



ATM

Autoritat
del Transport
Metropolità

ACTIVITY 2005



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METROPOLITAN TRANSPORT AND PUBLIC TRANSPORT

This MTA activity report for 2005 can be summarised in two figures: the transport systems integrated and associated in the MTA transported 887 million passengers during the year. This is the total number of trips accounted. The second figure would be closely equivalent: 841 million Euros as the expense required to attend to this volume of passengers. With evenly balanced contributions between subventions and income from the sale of tickets.

All the rest revolves around these large figures. Integrated fare system (more than 70% of users with integrated tickets), modernisation and extension of the system (new trains, new buses, higher frequency), new investments (accessibility to stations and rolling stock, new lines and interchanges...), surveys (daily mobility), the Mobility Management Plan for the Metropolitan Region, are all qualitative expressions of these figures.

But the figures and the material innovations do not do justice to the soul, heart, the nitty-gritty of what the public transport system represents. In this sense I would like to stress and proclaim the commitment to public service, constant improvement of the service, attention to users, the priority of providing the service in terms of quality and excellence, as a pragmatic and ideological priorities of the MTA in regard to public transport. It is a challenge and an unavoidable commitment. Only if we attend to the demand for mobility on public transport will we contribute to the efficiency of an economic model and the life of a whole country. The men and women of Catalonia have the right to demand, and to obtain, better and better services from the system until assuming levels of civilisation which we are getting closer to with only a few shortcomings.

I would like to add in relation to this commitment that the future challenges will require all the administrative bodies to be more aware of the volume and magnitude of the problem, of the costs, of the dimension that the system is assuming and the network that we have planned and are putting into practice.

The reassurance of having the current contract program (2005-2006), and of having reasonably fulfilled the previous contract program should not allow us to rest on our laurels. We declare our non-conformity before the apathetic actions of those who were not capable of concluding the 2002-2004 contract program and the fact that today's parenthesis is the receiver of a new period of growth of financial and service needs. The new public transport network that we are committed to creating will demand more resources and commitments and they are already being negotiated.

All we can expect is that all the authorities involved know how to meet this challenge and respond to the needs, understanding public transport as a more social policy, and one of the most important, accepting that it is one of the few that are already associated with joint payment.

If we compare the situation with 2002, we have doubled the contribution of administrative bodies, from 284 to 553 million Euros in 2006. This is the way, but the gestures must not cease because neither will the needs.

Joaquim Nadal i Farreras

Counsellor of Territorial Policy and Public Works
President of the Metropolitan Transport Authority

INTRODUCTION

This report by the Metropolitan Transport Authority includes all the relevant actions carried out during 2005.

One of the main functions established in the Company By-laws of the MTA is the planning of infrastructures, a function which takes place through the instrument of the Infrastructures Management Plan (IMP). The IMP 2001-2010 was approved by the Board of Management on April 25, 2002 and by the Government of the Generalitat of Catalonia on June 25 of the same year. Just like each year, this report presents the follow-up of the degree of compliance with the planned actions.

The MTA is body responsible for issuing an international call for public tenders for the planning, construction and operation of a tramway system in Barcelona, and this involved the delegation by associated Administrative bodies of the administrative and financial responsibility relative to the planning, organisation and concession of a tramway system. As the authority granting the contract, the MTA performs follow-up of the project, execution of the work and operation of the lines of Barcelona's new tramway system.

The contracting of rolling stock for the Barcelona Metro is also an activity commissioned from the MTA. Over recent financial years it has contracted the leasing of almost 100 trains to renovate and extend the metro fleet, resulting in a greater and better offer by the public transport service.

The management of the integrated fare system, which resulted in a unified vision of the public transport system since its approval in November 2000, has progressively enabled citizens to use different transport modes and operators (Metro, railway, tramway, city and intercity bus) without any additional cost for transfers. The management of the ranges of tickets, follow-up of the validation process, distribution of income among the different operators and informing citizens are all tasks associated with the system since its implementation in January 2001.

The role of financial controller is a characteristic task of any transport authority and it is exercised by the majority of European authorities. In the by-laws of the MTA one of its functions is defined as management for financing the system, from the drafting of proposals for financial agreements with different administrative bodies, to the implementation of these agreements with the corresponding control of income, costs and investments of service provider companies. During 2005, the contract program for 2005-2006 was approved and signed. It involves allocations by the administrative bodies of 975 M€ to the metropolitan public transport system for this period.

The mobility related functions most recently assigned to the consortium through application of Law 9/2003 for mobility, have enabled the studies mentioned in the text to be carried out as well as the drafting of the Mobility Management Plan for the Barcelona Metropolitan Area. In this sense, the MTA is a pioneering institution among its European equivalents, as it has extended its area of action to beyond its responsibilities in public transport.

Other actions that are included in this activity report are statistical and other studies: the TransMet Figures (official statistics of the main data on offer and demand) and the study of mobility on working days, among others.

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Presentation of the consortium



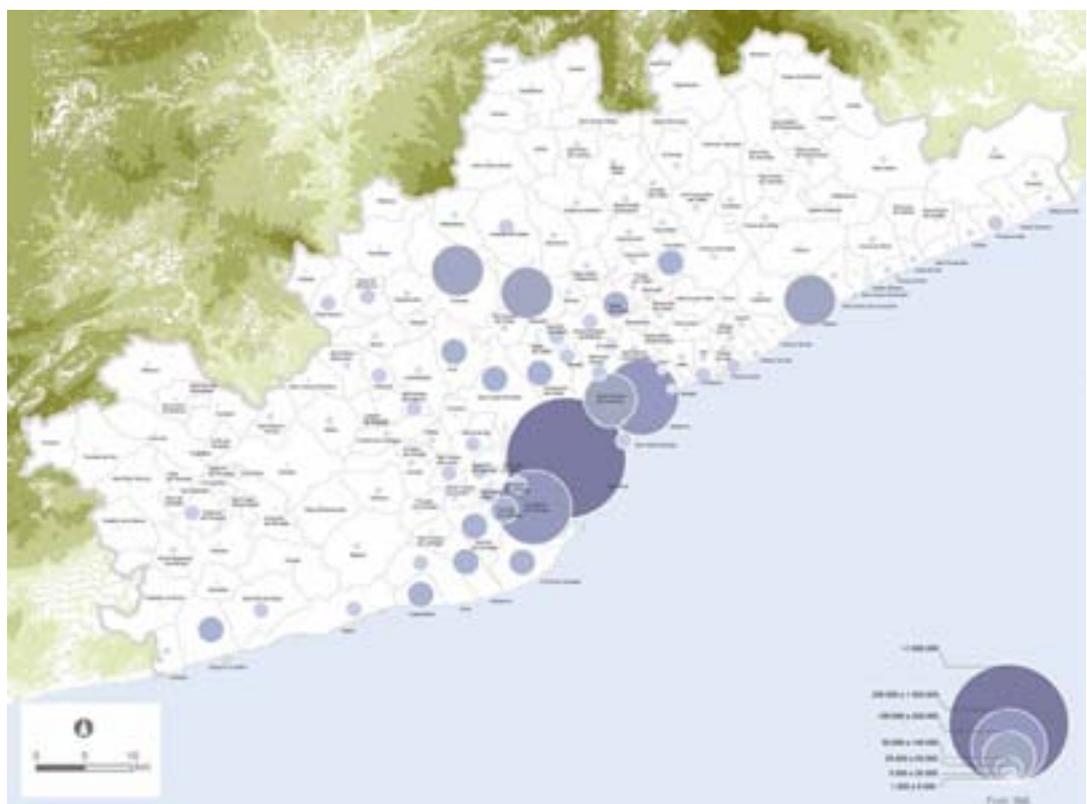
1.1

ADMINISTRATIVE BODIES MAKING UP THE MTA

The Metropolitan Transport Authority (MTA) is a inter-administrative consortium of voluntary nature created in 1997, and whose members may be all administrative bodies providing public transport services, either individually or through organisations that group and represent them, and who form part of the area comprised of Alt Penedès, Baix Llobregat, Barcelonès, Garraf, Maresme, Vallès Occidental and Vallès Oriental.

The consortium is comprised of the Autonomous Government of Catalonia (51%) and local administrative bodies (49%): Barcelona City Council, Metropolitan Transport Body (MTB) and the Association of Municipalities providing urban transport services in the Barcelona Metropolitan Area (AMTU). There is also the presence of representatives of the Central State Government as observers in the administrative bodies of the MTA.

The purpose of the MTA is to promote cooperation between the public Administrative bodies providing the services and infrastructures of the Public Transport system in the area of Barcelona of which they form part, as well as collaboration with bodies who, like the State government, are financially involved or are operators of their own or yet unceded services.



Population 2005 Area of Barcelona

1.2

ADMINISTRATIVE, ADVISORY AND CONSULTING BODIES

The administrative, advisory and consulting bodies of the MTA are made up of representatives of the different organisations and administrative bodies associated with Public Transport.

Board of Management

The Board of Directors is the body governing the MTA. The board is made up of eighteen members with full rights - nine representing the Generalitat (Government) of Catalonia, seven representing local Administrative bodies (Barcelona City Council and TMB) and two representing the AMTU -, and two observers representing the Central government. The Technical Manager of the MTA also attends the meetings.

The composition of the Board of Management on December 31, 2005 was:

President	Joaquim Nadal i Ferreras
1st Vice-President	Xavier Casas i Masjoan
2nd Vice-president	Maite Arqué i Ferrer
Members	Martí Carnicer i Vidal Maria Costa i Soler ⁽¹⁾ Jordi Cots i Domínguez Miguel Ángel Dombriz i Lozano ⁽²⁾ Ricard Fernández i Ontiveros Jordi Follia i Alsina Jordi Hereu i Boher Josep Mayoral i Antigas Manel Nadal i Ferreras Oriol Nel·lo i Colom Dídac Pestaña i Rodríguez Jordi Portabella i Calvete Lluís Tejedor i Ballesteros Esteve Tomàs i Torrens ⁽³⁾
Member and Managing Director	Ramon Seró i Esteve
Observers	José Luis Marbán García Ángel Rodríguez González
Secretary	Carme Sardà i Vilardaga

(1) as of May 12, 2005, in representation of AMTU

(2) as of July 12, 2005, replacing Mr. Jordi Casso i Samsó

(3) as of May 3, 2005 replacing Mr. Jordi Julià i Sort

Executive Committee

The Executive Committee of the Board of Directors is comprised of six of its members, three in representation of the Generalitat (Government) of Catalonia, two in representation of local Administrative bodies and one in representation of AMTU.

It has the general function of examining, and presenting to the Board of Directors, proposals for planning instruments of the Metropolitan Public Transport System, financial agreements and service contracts with administrative bodies and operators, the fare system and annual budgets, among others.

On December 31, 2005, the Executive Committee was composed as follows:

President	Ramon Seró i Esteve
Members	Maite Arquè i Ferrer
	Jordi Hareu i Boher
	Manel Nadal i Ferreras
	Esteve Tomàs i Torrens ⁽¹⁾
	Antoni Prunès i Santamaría ⁽²⁾
Secretary	Carme Sardà i Vilardaga

(1) as of May 11, 2005, replacing Mr. Jordi Julià i Sorri

(2) as of July 11, 2005, representing AMTU

Legal Advisory Commission

This commission provides aid and advisory services to the Executive Committee. It is comprised of representatives of the Autonomous Government of Catalonia, Barcelona City Council, EMT, AMTU and the MTA itself.

Integrated Fare System Follow-up Committee

The Board of Directors of November 15, 2000 agreed to the creation of the Integrated Fare System Follow-up Committee (CSIT) composed of the administrative bodies and operators involved, as technical support for follow-up of the integrated fare system within its area of management.

Operators' Technical Platform

The Operators' Technical Platform of Metropolitan Transport is the organ of collaboration and consultation of the Consortium of the MTA in questions of a technical nature and is composed of representatives of the public transport operators in the metropolitan area.

Mobility Council

The approval of the Law for Mobility 9/2003, dated June 13, involved a modification of the by-laws of the MTA to convert it into the Authority Mobility. This law also included the constitution of regional mobility councils.

The new by-laws of the MTA, approved in June 2005, define the Mobility Council of the MTA as the body for consulting and civic and social participation in the operation of the public collective transport system and mobility.

It is comprised of the following members:

- President: the second vice-president of MTA.
- Un member of the Board of Management of the MTA for each associated administration and member body.
- Representatives of the Federation of Municipalities of Catalonia and the Catalan Association of Municipalities and Regions.
- Representatives of the employer organisations with most penetration in Catalonia.
- Representatives of unions with most penetration in Catalonia.
- Representatives of the most representative consumer and user associations of Catalonia.
- Representatives of associations or groups of special relevance in public transport and mobility.
- The General Director of MTA.
- Acting as secretary of the Council, a member of the management of the consortium, proposed to this effect by the General Director.

The Mobility Council met for the first time in December 2005.

1.3

ORGANISATIONAL STRUCTURE OF THE MTA

On December 31, 2005 the composition of the MTA payroll was:

Directors and managers

Ramon Seró i Esteve, General Director
 Marc A. Garcia i López, Technical Director
 Josep Caldú i Cebrián, Head of the Administration Service
 Mayte Capdet i Sorribes, Head of the Communication and Studies Service
 Carme Fàbregas i Casas, Head of the Information Systems and Engineering Service
 Xavier Roselló i Molinari, Assistant to the Technical Director
 Angel Sangrós i Bondia, Head of the Project Development Service
 Francesc Calvet i Borrull, Head of the Planning Unit
 Maria Montaner i Maragall, Head of the Operator Liaison Unit
 Lluís Rams i Riera, Head of the System Financing Unit

Technical and support staff

Montserrat Alegri i Garcia	Agustí López i Marín
Xavier Andreu i Sedó	Mònica Lladó i Garcia
Lluís Avellana i Pla	Josep Martínez i Lacambra
Magda Baró i Callejas	Alberto Miguel i Sans
Jordi Clària i Martínez	Josep Moya i Matas
Anna Farrero i Vallès	Alfred Pallardó i Beltran
Montserrat Ferré i Corretja	Teresa Riba i Ventura
Núria Fontova i Jordana	Ona Ruiz i Lorente
Sonia Gómez i Gil	Silvia Sanchón i Llausí
Montserrat Hernández i Rovira	Rosa Solans i Castells
Miquel Lamas i Sánchez	



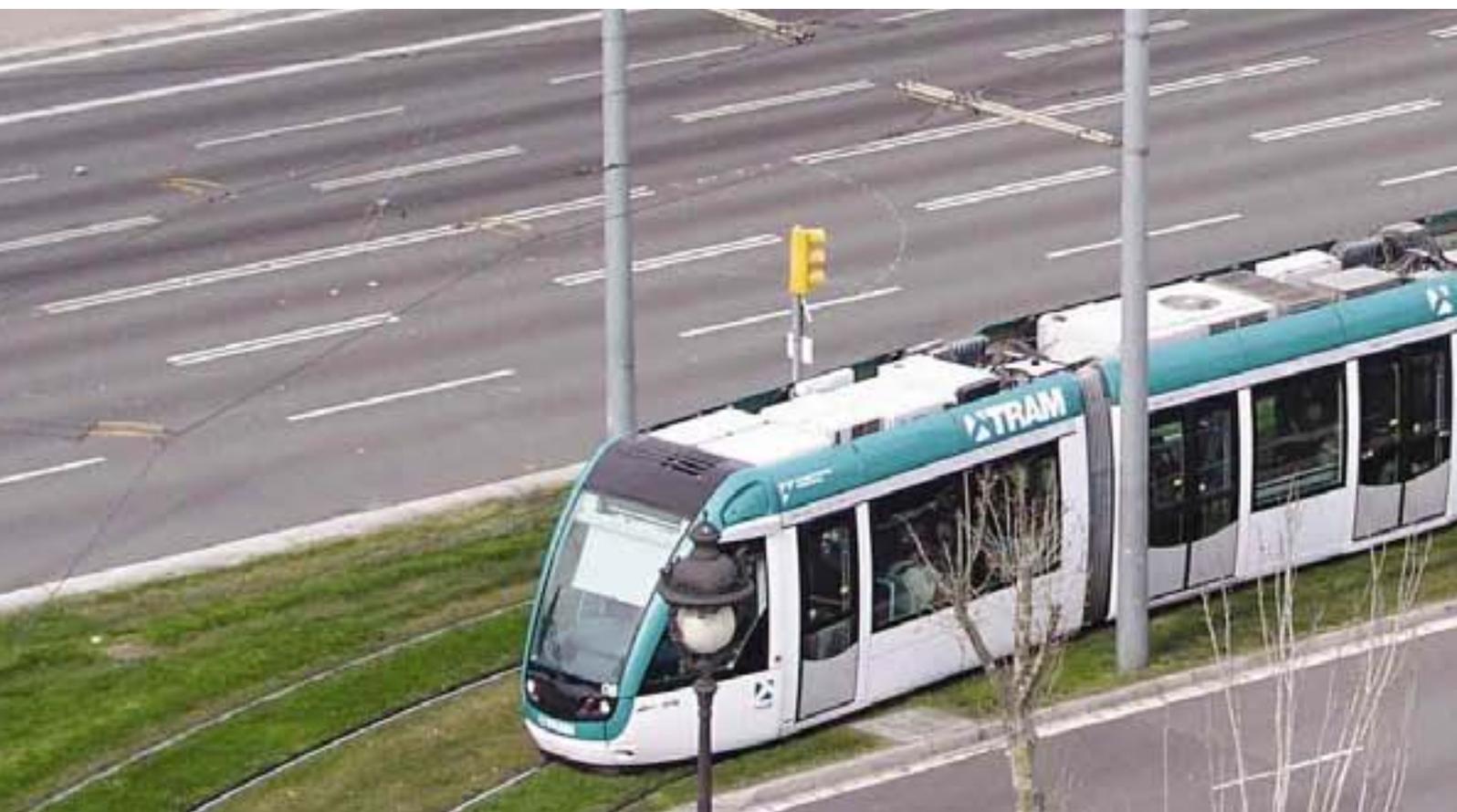
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Actions during 2005



2.1

INFRASTRUCTURE PLANNING

The Infrastructures Management Plan for collective public transport of the Barcelona Metropolitan Area 2001-2010 (hereinafter IMP) was finally approved by the Board of Management of the MTA on April 25, 2002, and by the Government of the Generalitat, on June 25 of the same year. As in all planning, it is necessary to ensure that the application of the IMP is carried out according to the schedules it contains. In this sense, the plan itself includes a five-yearly review of the suitability of the action program and the evolution of mobility in this period, as well as an annual follow-up report on the degree of completion of the actions planned in the IMP, which is now in its third edition.

2.1.1

Degree of execution of the actions

The following sections describe the status of each of the actions included in the IMP, by programs and with details of the investment made in each action. Furthermore, it also describes the situation of the viability studies of new actions also included in the plan.

The data have been mainly provided by the General Directorate of Ports and Transport and GISA, and complemented by the public operators TMB (actions MM01 to MM08 of the Program for modernisation and improvement) and FGC (actions MM09 to MM16). The source of the information corresponding to the tramway network are the technical services of the MTA.

The program of the state network (XE), for which the General State Government is responsible, has been excluded from the economic analysis as sufficiently detailed information is not available.

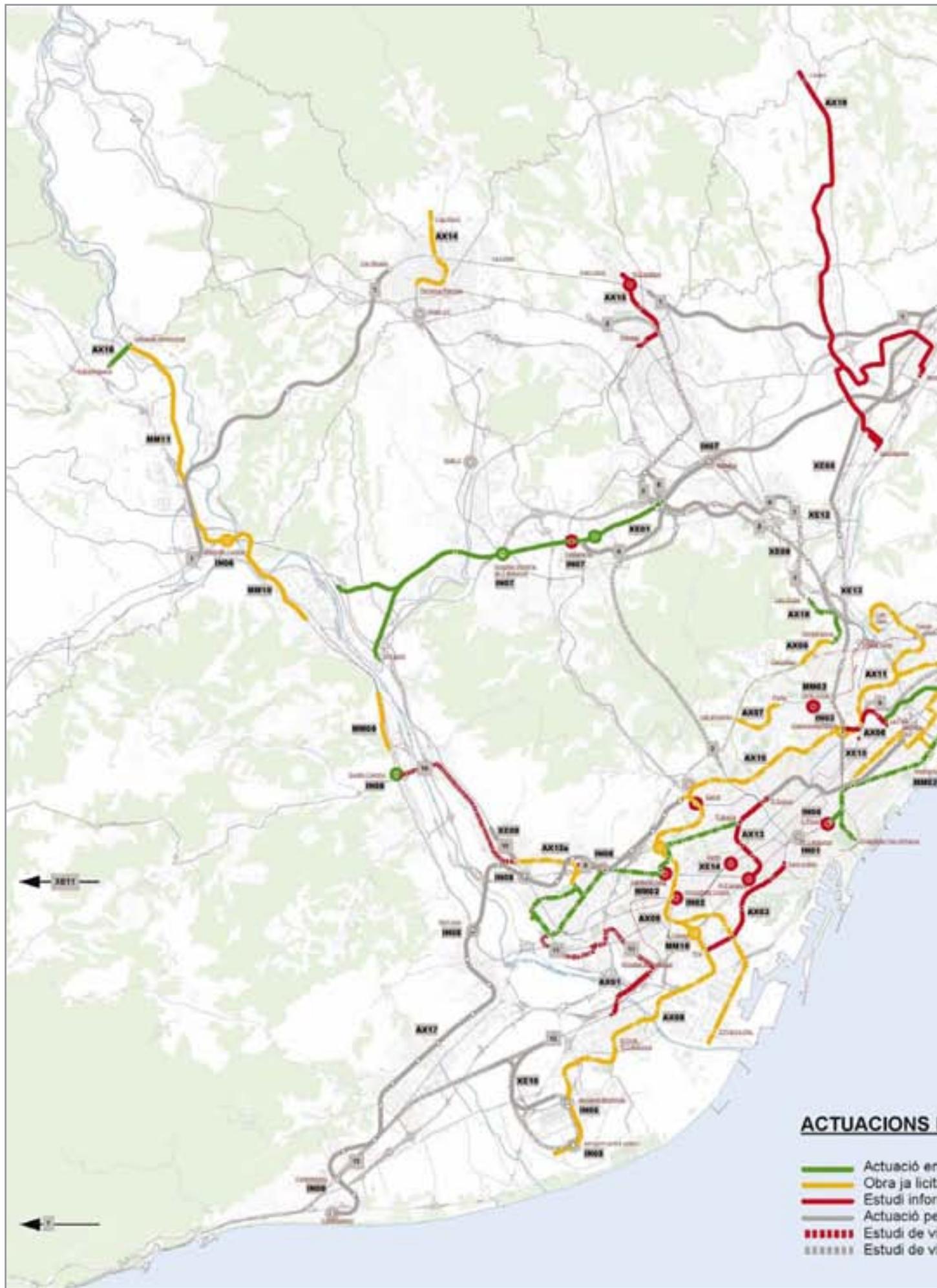
The attached summary table and the map of the railway network indicates the status of execution of the different actions of the IMP at 31.12.2005 with the following classification of degree of execution:

- Finished work
- Works already adjudicated and/or in execution
- Actions that are already being performed or where the project is being drawn up (informative study or construction project)
- Actions pending project

Estat d'execució de les actuacions del PDI a 31.12.2005

CODE	Action	IMP Amount (M€ VAT excluded)
	Extension of the network	
AX01	L1 Feixa Llarga - El Prat	114,0
AX02	L1 Fondo - Badalona Centre	111,1
AX03	L2 Sant Antoni - Fira 2	126,6
AX04	L2 Pep Ventura - Can Ruti	103,6
AX05	L3 Canyelles - Trinitat Nova	74,8
AX06	L4 La Pau - Sagrera TAV	69,1
AX07	L5 Horta - Vall d'Hebron	119,4
AX08 - AX11	L9	1.938,3
	L9 Rolling stock	234,4
AX12a	Diagonal - Baix Llobregat Tramway	241,2
AX12b	Diagonal - Besòs Tramway	168,9
AX13	FGC Pl. Espanya - Gràcia/Provença	137,6
AX14	FGC Terrassa Rambla - Can Roca	123,3
AX15	FGC Sabadell Estació - Pl. Espanya	117,8
AX16	Olesa - Esparreguera Cable car	3,1
AX17	Train line Castelldefels - Sant Boi - Sarrià	652,8
AX18	Light rail Trinitat Nova - Can Cuiàs	33,6
AX19	Caldes corridor reserved bus lane	62,1
AX20	Rolling stock L1	-
	Subtotal	4.431,9
	Interchanges	
IN01	Pl. Catalunya	110,2
IN02	Hospitalet Centre	26,7
IN03	Sagrera Meridiana	19,1
IN04	Arc de Triomf	8,3
IN05	Intercanviadors relacionats amb el TAV	25,9
IN06	Martorell Central	2,6
IN07	Interchanges Papiol - Mollet	9,8
IN08	Interchanges Castelldefels- Sant Boi- Sarrià	13,0
IN09	Quatre Camins Interchanges	4,6
IN10	Dissuasion car parks	2,4
IN11	New bus stations	3,7
	Subtotal	226,2
	Modernisation and improvement	
MM01	Conversion L2 to L4	18,7
MM02	New stations	25,0
MM03	Improvements to stations	135,0
MM04	Adaptation to PRM	100,5
MM05	Renovation of the track	21,8
MM06	Improved operation and maintenance	34,7
MM07	Security on the network	15,5
MM08	Automatic train operation (ATO) on L4	15,5
MM09	Cutting at Pallejà	50,8
MM10	Laying of double track from Palau - Martorell	18,9
MM11	Laying of double track Martorell - Olesa	9,3
MM12	Suppression of level crossings	4,7
MM13	Adaptation to PRM	11,6
MM14	Lengthening of platforms	10,1
MM15	Signalling and traffic control	11,1
MM16	New station at Amadeu Torner	5,2
MM17	Rolling stock. Renovation FMB	198,3
MM18	Rolling stock. Renovation FGC	78,1
	Subtotal	764,8
	Total	5.422,9

(Note: In the Program for modernisation and improvement, actions MM01 to MM08 correspond to FMB and actions MM09 to MM16 to FGC).





