rooms. This underground complex was later utilised by NATO to track submarines and played a crucial role during the 1956 Suez Crisis and the 1962 Cuban Missile Crisis, before it was closed in 1977. Over the next forty years, the complex suffered significant damage to both its infrastructure and important historical artifacts, including maps that chronicled the pivotal events that took place there.

Recognising the historical importance of this site, the Foundation partnered with Fondazzjoni Wirt Artna to restore the underground complex and open it to the public. During the restoration, two additional maps were discovered under a large map used by NATO. All three hand-painted wooden maps have been meticulously restored and are now on display for visitors.

Thanks to this investment, the complex has been transformed into a war museum and stands as one of the main military attractions of the Maltese Islands.



# GĦAXAR SNIN TAL-MALTA AIRPORT FOUNDATION: HARSA LURA LEJN L-INVESTIMENTI EWLENIN

Fi ftit ta' jiem oħra se nkunu qed niċċelebraw l-għaxar anniversarju mit-twaqqif tal-Malta Airport Foundation. Fl-edizzjoni li għaddiet ta' MIALink tajna harsa lejn il-proġetti ewlenin li l-Fondazzjoni hadmet fuqhom fl-ewwel hames snin tagħha, proġetti favur il-protezzjoni u l-konservazzjoni tal-patrimonju u l-ambjent Malti. F'din it-tieni edizzjoni ta' MIALink għal din is-sena, se nkunu qed inharsu lejn il-proġetti li l-Fondazzjoni investiet fihom fl-aħħar hames snin.

## COMBINED OPERATIONS ROOM

Wiehed mill-investimenti l-aktar interessanti li għamlet il-Fondazzjoni kien propju l-proġett ta' restawr tal-Combined Operations Room u l-kmamar anċillari li jinsabu biswita. Dawn il-kmamar jiffurmaw parti minn kumpless ta' żmien il-gwerra li jinsab taħt il-Barrakka ta' Fuq fil-Belt Valletta.

Dan il-kumpless inbena mill-Ordni ta' San Ġwann fl-1566 u beda jintuża bħala kwartieri tal-gwerra mill-Ingħlizi fl-1941. Il-Combined Operations Room kienet tirċievi informazzjoni minn diversi kmamar anċillari li abbażi tagħha strategisti militari li kienu stazzjonati hawnhekk kienu jidderieġu l-azzjonijiet militari u navali kollha, partikolarment matul il-hbit mill-ajru fuq il-gżejjer waqt it-Tieni Gwerra Dinjija.

Dan il-kumpless taħt l-art aktar tard intuża wkoll min-NATO biex jiġu trekkjati s-sottomarini u kellu rwol important fil-Kriżi tas-Swejz tal-1956 u l-Kriżi tal-Missili f'Kuba tal-1962, qabel ma l-bibien tiegħu nqas għal fuq għal kważi erbghin sena, li matulhom saret hafna hsara kemm lill-infrastruttura u anke oġġetti oħra importanti, bħal mapep, li jkomplu jifgħu dawk fuq l-avvenimenti important li seħew f'dan il-post.

Kien propju għalhekk li l-Fondazzjoni nqas ma Fondazzjoni Wirt Artna biex dan il-kumpless taħt l-art jiġi rrestawrat u jinfetħ għall-pubbliku. Interessanti kif waqt ir-restawr, taħt mappa enormi li kienet tintuża min-NATO, instabu żewġ mapep oħra li jmorru lura għal qabel l-1960. It-tliet mapep, impittra bl-idejn fuq l-injam, ġew irrestawrati wkoll u issa jistgħu jingawdew mill-visitaturi.

Bis-saħħa ta' dan l-investment, dan il-kumpless inbidel f'mużew tal-gwerra u sar wiehed mill-attrazzjonijiet militari ewlenin tal-Gżejjer Maltin.

# 2022

## RESTORATION OF A MATTIA PRETI PAINTING IN ŻURRIEQ

As part of its mission to invest directly in the airport's neighbouring localities, the Foundation undertook the restoration and conservation of an imposing painting by the renowned artist Mattia Preti, located in the Parish Church of Saint Catherine of Alexandria in Żurrieq.

The historic painting, titled 'Saints Roque, Blaise, Dominic and Nicholas of Tolentino Interceding for the Plague Stricken,' was painted in 1676 at the height of the epidemic.

During the restoration, experts removed layers of overpaint that had accumulated over the years, obscuring Preti's original work. The project also involved significant conservation efforts on the canvas, which had deteriorated to the point of damaging the artwork. A new canvas was fitted to provide the necessary strength and stability.

Today, this masterpiece can be admired in its original state within the church, preserving a crucial piece of artistic and historical heritage.

## RESTAWR TA' PITTURA TA' MATTIA PRETI FIŻ-ŻURRIEQ

Bhala parti mill-missjoni tagħha li tinvesti direttament fil-lokalitajiet li jinsabu viċin l-ajruport, il-Fondazzjoni hadet hsieb ir-restawr u l-konservazzjoni ta' pittura imponenti tal-artist Mattia Preti li tinsab fil-Knisja Parrokjali ta' Santa Katarina ta' Lixandra fiż-Żurrieq.

Il-pittura storikali oġġib-isem ta' *Santu Rokku, San Bjaġju, San Duminku u San Nikola ta' Tolentino Jinterċiedu għal Dawk Milqutin mill-Pesta* tippitret fl-1676, propju fl-eqqel tal-epidemija.

Matul ix-xogħol ta' restawr, ir-restawraturi nehew interventi biż-żebgħa li saru matul is-snin u li kienu qed jgħattu ż-żebgħa originali li uża Preti. Dan ix-xogħol kien jinkludi wkoll konservazzjoni tat-tila li tant kemm kienet fi stat hażin li kienet qed tagħmel ħsara lill-pittura nnifsiha. Fil-fatt twehhet tila ġdida biex toffri biżżejjed saħħa u stabbiltà lill-pittura.

Illum din il-pittura tista' titgawda fl-istat originali tagħha f'wiehed mill-kappelluni ta' din il-knisja.

## THE FIRST DEEP-WATER ARCHAEOLOGICAL PARK

The Malta Airport Foundation also collaborated with Heritage Malta to inaugurate the world's first deep-water archaeological park. This site, discovered in 1993 beyond Xlendi Bay, Gozo, at a depth of 105 meters, encompasses Punic archaeological material spread over an area of 67,000 m<sup>2</sup>.

Heritage Malta's Undersea Cultural Heritage Section has conducted extensive research to understand the origins of this unique site, meticulously documenting the location and artifacts using innovative methods not previously employed anywhere else.

While deep-water shipwrecks are not uncommon, the unparalleled value of this site lies in its thousands of artifacts, including amphorae and urns dating back 2,300 years, as well as naturally formed rock structures from extinct coral reefs.

To make this remarkable site accessible to the public, Heritage Malta has produced photos and 3D videos available on the Underwater Malta website, a virtual museum showcasing Malta's underwater archaeological sites.

The Maritime Archaeological Park of Xlendi was opened for diving in 2023, and an exhibition about it can be found in the watchtower near Xlendi beach.



## L-EWWEL PARK ARKEOLOĠIKU F'QIEGH IL-BAĦAR FID-DINJA

Il-Malta Airport Foundation nġaqdet ukoll ma' Heritage Malta biex seta' jiġi inawgurat l-ewwel park arkeoloġiku f'baħar fid-dinja. Dan is-sit ġie skopert fl-1993 lil hinn mill-Bajja tax-Xlendi, Ghawdex, f'fond ta' 105 metri, u jikkonsisti f'materjal arkeoloġiku Puniku mifruq fuq medda ta' 67,000m<sup>2</sup>.

It-Taqsima tal-Wirt Kulturali ta' Qiegh il-Baħar fi hdan Heritage Malta wettqet riċerka dwar x'seta' wassal għall-holqien ta' dan is-sit uniku, filwaqt li ddokumentat il-post u l-artefatti li jinsabu hawnhekk b'mezzi innovattivi li ma ntużaw imkien ieħor.

