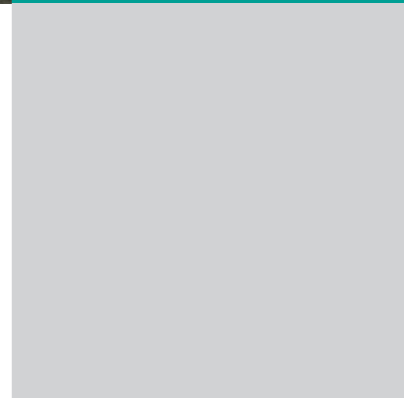




Report  
'09





## INTRODUCTION



JOAQUIM NADAL I FARRERAS  
Councillor for Territorial Policy  
and Public Works  
and president of the ATM

The year 2009 marks the mid point of the current programme contract, 2009-2010. A year packed with major events in the public transport system covered by the ATM.

First, for the evolution of the studies done, and especially the publication of the Mobility Plan for the Barcelona metropolitan region, which expresses a strong commitment, the result of a broad consensus, to making mobility ever more efficient and sustainable. As happens with government mobility policies, the Plan enshrines mobility as a right and an inescapable collective demand.

Second, for the deployment of the infrastructures policy, which guarantees a high level of investment and a reasonable implementation of the Infrastructures Master Plan, and because this is a way to diversify and broaden the network and ensure its accessibility at a level without precedent anywhere in Europe.

Third, because 2009 marks the culmination of the process of transferring the Barcelona Local Rail service to the Catalan Government. This will bring the decision-making centres closer to the territory and enable a management designed, through significant improvements, to win prestige and acceptance for a service that had been severely run down.

Lastly, we must point out that the end of 2009 was the beginning of the long process that will reach its culmination with the longest, most automatic, modern and spectacular infrastructure in the whole of Europe. The opening of the first stations of Line 9 of the Metro in Santa Coloma de Gramenet launched a silent revolution in public transport, which makes it more democratic and egalitarian, taking the service to districts of the metropolitan area which had traditionally been left on the fringe.

To end, for one more year the system has handled over 900 million journeys at a cost of 1,222 million euros, financed by the fare system, 40% of the cost, and a budgetary contribution from the administrations of the remaining 60%.

There is a commitment by the government and the councils to move forward in harmony towards the goal of full fare integration in 2012, towards a constant improvement of an essential element of the life of the citizens, who have to travel every day to meet their most basic needs.

Aware that the road that still remains for us to travel for that improvement is a very long one, we would like to affirm our commitment to these policies, which have received the support of the citizens and the acknowledgement of the users.

# Contents

<b>C1 Presentation of the consortium</b>	<b>8</b>
The ATM consortium	10
Governing, advisory and consultative bodies	11
Organisational structure of the ATM	13
<b>C2 Actions for the financial year 2009</b>	<b>14</b>
Infrastructure planning	16
State of implementation of the PDI action	17
Summary of the investment in progress	30
Studies derived from the 2001-2010 PDI	31
RMB Mobility Master Plan	32
Management of the tramway system	35
Diagonal – Baix Llobregat Tram	35
Sant Martí – Besòs Tram	38
Evolution of demand on the tramway system	41
Integrated Fare System	42
Calendar for introduction of the Integrated Fare System	42
Zoning of the Integrated Fare System	44
Range of integrated tickets and fares	48
Sales and use of the Integrated Fare System	52
Intermodality rate	55
Financing of the system	56
Other actions	60
Mobile material	60
Operation aid system	62
SERMETRA, SL	63
Involvement abroad	64
<b>C3 System statistics</b>	<b>66</b>
TransMet Figures 2009	68
Survey of mobility on a weekday EMEF 2009	72
<b>C4 Auditors Report</b>	<b>80</b>
<b>C5 Budget 2010</b>	<b>126</b>

# C1

ATM

Àrea de Barcelona  
Autoritat del Transport  
Metropolità

Presentation of the consortium

## The ATM consortium

The Metropolitan Transport Authority (ATM) is a voluntary interadministrative consortium, created in 1997, and open to all the administrations owning collective public transport services, individually or through groups or representative entities, based in the area formed by the Alt Penedès, Baix Llobregat, Barcelonès, Garraf, Maresme, Vallès Occidental and Vallès Oriental districts.

The consortium is made up of the Catalan Government (51%) and the local administrations (49%): Barcelona Council, the Metropolitan Transport Entity (EMT) and the Group of Towns owning Public Transport services in the Barcelona Metropolitan Region (AMTU). We should also mention the presence of representatives of the General State Administration on the governing bodies of the ATM as observers.

The purpose of the ATM is to structure the cooperation between the public administrations owning the services and the collective public transport infrastructures in the Barcelona area, as well as working with others, such as the State Administration, which have financial commitments to it or are owners of services of their own or which have not been transferred.



Barcelona. City bus in Passeig de Gràcia.

## Governing, advisory and consultative bodies

The various organisms and administrations related to collective public transport are represented on the ATM governing, advisory and consultative bodies.

### Board of Directors

The Board of Directors is the governing organ of the ATM. It consists of eighteen full members –nine representing the Catalan Government, seven the constituent local administrations (Barcelona Council and EMT) and two the AMTU–, and two representing the State Administration as observers. The meetings are also attended by the technical director of the ATM.

The composition of the Board of Directors as of 31 December 2009 was as follows:

President	Joaquim Nadal i Ferreras
First vice-president	Ramon García-Bragado i Acín
Second vice-president	Antoni Poveda i Zapata
Members	Antonio Balmón i Arévalo
	Martí Carnicer i Vidal
	Assumpta Escarp i Gibert
	Jordi Follia i Alsina
	Josep Mayoral i Antigas
	Lluïsa Melgares i Aguirre
	Manel Nadal i Ferreras
	Oriol Nel·lo i Colom
	Eduard Pallejà i Sedó
	Jordi Portabella i Calvete
	Matilde Sala i Manuel
	Lluís Tejedor i Ballesteros
	Esteve Tomàs i Torrens
	Manel Villalante i Llauredó
Member and director general	Ramon Seró i Esteve
Observers	José Luis Marbán García
	Ángel Rodríguez González
Observers	Carme Sardà i Vilardaga

## Governing, advisory and consultative bodies

**Executive Committee**

The Executive Committee of the Board of Directors has six members, three representing the Catalan Government, two the constituent local administrations and one the AMTU.

Its general function is to examine and put before the Board of Directors any proposals for planning instruments for the Metropolitan Collective Public Transport System, financing agreements and services contracts with administrations and operators, fare system and annual budgets, among others.

The composition of the Executive Committee as of 31 December 2009 was as follows:

President	Ramon Seró i Esteve
Members	Assumpta Escarp i Gibert
	Manel Nadal i Farreras
	Antoni Poveda i Zapata
	Antoni Prunés i Santamaria
	Manel Villalante i Llauredó
Secretary	Carme Sardà i Vilardaga

**Legal Advice Committee**

This committee provides legal assistance and advice for the Board of Directors and the ATM general management. It is made up of representatives of the Catalan Government, Barcelona Council, the EMT, the AMTU and the ATM itself.

**Operators Technical Subcommittee**

The Metropolitan Collective Transport Operators Technical Subcommittee is the Consortium's organ of collaboration and consultation on matters of a technical nature, made up of representatives of the public transport operators in the metropolitan area.

**Mobility Council**

The passing of the Mobility Law of 9/2003, of 13 June, involved the amendment of the ATM statutes with the aim of turning it into the Mobility Authority. The Law also provides for the constitution of territorial mobility councils.

The new ATM statutes, approved in June 2005, define the ATM Mobility Council as the organ for civic and social consultation and participation in the operation of the collective public transport system and mobility.

It has the following members:

- president: the second vice-president of the ATM
- a member of the Board of Directors of the ATM for each administration in the consortium and each member entity
- representatives of the Federation of Municipalities of Catalonia and the Catalan Association of Municipalities and Districts
- representatives of the major employers organisations in Catalonia
- representatives of the major trade unions in Catalonia
- representatives of the leading consumer and user associations in Catalonia
- representatives of the associations or collectives of special importance in public transport and mobility
- the director general of the ATM
- a member of the Consortium management proposed for the purpose by the director general acts as secretary to the Council

**Organisational structure of the ATM**

As of 31 December 2009 the composition of the staff of the ATM was as follows:

**Directors and managerial**

**Ramon Seró i Esteve**  
Director general

**Marc A. Garcia i López**  
Technical director

**Lluís Alegre i Valls**  
Head of the Mobility Service

**Josep Caldú i Cebrián**  
Head of the Administration Service

**Francesc Calvet i Borrull**  
Head of the Planning Service

**Mayte Capdet i Sorribes**  
Head of the Fare Integration and Communication Service

**Carme Fàbregas i Casas**  
Head of the Systems Service

**Jaume Garcia i Soler**  
Head of the Legal Advice Service

**Lluís Rams i Riera**  
Head of the System Financing Service

**Xavier Roselló i Molinari**  
Assistant to the technical director

**Àngel Sangrós i Bondia**  
Head of the Project Development Service

**Maria Montaner i Maragall**  
Head of the Studies and Communication Unit

**Technical and support staff**

Montserrat Alegri i Garcia

Xavier Andreu i Sedó

Lluís Avellana i Pla

Magda Baró i Callejas

Elisabet Bassi i Riera

Jordi Clària i Martínez

Marta De Domingo i Peña

Anna Farrero i Vallès

Núria Fontova i Jordana

Alfredo Garcia i González

Sonia Gómez i Gil

Montserrat Hernández i Rovira

Carolina Lages i Llopis

Miquel Lamas i Sánchez

Mònica Lladó i Garcia

Agustí López i Marín

Josep Moya i Matas

Alfred Pallardó i Beltran

Sílvia Sanchón i Llausí

Rosa Solans i Castells



C2

Actions for the financial year 2009



## Infrastructure planning

The ATM Board of Directors approved the 2001-2010 Infrastructure Plan (PDI) on 25 April 2002. The PDI is conceived as a flexible, adaptable plan for developing five-year programmes which are the base of the financing agreements to be signed between the Catalan Government and the General State Administration (AGE). It is monitored by annual reports, which indicate the degree of implementation of the actions planned in the PDI and compare them with the evolution of the population and private vehicle / public transport mobility in the different parts of the territory.

Moreover, on 17 July 2009, the ATM Board of Directors approved an updated report on the 2001-2010 PDI in order to harmonise the contents of that planning instrument with its deployment in technical and economic terms.

In 2009, the seventh annual report on the 2001-2010 PDI was produced. It analyses the socioeconomic evolution of the Barcelona metropolitan region (BMR), and compares the present situation of the main magnitudes -population, motorisation rate and residential building- with the data from previous years.



Metro line 9. Can Peixauet station.

### 1 State of implementation of the PDI actions

The report describes the state of each of the actions included in the PDI, by programmes and with details of the investment made in each one. Moreover it highlights the situation of the viability studies for new actions, also provided for in the plan.

The economic data supplied in this report for each action are as follows:

- Amount PDI 2002: the investment estimated when the PDI was approved in 2002, in M€ excluding VAT.
- Amount PDI 2009: the investment estimated in the updated PDI report (July 2009).
- Best present estimate of the total cost of the work: a prediction of the total cost of the action, in M€ excluding VAT, obtained from the amount for the project, the tender or the award and any additional cost for modifications, review of prices and complementary projects. In the case of the finished works, this total cost is equivalent to the total amount paid. In the case of the actions without a project or informative study, this amount is the same as the one in the updated PDI Report 2001-2010 of July 2009.
- Amount of the tendered works: amount of tender in M€ excluding VAT.
- Amount of the awarded works: amount of award in M€ excluding VAT.

- Modifications, price reviews, complementary and others: extra cost of the work awarded under these headings, in M€ excluding VAT.
- Awaiting tender and award: best present estimate of the cost of the works still to be tendered and awarded, in M€ excluding VAT.

The state network programme (XE), for which the AGE is responsible, has been excluded from the added economic analysis, since the information available is not sufficiently detailed, even though it includes the state of implementation.

The data used to write this report have been supplied mainly by the Land Transport Department (DGTT) and GISA, complemented by the public operators Transports Municipals de Barcelona (TMB) (actions MM01 to MM08 of the modernisation and improvement programme) and Ferrocarrils de la Generalitat de Catalunya (FGC) (actions MM09 to MM16). The source of the information corresponding to the tramway network is the ATM technical services and the data relating to the state local rail network have been supplied by the Ministry of Works.

For each PDI programme and action by action it describes their state of implementation as of 31.12.2009, and the level of execution of the investment corresponding to each action of the plan, also as of 31.12.2009.



Metro line 9. Interior of a train.

## Infrastructure planning

## Network expansion programme

Action	Present situation (31 December 2009)
AX01 - Extension L1 Feixa Llarga - El Prat	Workshops and shunting area: work in progress (expected opening shunting area: March 2010; workshops: 2nd half 2010)
AX02 - Extension L1 Fondo - Badalona Centre	Informative study being drafted (expected approval: spring 2010)
AX03 - Connection L2 Sant Antoni - Parc Logístic	Construction project drafted (awaiting approval DGTT)
AX04 - Extension L2 Pep Ventura - Badalona Centre*	Work in progress (expected opening: June 2010)
AX05 - Extension L3 Canyelles - Trinitat Nova*	In service since 4 October 2008
AX06 - Extension L4 La Pau - Sagrera TAV	Awaiting construction project Santander L4 station and freeing L9
AX07 - Extension L5 Horta - Vall d'Hebron*	Work in progress (expected opening: July 2010)
AX13 - Extension FGC Pl. Espanya - Gràcia	Informative study submitted awaiting processing
AX14 - Extension Terrassa Rambla - Can Roca	Work in progress (expected opening: second half 2011)
AX15 - Extension FGC Sabadell Estació - Ca n'Oriac	Work in progress (expected opening: mid 2013, as far as Ca n'Oriac)
AX16 - Olesa - Esparreguera* cable car (included in action MM11)	Work inaugurated
AX17 - Line Castelldefels - Sant Boi - Sarrià	Informative and environmental impact studies for the extension of FMB L3 Zona Universitària - Sant Feliu and extension of FGC L6 Reina Elisenda - Sant Joan de Déu approved. The Ministry of Works is drafting the informative study for the Cornellà - Castelldefels section of line R3 local rail
AX18 - Light railway Trinitat Nova - Can Cuiàs*	In service since 14 December 2003
AX19 - Reserved bus platform Caldes de Montbui - Mollet/Santa Perpètua	Preliminary study drafted
<b>Line L9 (Actions AX08 - 11)</b>	
L9. Sagrera Meridiana - Can Zam/Gorg section	Works in progress (opening Can Zam - Fondo section, December 2009; and Gorg - Bon Pastor, April 2010)
L9. Parc Logístic - Sagrera Meridiana section	Works in progress
L9. Aeroport - Parc Logístic section	Works in progress
L9. Sectorial projects (lifts, escalators, payment systems)	Works in progress (opening Can Zam - Fondo section, December 2009; and Gorg - Bon Pastor, April 2010)
<b>Tram</b>	
AX12a - Tram Diagonal - Baix Llobregat	In service since 3 April 2004
AX12b - Tram Diagonal - Besòs	In service since 8 May 2004
Mobile material (L9, renovation L5 and others)	Awarded

\* Action included in the Infrastructure Financing Agreements.

## Interchange programme

Action	Present situation (31 December 2009)
IN01 - Pl. Catalunya interchange (Metro L1-L2-L3-L4, FGC and Renfe)	Construction project for the Pl. Catalunya shunting area being drafted in two phases (expected start date phase 1: 2010; phase 2: 2011)
IN02 - Torrassa interchange (Metro L1-L9 and Renfe)	Basic project drafted (in association with the Ministry of Works and L'Hospitalet Council)
IN03 - Sagrera Meridiana interchange	Transfer L1-L5 in service from 13 March 2007. New local railway station under construction
IN04 - Arc de Triomf* interchange	Work in progress (expected opening Passeig Sant Joan lobby: summer 2010). Completion of all the work in the second half of 2011
IN05 - Interchanges related to the high speed rail (TAV)	Action linked to the construction of the high speed line
IN06 - Martorell Central interchange (FGC, Renfe and Bus Station)	FGC station in service from 21 May 2007
IN07 - El Papiol - Mollet line interchanges (Renfe and FGC)	Works in progress on Volpelleres station. Expected opening May 2010
IN08 - Llobregat Delta interchanges	Action lined to AX17
IN09 - Quatre Camins* interchange	In service, inaugurated 4 July 2003
IN10 - Park and ride (FGC)	Alternatives and demand study for Plaça Doctor Pearson in Rubí completed
IN11 - New bus stations and car parks at Metro stations	Informative study for Diagonal Zona Universitària station being drafted (expected initial approval: April 2010)

\* Action included in the Infrastructure Financing Agreements.



Barcelona. Diagonal-Provença interchange.

Infrastructure planning

**Modernisation and improvement programme**

Action	Present situation (31 December 2009)
MM01 - Conversion of L4 into L2. La Pau - Pep Ventura*	In service
MM02 - New Metro stations	Maresme (L4)* Metro Ernest Lluch (L5)* Virrei Amat (L4)*
MM03 - Improvement of stations and new lobbies (Vallcarca, Sants, Hospital de Bellvitge)	Infrastructure work: in progress. Town planning works: project drafted (expected tender for works: imminent). Architecture and installations project: drafting stage Construction project almost complete. Expected tender: summer 2010
MM04 - Adaptation Metro stations to persons with reduced mobility (PMR) (Lines 1, 3, 4 and 5)*	Work in progress: Llacuna, Bogatell and Selva de Mar (L4). Poble Nou (L4): work to be tendered. Ciutadella - Vila Olímpica (L4): project under reconsideration. Vallcarca (L3): planned solution under new study
MM05 - Renovation of Metro line	Projects to be drafted: Urquinaona interchange (project drafted, but but needs updating). Projects under review: Plaça de Sants (L1-L5), Rambla Just Oliveras (L1) and Jaume I (L4), Virrei Amat (L5) interchange. Projects drafted: Clot, Maragall, Verdaguier and Plaça Espanya interchange (awaiting approval)
MM06 - Improvements in use and maintenance	Sections completed on L3. Bogatell - Selva de Mar of L4 section completed
MM07 - Security on the Metro network	Done by FMB
MM08 - ATP-ATO Line 4	Done by FMB
MM09 - Semi-underground at Pallejà (FGC)*	Not started
MM10 - Double track El Palau - Martorell (FGC)*	In service since October 2007
MM11 - Double track Martorell - Olesa (FGC)*	Double track in service since 21 May 2007
MM12 - Elimination level crossings (FGC)*	Work completed
MM13 - Adaptation to PMR (FGC)	Callús: four level crossings completed. Masquefa: two level crossings completed (56 and 57). Masquefa: work on improvement of crossing permeability completed. Vallbona: construction project drafted
MM14 - Extension of platforms at Bonanova and Tres Torres (FGC)*	Almeda: new lobby and improvement of accessibility completed. First and second phases completed (Valldoreix, Bellaterra and Sant Esteve Sesrovires, Reina Elisenda, Pàdua, Ildefons Cerdà, Manresa Alta). Third phase completed: Sant Josep. Already completed: Manresa Viladordis, Can Parellada, La Pobla de Claramunt. Sarrià: project for renovation of lines and adaptation to PMR being drafted; access from C. Cardenal Sentmenat: work in service
MM15 - Signalling and traffic control (FGC)	In service: Bonanova and Tres Torres. Sant Gervasi - Pl. Molina: in progress (adapted to PRMs). Gràcia: new construction project being drafted (done by FGC)
MM16 - New station at Amadeu Torner	Done by FGC
	Work completed (May 2007)

\* Action included in the Infrastructure Financing Agreements.



State of implementation of PDI actions as of 31.12.2009

The table below indicates the state of implementation of the different PDI actions as of 31.12.2009 with the following classification by degree of implementation:

- Works completed ( ■ )
- Works tendered and/or in progress ( ■ )
- Actions for which the project (informative study or construction project) has been done or is being drafted ( ■ )
- Actions awaiting project ( ■ )

Expansion of the network

Code	Action	Amount PDI 2002 (M€ excluding VAT)	Amount PDI 2009 (M€ excluding VAT)
AX01	L1. Feixa Llarga - El Prat	114.0	296.1
AX02	L1. Fondo - Badalona Centre	111.1	402.4
AX03	L2. Sant Antoni - Parc Logístic	126.6	659.5
AX04	L2. Pep Ventura - Badalona Centre	103.6	69.5
AX05	L3. Canyelles - Trinitat Nova	74.8	140.5
AX06	L4. La Pau - Sagrera TAV	69.1	277.6
AX07	L5. Horta - Vall d'Hebron	119.4	286.3
AX08 - AX11	L9 Metro	1,938.3	5,510.2
	Mobile material L9	234.4	304.9
AX12a	Tram Diagonal - Baix Llobregat	241.2	300.4
AX12b	Tram Diagonal - Besòs	168.9	232.0
AX13	FGC. Pl. Espanya - Gràcia	137.6	294.8
AX14	FGC. Terrassa Rambla - Can Roca	123.3	294.3
AX15	FGC. Sabadell Station - Ca n'Oriac	117.8	384.5
AX16	Aeri Olesa - Esparreguera	3.1	4.5
AX17a	L3 Zona Universitària - Sant Feliu de Llobregat	98.3	187.0
AX17b	FGC L6 Reina Elisenda - Finestrelles	554.5	1,055.3
AX18	L11. Light railway Trinitat Nova - Can Cuiàs	33.6	49.0
AX19	Reserved bus platform Caldes corridor	62.1	120.7
AX20	Mobile material	-	270.0
Subtotal		4,431.9	11,139.4

Infrastructure planning

Interchanges			
Code	Action	Amount PDI 2002 (M€ excluding VAT)	Amount PDI 2009 (M€ excluding VAT)
IN01	Pl. Catalunya	110.2	110.2
IN02	Torrassa	26.7	69.0
IN03	Sagrera Meridiana	19.1	177.5
IN04	Arc de Triomf	8.3	43.1
IN05	Interchanges related to TAV	25.9	51.7
IN06	Martorell Central	2.6	44.6
IN07	Papiol - Mollet interchanges	9.8	9.8
IN08	Llobregat Delta interchanges	13.0	13.0
IN09	Quatre Camins	4.6	4.6
IN10	FGC. Park and ride	2.4	39.5
IN11	New bus stations	3.7	22.0
Subtotal		226.2	584.9



Bus stop outside the Barcelona and L'Hospitalet Ciutat de la Justícia.



Metro line 9. Fondo station.

Modernisation and improvement			
Code	Action	Amount PDI 2002 (M€ excluding VAT)	Amount PDI 2009 (M€ excluding VAT)
MM01	Conversion L4 to L2	18.7	21.7
MM02	New stations	25.0	151.6
MM03	Improvement of stations	135.0	148.8
MM04	Adaptations to PMR	100.5	222.7
MM05	Renovation of line	21.8	30.4
MM06	Improvements in use and maintenance	34.7	130.2
MM07	Security on the network	15.5	29.3
MM08	Driverless trains (ATO) on L4	15.5	20.0
MM09	Underground at Pallegà	50.8	71.4
MM10	Double track El Palau - Martorell	18.9	56.6
MM11	Double track Martorell - Olesa	9.3	59.1
MM12	Elimination level crossings	4.7	13.0
MM13	Adaptation to PMR	11.6	51.7
MM14	Extension of platforms	10.1	41.6
MM15	Signalling and traffic control	11.1	11.1
MM16	New station Europa/Fira	5.2	17.0
	Mobile material Metro. Renovation TMB	198.3	214.5
	Mobile material FGC	78.1	78.1
	Fare integration	-	12.0
Subtotal		764.8	1,380.8
Total		5,422.9	13,105.1

Nota: Within the modernisation and improvement programme, actions MM01 to MM08 correspond to the TMB Metro network and actions MM09 to MM16 to FGC.