PDI 2001-2010

ESTAT D'EXECUCIÓ -31 DESEMBRE 2005

ACTUACIONS

Ampliacions de xarxa ferroviària

- AX01 Anxa L1 Portaferreries-Ferrocarril - El Prat de Llobregat
- AX02 Anxa L1 Portaferreries-Ferrocarril - Sabadell-Cerdà
- AX03 Anxa L2 Catalunya Express - Pla D'
- AX04 Anxa L2 Portaferreries-Ferrocarril Sabadell-Cerdà (projecció alternativa 1a)
- AX05 Anxa L2 Portaferreries-Ferrocarril - Sabadell-Cerdà (1a)
- AX06 Anxa L2 Portaferreries-Ferrocarril - Sabadell-Cerdà (2a)
- AX07 Anxa L2 Portaferreries-Ferrocarril - Sabadell-Cerdà (3a)
- AX08 Anxa L2 Tarragona - Pla Logrony
- AX09 Anxa L2 Tarragona - Pla Logrony - Nova Alternativa
- AX10 Anxa L2 Tarragona - Pla Logrony - Nova Alternativa
- AX11 Anxa L2 Tarragona - Pla Logrony - Nova Alternativa
- AX12 Tarragona - Pla Logrony - Nova Alternativa
- AX13 PDI Portaferreries-Ferrocarril - El Prat de Llobregat - Sabadell-Cerdà
- AX14 PDI Portaferreries-Ferrocarril - Sabadell-Cerdà
- AX15 PDI Portaferreries-Ferrocarril - Sabadell-Cerdà
- AX16 PDI Anxa L1 - Catalunya
- AX17 Anxa Catalunya - Ferrocarril - Sabadell
- AX18 Anxa Catalunya - Ferrocarril - Sabadell
- AX19 Realització alternativa a l'anxa Catalunya - Sabadell-Cerdà

Modernització i millores de xarxa (Mitja i FOC)

- MO01 Anxa L1 - Catalunya Express
- MO02 Anxa L1 - Catalunya Express - Sabadell-Cerdà
- MO03 Anxa L1 - Catalunya Express - Sabadell-Cerdà
- MO04 Anxa L1 - Catalunya Express - Sabadell-Cerdà
- MO05 Anxa L1 - Catalunya Express - Sabadell-Cerdà
- MO06 Anxa L1 - Catalunya Express - Sabadell-Cerdà
- MO07 Anxa L1 - Catalunya Express - Sabadell-Cerdà
- MO08 Anxa L1 - Catalunya Express - Sabadell-Cerdà
- MO09 Anxa L1 - Catalunya Express - Sabadell-Cerdà
- MO10 Anxa L1 - Catalunya Express - Sabadell-Cerdà
- MO11 Anxa L1 - Catalunya Express - Sabadell-Cerdà
- MO12 Anxa L1 - Catalunya Express - Sabadell-Cerdà
- MO13 Anxa L1 - Catalunya Express - Sabadell-Cerdà
- MO14 Anxa L1 - Catalunya Express - Sabadell-Cerdà
- MO15 Anxa L1 - Catalunya Express - Sabadell-Cerdà
- MO16 Anxa L1 - Catalunya Express - Sabadell-Cerdà

Intercanviadors

- IX01 Intercanviador P. Catalunya Express L1 (L1) i L2 (L2) - PDI (MO01)
- IX02 Intercanviador Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO02)
- IX03 Anxa L1 - Catalunya Express - Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO03)
- IX04 Intercanviador Anxa L1 - Catalunya Express - Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO04)
- IX05 Intercanviador Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO05)
- IX06 Intercanviador Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO06)
- IX07 Intercanviador Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO07)
- IX08 Intercanviador Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO08)
- IX09 Intercanviador Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO09)
- IX10 Intercanviador Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO10)
- IX11 Intercanviador Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO11)
- IX12 Intercanviador Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO12)
- IX13 Intercanviador Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO13)
- IX14 Intercanviador Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO14)
- IX15 Intercanviador Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO15)
- IX16 Intercanviador Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO16)
- IX17 Intercanviador Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO17)
- IX18 Intercanviador Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO18)
- IX19 Intercanviador Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO19)
- IX20 Intercanviador Sabadell-Cerdà (L1) i L2 (L2) - PDI (MO20)

Ampliacions, modernització i millores de xarxa ferroviària estatal

- EX01 Modernització i millores de xarxa - Mitja
- EX02 Ampliació de xarxa - Tarragona - Sabadell
- EX03 Modernització de xarxa - Sabadell - Cerdà
- EX04 Modernització de xarxa - Sabadell - Cerdà
- EX05 Modernització de xarxa - Sabadell - Cerdà
- EX06 Modernització de xarxa - Sabadell - Cerdà
- EX07 Modernització de xarxa - Sabadell - Cerdà
- EX08 Modernització de xarxa - Sabadell - Cerdà
- EX09 Modernització de xarxa - Sabadell - Cerdà
- EX10 Modernització de xarxa - Sabadell - Cerdà
- EX11 Modernització de xarxa - Sabadell - Cerdà
- EX12 Modernització de xarxa - Sabadell - Cerdà
- EX13 Modernització de xarxa - Sabadell - Cerdà
- EX14 Modernització de xarxa - Sabadell - Cerdà
- EX15 Modernització de xarxa - Sabadell - Cerdà
- EX16 Modernització de xarxa - Sabadell - Cerdà
- EX17 Modernització de xarxa - Sabadell - Cerdà
- EX18 Modernització de xarxa - Sabadell - Cerdà
- EX19 Modernització de xarxa - Sabadell - Cerdà
- EX20 Modernització de xarxa - Sabadell - Cerdà

Estudi de viabilitat i treball de noves actuacions

- 1 Estudi de viabilitat i treball de noves actuacions - Sabadell-Cerdà
- 2 Anxa L1 - Catalunya Express
- 3 Anxa L2 - Catalunya Express
- 4 Anxa L3 - Catalunya Express
- 5 Anxa L4 - Catalunya Express
- 6 Anxa L5 - Catalunya Express
- 7 Anxa L6 - Catalunya Express
- 8 Anxa L7 - Catalunya Express
- 9 Anxa L8 - Catalunya Express
- 10 Anxa L9 - Catalunya Express
- 11 Anxa L10 - Catalunya Express
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- 51 Anxa L50 - Catalunya Express
- 52 Anxa L51 - Catalunya Express
- 53 Anxa L52 - Catalunya Express
- 54 Anxa L53 - Catalunya Express
- 55 Anxa L54 - Catalunya Express
- 56 Anxa L55 - Catalunya Express
- 57 Anxa L56 - Catalunya Express
- 58 Anxa L57 - Catalunya Express
- 59 Anxa L58 - Catalunya Express
- 60 Anxa L59 - Catalunya Express
- 61 Anxa L60 - Catalunya Express
- 62 Anxa L61 - Catalunya Express
- 63 Anxa L62 - Catalunya Express
- 64 Anxa L63 - Catalunya Express
- 65 Anxa L64 - Catalunya Express
- 66 Anxa L65 - Catalunya Express
- 67 Anxa L66 - Catalunya Express
- 68 Anxa L67 - Catalunya Express
- 69 Anxa L68 - Catalunya Express
- 70 Anxa L69 - Catalunya Express
- 71 Anxa L70 - Catalunya Express
- 72 Anxa L71 - Catalunya Express
- 73 Anxa L72 - Catalunya Express
- 74 Anxa L73 - Catalunya Express
- 75 Anxa L74 - Catalunya Express
- 76 Anxa L75 - Catalunya Express
- 77 Anxa L76 - Catalunya Express
- 78 Anxa L77 - Catalunya Express
- 79 Anxa L78 - Catalunya Express
- 80 Anxa L79 - Catalunya Express
- 81 Anxa L80 - Catalunya Express
- 82 Anxa L81 - Catalunya Express
- 83 Anxa L82 - Catalunya Express
- 84 Anxa L83 - Catalunya Express
- 85 Anxa L84 - Catalunya Express
- 86 Anxa L85 - Catalunya Express
- 87 Anxa L86 - Catalunya Express
- 88 Anxa L87 - Catalunya Express
- 89 Anxa L88 - Catalunya Express
- 90 Anxa L89 - Catalunya Express
- 91 Anxa L90 - Catalunya Express
- 92 Anxa L91 - Catalunya Express
- 93 Anxa L92 - Catalunya Express
- 94 Anxa L93 - Catalunya Express
- 95 Anxa L94 - Catalunya Express
- 96 Anxa L95 - Catalunya Express
- 97 Anxa L96 - Catalunya Express
- 98 Anxa L97 - Catalunya Express
- 99 Anxa L98 - Catalunya Express
- 100 Anxa L99 - Catalunya Express
- 101 Anxa L100 - Catalunya Express

PDI 2001-2010. ESTAT D'EXECUCIÓ. 31 de desembre de 2005

e servei
 cada i/o en execució
 matiu o Projecte constructiu en redacció o finalitzat
 independent de projecte
 viabilitat del PDI en redacció
 viabilitat del PDI no iniciat.



Program for extension of the network

Action	Current situation (December 31, 2005)
<p>AX01 - Extension L1 Hospital de Bellvitge–El Prat (Pl. Catalunya)</p> <p>AX02 - Extension L1 Fondo-Badalona Centre</p> <p>AX03 - Connection L2 Sant Antoni-Fira Montjuïc 2</p> <p>AX04 - Extension L2 Pep Ventura–Badalona Centre*</p> <p>AX05 - Extension L3 Canyelles–Trinitat Nova*</p> <p>AX06 - Extension L4 La Pau–Sagrera HST</p> <p>AX07 - Extension L5 Horta–Vall d’Hebron*</p> <p>AX13 - Extension FGC Pl. Espanya- F. Macià- Gràcia/Provença</p> <p>AX14 - Extension Terrassa Rambla–UPC/Vallparadís*</p> <p>AX15 - Extension FGC Sabadell Rambla - Pl. Espanya</p> <p>AX16 - Cable car Esparreguera- Olesa* (included in action MM11)</p> <p>AX17 - Train line Castelldefels- Sant Boi- Sarrià</p> <p>AX18 - Light rail Trinitat Nova- Can Cuiàs. Superstructure*</p> <p>AX19 - Reserved bus lane Caldes de Montbui- Mollet/Santa Perpètua</p>	<p>Completion of the model for the informative and environmental impact study. Pending the El Prat central interchange. Construction project in development for the workshops and shunting siding and the informative – partial environmental impact study for these actions.</p> <p>Not initiated.</p> <p>Informative study completed. In the process of technical approval.</p> <p>Work adjudicated and in execution.</p> <p>Work adjudicated and in execution.</p> <p>The infrastructure of the section associated with L9 in execution.</p> <p>Temporary suspension of the extension. Emergency work being carried out. New modified project No. 1 for reinforcement, safety and a new shunting siding being drafted.</p> <p>Informative - environmental impact study issued. Pre-study of demand and layout issued.</p> <p>Work adjudicated and in execution. Construction project in development for the section UPC - Can Roca. Stations for UPC/Vallparadís and Can Roca in construction. The section UPC/Vallparadís - Can Roca being projected. New project Rbla. Egara - UPC/V and revised project for the two sections of double tunnel between Rbla. Egara and Can Roca commissioned. Informative - environmental impact study of the revised plan commissioned.</p> <p>Construction project in development. Informative - environmental impact study pending the geotechnical report to decide the number of tunnels.</p> <p>Work opened.</p> <p>Action being reconsidered.</p> <p>In service since December 14, 2003.</p> <p>Informative study drafted.</p>
<p>Line L9 (Actions AX08-AX11)</p> <p>L9 Section Sagrera Meridiana- Can Zam/Gorg</p> <p>L9 Sections Airport- Parc Logístic- Zona Universitària- Sagrera Meridiana</p> <p>L9 Tunnel Airport- Parc Logístic</p> <p>L9 Sectorial projects (lifts, escalators, fare system)</p>	<p>Project and work on infrastructure and stations adjudicated. In execution.</p> <p>Work adjudicated and in execution.</p> <p>Work adjudicated.</p> <p>Adjudicated.</p>
<p>Tramway</p> <p>AX12a - Diagonal - Baix Llobregat Tramway</p> <p>AX12b - Glòries-Besòs Tramway</p>	<p>In service since April 3, 2004.</p> <p>In service since May 8, 2004.</p>
<p>Rolling stock (L9, renovation L5 and others, 89 trains)</p>	<p>Adjudicated.</p>

* Action included in the 3rd Infrastructure Financing Agreement

Interchange Program

Action	Current situation (December 31, 2005)
IN01 - Interchange Pl. Catalunya (L1, L2, L3, L4, FGC and Renfe) IN02 - Interchange l'Hospitalet Centre (L1-L9 and Renfe)	Final version of the alternative study issued. Basic project drafted (in collaboration with the Ministry of Development and the Town Hall of l'Hospitalet).
IN03 - Interchange Sagrera Meridiana	Work adjudicated and in execution.
IN04 - Arc de Triomf Interchange*	Model of the construction project issued for Arc de Triomf- Malraux.
IN05 - Interchanges related to the HST	Responsibility of ADIF, new passing tunnel destined to the HST.
IN06 - Interchange Martorell Central (FGC, Renfe and Bus Station)	Included in the laying of FGC double track from Palau- Martorell (MM10).
IN07 - Interchanges on the line Papiol - Mollet (Renfe and FGC)	Completed the study of demand for the line and the interchanges (MTA).
IN08 - Interchanges on line Castelldefels - Sant Boi - Cornellà	Informative study drafted for Vullpalleres. Informative study completed for FGC Vullpalleres, compatible with the previous one and the procedure for informing the public has begun.
IN09 - Quatre Camins Interchange*	Action being reconsidered.
IN10 - Dissuasion car parks (FGC)	In service, opened on July 4, 2003.
IN11 - New bus stations and car parks at metro stations	The study of alternatives and demand completed from Pl. Doctor Pearson to Rubí. Bus station at Cerdanyola del Vallès removed from program.

* Action included in the 3rd Infrastructure Financing Agreement

Modernisation and improvement program

Action	Current situation (December 31, 2005)
MM01 - Conversion of L4 into L2. La Pau Pep Ventura*	In service.
MM02 - New Metro stations Maresme (L4)* Cardenal Reig (L5)* Virrei Amat (L5)*	In service. Construction project technically approved. Construction project under reconsideration.
MM03 - Improvements to stations + new vestibules (Vallcarca, Sants, Hospital de Bellvitge)	Issue of construction projects for new vestibules for stations on L4 Llacuna, Bogatell, Poblenou and Selva de Mar. Construction project in development for Vallcarca, beginning of a new construction project in Hospital de Bellvitge and the work on Sants Estació (L3) completed
MM04 - Adaptation of stations to PMR (L1, L3, L4 and L5)*	Work adjudicated and in execution on L1, L3, L4 and L5. In service Pl. Catalunya L3. Adjudicated Sagrada Família L5. Adjudicated Collblanc and Can Vidalet. Adjudicated inclined lift at C. Meridiana. Adjudicated the signalling of lifts on L1, L3, L4 and L5. Adjudicated the draft of the construction projects for the interchanges at Clot, Maragall and Verdaguier. Construction project in development for the Urquinaona interchange. Release of the model of interchanges in Pl. Catalonia, Pg. de Gràcia and Pl. de Sants.
MM05 - Renovation of the metro track	Sections completed on L3.
MM06 - Improved operation and maintenance	Carried out by FMB.
MM07 - Security in the Metro system	Adjudicated the system of centralised video-surveillance (48 stations) (FMB).
MM08 - ATP-ATO L4	Not initiated.
MM09 - Semi-underground to Pallejà (FGC)*	Work adjudicated and 1st phase in execution. Received the construction project for the infrastructure, track and catenary of the 2nd phase.
MM10 - Laying of double track El Palau- Martorell (FGC)*	Issue of the construction project for the signalling of the 2nd phase. Work adjudicated and in execution. The Martorell variant is in service and the rest of the work in execution.
MM11 - Laying of double track Martorell- Olesa (FGC)*	Work in execution.
MM12 - Suppression of level crossings (FGC)*	Suppression of 2 level crossings at Callús initiated, work on a 3rd suppression begun and construction project approved for a 4th suppression. Construction project available for the suppression of 2 level crossings in Masquefa. Projects for the suppression of a level crossing in Masquefa and one in Vallbona pending issue.
MM13 - Adaptation to PRM (FGC)	Adjudicated the suppression of two other level crossings in Masquefa (56 and 57). Construction projects for adaptation being drafted. The new vestibule in Almeda and improvement of the accessibility in construction.
MM14 - Extensions to platforms in Bonanova and Tres Torres (FGC)*	Adjudicated the 1st phase (Valldoreix, Bellaterra and Sant E. de Sesrovires). Approved the construction project of the 2nd phase (Pàdua, R. Elisenda, I. Cerdà and M. Alta). CP available for the 3rd phase (Gornal, Sant Josep, Can Parellada, La Pobla of C. and Viladordis). The construction project of the new vestibule in Mirasol issued. Start of the construction project for Peu de Funicular and Sarrià.
MM15 - Signalling and traffic control (FGC)	In service. Construction project available for lengthening of platforms at Peu de Funicular. Adjudicated the work for widening the up platform of Provença station, and stopped. Immediate issue of the lengthening of platforms at Sant Gervasi and improved accessibility at Sant Gervasi and Pl. Molina. Release of the model for widening and lengthening of the platforms and improved accessibility at Gràcia.
MM16 - New station at Amadeu Torner	Carried out by FGC. Work in progress.

* Action included in the 3rd Infrastructure Financing Agreement

2.1.2 Current investments

The summary of the investment made as part of the IMP at 31.12.2005 is shown below (in M€ VAT excluded):

Program	IMP amount	Estimated total cost	Bid amount	Amount adjudicated	Complements	Pending bids
Extension of the network	4.431,9	6.627,4	3.386,6	3.162,9	509,2	2.955,3
Interchanges	226,2	290,7	95,0	84,0	2,1	204,6
Modernisation and improvement	764,8	1.022,8	682,2	613,1	50,8	358,9
Total (1)	5.422,9	7.940,9	4.163,8	3.860,0	562,1	3.518,8

(1) not including the investments of the General Administration of the State in the state network

The details of the investments are given separately for actions that are completed, in execution, projected and pending project.

The following economic data are provided for each action:

- IMP amount: the initially estimated investment in the IMP, in M€ VAT excluded.
- Best current estimate of the total cost of the work: an estimate of the total cost of the action, in M€ VAT excluded, obtained from the cost of the project, that of the bid or the adjudication and the additional cost for modifications, price reviews and additional projects. In the case of the completed works, this total cost is equivalent to the settlement amount.
- Cost of works bid: bid amount, in M€ VAT excluded.
- Cost of works adjudicated: Amount adjudicated, in M€ VAT excluded.
- Modifications, price reviews, additional costs: additional cost of the work adjudicated under these concepts, in M€ VAT excluded.
- Pending bidding and adjudication: best current estimate of the cost of the works still pending bidding and adjudication, in M€ VAT excluded.

Completed actions

The main action already in service, although not yet in its entirety, is the tram network (Trambaix and Trambesòs); the remaining sections will be opened between 2006 and 2007. The Can Cuiàs light rail (L11), conversion of line L4 to L2 and the Cable car Olesa – Esparreguera are also actions that are in full service.

The main aspect of the Interchange Program is the coming into service of the Quatre Camins interchange.

Completed actions (M€, VAT excluded)

CODE	Action	IMP amount	Best estimate of the total cost of the work	Cost of works bid	Cost of works adjudicated	Modifications, price reviews, and additional costs	Pending bidding and	Observations
AX12a	Diagonal - Baix Llobregat Tramway	241,2	279,0	217,3	217,3	61,7	0,0	
AX12b	Diagonal - Besòs Tramway	168,9	232,4	205,2	205,2	27,2	0,0	
AX16	Olesa - Esparreguera Cable car	3,1	4,4	4,4	4,2	0,2	0,0	
AX18	Light rail Trinitat Nova–Can Cuiàs	33,6	49,0	42,2	42,2	6,9	0,0	see note (1)
IN09	Quatre Camins Interchange	4,6	4,4	3,7	2,3	2,1	0,0	
MM01	Conversion L2 to L4	18,7	21,7	21,7	20,8	1,0	0,0	
		470,2	590,9	494,6	491,9	99,1	0,0	

(1) includes investment in the 2nd Infrastructure agreement

Actions in execution

One highlight of the Program for extension of the network is the work on the extension of line L2 Pep Ventura – Badalona Centre has already begun, specifically the expropriations and affected services.

The work on line L3 are in progress. The construction of the extension to line L4 will soon begin in connection with the works on line L9, whereas the execution of the extension of the line L5 has been delayed because of the accident in Carmel.

A highlight of the FGC network is the beginning of work on the extension Terrassa Rambla – UPC/Vallparadis, and the drafting of the new construction project for the section to Can Roca, using a different method (tunnelling machine).

The construction of the line L9 continues its progress.

One highlight of the Program for modernisation and improvement is the execution of various works on the line Llobregat – Anoya of FGC, specifically the cutting at Pallejà, laying double track from Palau – Martorell as well as from Martorell – Olesa.

In addition, the FMB and FGC stations are being adapted to people with reduced mobility (PMR), together with suppression of the level crossings on the line Llobregat – Anoya.

Especially important in the Interchange Program is the construction of the Sagrera Meridiana interchange.

All the actions included in the Program for modernisation and improvement are in execution or completed.

Actions in execution (M€, VAT excluded)

CODE	Action	IMP amount	Best estimate of the total cost of the work	Cost of works bid	Cost of works adjudicated	Modifications, price reviews, and additional costs	Pending bidding and adjudication	Observations
AX04	L2 Pep Ventura - Can Ruti	103,6	117,5	50,5	29,9	0,3	87,4	see note (1)
AX05	L3 Canyelles - Trinitat Nova	74,8	114,5	110,0	77,6	1,7	35,2	
AX07	L5 Horta - Vall d'Hebron	119,4	193,2	193,5	103,0	12,1	78,0	see note (2)
AX08 - AX11	Rolling stock	1.938,3	3.437,6	2.124,8	2.048,0	270,8	1.118,8	see note (3)
AX08 - AX11	L9	234,4	304,9	304,9	304,9	0,0	0,0	see note (4)
AX14	FGC Terrassa Rambla - Can Roca	123,3	181,0	55,8	52,7	128,4	0,0	see note (5)
AX20	Rolling stock L1	-	77,9	77,9	77,9	0,0	0,0	
IN03	Sagrera Meridiana	19,1	81,7	91,3	81,7	0,0	0,0	see note (6)
IN06	Martorell Central	2,6	0,0	0,0	0,0	0,0	0,0	see note (7)
MM02	New stations	25,0	71,7	22,6	18,9	1,3	51,5	see note (8)
MM03	Improvements to stations	135,0	135,0	-	13,2	0,0	121,7	
MM04	Adaptation to PRM	100,5	83,7	87,3	60,6	22,9	0,1	see note (9)
MM05	Renovation of the track	21,8	21,8	-	0,2	0,0	21,5	
MM06	Improved operation and maintenance	34,7	34,4	4,5	4,2	0,0	30,2	see note (10)
MM07	Security on the network	15,5	15,5	-	1,8	0,0	13,8	
MM08	Automatic train operation (ATO) on L4	15,5	15,5	-	1,6	0,0	14,0	
MM09	Cutting at Pallejà	50,8	71,9	62,8	55,8	15,5	0,7	see note (11)
MM10	Laying of double track from Palau - Martorell	18,9	66,4	64,3	53,4	7,0	5,9	
MM11	Laying of double track Martorell - Olesa	9,3	47,5	51,0	23,3	0,1	24,1	
MM12	Suppression of level crossings	4,7	8,9	6,6	5,3	2,2	1,5	
MM13	Adaptation to PRM	11,6	22,9	15,6	13,0	0,4	9,4	see note (12)
MM14	Lengthening of platforms	10,1	88,1	39,0	34,3	0,4	53,4	see note (13)
MM16	New station at Amadeu Torner	5,2	7,2	7,2	7,2	0,0	0,0	see note (14)
MM17	Rolling stock. Renovation FMB	198,3	221,3	221,3	221,3	0,0	0,0	
MM18	Rolling stock. Renovation FGC	78,1	78,1	78,1	78,1	0,0	0,0	
		3.350,5	5.498,3	3.669,1	3.368,1	463,1	1.667,1	

(1) There is no estimate for the signalling, subcentral, station, communication and escalators

(2) Estimate pending completion of the construction project and renegotiation of the work contracts

(3) The adjudicated amount includes modifications. Source: GISA Economic- Financial Program

(4) Does not include financial costs

(5) Estimate pending completion of the construction project. Total estimate for infrastructure, catenary and track. Pending archaeological study and project for finishing the station

(6) Source: GISA

(7) Included in MM10

(8) Includes remodelling of Sants Estació

(9) Does not include transfer stations

(10) Includes extension of the power supply to L1, L2, L3, L4 and L5 (no bids)

(11) No evaluation of the urban development of the underground section

(12) 3rd phase of FGC pending bids. Without evaluating the new vestibule at Mirasol

(13) Bonanova and Tres Torres finalised. Includes other actions at FGC stations (Rosselló and Diagonal (adjudicated) and Sabadell North). Does not include the station at Vullpalleres. Pending urban development of accesses Av. Vallvidrera

(14) Source: Consortium of Gran Via de l'Hospitalet

Planned actions

The main actions being planned correspond to extensions of line L8 through the centre of Barcelona, of line L2 between Sant Antoni and Fira 2 and the Sabadell section of FGC.