## DOCUMENTARY SERIES LAUNCHED: SUBMERGED WORLD

Following the success of the documentaries on Filfla, Comino and their surrounding marine environments, the Malta Airport Foundation once again collaborated with Monolith Productions and marine biologist Professor Alan Deidun to create a series of six short documentaries titled: 'Submerged World.'

These documentaries delve into six of the most popular shipwrecks in Maltese waters, offering the public a glimpse into these underwater treasures. Beyond showcasing the ships themselves, the documentaries also highlight the rich maritime life that has flourished around them.

The first documentary revisits Um El Faroud, a ship submerged since 1998. The second explores HMS Maori, a renowned wartime destroyer, while the third focuses on Rożi, a tugboat that operated in the Grand Harbour for 11 years. The final three documentaries will feature the vessels MV Cominoland, Imperial Eagle, and Patrol Boat P31, and are expected to be released by the end of 2024.



All documentaries can be viewed here: [youtube.com/maltaairport](https://youtube.com/maltaairport)



Għalkemm bastimenti mgharrqin f'baħar fond mhumiex attrazzjonijiet rari, il-valur bla paragun ta' dan is-sit partikolari jinsab fl-eluf ta' artefatti li hemm fih, fosthom anfori u urni li jmorru lura mal-2,300 sena, flimkien mal-wirt naturali ta' blat iffurmat minn sikek tal-qroll estinti.

Bil-għan li jkun aċċessibbli għall-pubbliku iġenerali, Heritage Malta hadmet fuq ritratti u filmati 3D li jinsabu disponibbli fuq is-sit Underwater Malta, mużew virtwali ta' siti arkeoloġiċi taħt il-baħar f'Malta.

Il-Park Arkeoloġiku Marittimu tax-Xlendi nfetaħ għall-ghaddasa fl-2023 u wirja dwaru tinsab fit-torri tal-ghassa viċin il-bajja tax-Xlendi.

## IMNEDIJA SENSIELA TA' DOKUMENTARJI: SUBMERGED WORLD

Wara s-success tad-dokumentarji dwar Filfla u Kemmuna u l-ambjent marittimu li jdawwarhom, il-Malta Airport Foundation nġaqdet mill-ġdid ma' Monolith Productions u ma' Professur Alan Deidun, bijoloġista marittimu, biex jinħadmu sitt dokumentarji qosra bit-titlu: Submerged World.

Dawn id-dokumentarji jesploraw u jagħmlu aċċessibbli għall-pubbliku sitta mill-aktar bastimenti nawfragati popolari li jinsabu fl-ibhra Maltin. Apparti l-bastimenti nfushom, id-dokumentarji jagħtu wkoll ħarsa lejn il-ħajja marittima ta' madwarhom.

L-ewwel dokumentarju kixef mill-ġdid il-bastiment Um El Faroud, li l-baħar kien ilu jostru mill-1998. It-tieni dokumentarju esplora l-HMS Maori, destroyer popolari ta' żmien il-Gwerra, filwaqt li t-tielet filmat kien dwar Rożi, tugboat li għamlet 11-il sena topera fil-Port il-Kbir.

L-aħħar tliet dokumentarji, li se jkunu dwar il-bastimenti MV Cominoland, Imperial Eagle u Patrol Boat P31, mistennija li jkunu ppubblikati sal-aħħar tal-2024.



Id-dokumentarji kollha jinsabu disponibbli hawn: [youtube.com/maltaairport](https://youtube.com/maltaairport)

# 2023



## HISTORICAL VIA SAGRA AT TA' ĠIEŻU GETS A NEW LEASE OF LIFE

One of the latest and most significant projects undertaken by the Malta Airport Foundation was the restoration and conservation of the historic Via Sagra in the Church of Jesus in Valletta.

This project focused on the 14 paintings depicting moments from the Passion of Christ. The restoration confirmed that this Via Sagra is the second of its kind in the Maltese Islands, introduced by the Franciscan Friars who manage this important church and are devoted to the Lord's Passion.

During the restoration process, conservators removed numerous previous interventions on these paintings, allowing the company Atelier del Restauro to conduct an in-depth study. This meticulous work led to the attribution of some of the paintings to prominent Maltese artists Francesco Zahra and Gian Nicola Buhagiar.

The wooden frames, designed by Abram Gatt, also underwent restoration. Conservators cleaned the existing gilding and applied 23.75K gold leaf to areas where the original gilding was lost, using the water gilding technique to ensure the new gilding matched the original as closely as possible.

## IL-KONSERVAZZJONI TAL-VIA SAGRA FIL-KNISJA TA' ĠIEŻU

Wiehed mill-ahhar u l-aktar proġetti importanti li l-Malta Airport Foundation hadmet fuqhom kien ir-restawr u l-konservazzjoni tal-Via Sagra storika li tinsab fil-knisja Ta' Ġiežu fil-Belt Valletta.

Dan ix-xogħol ta' restawr fuq dawn l-14-il pittura li juru mumentu mill-Passjoni ta' Kristu, ikkonfermaw li din il-Via Sagra hija t-tieni waħda fil-Gżejjer Maltin, hekk kif din id-devozzjoni dahluha f'Malta l-Patrijiet Franġiskani, li jamministraw din l-istess knisja importanti, marbuta mad-devozzjoni lejn il-Passjoni tal-Mulej.

Matul il-proċess ta' restawr, ir-restawraturi nehhew diversi interventi li saru fuq dawn il-pitturi matul is-snin. Dan wassal biex il-kumpanija Atelier del Restauro setgħet tistudja aktar fil-fond dawn il-pitturi, bir-restawraturi jaslu biex jattribwixxu xi pitturi lil Francesco Zahra u Gian Nicola Buhagiar, żewġ artisti prominenti Maltin.

Il-gwarniċi tal-injam, li nhadmu fuq disinn ta' Abram Gatt, ukoll għaddew minn proċess ta' restawr. Hawn ir-restawraturi naddfu l-induratura eżistenti u applikaw folji tad-deheb 23,75K f'dawk il-partijiet li ntlifu, permezz tat-teknika tal-induratura bl-ilma, waqt li kien assigurat li l-induratura l-ġdida, tkun simili għal dik oriġinali.

## RESTORATION AND RENOVATION OF THE VICTOR PASMORE GALLERY IN VALLETTA WITH A PERMANENT EXHIBIT

Another significant project undertaken by the Malta Airport Foundation in the capital city was the restoration of the gallery showcasing works by Victor Pasmore, in partnership with the Maltese Heritage Foundation. Pasmore, an English artist and one of the most prominent figures of the 20th century, was a pioneer in the development of abstract art.

Pasmore's connection with Malta began in 1966 when he acquired a farm in Gudja, enchanted by its beauty and natural surroundings. This environment greatly inspired his works, and he became well-integrated into the circle of Maltese artists and intellectuals.

In 2021, Fondazzjoni Patrimonju Malti acquired a building on Triq San Pawl in Valletta and transformed it into a permanent exhibition space for Pasmore's art, with the aim of increasing awareness and study of his significant contributions.

With the support of the Malta Airport Foundation, this building was restored and converted into a stunning art gallery. Now, the works of Pasmore and his contemporaries can be enjoyed by the public and art scholars alike.

## RESTAWR TAS-SWALI B'WIRJA PERMANENTI TA' VICTOR PASMORE

Proġett ieħor li l-Fondazzjoni wettqet fil-Belt Kapitali sar bi shab mal-Fondazzjoni Patrimonju Malti biex ġew irrestawrati s-swali li jilqgħu fihom xogħlijiet tal-arti ta' Victor Pasmore. Pasmore, artist Ingliż, huwa wiehed mill-aktar artisti prominenti tas-seklu 20 u kien pijunier fl-iżvilupp tal-arti astratta.