IMP 2001-2010

Work in Progress – 31 December 2009

Actions Undertaken

Expansion of the rail network

- AX01 Metro L1 Extension Feixa Llarga - El Prat Pl. Catalunya
- AX02 Metro L1 Extension Fondo - Badalona Centre
- AX03 Metro L2 Connection Sant Antoni - Fira 2
- AX04 Metro L2 Extension Pep Ventura - Badalona Centre - Casagomes-Morera - Can Ruti
- AX05 Metro L3 Extension Canyelles - Roquetes - Trinitat Nova
- AX06 Metro L4 Extension La Pau - Sagrera HST
- AX07 Metro L5 Extension Horta - Vall d'Hebron
- AX08 Metro L9 Airport - Parc Logístic section
- AX09 Metro L9 Parc Logístic - Zona Universitària section
- AX10 Metro L9 Zona Universitària - Sagrera Meridiana
- AX11 Metro L9 Sagrera Meridiana - Gorg/Can Zam section
- AX12a Diagonal (Pl. Francesc Macià) - Baix Llobregat section
- AX12b Diagonal (Pl. Glòries) - Besòs section
- AX13 FGC Extension Pl. Espanya - Pl. Francesc Macià - Gràcia/Provença
- AX14 FGC Extension Terrassa Rambla - Can Roca
- AX15 FGC Extension Sabadell Estació - Pl. Espanya
- AX16 FGC Aeri Olesa - Esparraguera
- AX17 Castelldefels - Sant Boi - Sarrià line
- AX18 Light Metro Trinitat Nova - Can Cuiàs
- AX19 Bus lane along Caldes - Mollet/Santa Perpètua

Modernisation and improvement of the network (Metro and FGC)

- MM01 Metro Conversion from L4 to L2
- MM02 Metro New stations: Maresme - Fòrum, Virrei Amat and Cardenal Reig
- MM03 Metro Station improvements (not shown)
- MM04 Metro Modification for the disabled (not shown)
- MM05 Metro Track renovation (not shown)
- MM06 Metro Improvements to use and maintenance (not shown)
- MM07 Metro Network security (not shown)
- MM08 Metro Automatic train operation on L4 (not shown)
- MM09 FGC Sub-surfacing to Pallejà
- MM10 FGC Division of El Palau - Martorell
- MM11 FGC Division of Martorell - Olesa
- MM12 FGC Removal of level crossings (not shown)
- MM13 FGC Modification for the disabled (not shown)
- MM14 FGC Lengthening platforms and new access onto Reina Elisenda (not shown)
- MM15 FGC Signalling and traffic control (not shown)
- MM16 FGC New station at Amadeu Torner

Interchanges

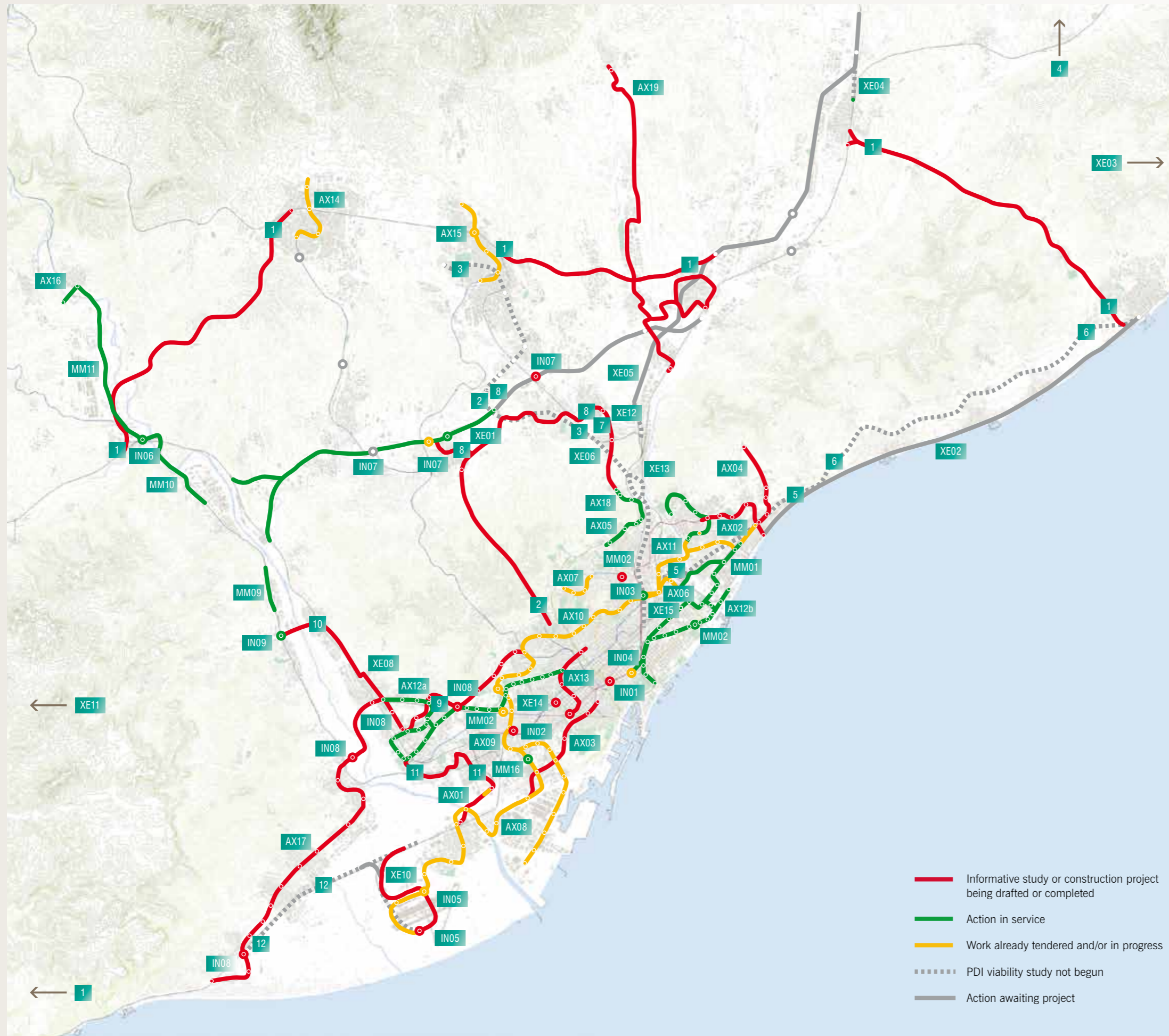
- IN01 Interchange Pl. Catalunya (Metro L1-L2-L3-L4, FGC and RENFE)
- IN02 Interchange l'Hospitalet Centre (Metro L1-L9 and RENFE)
- IN03 New intermodal station at Sagrera Meridiana (Metro L1-L5-L9 and RENFE)
- IN04 Interchange Arc de Triomf (Metro L1, RENFE, Bus Station)
- IN05 Interchanges for the HST
- IN06 Interchange Martorell Central (FGC, RENFE and Bus Station)
- IN07 Interchanges El Papiol - Mollet line (RENFE and FGC)
- IN08 Interchanges Castelldefels - Sant Boi - Sarrià line
- IN09 FGC Interchange Quatre Camins (FGC and Bus Station)
- IN10 FGC Alternative car park (not shown)
- IN11 New bus stations and car parks at Metro stations (not shown)

Expansion, modernisation and improvement of the state rail network

- XE01 Conversion El Papiol - Mollet line for passenger
- XE02 Increase in capacity of the Badalona - Mataró section
- XE03 Division of Arenys de Mar - Tordera route
- XE04 Connection of the Vic and Girona lines
- XE05 Division of the Montcada - La Garriga route
- XE06 Montcada Tunnel
- XE07 New stations at Sabadell, Terrassa, Sant Adrià and Granollers
- XE08 Sub-surfacing at Sant Feliu de Llobregat
- XE09 New tunnel Sants - Sagrera (GIF actions)
- XE10 Alteration of Airport junction
- XE11 Vilafranca del Penedès station
- XE12 Partial sub-surfacing of Mas Rampinyo
- XE13 Rail service in the Meridiana tunnel
- XE14 Improvements to southern access to Sants station
- XE15 Improvements to northern access to Sagrera HST station
- XE16 New logistics installations (not shown)
- XE17 Modernisation and improvement to security installations (not shown)
- XE18 Alternative car park (not shown)
- XE19 New suburban rolling stock (not shown)

Feasibility studies and outline of new projects

- 1 Joint study of orbital Mataró - Granollers, Granollers - Sabadell, Terrassa - Martorell and Vilafranca - Vilanova train line
- 2 New Tibidabo - UAB (FGC) line
- 3 New Montcada - Sabadell line
- 4 Division of La Garriga - Vic
- 5 Badalona alternative line (or track up-grade)
- 6 Passenger traffic study on the line from the Maresme going inland
- 7 Light Metro Can Cuiàs - Ripolllet
- 8 Tram Cerdanyola - Centre Direccional - Sant Cugat
- 9 Tram crossing Diagonal - Baix Llobregat through Laureà Miró (Esplugues de Llobregat)
- 10 Extension to the Sant Feliu - Quatre Camins tram line
- 11 Extension to the Cornellà Centre - Almeda tram line
- 12 Capacity study of the Castelldefels - El Prat route (3rd and 4th platform)



- Informative study or construction project being drafted or completed
- Action in service
- Work already tendered and/or in progress
- - - - PDI viability study not begun
- Action awaiting project

## Infrastructure planning

## Actions completed

In 2009, the main infrastructure brought into operation was the section of line L9 between Can Peixauet and Can Zam stations in the municipality of Santa Coloma Gramenet. In 2010 the other stations of section 4 of L9, as far as the Sagrera Meridiana interchange, will be brought into operation.

We should also mention the opening of the Diagonal - Provença interchange and the adaptation of Sant Gervasi - Plaça Molina station.

## Actions in progress

As part of the Metro network expansion programme, as well as line L9, we should mention the extension works on line L2 Pep Ventura - Badalona Centre, which are in progress, as is the extension of L5 between Horta and Vall d'Hebron; these two will be opening in 2010.

On the FGC network the works on the Terrassa Rambla - UPC/ Vallparadís - Can Roca extension are in progress and should be completed by 2011. Work is also in progress on the Sabadell Estació - Ca n'Oriac extension, which is scheduled for mid 2013.

## Actions completed (in M€, excluding VAT)

Code	Action	Amount PDI 2002 (M€)	Amount PDI 2009 (M€)	Best estimate of the total cost of the work	Amount for the works tendered	Amount for the works awarded	Modifications, price revisions, complementary and others	Awaiting tender and award
AX05	L3. Canyelles - Trinitat Nova	74.8	140.5	140.5	134.8	125.6	14.8	0.0
AX12a	Tram Diagonal - Baix Llobregat	241.2	300.4	300.4	217.3	217.3	83.1	0.0
AX12b	Tram Diagonal - Besòs	168.9	232.0	264.5	205.2	205.2	59.3	0.0
AX16	Aeri Olesa - Esparreguera	3.1	4.5	4.5	4.8	4.5	0.0	0.0
AX18	L11. Light railway Trinitat Nova - Can Cuiàs	33.6	49.0	49.0	42.2	48.0	7.0	0.0
AX20	Mobile material	0.0	77.9 <sup>(1)</sup>	77.9	77.9	77.9	0.0	0.0
IN03	Sagrera Meridiana	19.1	177.5	99.9 <sup>(2)</sup>	93.1	78.2	21.6	0.0
IN06	Martorell Central	2.6	44.6	18.7 <sup>(2)</sup>	16.5	15.8	3.0	0.0
IN09	Quatre Camins	4.6	4.6	4.4	3.7	3.8	0.6	0.0
MM01	Conversion L2 to L4	18.7	21.7	21.7	21.7	20.9	0.8	0.0
MM09	Underground at Pallejà	50.8	71.4	71.4	72.2	63.3	8.1	0.0
MM10	Double track El Palau - Martorell	18.9	56.6	56.6	62.8	53.4	3.2	0.0
MM11	Double track Martorell - Olesa	9.3	59.1	59.1	62.3	56.5	2.6	0.0
MM16	New Europa/Fira station	5.2	17.0	17.0	17.0	17.0	0.0	0.0
MM17	Mobile material Metro. Renovation TMB	198.3	214.5	214.5	214.5	214.5	0.0	0.0
MM18	Mobile material. Renovation FGC	78.1	78.1	78.1	78.1	78.1	0.0	0.0
		927.2	1,549.4	1,478.2	1,324.1	1,274.0	204.1	0.0

(1) Only includes L1 / (2) Does not include General State Administration investment.

Adaptation of the FGC stations for persons with reduced mobility (PMR) and elimination of the level crossings on the Llobregat - Anoia line are nearly complete. On the FMB network the stations without connections are being adapted and work has begun on the adaptation of the transfer stations.

Within the interchange programme we should highlight the works in progress on the Arc de Triomf and Torrassa interchanges (L1/L9).

## Actions in progress (in M€, excluding VAT)

Code	Action	Amount PDI 2002 (M€)	Amount PDI 2009 (M€)	Best estimate of the total cost of the work	Amount for the works tendered	Amount for the works awarded	Modifications, price revisions, complementary and others	Awaiting tender and award
AX01	L1. Feixa Llarga - El Prat <sup>(1)</sup>	114.0	296.1	296.1	66.2	54.6	0.4	241.1
AX04	L2. Pep Ventura - Can Ruti	103.6	69.5	69.5	56.7	48.5	5.4	15.6
AX06	L4. La Pau - Sagrera TAV	69.1	277.6	278.7	167.2	167.2	0.0	111.5
AX07	L5. Horta - Vall d'Hebron	119.4	286.3	285.9	301.2	216.9	49.6	19.4
AX08 - AX11	L9 Metro	1,938.3	5,510.2	5,510.2	3,720.2	3,720.2	1,790.0	0.0
AX08 - AX11	Mobile material <sup>(2)</sup>	234.4	304.9	304.9	304.9	304.9	0.0	0.0
AX14	FGC. Terrassa Rambla - Can Roca	123.3	294.3	334.0	254.8	200.8	63.4	69.8
AX15	FGC. Sabadell Estació - Ca n'Oriac <sup>(3)</sup>	117.8	384.5	384.5	253.6	188.0	28.9	167.5
IN04	Arc de Triomf	8.3	43.1	37.2	37.2	28.7	2.0	6.6
IN07	Papiol - Mollet interchanges	9.8	9.8	16.7	1.9	1.9	0.0	14.8
IN11	Bus stations and Metro car park	3.7	22.0	22.0	0.2	0.2	0.0	21.8
MM02	New stations	25.0	151.6	213.2	204.1	85.2	120.8	7.2
MM03	Improvement to stations	135.0	148.8	222.4	95.2	93.6	0.1	128.7
MM04	Adaptations to PMR	100.5	222.7	215.7	139.0	76.6	47.0	92.1
MM05	Renovation line	21.8	30.4	32.3	23.7	23.7	0.0	8.6
MM06	Improvements operation and maintenance <sup>(4)</sup>	34.7	130.2	131.7	135.2	125.9	2.4	3.4
MM07	Security on the network	15.5	29.3	31.0	21.8	21.8	0.0	9.2
MM08	Driverless trains (ATO) on L4	15.5	20.0	20.0	7.6	7.6	0.0	12.4
MM12	Elimination level crossings	4.7	13.0	13.0	9.7	7.0	1.3	4.7
MM13	Adaptation to PMR	11.6	51.7	51.7	25.6	23.7	1.2	26.8
MM14	Extension platforms and new accesses	10.1	41.6	41.6	33.6	18.2	1.7	21.7
MM15	Signalling and traffic control	11.1	11.1	11.1	0.2	0.2	0.0	10.9
SN02	Other actions at FGC stations <sup>(5)</sup>	-	-	53.5	50.1	34.6	13.7	5.2
SN03	District Metros	-	-	38.5	32.3	31.9	6.6	0.0
		3,227.2	8,348.7	8,615.4	5,942.2	5,481.9	2,134.5	999.0

(1) Workshops and shunting area done / (2) Does not include financial expenses / (3) The amount 'Awaiting tender and award' includes expected future amounts for complementary and price revisions / (4) Includes electric traction power supply / (5) Actions at Diagonal - Provença.

## Infrastructure planning

## Actions at the project stage

The main actions at the project stage are the extensions to line L8 through the centre of Barcelona (informative study awaiting processing) and line L2 between Sant Antoni and Parc Logístic (construction project awaiting approval).

For the Castelldefels - Sant Boi - Sarrià line (action AX17) in 2009 the informative and environmental impact studies for the extension of FMB L3 Zona Universitària - Sant Feliu and the extension of FGC Reina Elisenda - Sant Joan de Déu L6 were initially approved. For its part, the Ministry of Works is drafting the informative study for the Cornellà - Castelldefels section of the local Iberian gauge rail network.

Concerning the Plaça Catalunya interchange and the FGC Barcelona - Vallès connection, the construction project for the new shunting area is being drafted.

Moreover the informative study of the extension of line L1 to Badalona Centre is being approved.

## Actions awaiting a project

As part of the network expansion programme there is no action awaiting an informative study or project.

## Actions at the project stage (in M€, excluding VAT)

Codi	Action	Amount PDI 2002 (M€)	Amount PDI 2009 (M€)	Best estimate of the total cost of the work	Amount for the works tendered	Amount for the works awarded	Amount for the works awarded	Modifications, price revisions, complementary and others
AX02	L1. Fondo - Badalona Centre	111.1	402.4	402.4	0.0	0.0	0.0	402.4
AX03	L2. Sant Antoni - Parc Logístic	126.6	659.5	659.5	0.0	0.0	0.0	659.5
AX13	FGC. Pl. Espanya - Gràcia	137.6	294.8	294.8	0.0	0.0	0.0	294.8
AX17a	L3. Zona Universitària - Sant Feliu	98.3	187.0	187.0	0.0	0.0	0.0	187.0
AX17b	FGC. L6. Reina Elisenda - Finestrelles	554.5	1,055.3	1,055.3	0.0	0.0	0.0	1,055.3
AX19	Reserved bus platform Caldes corridor	62.1	120.7	120.7	0.0	0.0	0.0	120.7
IN01	Pl. Catalunya	110.2	110.2	110.2	0.0	0.0	0.0	110.2
IN02	Torrassa	26.7	26.7 <sup>(1)</sup>	26.7	0.0	0.0	0.0	26.7
IN05	Interchanges related to the TAV	25.9	51.7	0.0	0.0	0.0	0.0	0.0
IN08	Delta del Llobregat interchanges	13.0	13.0	13.0	0.0	0.0	0.0	13.0
IN10	FGC. Park and ride	2.4	39.5	39.5	0.0	0.0	0.0	39.5
	Fare integration	-	12.0	12.0	0.0	0.0	0.0	12.0
		1,268.4	2,972.8	2,921.1	0.0	0.0	0.0	2,921.1

(1) Does not include General State Administration investment.

## Addenda - State of the actions programme for the state rail network

As the main action we should mention that the Ministry of Works is drafting the informative study for the new Castelldefels - Sant Boi - Sant Joan Despí - Cornellà section of the local Iberian gauge rail network.

The Hospitalet Centre interchange has been put out to tender for a sum of 37.4 M€.

Lastly, we should mention that the new Sagrera - Meridiana local railway station and Passeig de Gràcia station are under construction.

## State rail network programme

Code	Action	Amount PDI 2002 (M€)	Amount PDI 2009 (M€)	State of implementation of the works and observations
XE01	Conversion El Papiol - Mollet line for passengers	69,5	77,6	Double track Santa Perpètua - Mollet line + Santa Perpètua station + Mollet junction in progress
XE02	Increasing capacity. Badalona - Mataró section	104,6	104,6	Action not planned by the Ministry of Works
XE03	Double track Arenys de Mar - Blanes	72,1	474,1	Informative study awaiting commission
XE04	Connection of the Vic and Girona lines	30,1	30,1	Action not planned by the Ministry of Works
XE05	Double track Montcada - La Garriga	26,3	602,2	Informative study for double track Montcada - Vic (drafted)
XE06	Montcada tunnel	36,1	159,5	Not yet developed. Estimated in PIFCB at 185.0 M€
XE07	New stations in Sabadell, Terrassa, Sant Adrià and Granollers	12,0	48,2	Terrassa Est already in service. Sant Adrià and Granollers not planned by the Ministry of Works. New ones at Montmeló and Gavà
XE08	Line underground at Sant Feliu de Llobregat	45,1	92,1	Informative study approved
XE09	Cornellà - Castelldefels	-	775,9	Informative study being drafted extended to Zona Universitària
XE10	New local rail access to airport	90,1	219,8	Branch line El Prat - Airport already tendered for 257.4 M
XE11	Vilafranca del Penedès station	6,0	6,9	Already constructed and in service
XE12	Partial line underground at Mas Rampinyo	7,2	10,8	For the time being double track for XE05 not considered
XE13	Rail service in Meridiana tunnel	12,0	29,6	The new Sagrera Meridiana local railway station under construction
XE14	Improvement of south access to Sants station	51,7	315,0	Informative study for putting line R2 underground at L'Hospitalet + La Torrassa junction
XE15	Improvement of north access to Sagrera TAV station	31,8	0,0	Actions planned for Bifurcació Aigües and Zona de Vallbona according to the basic project
XE16	New logistical installations	12,0	67,7	New Montcada workshop: 8.5 M€. Renovation Renfe workshops at Sant Andreu: 70 M€, no construction project yet
XE17	Modernisation and improvement of the electrical and safety installations	12,0	107,8	Works in progress on latching and GSM-R
XE18	Park and ride	12,6	39,3	Not yet developed . Estimated in PIFCB at 50.0 M€
XE19	New mobile material for local rail	288,5	206,9	Planned incorporation of 80 Civia trains in the period 2006-2012
		919,7	3.368,1	

PIFCB: Barcelona Local Rail Infrastructures Plan 2008-2015.

Infrastructure planning

2 Summary of the investment in progress

The summary of the investment made within the framework of the PDI as of 31.12.2009 was as follows (in M€ excluding VAT):

Programme	Amount PDI 2002 (M€)	Amount PDI 2009 (M€)	Estimate cost total	Tender amount	Award amount	Complementary and others	Awaiting award
Expansion of network <sup>(1)</sup>	4,431.9	11,139.4	11,020.3	5,807.1	5,573.6	2,101.9	3,344.8
Interchanges	226.2	584.9	388.3 <sup>(2)</sup>	152.6	128.6	27.2	232.5
Modernisation and improvement <sup>(1)</sup>	764.8	1,380.8	1,606.1	1,306.7	1,053.7	209.5	342.9
<b>Total</b>	<b>5,422.9</b>	<b>13,105.1</b>	<b>13,014.7</b>	<b>7,266.3</b>	<b>6,755.9</b>	<b>2,338.6</b>	<b>3,920.2</b>

(1) Does not include General State Administration investment in the state network / (2) Does not include General State Administration investment.

3 Studies derived from the 2001-2010 PDI

Of the viability studies which the ATM Board of Directors agreed should be done when the PDI is approved, the following were still pending as of 31.12.2009:

- New line Montcada - Sabadell
- Badalona alternative line
- Study for moving the Maresme line to the hinterland
- Capacity study for the Castelldefels - El Prat corridor (3rd and 4th line)



Barcelona Airport. Arrival of the train.



Metro line 9. Fondo station.



## RMB Mobility Master Plan

### Legal framework and content

The aim of the Mobility Law is to “establish the principles and goals that should apply to a management of the mobility of persons and goods transport aimed at sustainability and security, and to determine the necessary instruments for Catalan society to accomplish those goals and guarantee all citizens accessibility with sustainable resources” (art. 1.1).

The drafting of the RMB Mobility Master Plan (PDM) is a consequence of the national guidelines on mobility, which constitute the framework for the application of the Mobility Law. The plan was approved by the Catalan Government on 2 September 2008 and will be in force until 2012.