Other outstanding actions are the extension of line L4 between La Pau and Sagrera HST, the extension of line L1 to El Prat, and the remodelling of the Arc de Triomf interchange.

The line Castelldefels – Sant Boi – Sarrià has been subject to reconsideration and new informative studies will soon begin.

Planned actions (M€, VAT excluded)

CODE	Action	IMP amount	Best estimate of the total cost of the work	Cost of works bid	Cost of works adjudicated	Modifications, price, reviews, and additional costs	Pending bidding and adjudication	Observations
AX01	L1 Feixa Llarga - El Prat	114,0	114,0	0,0	0,0	0,0	114,0	
AX03	L2 Sant Antoni - Fira 2	126,6	371,3	0,0	0,0	0,0	371,3	
AX06	L4 La Pau - Sagrera TAV	69,1	69,1	0,0	0,0	0,0	69,1	
AX13	FGC Pl. Espanya - Gràcia/Provença	137,6	137,6	0,0	0,0	0,0	137,6	see note ⁽¹⁾
AX15	FGC Sabadell Estació - Pl. Espanya	117,8	117,8	0,0	0,0	0,0	117,8	see note ⁽²⁾
AX19	Caldes corridor reserved bus lane	62,1	62,1	0,0	0,0	0,0	62,1	
IN02	Hospitalet Centre	26,7	26,7	0,0	0,0	0,0	26,7	
IN04	Arc de Triomf	8,3	13,1	0,0	0,0	0,0	13,1	
		662,3	911,7	0,0	0,0	0,0	911,7	

(1) Investment of 650 M€ to Glòries according to the informative study

(2) construction project to Can Oriac being drafted

Actions pending project

In the Program for extension of the network, the main action pending project corresponds to the extension of line L1 to Badalona Centre.

The Interchange Program is under developed; among the actions pending is the central Barcelona interchange (Plaça Catalunya).

Actions pending project (M€, IVA excluded)

CODE	Action	IMP amount	Best estimate of the total cost of the work	Cost of works bid	Cost of works adjudicated	Modifications, price, reviews, and additional costs	Pending bidding and adjudication	Observations
AX02	L1 Fondo - Badalona Centre	111,1	111,1	0,0	0,0	0,0	111,1	
AX17	Train line Castelldefels - Sant Boi - Sarrià	652,8	652,8	0,0	0,0	0,0	652,8	
IN01	Pl. Catalunya	110,2	110,2	0,0	0,0	0,0	110,2	
IN05	Interchanges related to the HST	25,9	25,9	0,0	0,0	0,0	25,9	
IN07	Interchanges Papiol - Mollet	9,8	9,8	0,0	0,0	0,0	9,8	
IN08	Interchanges Castelldefels - St. Boi - Sarrià	13,0	13,0	0,0	0,0	0,0	13,0	
IN10	Dissuasion car parks	2,4	2,2	0,0	0,0	0,0	2,2	see note (1)
IN11	New bus stations	3,7	3,7	0,0	0,0	0,0	3,7	
MM15	Signalling and traffic control	11,1	11,1	0,0	0,0	0,0	11,1	see note (2)
		939,9	939,9	0,0	0,0	0,0	939,9	

(1) does not include Quatre Camins (IN09)

(2) under reconsideration

Program of activities on the state railway network

The partial passenger service of the line from Papiol-Mollet (section Cerdanyola-Sant Cugat-Rubi-Castellbisbal-Martorell) (action XE01) was opened in May this year. Actions associated with the arrival of the HST are delayed because of the changes made in its layout.

It is also important to note that action XE09 – New tunnel Sants- New tunnel Sants-Sagrera should be excluded from IMP as, after its approval, the Ministry reached an agreement with the Autonomous Government of Catalonia and Barcelona City Council that the new tunnel would not be dedicated to suburban services but the new high speed line and UIC gauge.



2.1.3 Studies pending under IMP 2001-2010

Of the viability studies that the Board of Management of the MTA agreed to carryout when it approved the IMP on 31.12.2005, the following still remain pending:

- New line Montcada – Sabadell
- Variant of R1 to Badalona
- Study of transfer of the Maresme line more inland
- Can Cuiàs – Ripollet light rail
- Laying double track La Garriga – Vic
- Study of the capacity of the Castelldefels – El Prat corridor (3rd and 4th track).



2.2

MANAGEMENT OF THE TRAMWAY SYSTEM

2.2.1

Diagonal - Baix Llobregat Tramway

Projects and works

During 2005 the greater volume of work on this tramway system has been focused on line T3 between the stop for Sant Martí de l'Erm (P28) and the Regional Council (P31), area of Modified Project No. 4.

The works included in this project are:

- 2,200 meters of track and three new stops (Rambla de Sant Just, Walden and Consell Comarcal).
- The urban development of Carretera Reial (with four roundabouts, 21,000 m² of new curbing, 28,000 m² of low-noise pavement, 16,500 m² of garden area and the installation of new urban furniture).
- Construction of a new underpass beneath the AP-2 highway.
- The construction of a new parking area at the Consell Comarcal stop, on the sea side, of more than 120 meters in length and 13 meters in width.
- Renovation of urban service networks: installation of approximately 2,000 m of new drains, improving the old inadequate sewage system. Complete modification of the street lighting system and renovation of a large number of affected services including a drinking water supply pipeline of 1,000 mm in diameter and 800 m in length.

Testing began on December 22 and this new section came into commercial operation on January 5, 2006.

Apart from the work for the extension of line T3, the following actions have also been taken:

- Better adaptation of pedestrian crossings to the visually impaired.
- Correction of the bitumen seal of the tracks.
- Resolution of problems detected during the year of guarantee.
- Work for the urban development of Av. Laureà Miró in Esplugues de Llobregat, corresponding to additional Projects No. 1 and No. 2: renovation of sidewalks, street lighting, urban furniture and levelling of the pavement.

On the other hand, the management bodies of the MTA have agreed on drafting the projects governing the works for 2006. Thus:

- The Board of Management of the MTA, in its session of January 24, 2005, agreed on the extension of line T3 to P-32 (Parc de Torreblanca) and the drafting of Modified Project No. 5. This extension means that the Diagonal – Baix Llobregat tramway system will reach the municipal limits of Sant Feliu de Llobregat.
Modified Project No. 5 considers a section of 600 meters of double track between stops P-31 and P-32. Furthermore, the construction of the tramway involves the installation of new urban furniture, pavements, lighting, gardens and service infrastructures. The project also defines a new drainage network and includes a series of actions to control the water in the area where the N-340 and Riera Pahissa meet.
- The Board of Management of the MTA, in its session of October 24, 2005, agreed to commission Tramvia Metropolità, SA, to draft Complementary Project No. 4, relative to the urban development of the section of the old N-340 between Rambla de Modolell and Esplugues de Llobregat.

Summary of certifications at origin

Sections	Amount of certificate at origin(€)
Construction project (Modification 4)	
Civil work	120.417.835,80
Systems	38.725.836,04
Rolling stock	47.139.428,80
AP-2 underpass	3.098.890,81
Complementary Urbanisation Project No. 1	
Civil work	10.066.112,60
Systems	238.674,24
Complementary Urbanisation Project No. 2	
Civil work	2.277.693,36
Project for signalling and track safety	
Civil work	1.049.513,94
TOTAL CERTIFIED	223.529.447,42

Operation

In relation to the operation of the tramway system, on April 3, 2005, the frequency of operation was adjusted from 18 minutes (6 - 6 - 6 on the common trunk line) to 16 minutes per line (6 - 6 - 4 on the common trunk line).

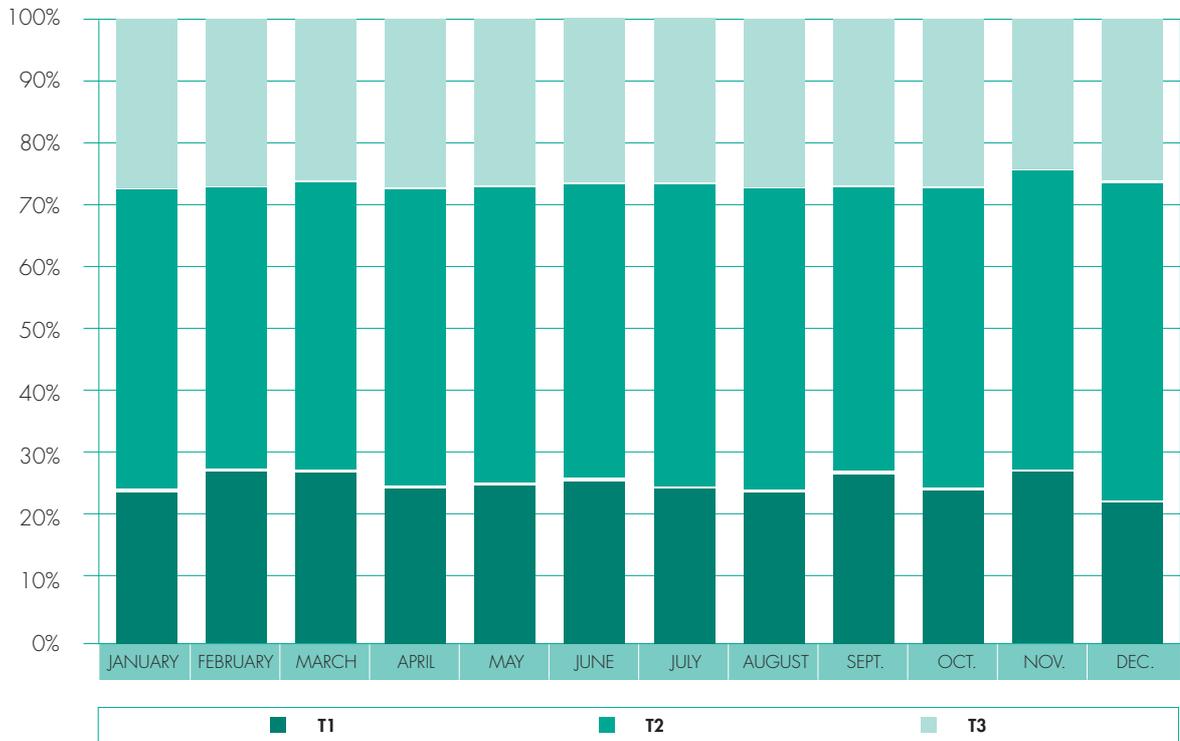
As for use of the tramway, it is interesting to note that the growing tendency of the number of passengers on working day was maintained during 2005 (except for annual holiday months), reaching an average of 40,646 validations a day in the month of November. The day with the greatest number of passengers was December 21, with 45,860 users.

Average validations per day by type of day



The percentage of validations per line has remained constant throughout 2005, at approximately 29% for line T1, 47% for T2 and 24% for T3.

Percentage of validations per line (%)



Coinciding with the modification of the schedule on April 3, 2005, there was also an increase in the theoretical operating speed of the three lines. Since April, the average speed has remained approximately constant at around 17.8 km/h, although below the objective for the network (19 km/h).

Real average commercial speed (km/h)



2.2.2 Sant Martí - Besòs Tramway

Projects and works

The majority of the work for implementation of the Sant Martí – Besòs tramway system during 2005 has been focused between stops P16 and P19 at Av. Marqués de Montroig, within the scope of Modified Project No. 2.

In this area:

- The complete sewage network has been installed.
- Work has begun on the urban development of sidewalks and streets.
- Construction of the tram line has begun.

Apart from this work, the following actions have also been taken:

- Better adaptation of pedestrian crossings to the visually impaired.
- Correction of the bitumen seal of the tracks.

On the other hand, the following goals have been reached:

- On April 18, 2005, the Board of Directors of MTA agreed on the decomposition of modified Project No. 3 into two construction projects:
 - Modified project 3.1, for the action of laying double track and additional works in Plaça de les Glòries.
 - Modified project 3.2, for the change of layout to the side of Gran Via closest to the sea.
- On May 18, 2005, the Board of Directors of the MTA approved modified construction project No. 3.1.

The work was carried out between July 25 and September 10, during which time the tram service on line T4 was replaced by buses. On September 7 the line was under power and subject to testing with trams, and commercial operation was resumed on September 11.

- The Executive Committee approved modified construction project 3.2 on November 16, 2005.

The work began at the end of the year clearing the land around the area of stop 13 bis. On June 13, 2005, REGESA Aparcaments, SA called for bids for the adjudication of the work for the Cristòfol de Moura underground car park. As this action is critical for line T5 to come into service in its whole length, and to make work deadlines more agile, MTA asked Tramvia Metropolità del Besòs, SA to draw up a unified project for the restoration of the services affected by the Cristòfol de Moura underground car park and Sant Martí – Besòs tramway

The Board of Management of the MTA approved this project on July 11, 2005.

In spite of this, and as a consequence of the need to provide lodging for residents of buildings affected by structural deterioration close to the underground car park, it was not possible to begin the work to restore affected services until the end of the year.

- On October 26, 2005, the section of the Gran Via covered by GISA was handed over. On the same day work was begun on the installation of the tramway platform inside the tunnel. In view of the need of implementing complementary actions to restrict access to the area exclusively to users of the tramway and prevent vandalism, as well as to simplify the facilitate interchange of passengers between Metro and tramway at the Besòs station on L4, the Board of Management of the MTA, in its session of October 24, 2005, agreed to commission Tramvia Metropolitana del Besòs, SA with drafting the corresponding complementary Project.

Summary of certifications at origin

Sections	Amount of certificate at origin (€)
Construction project (modification 3.1)	
Civil work	103.439.952,56
Systems	34.460.926,68
Rolling stock	43.824.588,14
Complementary project Renfe- Sant Adrià interchange	
Civil work	569.038,00
Complementary Project for Signalling and Track Safety	
Civil work	283.325,00
TOTAL CERTIFIED	182.577.830,58

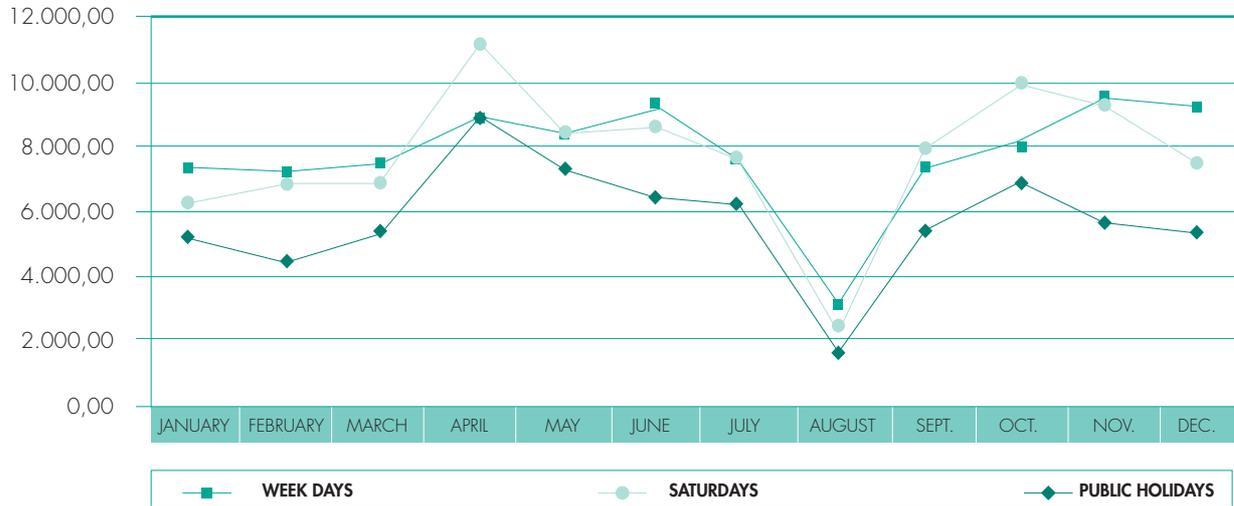
Operation

The use of the tramway shows a relatively stationary tendency over the year, except for the month of August when the services of Trambesòs were interrupted (and replaced by buses).

Between September 22 and 24 (Mercè festival), Trambesòs travelled with double compositions for the first time.

The real average commercial speed has progressively increased since September, mainly because of adjustments to the timing of traffic lights. Since October 2005 the speed has been above 19 km/h, and in November reached a maximum of 19.4 km/h.

Average validations per day by type of day



Real average commercial speed (km/h)



2.2.3 Evolution of demand on the tramway system

Trambaix

Month	2004	2005	TAM (*)
January		741.936	-
February		729.705	-
March		792.602	7.762.121
April	427.432	870.105	8.204.794
May	431.898	900.664	8.673.560
June	586.913	872.668	8.959.315
July	650.308	836.780	9.145.787
August	433.491	561.391	9.273.687
September	702.439	912.472	9.483.720
October	747.253	1.012.117	9.748.584
November	756.233	1.031.091	10.023.442
December	761.911	954.860	10.216.391
Total	5.497.878	10.216.391	

(*) TAM: mean annual mobility, last 12 months

Trambesòs

Month	2004	2005	TAM (*)
January		212.760	-
February		188.788	-
March		225.398	-
April		276.009	2.740.695
May	161.142	269.343	2.848.896
June	184.869	269.631	2.933.658
July (**)	261.559	242.978	2.915.077
August (**)	259.311	92.092	2.747.858
September (**)	336.077	217.283	2.629.064
October	222.945	292.461	2.698.580
November	202.304	270.920	2.767.196
December	209.533	263.936	2.821.599
Total	1.837.740	2.821.599	

(*) TAM: Mean annual mobility, last 12 months

(**) Works on Trambesòs: bus service from 25-07-05 to 10-09-05 (inclusive).

2.3

ROLLING STOCK

On April 18, 2005, the MTA, CAF and Society Arrendadora AIE, entered into a lease contract for 10 trains of the 6000 series for line L1 of the Barcelona Metro.

The adjudication price for the 10 trains was 65 million Euros apart from 12.7 million Euros for spare parts.

The schedule for delivery of the rolling stock plans reception of the first train in May 2007 and the last in December of the same year.

Characteristics of the trains	<ul style="list-style-type: none"> 5 cars, two engines and three carriages Length of the train: 86 m Gauge: 1.674 m Width clearance Capacity: 1116 passengers Maximum speed 80 km/h Transparent intercommunication between cars ATP/ATO train control system Video surveillance system Aluminium chassis Automatic smoke detection system
--------------------------------------	--

The type of contract is operational leasing and is established for a period of 18 years; once this period has elapsed MTA may opt to either extend the lease or acquire the trains at a price of about 50% their initial price.

This action is in addition to the operations of renovation and extension of the fleet of trains of the Metro system which will include a rejuvenation of the fleet and better public transport service quality.

The other operations currently in progress are the lease contract of 39 trains for lines L5, L2 and L3 formalised with CAF and Alquiler de Trenes, AIE on August 8, 2003 and, on the other hand, the lease contract of 50 trains for line L9 drawn up between MTA, the specific company Arrendadora Ferroviaria, SA - comprised of ICF Holding, Caixa, Caja Madrid and Société Générale- and the manufacturer Alstom Transporte, SA on July 23, 2004.

On December 31, 2005, the contracts were signed for the release of 10 trains, of the total of 39 trains to be delivered by CAF.

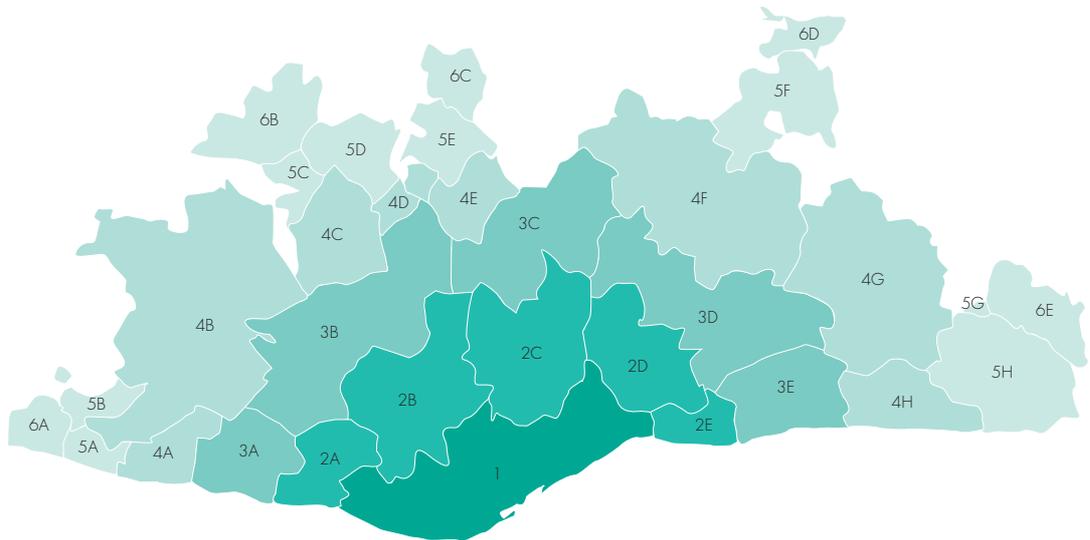
2.4

INTEGRATED FARE SYSTEM

The project of the integrated fare system for the Barcelona metropolitan area, promoted by the associated administrative bodies, was approved by the Board of Directors of the MTA on November 15, 2000, its objectives were:

- Create an easy-to-understand fare system based on user accepted principles
- Favour the perception of the metropolitan public transport system as an integrated network
- Contribute to positioning public transport as a system that is more attractive to users

The zoning system adopted was 6 fare sections divided into zones.



The schedule for incorporation of different operators into the project was:

2001

Barcelona Bus (previously Asser), Authosa, Autocars R. Font, Autocorb, Autos Castellbisbal, Cingles Bus, Cintoï Bus, Empresa Casas, Empresa Plana, Empresa Sagalés, FGC, Fytza, Hispano Igualadina, La Vallesana, Martí Colomer, Mohn, Oliveras, Rodalies Renfe (first zone), Rosanbus, Sarbus, Soler i Sauret, TMB, Transports Generals d'Olesa, Transports Lydia, Transports Públics, Tusgsal and the urban services of Sabadell (TUS) and Sant Cugat del Vallès (Sarbus and Saiz Tour).

2002

All Renfe suburban services, Bus Castellví, 25 Osona Bus (previously E. Pous), Hispano Llacunense, Marès-Trans, Montferri Hnos. and the urban services of Castellbisbal (A. Castellbisbal), Mataró (Mataró Bus) and Rubí (Transports Públics), and the Port bus service (TCC).

2003

The urban services of Terrassa (TMESA), El Papiol (Autos Castellbisbal), Granollers (Buses de Granollers), Vallirana (Soler i Sauret), Molins de Rei (Molins Bus UTE), Cerdanyola del Vallès (Sarbus), Vilassar-Cabrera de Mar (Empresa Casas), Igualada (TUISA); it also integrated the inter-city service promoted by the town of Mollet del Vallès and the interurban services of the companies Hispano Llacunense and SA Masats Transports General.

2004

Trambaix and Trambesòs. Integration of the interurban services of CRA La Hispania, SA Autocars Vendrell, SL and La Hispano Hilariencia, SA.

2005

- Eurolines Peninsular on March 1.
- Cervelló (Soler i Sauret), April 23.
- St. Vicenç dels Horts (Tibus), May 9.
- Rubí FGC-Renfe Rodalies shuttle bus (Sarbus), June 1.
- Sant Esteve Sesrovires (Hispano Llacunense), September 12.



2.4.1 Sales and use of the integrated fare system (IFS)

In 2005, the income for the sale of integrated tickets was 320,726,181.96 ₺ (without VAT). This income represents a growth of 7.18% compared to the figure at closure of the year 2004, which was 299,228,504.57 ₺ (without VAT).

The accumulated monthly turnover for 2005 compared to 2004 is shown in the following graph.

Fare box: monthly sub-total (M€)



The table below shows the farebox for 2005 by type of MTA ticket and number of zones.