Ir-rabta tiegħu ma' Malta bdiet fl-1966 meta akkwista razzett fil-Gudja li saħħru minhabba s-sbuħija u l-ambjent naturali li kien idawru. Dan l-istess ambjent ispira hafna x-xogħlijiet ta' Pasmore, li dahal sew fiċ-ċirku ta' artisti u intelletwali ohra Maltin.

Lura fl-2021, Fondazzjoni Patrimonju Malti akkwistat binja fi Triq San Pawl fil-Belt Valletta u biddlitha f'wirja permanenti ta' dan l-artist, bil-ghan li jikber l-gharfien u l-istudju dwar ix-xogħlijiet important tiegħu.

Bis-saħha tal-ghajnuna tal-Malta Airport Foundation, din il-binja setgħet tiġi rrestawrata u mibdula f'gallerija tal-arti mill-isbaħ biex ix-xogħlijiet ta' Pasmore u artisti kontemporanji tiegħu, jkunu jistgħu jitgawdew mill-pubbliku u l-istudjużi tal-arti.



# 2024

## EMBELLISHMENT OF THE KIRKOP PARISH CHURCH WITH SACRED ART

The picturesque village of Kirkop, located near Malta International Airport, has also benefited from the support of the Malta Airport Foundation. Recently, the Foundation backed an embellishment project in the Church of San Leonard in Hal Kirkop, investing in several artistic works for the chapel of the Crucifix.

These works, commissioned by the artist Anthony Spagnol, are designed to complement the decorative scheme of the church, they were originally painted in the sixties by Giuseppe Briffa, one of the foremost exponents of sacred art in the Maltese islands.

The project commenced after meticulous studies and consultations with various experts in sacred art to select a theme that is relevant to our times. The aim was to enhance the aesthetic beauty of the Church of San Leonard while also creating a liturgical environment that fosters reflection and spiritual growth.

The new art serves as a reminder that the exemplary life of Saint Leonard in the Middle Ages continues to hold significance today.



## PROĠETT TA' TISBIH FIL-KNISJA PARROKJALI TA' HAL KIRKOP

Hal Kirkop, rahal pittoresk biswit l-Ajruport Internazzjonali ta' Malta wkoll gawda mill-ghajnuna tal-Malta Airport Foundation. Fil-fatt, fl-ahhar xhur, il-Fondazzjoni appoġġjat proġett ta' tisbih fil-Knisja ta' San Leonardu f'Hal Kirkop, permezz ta' investiment f'ghadd ta' xoghlijiet artistici għall-kappellun tal-Kurċifiss.

Dawn ix-xoghlijiet, li ġew ikkummissjonati lill-artist Anthony Spagnol, huma mahsubin biex jikkumplementaw l-iskema dekorattiva tal-knisja mpittra fis-sittinijiet minn Giuseppe Briffa, li huwa meqjus fost l-esponenti ewlenin tal-arti sagra fil-gzejjer Maltin.

Ix-xogħol beda wara li saru studji bir-reqqa u konsultazzjonijiet ma' diversi persuni intiżi fl-arti sagra biex setgħet tintgħażel tema rilevanti għal żminijietna li, fuq livell estetiku, tkompli ssebbah il-Knisja ta' San Leonardu u, fuq livell liturġiku, tohloq ambjent li jhegġeġ ir-riflessjoni u l-formazzjoni spiritwali.

Sabiex l-arti li ser tinholoq tfakkar li l-hajja eżemplari li kien jgħix San Leonardu fil-Medju Evu għad għandha rilevanza lllum.



## RESTORATION AND REHABILITATION OF VILLA HAY

Another noteworthy project is the restoration of Villa Hay, part of the historic estate known as Villa Frere in Pietà. This villa and its magnificent gardens are named after John Hookham Frere, an English scholar, politician, poet, and diplomat who settled in Malta in 1820 during a period when his wife was suffering from severe health issues.

Interestingly, Mikiel Anton Vassalli, regarded as the father of the Maltese language, was a frequent visitor of Villa Frere. Frere even funded some of Vassalli's publications. The villa later came into the possession of Captain Edward Price, who transformed its garden into a beautiful botanical paradise.

However, over time, and especially after suffering damage during World War II, the villa and its gardens fell into disrepair. Recognising its historical and cultural significance, the NGO Friends of Villa Frere, launched a campaign to raise awareness and restore the site.

With support from the Malta Airport Foundation, the NGO began restoration work on Villa Hay, aiming to rejuvenate the entire property and eventually open it to the public. This estate has now received the highest degree of protection from the Planning Authority and the National Heritage Authority, ensuring its preservation for future generations. •

## RESTAWR U RIJABILITAZZJONI TA' VILLA HAY

Proġett ieħor interessanti huwa r-restawr ta' Villa Hay, li tagħmel parti mill-kumpless magħruf bħala Villa Frere fil-Pietà. L-isem ta' din il-villa storika u l-ġonna meraviljużi tagħha, jgħajjat lil John Hookman Frere, studjuż, politiku, poeta u diplomatiku Inġliż li fl-1820 ġie jgħix Malta, fi żmien li martu kienet għaddejja minn problem serji ta' saħħa.

Interessanti kif Mikiel Anton Vassalli, magħruf bħala missier il-lingwa Maltija, kien sikwit iżur lill-Kaptan Frere f'din il-villa. Frere kien anke haġeġ il-flus għal xi pubblikazzjonijiet ta' Vassalli.

Aktar tard, din il-villa għadjet f'idejn il-Kaptan Edward Price li biddel il-ġnien tagħha f'wiehed botaniku mill-isbah.

Maż-żmien, partikolarment wara li ntlaqtet mill-attakki fi żmien it-Tieni Gwerra Dinjija, din il-villa u l-ġonna tagħha, spiċċaw fi stat ta' abbandun, sakemm l-NGO Friends of Villa Frere skoprew mill-ġdid is-sbuħija u l-importanza tagħha u bdew kampanja biex jikber l-għarfien dwarha u tiġi rrestawrata.

Bl-ghajnuna tal-Malta Airport Foundation, l-NGO setgħet tibda xogħol ta' restawr f'Villa Hay, b'xoghlijiet ta' restawr fuq l-intier tagħha, bil-ghan li din il-villa terġa' tingħata l-hajja u tinfetah għall-pubbliku.

Dan il-kumpless illum irċieva l-oghla grad ta' protezzjoni mill-Awtorità tal-Ippjanar u s-Sovritendenza għall-Patrimonju Nazzjonali. •



# TAKING OFF SUSTAINABLY: A CLOSER LOOK AT MALTA INTERNATIONAL AIRPORT'S JOURNEY TOWARDS NET ZERO CARBON

As Malta International Airport, we are committed to continuous improvement and innovation, driven by our dedication to sustainability. A few weeks ago, the company announced its ambitious plan to reach Net Zero Carbon status, publishing a roadmap which highlights Malta International Airport's sustainability milestones since 2015 and outlines the company's targets until 2050.



Justine Baldacchino

To delve deeper into our sustainability efforts, MIALink sat down with Justine Baldacchino, Head of Sustainability and Analytics at Malta International Airport, to shed light on the progress the company has made in this regard in the past year.

## How is the airport balancing increasing passenger numbers with managing its energy consumption?

That is one of our biggest challenges: reducing emissions while actually growing as a company. However, I am proud to say that so far, we have been on a very positive trajectory in reducing our emissions. Despite a 69% increase in passenger numbers since 2015, in 2023 we registered a drop of 31% in emissions, which was a remarkable result.

This achievement is primarily due to the significant investments we have made in more energy-efficient technologies, perhaps most notably the ongoing conversion of our lighting systems to LED. This upgrade is being implemented both within the terminal and across the airfield, including on the newly rehabilitated Runway 05-23. Additionally, we have undertaken a major overhaul of our heating, ventilation, and air conditioning (HVAC) systems; a project anticipated to help us save around 2 million kWh annually.

## What steps has the airport taken in terms of renewable energy generation?

Since 2012, the airport has been committed to renewable energy generation. We currently have four photovoltaic systems installed on our grounds, which produced 3.2 million kWh of clean energy last year—three times the amount generated in 2019.