The general aims of the PDM are formulated from the Mobility Law and the national guidelines on mobility, bearing in mind that the RMB has certain specific characteristics in relation to the rest of Catalonia. In particular, the high densities of population and facilities help create a context for achieving high levels of sustainable mobility.

The PDM has been the object of a strategic environmental assessment, according to the legislation established by the environmental authority.

In July 2009 the first PDM monitoring report was submitted to the ATM Board of Directors. It contains the state of implementation of the PDM measures and the monitoring values for each of them for the year 2008.

The PDM consists of 9 lines of action and 93 measures. As of 30 June 2009 all the lines of the PDM had been launched and 72 measures are being implemented.

Line 1 - Coordinate town planning and mobility

Line 2 - Promote a safe and well connected mobility infrastructures network

Line 3 - Manage mobility and promote modal transfer

Line 4 - Improve the quality of rail transport

Line 5 - Obtain an accessible, effective and efficient surface public transport

Line 6 - Modernise logistical activity and speed up the goods railway infrastructures

Line 7 - Guarantee sustainable access to work centres

Line 8 - Promote energy efficiency and the use of clean fuels

Line 9 - Carry out a participatory management of the Mobility Master Plan

The table below shows the number of measures per line according to the degree of implementation.

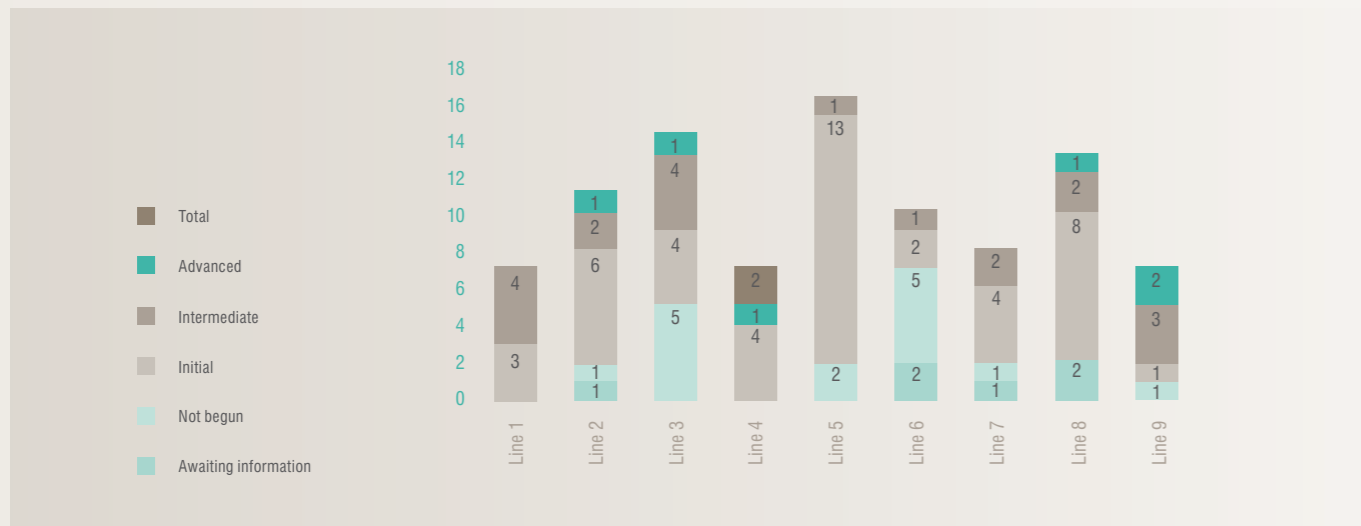
All the measures for Lines 1 and 4 are under way, though the ones which show the highest degree of implementation are 1 and 9. Line 6 is the one with the fewest measures under way, only three, and with a low degree of implementation. Line 5 is the one with the most measures under way, fourteen.

### Work done in 2009

Apart from the work on monitoring the PDM, in 2009 a number of jobs have been done to further and broaden the implementation of the measures. They are:

Job	Content
Methodology of assessment and monitoring of the main measures of the PDM with effects on mobility, energy consumption and CO <sub>2</sub> , NOx and PM <sub>10</sub> emissions	An aggregate methodology for each measure is established according to its impact on mobility and environmental parameters, which provides details of which group of measures is most efficient for achieving the values proposed in the aims of the PDM.
Deployment of the RMB PDM. Analysis of bus lines to the RMB railway stations	Study to propose the most efficient lines for road public transport serving railway stations from both RMB towns and industrial estates, developing measures 3.4 and 7.4 of the PDM.
Updating of the social and environmental costs of RMB mobility for 2008	Every two years the ATM updates the study of the social and environmental costs of RMB mobility. This time it adds the costs of bicycles and breaks down the city and intercity values of all modes, so that studies by spheres and by modes can be done more simply.
Deployment of the RMB PDM. Study of proposals for improving intercity public transport stops	The study makes a detailed list of 60 intercity public transport stops which are in need of improvement, bearing in mind aspects of accessibility, comfort and visibility both at the stop and along its access itinerary, developing measures 2.5 and 5.10 of the PDM.
Study of the sizing and design of bus lanes on roads and accesses to intermediate RMB cities	Analysis of alternatives and proposed solution for the location and design of small bus lanes on accesses to intermediate RMB cities, developing measures 5.5 and 5.6 of the PDM.
Study of the sizing and design of public transport modal interchange car parks by road / private vehicle	Analysis of alternatives and proposed solution for the location and design of modal interchange car parks for express road public transport lines, situated in corridors without the availability of a good railway service, developing measure 3.8 of the PDM.

Number of measures per line according to the degree of implementation as of July 2009



Bus stop outside the Barcelona and L'Hospitalet Ciutat de la Justícia.

RMB Mobility Master plan

Mobility service

In accordance with the functions attributed to it by the Mobility Law as the territorial mobility authority of the Barcelona metropolitan region, the ATM reports on urban mobility plans, services plans, business travel plans and the mobility studies generated within its sphere.

We should point out that in 2009 the city of Granollers urban mobility plan received a favourable report.

Of the business travel plans provided for in Decree 152/2007 which regulates the Action Plan for improving air quality in 40 RMB towns declared atmospheric environment protection zones, 22 were processed in 2009.

On the generated mobility assessment studies regulated by Decree 344/2006, a total of 63 returned reports in 2009 with the following distribution:

Singular introduction	11
General planning	21
Derived planning	31
<b>Total</b>	<b>63</b>

Furthermore, in 2009 the ATM, commissioned by the Catalan Government Mobility Secretariat, has coordinated the drafting of specific mobility plans related to the following mobility generating centres:

- Updating of the mobility plans for the Sant Andreu de la Barca and Castellbisbal industrial estates
  - Can Ruti in Badalona
- The ATM also takes part in the monitoring of the following specific mobility plans which are being implemented:
- Mesa del Delta which corresponds to the Zona Franca Consortium, the ZAL and the Pratenc industrial estate
  - Sud de Terrassa industrial estates
  - El Pla de Sant Feliu de Llobregat and Molins de Rei industrial estates
  - Almeda, Est, Famades and Solanes industrial estates in Cornellà de Llobregat and Camí del Mig industrial estate in L'Hospitalet de Llobregat
  - Ciutat de la Justícia, in Barcelona and L'Hospitalet de Llobregat
  - Universitat Autònoma de Barcelona, in Cerdanyola del Vallès
  - Prat de Llobregat Airport
  - Can Sant Joan industrial estate in Sant Cugat del Vallès and Rubí
  - Can Mitjans, Can Mir and Can Trias industrial estates in Viladecavalls
  - New Moisès Broggi Hospital in Sant Joan Despí

## Management of the tramway system

### 1 Diagonal - Baix Llobregat tram

#### Concession contract

Over 2009, the Trambaix contract concession system was updated. The most interesting aspects deriving from the new redrafted text of the concession contract are certain improvements in the service and infrastructures, which will be implemented gradually. Two in particular stand out: the improvement to safety and the fight against fare dodging, and the improvement of frequency on all the lines.

With the first improvement, there will be more safety inspectors, increased surveillance on the line, an improvement of the garage installations and, most of all, the complete introduction of Digirail. This system, which was implemented over 2009, involves the installation of video surveillance at particular points of the infrastructure and on board. It also provides the possibility of observing images captured by the cameras on the trams, thanks to the monitors installed on them and a wireless network which covers the whole tramway system.

Concerning the second, an improvement in the frequency of the lines from 2011 has been stipulated. It will be achieved by the incorporation of four new tram units on the network. This improvement will enable the trams to circulate on the

common section at four-minute intervals. That interval will be twelve minutes on the branch lines instead of the current fifteen.

#### Operation

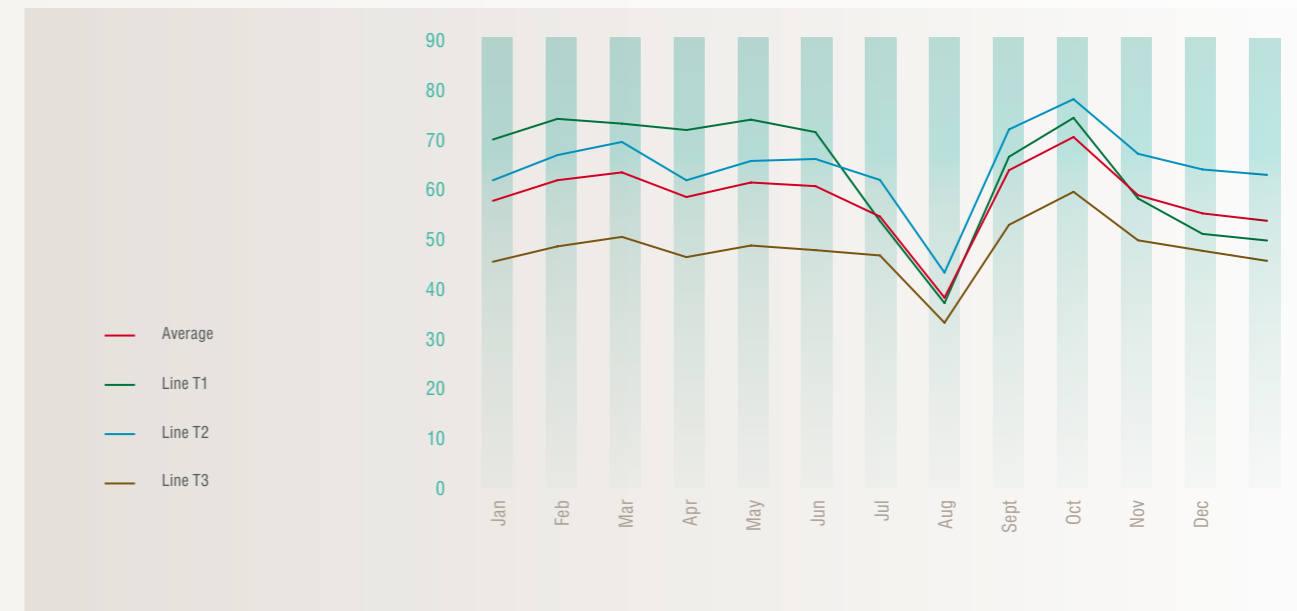
Over 2009, Trambaix has been consolidated as a means of connecting the city of Barcelona and the Baix Llobregat district.

The upward trend of recent years of operation has been maintained and 2009 showed an increase of more than 600,000 validations over the previous year (3.9%). That means a monthly increase of 50,000 validations.

The maximum number of monthly validations was reached in October, with a total of 1,656,154.

Below is a graph showing the evolution of the average monthly passenger load over 2009. It reflects average occupation of the trams month by month.

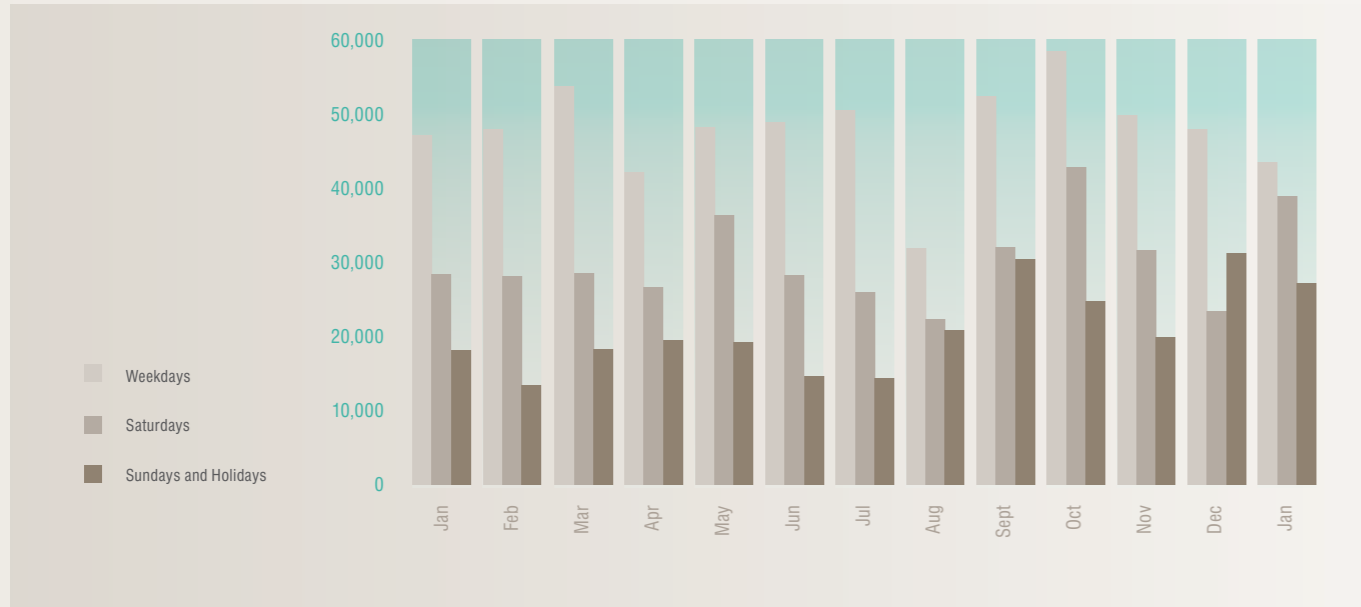
Evolution of the average monthly passenger load (no. Users). Trambaix



Management of the tramway system

The next graph reflects the difference in the number of validations month by month according to the type of day.

Validations per type of day Trambaix



Commercial speed for 2009 underwent a slight increase over the 2008 average. That rise is linked to the completion of the works around Sant Ramon station and the adaptation of the regulation of the tram to the modification of the cross-roads affected by the work.

Next there is a graph with the evolution of the commercial speeds of each line month by month and the average speed calculated from a weighting of the three lines.

Average commercial speed. Trambaix



Monitoring the operation

For 2009 we must also point out the beginning of a new periodic operation supervision plan by the ATM. It includes a detailed monitoring of the state of the platform and the tramway installations and a comparison of the key service quality data.

The most important result of this supervision of the service is an improvement in the detection and resolution of incidents on the platform, which improve both preventive maintenance and the users' perception of the quality of the service.



On this page and the next one, Trambaix stop outside Sant Joan Despí Hospital.

Management of the tramway system

2 Sant Martí – Besòs Tram

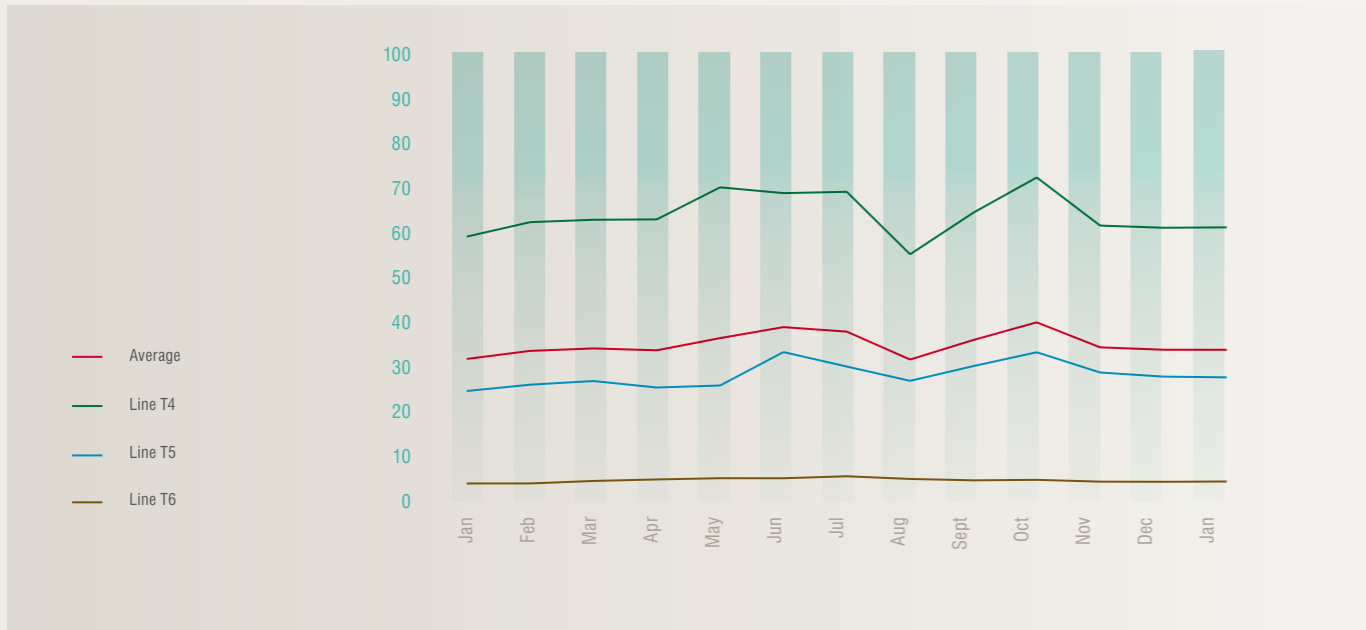
Operation

In 2009, the number of Trambesòs users increased, rising to a total of 7,679,556 validations, 176,159 more than the previous year (2.35%), which is 14,700 more monthly validations than in that period.

The majority of Trambesòs passengers use the T4, which carries about 60% of users of the network.

Below is a graph showing the evolution of the average monthly passenger load over 2009. It reflects average occupation of the trams month by month.

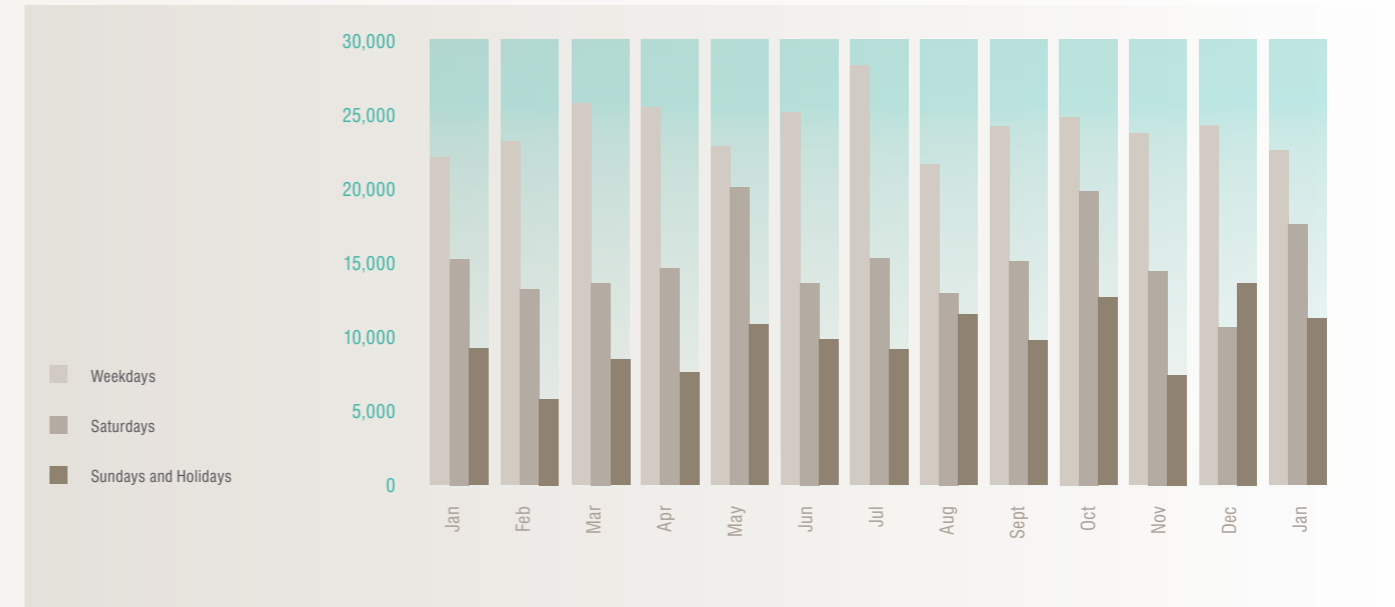
Evolution of the average monthly passenger load (no. Users). Trambesòs



Barcelona. Trambesòs near Plaça de Les Glòries.

The next graph reflects the difference in the number of validations month by month according to the type of day.

Validations per type of day. Trambesòs



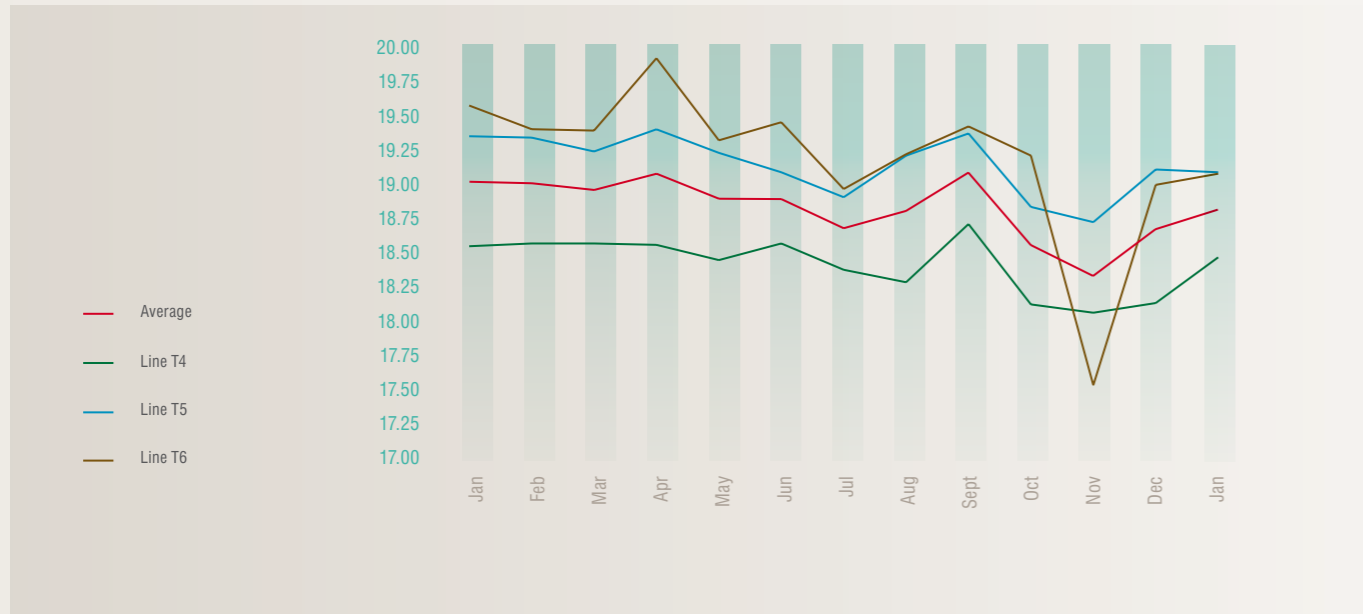
Management of the tramway system



We should mention that commercial speed suffered a slight fall in 2009 for a number of objective reasons. In November there was a general strike in the transport sector, which damaged the commercial speed, especially on the T6 (this effect can also be seen on the commercial speed graphs for Trambaix, although it is not so perceptible).