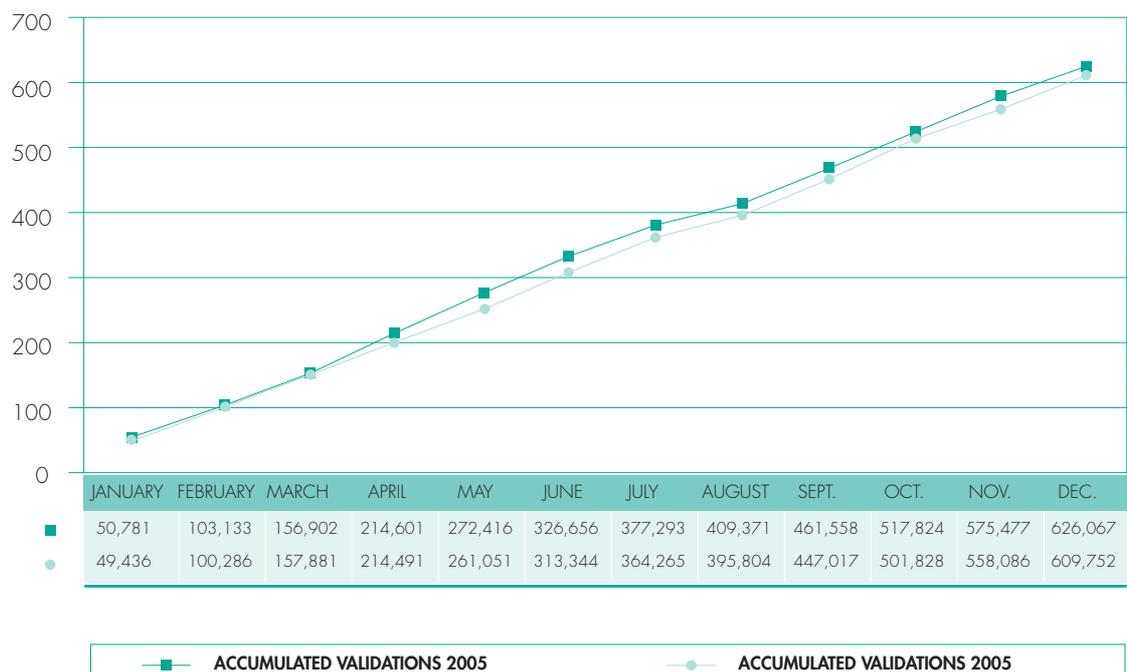
Sale of integrated tickets per type of ticket and number of zones (€)

Títol	1 zone	2 zones	3 zones	4 zones	5 zones	6 zones	Total	%
T-10	193.800.558,79	25.741.917,76	13.614.117,76	4.569.676,82	1.490.805,23	2.674.291,21	241.891.367,57	75,42
T-50/30	31.524.606,31	5.884.691,59	3.367.567,99	1.306.450,00	225.621,50	227.863,55	42.536.800,93	13,26
T-Familiar	1.718.249,16	291.319,63	122.554,63	61.906,54	32.112,52	17.765,61	2.243.908,08	0,70
T-Mes	22.557.790,89	2.854.994,30	934.998,88	391.835,09	101.995,14	132.871,78	26.974.486,07	8,41
T-Trimestre	1.408.792,52	445.735,51	105.657,48	65.184,11	16.637,38	29.566,78	2.071.573,79	0,65
T-Jove	1.471.507,29	1.108.972,43	516.279,44	335.934,58	79.195,51	173.563,74	3.685.452,99	1,15
T-Dia	1.214.669,16	37.340,75	28.315,51	11.375,33	3.743,69	7.332,20	1.302.776,64	0,41
T-Esdeveniment	9.139,25					10.676,64	19.815,89	0,01
Total	253.705.313,36	36.364.971,96	18.689.491,68	6.742.362,48	1.950.110,98	3.273.931,50	320.726.181,96	
%	79,10	11,34	5,83	2,10	0,61	1,02		100,00

The total number of validations with integrated MTA tickets during 2005 was 626,067,421. This represents an increase of 2.68% compared to validations in the 2004 financial year (609,752,369).

The monthly validations for the year 2005 compared to 2004 is shown in the graph below.

Validations: monthly sub-total (M of passengers)



Of the total of validations of MTA tickets for 2005, the T-10 ticket represented 71.58% of the trips with integrated tickets, followed by the T-50/30 which represented 14.73% and the T-Mes with 10.94% of the trips as shown in the table below. By zones, the tickets of one zone represent 86.75% of the validations followed by 2 zones with 8.42%.

Validations of MTA tickets per type of ticket and number of zones

Títol	1 zones	2 zones	3 zones	4 zones	5 zones	6 zones	Total	%
T-10	394.067.362	33.912.724	13.670.097	3.689.798	1.115.765	1.663.940	448.119.686	71,58
T-50/30.	75.934.859	10.082.184	4.384.040	1.389.371	231.364	174.301	92.196.119	14,73
T-Familiar	3.943.176	544.499	186.069	71.576	35.306	19.163	4.799.789	0,77
T-Mes	60.939.926	5.500.512	1.366.703	433.983	131.665	116.206	68.488.995	10,94
T-Trimestre	3.433.030	723.015	152.253	66.807	22.104	60.420	4.457.629	0,71
T-Jove	3.628.080	1.917.672	677.773	327.887	74.102	153.214	6.778.728	1,08
T-Dia	1.161.386	23.519	16.127	5.624	1.534	2.657	1.210.847	0,19
T-Esdeveniment	15.628						15.628	0,00
Total	543.123.447	52.704.125	20.453.062	5.985.046	1.611.840	2.189.901	626.067.421	
%	86,75	8,42	3,27	0,96	0,26	0,35	100,00	100,00

This distribution in the use of integrated tickets tends to stability if compared with the distribution of previous years in spite of the steady increase in the use of the T-50/30.

Growth of validations of integrated tickets (%)

	2001	2002	2003	2004	2005
T-10	71,80	72,34	72,18	71,80	71,58
T-50/30	11,70	13,33	13,32	13,70	14,73
T-Mes	16,32	12,30	11,90	11,69	10,94
Other	0,18	2,03	2,60	2,81	2,75
Total	100	100	100	100	100

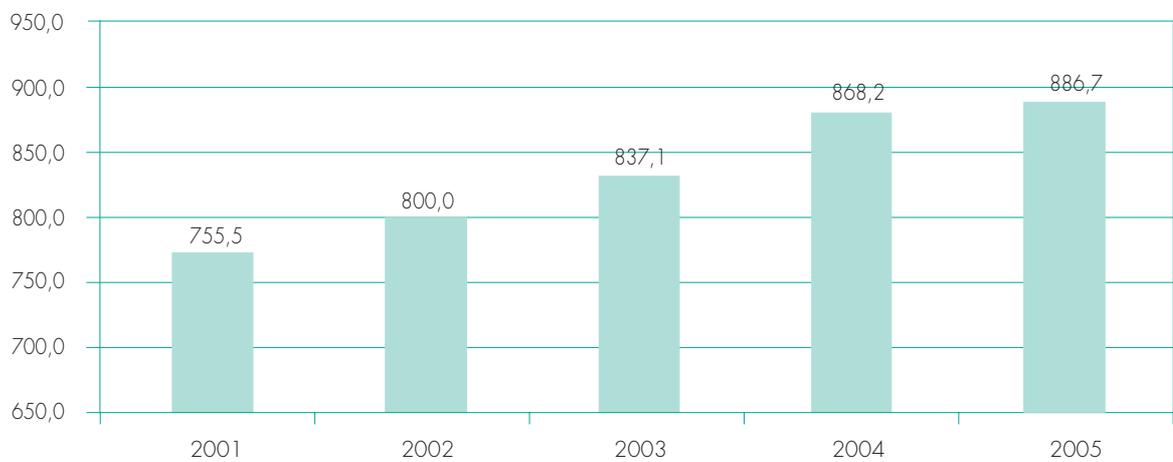
As for the incidence of integrated tickets on the total number of trips there is clear consolidation of the use of integrated tickets which represent a quota of almost 70.60% of the validations in the system.

Incidence of integrated tickets on the system

	2001	2002	2003	2004	2005
Validations of MTA tickets	461.616.879	551.995.924	582.790.497	609.752.369	626.067.421
Total validations of the system	755.427.407	800.045.430	837.107.312	868.213.552	886.748.026
Use of integrated tickets	61,11	69,00	69,62	70,23	70,60

The graph below shows the evolution, since the coming into service of the integrated fare system, of the demand for the collective public transport system, which over the last few years has grown by 131 million passengers, an accumulated increase of 17.3%.

Growth in demand for the system (M of passengers)



2.4.2 Intermodality index

The table below shows the growing intermodality of 2005 compared to the last 2 years.

Evolution of the intermodality index (%)

	Índex for 2003	Índex for 2004	Índex for 2005
T-Dia	6,66	9,55	10,59
T-10	19,85	20,14	21,38
T-50/30	26,19	26,22	27,72
T-Mes	14,00	20,27	23,74
T-Trimestre	12,64	18,99	22,91
T-Jove	19,52	21,56	23,72
T-Familiar	17,36	20,11	22,36

It is important to stress the intermodality of integrated tickets, which continues its upward trend. Last year of each 100 trips made with integrated tickets, 23 included modal linking.

Intermodality by tickets (%)

Total intermodality	23,24
T-10 1 zone	18,34
T-10 other zones	49,93
T-50/30 1 zone	22,73
T-50/30 other zones	53,91

This intermodality is very different depending on the number of zones of the ticket, a ticket for 1 zone has an index of about 20% whereas tickets for more than one transport zone are used for modal changes in more than 50% of cases.

2.5 FINANCING SYSTEM

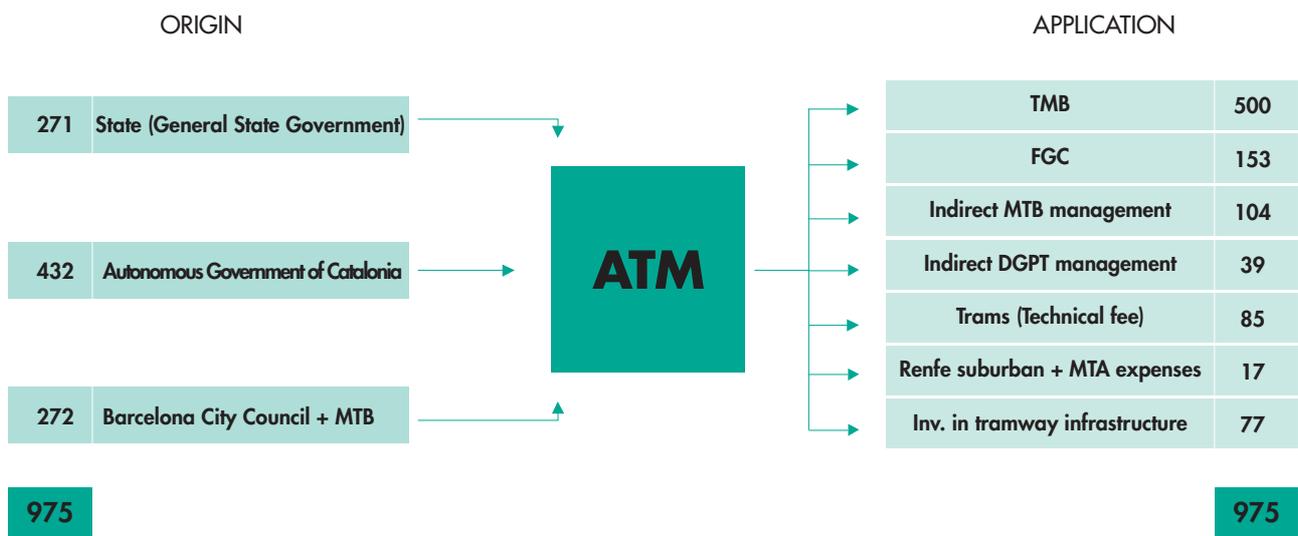
GENERAL STATE GOVERNMENT-MTA 2005-2006 Contract program

The Board of Management of the MTA meeting held on October 24, 2005 approved the Contract program 2005-2006 between General State Government and the MTA, which represents allocations of 975 M€ to metropolitan public transport.

This Contract program was also approved by Plenary sessions of Barcelona City Council and the MTB, the Government of the Generalitat of Catalonia and the Council of Ministers. Finally, on December 22, 2005, it was formally signed by the General State Government and MTA.

One of the main functions of MTA is to act as a financial fulcrum for the whole metropolitan public transport system; in a period of less than one year it has signed two Contract programs, establishing the financial framework for the period 2002-2006.

The table below shows details of the origin and application of the subsidies from Public Administrative bodies for the period 2005-2006:



(figures in millions of Euros)

Evolution of the Contracts program: 1998-2001, 2002-2004 and 2005-2006

The table below shows the evolution of the needs of the system, classified by groups of operators, and the subsidies recognised by different Public Administrative bodies.

In the case of the periods 1998-2001 and 2002-2004 the figures are the result of the settlement of the corresponding Contracts program, and in the case of the period 2005-2006 they are the figures estimated in the new Contract program.

Comparison between the different Contracts programs is simplified by using the annual average for each period with the following increases:

- Period 2005-2006 compared to 2002-2004: 26%
- Period 2005-2006 compared to 1998-2001: 92%

Annual average of needs and subsidies contracts - program 1998-2006. M€

	LIQUIDATION 1998-2001 (4 YEARS)		LIQUIDATION 2002-2004 (3 YEARS)		FORECAST 2005-2006 (2 YEARS)	
System needs	Annual average		Annual average		Annual average	
Public operators (TMB+ FGC)	239		297		327	
Indirect management (DGPT + MTB)	15		53		71	
Trams (Technical fee)			9		43	
Trams (subv. of capital + works)			24		38	
			4		8	
Renfe + MTA costs	254		386		488	
Total system needs	Annual average	%	Annual average	%	Annual average	%
General State Government	93	36	126	35	135	31
Generalitat of Catalonia	96	38	136	39	179	41
Barcelona City Council + MTB	65	26	92	26	125	28
Total common subsidies	254	100	354	100	439	100
Generalitat of Catalonia			21		37	
Barcelona City Council + MTB			11		11	
Total final subsidies (1)			32		48	
Total subsidies	254		386		488	

(1) Concepts not subsidised by the General State Government = Capital subsidies for tramways (infrastructure) and Social Pricing.

Evolution of the budgets of Administrative bodies

During the period 2002-2004 the allocations of administrative bodies were below the needs forecast for the system by 188 M€ (Annual average of 62.7 M€).

This deficit was recognised in the 2002-2004 Contract program, which was signed on December 13, 2004, and forecast its recuperation in the period 2006-2009 on the basis of 48.7 M€/year (a total of 195 M€, of which 188 M€ correspond to the deficit of contributions for the period 2002-2004, and 7 M€ as liquidation of the CP 1998-2001) from the following administrative bodies:

General State Government	18,6
Generalitat	23,1
Barcelona City Council + MTB	7,0
Total	48,7

(Figures in M€)



Therefore, as of 2006, the budgets of the Public Administrative bodies meet both the current needs forecast in the 2005-2006 Contract program as well as recuperation of the deficit for 2002-2004, substantially increasing their allocations to the metropolitan public transport system.

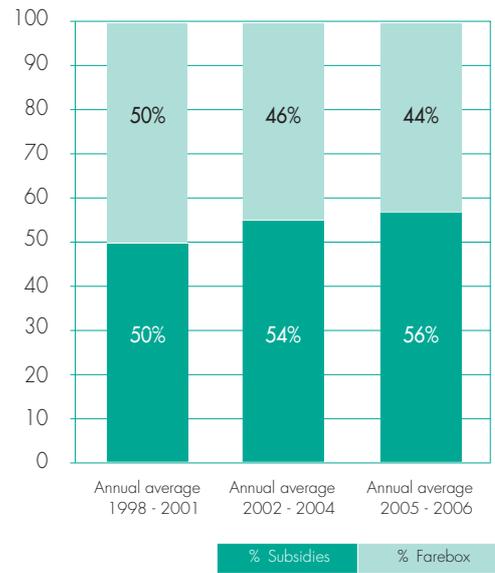
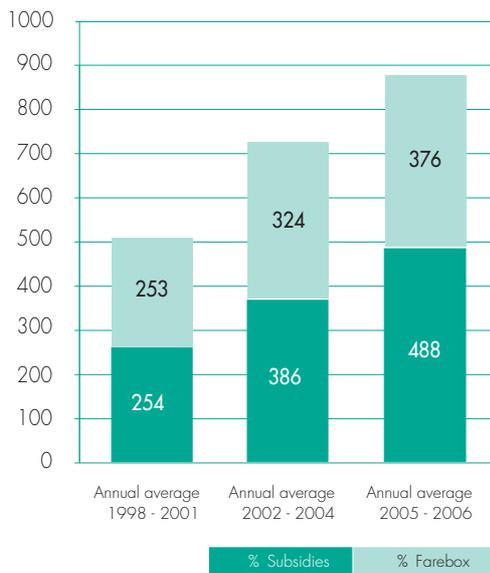
Budget allocations

	Annual average 2002-2004	Annual average 2005-2006	% Increase
General State Government	101	145	44
Generalitat of Catalonia	131	228	74
Barcelona City Council + MTB	98	140	43
Allocations	329	512	56

[Figures in M€]

Evolution of the Public Transport Financing System

The following graphs show the evolution of the financing of public transport in the Barcelona Metropolitan Area in the framework of the Contract program for the annual averages of the three Contracts program, comparing the farebox with the subsidies from all Public Administrative bodies.



2.6

OTHER ACTIONS

2.6.1

Mobility Management Plan of the Barcelona Metropolitan Area

Legal framework

The purpose of the Law of mobility is to “establish the principles and objectives to be met by the management of mobility of people and the transport of goods to ensure sustainability and safety, and determine the instruments necessary for Catalan society to assume these objectives and guarantee all citizens accessibility with sustainable means” (Art. 1.1).

The drafting of the Mobility Management Plan (MMP) of the Barcelona Metropolitan Area is a consequence of the National Mobility Directives which constitute the guidelines for application of the Law of mobility and are, therefore, of inferior range.

Last September the technical services of MTA were commissioned by the Executive Committee of the consortium to draw up the MMP of the BMA. The planned period for producing this draft is 12 months, and so the plan should be ready by October 2006. As the Law of mobility establishes that the MMP must be revised every 6 years, the horizon of the plan will be 2012.

Content

The MMP has been conceived as a single document structured in seven chapters::

- Framework and objectives of the MMP
- Aspects regarding methods
- Current situation and diagnosis of mobility in the BMA
- Possible areas of action
- Main lines of action
- Evaluation
- Technical appendices

The general objectives of the MMP are formulated from the Law of mobility and the National Mobility Directives, bearing in mind that the Barcelona Metropolitan Area presents specific characteristics compared to the rest of Catalonia. In particular, the high density of the population and services favour a context to assume higher levels of sustainability.

It was decided to evaluate the proposals of the MMP using a quantitative measure of sustainability. Apart from the conventional physical variables (Tons of CO₂ and others gases and particles released into the atmosphere, energy consumption, levels of emission and immission of noise, casualties and the number of people injured in accidents, etc.), it proposes using the total cost of metropolitan mobility as an aggregate indicator of sustainability as it included both internal and external costs.

Furthermore, the MMP will be subjected to a strategic environmental evaluation under the legislation established by the environmental authority.

Work done during 2005

Once the MMP table of contents and working method were defined, 13 instrumental studies were commissioned to support the development of various aspects of the plan. They were the following:

Title	Description
European experience in the development of regional plans.	Compilation of mobility plans developed in Europe as a reference for the development of the MMP.
Review of the determinations of current territorial and sectorial plans.	Compilation of the determinations of thematic plans on a level of Catalonia that have implications on the MMP of the BMA.
Adaptation of the study of the social and environmental costs of transport.	Financial study of the total costs of the transport of passengers and goods in the BMA during 2004.
Territory, population and location of activities. Forecast of the territorial and social - economic context.	Forecast of population, centres of attraction, income and motorisation in the BMA on the horizon of the MMP.
Inventory of railway infrastructures.	Inventory of urban and metropolitan bus lanes in the BMA. Inventory of bicycle lanes, pedestrian areas and a list of areas with pacified traffic. Forecasts on a municipal and regional level, and proposed actions.
Analysis of the railway system.	Forecast growth of demand for suburban lines. Possibilities of increasing the offer with current infrastructures. Diagnosis. Identification of proposals.
Study of modal interchanges in the Barcelona Metropolitan Area.	Inventory of existing interchanges and operating conditions for the user. Inventory of sites suitable for the construction of new ones, including bus mode. Plan and proposed action for interchanges and car parks linked to train and bus stations.
Offer of intercity bus services.	Inventory (file card) of the different lines in service in the BMA. Including the offer, demand and a diagnosis.
Goods sector.	Summary of current studies. Measures for the management of goods loading and unloading.
Measures to favour the rational use of the private and public transport.	Including actions such as carpooling, efficient driving, traffic light priority for buses and trams, etc. Examples of operation. Viability study. Recommended locations for implementation. Analysis of the required infrastructure and superstructure.
Environmental evaluation of the plan.	Document for strategic environmental evaluation of the MMP
Process of citizen participation in development of the plan.	Support for the process of divulgation of the MMP and participation.
Proposed graphic design for the development of the various documents constituting the MMP.	Guidelines to guarantee the unification of the style of all the documentation generated in the MMP.

All these studies will be completed by May 2006.

2.6.2 Sermetra, SL

Sermetra, SL is a joint company constituted 50% by Busmet Services, SL and the MTA to provide preventive, corrective and evolutive maintenance services of ticket sale and validation systems (SVS) and the Operation Aid System (OAS).

During 2005, corrective maintenance service contracts have been signed with the corresponding suppliers of SVS and OAS.

All other contracts were determined by the procedure of call for tenders - adjudication. With the opening of these calls for tenders, this company has begun resolving one of the historical deficits in the management of SVS equipment, the performance of preventive maintenance to avoid possible malfunction of the units and the consequent inconveniences and costs of the necessary repairs. On the other hand, the expiry of the guarantee covering the OAS has made contracting a first class service for the maintenance of the shipped units absolutely necessary.

The contracting of these services has been assumed by the MTA and the operators of Busmet Services under the terms defined in the Sermetra financing agreement signed last December 23, 2004. With this in mind, a contract has been agreed to among the operators of Busmet Services in which each one assumes the cost of these services in a way that is proportional to the number of units. It is important to note that in the case of the OAS, the repercussion of the cost has, to a considerable degree, been made in relation to the regulation capacity of each fleet.

Sermetra SL does not have its own staff and for this reason it has resorted to a call for tenders - adjudication of the Monitoring and Management Centre, 100% financed by the MTA, and which is conceived as the mainstay of the management of incidents and breakdowns, as well as the communication and follow-up between different service suppliers and transport operators. This communication and the follow-up of various subjects has been simplified by the creation of an Intranet web with personalised access, as well as a management procedure agreed to by all parts involved, suppliers included.

Other integrated operators not members of Busmet Serveis, municipal transport companies integrated in the fare system and companies with equivalent equipment are already prepared to use the services of Sermetra by drawing up the corresponding service contract.

2.6.3

Projection abroad

EMTA

European Metropolitan Transport Authorities (EMTA) groups together 33 different European organisations responsible for public transport. Its objective is to improve the management of mobility and the quality of public transport services in the urban environment of the associated European cities.

During 2005, two working groups were created on e-ticketing and quality management with the participation of the MTA. Regular publication of EMTA News.

European projects

The Civitas - Miracles project groups four cities: Rome, Barcelona, Winchester and Cork, which are committed to implementing a series of measures that contribute to making mobility more sustainable. It began in February 2002 and is expected to finalise in March 2006. During 2005, emphasis has been placed on the evaluation of results, the presentation of summaries and reports and the task of divulging the work done.

The purpose of the Avatars project is to model of movements of human groups in closed spaces, such as Metro or train stations or interchanges. It is planned to last for two and a half years and is led by the University of Greenwich.



The MTA and FGC both participate with the objective of analysing the suitability of the physical design of the central interchange in Plaça de Catalunya, included in the IMP and which will enable the connection of 4 FMB lines, the FGC terminus and Renfe.

Mobility Observatory

The Mobility Observatory is a working group created by the Ministries of the Environment and Development and includes various Spanish transport authorities. It constitutes a discussion group and organises seminars on subjects of interest to the participants and publishes the Observatorio de la Movilidad each year.