We have also received approval for our largest photovoltaic (PV) system to date, which will enhance our generation capacity by over 5 million kWh. Renewable energy is a key component of our strategy to achieve our net zero target.

## Can you outline some of Malta International Airport's long-term sustainability plans?

Malta International Airport is committed to advancing its sustainability efforts through a comprehensive carbon management strategy. Our approach includes four primary investment pillars, previously outlined, with a strong focus on renewable energy and energy-efficient buildings. This encompasses upgrading lighting systems and improving HVAC systems.

The investments we have earmarked for the coming years will enable us to increase our clean energy production and continue to improve the energy efficiency of our facilities. Our goal is to achieve carbon neutrality by 2025 and reduce emissions under our direct control by 65% by 2030, a notable target.

Additionally, we are actively participating in the Airport Carbon Accreditation Programme to demonstrate our commitment to reducing emissions. Currently at Level 2, we are working towards climbing to the next rung of the programme this year to reach Level 3 - 'Optimisation.' This next level requires us to engage with third-party stakeholders and map the carbon footprint of the entire airport operation, including outlet operators, car rental companies, ground handlers, and cleaning services. •

To learn more about Malta International Airport's sustainability initiatives check out: [maltairport.com/sustainability](https://maltairport.com/sustainability)



# IL-VJAĠĠ LEJN IS-SOSTENIBBILTÀ: HARSA IŻJED DETTALJATA LEJN IL-PJAN TAL-AJRUPORT INTERNAZZJONALI TA' MALTA BIEX JILĦAQ IN-NEWTRALITÀ KLIMATIKA

L-Ajruport Internazzjonali ta' Malta huwa kommiss biex itejjeb l-infrastruttura u jinvesti fl-innovazzjoni bil-ghan li s-sostenibbiltà tibqa' fiċ-ċentru ta' kull deċiżjoni li jiehu. Ftit tal-ġimgħat ilu, il-kumpanija habbret il-pjan ambizzjuż tagħha biex tilhaq in-newtralità klimatika, permezz ta' vizjoni fit-tul li tistabbilixxi miri li trid tilhaq sal-2050.

Biex nidhlu aktar fid-dettall tal-impenn tal-kumpanija favur is-sostenibbiltà ambjentali, MIALink iltaqat ma' Justine Baldacchino, Kap tad-Dipartiment tas-Sostenibbiltà u l-Analitika fl-Ajruport Internazzjonali ta' Malta, li tefgħet iżjed dawl fuq il-progress li l-kumpanija għamlet f'dan l-aspett matul l-aħħar sena.

## L-ajruport kif qed joħloq bilanċ bejn it-tkabbir fil-moviment tal-passiġġiera u l-immaniġjar tal-konsum tal-enerġija?

Din hija wahda mil-akbar sfidi li għandna, jiġifieri li nnaqqsu l-emmissjonijiet filwaqt li bħala kumpanija nkomplu nikbru. Minkejja dan, jiena kburiya li fl-aħħar snin innexxielna naqbd u t-triq it-tajba u nnaqqsu drastikament l-emmissjonijiet tagħna. Minkejja li mill-2015 'l hawn rajna zieda ta' 69% fin-numru ta' passiġġiera, fl-2023 rajna tnaqqis ta' 31% fl-emmissjonijiet, riżultat li jimlina b'kuraġġ.

Dan kien riżultat ta' investimenti sinifikanti li l-kumpanija għamlet f'teknoloġiji iżjed effiċjenti. Fost dawn, ta' min insemmu l-proġett li permezz tiegħu s-sistema kollha tad-dawl qed tinbidel għal wahda LED, kemm fit-terminal, imma anke fuq il-mitjar, inkluż fuq Mitjar 05-23 li s-sena li għaddiet għadu kemm sar fuqu xogħol ta' ristrutturar. Apparti minn hekk, il-kumpanija qed ttwettaq investiment ieħor kbir biex

tbiddel is-sistemi ta' ventilazzjoni u tal-arja kkundizzjonata. Dan il-proġett wahdu mistenni jghin lill-kumpanija biex tiffirka madwar 2 miljun kWh kull sena.

## X'passi ha l-ajruport f'termini ta' generazzjoni ta' enerġija rinovabbli?

Fl-2012, l-ajruport intrabat li jinvesti fl-enerġija rinovabbli. Sal-lum għandna erba' sistemi fotovoltajċi installati madwar l-ajruport, li s-sena li għaddiet ipproduċew 3.2 miljun kWh ta' enerġija nadifa, tliet darbiet aktar minn kemm iġġenerajna fl-2019.

Irċevejna wkoll l-approvazzjoni għall-installazzjoni tal-hames u l-akbar sistema ta' pannelli fotovoltajċi li se tkun qed iżjed il-kapaċità tagħna li niproduċu enerġija nadifa b'hames miljun kWh. Il-ġenerazzjoni ta' iżjed enerġija rinovabbli hija parti intrinsika mill-pjan tagħna biex nilhaq n-newtralità klimatika.

## Tista' tagħtina idea tal-pjan fit-tul li l-ajruport fassal biex ikompli jassigura s-sostenibbiltà ambjentali?

L-Ajruport Internazzjonali ta' Malta huwa kommiss li jkompli jzid l-investimenti tiegħu biex permezz ta' strateġija komprensiva, jimmaniġja l-emmissjonijiet tiegħu. Il-pjan tagħna jinkludi erba' pilastru ewlenin ta' investiment, b'enfasi partikolari fuq l-enerġija rinovabbli u binja aktar effiċjenti. Dan jinkludi investiment f'sistemi godda ta' dawl u sistemi HVAC.

L-investimenti li ppjanajna għas-snin li ġejjin se jkunu qed jgħinuna nżidu l-produzzjoni ta' enerġija nadifa u nkomplu ntejbu l-effiċjenza tal-faċilitajiet tagħna. It-tir tagħna huwa li nilhaq n-newtralità karbonika sal-2025 u nnaqqsu l-emmissjonijiet diretti li għandna kontroll fuqhom b'65% sal-2030. Din hija mira importanti hafna.

Il-kumpanija tipparteċipa b'mod attiv fl-Airport Carbon Accreditation Programme, prova tal-impenn tagħha biex tkompli tnaqqas l-emmissjonijiet mill-operat tagħha. Prezentament, f'dan il-programm, il-kumpanija tinsab fit-tieni livell, bil-hidma għaddeja bil-ghan li tilhaq il-livell li jmiss. Il-livell li jmiss ifisser li l-ajruport iżomm kuntatt ma' operaturi u kuntratturi li jahdmu miegħu, biex ikollu stampa iżjed ċara tal-impatt tal-karbonju tiegħu, inkluż tal-operaturi tal-hwienet, dawk li jikru l-karozzi, il-ground handlers u s-servizzi tat-tindif. •

Aqra aktar dwar l-inizjattivi tal-Ajruport Internazzjonali ta' Malta favur is-sostenibbiltà ambjentali billi żur: [maltairport.com/sustainability](https://maltairport.com/sustainability).

# MALTA INTERNATIONAL AIRPORT PLC'S SHARE PRICE ANALYSIS

While the number of trades in the first seven months of 2024 were significantly higher than those transacted during the same period in 2023, at 440 trades (2023: 127), the amount of Malta International Airport plc (MIA) shares that exchanged hands were marginally lower at 793,467 shares (2023: 800,001 shares). Similarly, the value of these trades was aligned to those executed in the first seven months of 2023, at €4.5 million.

While July was the busiest month of 2024 so far in terms of number of trades, with a total of 82 trades executed for a value of €0.6 million, February and March saw higher

volumes traded, at values of €1.2 million and €1.6 million, respectively. Meanwhile, April was the slowest month for MIA shares, with just over 28,300 shares changing hands across 37 trades, for a total value of €162,105.