Next there is a graph with the evolution of the commercial speeds of each line month by month and the average speed calculated from a weighting of the three lines.

Average commercial speed. Trambesòs



Monitoring the operation

For 2009 we must also point out the beginning of a new periodic operation supervision plan by the ATM. It includes a detailed monitoring of the state of the platform and the tramway installations and a comparison of the key service quality data.

The most important result of this supervision of the service is an improvement in the detection and resolution of incidents on the platform, which improve both preventive maintenance and the users' perception of the quality of the service.

3 Evolution of demand on the tramway system

Trambaix	2008	2009	TAM (*)
January	1,371,173	1,306,267	15,601,079
February	1,321,306	1,300,857	15,580,630
March	1,305,407	1,462,144	15,737,367
April	1,447,806	1,294,320	15,583,881
May	1,348,161	1,382,934	15,618,654
June	1,293,069	1,340,456	15,666,041
July	1,338,413	1,356,319	15,683,947
August	746,374	926,978	15,864,551
September	1,262,603	1,492,780	16,094,728
October	1,521,872	1,660,463	16,233,319
November	1,378,952	1,391,995	16,246,362
December	1,330,849	1,350,524	16,266,037
<b>Total</b>	<b>15,665,985</b>	<b>16,266,037</b>	

Trambesòs	2008	2009	TAM (*)
January	632,187	604,768	7,475,978
February	589,967	586,967	7,472,978
March	611,991	657,788	7,518,775
April	693,094	630,427	7,456,108
May	673,208	708,357	7,491,257
June	642,533	678,834	7,527,558
July	688,564	705,847	7,544,841
August	506,399	567,073	7,605,515
September	614,305	644,563	7,635,773
October	668,719	680,024	7,647,078
November	609,138	595,063	7,633,003
December	573,292	619,845	7,679,556
<b>Total</b>	<b>7,503,397</b>	<b>7,679,556</b>	

(\*) TAM: Mobile annual average, last 12 months.

## Integrated Fare System

### 1 Calendar for introduction of the Integrated Fare System (STI)

The project to integrate fares throughout the Barcelona metropolitan region, promoted by the consortium administrations, was approved by the Board of Directors of the ATM on 15 November 2000. Its aims are:

- To create a fare system which is easy to understand and based on principles accepted by the users.
- To encourage perception of the metropolitan collective public transport system as an integrated network.
- To help make public transport attractive to the users.

The calendar for the incorporation of the different operators into the project has been as follows:



Manresa. Intercity bus.

#### 2001

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

#### 2002

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

#### 2003

The city services of Terrassa (TMESA), El Papiol (Autos Castellbisbal), Granollers (Autobusos de Granollers), Vallirana (Soler i Sauret), Molins de Rei (Molins Bus UTE), Cerdanyola del Vallès (Sarbus), Vilassar-Cabrera de Mar (Empresa Casas), Igualada (TUISA); the intercity service launched by the municipality of Mollet del Vallès and the intercity services of the Hispano Llacunense and SA Masats Transports Generals companies were also integrated.

#### Any 2004

Trambaix and Trambesòs. The intercity services of CRA La Hispania, SA Autocars Vendrell, SL and La Hispano Hilariencia, SA were integrated.

#### Any 2005

The intercity services of Autocars Julià, SL and the city services of Cervelló, Sant Vicenç dels Horts, Sant Esteve Sesrovires and the Rubí shuttle between the FGC and Renfe Rodalies stations in the city.

#### Any 2006

The city services of Castellar del Vallès (Martí i Renom) and Vilanova i la Geltrú (TCC, SA) and line PR4 from El Prat de Llobregat to ZAL (TCC, SL).

#### Any 2007

The city services of Manresa (Manresa Bus) and Hostalets de Pierola (Montferri Hnos.).

#### Any 2008

The city services of Vilafranca del Penedès (La Hispano Igualadina, SA), Sitges (TCC 2, SL), Sant Sadurn d'Anoia (TCC 2, SL) and Masnou (Transports urbans del Masnou, SL), and the intercity services run by the municipalities of Barberà del Vallès (Marfina Bus, SA), Corbera de Llobregat (Autocorb, SA) and Piera (Montferri Hermanos, SL).

#### Any 2009

The calendar for additional integrations for 2009 was as follows:

- TransBages, SL intercity service, 1 April.
- Transportes Castellà, SA intercity service, 1 April.
- Expansion of the intercity services of the following companies: Fytsa, TGO, SA, SA Masats, La Hispano Igualadina, SA, La Hispano Llacunense, SA, Montferri Hermanos, SL, 1 April.
- Can Sant Joan industrial estate bus, 1 April.
- Martorell city service (Tibus, SA), 1 June.
- SA Alsina Graells intercity service, 1 October

In April 2009 the zoning of the Integrated Fare System was expanded with 51 new municipalities, including all the towns and cities of the Bages and Anoia districts. This was the most important expansion since the system came into

operation. Initially, in 2001, the territorial sphere of fare integration was the Barcelona metropolitan region extended as far as the boundaries of the local railways.

Integrated Fare System

2 Zoning of the Integrated Fare System

At present, the territory of the Integrated Fare System of the Barcelona area covers a total of 253 municipalities and a population of over 5.5 million inhabitants.

The territory has been divided into six fare rings and different sectors.

The rings are concentric around ring 1, formed by the eighteen municipalities of the sphere of the EMT, and are defined according to distance in kilometres. The sectors have been established on the basis of the different traffic corridors, which avoids dividing the areas of influence of the capitals and polarities of districts.

A fare zone is the area resulting from the intersection of rings and sectors.

With the expansion of the sphere in April, 106,520 inhabitants of 51 municipalities have benefitted (30 municipalities of the Bages district and 21 of the Anoia district).

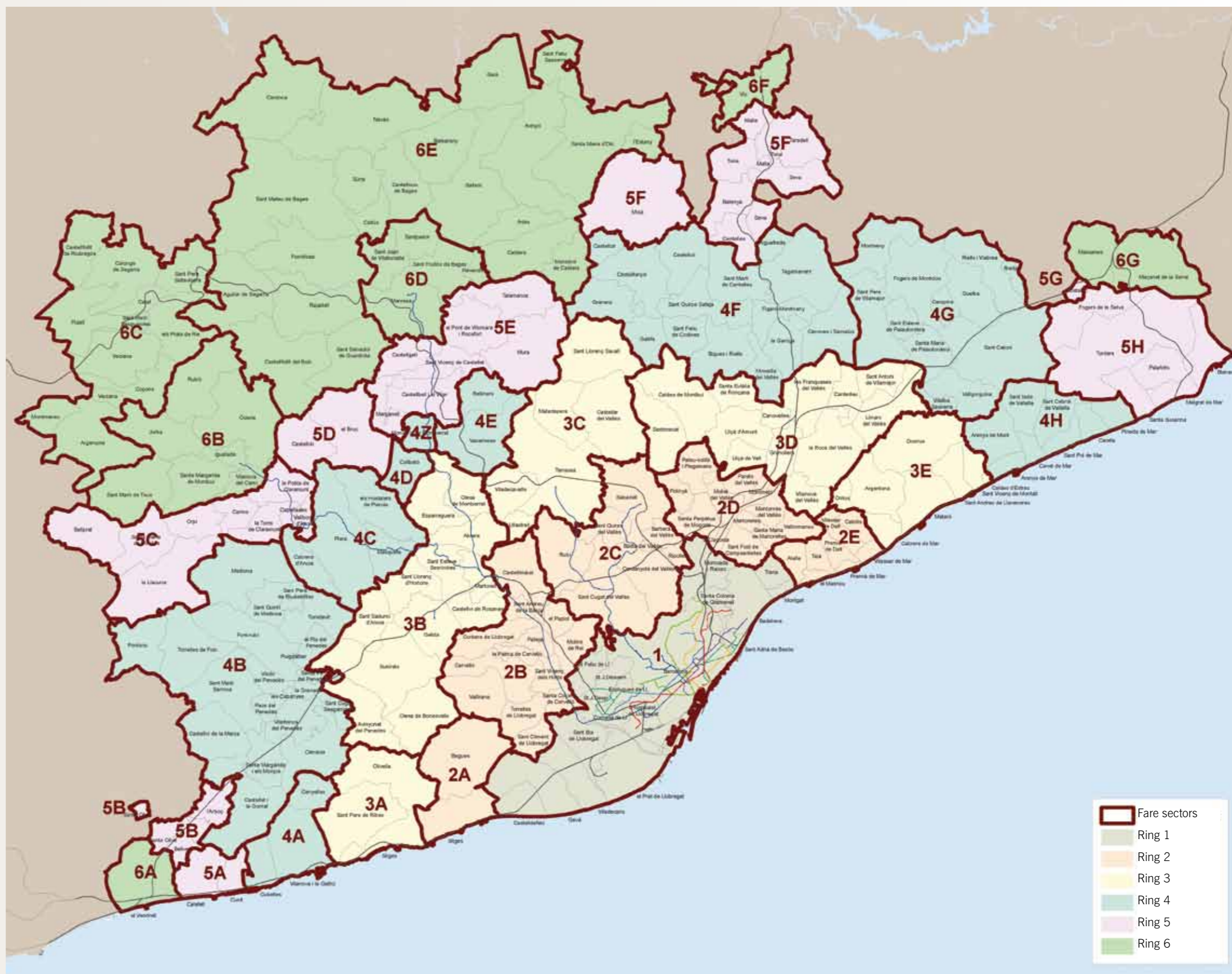
	Total population	Not included in initial STI	% population not included
Anoia	117,114	15,627	13%
Bages	181,613	106,520	15%
Total	298,727	106,520	36%

Total sphere STI	Population	%
Initial	5,540,522	
Expansion	106,520	
	5,507,042	2%

	Number municipalities	Not included in initial STI	% municipalities not included
Anoia	33	21	64%
Bages	35	30	86%
Total	68	51	75%

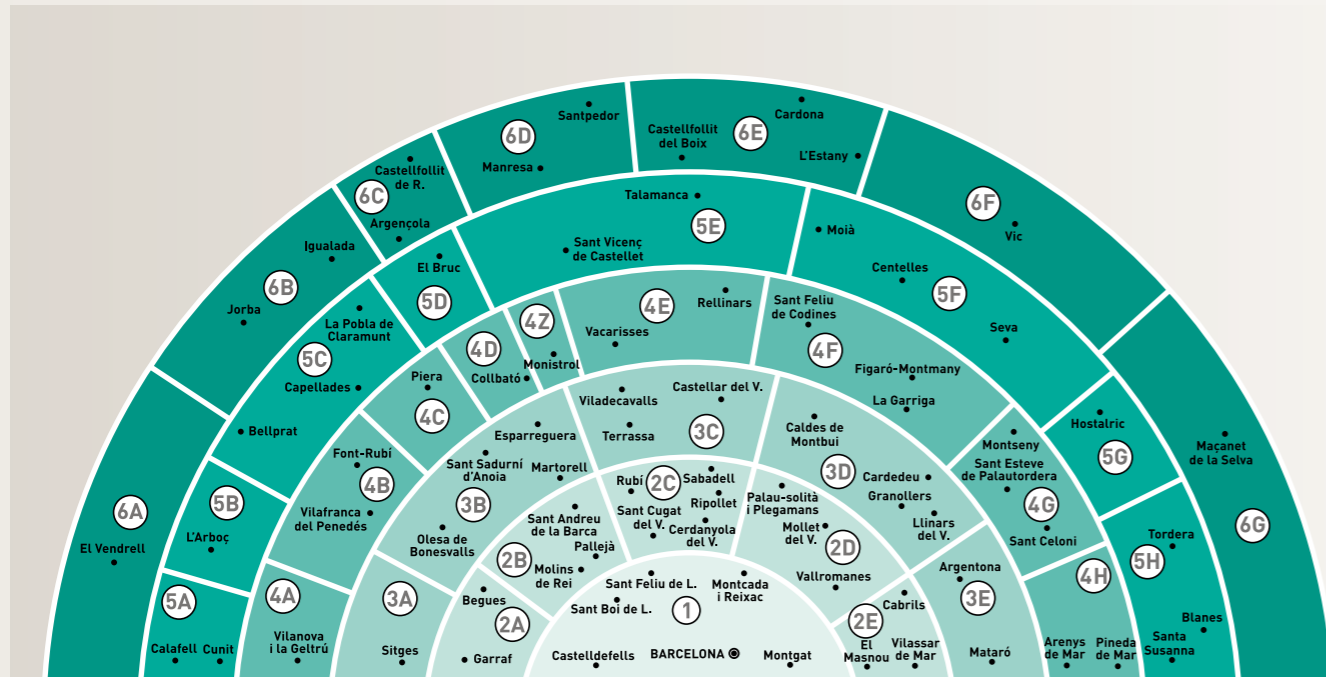
Total sphere STI	Municipalities	%
Initial	202	
Expansion	51	
	253	25%

Population data 01.01.09



Integrated Fare System

STI zoning



List of the integrated municipalities and the fare zone they belong to Municipality / Fare zone

Municipality	Fare zone	Municipality	Fare zone	Municipality	Fare zone	Municipality	Fare zone
Abrera	3B	Cervelló	2B	Òdena	6B	Sant Pere de Ribes	3A
Aguilar de Segarra	6E	Collbató	4D	Olèrdola	4B	Sant Pere de Riudebitlles	4B
Aiguafreda	4F	Copons	6C	Olesa de Bonesvalls	3B	Sant Pere de Vilamajor	4G
Alella	2E	Corbera de Llobregat	2B	Olesa de Montserrat	3B	Sant Pere Sallavinera	6C
l'Ametlla del Vallès	4F	Cornellà de Llobregat	1	Olivella	3A	Sant Pol de Mar	4H
l'Arboç	5B	Cubelles	4A	Orpí	5C	Sant Quintí de Mediona	4B
Arenys de Mar	4H	Cunit	5A	Òrrius	3E	Sant Quirze del Vallès	2C
Arenys de Munt	4H	Dosrius	3E	Pacs del Penedès	4B	Sant Quirze Safaja	4F
Argençola	6C	Esparreguera	3B	Palafolls	5H	Sant Sadurní d'Anoia	3B
Argentona	3E	Esplugues de Llobregat	1	Palau-solità i Plegamans	2D	Sant Salvador de Guardiola	6E
Artés	6E	l'Estany	6E	Pallejà	2B	Sant Vicenç de Castellet	5E
Avinyó	6E	Figaró-Montmany	4F	la Palma de Cervelló	2B	Sant Vicenç de Montalt	3E
Avinyonet del Penedès	3B	Fogars de la Selva	5H	el Papiol	2B	Sant Vicenç dels Horts	2B
Badalona	1	Fogars de Montclús	4G	Parets del Vallès	2D	Santa Coloma de Cervelló	2B
Badia del Vallès	2C	Fonollosa	6E	Piera	4C	Santa Coloma de Gramenet	1
Balenya	5F	Font-rubí	4B	Pineda de Mar	4H	Santa Eulàlia de Ronçana	3D
Balsareny	6E	les Franqueses del Vallès	3D	el Pla del Penedès	4B	Santa Fe del Penedès	4B
Barberà del Vallès	2C	Gaià	6E	la Pobla de Claramunt	5C	Santa Margarida de Montbui	6B
Barcelona	1	Gallifa	4F	Polinyà	2D	Santa Margarida i els Monjos	4B
Begues	2A	Garraf (Sitges)	2A	el Pont de Vilomara i Rocafort	5E	Santa Maria de Martorelles	2D
Bellprat	5C	la Garriga	4F	Pontons	4B	Santa Maria de Vilatorrada	5C
Bellveí	5B	Gavà	1	el Prat de Llobregat	1	Santa Maria de Palautordera	4G
Bigues i Riells	4F	Gelida	3B	els Prats de Rei	6C	Santa Maria d'Olò	6E
Blanes	5H	la Granada	4B	Premià de Dalt	2E	Santa Oliva	5B
Breda	4G	Granera	4F	Premià de Mar	2E	Santa Perpètua de Mogoda	2D
el Bruc	5D	Granollers	3D	Puigdàlber	4B	Santa Susanna	5H
les Cabanyes	4B	Gualba	4G	Pujalt	6C	Santpedor	6D
Cabrera d'Anoia	4C	l'Hospitalet de Llobregat	1	Rajadell	6E	Sentmenat	3D
Cabrera de Mar	3E	els Hostalets de Pierola	4C	Rellinars	4E	Seva	5F
Cabrils	2E	Hostalric	5G	Riells i Viabrea	4G	Sitges	3A
Calaf	6C	Igualada	6B	Ripollet	2C	Subirats	3B
Calafell	5A	Jorba	6B	la Roca del Vallès	3D	Súria	6E
Calders	6E	la Llacuna	5C	Rubí	2C	Tagamanent	4F
Caldes de Montbui	3D	la Llagosta	2D	Rubió	6B	Talamanca	5E
Caldes d'Estrac	3E	Lliçà d'Amunt	3D	Sabadell	2C	Taradell	5F
Calella	4H	Lliçà de Vall	3D	Sallent	6E	Teià	2E
Callús	6E	Llinars del Vallès	3D	Sant Adrià de Besòs	1	Terrassa	3C
Calonge de Segarra	6C	Maçanet de la Selva	6G	Sant Andreu de la Barca	2B	Tiana	1
Campins	4G	Malgrat de Mar	5H	Sant Andreu de Llavaneres	3E	Tona	5F
Canet de Mar	4H	Malla	5F	Sant Antoni de Vilamajor	3D	Tordera	5H
Canovelles	3D	Manresa	6D	Sant Boi de Llobregat	1	la Torre de Claramunt	5C
Cànoves i Samalús	4F	Marganell	5E	Sant Cebrià de Vallalta	4H	Torrelavit	4B
Canyelles	4A	Martorell	3B	Sant Celoni	4G	Torrelles de Foix	4B
Capellades	5C	Martorelles	2D	Sant Climent de Llobregat	2B	Torrelles de Llobregat	2B
Cardedeu	3D	el Masnou	2E	Sant Cugat del Vallès	2C	Ullastrell	3C
Cardona	6E	Masquefa	4C	Sant Cugat Sesgarrigues	4B	Vacarisses	4E
Carme	5C	Massanes	6G	Sant Esteve de Palautordera	4G	Vallbona d'Anoia	5C
Castellar del Vallès	3C	Matadepera	3C	Sant Esteve Sesrovires	3B	Vallgorguina	4G
Castellbell i el Vilar	5E	Mataró	3E	Sant Feliu de Codines	4F	Vallirana	2B
Castellbisbal	2B	Mediona	4B	Sant Feliu de Llobregat	1	Vallromanes	2D
Castellcir	4F	Moià	5F	Sant Feliu de Sasserra	6E	Veciana	6C
Castelldefels	1	Molins de Rei	2B	Sant Fost de Campsentelles	2D	el Vendrell	6A
Castellet i la Gornal	4B	Mollet del Vallès	2D	Sant Fruitós de Bages	6D	Vic	6F
Castellfollit de Riubregós	6C	Monistrol de Calders	6E	Sant Iscle de Vallalta	4H	Viladecans	1
Castellfollit del Boix	6E	Monistrol de Montserrat	4Z	Sant Joan de Vilatorrada	6D	Viladecavalls	3C
Castellgalí	5E	Montcada i Reixac	1	Sant Joan Despí	1	Vilafranca del Penedès	4B
Castellnou de Bages	6E	Montgat	1	Sant Just Desvern	1	Vilalba Sasserra	4G
Castellolí	5D	Montmaneu	6C	Sant Llorenç d'Hortons	3B	Vilanova del Camí	6B
Castellterçol	4F	Montmeló	2D	Sant Llorenç Savall	3C	Vilanova del Vallès	3D
Castellví de la Marca	4B	Montornès del Vallès	2D	Sant Martí de Centelles	4F	Vilanova i la Geltrú	4A
Castellví de Rosanes	3B	Montseny	4G	Sant Martí de Tous	6B	Vilassar de Dalt	2E
Centelles	5F	Mura	5E	Sant Martí Sarroca	4B	Vilassar de Mar	2E
Cerdanyola del Vallès	2C	Navarcles	6D	Sant Martí Sesgueioles	6C	Vilobí del Penedès	4B
		Navàs	6E	Sant Mateu de Bages	6E		



Pallejà. Lift at the Ferrocarrils de la Generalitat station.



Integrated Fare System

3 Range of integrated tickets and fares

Range of tickets

Single ticket

Non-transferable ticket, not integrated



T-10

10 integrated journeys on all modes of transport according to the zones to be crossed (1 to 6 zones). Transferable ticket with time limit.



T-50/30

50 integrated journeys on all modes of transport according to the zones to be crossed (1 to 6 zones). Validity: 30 consecutive days from first validation. Non-transferable ticket with time limit.



T-Familiar (70/30)

70 integrated journeys on all modes of transport according to the zones to be crossed (1 to 6 zones). Validity: 30 consecutive days from first validation. Transferable ticket with time limit.



T-Mes

Unlimited journeys in the zones marked by the first validation, on all modes of transport according to the zones to be crossed (1 to 6 zones). Validity: 30 consecutive days from first validation. Personal ticket used with ID or operators' accreditation cards.



T-Trimestre

Unlimited journeys in the zones marked by the first validation, on all modes of transport according to the zones to be crossed (1 to 6 zones). Validity: 90 consecutive days from first validation. Personal ticket used with ID or operators' accreditation cards.



T-Jove

Unlimited journeys in the zones marked by the first validation, on all modes of transport according to the zones to be crossed (1 to 6 zones). Validity: 90 consecutive days from first validation. Personal ticket used with ID or operators' accreditation cards, for persons under 21.

The age can be extended to 25 by accrediting studies in universities or teaching centres and obtaining a card accrediting T-Jove age extension.



T-Dia

Unlimited journeys in the zones marked by the first validation, on all modes of transport according to the zones to be crossed (1 to 6 zones). Validity: 1 day from the first validation until the service closes. Non-transferable ticket.

Fares 2009

	1 zone	2 zone	3 zone	4 zone	5 zone	6 zones
T-10	7.70	15.40	21.00	27.00	31.00	32.95
T-50/30	31.50	52.80	74.15	92.25	109.00	121.50
T-Familiar (70/30)	45.40	64.00	87.75	107.50	124.00	133.50
T-Mes	47.90	69.10	93.35	111.00	127.50	136.00
T-Trimestre	131.50	191.00	258.00	307.00	350.00	362.50
T-Jove	112.00	162.00	217.50	261.00	297.00	308.00
T-Dia	5.80	9.15	11.55	13.00	14.75	16.50

Discounts for large families

Since 15 April 2009, in accordance with order PTO/179/2009 of 6 April of the Catalan Government, concerning discounts on the prices of certain passenger transport services, large families can purchase personal tickets T-Mes, T-Trimestre

and T-Jove with a discount of 20% for large families in the general category and 50% for large families in the special category.



Metro line 9.

Integrated Fare System

New T-12 card

On 1 December 2008 the Board of Directors approved the creation of the T-12 card, which allows an unlimited number of free journeys on integrated public transport (Metro, FGC, Renfe local rail, Tram and city and intercity buses), within the fare zone where the boy or girl lives.

The T-12 card is a personal ticket designed for minors who live in the sphere of the Integrated Fare System (253 municipalities), between four and twelve years old (until 31 December of the year of their twelfth birthday). This age group covers the period between the age when they begin to pay for public transport, four years old, until the end of primary education, twelve. The aim of the creation of this card is to help family economies, since minors of this age group travel accompanied, which means two tickets for each journey made.

The T-12 card is a transport ticket for a single fare zone, which corresponds to the town where the beneficiary lives, and covers short journeys (going to school, extra educational activities, etc.).