Chapter 1 Presentation of the consortium

Chapter 2 Actions during 2005

Chapter 3 System statistics

Chapter 4 Consultants report

Chapter 5 Budget 2006





System statistics



3.1

TRANSMET FIGURES 2005

Basic data. 2005

	Lines	Network length (km)	Vehicles km (million)	Trips (million)	△ 05-04 (%)	Farebox (M€)
FMB (Metro)	6	86,6	65,0	345,3	0,6	162,96
FGC (1st Zone)	2	24,0	11,4	41,9	-2,4	15,90
Renfe Rodalies (1st Zone)	4	94,0	nd	20,7	8,7	nd
Metropolitan tramway	4	18,8	1,6	13,0	69,6	5,62
TB (buses)	104	879,7	41,0	205,0	0,0	98,24
Other MTB buses	81	2.068,0	22,9	61,7	3,5	30,70
Total 1st zone integrated fare system	201	3.171,0	141,8	687,6	1,5	313,41
Rest of FGC	2	119,0	16,8	33,1	0,4	32,78
Rest of Renfe Rodalies (*)	4	349,8	67,4	101,9	7,4	113,51
Generalitat buses	298	4.910,0	26,6	27,2	3,4	25,76
Other urban buses	110	1.370,6	10,7	37,0	3,6	18,54
Total other IFS	408	6.750,2	121,5	199,2	4,9	190,59
TOTAL	609	9.921,3	263,3	886,7	2,1	504,00

(*) The farebox data for Renfe Rodalies (suburban) are for total IFS

n/a (not available)

Summary. Rail transport

	Vehicle-km (million)	Trips (million)	△ 05-04 (%)	Farebox (M€)
Metro	65,0	345,3	0,6	162,96
FGC	28,2	75,0	-1,2	48,68
Renfe Rodalies (suburban)	67,4	122,6	7,6	113,51
Metropolitan tramway	1,6	13,0	69,6	5,62
Total rail transport	162,2	555,9	2,8	330,76

Summary. Bus transport

	Vehicle-km (million)	Trips (million)	△ 05-04 (%)	Farebox (M€)
Buses owned by MTB	63,9	266,6	0,7	128,93
Intercity transport	26,6	27,2	3,4	25,76
Urban Transport of local competence	10,7	37,0	3,6	18,54
Total bus transport	101,2	330,8	1,1	173,23

Rail transport

Zone one IFS	Lines	Network length (km)	Stations	Vehicle-km (million)	Trips/passenger-vehicle-km	Trips (millions)	Farebox (M€)
Atene							
Line 1		20,7	30	15,7	16	68,6	
Line 2		12,4	17	9,5	16	58,3	
Line 3		16,6	24	13,8	18	99,6	
Line 4		17,2	22	12,5	15	51,3	
Line 5		16,6	23	13,0	21	66,6	
Line 11		2,3	5	0,4	9	0,8	
Cable car (*)		0,8	2				
Total	6	86,6	123	65,0	95	345,3	162,96
FGC							
Bombardera Vallès Line		12,0	18	7,2	30	30,9	11,70
Estimoteig-Arenys Line		12,0	10	4,2	11	11,1	4,20
Total	2	24,0	28	11,4	41	41,9	15,90
Ranfe Rodalies (suburban)							
R1		29,1	8	nd	10	5,8	
R2		35,1	10	nd	14	6,6	
R3		3,3	6	nd	2	1,5	
R4		26,5	4	nd	13	6,3	
R7				nd	4	0,6	
Total	5	94,0	28		39	20,7	nd
Metropolitan tramway							
Tramvia	3	12,3	25	1,2	12	10,2	4,49
Tramvia	1	6,5	14	0,4	8	2,8	1,13
Total	4	18,8	39	1,6	20	13,0	5,62
Total 1st zone integrated fare system	17	223,4	218	77,9	195	420,9	184,47

Rest of the IFS	Lines	Network length (km)	Stations	Vehicle-km (million)	Trips/passenger-vehicle-km	Trips (millions)	Farebox (M€)
FGC							
Bombardera Vallès Line		32,0	14	9,2	20	26,0	23,55
Estimoteig-Arenys Line		87,0	30	7,6	7	7,1	9,20
Guàrdia Ferreries railway		0,9	3	0,0		0,1	0,03
Total	2	119,9	47	16,8	27	33,1	32,78
Ranfe Rodalies (**)							
R1		61,8	16	18,7	10	28,4	
R2		94,8	20	20,4	14	32,3	
R3		56,4	12	5,8	2	7,5	
R4		119,0	27	20,5	13	30,9	
R7		17,8	3	2,1	4	2,8	
Total	5	349,8	78	67,4	43	101,86	113,51
Total other IFS	7	469,7	125	84,2	70	135,0	146,29

(*) Montjuïc Cable car out of service since October 2004

(**) The farebox data for Ranfe Rodalies (suburban) are for total IFS

Total rail transport	Lines	Network length (km)	Stations	Vehicle-km (million)	Trips/passenger-vehicle-km	Trips (millions)	Farebox (M€)
Total	17	693,1	343	162,2	265	555,9	330,76

Bus transport. First Zone

	Vehicle-km (millions)	Trips (millions)	△ 05-04 (%)	Farebox (M€)
Buses owned by MTB				
Transports de Barcelona, SA	41,0	205,0	0,0	98,24
Aurhosa	0,3	2,1	-1,5	0,66
Mohr, SL	6,1	11,6	7,6	5,26
Oliveros, SA	2,2	5,9	5,0	2,24
Rosaribus, SL	2,3	7,6	7,0	2,98
TCC (SA, SL)	1,6	2,6	1,9	6,91
Togcaf	9,6	30,4	1,1	12,18
Soler i Saurat, SA	0,5	1,1	5,0	0,36
Transports Lydia, SL	0,3	0,4	7,9	0,12
Total 1st zone integrated fare system	63,9	266,6	0,73	128,93

Bus transport. Intercity

	Vehicle-km (millions)	Trips (millions)	△ 05-04 (%)	Farebox (M€)
Inter-city transport				
Aerobus R.Euro, SA	0,7	0,9	0,6	0,69
Barcelona Bus, SL	0,6	0,2	0,4	0,25
Cingles Bus, SA	1,2	1,1	4,6	0,96
CRA La Hispania, SA	1,3	1,5	17,8	1,16
Empresas Ceras, SA	3,0	2,7	3,7	2,82
Empresas Sagrat, SA	2,4	2,6	5,1	2,44
Empresas Plaza, SL	0,7	1,2	1,5	1,05
EYISA	2,3	2,6	9,7	2,77
LA Hispania Ejecutiva, SA	2,9	1,6	4,1	2,74
La Motivara, SA	1,0	1,0	5,7	0,74
Sarbus (Muel i Roman), SA	3,6	4,9	2,3	3,91
Soler i Saurat, SA	2,0	3,2	4,2	2,47
Atlas (LS)	4,9	3,7	3,5	3,77
Total intercity transport	26,6	27,2	3,39	25,76

Bus transport. Municipal urban transport

	Vehicle-km (millions)	Trips (millions)	△ 05-04 (%)	Farebox (M€)
Other urban buses				
Autobuses de Granollers	0,2	1,0	9,8	0,68
CTSA-Metroló Bus	1,1	5,0	0,7	2,49
Transports Públics, SA (Rubí)	0,6	1,4	-3,3	0,62
TUS, S. Coop. CI (Sabadell)	2,9	13,0	0,5	6,25
Sarbus+Solz (Sant Cugat)	0,9	1,0	-5,8	0,32
TMESA (Terrassa)	2,5	10,3	-0,9	5,73
TCC (Vilanova i la Geltrú)	0,4	0,7	2,6	0,43
Other (LS)	2,1	4,5	39,6	2,03
Total urban transport	10,7	37,0	3,63	18,54

3.2 STUDIES AND SURVEYS

3.2.1 Daily Mobility Survey 2006 (EMQ'06)

The preparatory work for the EMQ'06 was carried out during 2005. The objective of the survey is to determine the characteristics of the daily mobility of citizens with sufficient degree of detail to be able to model its basic patterns and forecast the behaviour of travel demands. At the same time it is expected to provide information relative to the opinion of citizens on various aspects of mobility. The EMQ survey takes place every five years. In the field of action of the MTA there have been two editions of the EMQ, in 1996 and 2001. In this third edition, the MTA and the Department of Territorial Policy and Public Works of the Generalitat of Catalonia will jointly make the EMQ'06 survey in all of Catalonia. The operation will be considered as official statistics.

There will be a total of 100,000 surveys, distributed in the territory by districts, with significance on a regional level. The survey will be conducted by telephone and the task divided into two time periods, the first in the spring and the second in the autumn.

The questionnaire will include the following sections:

- The trips made the day before with details of origin and destination of each trip, the reason, mean or means of transport, time, the transport ticket if necessary, parking place if necessary, ...
- The personal and social - economic data of the person interviewed.
- The opinion of citizens on various aspects of mobility: mode preference, expenses, ...

The survey population will be individuals of four or more years of age, residents in Catalonia. In the case of minors between four and twelve years of age, a closely related adult will be interviewed instead of the minor.

In December the MTA called for tenders for the field work in the metropolitan region consisting of 40,000 telephone interviews. At the same time, the Department of Territorial Policy and Public Works called for tenders for the field work of 60,000 surveys in the remaining areas of Catalonia.

3.2.2

Origin - destination survey for Renfe Rodalies (suburban)

The integration of Renfe Rodalies (suburban) services into the integrated fare system involved establishing an annual compensation based on the use of integrated tickets by passengers on the Rodalies (suburban) network.

This is why it was necessary to characterise the demand through the origin - destination pattern of all trips made on Renfe Rodalies (suburban) services.

The study was repeated in 2005 (the first had been made in 2002) to update the data on origin – destination patterns. The procedure was a personal interview of Renfe Rodalies (suburban) passengers on a working day in May 2005.

A total of 66,486 interviews were made on 4 lines of the Renfe Rodalies (suburban) network. Line R7 (L'Hospitalet- Cerdanyola-Martorell) was opened on the days of the survey and was not included in the study.

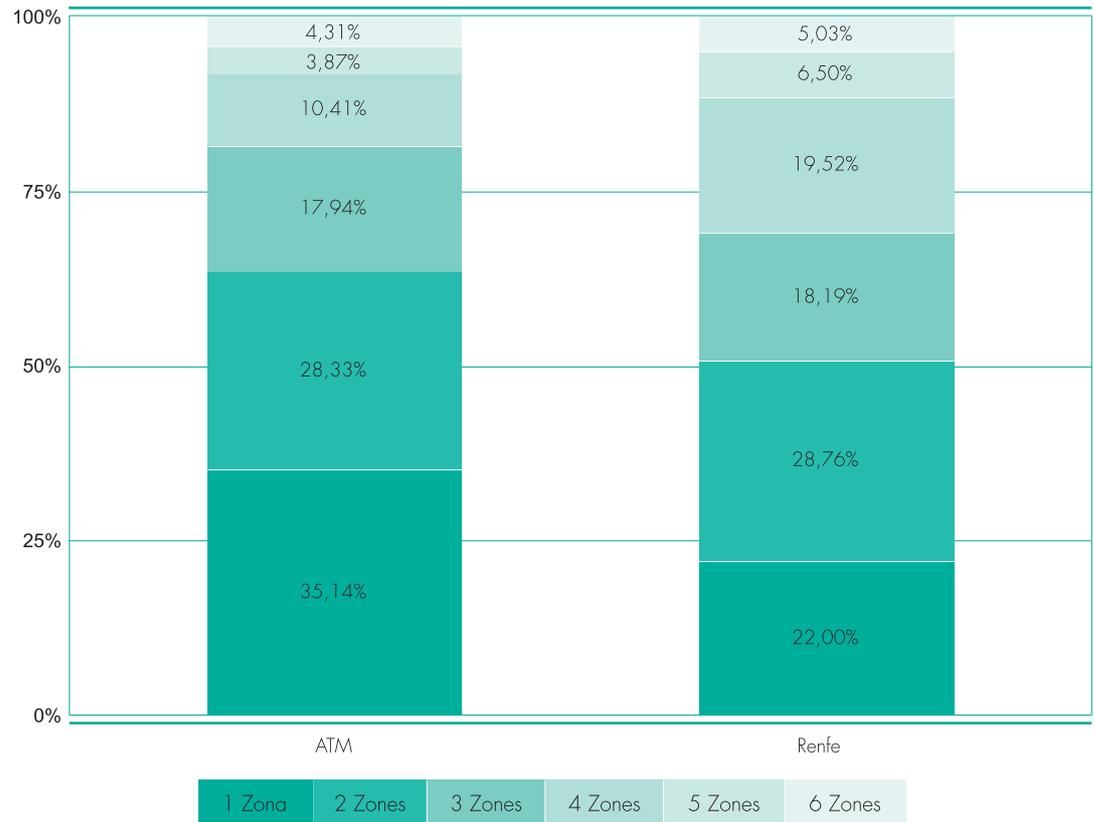
On a typical working the demand in origin of the Renfe Rodalies (suburban) service is more than 356,000 trips, with the largest number of trips from the First Zone, with a higher weight in the case of MTA zoning (58%) than Renfe (49%).

Distribution of the demand on working day according to the fare zone of origin. 2005

ZONES	MTA map		Renfe map	
	Trips	%	Trips	%
Zone 1	205.627	57,71	174.042	48,84
Zone 2	61.213	17,18	59.622	16,73
Zone 3	44.744	12,56	41.884	11,75
Zone 4	26.859	7,54	50.725	14,24
Zone 5	9.533	2,68	18.993	5,33
Zone 6	7.270	2,04	9.981	2,80
C3 North (7)	1.087	0,31	1.087	0,31
Total	356.334	100,00	356.334	100,00

In regard to the number of zone changes, the fare criteria of the MTA leads to a higher calculation of changes from 1 zone than the fare criteria of Renfe.

Zone changes according to MTA and Renfe criteria



On a typical working the penetration of MTA tickets is higher than those of the operator: 60.5% of passengers travel on integrated tickets.

An analysis of the recurrence of trips shows a preponderance of use of the Renfe Rodalies (suburban) service of 2 times a day, 5 days a week.

Number of trips a day on Rodalies (suburban)

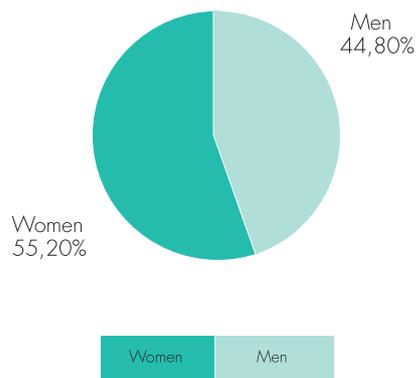
Number of trips	Trips	Passengers	% of trips	% of passengers
Sporadic	14.678	14.678	4,12	7,96
1	17.012	17.012	4,72	9,22
2	298.627	149.914	83,1	81,28
3	1.744	581	0,49	0,31
4	9.068	2.267	2,48	1,23
NC	15.204	15.204	4,30	
Total	356.334	199.656	100,00	100,00

Number of days a week of use of Rodalies (suburban)

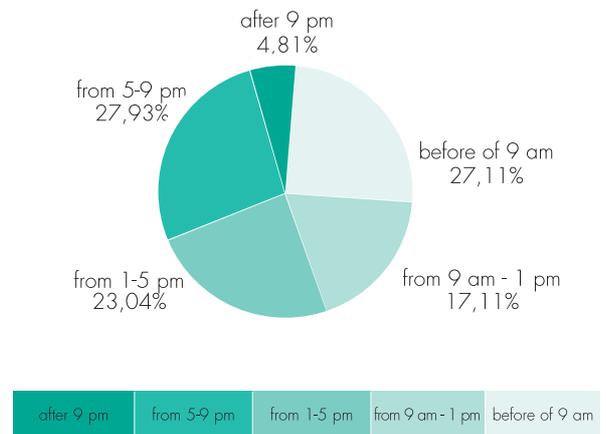
Number of days	Trips	% of trips
Sporadic	30.333	8,51
1	31.857	8,94
2	25.065	7,03
3	21.037	5,90
4	19.756	5,54
5	194.594	54,61
6	18.765	5,27
7	6.802	1,91
NC	8.124	2,28
Total	356.334	100,00

Finally there is greater use of the service by women and a homogeneous hourly distribution until 9 pm.

Distribution of demand according to sex



Distribution of demand according to the time of starting the trip



3.2.3 Working Day Mobility Survey 2005 (EMEF'05)

In order to gain a deeper understanding of the mobility patterns of citizens in the Barcelona region, the MTA and Barcelona City Council commissioned the Institute of Regional and Metropolitan Studies of Barcelona with the third edition of the Working Day Mobility Survey (EMEF'2005).

The EMEF complements the five yearly information provided by the EMQ daily mobility survey.

The study population is residents in the Barcelona Metropolitan Area (BMA) of 16 or more years of age. In the study period the population was 3.98 million residents.

The purpose of the research is an analysis of the working day mobility. For this reason information is gathered on trips carried out on the last working day (from Monday to Friday not public holidays).

The residents in the area of the study are classified in two basic types depending on their types of mobility: general population and mobility professionals (carriers, couriers, taxi drivers...). Furthermore, a second distinction was established within the general population: general population without mobility and general population with mobility.

This means that the three basic profiles defined range from absence of mobility to the maximum degree of mobility, distributing the population as follows: 86.6% of general population with mobility, 11.2% of general population without mobility and 2.2% of professional mobility.

The individuals without mobility are those who made no trip on the last working day. On the other hand, professional mobility is characterised by the fact that the action of moving constitutes an essential element of their occupation.

Distribution of the population and trips according to basic mobility profiles

	INDIVIDUALS		TRIPS		Average trips
	Frequency	%	Frequency	%	
General population without mobility	446.174	11,2	0	0,0	0,00
General population with mobility	3.451.447	86,6	12.099.116	89,3	3,51
Professional Mobility	87.096	2,2	1.442.549	10,7	16,56
Total	3.984.717	100,0	13.541.665	100,0	3,40

On a working day, residents in the BMA over 16 years of age make 13.5 million trips. Considering the study population (3.98 million residents) there is an average of 3.4 trips a day per person. The travel patterns of professionals (high degree of mobility, reason for the trips, intensive use of private vehicles) have enormous incidence on the global mobility. In spite of representing only 2.2% of the population they make 10.7% of the trips, and present much more homogeneous characteristics than the trips of the general mobile population.

The table below shows the main comparative results of these two groups.

Reasons for trips to the BMA according to basic mobility profiles

	General mobile	Professionals
Number	The average number trips on a working day is 3.5	The average number trips on a working day is 16.6
Reasons	Mainly other reasons (31.3%) rather than employment or study (23.8%). Return home: 44.9% of trips	Almost all these trips are for employment reasons
Means	Predominant use of private vehicle (41.3%), followed by walking (34.2%) and public transport (24.5%).	92.9% of the trips are made in a private vehicle

The data presented below only refer to the general population (with or without mobility). For reasons strictly related to the method professionals must be excluded to make a deeper analysis.

The general population makes 12.1 million trips on a working day. Considering the 3.90 million individuals that constitute this group, there is an average of 3.1 trips a day per person (with or without mobility).

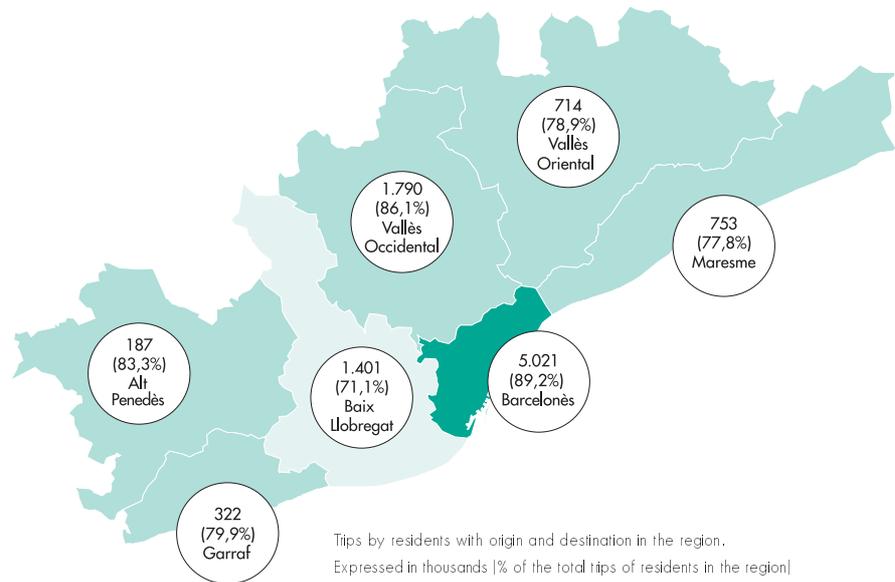
Considering the 12.1 million trips made by the general population and adopting the regional perspective, they can be classified in three main types of flow:

- Intra-region: 10.2 million (84.6%)
- Inter-region: 1.7 million (13.8%)
- Outside: 0.2 million (1.8%)

The field of study is characterised by its generally high level of self-containment: 99.3% of trips are made within the limits of the BMA.

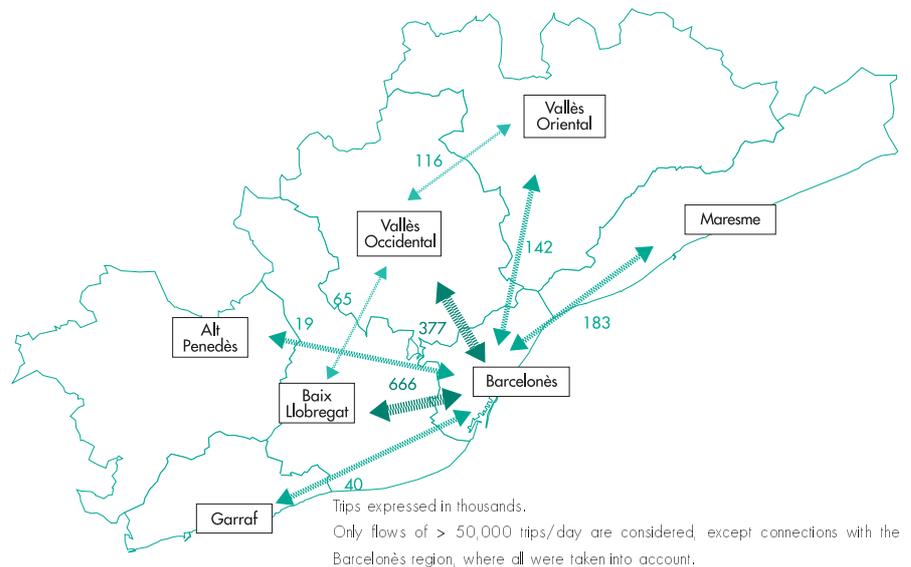
Obviously, there are variations in self-containment for the different internal areas of the BMA: the region that presents greatest self-containment is the Barcelonès region (89.2%) and the one with the lowest degree is Baix Llobregat (71.1%).

Self-containment by region of residence



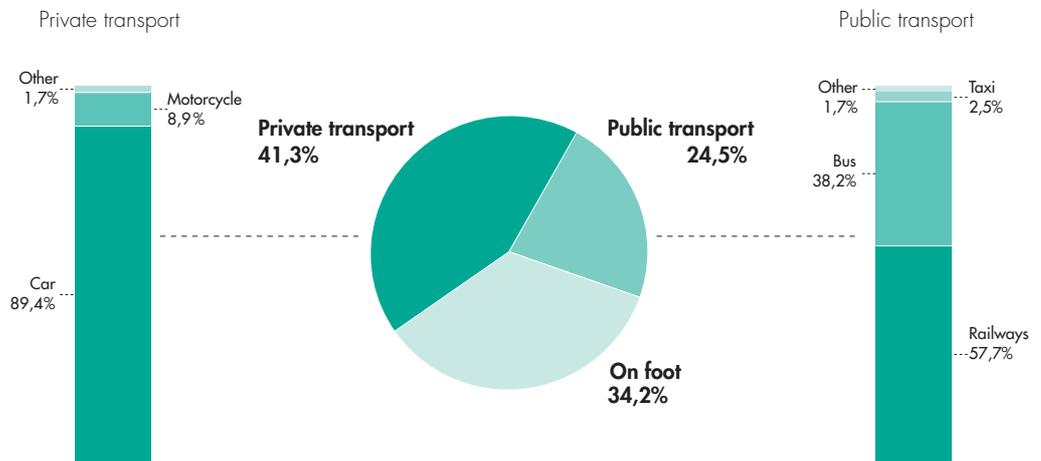
Of the inter-regional trips made in the BMA, 82.1% have the Barcelonès region as their origin or destination, showing the radial character of the flow within the region studied. Nevertheless, Baix Llobregat and Vallès Occidental also exercise a certain polarity within the BMA.

Main inter-regional trips



Analysis of the modal distribution of all trips shows that the private vehicle is the predominant means of transport (41.3%), followed by walking (34.2%) and public transport (24.5%). On a working day, the general population makes 5.0 million trips in private vehicles and 3.0 million trips on public transport. Therefore, 62.5% of the mechanised trips are made on private transport.

Distribution of trips according to the main mode of transport. General population



The majority of the trips in private vehicles are made by car (89.4%). The use of this means of transport tends to be as the driver of the vehicle. There is a very reduced vehicle occupation rate (1.18 individuals on average). The majority of trips on public transport are made on railways (57.7%). Analysing the use of the means of public transport individually shows that the Metro and bus are the most often used.

Modal distribution and market share

	Frequency	%
On foot	4.015.600	33,2
Bicycle	117.775	1,0
Total on foot	4.133.375	34,2
Bus	1.132.858	9,4
Metro	1.076.212	8,9
Tramway	44.640	0,4
FGC	232.127	1,9
Renfe	359.894	3,0
Other collective modes of transport	49.552	0,4
Taxi	73.409	0,6
Total public transport	2.968.692	24,5
Car driver	3.792.301	31,3
Car passenger	676.641	5,6
Motorcycle rider	423.360	3,5
Motorcycle passenger	21.027	0,2
Other private means	83.719	0,7
Total private vehicle	4.997.048	41,3
Total	12.099.115	100,0

One of the elements that most intensively conditions modal distribution is the territorial factor. Whereas among the residents of the Barcelonès region the use of the public transport predominates, in the other regions the use of the private vehicle for trips is majority.

Analysing the modal distribution by region of residence shows how the region where public transport presents the highest market share is the Barcelonès region (36.9%). Nevertheless, there are important internal differences depending on the particular area of residence: Barcelona (39.1%) and the rest of the Barcelonès region (30.7%).

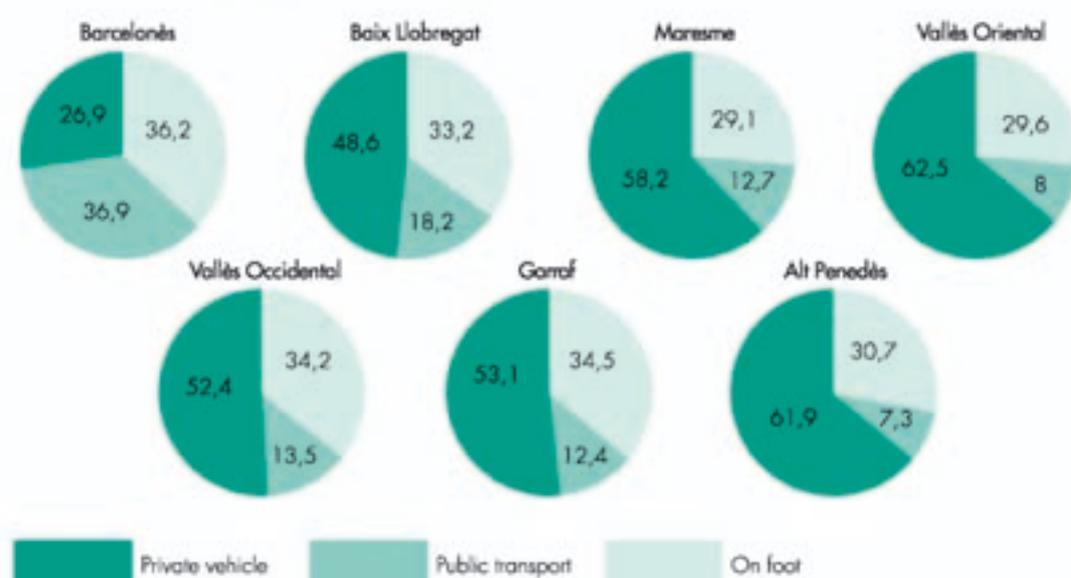
Distribution of trips according to main means of transport and area of residence. General population.