During the first seven month of 2024, the share price of MIA trended between a high of €5.90 (2023: €6.00) and a low of €5.50 (2023: €5.30), and at the end of July, the price stood at the €5.70 level, representing a 1% decrease from the price level at the close of last year.

In its revised guidance, published by the company in May, MIA now

expects passenger movements to reach a "historic milestone" of 8.45 million passengers during 2024, surpassing the initial estimate of 8 million that was revealed at the beginning of the year. Until June 2024, a total of 4.1 million passengers passed through Malta's airport, just under half of the expected traffic for the year, with the busier summer months yet to be accounted for.

In fact, the further growth in passenger numbers will continue to test the terminal's capacity. In this respect, MIA has embarked on a multi-year investment programme which includes an expansion to its terminal. •

# ANALIŻI TAL-MOVIMENT TAL-ISHMA TA' MALTA INTERNATIONAL AIRPORT PLC

Filwaqt li n-numru ta' tranżazzjonijiet fl-ewwel seba' xhur tal-2024 (440 tranżazzjoni) kien sinifikament oghla minn dawk li saru fl-istess perjodu tal-2023 (127 tranżazzjoni), l-ammont ta' ishma ta' Malta International Airport plc (MIA) li biddlu l-idejn bejn Jannar u Lulju, kien ftit inqas. Fil-fatt, kienu 793,467 l-ishma li biddlu l-idejn f'dan il-perjodu (2023: 800,001 sehem). Il-valur tat-tranżazzjonijiet kien, bejn wiehded u iehor, fl-istess livell tal-valur tat-tranżazzjonijiet li saru fl-ewwel seba' xhur tas-sena li għaddiet, jiġifieri €4.5 miljun.

Matul ix-xahar ta' Lulju, saru 82 tranżazzjoni b'valur ta' €0.6 miljun. Dan ifisser li Lulju kien l-aktar xahar li fih saru tranżazzjonijiet fl-ewwel

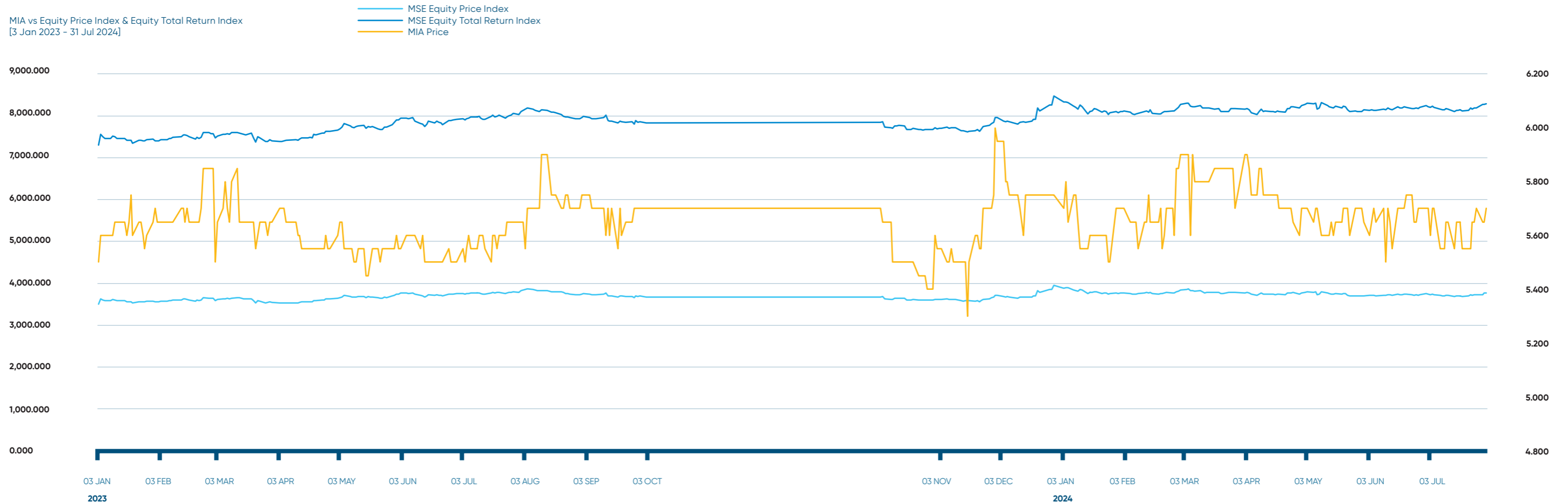
seba' xhur tal-2024. Minkejja dan, Frar u Marzu raw volum akbar ta' tranżazzjonijiet, b'valuri ta' €1.2 miljun u €1.6 miljun rispettivament. Sadanittant, April kien l-aktar wiehded kajman għall-ishma tal-MIA, tant li matulu kienu biss 28,300 l-ishma li biddlu l-idejn, f'37 tranżazzjoni b'valur ta' €162,105.

Fl-ewwel seba' xhur tal-2024, il-valur tal-ishma tal-MIA varja bejn livell għoli ta' €5.90 (2023: €6.00) u livell baxx ta' €5.50 (2023: €5.30). Sal-aħhar ta' Lulju, il-prezz kien fil-livell ta' €5.70, jiġifieri tnaqqis ta' 1% fuq il-prezz tal-ishma fl-aħhar tas-sena li għaddiet.

Fit-tbassir aġġornat li l-kumpanija ppubblikat f'Mejju, l-MIA qed jistenna

li l-moviment tal-passiġġiera jilhaq livell rekord ta' 8.45 passiġġier matul l-2024 u dan meta t-tbassir fil-bidu tas-sena kien ta' 8 miljun passiġġier. Sa Ġunju 2024, għaddew mill-ajruport 4.1 miljun passiġġier, jiġifieri ftit inqas minn nofs it-traffiku mistenni għal din is-sena u dan meta l-istess ċifri ma jinkludux ix-xhur l-aktar impenjattivi tas-sajf.

Fil-fatt, it-tkabbir fin-numru ta' passiġġiera se jkompli jpoġġi test importanti fuq il-kapaċità tat-terminal. F'dan id-dawl, il-kumpanija bħalissa għaddejja bi programm ta' investiment, mifrux fuq diversi snin, li jinkludi t-tkabbir tat-terminal. •



## THE FACES BEHIND MAJOR PROJECTS AT THE AIRPORT

If you've recently visited Malta International Airport, you've likely noticed extensive construction works being carried out around around the terminal. These infrastructural projects are part of a significant €250 million investment aimed at enhancing the airport's facilities. This investment is designed to accommodate ever-growing passenger volumes, achieve environmental goals, and maintain top-tier service and experiences for all passengers and visitors.

In this edition of MIALink, we introduce you to some of the key individuals behind these projects. By doing so, we aim to provide a deeper understanding of the ongoing works and the dedication required to complete them efficiently and safely.

## L-UĊUĦ WARA L-PROĠETTI EWLENIN LI GĦADDEJIN FL-AJRUPORT

Jekk dan l-aħħar żort l-Ajruport Internazzjonali ta' Malta żgur li stajt tinnota diversi xogħlijiet infrastrutturali li għaddejn madwar it-terminal bħala parti mill-investiment massiċċ ta' €250 miljun li l-kumpanija qiegħda twettaq bil-ghan li ttejjeb l-infrastruttura tal-ajruport, tilqa' għat-kabbir fit-traffiku tal-passiġġiera u tilhaq ukoll il-miri ambjentali tagħha, filwaqt li tibqa' toffri l-aqwa servizz u esperjenza lill-passiġġiera u l-visitaturi kollha.

Propju għalhekk li MIALink għażel li f'din l-edizzjoni jlaqqagħkom ma' whud mill-uċuħ wara dawn il-proġetti, biex nifmu aħjar ix-xogħlijiet li għaddejn u anke l-impenn li dawn jirrikjedu bil-ghan li jitlestew fl-iqsar żmien possibbli u bl-aktar mod sigur.