The cost of issuing and managing the T-12 card is 35 and includes the costs of production, distribution by registered post, distribution commissions for financial entities, operators and distribution network, costs of launching the computer applications and communication elements, amongst others.

On the first issue, the card is valid for a period of 16 months.

On 31 December 2009 there were 41,061 requests for T-12 cards. The EMT handled 35,804 requests, 87% of those received (central ring). The AMTU handled a further 5,257 requests, 13% of the total (remainder of the system).

The table below shows the distribution of requests by territorial spheres: 64% corresponded to residents in the municipality of Barcelona.

	Number of T-12 requests	%
Barcelona	26,321	64,1%
Remainder EMT	9,483	23,1%
Remainder STI	5,257	12,8%
Total	41,061	100,0%



Above, child showing a T-12 card; below, a city bus in Plaça Universitat in Barcelona.

From 14 September (the date when the T-12 came into operation coinciding with the beginning of the school year) to 31 December 2009, 2,380,335 journeys were made with the T-12 card in the Integrated Fare System. An analysis by transport companies and modes shows a very high level of use on city and metropolitan buses, with 57% of validations (TMB bus and other city and metropolitan buses); the second most used mode is the Metro, with 29.3% of T-12 validations.

Operator	T-12 validations	%
TMB Bus	848,139	35.6%
Metro	696,890	29.3%
City and metropolitan bus	510,449	21.4%
Railway	227,926	9.6%
Tram	63,555	2.7%
Intercity bus	33,376	1.4%
	2,380,335	100.0%



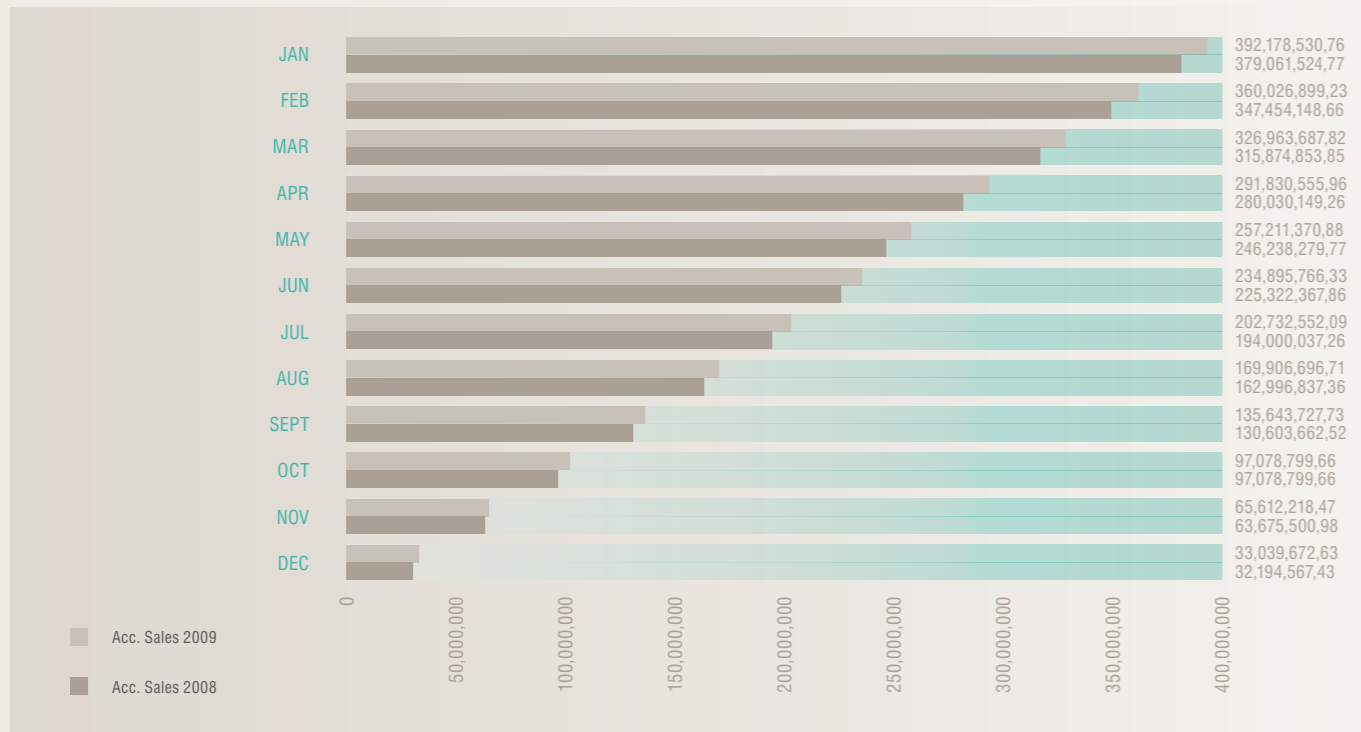
Integrated Fare System

4 Sales and use of the Integrated Fare System

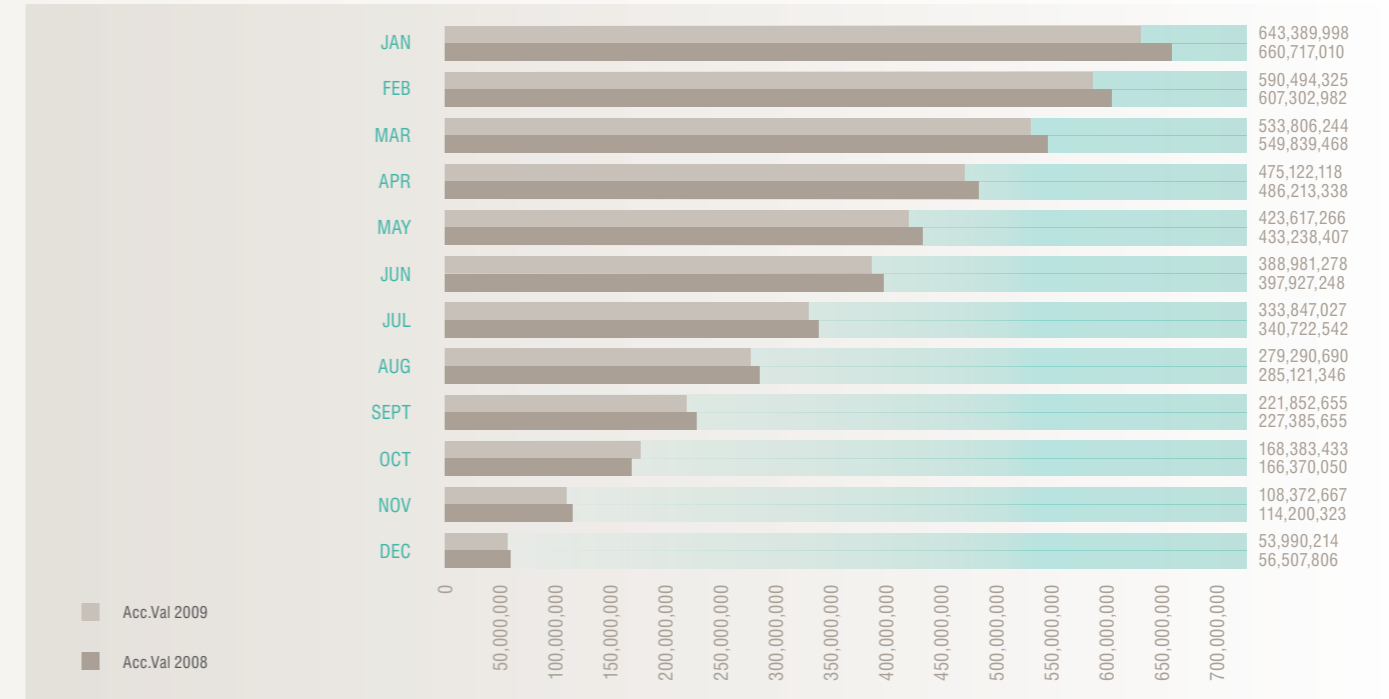
In 2009 sales of integrated tickets amounted to €392,178,530.76, without VAT. These takings show an increase of 3.46% over the definitive closing figure for 2008 (€379,061,524.77, without VAT).

The total number of validations made with ATM integrated tickets in 2009 was 643,389,998. That is a fall of 2.62% over the validations in 2008 (660,717,010). The monthly accumulated validations for 2009 over 2008 are shown in the table below.

Monthly accumulated



Accumulated ATM validations



The distribution of revenue per type of integrated ticket and number of zones was as follows:

Sale of integrated tickets by type and number of zones

Ticket	1 Zone	2 Zone	3 Zone	4 Zone	5 Zone	6 Zone	Total	%
T-10	235,179,883.83	31,962,210.65	16,170,314.02	4,774,457.94	1,509,323.36	3,355,049.07	292,951,238.88	74.7%
T-50/30	44,999,516.36	8,032,952.52	3,983,864.67	1,237,184.58	199,969.16	266,845.79	58,720,333.08	15.0%
T-Dia	1,759,172.52	49,820.47	28,108.60	18,819.63	6,823.60	9,406.54	1,872,151.36	0.5%
T-Mes	23,448,437.76	2,895,160.84	787,193.50	309,762.62	86,628.50	152,777.57	27,679,960.79	7.1%
T-Trimestre	1,638,219.63	508,024.30	91,867.29	41,889.72	17,663.55	22,698.60	2,320,363.08	0.6%
T-Jove	1,884,530.84	1,708,418.69	684,820.09	422,478.50	87,157.01	275,472.90	5,062,878.04	1.3%
T-Familiar	2,076,986.36	418,272.90	185,341.12	100,668.22	30,942.06	38,927.10	2,851,137.76	0.7%
Other ATM tickets	402,320.74	135,770.70	39,545.75	20,888.97	4,038.79	117,902.80	720,467.75	0.2%
<b>Total</b>	<b>311,389,068.03</b>	<b>45,710,631.07</b>	<b>21,971,055.05</b>	<b>6,926,150.19</b>	<b>1,942,546.03</b>	<b>4,239,080.37</b>	<b>392,178,530.74</b>	<b>100.0%</b>
<b>%</b>	<b>79.4%</b>	<b>11.7%</b>	<b>5.6%</b>	<b>1.8%</b>	<b>0.5%</b>	<b>1.1%</b>	<b>100.0%</b>	



Barcelona. Diagonal-Provença interchange.

Integrated Fare System

Of the total number of validations of ATM tickets in 2009, the T-10 represents 70.2% of journeys with integrated tickets, followed by the T-50/30, which accounts for almost 17%

and the T-Mes, 9.5%. By zones, as shown in the following table, the one-zone tickets represent 87.1% of validations, followed by the two-zone with 8.4%..

Validations 2009. By type of tickets and number of zones

Ticket	1 Zone	2 Zone	3 Zone	4 Zone	5 Zone	6 Zone	Total	%
T-Dia	1,438,929	25,759	12,861	7,549	2,546	2,763	1,490,407	0.2%
T-10	398,582,964	33,914,497	13,293,854	3,109,761	886,404	1,984,051	451,771,531	70.5%
T-50/30	91,910,350	11,431,576	4,221,829	1,074,317	160,517	182,182	108,980,771	17.0%
T-Mes	54,883,865	4,810,843	983,018	286,516	81,468	119,355	61,165,065	9.5%
T-Esdeveniment	24,363	13,462					37,825	0.0%
T-Trimestre	3,263,700	689,002	118,322	49,797	20,965	209,629	4,351,415	0.7%
T-Jove	4,120,768	2,539,116	787,704	349,299	70,085	190,384	8,057,356	1.3%
T-Familiar 70/30	4,123,883	646,644	232,723	84,386	27,166	29,967	5,144,769	0.8%
T-12	2,380,335						2,380,335	0.4%
T-2 Comerç	10,524						10,524	0.0%
<b>Total</b>	<b>560,739,681</b>	<b>54,070,899</b>	<b>19,650,311</b>	<b>4,961,625</b>	<b>1,249,151</b>	<b>2,718,331</b>	<b>643,389,998</b>	<b>100.0%</b>
<b>%</b>	<b>87.1%</b>	<b>8.4%</b>	<b>3.1%</b>	<b>0.8%</b>	<b>0.2%</b>	<b>0.4%</b>	<b>100.0%</b>	

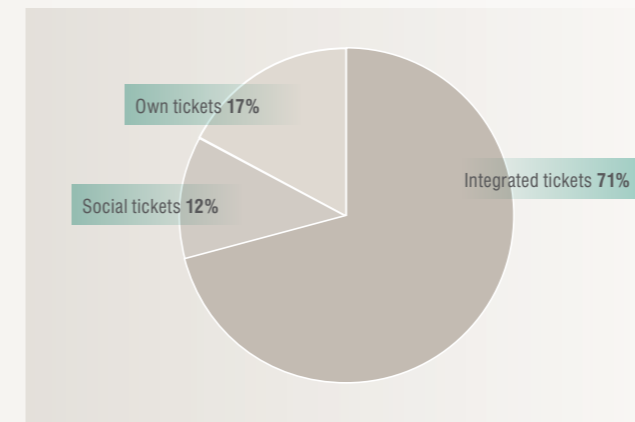
The following table shows the evolution of validations of the integrated tickets since the launch of fare integration.

Evolution of validations of integrated tickets

	2001	2002	2003	2004	2005	2006	2007	2008	2009
T-10	71.80%	72.34%	72.18%	71.80%	71.58%	71.39%	71.05%	69.42%	70.22%
T-50/30	11.70%	13.33%	13.32%	13.70%	14.73%	15.73%	15.56%	18.31%	16.94%
T-Mes	16.32%	12.30%	11.90%	11.69%	10.94%	10.06%	9.64%	9.47%	9.51%
Other ATM	0.18%	2.03%	2.60%	2.81%	2.75%	2.82%	3.75%	2.80%	3.34%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

An examination of the use of integrated tickets in the overall total of journeys shows a clear consolidation, reaching a quota of 70.7% of the validations in the system: of the 914 million journeys made in 2009 on the public transport system in the Barcelona area, more than 646 million were made with an ATM ticket. 12.9% of the journeys were made with social tickets and the remaining 16.4% with non-integrated tickets.

Distribution by transport ticket. 2009



5 Intermodality rate

The intermodality of the integrated tickets has been quite stable since 2005. In 2009, of every 100 journeys made with integrated tickets, almost 24 made a modal change.

The intermodality rate varies according to the ticket and the number of zones. For the most often used tickets, T-10 and T-50/30, intermodality in the case of the one-zone T-10 is 19.10% and for the T-10 for more than one zone 48.96%. For the T-50/30, intermodality is 23.67% for the one-zone T-50/30 and 53.28% for more than one zone.

2009	Percentage
T-10 1 zone	19.10%
T-10 1 other zones	48.96%
T-50/30 1 zone	23.67%
T-50/30 other zones	53.28%
<b>Total intermodality</b>	<b>23.92%</b>

The evolution of the intermodality rate of each of the integrated tickets over the last five years is shown in the table below.

	Rate 2005 (%)	Rate 2006 (%)	Rate 2007 (%)	Rate 2008 (%)	Rate 2009 (%)
T- Dia	10.59	10.79	10.74	10.44	10.84
T-10	21.38	21.92	21.82	21.36	21.88
T- 50/30	27.72	28.76	28.22	26.31	27.48
T-Mes	23.74	24.56	24.53	23.90	25.15
T-Trimestre	22.91	23.40	23.28	23.02	24.78
T-Jove	23.72	24.04	24.27	24.31	27.27
T-Familiar	22.36	23.63	23.62	22.85	23.81

## Financing of the system

### Liquidation of the Programme Contract (CP) 2007-2008

At a meeting held on 7 July 2009, the monitoring committee for the Programme Contract between the General State Administration and ATM approved the liquidation for 2007 and 2008, with no significant deviations from the initial provisions.

### Programme Contract 2009-2010

The «Programme Contract between the General State Administration and the Metropolitan Transport Authority to finance regular passenger transport in Barcelona for 2010 and

regulate the financial year 2009» provides the main figures which are shown below and compares them with those for the liquidation of the Programme Contract 2007-2008.

This table shows that the cost of the system has risen by 14.5%, basically owing to the improvement and expansion of the service. The increase in fare revenue is 5.9%, owing to a stagnation of demand and containment of fares. Therefore the requirements to be subsidised by the public administrations were bound to rise by 21.2%.

Total programme contract In million €	Liquidation CP 2007-2008	CP 2009-2010	% variació
Gross requirements (total cost)	2,134.226	2,444.520	14.5%
Fare revenue	925.133	979.386	5.9%
Net requirements to be subsidised	1,209.093	1,465.134	21.2%

\*Does not include the cost and the financing of Renfe local rail in Catalonia.

### Subsidies by the public administrations

The subsidies to be supplied for this period by the different administrations, as well as their application to all the transport companies of the system, are shown in the table below.

### Subsidies 2009-2010

Origin		ATM	Application	
313	State (AGE)	→	TMB	807
571	Catalan Government	→	FGC	164
167	Barcelona Council	→	Indirect G EMT	192
183	EMT	→	Bus DGTT	63
231	Deferred contributions	→	Trams (technical fare)	95
			AMTU city buses, Renfe, others	62
			Tram infrastructure investments	82
1,465				1,465

In millions de €.



Barcelona Airport. Terminal T1.

The ATM acts as a financial hinge for the system in both the revenue from the integrated tickets (T-10, T-50/30, T-Mes, etc.), and the distribution of the subsidies received from the administrations among all the operators of the system.

The total of annual subsidies from the different administrations marks an increase of 21% over the Programme Contract 2007-2008 and 55% over the Programme Contract 2002-2004.

Within the block of deferred contributions the following headings are included:

- An item of 50 million euros for 2010 which the State will pay the Catalan Government. This item was included in the agreement for the assessment of the local rail passenger transport services provided by Renfe-Operadora in Barcelona which was reached at the State - Catalan Government Joint Committee for Economic and Fiscal Matters (CMAEF).
- A pluriannual item of 25.5 million euros approved at the Plenary of Barcelona Council in March 2010.

We should point out that the requirements to be subsidised include new investments by TMB and FGC, amounting to 254 million euros for the period 2009-2010. They are distributed under the following headings.

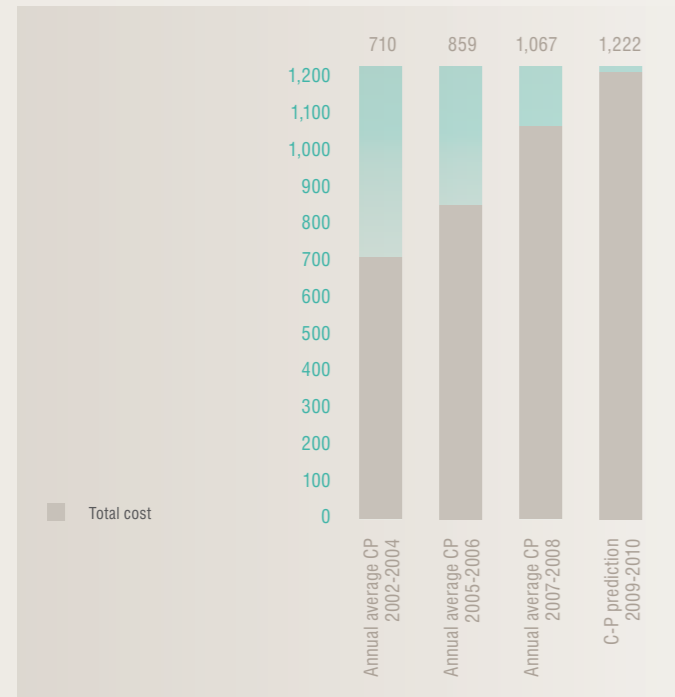
New investments	Million €
Major actions in FMB mobile material	18.562
FMB stations and escalators	14.738
FMB major maintenance and security	19.761
FMB electrical supply and remote control system	13.466
Other FMB actions	16.393
Renewal of TB fleet	30.696
TB garages	6.113
Other TB actions	2.259
TMB information and telecommunications systems	19.360
Other investments in TMB	4.985
FGC transport material	68.422
FGC machinery, installations and tools	22.128
FGC buildings and other constructions	7.555
Remainder of FGC investments	9.162
<b>Total new investments for TMB and FGC</b>	<b>253.600</b>

Financing of the system

Evolution of the cost of the RMB public transport system

A comparison of the last four AGE-ATM programme contracts shows that the cost of the public transport system in the Barcelona metropolitan region has risen from 710 million euros annual average in the 2002-2004 Programme Contract to 1,222 million euros annual average in the 2009-2010 Programme Contract, which means an increase of 72% over those years.

Evolution of the financing



Evolution of the financing of the RMB public transport system

The cost of the RMB public transport system has two lines of financing: the revenue from the sale of tickets and the subsidies provided by the public administrations.

The table below details the evolution of the financing of the system through the subsidies and the revenue (fares) in the last programme contracts signed by the ATM.

Million €	Annual average CP 2002-2004	Annual average CP 2005-2006	Annual average CP 2007-2008	Mitjana anual CP 2009-2010
Subsidies	386	474	604	732
Revenue	324	385	463	490
Cost total	710	859	1,067	1,222

And so in the last few years the relative weight of the fares has fallen from 46% to 40% of the financing of public transport, whilst the subsidies from the public administrations have risen from 54% to 60%.

Evolution of the system cost



This shows the major effort made by the Catalan administrations in the financing of the metropolitan public transport system, which has made it possible to carry out actions as important as the introduction of the Integrated Fare System, the opening of the new tram network, the programme for renewing mobile material, on both the Barcelona Metro and FGC, and the whole set of programmes for improving the bus networks.



Airport local railway station.

Evolution of the budget allocations of the administrations for the AGE-ATM programme contracts over the period 2003-2010

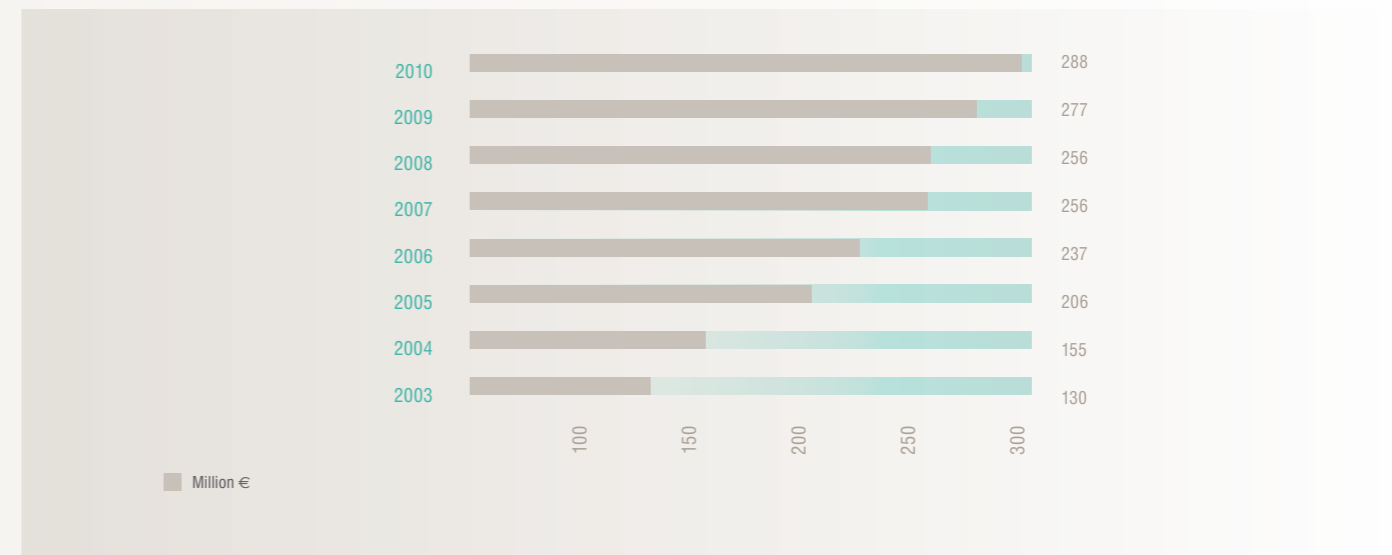
The graph shows the evolution of the budget allocations of the Catalan Government for the financing of the AGE-ATM programme contracts of the last eight years, from 2003 to 2010, which show an increase of 122% over the period.