	Barcelona	Rest of the First Zone	Total First Zone	Rest of the BMA	Total BMA
On foot	1.509.690	1.068.567	2.578.257	1.555.119	4.133.376
Public transport	1.633.117	774.647	2.407.764	560.928	2.968.692
Private vehicle	1.036.263	1.173.884	2.210.147	2.786.902	4.997.049
Total	4.179.070	3.017.098	7.196.168	4.902.949	12.099.117
On foot (%)	36,1	35,4	35,8	31,7	34,2
Public transport (%)	39,1	25,7	33,5	11,4	24,5
Private vehicle (%)	24,8	38,9	30,7	56,8	41,3
Total (%)	100,0	100,0	100,0	100,0	100,0

Except in the Barcelonès region, in other regions the private vehicle assumes a clearly predominant role. The residents in Vallès Oriental (62.5%), Alt Penedès (61.9%) and Maresme (58.2%) are the ones who most often use this means of transport.

Walking is the mode showing most stable use for residents in the various regions of the BMA. In general terms, it represents about a third of the total trips made.

Modal distribution by region of residence (%)



The reason for the trips is distributed between employment and studies (23.8%), shopping, leisure, sport..., (31.3%), and return home (44.9%). The high proportion of the latter type of trip shows the peculiar tendency of mobility: the majority of trips have the home as their origin or destination.

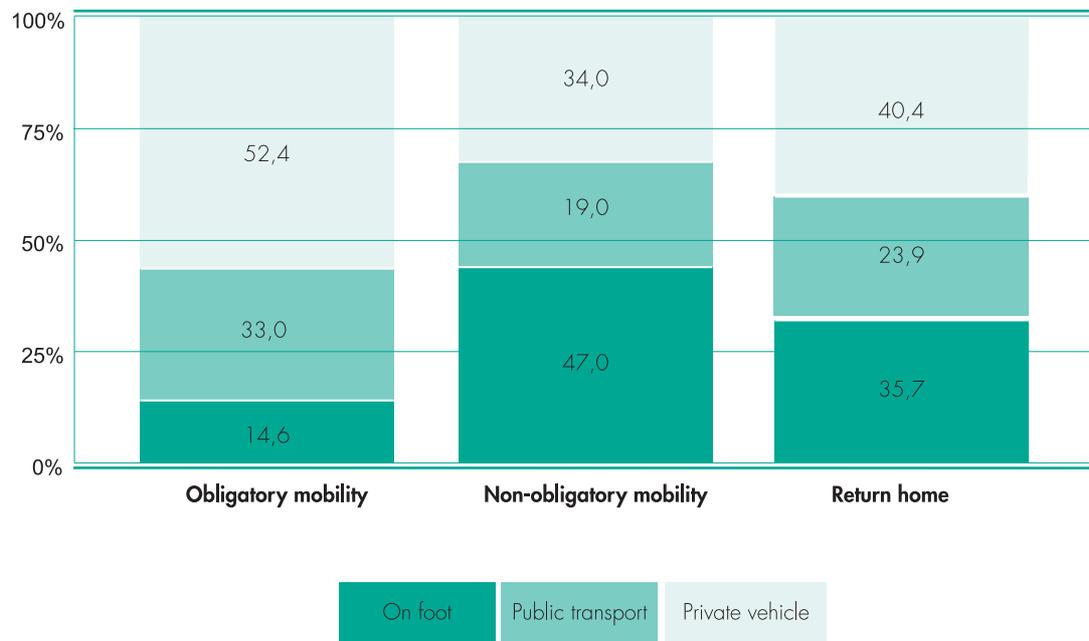
Distribution of trips by reason

	Frequency	%
Employment	2.400.903	19,8
Education	487.347	4,0
Total obligatory mobility	2.888.250	23,8
Every day shopping	677.093	5,6
Non-every day shopping	153.253	1,3
Doctor/hospital	279.392	2,3
Visit a friend/relative	383.715	3,2
Accompany people	710.660	5,9
Personal business	466.358	3,9
Leisure/entertainment	580.889	4,8
Lunch/dinner/bar/restaurant (not leisure)	66.542	0,5
Without fixed destination, outing	430.157	3,6
Second residence	25.870	0,2
Total non-obligatory mobility	3.773.929	31,3
Return home	5.436.937	44,9
Total	12.099.116	100,00

In spite of the trips for obligatory mobility (employment and studies) being analysed together with their common characteristics (regularity, repetition and concentration in similar time frames), they show important differences in relation to the use of the means of transport: 57.4% of trips for employment are made in private vehicle whereas 47.1% of trips for studies are made on public transport.

When the trip corresponds to other reasons (non-obligatory mobility), walking as a mode becomes majority (47.0%). The inclusion of the share of walking in non-obligatory trips indicates that these trips are made in nearby areas.

Modal distribution of trips according to reason (%)



The analysis of the mobility has been structured on the basis of sex, age and activity. Of these, the activity variable is the one presenting greatest incidence on the travel habits, in spite of all three being closely interrelated.

Average trips of the general population according to sex, age and activity

	Total general population	General mobile population
Men	3,15	3,45
Women	3,06	3,56
From 16 to 29 years	3,31	3,59
From 30 to 64 years	3,29	3,60
Over 64 years	2,32	3,05
Student	3,29	3,55
Household chores	2,99	3,61
Retiree/pensioner	2,44	3,15
Employed	3,35	3,57
Unemployed	3,30	3,85
Total	3,10	3,51

Men mainly travel in private vehicles (50.4%) and for reasons related to employment or study (28.0%). There is a more balanced use of means of transport among women, and their trips correspond to a wider range of reasons.

Distribution of trips of the general population according to sex and main means of transport (%)

	On foot	Public transport	Private vehicle	Total
Men	29,2	20,4	50,4	100,0
Women	38,8	28,4	32,8	100,0
Total	34,2	24,5	41,3	100,0

The older the person the less the number of trips:

Younger people make 3.3 trips a day and older people only 2.3. Also as age increases the weight of the reasons related to employment or studies is reduced.

Younger people are the group that most uses public transport (31.5%). The use of the private vehicle predominates in the middle age group (46.9%), whereas older people mainly travel on foot (60.1%).

Distribution of trips of the general population according to age groups and main means of transport (%)

	On foot	Public transport	Private vehicle	Total
16 to 29 years	25,3	31,5	43,3	100,0
30 to 64 years	31,5	21,6	46,9	100,0
Over 64 years	60,1	24,6	15,2	100,0
Total	34,2	24,5	41,3	100,0

Workers, the unemployed and students are the groups that make the largest number of trips a day. The mode of public transport predominates among students (39.3%), whereas the private vehicle is the mode used by the majority of workers (54.4%). People dedicated to household chores, retirees and unemployed people are the ones who most often travel on foot (61.0%, 57.7% and 43.9% respectively).

Distribution of trips of the general population according to activity and main means of transport (%)

	On foot	Public transport	Private vehicle	Total
Students	30,8	39,3	29,9	100,0
Household chores	61,0	17,3	21,7	100,0
Retirees	57,7	24,1	18,2	100,0
Workers	22,0	23,6	54,4	100,0
Unemployed	43,9	17,8	38,3	100,0
Total	34,2	24,5	41,3	100,0

Chapter 1 Presentation of the consortium

Chapter 2 Actions during 2005

Chapter 3 System statistics

Chapter 4 Consultants report

Chapter 5 Budget 2006





Consultants report





**AUTORITAT DEL TRANSPORT METROPOLITÀ,
CONSORCI PER A LA COORDINACIÓ DEL
SISTEMA METROPOLITÀ DE TRANSPORT
PÚBLIC DE L'ÀREA DE BARCELONA (ATM)**

**Informe d'auditoria dels Estats i Comptes Anuals
de l'exercici 2005**

Març 2006



INFORME D'AUDITORIA DELS ESTATS I COMPTES ANUALS

Al Consell d'Administració de l'AUTORITAT DEL TRANSPORT METROPOLITÀ, CONSORCI PER A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ DE TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA

- 1 - Hem auditat els estats i comptes anuals de l'AUTORITAT DEL TRANSPORT METROPOLITÀ, CONSORCI PER A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ DE TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA (en endavant ATM), que comprenen el balanç de situació al 31 de desembre de 2005, el compte de resultats, la liquidació del pressupost i la memòria corresponents a l'exercici anual acabat en la data esmentada, la formulació dels quals és responsabilitat dels Administradors de l'ATM. La nostra responsabilitat és expressar una opinió sobre els esmentats estats i comptes anuals en el seu conjunt, basada en el treball realitzat d'acord amb les normes d'auditoria generalment acceptades que requereixen l'examen, mitjançant la realització de proves selectives, de l'evidència justificativa dels estats i comptes anuals i l'avaluació de la seva presentació global, dels principis comptables aplicats en l'àmbit de les administracions públiques i de les estimacions realitzades.
- 2 - Els administradors de l'ATM presenten, a efectes comparatius, amb cadascuna de les partides del balanç, del compte de resultats i del quadre de finançament, a més de les xifres de l'exercici 2005, les corresponents a l'exercici anterior. La nostra opinió es refereix exclusivament als estats i comptes anuals de l'exercici 2005. Amb data 30 de març de 2005 vàrem emetre el nostre informe d'auditoria sobre els estats i comptes anuals de l'exercici 2004, en el qual vàrem expressar una opinió favorable amb una incertesa.
- 3 - Tal i com s'esmenta en la Nota 13.1 de la memòria que s'adjunta, actualment es troben pendents de concretar les aportacions addicionals que l'ATM hauria de rebre de la Generalitat de Catalunya per finançar els imports no coberts fins ara relatius a les inversions del Tramvia Glòries-Besòs. En espera de les negociacions en curs per assolir el finançament necessari i de la determinació del imports definitius a liquidar al concessionari del Tramvia, l'ATM no ha comptabilitzat al 31 de desembre de 2005 cap import a pagar per aquest concepte.
- 4 - En la nostra opinió, llevat de l'efecte dels ajustaments que poguessin ser necessaris si es conegués el desenllaç final de la incertesa descrita en el paràgraf anterior, els estats i comptes anuals de l'exercici 2005 adjunts expressen, en tots els aspectes significatius, la imatge fidel del patrimoni i de la situació financera de l'ATM al 31 de desembre de 2005, dels resultats de les seves operacions reflectits en el compte de resultats i en la liquidació de pressupost adjunts i dels recursos obtinguts i aplicats durant l'exercici anual acabat en aquesta data, i contenen la informació necessària i suficient per a la seva interpretació i comprensió adequada, de conformitat amb els principis i normes de comptabilitat per a les administracions públiques, que mantenen uniformitat amb els aplicats l'exercici anterior.

Barcelona, 28 de març de 2006

**GABINET TÈCNIC
D'AUDITORIA I CONSULTORIA, S.A.**

**Enric Ribas i Miràngels
Soci – Auditor de Comptes**

COL·LEGI
DE CENSORS
DE COMPTES
DE CATALUNYA

Bell-estí 11
de Sudria y
Consultoria, S. A.

Membre exercent:

GABINETE TÉCNICO DE
AUDITORIA Y CONSULTORIA, S.A.

Any 2006 Núm. CC000091
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.....
Aquest informe està subjecte a
la taxa aplicable establerta a la
Llei 44/2002 de 22 de novembre.
.....



ESTATS I COMPTES ANUALS DE L'EXERCICI 2005





AUTORITAT DEL TRANSPORT METROPOLITÀ

BALANÇ DE SITUACIÓ A 31-12-2005 I 31-12-2004

ACTIU		
	2.005	2.004
IMMOBILITZAT MATERIAL	4.442.141,99	5.036.897,56
CONSTRUCCIONS	309.881,96	309.881,96
MAQUINÀRIA, INSTALLACIONS I ESTRIS	80.511,71	56.228,98
MOBILIARI	89.478,55	89.478,55
EQUIPS PER A PROCESSOS D'INFORMACIÓ	550.339,69	398.675,45
INSTALLACIONS COMPLEXES ESPECIALITZADES	6.801.571,45	6.774.791,45
AMORTITZACIÓ ACUMULADA DE L'IMMOBILITZAT MATERIAL	-3.389.641,37	-2.592.158,83
IMMOBILITZAT IMMATERIAL	98.595,40	435.758,46
SOFTWARE	1.246.157,37	1.246.157,37
ALTRE IMMOBILITZAT IMMATERIAL	22.926,81	22.926,81
AMORTITZACIÓ ACUMULADA DE L'IMMOBILITZAT IMMATERIAL	-1.170.488,78	-833.325,72
INVERSIONS INFR. I BENS US GENERAL	3.594.713,35	3.532.252,35
INFRAESTRUCTURA I BÉNS DESTINATS A L'ÚS GENERAL	3.594.713,35	3.532.252,35
IMMOBILITZAT FINANCER	194.925.460,00	30.000,00
ACCIONS SENSE COTITZACIÓ OFICIAL	30.000,00	30.000,00
INGRESSOS DIFERITS A LLARG TERMINI	194.895.460,00	0,00
DEUTORS	22.960.154,06	127.037.609,04
DEUTORS PER DRETS RECONEGUTS.PRESSUPOST CORRENT	15.853.401,05	126.987.777,22
DEUTORS PER DRETS RECONEGUTS.PRESSUPOSTOS TANCATS	16.400,88	16.400,00
HISENDA PÚBLICA, DEUTORA PER IVA	7.050.199,52	0,00
ALTRES DEUTORS NO PRESSUPOSTARIS	40.152,61	33.431,82
COMPTES FINANCERS	92.036.972,79	135.989.882,65
FIANCES A CURT TERMINI	21.189,03	21.189,03
LLIURAMENT EN EXECUCIÓ D'OPERACIONS	0,00	134.902.615,13
BANCS I INSTITUCIONS DE CRÉDIT. COMPTES OPERATIUS	92.015.783,76	1.066.078,49
AJUSTOS PER PERIODIFICACIÓ	4.978.262,26	2.693.794,93
INGRESSOS DIFERITS	4.978.262,26	2.693.794,93
RESULTAT DE L'EXERCICI		
TOTAL ACTIU	323.036.299,85	274.756.194,99
COMPTES CONTROL PRESSUPOSTARI	861.052,39	175.469,07
PRESSUPOST DE DESPESES D'EXERCICIS FUTURS	861.052,39	175.469,07
COMPTES D'ORDRE	43.631.418,58	32.864.558,68
AVALS REBUTS	43.631.418,58	32.864.558,68

El Director General,

El Cap d'Administració,





AUTORITAT DEL TRANSPORT METROPOLITÀ

BALANÇ DE SITUACIÓ A 31-12-2005 I 31-12-2004

PASSIU			
	2.005	2.004	
PATRIMONI I RESERVES	6.687.387,99	5.623.106,80	
PATRIMONI	6.687.387,99	5.623.106,80	
SUBVENCIONS DE CAPITAL	7.586.011,18	8.156.168,54	
DEL SECTOR ESTATAL	7.347.766,54	7.854.132,25	
DE COMUNITATS AUTÒNOMES	238.244,64	302.036,29	
DEUTES A LLARG TERMINI	194.895.000,28	0,00	
PRESTECES A LLARG TERMINI FORA SECTOR PÚBLIC	194.895.000,28		
DEUTES A CURT TERMINI	83.858.276,29	245.418.544,97	
CREDITORS PER OBLIG. REC. I PAG.ORDENATS PRESS.CT	19.176.687,90	13.848.939,16	
CREDITORS PER OBLIG. RECONEG. PRESS.TANCATS	4.011,58	0,00	
CREDITORS PER PAGAMENTS ORDENATS. PRESS.CT	58.100.706,73	60.757.846,02	
HISENDA PÚBLICA, CREDITORA PER CONCEP. FISCALS	27.353,64	20.173,86	
SEGURETAT SOCIAL, CREDITORA	4.412,13	4.032,90	
HISENDA PÚBLICA, CREDITORA PER IVA	0,00	375.903,45	
ALTRES CREDITORS NO PRESSUPOSTARIS	287.594,27	162.339.719,37	
FIANCES A CURT TERMINI	29.496,78	53.746,11	
OPERADORS PER INTEGRACIÓ TARIFÀRIA	6.228.013,26	8.218.184,11	
AJUSTOS PER PERIODIFICACIÓ	28.492.223,22	14.494.093,49	
DESPESES DIFERIDES	6.893.372,31	4.421.984,56	
INGRESSOS AVANÇATS	21.598.850,91	10.072.108,94	
RESULTAT DE L'EXERCICI	1.517.400,89	1.064.281,19	
TOTAL PASSIU	323.036.299,85	274.756.194,99	
COMPTES CONTROL PRESSUPOSTARI	88.701,73	175.469,07	
DESPESES COMPROMESSES D'EXERCICIS POSTERiors	88.701,73	175.469,07	
COMPTES D'ORDRE	43.631.418,58	32.864.558,68	
AVALISTES	43.631.418,58	32.864.558,68	

El Director General,

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AUTORITAT DEL TRANSPORT METROPOLITÀ
COMPTES DE RESULTATS CORRESPONENTS ALS EXERCICIS ACABATS EL 31-12-2005 I 31-12-2004

	2005	2004
INGRESSOS EXPLOTACIÓ	764.986.677,96	662.779.367,57
VENDES DE SERVEIS	340.613.400,61	316.890.289,36
D'ORGANISMES AUTONOMS ADMINISTRATIUS	344,23	374,79
TRANSFERÈNCIES DE L'ADM. GENERAL DE L'ESTAT	118.965.405,23	112.190.269,72
TRANSFERÈNCIES DE COMUNITATS AUTÒNOMES	150.554.685,19	95.186.533,84
TRANSFERÈNCIES D'ENTITATS LOCALS	120.999.892,09	101.026.107,13
TRANSFERÈNCIES DE L'EXTERIOR	107.928,78	60.925,70
ALTRES INGRESSOS	14.195,34	95.097,34
INGRESSOS PER TRANSFERÈNCIA DE COMUNITAT AUTÒNOMA	33.730.826,49	37.529.709,79
DESPESES D'EXPLOTACIÓ	758.681.442,24	658.650.933,30
SOUS I SALARIS	1.251.370,48	1.272.212,21
INDEMNITZACIONS PER RAÓ DE SERVEI	23.196,60	33.626,90
COTITZACIONS SOCIALS A CÀRREC DE L'ENTITAT	253.372,06	268.958,94
ALTRES DESPESES SOCIALS	44.037,63	19.460,60
TRIBUTS	-874.841,83	248.934,09
ARRENDAMENTS	148.000,88	138.251,54
REPARACIONS I CONSERVACIÓ	772.423,85	782.364,46
SUBMINISTRAMENTS	26.860,62	22.084,28
COMUNICACIONS	30.161,35	79.318,37
TREBALLS REALITZATS PER ALTRES EMPRESSES	336.808.558,45	313.940.630,07
PRIMES D'ASSEGURANCES	11.468,45	41.341,06
MATERIAL D'OFICINA	17.973,03	43.556,20
DESPESES DIVERSES	430.807,82	496.576,29
TRANSFERÈNCIES A OPERADORS PÚBLICS	278.128.000,00	201.111.942,66
TRANSFERÈNCIES A ENTITATS LOCALS	44.818.000,00	43.315.000,00
TRANSFERÈNCIES CORRENTS A ALTRES EMPRESSES	64.579.079,61	58.813.039,72
TRANSFERÈNCIES DE CAPITAL A EMPRESSES PRIVADES	34.215.974,06	38.021.635,91
MARGE BRUT	6.305.235,72	4.128.434,27
INGRESSOS FINANCERS	74.547,20	51.924,68
INGRESSOS FINANCERS	74.547,20	51.924,68
DESPESES FINANCERES	4.255.159,36	2.636.633,86
INTERESSOS PRESTECES	4.254.847,68	2.636.226,83
ALTRES DESPESES FINANCERES	311,68	407,03
RESULTAT FINANCER	-4.180.612,16	-2.584.709,18
AMORTITZACIONS I PROVISIONS	1.134.645,60	1.260.670,34
AMORTITZACIÓ DE L'IMMOBILITZAT MATERIAL	797.482,54	673.434,63
AMORTITZACIÓ DE L'IMMOBILITZAT IMMATERIAL	337.163,06	367.235,71
RESULTAT NET	989.977,96	283.054,75
RESULTAT EXTRAORDINARI	527.422,93	781.226,44
RESULTATS EXTRAORDINARIS	527.422,93	762.242,47
MODIFICACIÓ OBLIGACIONS PRESSUPOSTOS TANCATS	0,00	18.983,97
RESULTAT DE L'EXERCICI	1.517.400,89	1.064.281,19

El Director General,

El Cap d'Administració



RESUM DE LIQUIDACIÓ DEL PRESSUPOST 2005

CAPÍTOL	CONSIGNACIÓ INICIAL	MODIFICACIONS	CONSIGNACIÓ DEFINITIVA	DRETS RECONEGUTS	DRETS RECAPTATS	PENDENT COBRAMENT	ESTAT D'EXECUCIÓ	%
3: Taxes i altres ingr.	329.986.705,50	28.058.283,92	358.044.989,42	366.665.604,54	366.579.734,54	85.870,00	-8.620.615,12	102,41%
4: Transfer. corrents	386.610.000,00	400.000,00	387.010.000,00	387.118.247,79	371.350.716,74	15.767.531,05	-108.247,79	100,03%
5: Ingressos patrimon.	10.000,00	0,00	10.000,00	74.547,20	74.547,20	0,00	-64.547,20	745,47%
7: Transferències capital	34.572.205,05	0,00	34.572.205,05	34.572.205,05	34.572.205,05	0,00	0,00	100,00%
6: Alienació d'Inversions Reals	0,00	0,00	0,00	0,00	0,00	0,00	0,00	-
8: Rom.Tres. Fin. IRC	0,00	13.126.778,10	13.126.778,10	0,00	0,00	0,00	13.126.778,10	0,00%
9: Passius Financers	195.000.000,00	0,00	195.000.000,00	194.895.000,28	194.895.000,28	0,00	104.999,72	99,95%
TOTAL INGRESSOS	946.178.910,55	41.585.062,02	987.763.972,57	983.325.604,86	967.472.203,81	15.853.401,05	4.438.367,71	99,55%
CAPÍTOL	CONSIGNACIÓ INICIAL	MODIFICACIONS	CONSIGNACIÓ DEFINITIVA	OBLIGACIONS RECONEGUES	OBLIGACIONS PAGADES	PENDENT PAGAMENT	ESTAT D'EXECUCIÓ	%
1: Personal	1.700.500,00	0,00	1.700.500,00	1.544.319,20	1.515.000,57	29.318,63	156.180,80	90,82%
2: Compra béns i serveis	329.722.340,90	12.913.234,62	342.635.575,52	338.106.848,54	337.595.074,32	511.774,22	4.528.726,98	98,68%
3: Despeses financeres	5.168.938,60	-990.662,23	4.178.276,37	4.166.217,02	4.166.217,02	0,00	12.059,35	99,71%
4: Transfer. corrents	378.514.767,05	26.590.205,45	405.104.972,50	396.603.034,49	320.028.069,06	76.574.965,43	8.501.938,01	97,90%
6: Inversions	500.159,00	778.750,48	1.278.909,48	265.187,97	246.532,82	18.655,15	1.013.721,51	20,74%
7: Transfer. Capital	35.572.205,00	2.293.533,70	37.865.738,70	34.215.974,06	34.073.292,86	142.681,20	3.649.764,64	90,36%
8: Actiua Financers	195.000.000,00	0,00	195.000.000,00	194.891.781,98	194.891.781,98	0,00	108.218,02	99,94%
TOTAL DESPESES	946.178.910,55	41.585.062,02	987.763.972,57	969.793.363,26	892.515.968,63	77.277.394,63	17.970.609,31	98,18%

El Director General,

El Cap d'Administració,





AUTORITAT DEL TRANSPORT METROPOLITÀ

Exercici comptable : 2005

RESUM DE LIQUIDACIÓ D'EXERCICIS TANCATS

CAPÍTOL	CONSIGNACIÓ INICIAL	MODIFICACIONS	CONSIGNACIÓ DEFINITIVA	DRETS RECONEGUTS	DRETS RECAPTATS	PENDENT COBRAMENT	ESTAT D'EXECUCIÓ	%
0.- Exercicis tancats	127.004.177,22	0,00	127.004.177,22	127.004.177,22	126.987.776,34	16.400,88	0,00	100,00%
TOTAL INGRESSOS	127.004.177,22	0,00	127.004.177,22	127.004.177,22	126.987.776,34	16.400,88	0,00	100,00%
CAPÍTOL	CONSIGNACIÓ INICIAL	MODIFICACIONS	CONSIGNACIÓ DEFINITIVA	OBLIGACIONS RECONEGUDES	OBLIGACIONS PAGADES	PENDENT PAGAMENT	ESTAT D'EXECUCIÓ	%
0.- Exercicis tancats	74.406.785,18		74.406.785,18	74.406.785,18	74.402.773,60	4.011,58	0,00	100,00%
TOTAL DESPESES	74.406.785,18	0,00	74.406.785,18	74.406.785,18	74.402.773,60	4.011,58	0,00	100,00%
DIFERÈNCIES ING/DESP	52.597.392,04	0,00	52.597.392,04	52.597.392,04	52.585.002,74	12.389,30		