PERIT BEN FARRUGIA



## APRON 8 SOUTH – THE MAIN GOALS AND CHALLENGES BEHIND THIS PROJECT

One of the most significant projects currently underway at Malta International Airport is Apron 8 South, a new aircraft parking area which was partially opened last month. To gain insight into this initiative, MIALink spoke with Architect Ben Farrugia, Head of Projects. He explained that the primary goal of Apron 8 South is to accommodate the increasing aircraft traffic Malta International Airport experiences annually.

Apron 8 South will enhance the airport's capacity to handle a diverse fleet of aircraft. Specifically, the new apron will provide space for seven Code C aircraft or three larger Code E aircraft. Presently, the airport's Apron 8 and Apron 9 offer 20 aircraft parking spaces, but the exact number available at any given time depends on the size of the planes.

This ambitious project spans 100,000 square metres and will be equipped with the latest aerodrome operation technology.

### Archaeological findings further complicate the construction of Apron 8 South

MIALink discussed the main challenges encountered during the excavation of the Apron 8 South area with Architect Ben Farrugia. He explained that the tight schedule for completing this

project was already a significant challenge. However, the situation was further complicated by the area's archaeological sensitivity.

The excavation had to be carried out with extreme care, requiring contractors to follow rigorous procedures in consultation with the National Heritage Authority. Several important archaeological findings were made during this process, which not only prolonged the excavation but also required thorough documentation and conservation.

Additionally, Farrugia highlighted that numerous engineers collaborated on this project to devise structural solutions capable of supporting the weight of the planes. "These challenges sometimes cast doubt on our ability to meet the project's deadlines. However, thanks to the cooperation of contractors, consultants, and experts, as well as the dedication of the airport team, we are on track to achieve our completion goals," emphasised Farrugia.

### Environmental goals at the heart of this project

MIALink also spoke with Farrugia about the technology and environmental sustainability measures integrated into the design of Apron 8 South. From the project's inception, the company

prioritised environmental sustainability as part of its mission.

The Apron 8 South project also entailed the construction of a 10,000 cubic metre reservoir for rainwater storage and the installation of state-of-the-art LED lighting systems. Further to this, the company laid the groundwork for the electrification of aircraft parking spaces, aligning with the European Union's Fit for 55 plan to reduce greenhouse gas emissions. This technology will increase the airport's capacity to use more electric vehicles, further supporting its environmental goals.

### "This project is key to the airport's future"

MIALink asked Architect Farrugia about the long-term impact of Apron 8 South on Malta International Airport's operations. Farrugia highlighted that this project is crucial for the airport's future, enabling it to plan for more sustainable growth.

"Apron 8 South will not only increase the airport's capacity but also enhance the facilities and operational space at the aerodrome. These improvements are vital for ensuring more efficient and safe operations. Ultimately, this will enrich the passenger experience and streamline the work of the airport's stakeholders and partners," Farrugia concluded.

## APRON 8 SOUTH – L-GĦANIJIET U L-ISFIDI EWLENIN WARA DAN IL-PROĠETT

Wiehed mill-akbar proġetti li għaddejin bħalissa u li din is-sena qed naraw l-ewwel frott tiegħu, huwa dak ta' Apron 8 South, jiġifieri l-ispazju l-ġdid għall-parkeġġ tal-ajruplani li qiegħed jinbena fuq il-mitjar. Dwar dan, MIALink tkellem mal-Perit Ben Farrugia, Kap tal-Proġetti fi hdan il-kumpanija li spjega kif it-tir ta' dan il-proġett huwa li jilqa' għat-tkabbir fit-traffiku tal-ajruplani li l-Ajruport Internazzjonali ta' Malta qiegħed jesperjenza sena wara l-oħra.

Apparti minn hekk, Apron 8 South se jkun qed iżid il-kapaċità tal-ajruport li jilqa' flotta mħallta ta' ajruplani fl-istess hin. Fil-fatt, Apron 8 South se jkun qed joffri biżżejjed spazju għal seba' ajruplani Code C jew tliet ajruplani Code E (jiġifieri ajruplani akbar li jirrikjedu parkeġġ akbar). Prezentament, fuq Apron 8 u Apron 9, l-ajruport għandu 20 spazju għall-parkeġġ tal-ajruplani, liema spazju jiddependi dejjem fuq il-kobor tal-ajruplani li jkunu fuq il-mitjar.

Dan il-proġett qiegħed isir fuq medda art ta' 100,000 metru kwadru, b'Apron 8 South se jkun ukoll mghammar bl-aħħar teknoloġija fl-operat tal-ajrudrom.

### Sejbiet arkeoloġiċi jkomplu jikkomplikaw il-bini ta' Apron 8 South

Ma' Farrugia, MIALink tkellem ukoll dwar l-isfidi ewlenin li hu t-tim tiegħu kellhom jiffaċċjaw waqt l-iskavar ta' din iż-żona. Il-Perit Farrugia beda jispjega kif iż-żminijiet stipulati għat-tlestija ta' dan il-proġett, diġà kienu sfida fihom infushom, iżda l-isfidi kienu akbar meta wiehed iqis li din iż-żona hija sensitiva ħafna arkeoloġikament.

Fil-fatt, l-iskavar kellu jsir bir-reqqa, bil-kuntratturi jkollhom jimplimentaw proċeduri rigorużi anke f'konsultazzjoni mas-Sovritendenza għall-Patrimonju Nazzjonali. Tant hu hekk li waqt l-iskavar saru diversi sejbiet arkeoloġiċi importanti. Xi ftit jew wisq dawn tawlu l-proċess tal-

iskavar, anke għax l-istess sejbiet kellhom jiġu dokumentati u konservati.

Apparti minn hekk, kompla jispjega Farrugia, diversi inġiniera hadmu fuq dan il-proġett biex jinstabu soluzzjonijiet strutturali bil-ghan li din l-art tkun tiflah għall-piż tal-ajruplani.

"Irridu nsemmu li dawn l-isfidi, xi drabi, poġġew dubju fuq il-miri għat-tlestija ta' dan il-proġett. Madanakollu, bis-saħħa tal-koperazzjoni tal-kuntratturi, il-konsulenti u l-esperti li qed nahdmu magħhom, flimkien mal-impenn tat-tim tal-ajruport, il-miri għat-tlestija ta' dan il-proġett qed jintlahqu," sahaq il-Perit Farrugia.

### Il-miri ambjentali tal-kumpanija fil-qalba ta' dan il-proġett

MIALink tkellem iżjed fid-dettall ma' Ben Farrugia dwar it-teknoloġija li Apron 8 South se jkun jinkludi u anke l-miżuri għas-sostenibbiltà ambjentali li ttiehdu inkonsiderazzjoni fid-disinn ta' dan il-proġett. Fil-fatt, il-Perit Farrugia spjega kif mill-ewwel stadij tad-disinn ta' Apron 8 South, il-kumpanija rat kif se tinkorpora wkoll miżuri ambjentali bħala parti mill-missjoni tagħha li tpoġġi s-sostenibbiltà ambjentali fil-qofol tal-operat tagħha.

Apron 8 South jinkludi wkoll il-kostruzzjoni ta' ġiebjia, kbira 10,000

metru kubu, għall-ħażna tal-ilma tax-xita u anke l-installazzjoni ta' sistemi state-of-the-art ta' dwal LED. Il-proġett jinkludi wkoll ix-xogħlijiet preparatorji għall-elettrifikazzjoni tal-ispazji tal-parkeġġ tal-ajruplani, skont kif mitlub mill-pjan tal-Unjoni Ewropea għat-tnaqqis fl-emissjonijiet tal-gassijiet serra, magħruf bħala Fit for 55. L-istess teknoloġija se tkun qed iżżid il-kapaċità tal-ajruport għall-użu ta' aktar vetturi elettrici fuq il-mitjar.

### "Dan il-proġett huwa strumentali biex l-ajruport iħares lejn il-futur"

Fl-aħħar nett, MIALink staqsa lill-Perit Farrugia x'jara li se jkun l-impatt fit-tul ta' dan il-proġett fl-operat tal-Ajruport Internazzjonali ta' Malta. Farrugia sahaq li dan il-proġett huwa strumentali biex l-ajruport ikun jista' jħares lejn il-futur u jippjana iżjed tkabbir sostenibbli.