The budget allocation of the General State Administration

(AGE) has risen from 94 million euros in 2003 to 151 million euros in 2010.

The budget allocation of the local administrations (Barcelona Council and EMT) has risen from 81 million euros in 2003 to 153 million euros in 2010.

Evolution of the contributions of the Catalan Government



## Other actions

### 1 Mobile material

#### Leasing of mobile material contracted by the ATM

Over the last few years, the ATM has carried out the following operations for the leasing of mobile material, with the aim of expanding and renewing the rolling stock on the Metro network:

- Leasing of 39 trains of the 5000 series for lines L5, L2 and L3 agreed with CAF and the leasing company Alquiler de Trenes AIE on 8 August 2003.
- Leasing of 50 trains of the 9000 series for line L9 agreed with the special purpose company Arrendadora Ferroviaria, SA and Alstom Transporte, SA, on 23 July 2004.
- Leasing of 10 trains of the 6000 series for line L1 agreed with CAF and the leasing company Trenes en Arrendamiento, AIE, on 18 April 2005.

The type of contract is operational leasing and is established for a period of eighteen years. Once that period has transpired, the ATM can choose to extend the leasing or purchase the trains for around 50% of the initial price.

On 5 September 2006 a first addendum to the Framework and Leasing Contract for the 50 trains to be used on line L9 was signed, with the aim of technically adapting the trains so that they could be used temporarily on the remainder of the Metro network, while awaiting completion of the infrastructure works on line L9.



Metro line 9.

On 8 May 2008 an addendum to the Framework and Leasing Contract for the 10 trains of the 6000 series to be used on line L1 was signed, with the aim of defining a new profile for the complementary sums to be financed by the review of the prices of the trains and their technical modification to incorporate an evacuation door at the front.

On 21 July 2008 a second addendum to the Framework and Leasing Contract for the 50 trains to be used on line L9 was signed, with the aim of readapting the calendar for the delivery of the last 16 units to the availability of the infrastructure of line L9, the modification of the price review system and the inclusion of the rolling stock within the object of the contract.

On 30 March 2009 an addendum to the Framework and Leasing Contract for the 39 trains of the 5000 series was signed, with the aim of defining a new profile for the complementary sums to be financed by the review of the prices of the trains.

We should point out that on 1 March 2010 the deeds for the delivery of the 39 trains of the 5000 series, the 10 trains of the 6000 series and the 50 trains of the 9000 series were signed. Of these, 16 trains have been set aside exclusively for line L9.

#### Other acquisitions of mobile material by TMB and FGC

In December 2008, the Board of Directors of the ATM authorised FGC and TMB to acquire 24 trains and 6 trains respectively, in the second case to be used for the expansion of the network with the coming into operation of other sections of line 9 of the Metro.

## Other actions

## 2 Operation aid system

Over the financial year 2009, the multifleet operation aid system (SAE) has continued its consolidation as a fleet regulation system, used mostly by road public transport operators. This involves the inclusion of new fleets in the system, supplying service for approximately 900 vehicles, regulated by over twenty companies. There are three administrations with direct computer access to the operation information of their concessionaries, a key aspect of the service which the SAE multifleet makes available to the administrations that own the services.

This growth of the system is associated with a constant evolution of the environments involved –communications, machinery, programmes, etc.–, both for tasks in the regulation of fleets proper and the exploitation of the information generated, and is a response to any derived requirements.

One example of this is the definition, the development and the production of a normalised environment together with other SAE systems in the metropolitan region (TMB and TUSGSAL) in order to provide third parties with information about these systems in real time. The outcome of this project is reflected in the setting up of integrated user information panels on bus shelters in the city of Barcelona, or on the introduction by the EMT of solar user information panels in the whole area.

The production in real time of information about the integration projects at stops used by different operators/modes has been made independent, and this step has also provided a boost for the measures envisaged in the Mobility Master Plan which are related to the promotion of the handling of information about connections.

Simultaneously the deployment of user information panels for the SAE system itself has gone ahead. Over the financial year 2009 the following have come into operation:

- Castelldefels, Plaça Joan XXIII
- Castelldefels, Santiago Rusiñol
- Cornellà, Avinguda de Sant Ildefons
- Cornellà, Carretera de Sant Boi
- Viladecans, Plaça Europa
- L'Hospitalet de Llobregat, Enric Prat de la Riba
- L'Hospitalet de Llobregat, Riera Blanca



Above left, information panel at Viladecans; right, solar panel in Plaça Molina in Barcelona. Below, a bus in Barcelona.

## 3 SERMETRA, SL

In 2009 Sermetra, SL has seen how its work of constant improvement to consolidated procedures has brought about a clear improvement in the different maintenance services for systems, validation and sales (SVV) aboard buses, and operation aid (SAE). These improvements have basically taken the form of reductions in waiting time in dealing with and resolving incidents in the SAE, as well as the time for handling SVV equipment in the event of breakdown.

In the field of contractual relations with the suppliers, at the end of 2009 the procedures for the renewal of the contracts for 2010 were set in motion. They are carried out according to the principles of publicity, competition, transparency, confidentiality, equality and non-discrimination. Sermetra is regarded as an awarding power and has drafted some internal instructions for carrying out this process and all future ones.

Concerning the operators, the figure for Sermetra, SL customers continues stable at thirty; although one operator has joined, another has left through merger with a third already present in Sermetra. Therefore, the number of teams to carry out the maintenance has increased.

Concerning systems validation and sales, the corrective and preventive maintenance services for the equipment are looking for new maintenance models in order to cope with its gradual ageing. Proposals for the renewal and restyling of the operators' equipment are being put forward in order to prolong their useful life. At the same time Sermetra is working with the operators to keep all information about lines, stops and tickets up to date, which is indispensable for a proper development of the activity.

Within the operation aid system, in 2009 the first and third level maintenance services have reached a very high degree of operativity, which is shown by the low number of incidents reported. We should remember that the number of vehicles is still increasing and is now 676.

Lastly, we should emphasise the substantial improvement to the Sermetra website, [www.sermetra.cat](http://www.sermetra.cat), which now accepts consultation and the visualisation of bulletins by the operators, as well as the contractor profile by the suppliers.



## Other actions

## 4 Involvement abroad

*EMTA, European Metropolitan Transport Authorities*

The EMTA is the European association of transport authorities, to which the ATM belongs. The ATM attended the general meetings in Valencia in April and in Warsaw in November. The Board of the association was renewed at this meeting and the technical director of the ATM was elected a member.

As well as the plenary sessions, the ATM is taking part in a working party on accessibility. In January it met in Manchester and in June the ATM hosted a work meeting at its headquarters.

It is also taking part in an e-ticketing group and presented a paper at an ITS congress held in Stockholm in September.

Moreover, the ATM is taking part in an ETMA working party on the definition of the contents of the "Barometer", a biannual publication which is a reference point in Europe.

The ATM presented the work *Comparative study of the financing of public transport and fare policy in the metropolitan areas of Europe* at the plenary in Warsaw.

*The Spanish Transport Consortiums and Authorities Committee*

This year the Spanish Transport Consortiums and Authorities Committee has been created and the ATM is a member. The preparatory meeting took place on 6 October and the formal constitution on 10 November.

*Ministry of the Environment Mobility Observatory*

The Mobility Observatory is a working party promoted by the Ministries of the Environment and Works, which brings together the different Spanish transport authorities. It is a growing forum that already brings together a score of metropolitan regions. As well as being a discussion group that organises seminars on matters of interest to the participants, it publishes an annual statistical report and presents it over a working day.

This year the VI Observatory Congress was held in June in Las Palmas de Gran Canaria. The ATM took part.

*COST Action TU0804 Shanti*

For some time the European Union has been convening the COST Action (Scientific and Technical Cooperation), made up of experts from different countries, dealing with a particular subject. Among them is *COST Action TU0804 Shanti*, an acronym for *Survey Harmonisation with New Technologies Improvement*, the aim of which is to analyse and harmonise the different mobility surveys carried out in the countries of the EU.

It is organised in four working parties: Methodology, Use of new technologies, Vehicle surveys and Home surveys, plus a Managing Committee, on which there is a representative of the ATM.

The expected duration of the working party is four years from the opening meeting, which was held in Brussels on 22 and 23 April. On 23 and 24 September the first work meeting took place in Paris.

*Other activities abroad*

In 2009 the ATM took part in these other events, which are worth a mention:

- Vic. 5th AMTU Congress
- Madrid. Participation in the Congress on Transport Plans at Work Centres. Paper on "Rules and initiatives for mobility plans and companies in Catalonia"
- Berlin. Participation in the *Congress Pricing policy in Public Transport New developments in Europe* organised by the VBB, Berlin Brandenburg transport authority
- Meeting of transport consortiums in Murcia
- Santiago de Chile. Seminar on technical advice for the Coordinación Transantiago (Chilean government)
- ALAMYS Congress



Barcelona Airport. Terminal T1.

In addition, members of the ATM have taken part as teachers on the Professional Master's Degree in Territorial and Town Planning Studies at the Escola d'Administració Pública de Catalunya and the Master's Degree in Mobility Planning and Management organised by the Universitat Politècnica de Catalunya.

*Accompanied visits to the ATM*

The aim of the visits paid to the ATM is to discover the development and introduction of the different projects carried out within the sphere where the ATM performs its functions, in some cases for the purpose of receiving advice on subjects on which our consortium is an expert. In other cases they have been business trips, sometimes received by other Barcelona organisms, such as the Council or TMB, which have requested the presence of the ATM to give a general presentation of the transport system, given its position in the institutional fabric of the metropolitan collective public transport system.

The list below shows the delegations received:

- Representatives of the UPC, Mexico
- University of Quebec in Montreal (Canada)
- Basque Government Transport Department
- Colombian Government Sectorial Policy Under-secretariat and representatives of transport associations of the country
- Government of the Cundinamarca region (Bogota)
- Elected representatives of the Hordaland region (Norway)
- Elected representatives of the metropolitan area of Marseille (France)
- Transport Department of China and Peking Public Transport Department
- Representatives of the Dublin Chamber of Commerce (Ireland)
- Representatives of the Ministry of Transport of Israel and Jerusalem Council (Israel)
- Representatives of the ZTM, Warsaw Transport Authority (Poland)

# C3



System statistics

## TransMet Figures 2009

In December the first section of the new Metro L9 was inaugurated. Public rail transport thus acquired an additional 4.9 kilometres in length and five new stations: Can Zam, Singuerlín, Església Major, Fondo and Can Peixauet.

The number of buses also rose: in April the intercity services of the Bages and Anoia districts were included in the Integrated Fare System and in October they were followed by the intercity operator Alsina Graells. Other important additions were the Martorell city service and the Can Sant Joan industrial estate bus service.

Six lines connecting the new terminal T1 at Barcelona Airport and the metropolitan area were brought into operation, as well as a shuttle service between the terminals and expansions of the bus services to the new Ciutat de la Justícia in L'Hospitalet de Llobregat.

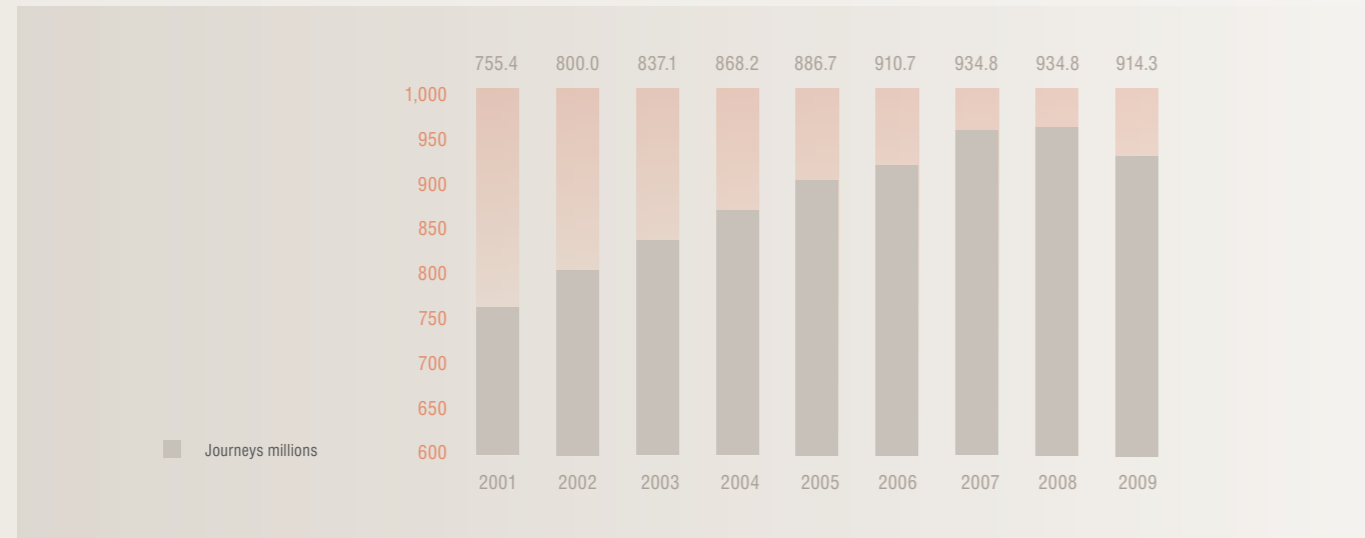
In 2009 914.3 million journeys on collective public transport (TPC) were counted, a figure that represents a fall of 2.2% over the previous year. However, the evolution of demand on public transport has been more favourable than the other mobility indicators.

	2009	2008	Variation 2009-2008	
			in absolute figures	in %
<b>Passenger mobility</b>				
Motorways (light veh. / day on 5 main ones)	272,581	285,416	-12,835	-4.5%
Public transport (million journeys)	914.292	934.767	-20.475	-2.2%
Airport (million pax)	27.308	30.260	-2.952	-9.8%
<b>Goods mobility</b>				
Motorways (heavy veh. / day on 4 main ones)	19,619	23,122	-3,503	-15.2%
Port of Barcelona (million tons)	38.165	47.107	-8.942	-19.0%

The following graph shows the evolution of public transport demand from the beginning of the Integrated Fare System, introduced in 2001. In these nine years, the increase in de-

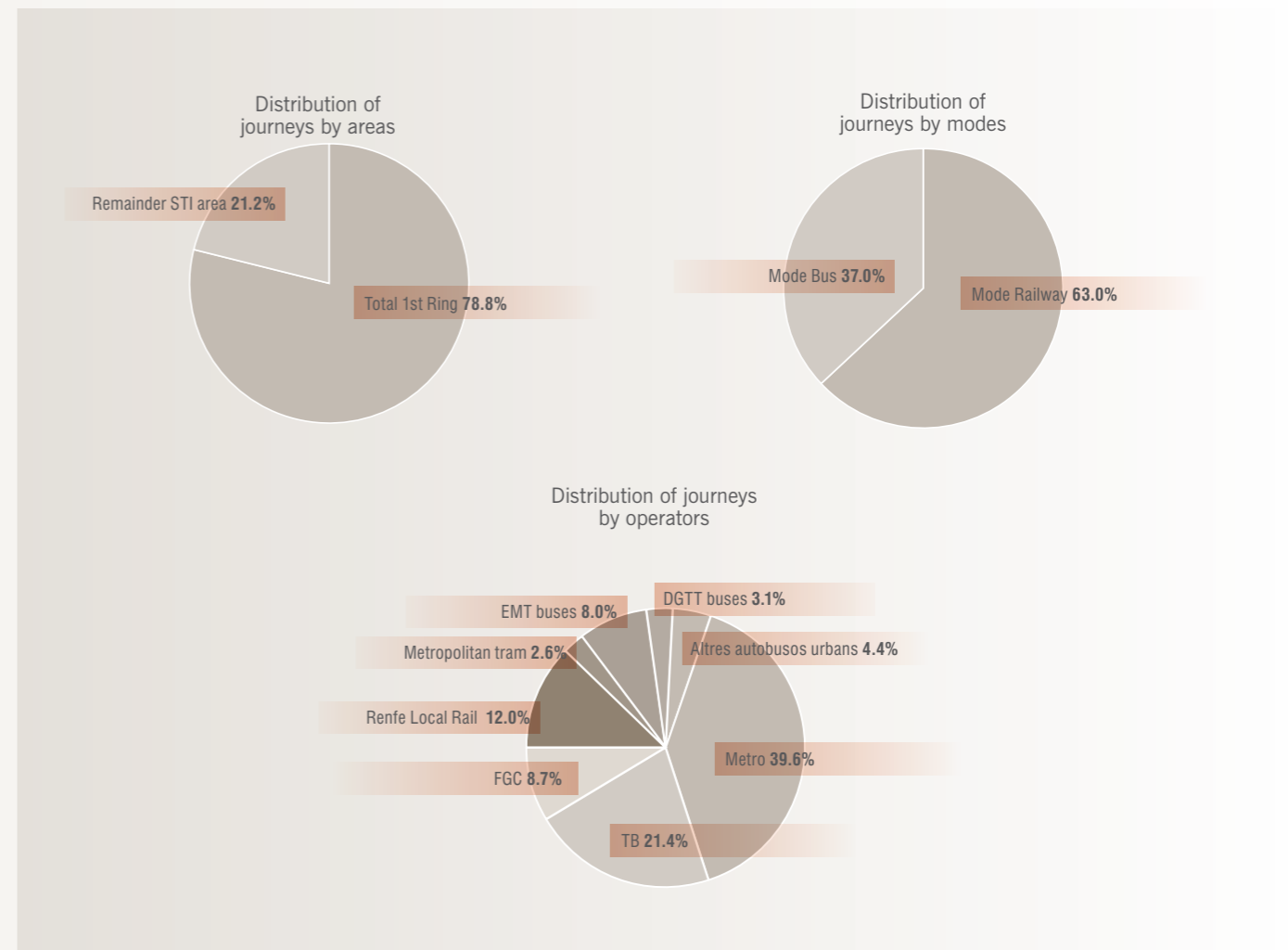
mand has been 158.9 million journeys, which is an accumulated rise of 21%.

### Evolution of public transport demand



### TransMet figures 2009

	Lines	Network (km)	Veh-km (million)	Journeys (millions)	↑demand 09/08 (%)	Revenue (M€)
FMB Metro	7	93.3	79.0	361.7	-3.9%	201.21
FGC	2	143.9	33.0	79.9	-1.4%	61.00
Renfe Local Rail	6	447.7	95.1	110.1	-3.7%	118.53
Metropolitan tram	6	29.1	2.6	23.9	3.4%	11.43
Rail subtotal	21	714.0	209.8	575.6	-3.3%	392.17
TB bus (Barcelona)	108	923.9	42.2	196.0	0.6%	115.78
Other buses first ring	105	1,260.0	34.3	73.5	-1.3%	49.76
Intercity bus	350	10,050.0	33.7	28.6	-2.7%	32.30
Other city buses	129	1,240.7	14.7	40.6	-1.1%	21.29
Bus subtotal	692	13,474.6	124.8	338.7	-0.3%	219.13
<b>Total</b>	<b>713</b>	<b>14,188.6</b>	<b>334.6</b>	<b>914.3</b>	<b>-2.2%</b>	<b>611.30</b>



Rail mode	Lines	Network (km)	Stations	Trains/hour rush and direction	Veh-km (million)	Journeys (million)	Revenue (M€)
<b>First ring STI</b>							
<b>Metro</b>							
L1		20.7	30	16	18.0	107.7	
L2		12.4	17	23	12.9	41.4	
L3		18.4	26	19	17.8	83.7	
L4		17.3	22	15	14.1	48.9	
L5		16.6	23	22	15.9	78.3	
L9		4.9	5	10	0.1	0.1	
L11		2.3	5	9	0.3	0.8	
Montjuïc funicular		0.8	2	6	nd	0.7	
<b>Subtotal Metro</b>	<b>7</b>	<b>93.3</b>	<b>130</b>	<b>120</b>	<b>79.0</b>	<b>361.7</b>	<b>201.21</b>
<b>FGC</b>							
Barcelona-Vallès line		12.0	18	32	7.2	30.3	14.05
Llobregat-Anoia line		12.0	11	15	5.7	13.9	6.46
<b>Subtotal FGC</b>	<b>2</b>	<b>24.0</b>	<b>29</b>	<b>47</b>	<b>13.0</b>	<b>44.1</b>	<b>20.51</b>
<b>Renfe Local Rail</b>							
R1		29.1	7	10	nd	6.4	
R2		35.1	10	8	nd	7.7	
R3		3.3	6	3	nd	1.2	
R4		26.5	4	8	nd	5.1	
R7		-	-	4	nd	0.6	
R10		3.9	2	2	0.2	0.2	
<b>Subtotal Renfe</b>	<b>6</b>	<b>97.9</b>	<b>29</b>	<b>35</b>	<b>0.2</b>	<b>21.3</b>	<b>nd</b>
<b>Metropolitan tram</b>							
Trambaix	3	15.1	29	12	1.4	16.3	8.07
Trambesòs	3	14.0	27	8	1.2	7.7	3.36
<b>Subtotal tram</b>	<b>6</b>	<b>29.1</b>	<b>56</b>	<b>20</b>	<b>2.6</b>	<b>23.9</b>	<b>11.43</b>
<b>Total first ring STI</b>	<b>21</b>	<b>244.3</b>	<b>244</b>	<b>222</b>	<b>94.8</b>	<b>451.1</b>	<b>233.15</b>
<b>Remainder STI</b>							
<b>FGC</b>							
Barcelona-Vallès line		32.0	14	22	9.3	27.9	29.70
Llobregat - Anoia line		87.0	31	12	10.8	7.8	10.75
Gelida funicular		0.9	3	2	0.0	0.1	0.04
<b>Total</b>	<b>2</b>	<b>119.9</b>	<b>48</b>	<b>36</b>	<b>20.1</b>	<b>35.8</b>	<b>40.49</b>
<b>Renfe Local Rail</b>							
R1		61.8	16	10	24.6	31.2	
R2		94.8	20	8	34.1	27.1	
R3		56.4	12	3	6.3	5.2	
R4		119.0	28	8	27.4	22.8	
R7		17.8	3	4	2.5	2.5	
<b>Total</b>	<b>6</b>	<b>349.8</b>	<b>79</b>	<b>33</b>	<b>94.9</b>	<b>88.8</b>	<b>118.53*</b>
<b>Total remainder STI</b>	<b>8</b>	<b>469.7</b>	<b>127</b>	<b>69</b>	<b>115.0</b>	<b>124.6</b>	<b>159.02</b>
<b>TOTAL RAIL SYSTEM</b>	<b>21</b>	<b>714.0</b>	<b>371</b>	<b>224</b>	<b>209.8</b>	<b>575.6</b>	<b>392.17</b>

\* The revenue data for Renfe Local Rail are for the total STI. Line R10 disappears on 31 January and becomes part of line R2.

