



## ADVICE TO TOURISTS AND VISITORS BRINGING PEDELECS TO MALTA

Malta is one of the only EU states to require 250w pedelecs to be registered with Transport Malta the state regulator. The following are guidelines for tourists and visitors to help them to temporarily bring pedelecs into Malta<sup>1</sup>.

Maltese subsidiary legislation S.L.65.26 and its amendment L.N.176 of 2015 does not make any provision for the temporary importation of pedelecs and e-bikes, including 250w pedelecs. This means that they are subject to the same legislation whether temporary imports or permanent. The good news is that this is free for 250w pedelecs. S.L.65.26 can be found at <http://www.justiceservices.gov.mt> under the legal publications tab concerning legal notices.

There is NO requirement to register normal pedal cycles.

- Firstly, as pedelecs and e-bikes with such low power outputs do not have type certificates you will need to have this tested at the technical department. This and the registration department is at the new A3 Towers, Marsa location.
- Secondly as unregistered pedelecs cannot be ridden on the road, you will need to find some way to get your bike to the A3 Towers. So far only eCABS (Tel: 21383838) seem to be willing to do this or ask your pedelecs retailer.
- Do remember that often the ferry and catamaran service arrive after office hours, and that the offices are closed on the weekends.
- While there is rarely much of a delay at the technical department, you do need to take the right paperwork with you. As manufacturers technical specifications can differ it plans to take as much as you can. Some people have taken as little as two hours to register, some as long as 4 days.
- Do check opening times before you go. Summer and winter times differ as do national holidays. The offices do not open on the weekends. Transport Malta can be reached via [info@transport.gov.mt](mailto:info@transport.gov.mt)
- You will also need the following documentation.
  - A CIF invoice or the sales invoice from an EU state.
  - Technical specifications or catalogue.
- One of the most common reasons for failing to register successfully is not having the correct paperwork that proves that it has a maximum power output of 25KPH, an automatic cut out etc... we suggest you scan these and ask TM if they are acceptable before you arrive. Bring a copy of the email with you.
- DIY conversions are unlikely to pass inspection or after markets kits, although some like the Bionic kits have been accepted in the past so it pays to check with TM first.

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<sup>1</sup> As understood at the time of going to press.

- You will need to complete a vehicle registration form. This is the same form as used for cars, just ignore the questions about number of doors and CO2 emissions.
- The vehicle is then inspected by the technical branch at the Licencing and Testing Department. They will need to see the following;
  - A data plate stating the technical details, the maximum powered speed, 250w maximum output<sup>2</sup>, and battery capacity.
  - A system that shuts the power off when the rider stops pedalling.
  - A speedometer, integral or separate.
  - A method of cutting the power at 25KPH (this may be automatic).
  - A cycling helmet.
  - Lights front and back, and a bell.
- The technical department will then issue you with a form to hand to the registration clerk with your registration form and CIF invoice/Receipt at the licensing office.
- The form is taken to the office that handles registrations.
- The registration clerk will hand you a registration document, there is no plate.
- This cannot be transferred without paying the appropriate fee.

#### **Further information useful to tourists and visitors on pedelecs and bicycles:**

Malta has some rules that may seem odd to visitors and most can be found in the subsidiary legislation above however here are some simple reminders and tips of how this differs to the rest of the EU, and importantly what might be illegal here but accepted as normal elsewhere.

- Helmets are required for pedelec riders, even 250w pedelecs, and children under 10 carried on adult cycles<sup>3</sup>. Helmets are not legally required for normal pedal cycles, although we recommend using one.
- There is no presumed liability protecting cyclists in Malta, so ride accordingly.
- There is no bi-directional law or contra flow for bicycles, so unfortunately one-way really means one-way.
- Apart from the SIBIT routes there is no specific cyclist signage or wayfinding – plan your route before each trip. Particularly where tunnels are involved.
- Giving someone a ‘backie’ is not legal in Malta.
- Cyclists cannot ride on pavements/footpaths. However, you can use the footpath alongside bypasses at 6KPH giving way to pedestrians at all times. Shared cycle paths seem to be governed by the same rules<sup>4</sup>.
- Cyclists cannot ride through tunnels. However, you can use the footpath in tunnels at 6KPH giving way to pedestrians at all times.
- There are no laws allowing cyclists to ‘run’ or filter red lights in Malta as in some other countries and cities so – a red light really does mean ‘stop’.
- Malta as yet does not accept the primary or secondary position, although it is best practise elsewhere, but legally allows you to be ‘centre lane’ at junctions and intersections.
- Maltese legislation requires cyclists to use front/rear lights and high vis vests at night.
- There are no specific charging points for pedelecs in Malta as in other EU countries.

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<sup>2</sup> Larger pedelecs and e-bikes over 250w are subject to other restrictions.

<sup>3</sup> They must also be seated in a fitted child's seat.

<sup>4</sup> BAG has never been able to ascertain the design speed or speed limit for these infrastructures.