"Apparti li se jżid il-kapaċità tal-ajruport, Apron 8 South se jkun qiegħed jipprovdni faċilitajiet u spazju aħjar għall-operat tal-ajrudrom. Dawn daqstant ieħor huma importanti biex nassiguraw operat aktar effiċjenti u sikur. Fl-aħħar mill-aħħar, dan se jkun qed itejjeb l-esperjenza tal-passiġġiera kollha tagħna u anke l-hidma tal-istakeholders u l-imsieħba tal-ajruport," temm jghid Farrugia.



## "A ROBUST HEALTH AND SAFETY PLAN IS CRUCIAL"

DANIELA BORG



A project as extensive as Apron 8 South requires a large workforce, underscoring the need for a comprehensive health and safety strategy. Daniela Borg, the company's Lead Health and Safety Officer, spoke with MIALink about the critical measures implemented from the project's inception, even during the design phase.

Borg explained that a robust Health and Safety Plan was developed through extensive communication and collaboration with all parties involved. This plan outlines stringent regulations for the main contractor and ensures that all workers on-site receive the necessary training and possess relevant experience.

Throughout critical phases of the project, including the early stages, specialised sessions were conducted to familiarise all participants with the stringent health and safety measures. Continuous training programs were established to maintain high safety standards. To address potential language barriers, all documentation was translated into multiple languages, and a translator was present at all training sessions.

### "1,000 Operators, 200 Pieces of Machinery, and 500 Vehicles"

Borg detailed the meticulous process of certifying all personnel and machinery involved in the project. "To date, over 1,000 certified operators are authorised to work on-

site, with 200 pieces of machinery and approximately 500 vehicles meeting the required health and safety standards," she said. This illustrates the project's scale and the rigorous safety protocols in place. A program has also been introduced to recognise operators and workers who adhere to health and safety practices, ensuring that health and safety remain a top priority, safeguarding every individual involved in the Apron 8 South project.

Health and Safety meetings are held regularly, and site visits by consultants and officials ensure that risks are managed effectively. Inspections and reports continuously assess potential concerns and risks, with immediate action taken to address any deficiencies.

### "Works Were Paused Until Risks Were Addressed"

Regular inspections and reports are conducted to identify concerns and assess risks, ensuring that any deficiencies or new hazards are promptly addressed.

"Work has occasionally been halted until contractors could implement the necessary safety measures," Borg emphasised. Given that the construction of Apron 8 South took place while the airport remained operational, Borg highlighted the importance of ongoing communication with all stakeholders, especially when working near critical areas such as Aprons 8 and 9.

## “PJAN B’SAHHTU TA’ SAHHA U SIGURTÀ HUWA KRUCJALI”

Proġett kbir bhalma huwa Apron 8 South jirrikjedi mijiet ta’ haddiema u għalhekk jikber il-bżonn ta’ miżuri u strategija b’saħħitha li jharsu s-saħha u s-sigurtà tal-haddiema kollha. Dwar dan, ma’ MIALink, tkellmet Daniela Borg, l-oghla uffiċjal għas-Saħha u s-Sigurtà tal-kumpanija, li spjegat kif mill-bidu nett ta’ dan il-proġett, jiġifieri meta dan kien għadu fl-istadju tad-disinn, kien meħtieġ li jkun hemm komunikazzjoni b’saħħitha u kooperazzjoni ma’ dawk kollha involuti biex ikun jista’ jithejja Pjan għas-Saħha u s-Sigurtà.

Fost affarijiet oħra, spjegat Borg, dan il-pjan jinkludi sett ta’ regolamenti li l-kuntrattur ewlieni kellu jimxi magħhom, anke biex ikun assigurat li l-haddiema kollha fuq il-post ikollhom it-taħriġ u l-esperjenza meħtieġa.

Fil-fatt, kompliet tispjega Borg, fl-istadji kritiċi kollha tal-proġett, inkluż fil-bidu nett, saru sessjonijiet apposta biex dawk kollha involuti f’dan il-proġett ikunu konxji tal-miżuri stretti ta’ saħha u s-sigurtà u jkun assigurat li fuq is-sit ta’ kostruzzjoni jkunu ġew implimentati l-miżuri kollha meħtieġa. Dan kien segwit minn programm ta’ taħriġ kontinwu.

Bil-ghan li ma jkunx hemm xkiel fil-lingwa, anke fl-interpretazzjoni ta’ dan il-pjan, id-dokumentazzjoni kollha kellha tiġi tradotta f’ilsna differenti u traduttur kien preżenti għas-sessjonijiet kollha ta’ taħriġ.

### “1,000 operatur, 200 makkinarju u 500 vettura”

Fl-istess hin, kompliet tispjega Borg, kien għaddej proċess metikoluż biex ikun assigurat li dawk kollha li se jaħdmu fuq il-proġett ikollhom iċ-certifikati u l-kwalifiċi meħtieġa u anke biex ikun stabbilit li l-makkinarju kollu li se jintuża jkun skont il-protokoll tas-saħha.

“Sal-lum, l-operaturi ċertifikati biex jaċċessaw dan is-sit jaqbeż l-1,000 persuna, filwaqt li 200 makkinarju u madwar 500 vettura, għandhom il-permessi meħtieġa biex jidhlu f’din iż-żona,” spjegat Borg anke biex turi l-kobor ta’ dan il-proġett. “Introduċejna wkoll programm li jirrikonoxxi lil dawk l-operaturi u l-haddiema li jkunu qed isegwu l-prattiki u r-regoli kollha ta’ saħha u sigurtà.”

Biex jikkumpla menta dawn il-miżuri, twaqqfu wkoll Laqgħat għas-Saħha u s-Sigurtà u minn żmien għal żmien isiru żjarat fuq is-sit, flimkien ma’ konsulenti u uffiċjali oħra, biex ikun assigurat li r-riskji qed ikunu mitigati u li qed jittiehdu l-miżuri kollha possibbli biex iharsu s-saħha u s-sigurtà ta’ kull impjegat.

### “Ġieli twaqqfu x-xogħlijiet sakemm jiġu mitigati r-riskji”

Fl-istess hin, b’mod regolari, jsiru spezzjonijiet u rapporti li jindikaw temi ta’ tħassib u anke jassessjaw ir-riskji, bil-ghan li fejn ikun innutat nuqqas jew inkella riskju ġdid, dan jiġi indirizzat mill-ewwel.

“Fejn meħtieġ, saħansitra twaqqfu x-xogħlijiet sakemm il-kuntrattur seta’ jimplimenta l-miżuri neċessarji li jkunu ġew mitluba,” kompliet tishaq Borg.

Ix-xogħol fuq Apron 8 South qiegħed isir fuq il-mitjar, biswit żoni oħra fejn l-operat tal-ajruport irid jibqa’ għaddej. Għaldaqstant, Borg insistiet dwar l-importanza ta’ komunikazzjoni kontinwa mal-istakeholders kollha, b’mod partikolari meta x-xogħlijiet ikunu qed isiru biswit rotot u żoni oħra importanti għall-operat tal-ajruport, inkluż Apron 8 u 9.



SARAH SPITERI



## THE FIRST PHASE OF THE TERMINAL EXPANSION IS UNDERWAY

Inside the terminal, MIALink spoke to Sarah Spiteri, Project Manager for the terminal expansion project. The initial phase of this expansion, which involves extending the terminal towards the west, is progressing smoothly.

Sarah Spiteri detailed that this first phase is divided into three key components: expanding the Baggage Reclaim Hall, constructing a new corridor for passengers arriving from Schengen Area countries, and reconfiguring the arrivals route for passengers from non-Schengen countries. These improvements are essential for accommodating the Entry/Exit System (EES) requirements set by the European Union.