Bus mode	Lines	Network (km)	Vehicles in service	Average age fleet in service	Veh-km (million)	Journeys (million)	Revenue (M d'€)
<b>EMT owned buses</b>							
Transports de Barcelona, SA	108	923.9	891	5.8	42.2	196.0	115.78
Authosa	2	8.6	8	5.7	0.4	2.6	0.94
Mohn. SL	23	402.4	135	5.8	9.3	15.5	8.02
Oliveras. SL	12	119.6	45	7.9	3.2	6.6	2.85
Rosanbus. SL	10	102.3	50	5.8	3.0	9.4	4.18
TCC (SA. SL)	3	40.6	17	5.9	2.2	2.5	7.45
Tusgsal	42	503.5	257	4.5	14.5	34.7	18.95
Soler i Sauret. SA	7	38.9	14	6.0	0.7	1.5	0.55
Transports Lydia. SL	4	20.5	4	6.2	0.3	0.4	0.13
UTE Julià-Trapsa-Marfina Bus	2	23.6	30	5.3	0.7	0.3	6.70
<b>Total first ring STI</b>	<b>213</b>	<b>2,184.0</b>	<b>1,451</b>	<b>5.9</b>	<b>76.5</b>	<b>269.4</b>	<b>165.54</b>
<b>Remainder STI, DGTT owned buses - intercity transport</b>							
Autocars R, Font. SA	8	116.0	10	6.0	0.7	0.9	0.77
Cingles Bus. SA	25	541.0	19	5.1	1.7	1.2	1.24
Cintoi Bus. SL	10	310.8	30	8.0	2.1	0.9	1.52
CRA La Hispania. SA	18	328.0	16	5.0	1.5	1.5	1.37
Empresa Casas. SA	17	318.0	32	8.0	3.1	3.0	3.62
Empresa Sagalés. SA	56	1,136.0	38	5.8	3.3	2.6	2.80
Empresa Plana. SL	4	146.8	11	6.7	0.7	1.3	1.01
FYTSA	30	848.0	33	5.8	2.9	2.6	3.29
La Hispano Igualadina. SA	38	1,843.0	50	4.0	3.7	1.7	3.24
La Vallesana. SA	9	159.0	12	7.0	1.1	1.1	1.01
Sarbus (Marfina Bus. SA)	15	333.0	42	6.4	3.5	4.5	4.28
Soler i Sauret. SA	22	410.0	40	7.0	2.2	2.8	2.48
Transportes Castellà. SA	18	657.0	16	6.0	0.7	0.3	0.37
Others (18)	80	2,903.4	143	7.2	6.3	4.1	5.28
<b>Total interurbà resta STI</b>	<b>350</b>	<b>10,050.0</b>	<b>492</b>	<b>6.3</b>	<b>33.7</b>	<b>28.6</b>	<b>32.30</b>
<b>Remainder STI, city owned buses - city transport</b>							
Autobusos de Granollers	5	27.9	8	5.0	0.5	1.3	0.96
CTSA-Mataró Bus	8	48.6	24	4.8	1.2	4.7	2.59
CTSA-Rubí Bus	6	41.6	12	5.1	0.8	1.1	0.54
Manresa Bus. SA	8	35.1	14	5.0	0.7	2.1	1.17
Sarbus+Saíz (Sant Cugat)	11	82.1	17	4.1	1.2	1.4	0.50
TCC (Vilanova i la Geltrú)	4	19.7	10	5.1	0.6	0.9	0.58
TMESA (Terrassa)	13	193.0	52	6.9	2.8	11.6	5.39
TUS. S, Coop, CL (Sabadell)	13	114.5	59	8.4	3.2	13.6	7.08
<b>Total other city buses (24)</b>	<b>61</b>	<b>678.4</b>	<b>64</b>	<b>5.3</b>	<b>3.7</b>	<b>3.8</b>	<b>2.48</b>
<b>Total other city buses</b>	<b>129</b>	<b>1,240.7</b>	<b>260</b>	<b>5.5</b>	<b>14.7</b>	<b>40.6</b>	<b>21.29</b>
<b>TOTAL SYSTEM BUS</b>	<b>692</b>	<b>13,474.6</b>	<b>2,203</b>	<b>5.9</b>	<b>124.8</b>	<b>338.7</b>	<b>219.13</b>

## Survey of mobility on a weekday EMEF 2009

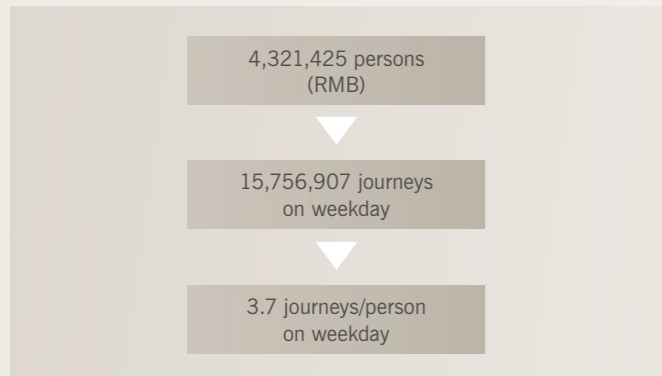
The survey of mobility on a weekday studies the habits of mobility of the population of sixteen years old and over. It is a telephone survey and in 2009 it was done in the autumn throughout Catalonia (12,682 individuals).

The main results in the Barcelona metropolitan region (RMB), from a sample of 5,797 people, appear below.

A journey corresponds to a single purpose and may have one or more stages done with different modes of transport.

Excluding journeys *in labore* –journeys made in the practice of a profession such as hauliers and couriers, bus and taxi drivers, commercial activities, etc.–, the daily count for journeys done in the RMB is 14,966,837, distributed according to the purpose as follows:

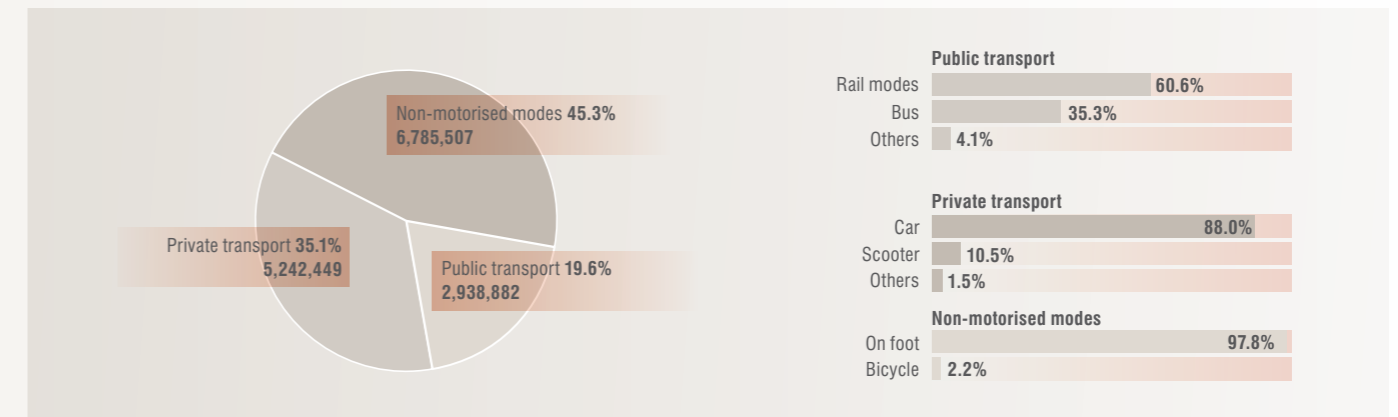
Purpose of journey	Journeys	Percentage
Work	2,273,593	15.2%
Study	484,499	3.2%
Occupational mobility	2,758,092	18.4%
Everyday shopping	1,226,366	8.2%
Occasional shopping	186,777	1.2%
Doctor/hospital	331,694	2.2%
Visit friend/relative	525,843	3.5%
Accompanying persons	1,252,627	8.4%
Personal errands	562,491	3.8%
Leisure/recreation	796,130	5.3%
Lunch/dinner/restaurant	112,373	0.8%
Walk	533,075	3.6%
Mobility for other purposes	42,787	0.3%
Personal mobility	5,570,163	37.2%
Occupational return home	2,138,673	14.3%
Personal return home	4,499,909	27.1%
Return home	6,638,582	44.4%
<b>TOTAL</b>	<b>14,966,837</b>	<b>100.0%</b>



Homeward journeys are differentiated according to the purpose with which they were initially associated: occupational (going home from work or study) or personal (going home from another destination: shops, health centres, cultural amenities, leisure facilities, etc.). The fact that the returns home do not reach 50% of the journeys indicates that 11.2%

of them are not pendular (out and back again), but that there is a certain triangulation.

65% of the journeys made in the RMB are in sustainable modes: on foot and by bicycle (45%) and on public transport (20%). The remainder are made in private vehicles: cars and scooters (35%).



Specifically, the distribution by modes in the RMB is as follows:

Transport mode	Journeys	Percentage
Walking	6.634.142	44.3%
Bicycle	151,364	1.0%
Total non-motorised	6,785,506	45.3%
City bus	864,430	5.8%
Intercity bus	173,720	1.2%
Metro	1,015,132	6.8%
Other railways (FGC, Renfe Local Rail, Tram)	765,189	5.1%
Remainder TPC	120,411	0.8%
Total TPC	2,938,882	19.6%
Car driver	3,918,767	26.2%
Car passenger	692,247	4.6%
Scooter	553,406	3.7%
Remainder	78,029	0.5%
Total private vehicle	5,242,449	35.1%
<b>TOTAL</b>	<b>14,966,837</b>	<b>100.0%</b>

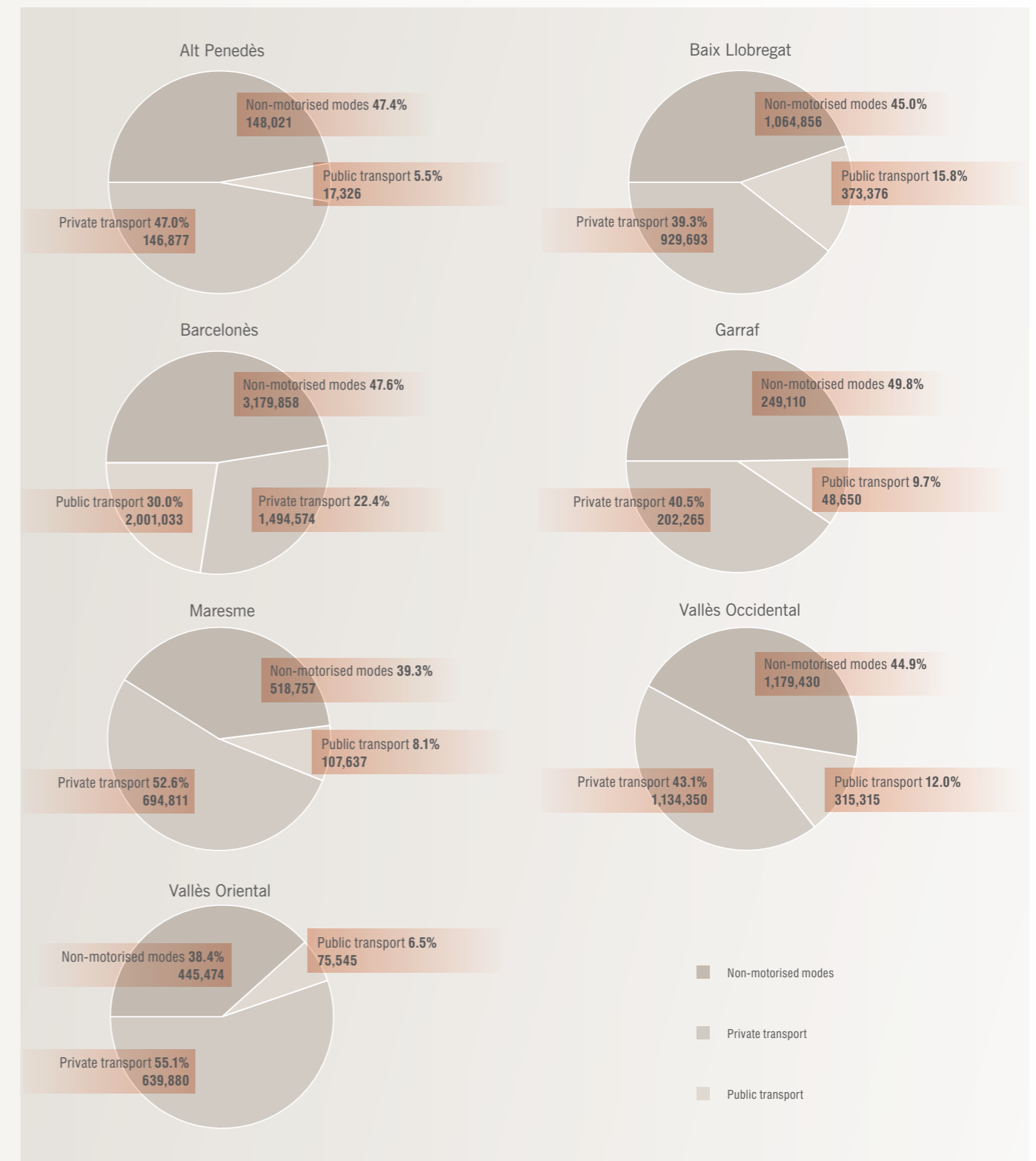
The average occupation drawn from this survey is 1.2 persons/car.

Survey of mobility on a weekday EMEF 2009

In the city of Barcelona this proportion of sustainable journeys rises to 85%, with only 15% of the total attributed to journeys in private vehicles.

Transport mode	Journeys	Percentage
Walking	2,226,270	50.8%
Bicycle	71,957	1.6%
Total non-motorised	2,298,226	52.4%
City bus	557,134	12.7%
Intercity bus	11,454	0.3%
Metro	681,448	15.5%
Other railways (FGC, Renfe Local Rail, Tram)	104,388	2.4%
Remainder TPC	58,144	1.3%
Total TPC	1,412,569	32.2%
Car driver	289,693	6.6%
Car passenger	105,330	2.4%
Scooter	271,197	6.2%
Remainder	6,967	0.2%
Total private vehicle	673,187	15.4%
<b>TOTAL</b>	<b>4,383,982</b>	<b>100.0%</b>

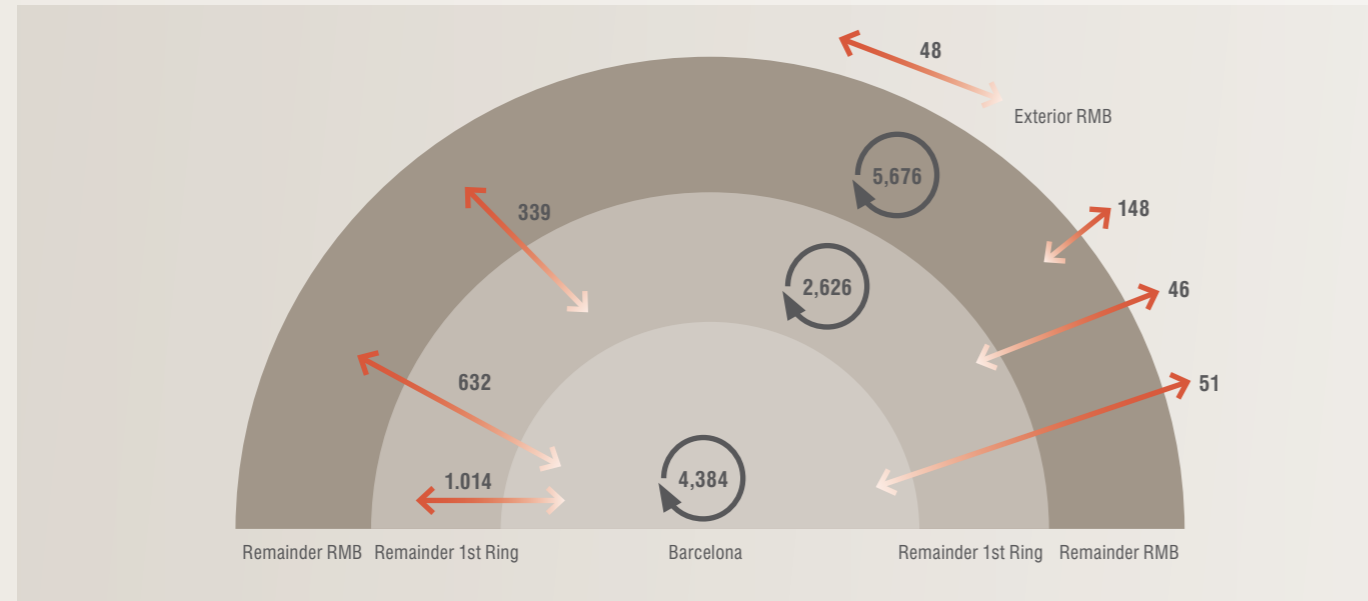
The modal distribution in the districts shows a greater use of sustainable modes in Barcelonès and Baix Llobregat, and a greater use of private vehicles in Vallès Oriental and Maresme.



Survey of mobility on a weekday EMEF 2009

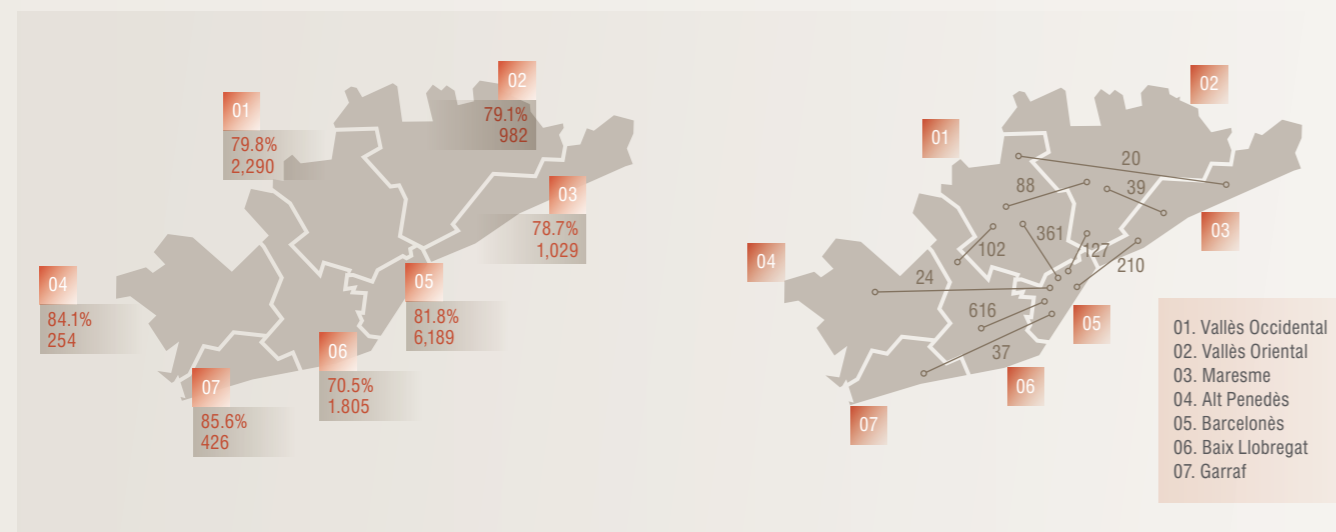
The journeys made by residents in the RMB can also be analysed from the point of view of three areas: first, the city of Barcelona, second the remainder of the flat fare zone (re-

mainder of the first fare ring), and third the remainder of the metropolitan region. The flows between these areas are as follows:



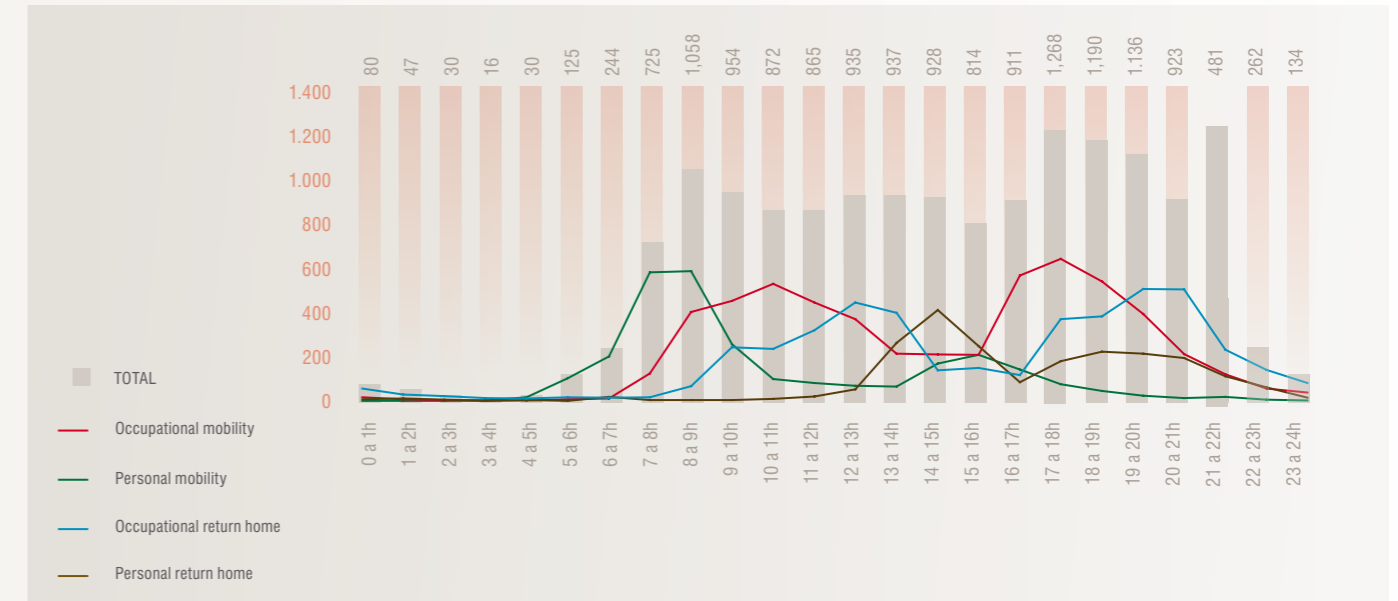
In the seven districts of the metropolitan region, most of the journeys are internal. The graph below shows the volume of internal journeys (in thousands) and the percentage of internal mobility over the total for each district.

The inter-district relations between the seven districts of the region mostly (81.6%) have their origin or destination in Barcelonès. The most important relation is the Barcelonès district with the Baix Llobregat district (616 thousand journeys).



In the Barcelona metropolitan region, the highest concentration of journeys is observed in the evening, between 17.00 and 20.00 (almost 3.6 million journeys, 24% of the total).

In the morning the rush hour is between 8.00 and 9.00, an interval when over one million journeys are made.



If we analyse mobility by segments of population, differences in habits between the sexes are revealed: their mobility is similar in quantitative terms (3.5 journeys a day on average), but differentiated in qualitative terms: the preponderant mode in the case of women is walking (51.4%) and in the case of men going by car (44.5%).

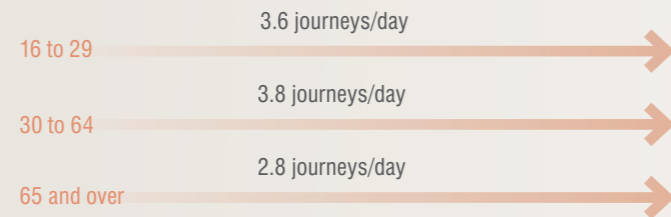
ge), but differentiated in qualitative terms: the preponderant mode in the case of women is walking (51.4%) and in the case of men going by car (44.5%).