El Director General,



El Cap d'Administració,



AUTORITAT DEL TRANSPORT METROPOLITÀ

Exercici comptable : 2005

ROMANENT LÍQUID DE TRESORERIA A 31-12-2005

1. (+) DEUTORS PENDENTS DE COBRAR A FINAL DE L'EXERCICI		23.089.197,10
De Pressupost d'ingressos. Exercici Corrent	15.853.401,05	
De Pressupost d'ingressos. Pressupostos tancats	16.400,00	
D'operacions comercials	0,00	
D'altres operacions no pressupostàries	7.219.396,05	
Menys = Saldos de cobrament dubtós	0,00	
Menys = Ingressos realitzats pendents d'aplicació definitiva	0,00	
2. (-) CREDITORS PENDENTS DE PAGAMENT A FINAL DE L'EXERCICI		83.066.131,18
De Pressupost de despeses. Exercici Corrent	77.277.394,63	
De Pressupost de despeses. Pressupostos tancats	4.011,58	
De pressupost d'ingressos	0,00	
D'operacions comercials	0,00	
D'altres operacions no pressupostàries	8.684.724,97	
Menys = Pagaments realitzats pendents d'aplicació definitiva	0,00	
3. (+) FONS LÍQUIDS EN LA TRESORERIA A FINALS DE L'EXERCICI		92.015.783,76
4. ROMANENT DE TRESORERIA AFECTAT A DESPESES AMB FINANÇAMENT AFECTAT		23.483.170,23
5. ROMANENT DE TRESORERIA PER A DESPESES GENERALS (1-2+3-4)		7.655.679,45
ROMANENT DE TRESORERIA TOTAL		31.138.849,68

ROMANENT DE TRESORERIA PER A DESPESES GENERALS (1-2+3-4)	7.655.679,45
Despeses Compromeses a 31/12/2005 (no finançament afectat)	1.151.349,99
Romanent de Tresoreria Lliure per a Altres Despeses	6.504.329,46

El Director General,

El Cap d'Administració



**AUTORITAT DEL TRANSPORT METROPOLITÀ**

Exercici comptable : 2005

RESULTAT PRESSUPOSTARI A 31-12-2005

1. DRETS RECONEGUTS NETS	983.325.604,86	
2. OBLIGACIONS RECONEGUDES NETES	969.793.363,26	
3. RESULTAT PRESSUPOSTARI (1-2)		13.532.241,60
4. DESVIACIONS POSITIVES DE FINANÇAMENT	14.987.126,68	
5. DESVIACIONS NEGATIVES DE FINANÇAMENT	0,00	
6. DESPESES FINANÇADES AMB ROMANENTS LÍQUIDS DE TRESORERIA	3.737.213,12	
7. RESULTAT D'OPERACIONS COMERCIALS	0,00	
8. RESULTAT PRESSUPOSTARI AJUSTAT (3-4+5+6+7)		2.282.328,04

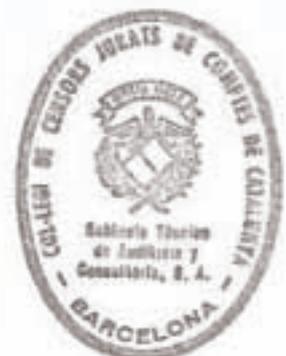
El Director General,

El Cap d'Administració,





**MEMÒRIA DE L'EXERCICI 2005 DE L'AUTORITAT
DEL TRANSPORT METROPOLITÀ, CONSORCI PER
A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ
DE TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA**





Nota 1 - INFORMACIÓ GENERAL

1.1 - Naturalesa de l'Entitat

L'AUTORITAT DEL TRANSPORT METROPOLITÀ, CONSORCI PER A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ DE TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA (en endavant ATM) fou constituïda en virtut del conveni subscrit el 19 de març de 1997 per la Generalitat de Catalunya, l'Ajuntament de Barcelona i l'Entitat Metropolitana del Transport. És una entitat de dret públic, amb personalitat jurídica i patrimoni propis, de caràcter voluntari i de duració indefinida. Es poden adherir a l'ATM totes les administracions titulars de serveis públics de transports col·lectius, individualment o a través d'entitats que les agrupin i representin, que pertanyin a l'àmbit format per les comarques de l'Alt Penedès, el Baix Llobregat, el Barcelonès, el Garraf, el Maresme, el Vallès Occidental i el Vallès Oriental.

1.2 - Objectiu

L'ATM té com a finalitat articular la cooperació entre les administracions públiques titulars dels serveis i de les infraestructures del transport públic col·lectiu de l'àrea de Barcelona que en formen part, així com la col·laboració amb aquelles altres que, com l'Administració de l'Estat (en endavant AGE), hi estan compromeses financerament o són titulars de serveis propis o no traspassats, mitjançant l'elaboració i el seguiment de tots els instruments jurídics, tècnics i financers que es considerin convenients, i, en general, la realització de les funcions que li siguin encomanades per les entitats que la componen.

D'acord amb els seus Estatuts, les funcions de l'ATM són les següents:

- Planificació d'infraestructures i serveis de transport públic col·lectiu.
- Relacions amb els operadors de transport col·lectiu (concertació i seguiment de contractes-programa i altres convenis).





- Gestió del finançament del sistema per part de les administracions i control dels ingressos, costos i inversions de les empreses prestadores del servei.
- Ordenació de tarifes.
- La publicitat, la informació i les relacions amb els usuaris.
- Marc normatiu futur.
- Altres funcions relacionades amb la mobilitat.

1.3 - Organització

Els Òrgans de Govern de l'ATM previstos en els seus Estatuts i Reglament de Règim Interior són els següents:

- El Consell d'Administració.
- El President.
- El Comitè Executiu.
- El Director General.

Nota 2 - BASES DE PRESENTACIÓ

2.1 - Règim comptable

D'acord amb pronunciaments de la "Intervención General de la Administración del Estado", són aplicables als Consorcis les normes de caràcter general vigents per a l'administració local, amb aquelles particularitats que puguin fixar els Estatuts. Per aquest motiu, els estats i comptes anuals de l'ATM de l'exercici 2005 han estat preparats d'acord amb la normativa principal recollida a la següent legislació:



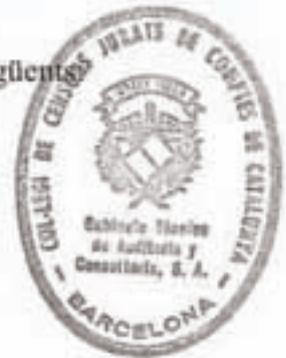


- a) R.D.L. 2/2004, de 5 de març, pel qual s'aprova el Text Refós de la Llei Reguladora de les Hisendes Locals (LLRHL).
- b) R.D. 500/1990 de 20 d'abril, pel qual es desenvolupa la LLRHL.
- c) Instrucció de Comptabilitat de l'Administració Local (ICAL), de 17 de juliol de 1990.
- d) Documents sobre principis comptables, emesos per la Comissió de Principis i Normes Comptables Públiques, creada per Resolució de la Secretaria d'Estat d'Hisenda de 28 de desembre de 1990.

2.2 - Estats i comptes anuals

- a) Els estats i comptes anuals de l'exercici 2005 són els següents:

- Liquidació del Pressupost.
- Balanç de Situació.
- Compte de Resultats.
- Memòria.



- b) Els saldos dels estats i comptes anuals són coincidents amb els que figuren als registres de comptabilitat de l'ATM.
- c) Els estats i comptes anuals de l'exercici 2005 resten pendents d'aprovació pel Consell d'Administració.

2.3 - Imports monetaris

A manca d'indicació en contrari, els imports monetaris d'aquesta memòria s'expressen en euros.



Nota 3 - NORMES DE VALORACIÓ

Les normes de valoració més rellevants aplicades en la preparació i presentació dels estats i comptes anuals són les següents:

3.1 - Immobilitzat material i Inversions en infraestructura i béns destinats a l'ús general

Figura valorat d'acord amb els criteris que s'indiquen a continuació:

- a) Les inversions es valoren a preu d'adquisició.
- b) Les reparacions que no signifiquin una ampliació de la vida útil i les despeses de manteniment són carregades directament al compte de resultats. Els costos d'ampliació o millora que donen lloc a un augment de la durada del bé són capitalitzats com a més valor de l'immobilitzat.
- c) Els estudis preliminars corresponents a projectes d'inversió s'imputen a despesa en l'exercici que es realitzen, llevat que l'ATM rebi ingressos específics per al seu finançament. En aquest cas, es registren als epígrafs d'immobilitzat (cost) i Subvencions de capital (finançament).
- d) Els coeficients aplicats en el càlcul de les amortitzacions són els resultants de considerar les següents vides útils:

- Construccions
- Maquinària, instal.lacions i estris
- Mobiliari
- Equips procés informació
- Instal.lacions complexes especialitzades





La vida útil de les construccions i instal·lacions ordinàries s'ha adequat a la durada del contracte d'arrendament de l'immoble on estan situades.

- e) Les inversions de l'exercici es comencen a amortitzar des del moment en què entren en funcionament.
- f) La baixa de les inversions en infraestructures i béns destinats a l'ús general, amb càrrec al compte de "Patrimoni lliurat a l'ús general", es registra comptablement quan les inversions han finalitzat totalment.

3.2 - Immobilitzat immaterial

Aquest epígraf comprèn els costos d'adquisició del software informàtic i de la marca SMTPC i de la pròpia ATM. L'amortització es realitza considerant unes vides útils de tres i cinc anys respectivament.

3.3 - Immobilitzat financer

Accions sense cotització oficial correspon al valor nominal de la participació del 50% en el capital de la Societat Sermetra, S.L.

Els ingressos diferits corresponen a les aportacions compromeses per les Administracions Públiques per a liquidar, en el període 2006-2009, les insuficiències en les consignacions pressupostàries corresponents al Contracte Programa 2002-2004 i la liquidació del Contracte Programa 1998-2001. Els seus venciments es corresponen amb els del crèdit de 195 milions d'euros concertat en aquest exercici (Nota 12.3).

3.4 - Deutors

Correspon al valor nominal dels drets pendents de cobrament, els quals són, en tots els casos, amb venciment a curt termini.





3.5 - Subvencions de capital i ingressos avançats

L'ATM rep finançament de les administracions públiques per al desenvolupament de projectes d'inversió o projectes que tenen aplicació al compte de resultats. Aquest finançament es registra transitòriament a l'epígraf d'ingressos avançats. Els traspassos a l'epígraf de subvencions de capital del balanç de situació, o al compte de resultats es realitzen de forma correlacionada amb l'execució dels projectes d'inversió o de despeses que respectivament financen.

3.6 - Deutes a llarg i curt termini

Reflecteixen el valor nominal de les obligacions pendents de pagament. Es classifiquen a llarg o a curt termini en funció de que el seu venciment sigui superior o inferior a dotze mesos.

Els deutes a llarg termini inclouen els venciments de l'exercici 2006 per correlació temporal amb els ingressos diferits a llarg termini afectats (Nota 12.3).

3.7 - Ingressos i despeses

Els ingressos i despeses són registrats a la comptabilitat financera atenent als principis de l'acreditament i de correlació d'ingressos i despeses, independentment del moment en què es cobren o es paguen, i d'aquell en què se'n produeix el reconeixement pressupostari.

Seguint el principi de prudència, l'ATM comptabilitza els beneficis realitzats en la data de tancament de l'exercici, mentre que els riscos i pèrdues previsibles, inclòs eventuals, es comptabilitzen en quan són coneguts.

D'altra banda, els ingressos i despeses s'incorporen a la Liquidació Pressupostària en el moment en què es produeix l'acte administratiu de reconeixement dels respectius drets i obligacions.





3.8 - Impost sobre Societats

D'acord amb la naturalesa de l'ATM i en aplicació de la Llei de l'Impost sobre Societats, aquesta es troba exempta de l'Impost i no està subjecta a retencions a compte pels rendiments financers que obtingui.

3.9 - Medi ambient

Les despeses derivades de les actuacions que tenen per objecte la protecció i millora del medi ambient es comptabilitzen, si escau, com a despeses de l'exercici en què s'incorren. No obstant això, si suposen inversions com a conseqüència d'actuacions per a minimitzar l'impacte ambiental i la protecció i millora del medi ambient, es comptabilitzen com a major valor de l'immobilitzat.

Nota 4 - IMMOBILITZAT MATERIAL I INVERSIONS EN INFRAESTRUCTURA I BÉNS DESTINATS A L'ÚS GENERAL

4.1 - Els moviments comptables registrats pels comptes que integren l'immobilitzat material de l'ATM al llarg de l'exercici 2005 es detallen en el quadre que s'insereix en la pàgina següent.

4.2 - Les inversions de l'exercici corresponen principalment als següents conceptes:

- a) Certificacions de Tramvia Metropolità, S.A. corresponents al projecte d'execució de les obres de construcció d'un pas sota l'autopista A-2 per tal de permetre la circulació del Tramvia Diagonal-Baix Llobregat. Aquesta actuació està finançada pel Ministerio de Fomento en virtut del conveni de cooperació formalitzat el 8 de maig de 2002 (Nota 9.3), on l'ATM es compromet a cedir aquestes obres als Ajuntaments respectius una vegada estiguin executades en la seva totalitat. L'import previst de l'actuació és de 3.907 milers d'euros. En l'exercici 2003 es va executar un import de 2.620 milers d'euros, a l'exercici 2004 un import de 913 milers d'euros i a l'exercici 2005 un import de 62 milers d'euros.



IMMOBILITZAT MATERIAL I INVERSIONS EN INFRAESTRUCTURA I BENS DESTINATS A L'ÚS GENERAL

	VALOR DE COST				FONS D'AMORTITZACIÓ				Valor Net 31.12.2005	
	Saldo 1.1.2005	Altes	Traspasos a Immaterial	Baixes	Saldo 31.12.2005	Saldo 1.1.2005	Dotacions	Baixes		Saldo 31.12.2005
• Construccions	309.881,96	-	-	-	309.881,96	141.846,08	38.735,24	-	180.581,22	129.300,64
• Maquinària, instal.lacions i estris	56.228,98	24.282,73	-	-	80.511,71	35.375,33	7.839,24	-	43.214,57	37.297,14
• Mobiliari	89.478,55	-	-	-	89.478,55	39.246,82	8.204,95	-	47.451,77	42.026,78
• Equips procés informació	398.675,45	151.664,24	-	-	550.339,69	217.066,80	83.304,77	-	300.371,57	249.968,12
• Instal.lacions complexes especialitzades	6.774.791,45	26.780,00	-	-	6.801.571,45	2.158.623,80	659.398,34	-	2.818.022,14	3.983.549,31
IMMOBILITZAT MATERIAL	7.629.056,39	202.726,97	-	-	7.831.783,36	2.592.158,83	797.482,54	-	3.389.641,37	4.442.141,99
INVERSIONS EN INFRAESTRUCTURA I BENS DESTINATS A L'ÚS GENERAL	3.532.253,35	62.461,00	-	-	3.594.713,35	-	-	-	-	3.594.713,35





- b) La resta d'inversions de l'exercici corresponen principalment a equips informàtics i instal·lacions complexes especialitzades (Sistema de Gestió i Ajut a l'Explotació).

Nota 5 - IMMOBILITZAT IMMATERIAL

Els moviments comptables registrats pels comptes que componen l'epígraf d'immobilitzat immaterial es detallen en el quadre que s'insereix en la pàgina següent.

Nota 6 - DEUTORS I AJUSTAMENTS PER PERIODIFICACIÓ D'ACTIU

- 6.1 - El saldo al 31 de desembre de 2005 de l'epígraf de Deutors per drets reconeguts presenta la següent composició:

• Contracte-Programa (Nota 12.3)		
- Generalitat de Catalunya	12.389.916,63	
- Ajuntament de Barcelona	2.977.614,42	15.367.531,05
• Instituto de Mayores y Servicios Sociales (IMSERSO)		400.000,00
• Altres		102.270,88
		<u>15.869.801,93</u>



- 6.2 - L'epígraf d'ingressos diferits (Ajustaments per Periodificació) correspon al finançament previst en el Contracte-Programa 2005-2006 per a finançar les despeses meritades per aquest concepte i reflectides a l'epígraf de despeses diferides (Nota 10.4).

IMMOBILITZAT IMMATERIAL

VALOR DE COST

FONS D'AMORTITZACIÓ

	Saldo 1.1.2005	Inversions	Traspassos de Material	Saldo 31.12.2005	Saldo 1.1.2005	Dotacions	Saldo 31.12.2005	Valor Net 31.12.2005
• Software	1.246.157,37	-	-	1.246.157,37	817.137,31	335.060,99	1.152.198,30	93.959,07
• Altre immobilitzat immaterial	22.926,81	-	-	22.926,81	16.188,41	2.102,07	18.290,48	4.636,33
	1.269.084,18	-	-	1.269.084,18	833.325,72	337.163,06	1.170.488,78	98.595,40



**Nota 7 - COMPTES FINANCERS**

- 7.1 - L'epígraf "Bancs i Institucions de Crèdit" correspon a saldos disponibles en diferents entitats de crèdit.
- 7.2 - L'ATM té concertades diverses operacions de tresoreria amb entitats de crèdit fins a un límit de 115.637 milers d'euros, que a 31 de desembre de 2005 no estaven disposades.

Nota 8 - PATRIMONI I RESERVES I RESULTAT DE L'EXERCICI

Els fons propis de l'ATM han tingut el següent moviment durant l'exercici 2005:

	Saldo 1.1.2005	Aplicació Resultat 2004	Resultat 2005	Saldo 31.12.05
• Patrimoni	5.623.106,80	1.064.281,19	-	6.687.387,99
• Resultat de l'exercici	1.064.281,19	(-) 1.064.281,19	1.517.400,89	1.517.400,89
	6.687.387,99	-	1.517.400,89	8.204.788,88

Nota 9 - SUBVENCIONS DE CAPITAL I INGRESSOS AVANÇATS

- 9.1 - Les subvencions procedents del sector estatal corresponen als següents conceptes:

- a) Fons de Contractes-Programes (Nota 12.3) aplicats al desenvolupament d'un sistema de gestió i ajut a l'exploració a l'ATM i a les empreses de transport públic en règim de gestió indirecta (veure Nota 4.1 epígraf d'Instal·lacions complexes especialitzades).





• Saldo a 1 de gener de 2005	<u>4.321.880,64</u>
• Inversió de l'exercici 2005	<u>26.780,00</u>
• Aplicació a resultats (amortització econòmica) (Nota 12.5)	<u>(-) 595.606,71</u>
• Saldo a 31 de desembre de 2005	<u>3.753.053,93</u>

b) Fons del Ministerio de Fomento per a l'execució de les obres de construcció d'un pas sota l'autopista A-2 per tal de permetre la circulació del Tramvia Diagonal-Baix Llobregat (Nota 4.2 i 9.3). Import certificat total de 3.594.712,61 euros.

9.2 - Les subvencions de Comunitats Autònomes inclouen el finançament de les inversions realitzades per l'ATM relatives al sistema de validació i venda integrat.

• Saldo a 1 de gener de 2005	<u>302.036,29</u>
• Inversió de l'exercici 2005	<u>-</u>
• Aplicació a resultats (amortització econòmica) (Nota 12.5)	<u>(-) 63.791,65</u>
• Saldo a 31 de desembre de 2005	<u>238.244,64</u>





9.3 - Els ingressos avançats tenen la següent composició:

• Reserva Contracte-Programa 2002-2004 pendent d'aplicació (Nota 12.3)		<u>7.166.668,02</u>
• Transferències Contracte-Programa 2005-2006 pendent d'aplicació (Nota 12.3)		<u>4.402.958,48</u>
• Reserva Contracte-Programa per reintegraments efecte sentència europea prorata I.V.A. 2003-2005 (execució directa i tramvies) (Nota 11.3)		<u>8.089.966,04</u>
• Transferència de l'IMSERSO pel desenvolupament d'un programa d'accessibilitat en les renovacions de flota de les línies regulars d'autobusos:		
- Aportacions totals 2001-2004	1.863.137,51	
- Aplicat a ingressos exercici 2000-2004	<u>(-) 775.479,94</u>	
- Ingrés avançat any 2004	<u>1.087.657,57</u>	
- Aportació 2005	<u>400.000,00</u>	
- Aplicat a ingressos exercici 2005	<u>(-) 33.914,33</u>	<u>1.453.743,24</u>
• Transferència relativa al conveni de 2 de juny de 2000 entre la Generalitat de Catalunya i l'ATM per al finançament del sistema de validació i venda integrat:		
- Aportació total	7.212.145,25	
- Aplicat a ingressos d'exercici 2000-2004	<u>(-) 6.143.187,10</u>	
- Aplicat a Subvencions de capital a l'exercici 2001-2004	<u>(-) 823.187,65</u>	
- Aplicat a ingressos d'exercici 2005	<u>(-) 72.121,44</u>	<u>173.649,06</u>
• Aportació del Ministerio de Fomento per al pas sota la A-2 (Nota 4.2)	3.906.578,68	
- Aplicat a Subvencions de capital a l'exercici 2003-2004	<u>(-) 3.532.251,61</u>	
- Aplicat a Subvencions de capital a l'exercici 2005	<u>(-) 62.461,00</u>	<u>311.866,07</u>
		<u>21.598.850,91</u>



**Nota 10 - CREDITORS A LLARG I CURT TERMINI**

- 10.1 - Les deutes a llarg termini corresponen al crèdit concertat l'11 de febrer del 2005 amb el Royal Bank of Scotland, amb un import disposat a 31 de desembre de 2005 de 194.895 milers d'euros. Aquest préstec s'amortitzarà mitjançant quatre pagaments anuals iguals en el període 2006-2009 amb la cobertura dels ingressos diferits a rebre a llarg termini de les Administracions per aquest concepte (nota 3.6 i 12.3). L'interès d'aquest crèdit està referenciat a l'euribor més un diferencial. En data 10 de juny del 2005 s'ha formalitzat un Swap per un import de 100.000 milers d'euros cobrint l'euribor a tres mesos a un tipus fix del 2,361%.
- 10.2 - El saldo a 31 de desembre de 2005 de l'epígraf de Creditors per obligacions reconegudes i pagaments ordenats presenta la següent composició (Nota 12.3):

• TMB (Contracte-Programa)	54.867.373,43
• FGC (Contracte-Programa)	9.777.333,30
• RENFE	3.293.973,26
• Tramvia Metropolità del Besòs, S.A.	4.857.228,88
• Operadora del Tramvia Metropolità, S.A.	3.986.730,42
• Altres	498.766,92
	<u>77.281.406,21</u>

L'epígraf d'Altres correspon en la seva major part a l'adquisició de béns i serveis per part de l'ATM.





- 10.3 - L'epígraf d'"operadors per integració tarifària" reflecteix el saldo net creditor relatiu a imports a cobrar i a pagar als operadors i comercialitzadors adherits al Sistema Tarifari Integrat de la regió metropolitana de Barcelona (Nota 12.2). El detall del saldo net és el següent:

<u>Operador</u>	<u>Saldo a pagar (a cobrar)</u>
• TMB	8.666.519,27
• FGC	498.685,27
• RENFE	(-) 2.564.000,68
• Transportes Urbanos y Servicios Generales, SAL	318.483,01
• Logista, S.A.	(-) 1.687.199,47
• Comercial Servicio Quinielas	(-) 756.019,07
• Altres operadors i comercialitzadors	1.751.544,93
	<u>6.228.013,26</u>

- 10.4 - El saldo de l'epígraf "despeses diferides" inclou els següents conceptes:

• Despeses a liquidar a l'exercici 2005 per Integració Tarifària (Nota 12.2)	1.884.917,01
• Compensacions per Integració Tarifària i altres de l'exercici 2005 (Nota 12.2)	1.251.671,89
• Compensació estimada a RENFE per Integració Tarifària de l'exercici 2005 (Nota 12.2)	3.421.644,34
• Interessos acreditats no vençuts	271.262,24
• Transferència Sermetra, S.L. (SAE)	33.683,80
• Altres conceptes	30.193,03
	<u>6.893.372,31</u>

La suma de les despeses diferides per compensacions, SAE i interessos, amb un import total de 4.978 milers d'euros, estan finançats per ingressos diferits en concepte de Contracte-Programa (Nota 6.2 i 12.2).





Nota 11 - SITUACIÓ FISCAL

- 11.1 - D'acord amb la legislació vigent, les liquidacions d'impostos no poden considerar-se definitives fins que no han estat inspeccionades per les autoritats fiscals o ha transcorregut el termini de prescripció de quatre anys. L'ATM té oberts a inspecció tots els exercicis no prescrits i per a tots els tributs als que es troba subjecta. En opinió dels administradors de l'ATM no s'espera que es meritin passius addicionals significatius com a conseqüència d'una eventual inspecció.
- 11.2 - El saldo del compte Hisenda Pública creditora per conceptes fiscals reflecteix bàsicament les retencions practicades a compte de l'I.R.P.F. en el mes de desembre de 2005.
- 11.3 - El saldo del compte Hisenda Pública deutora per I.V.A. correspon a la liquidació de desembre de 2005 presentada el 30 de gener del 2006.