Travellers who have recently visited the airport may have noticed that the enlargement of the Baggage Reclaim Hall was completed on schedule. This expansion added 650 square metres and included the installation of two additional baggage belts to manage the increasing passenger traffic.

Spiteri also highlighted that work on the new corridor, which will streamline the process for Schengen Area arrivals to reach the Baggage Reclaim Hall, is progressing rapidly. This new route is expected to be operational later this year.

The final component of this phase, focusing on the arrivals process for passengers from non-Schengen countries, is set for completion by the first quarter of 2025.

### “The passenger experience remains at the forefront of every decision we make”

In an airport setting, you can’t simply close the doors, rebuild, and reopen. Construction must proceed while the airport remains operational. MIALink asked Sarah Spiteri about the strategies in place to ensure that ongoing works do not disrupt airport operations or passenger journeys.

Spiteri emphasised, “The passenger experience remains at the forefront of every decision we make.” She explained that her team implements a range of precautions to ensure the health and safety of all passengers. This includes meticulous planning of construction routes and measures to minimise any impact on passenger

flow. Security officials are also stationed on-site to assist and guide visitors throughout the process.

“Any work that could significantly affect airport operations is scheduled during the quieter hours,” Spiteri noted.

MIALink also discussed with Spiteri the key challenges faced during the design and construction of the first phase of the terminal extension. “One major challenge was seamlessly integrating the new structure with the existing building,” Spiteri said.

Another challenge involved logistical planning to avoid disrupting airport operations while other projects, such as the rehabilitation of Apron 9 and the construction of Apron 8 South, were underway.

**What is the way forward for this project?**

We also discussed the future plans for the terminal extension once the first phase is completed. Spiteri emphasised that her team is eager to begin the next phase, which involves extending the terminal eastward, adding 2,900 square meters of space.

This second phase will expand the departure lounge and flight gates, as well as provide more room for baggage

handling and other essential airport operations. "The extension will also increase space for offices, food and beverage establishments, shops, and even include an underground tunnel connecting the terminal to Park East. Currently in the design stage, we aim to begin construction of this phase in 2025," Spiteri concluded. •

**MIEXJA ĠMIELHA L-EWWEL FAŽI TAL-ESTENSJONI TAT-TERMINAL**

Minn fuq il-mitjar, MIALink se jidhol fit-terminal biex jikkellim ma' Sarah Spiteri, Maniġer tal-Proġetti li, fost oħrajn, qed taħdem fuq il-proġett ewlieni tal-kumpanija, jiġifieri l-estensjoni tat-terminal. L-ewwel faži ta' dan il-proġett, jiġifieri l-estensjoni tat-terminal lejn in-naħa tal-Punent miexja ġmielha.

Sarah Spiteri bdiet tispjega kif din l-ewwel faži ta' dan il-proġett tinqasam fit-tlieta, jiġifieri l-estensjoni tas-sala minn fejn il-passiġġiera jiġbru l-bagalji tagħhom, il-bini ta' rotta ġdida għall-passiġġiera li jasl mill-pajjiżi taż-Żona Schengen u anke l-konfigurazzjoni mill-ġdid tar-rotta għal dawk il-passiġġiera li jasl minn pajjiżi terzi, bil-ghan li tkun tista' tiġi installata l-infrastruttura meħtieġa biex timmaniġġja l-wasla ta' passiġġiera minn pajjiżi terzi, bħala parti mis-Sistema ta' Dhul/Ħruġ (EES) tal-Unjoni Ewropea.

Min siefer dan l-aħħar, seta' jinnotta li l-ewwel parti ta' din l-estensjoni, jiġifieri t-tkabbir tas-sala minn fejn il-passiġġiera jiġbru l-bagalji, tlestiet fiż-żmien stipulat. Fil-fatt, apparti li din is-sala tkabbret b'650 metru kwadru, ġew installati żewġ belts oħra bil-ghan li jilqgħu għat-tkabbir fit-traffiku tal-passiġġiera.

Spiteri kompliet tispjega kif bħalissa għaddejin bla nifs ix-xoghlijiet fuq il-bini ta' kuritur ġdid li se jkun qed iwassal lill-passiġġiera li jasl minn pajjiżi fiż-Żona Schengen direttament fis-sala minn fejn jinġabru l-bagalji, bil-ghan li din ir-rotta tkun lesta aktar tard matul din is-sena.

Il-pjan huwa li sal-ewwel kwart tas-sena 2025, ikunu konklużi x-xoghlijiet l-oħra fuq iż-żona għall-wasliet tal-passiġġiera minn pajjiżi terzi.

**"L-esperjenza tal-passiġġiera tibqa' fiċ-ċentru ta' kull deċiżjoni li nieħdu"**

F'ajruport ma għandekx il-lussu li taghlaq il-bibien, tibni u terġa' tiftah. Ix-xoghlijiet iridu jibagħu għaddejja waqt li l-ajruport qiegħed jopera. MIALink staqsa lil Spiteri x'miżuri qed jittieħdu bil-ghan li x-xoghlijiet ma jhallu l-ebda impatt fuq l-operat tal-ajruport u l-vjaġġ tal-passiġġiera.

"L-esperjenza tal-passiġġiera tibqa' fiċ-ċentru ta' kull deċiżjoni li nieħdu," bdiet tishaq Spiteri waqt li spjegat kif it-

tim tagħha jiehu l-prekawzjonijiet kollha neċessarji bil-ghan li jkunu mħarsa s-saħħa u s-sigurtà ta' kull passiġġier.

Fost oħrajn semmiet kif apparti d-disinn tal-bini u dak kollu li għandu x'jaqsam mal-infrastruttura, waqt ix-xoghlijiet kollha jiġu pplanati rotot u anke miżuri biex il-vjaġġ tal-passiġġiera ma jkunx mittiefes, filwaqt li uffċjali tas-sigurtà jkunu kontinwament fuq il-post biex jiggwidaw lill-viżitaturi kollha.

"Ix-xoghlijiet li bilfors ihallu impatt fuq l-operat tal-ajruport isiru fl-aktar hinijiet kwieta," kompliet tispjega.

MIALink kompli jikkellim ma' Spiteri dwar l-isfidi ewlenin li ħabtu wiċċhom magħhom waqt id-disinn u l-kostruzzjoni ta' din l-ewwel faži tal-estensjoni tat-terminal.

"Wahda mill-isfidi ewlenin fid-disinn u l-kostruzzjoni ta' dan il-proġett kien il-mod kif l-istruttura l-ġdida kellha tiġi inkorporata fil-binja eżistenti," bdiet tispjega Spiteri.

Sfida oħra li semmiet, kienet l-ippjanar loġistiku bil-ghan li l-operat tal-ajruport ma jkunx mittiefes, anke għax fl-istess hin għaddejin xoghlijiet oħra, inkluż ir-ristrutturar ta' Apron 9 u l-bini ta' Apron 8 South.

**X'inhil t-triq 'il quddiem għal dan il-proġett?**

Tkellimna wkoll dwar it-triq 'il quddiem għall-estensjoni tat-terminal, wara li l-ewwel faži tal-proġett tkun konkluża. Spiteri saħqet li t-tim tagħha jinsab herqan biex wara din il-faži, tibda l-estensjoni tat-terminal lejn in-naħa tal-lvant, liema tkabbir se jżid l-ispazju fit-terminal b'2,900 metru kwadru.

Din it-tieni faži se tkun qed twassal biex tikber is-sala tat-tluq u l-gates tat-titjiriet, filwaqt li se jkun hemm spazju akbar għall-immaniġġjar tal-bagalji u operat iehor important għal kull ajruport.

"Din l-estensjoni se tkun qed iżzid l-ispazju għall-uffċini, stabbilimenti tal-ikel u x-xorb, hwienet u anke mina taht l-art li tgħaqqad it-terminal ma' Park East. Din il-faži għadha fl-istadju tad-disinn bil-mira tal-kumpanija hija li l-estensjoni tibda tinbena fl-2025," temmet tghid Spiteri. •

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