D'acord amb la Sentència del 6 d'octubre de 2005 del Tribunal de Justícia de les Comunitats Europees i de la Instrucció 10/2005 de l'Agència Tributària, l'ATM s'ha deduït la totalitat de l'I.V.A. suportat en l'exercici 2005. Addicionalment, ha cobrat a finals del mateix exercici 2005 les devolucions d'ingressos indeguts associades a les rectificacions de les declaracions-liquidacions dels exercicis 2003 i 2004 al·legant la improcedència de l'aplicació de la regla de la prorrata en la deducció de l'I.V.A. suportat per l'ATM.

Els ingressos per reintegraments de l'I.V.A. suportat que ara ha esdevingut deduïble s'ha incorporat com a ingressos avançats de Contracte-Programa (nota 9.3).



**Nota 12 - INGRESSOS I DESPESES**

12.1 - Ingressos per vendes de serveis

Al 31 de desembre de 2005 aquest epígraf presenta la següent composició:

• Venda de títols integrats	321.003.878,37
• Repercussió de les despeses de gestió del sistema tarifari integrat	19.429.447,23
Ingressos del sistema tarifari integrat (Nota 12.2)	<u>340.433.325,60</u>
• Facturacions a tercers del Centre d'Informació TransMet	180.075,01
	<u>340.613.400,61</u>

12.2 - Despeses per treballs realitzats per altres empreses

- a) En l'exercici 2001 es va posar en marxa el Sistema Tarifari Integrat de la regió metropolitana de Barcelona. En virtut dels diferents convenis signats amb els operadors i els comercialitzadors, l'ATM realitza les vendes de títols integrats (T-10, T-50/30, T-MES, T-DIA i altres) i repercuteix als operadors les despeses de gestió del sistema. Per altra banda l'ATM es fa càrrec de liquidar els ingressos assignats a cada operador en funció dels viatgers transportats (validacions i enquestes), de les despeses de gestió del sistema (edició dels títols, comissions de comercialització, rebuig, auditoria, enquestes, comunicació i altres despeses de gestió) i de les compensacions econòmiques acordades amb els operadors.





b) Les despeses associades en l'exercici 2005, en virtut de l'exposat, s'obtenen a partir del càlcul següent:

• Despeses per serveis de transport de viatgers, incentiu de seguretat i taxa de seguretat (ingressos assignats als operadors)	<u>321.761.500,03</u>
• Despeses de gestió del sistema	
– Comissions i despeses per edició i comercialització de títols (operadors)	11.471.048,66
– Comissions i despeses per edició i comercialització de títols (Logista i Comercial Servicios Quinielas, S.L.)	2.213.892,76
– Despeses gestió ATM (I)	5.152.112,25
– Altres despeses del sistema	<u>361.444,56</u>
	<u>19.198.498,23</u>
• Despesa neta no repercutida al sistema (principalment despesa per prorrata provisional compensada)	<u>(-) 698.861,25</u>
• Periodificació de despeses a liquidar al 31 de desembre de 2004	<u>(-) 1.712.728,42</u>
• Periodificació de despeses a liquidar al 31 de desembre de 2005:	
– Despeses per serveis de transport de viatgers	1.077.880,74
– Despeses de gestió	807.036,27
	<u>1.884.917,01</u>
• Despeses del sistema tarifari integrat (Nota 12.1)	<u>340.433.325,60</u>

(I) Import pressupostat





- c) Addicionalment l'ATM liquida, amb el finançament rebut del Contracte-Programa 2005-2006 (Nota 12.3.f), les següents compensacions per integració tarifària, a les empreses operadores (epígraf de transferències a operadors privats):

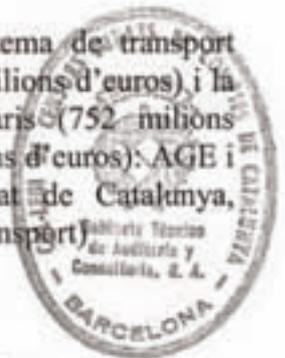
• Compensacions Integració Tarifària	16.880.010,54
• Compensacions servei nocturn	3.157.141,83
• Compensacions per Integració Tarifària i servei nocturn periodificades a 31 de desembre 2004	(-) 2.511.475,03
• Insuficiència en l'estimació de la compensació RENFE 2004	(-) 1.078.479,68
• Compensacions per Integració Tarifària i servei nocturn de l'exercici 2005 periodificades a 31 de desembre 2005 (Nota 10.4)	4.673.316,23
	<u>21.120.513,89</u>

12.3 - Ingressos i despeses per transferències corrents (Contracte Programa)

- a) El 22 de desembre de 2005 es va signar entre l'AGE i l'ATM el Contracte Programa 2005-2006 que té per objecte regular les relacions recíproques relatives al finançament del transport públic regular de viatgers en l'àmbit definit en l'article 1 dels estatuts de l'ATM, donant continuïtat a diversos aspectes dels Contractes-Programa relatius a períodes anteriors.

Aquest Contracte Programa estén la seva vigència de l'1 de gener de 2005 fins al 31 de desembre de 2006.

El Contracte Programa recull les necessitats del sistema de transport gestionat per l'ATM per els anys 2005 i 2006 (1.727 milions d'euros) i la seva cobertura mitjançant les aportacions dels usuaris (752 milions d'euros) i de les Administraciones publiques (975 milions d'euros): AGE i Administracions Consorciades en l'ATM (Generalitat de Catalunya, Ajuntament de Barcelona i Entitat Metropolitana del Transport)





- b) Amb el mateix objecte el 13 de desembre de 2004 es va signar entre l'AGE i l'ATM el Contracte Programa 2002-2004.

Atès que els pressupostos aprovats per les diferents Administracions públiques en els exercicis 2002-2004 incorporaven unes aportacions inferiors en 188 milions d'euros respecte de les necessàries per cobrir les necessitats d'aquells exercicis, el sistema va recórrer a mecanismes transitoris de finançament el cost dels quals es assumit per les administracions conjuntament amb la liquidació del Contracte Programa 1998-2001 (7 milions d'euros).

Aquestes insuficiències que totalitzen 195 milions d'euros seran cancel·lades per les Administracions segons el calendari pressupostari següent (en milers d'euros):

	2006	2007	2008	2009	TOTAL
• AGE	18.590	18.590	18.591	18.591	74.362
• Generalitat de Catalunya	23.084	23.084	23.084	23.084	92.336
• Ajuntament de Barcelona	4.331	4.331	4.332	4.332	17.326
• EMT	2.717	2.718	2.718	2.718	10.871
	48.722	48.723	48.725	48.725	194.895

Segons acord del Consell d'Administració de l'ATM de 3 de desembre de 2004, en el mes de febrer de 2005 es va formalitzar un préstec amb el Royal Bank of Scotland per un import de 195 milions d'euros (Nota 3.6 i 10.1).

Atenent al pressupost liquidat per l'ATM per a l'exercici 2005, amb la disposició d'aquest préstec s'ha donat cobertura pressupostaria als següents conceptes:





- Lliuraments als operadors per a cobrir els dèficits d'aportacions de les administracions respecte de les necessitats previstes. L'ATM va lliurar als operadors un import total de 155.733 milers d'euros.
- Infrafinançament transitori dels operadors, amb un import de 44.048 milers d'euros.
- Liquidació restant del contracte programa 1998-2001.

En data 27 d'abril del 2005 la Comissió de Seguiment va aprovar la liquidació del Contracte Programa 2002-2004 amb una desviació positiva (pendent de la revisió IGAE) de 13.710 milers d'euros, que segons el nou Contracte Programa 2005-2006 s'aplica a cobrir les necessitats del sistema en aquest període.

De forma resumida, el Contracte Programa 2002-2004 es liquida en els comptes de l'ATM com segueix (milers d'euros):

• Ingressos avançats Contracte Programa 2002-2004 a 31 de desembre de 2004	8.364
• Reintegraments rebuts dels operadors (liquidació aprovada)	17.054
• Altres traspassos (inclou 358 milers d'euros de despeses 2004 pagades a l'exercici 2005. Finançament CP 2005)	490
• Disposició crèdit Royal Bank of Scotland	194.892
Finançament disponible	<u>220.800</u>
• Lliurament als operadors 2002-2005	(-) 155.733
• Cobertura infrafinançament	(-) 44.048
• Liquidació Contracte Programa 1998-2001	(-) 7.309
Despeses liquidades	<u>(-) 207.090</u>
• Desviació Contracte Programa 2002-2004	<u>13.710</u>



D'acord amb el Contracte-Programa 2005-2006 en l'exercici 2005 es realitza la següent aplicació d'aquesta desviació:

• Desviació Contracte Programa 2002-2004	13.710
• Aplicació a transferència 2005 de TMB	(-) 4.990
• Aplicació a transferència 2005 de FGC	(-) 1.554
• Ingressos avançats Contracte Programa 2002-2004 a 31 de desembre de 2005 (nota 9.3)	<u>7.166</u>

- c) El Contracte Programa recull els criteris de liquidació de l'aportació de l'AGE per al període 2005-2006 així com l'obligació de les Administracions Consorciades de cobrir la totalitat de les necessitats reals del sistema del transport després de deduir d'aquestes les aportacions meritades per l'AGE i els ingressos dels usuaris.
- d) D'acord amb el Contracte Programa 2005-2006, l'AGE i les Administracions Consorciades han d'incloure una partida per al finançament del transport en els seus pressupostos de l'exercici 2007 atès que es intenció de totes les administracions donar continuïtat a aquest marc de finançament.
- e) En l'exercici 2005 l'ATM ha reconegut com a ingrès de transferència per Contracte-Programa un import de 4.730 milers d'euros en concepte de compensació per despeses financeres (crèdit de 195 milions euros esmentat), despeses associades al subministrament de material mòbil i manteniment del SAE.
- f) En el quadre resum del full següent, es detallen els efectes pressupostaris de les transferències corrents i de capital rebudes a l'exercici 2005 per l'ATM de les Administracions, així com les aportacions que aquesta ha realitzat als operadors en virtut dels acords amb cadascun d'ells, les despeses relatives a les actuacions en relació als operadors de transport públic interurbà en règim de gestió indirecta i les dels sistemes tramviaris.





El resum dels efectes en el compte de resultats és el següent, en milers d'euros:

	<u>Ingressos (1)</u>	<u>Despeses (1)</u>
Contracte Programa		
• Administracions	424.145	-
• Operadors públics (TMB-FGC)	-	276.126
• EMT (gestió indirecta)	-	44.818
• Compensacions per integració tarifària i altres subvencions a operadors	-	21.120
• Altres transferències	-	571
• Tramvia Baix Llobregat i Glòries Besòs (Nota 13)	-	76.780
		-
Altres transferències	214	323
	<u>424.359</u>	<u>419.738</u>

Les despeses per contracte programa que es reflecteixen en el quadre resum posterior inclouen un import liquidat per l'ATM per inversions en el Sistema de Gestió i Ajut a l'Explotació (S.A.E.) de 27 milers d'euros (Nota 4.3). El finançament corresponent a aquesta inversió s'ha imputat com a subvencions de capital (Nota 9.1).



(1) *Ingressos i Despeses inclouen un total de 4.673 milers d'euros corresponents a les compensacions per integració tarifària pendents d'aplicar a pressupost (Nota 10.4 i 12.2). La periodificació de despeses s'ha registrat amb abonament a l'epígraf de Despeses Diferides, i la periodificació d'ingressos amb càrrec a l'epígraf d'Ingressos Diferits. No inclouen els ingressos i despeses extraordinàries associades a la insuficiència en l'estimació de la compensació a RENFE de l'exercici 2004 per 1.078 milers d'euros.*



RESUM APORTACIONS CONTRACTE-PROGRAMA (milers d'euros)

	Drets reconeguts		Cobraments		Pendent de cobrament al 31.12.2005 (Nota 6)
	2005	2005	2005	2005	
INGRESSOS					
• AGE	117.950		117.950		-
• Generalitat de Catalunya (2)	183.252		170.862		12.390
• Ajuntament de Barcelona	66.000		63.022		2.978
• EMT	53.981		53.981		-
TOTAL	421.183		405.815		15.368
			Obligacions liquidades		Pagaments
DESPESSES					
• TMB	225.932		171.065		54.867
• FGC	50.194		40.417		9.777
• EMT (Gestió indirecta) (4)	44.818		44.818		-
• Tramvia Baix Llobregat i Gòries-Besòs	76.780		67.936		8.844
• Gestió Indirecta (Execució directa ATM)	17.912		17.636		276
• Rodalies RENFE (Execució directa ATM)	3.078		-		3.078
• Despeses ATM (Finançeres i Ass. Renting)	4.252		4.213		39
TOTAL	422.966		346.085		76.881
• Despeses 2004 pagades a l'exercici 2005 i justificades al Contracte Programa 2005	(-) 258				
INGRESSOS AVANÇAT	(-) 13.710		(-) 2.141		11.569 (3)



(1) Corresponden al total d'ingressos pendents d'aplicar del Contracte-Programa 2002-2004.
 (2) No s'obtenen les aportacions de capital efectuades directament per la Generalitat de Catalunya a FGC i previstos en el Contracte-Programa (22.478 milers d'euros).
 (3) Inclou els ingressos avançats del Contracte Programa 2002-2004 (7.166 milers d'euros a 31 de desembre de 2005).
 (4) 150 y pesetopés. Pendent de rebre el certificat d'aportacions de l'EMT a les línies de l'EMT mitjançant la seva tutela. Aquestes aportacions determinen finalment la s'ha de despesa reconeguda de la G. i la seva aportació real al Contracte Programa.





12.4 - Despeses de personal

La plantilla de l'ATM al 31 de desembre de 2005 distribuïda per categories professionals, incloent una persona en comissió de serveis de TMB, es detalla a continuació:

<u>Categoria</u>	<u>Nombre d'empleats</u>
• Director general	1
• Director tècnic	1
• Cap de servei	5
• Cap d'unitat	3
• Tècnic superior	2
• Tècnic grau mitjà	9
• Secretària de direcció	1
• Administratius	6
• Auxiliars administratius	3
	<u>31</u>

Durant l'exercici 2005 l'ATM ha disposat d'un empleat adscrit en comissió de serveis (d'acord amb el conveni subscrit a l'efecte amb TMB). En aquest sentit l'epígraf de treballs realitzats per altres empreses inclou la despesa corresponent a aquest concepte.

12.5 - Resultats extraordinaris

Aquest epígraf del Compte de resultats té la següent composició:

• Subvencions de capital aplicades, correlacionades amb l'amortització econòmica (Nota 9.1 i 9.2)		659.398,36
• Insuficiència estimació compensació RENFE 2004	(-) 1.078.479,68	
• Finançament Contracte Programa (Nota 12.2)	<u>1.078.479,68</u>	
• Liquidació Contracte Programa 2002-2004	(-) 207.093.460,00	
• Finançament Contracte Programa (Nota 12.3.b)	<u>207.093.460,00</u>	
• Altres		<u>(-) 131.975,43</u>
		<u>527.422,93</u>



Nota 13 - ALTRES CONSIDERACIONS

13.1 - Tramvia Baix Llobregat i Tramvia Glòries-Besòs

- a) El 27 d'abril de 2000 el Consell d'Administració de l'ATM va adjudicar la redacció del projecte, la construcció i l'explotació d'un sistema de tramvia-metro lleuger en el corredor Diagonal-Baix Llobregat de l'àrea de Barcelona que inclou sistema tramviari, serveis afectats i expropiacions. El contracte corresponent va ser formalitzat el 17 de novembre de 2000 amb Tramvia Metropolità, S.A amb un pressupost inicial de 217 milions d'euros (abans d'I.V.A.).

Els terrenys afectats per les expropiacions relatives a aquest projecte formen part del domini públic del Consorci de l'ATM, que actua com a beneficiari en atenció al risc assumit en relació amb l'apreuament. El pagament d'aquest és obligació de l'empresa adjudicatària fins al limit de la xifra d'inversió prevista per a les expropiacions en el projecte econòmic financer de l'adjudicatari. L'ATM no registrarà comptablement la inversió en terrenys fins al moment de la seva reversió.

- b) El 12 de desembre de 2002, el Consell d'Administració de l'ATM va aprovar el projecte constructiu del Tramvia Glòries-Besòs, per un import de 205 milions d'euros (abans d'I.V.A.), així com el contracte definitiu amb l'adjudicatari (Tramvia Metropolità del Besòs, S.A.).
- c) En l'exercici 2004 s'han posat en servei els dos sistemes tramviaris esmentats. Les transferències corrents i de capital lliurades per l'ATM a les societats concessionàries dels serveis es detallen a la Nota 12.3

L'ATM preveu finançar el cost de la inversió i de l'explotació dels Tramvies amb recursos de Contracte Programa, que inclouen els fons compromesos per la Generalitat de Catalunya per aquest concepte segons acords de Govern de la Generalitat de Catalunya de 31 de juliol de 2000 i 24 de desembre de 2002. L'ATM segueix el criteri de no reconèixer cap deute per finançament d'inversió amb els concessionaris, fins que no arriba el corresponent finançament previst en origen, per tal de mantenir l'equilibri pressupostari.



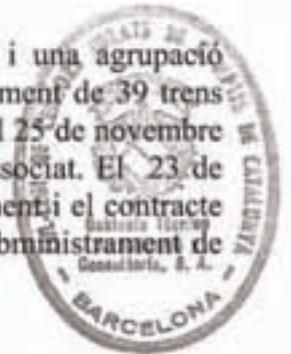
En els exercicis 2002 a 2005 el Consell d'Administració de l'ATM ha aprovat diverses modificacions en l'execució d'aquestes actuacions i addicionalment, els concessionaris han presentat reclamacions a l'ATM per diversos conceptes que estan en fase de negociació o pendents d'aprovació pel Consell d'Administració de l'ATM (modificats, costos de pròrroga segons nou termini contractual del treballs de construcció, revisions de preus, etc.).

En data 4 de juliol de 2005 l'ATM i Tramvia Metropolità, S.A van formalitzar un conveni pel qual l'ATM abonarà a la societat concessionària del Tramvia Diagonal-Baix Llobregat un import total de 36.571 milers d'euros en concepte d'indemnització, revisions de preus i modificacions del contracte inicial. Aquest pagament el realitzarà l'ATM d'acord amb les anualitats de la subvenció de capital finalista aprovada per el Govern de la Generalitat de Catalunya en sessió de 14 de juny de 1995 a favor de l'ATM per aquest concepte, i que inclou la compensació financera derivada del calendari de fraccionament del pagament (2006-2015).

Fins ara l'ATM ja ha assegurat el finançament de les inversions addicionals respecte de les previsions inicials del Tramvia Diagonal-Baix Llobregat i espera obtenir el finançament de les inversions corresponents al Tramvia Glòries-Besòs amb recursos addicionals provinents de la Generalitat de Catalunya.

- 13.2 - El 12 de desembre de 2002 el Consell d'Administració de l'ATM va aprovar l'adjudicació del concurs per al subministrament de trens per a diferents línies del metro de Barcelona, per un valor total dels trens de 464 milions d'euros. Cal esmentar que aquests trens no seran propietat de l'ATM sinó que en disposarà d'ells mitjançant un contracte de "renting".

El 8 d'agost de 2003 es va subscriure entre l'ATM, CAF i una agrupació d'entitats financeres un primer contracte marc per a l'arrendament de 39 trens per a les línies 2, 3 i 5 del metro de Barcelona, posteriorment el 25 de novembre de 2003, es va formalitzar el contracte de subministrament associat. El 23 de juliol de 2004 es va formalitzar el contracte marc i d'arrendament i el contracte de subministrament amb Alstom, l'altre adjudicatari, per al subministrament de 50 trens per a la futura línia 9 del metro de Barcelona.





El 28 de juliol de 2003 es va acordar iniciar un procediment similar per a la contractació de 10 nous trens per a la línia 1 del metro de Barcelona. El 3 de desembre de 2004 el Consell d'Administració de l'ATM va adjudicar a CAF aquest contracte, que es va formalitzar el 18 d'abril del 2005.

- 13.3 - Atesa l'activitat a què es dedica l'ATM, la qual ha estat descrita a la Nota I, aquesta no té responsabilitats, despeses, actius, ni provisions i contingències de naturalesa mediambiental que poguessin ésser significatius en relació amb el patrimoni, la situació financera i els resultats de l'ATM.

Per aquest motiu, no s'inclouen desglossaments en aquesta memòria dels estats i comptes anuals pel que fa a informació sobre qüestions mediambientals.





Nota 14 - QUADRE DE FINANÇAMENT

Els recursos obtinguts durant els exercicis 2005 i 2004, així com la seva aplicació, i l'efecte que han produït aquestes operacions sobre el capital circulant es reflecteixen en el quadre següent:

<i>FONS PERMANENTS</i>					
APLICACIONS	2005	2004	ORÍGENS	2005	2004
Recursos aplicats en l'exercici		-	Recursos generats en l'exercici	1.992.648,13	1.562.049,47
Adquisicions d'immobilitzat:			Subvencions de capital	89.241,00	1.448.885,41
Material i Infraestructura	265.187,97	1.649.365,16	Alienacions d'immobilitzat	-	180,00
Immaterial	-	-	Crèdits a llarg termini	194.895.000,28	
Ingressos diferits	194.895.460,00	-	Disminució del capital circulant	-	-
Augment del capital circulant	1.816.241,44	1.361.749,72			
	196.976.889,41	3.011.114,88		196.976.889,41	3.011.114,88

<i>VARIACIONS DEL CAPITAL CIRCULANT</i>				
	2005		2004	
	AUGMENTS	DISMINUCIONS	AUGMENTS	DISMINUCIONS
Deutors	-	104.077.455,02	104.239.361,81	-
Comptes financers	-	43.952.909,86	60.403.277,86	-
Deutes a curt termini	161.560.268,72	-	-	163.905.201,42
Ajustaments per periodificació	-	11.713.662,40	624.311,47	-
	161.560.268,72	159.744.027,28	165.266.951,14	163.905.201,42
Augment del capital circulant	-	1.816.241,44	-	1.361.749,72
	161.560.268,72	161.560.268,72	165.266.951,14	165.266.951,14

<i>CONCILIACIÓ DEL RESULTAT DE L'EXERCICI AMB ELS RECURSOS GENERATS (APLICATS)</i>		
	2005	2004
Resultat de l'exercici segons Compte de Resultats	1.517.400,89	1.064.281,19
Dotacions a l'amortització	1.134.645,60	1.260.670,34
Resultats extraordinaris	-	(-) 180,00
Subvencions de capital aplicades	(-) 659.398,36	(-) 762.722,06
RECURSOS GENERATS (APLICATS) EN L'EXERCICI	1.992.648,13	1.562.049,47





2006 Budget



MTA 2006 BUDGET

Expense account

Art. Denomination	Amount 2006 (€)
CHAPTER 1 - PAYROLL EXPENSES	
10 Executives	35.000,00
13 General staff	1.375.500,00
16 Insurance and Social Security Payments	290.000,00
TOTAL CHAPTER 1	1.700.500,00
CHAPTER 2 - EXPENSES FOR CURRENTS ASSETS AND SERVICES	
20 Rents and taxes	161.550,00
21 Conservation and Repairs	976.055,00
22 Material, supplies and other	345.792.200,00
23 Compensation for service	102.700,00
24 Printing costsons	130.000,00
TOTAL CHAPTER 2	347.162.505,00
CHAPTER 3 - FINANCIAL COSTS	
31 For internal loansr	5.786.000,00
34 For deposits, guarantees and others	1.200,00
TOTAL CHAPTER 3	5.787.200,00
CHAPTER 4 - CURRENT TRANSFERS	
44 To public companies and other public bodies of the Generalitat	49.079.000,00
46 To local bodies and corporations	294.017.000,00
47 To private companies	68.544.000,00
TOTAL CHAPTER 4	411.640.000,00
CHAPTER 6 - REAL INVESTMENTS	
62 Investment in machinery, installations and tooling	6.300,00
64 Investments in goods and chattels	6.300,00
65 Investments in data processing and telecommunications equipment	1.070.795,00
TOTAL CHAPTER 6	1.083.395,00
CHAPTER 7 - TRANSFERS OF CAPITAL	
77 To private companies	36.223.838,72
TOTAL CHAPTER 7	36.223.838,72
CHAPTER 9 - VARIATION OF FINANCIAL LIABILITIES	
91 Amortisation of loan	48.722.000,00
TOTAL CHAPTER 9	48.722.000,00
TOTAL EXPENSE ACCOUNT	852.319.438,72

Income account

Art. Denomination	Amount 2006 (€)
CHAPTER 3 - RATES, GOODS AND OTHER INCOME	
31 Provision of services	240.000,00
39 Other income	349.057.600,00
TOTAL CHAPTER 3	349.297.600,00
CHAPTER 4 - CURRENT TRANSFERS	
40 From the State public sectoral	155.473.000,00
41 From the Administration of the Generalitat	179.197.000,00
46 From local bodies and corporations	133.028.000,00
TOTAL CHAPTER 4	467.698.000,00
CHAPTER 5 - EQUITY INCOME	
52 Interests on deposits	100.000,00
TOTAL CHAPTER 5	100.000,00
CHAPTER 7 - TRANSFERS OF CAPITAL	
75 From Autonomous Communities	35.223.838,72
TOTAL CHAPTER 7	35.223.838,72
TOTAL INCOME ACCOUNT	852.319.438,72