Sex	Occupational mobility	Personal mobility	Return home	Total
Men	21.5%	34.0%	44.5%	100.0%
Women	15.8%	40.0%	44.2%	100.0%
Total	18.4%	37.2%	44.4%	100.0%

Sex	Non-motorised modes	Public transport	Private transport	Total
Men	38.3%	17.2%	44.5%	100.0%
Women	51.4%	21.8%	26.8%	100.0%
Total	45.3%	19.6%	35.1%	100.0%

Survey of mobility on a weekday EMEF 2009

If the segmentation is done by age groups we can observe a preference of the walking mode in this group (67.4%).  
natural decrease in mobility in the over 65s, and a prepon-



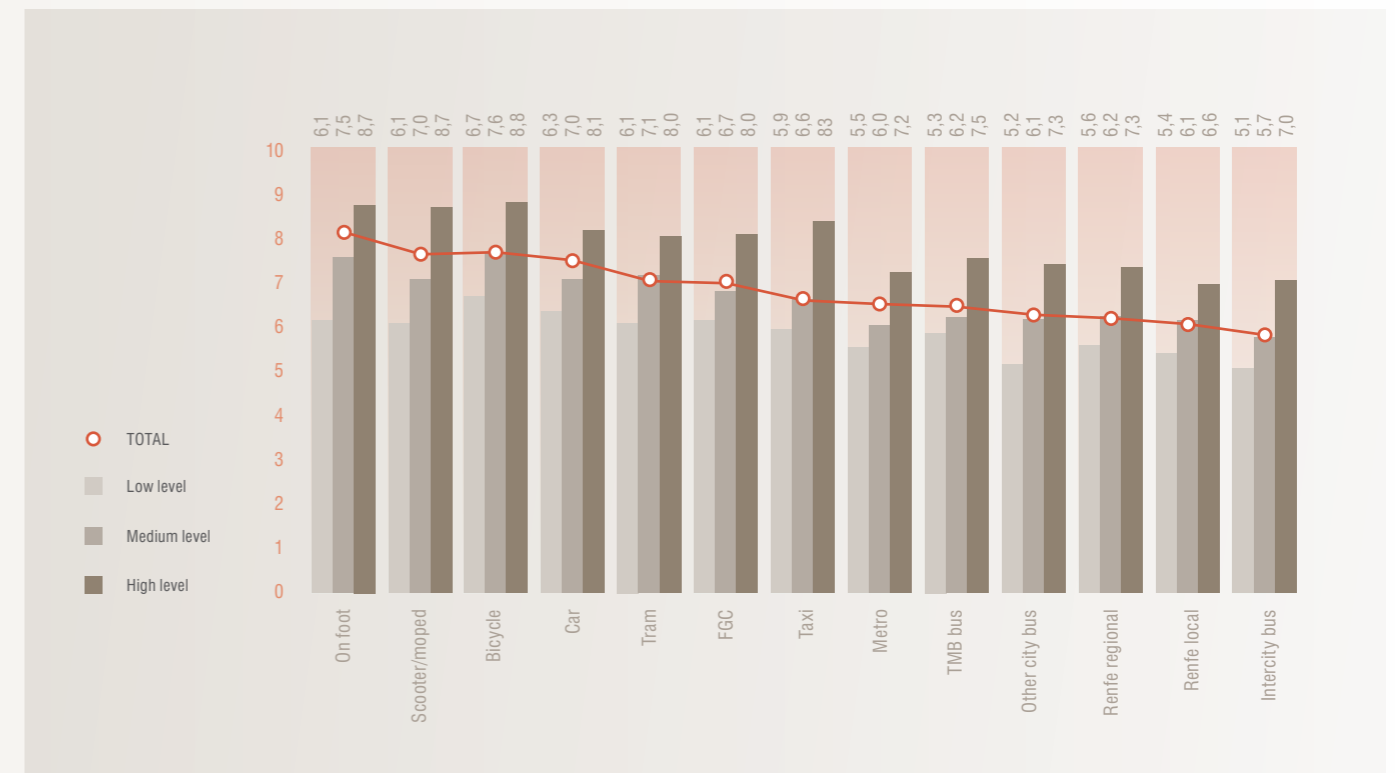
	Occupational mobility	Personal mobility	Return home	Total
16 to 29	27.4%	28.0%	44.6%	100.0%
30 to 64	20.7%	35.5%	43.8%	100.0%
65 and over	1.0%	52.7%	46.3%	100.0%
TOTAL	18.4%	37.2%	44.4%	100.0%

The global ranking of the different modes of transport follows these preferences: the walking option is the winner, followed by going by scooter or bicycle. A longer distance may be the

reason for penalising the Renfe modes (Regional and Local) and the intercity bus.

Transport mode	Average score
On foot	8.1
Scooter/moped	7.6
Bicycle	7.6
Car	7.5
Tram	7.0
FGC	7.0
Taxi	6.6
Metro	6.5
TMB bus	6.5
Other city bus	6.2
Renfe Regional	6.2
Renfe Local	6.1
Intercity bus	5.9

The users with a high level of use of a particular mode value it more positively than those who make a more sporadic use.





# C4

T2 a ST.MARTI L'ERM  
per CORNELLA

04


TRAM

ATM Àrea de Barcelona  
Autoritat del Transport  
Metropolità

ALSTOM

TRAM

Auditors Report

 Gabinete Técnico  
de Auditoría y Consultoría, s.a.

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

**Informe de auditoría de Cuentas Anuales  
del ejercicio 2009**

Marzo 2010

 Gabinete Técnico de Auditoría y Consultoría, s.a.

Balmes 89-91, 2º. 4º.  
Tel. 933199622 – Fax 933101739  
08008 Barcelona

Julián Hernández, 8, 1º. A  
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28043 Madrid

Barcelona, 3, 2º. 1º.  
Tel. 972201959 – Fax 972220920  
17001 Girona

**INFORME DE AUDITORIA DE CUENTAS ANUALES**

**Al Consejo de Administración de la AUTORITAT DEL TRANSPORT  
METROPOLITÀ, CONSORCI PER A LA COORDINACIÓ DEL  
SISTEMA METROPOLITÀ DE TRANSPORT PÚBLIC DE L'ÀREA DE  
BARCELONA**

Hemos auditado las cuentas anuales de la **AUTORITAT DEL TRANSPORT METROPOLITÀ, CONSORCI PER A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ DE TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA** (en adelante **ATM**), que comprenden el balance de situación al 31 de Diciembre de 2009, la cuenta de resultados, la liquidación del presupuesto y la memoria correspondientes al ejercicio anual terminado en la fecha mencionada, cuya formulación es responsabilidad de los Administradores de la **ATM**. Nuestra responsabilidad es expresar una opinión sobre las citadas cuentas anuales en su conjunto, basada en el trabajo realizado de acuerdo con las normas de auditoría generalmente aceptadas, que requieren el examen, mediante la realización de pruebas selectivas, de la evidencia justificativa de las cuentas anuales y la evaluación de su presentación, de los principios contables aplicados en el ámbito de las administraciones públicas y de las estimaciones realizadas.

Los Administradores de la **ATM** presentan, a efectos comparativos, con cada una de las partidas del balance, de la cuenta de resultados y del cuadro de financiación, además de las cifras del ejercicio 2009, las correspondientes al ejercicio anterior. Nuestra opinión se refiere exclusivamente a las cuentas anuales del ejercicio 2009. Con fecha 12 de Marzo de 2009 emitimos nuestro informe de auditoría sobre las cuentas anuales del ejercicio 2008, en el cual expresamos una opinión favorable.

En nuestra opinión, las cuentas anuales del ejercicio 2009 adjuntas expresan, en todos los aspectos significativos, la imagen fiel del patrimonio y de la situación financiera de la **ATM** al 31 de Diciembre de 2009, de los resultados de sus operaciones reflejados en la cuenta de resultados y en la liquidación del presupuesto adjuntos y de los recursos obtenidos y aplicados durante el ejercicio anual terminado en esa fecha, y contienen la información necesaria y suficiente para su interpretación y comprensión adecuada, de conformidad con los principios y normas de contabilidad para las administraciones públicas, que guardan uniformidad con los aplicados en el ejercicio anterior.

Barcelona, 25 de Marzo de 2010

GABINETE TECNICO  
DE AUDITORIA Y CONSULTORIA, S.A.



Enrique Ribas Mirángels  
Socio – Auditor de Cuentas



Sociedad inscrita en el R.O.A.C. con el número S0687  
Sociedad inscrita en el Instituto de Censores Jurados de Cuentas con el número 189  
Registro Mercantil de Barcelona. Tomo 10.296, Libro 9.349, Folio 42, Hoja B-27.831 – N.I.F. A-58.604.745



**CUENTAS ANUALES DEL EJERCICIO 2009**



**AUTORITAT DEL TRANSPORT METROPOLITÀ**

**BALANCE DE SITUACIÓN A 31-12-2009 y 31-12-2008**

	ACTIVO	
	2.009	2.008
<b>INVERSIONES INFR. Y BIENES USO GENERAL</b>	<b>3.863.562,78</b>	<b>3.863.562,78</b>
INFRAESTRUCTURA Y BIENES DESTINADOS AL USO GENERAL	3.863.562,78	3.863.562,78
<b>INMOVILIZADO INMATERIAL</b>	<b>317.477,90</b>	<b>310.630,12</b>
SOFTWARE	1.655.126,63	1.533.200,54
OTRO INMOVILIZADO INMATERIAL	22.794,39	22.794,39
AMORTIZACIÓN ACUMULADA DEL INMOVILIZADO INMATERIAL	-1.360.443,12	-1.245.364,81
<b>INMOVILIZADO MATERIAL</b>	<b>2.243.402,21</b>	<b>2.653.389,41</b>
CONSTRUCCIONES	309.881,95	309.881,95
MAQUINARIA, INSTALACIONES Y UTILLAJE	83.873,23	54.322,95
MOBILIARIO	83.060,19	76.589,87
EQUIPOS PARA PROCESOS DE INFORMACIÓN	965.229,03	641.277,52
INSTALACIONES COMPLEJAS ESPECIALIZADAS	7.365.697,67	7.365.697,67
AMORTIZACIÓN ACUMULADA DEL INMOVILIZADO MATERIAL	-6.564.339,86	-5.794.380,55
<b>INMOVILIZADO FINANCIERO</b>	<b>46.196.479,93</b>	<b>71.837.479,93</b>
ACCIONES SIN COTIZACIÓN OFICIAL	30.000,00	30.000,00
INGRESOS DIFERIDOS A LARGO PLAZO	46.166.479,93	71.807.479,93
<b>DEUDORES</b>	<b>77.450.205,22</b>	<b>52.841.159,77</b>
DEUDORES POR DERECHOS RECONOCIDOS.PRESUPUESTO CORR	64.459.908,72	46.606.490,96
DEUDORES POR DERECHOS RECONOCIDOS.PRESUPUESTOS CERF	692.438,87	32.565,27
HACIENDA PÚBLICA, DEUDORA POR IVA	12.210.757,88	6.148.818,33
OTROS DEUDORES NO PRESUPUESTARIOS	87.099,75	53.285,21
<b>CUENTAS FINANCIERAS</b>	<b>11.950.667,68</b>	<b>28.513.513,25</b>
FIANZAS A CORTO PLAZO	22.631,03	21.189,03
TESORERÍA	11.928.036,65	28.492.324,22
<b>AJUSTES POR PERIODIFICACIÓN</b>	<b>2.489.000,00</b>	<b>2.679.792,52</b>
INGRESOS DIFERIDOS	2.489.000,00	2.679.792,52
<b>TOTAL ACTIVO</b>	<b>144.510.795,72</b>	<b>162.699.527,78</b>

El Director General,

El Jefe de Administración,



ATM

3

## AUTORITAT DEL TRANSPORT METROPOLITÀ

## BALANCE DE SITUACIÓN A 31-12-2009 y 31-12-2008

	PASIVO	
	2.009	2.008
<b>PATRIMONIO Y RESERVAS</b>	<b>14.096.579,01</b>	<b>12.058.633,00</b>
PATRIMONIO	12.058.633,00	12.254.959,14
RESULTADO DEL EJERCICIO	2.037.946,01	-196.326,14
<b>SUBVENCIONES DE CAPITAL</b>	<b>5.358.568,79</b>	<b>5.811.615,15</b>
DEL SECTOR ESTATAL	5.358.568,79	5.811.615,15
<b>DEUDAS A LARGO PLAZO</b>	<b>23.084.000,00</b>	<b>71.807.750,07</b>
PRÉSTAMOS A LARGO PLAZO FUERA SECTOR PÚBLICO	23.084.000,00	71.807.750,07
<b>DEUDAS A CORTO PLAZO</b>	<b>89.102.829,59</b>	<b>67.209.689,60</b>
ACREED. POR OBLIG. REC. Y PAG.ORDENADOS PTO.CT	59.788.117,12	60.192.208,23
ACREED. POR OBLIG. RECONOC. PTOS.CERRADOS	581.004,28	6.303,07
PRESTAMOS A CORTO PLAZO FUERA SECTOR PÚBLICO	23.084.000,00	0,00
HACIENDA PÚBLICA, ACREEDORA POR CONCEP. FISCALE	40.251,01	36.688,64
SEGURIDAD SOCIAL, ACREEDORA	5.682,80	5.013,47
OTROS ACREED. NO PRESUPUESTARIOS	989.075,07	837.787,15
FIANZAS A CORTO PLAZO	50.702,49	34.314,80
OPERADORES POR INTEGRACIÓN TARIFARIA	4.563.996,82	6.097.374,24
<b>AJUSTES POR PERIODIFICACIÓN</b>	<b>12.868.818,33</b>	<b>5.811.839,96</b>
GASTOS DIFERIDOS	6.242.308,87	3.960.893,06
INGRESOS ANTICIPADOS	6.626.509,46	1.850.946,90
<b>TOTAL PASIVO</b>	<b>144.510.795,72</b>	<b>162.699.527,78</b>

El Director General,



El Jefe de Administración,




ATM

4

## AUTORITAT DEL TRANSPORT METROPOLITÀ

## CUENTA DE RESULTADOS CORRESPONDIENTES A LOS EJERCICIOS ACABADOS EL 31-12-2009 y 31-12-2008

	2009	2008
<b>INGRESOS EXPLOTACIÓN</b>	<b>1.038.703.144,25</b>	<b>1.000.979.883,03</b>
VENTAS DE SERVICIOS	469.363.530,97	452.489.857,24
TRANSFERENCIAS DE LA ADM. GENERAL DEL ESTADO	146.697.559,07	157.043.584,53
TRANSFERENCIAS DE COMUNIDADES AUTONOMAS	212.439.691,29	196.381.273,78
TRANSFERENCIAS DE ENTIDADES LOCALES	168.784.883,80	155.271.532,84
OTROS INGRESOS	868.674,58	352.584,51
TRANSF.CAPITAL DE COMUNIDAD AUTÓNOMAS	40.348.804,54	38.861.222,62
TRANSF.CAPITAL AYUNTAMIENTOS	0,00	579.827,31
<b>GASTOS DE EXPLOTACIÓN</b>	<b>1.034.922.309,45</b>	<b>998.232.919,98</b>
SUELDOS Y SALARIOS	1.599.529,52	1.537.955,52
COTIZACIONES SOCIALES A CARGO DE LA ENTIDAD	282.931,46	286.892,12
OTROS GASTOS SOCIALES	65.675,79	63.412,49
ALQUILERES	54.866.040,22	50.193.675,43
REPARACIONES Y CONSERVACIÓN	654.595,79	554.055,20
SUMINISTROS	32.154,09	29.988,59
COMUNICACIONES	122.976,14	105.786,93
TRABAJOS REALIZADOS POR OTRAS EMPRESAS	411.079.271,10	397.726.351,88
PRIMAS DE SEGUROS	6.073,49	5.556,79
MATERIAL DE OFICINA	72.171,76	54.774,17
GASTOS DIVERSOS	719.677,16	719.770,24
TRANSFERENCIAS A OPERADORES PÚBLICOS	355.437.787,54	347.219.000,00
TRANSFERENCIAS A ENTIDADES LOCALES	80.783.454,96	74.409.000,00
TRANSFERENCIAS CORRIENTES A OTRAS EMPRESAS	88.765.740,89	84.191.122,43
TRANSFERENCIAS DE CAPITAL A EMPRESAS PRIVADAS	40.434.229,54	41.135.578,19
<b>MARGEN BRUTO</b>	<b>3.780.834,80</b>	<b>2.746.963,05</b>
<b>INGRESOS FINANCIEROS</b>	<b>76.535,86</b>	<b>902.109,36</b>
INGRESOS FINANCIEROS	76.535,86	902.109,36
<b>GASTOS FINANCIEROS</b>	<b>1.688.365,00</b>	<b>3.606.292,97</b>
INTERESES PRÉSTAMOS	1.688.155,40	3.605.915,20
OTROS GASTOS FINANCIEROS	209,60	377,77
<b>RESULTADO FINANCIERO</b>	<b>-1.611.829,14</b>	<b>-2.704.183,61</b>
<b>AMORTIZACIONES Y PROVISIONES</b>	<b>885.037,62</b>	<b>872.628,64</b>
AMORTIZACIÓN DEL INMOVILIZADO MATERIAL	769.959,31	776.067,89
AMORTIZACIÓN DEL INMOVILIZADO INMATERIAL	115.078,31	96.560,75
<b>RESULTADO NETO</b>	<b>1.283.968,04</b>	<b>-829.849,20</b>
<b>RESULTADO EXTRAORDINARIO</b>	<b>753.977,97</b>	<b>633.523,06</b>
RESULTADOS EXTRAORDINARIOS	753.977,97	633.523,06
<b>RESULTADO DEL EJERCICIO</b>	<b>2.037.946,01</b>	<b>-196.326,14</b>

El Director General,



El Jefe de Administración,






**AUTORITAT DEL TRANSPORT METROPOLITÀ**

Ejercicio contable: 2009

**RESUMEN DE LIQUIDACIÓN DEL PRESUPUESTO 2009**

CAPÍTULO	CONSIGNACIÓN INICIAL	MODIFICACIONES	CONSIGNACIÓN DEFINITIVA	DERECHOS RECONOCIDOS	DERECHOS RECAPTADOS	PENDIENTE COBRO	ESTADO DE EJECUCIÓN	%
3: Tasas y otros ingr.	455.206.660,00	14.203.218,13	469.409.878,13	470.987.630,32	470.373.584,43	614.045,89	-1.577.752,19	100,34%
4: Transfer. corrientes	556.358.506,00	922.845,89	557.281.351,89	557.203.535,82	510.080.402,71	47.123.133,11	77.816,07	99,99%
5: Ingresos patrimón.	70.000,00	0,00	70.000,00	76.535,86	76.535,86	0,00	-6.535,86	109,34%
7: Transferencias capital	41.216.035,60	0,00	41.216.035,60	41.216.035,60	24.493.305,88	16.722.729,72	0,00	100,00%
8: Rem. Tes. Fin. IRC	0,00	4.058.493,69	4.058.493,69	0,00	0,00	0,00	4.058.493,69	0,00%
9: Pasivos Financieros	23.084.000,00	0,00	23.084.000,00	23.084.000,00	23.084.000,00	0,00	0,00	100,00%
<b>TOTAL INGRESOS</b>	<b>1.075.935.201,60</b>	<b>19.184.557,71</b>	<b>1.095.119.759,31</b>	<b>1.092.567.737,60</b>	<b>1.028.107.828,88</b>	<b>64.459.908,72</b>	<b>2.552.021,71</b>	<b>99,77%</b>
CAPÍTULO	CONSIGNACIÓN INICIAL	MODIFICACIONES	CONSIGNACIÓN DEFINITIVA	OBLIGACIONES RECONEGUDES	OBLIGACIONES PAGADES	PENDIENT PAGAMENT	ESTAT D'EJECUCIÓ	%
1: Personal	1.905.296,00	0,00	1.905.296,00	1.855.496,80	1.829.971,40	25.525,40	49.799,20	97,39%
2: Compra bienes y servicios	454.195.266,50	15.992.190,89	470.187.457,39	464.964.735,73	463.611.808,66	1.352.927,07	5.222.721,66	98,89%
3: Gastos financieros	2.351.070,00	0,00	2.351.070,00	1.768.157,52	1.768.157,52	0,00	582.912,48	75,21%
4: Transfer. corrientes	527.260.600,00	1.350.426,60	528.611.026,60	525.097.983,39	466.692.376,14	58.405.607,25	3.513.043,21	99,34%
6: Inversiones	1.195.433,50	382.399,84	1.577.833,34	481.898,20	477.840,80	4.057,40	1.095.935,14	30,54%
7: Transfer. Capital	40.302.535,60	1.459.540,38	41.762.075,98	40.434.229,54	40.434.229,54	0,00	1.327.846,44	96,82%
9: Pasivos Financieros	48.725.000,00	0,00	48.725.000,00	48.723.750,07	48.723.750,07	0,00	1.249,93	100,00%
<b>TOTAL GASTOS</b>	<b>1.075.935.201,60</b>	<b>19.184.557,71</b>	<b>1.095.119.759,31</b>	<b>1.083.326.251,25</b>	<b>1.023.538.134,13</b>	<b>59.788.117,12</b>	<b>11.793.508,06</b>	<b>98,92%</b>



El Director General,

El Jefe de Administración,



**AUTORITAT DEL TRANSPORT METROPOLITÀ**

Ejercicio contable: 2009

**RESUMEN DE LIQUIDACIÓN DE EJERCICIOS CERRADOS**

CAPÍTULO	CONSIGNACIÓN INICIAL	MODIFICACIONES	CONSIGNACIÓN DEFINITIVA	DERECHOS RECONOCIDOS	DERECHOS RECAPTADOS	PENDIENTE COBRO	ESTADO DE EJECUCIÓN	%
0.- Ejercicios cerrados	46.639.056,23	0,00	46.639.056,23	46.639.055,31	45.946.616,44	692.438,87	0,92	100,00%
<b>TOTAL INGRESOS</b>	<b>46.639.056,23</b>	<b>0,00</b>	<b>46.639.056,23</b>	<b>46.639.055,31</b>	<b>45.946.616,44</b>	<b>692.438,87</b>	<b>0,92</b>	<b>100,00%</b>
CAPÍTULO	CONSIGNACIÓN INICIAL	MODIFICACIONES	CONSIGNACIÓN DEFINITIVA	OBLIGACIONES RECONEGUDES	OBLIGACIONES PAGADES	PENDIENT PAGAMENT	ESTAT D'EJECUCIÓ	%
0.- Ejercicios cerrados	60.198.511,30	-4.364,69	60.194.146,61	60.194.146,61	59.613.142,33	581.004,28	0,00	100,00%
<b>TOTAL GASTOS</b>	<b>60.198.511,30</b>	<b>-4.364,69</b>	<b>60.194.146,61</b>	<b>60.194.146,61</b>	<b>59.613.142,33</b>	<b>581.004,28</b>	<b>0,00</b>	<b>100,00%</b>
<b>DIFERENCIAS ING/GASTOS</b>	<b>-13.559.455,07</b>	<b>4.364,69</b>	<b>-13.555.090,38</b>	<b>-13.555.091,30</b>	<b>-13.666.525,89</b>	<b>111.434,59</b>		

El Director General,

El Jefe de Administración,



**AUTORITAT DEL TRANSPORT METROPOLITÀ**

Ejercicio contable: 2009



**RESULTADO PRESUPUESTARIO A 31-12-2009**

	AÑO 2009	AÑO 2008
1. DERECHOS RECONOCIDOS NETOS	1.092.567.737,60	1.045.177.889,60
2. OBLIGACIONES RECONOCIDAS NETAS	1.083.326.251,25	1.054.631.625,21
3. RESULTADO PRESUPUESTARIO (1-2)	9.241.486,35	-9.453.735,61
4. DESVIACIONES POSITIVAS DE FINANCIACIÓN	7.374.426,78	192.603,11
5. DESVIACIONES NEGATIVAS DE FINANCIACIÓN		0,00
6. GASTOS FINANCIADOS CON REMANENTE LÍQUIDO DE TESORERÍA	868.923,73	11.969.167,74
7. RESULTADO DE OPERACIONES COMERCIALES	0,00	0,00
8. RESULTADO PRESUPUESTARIO AJUSTADO (3-4+5+6+7)	2.735.983,30	2.322.829,02
	2.735.983,30	2.322.829,02



El Director General,

El Jefe de Administración,

**AUTORITAT DEL TRANSPORT METROPOLITÀ**

Ejercicio contable: 2009



**REMANENTE LÍQUIDO DE TESORERÍA A 31-12-2009**

	AÑO 2009	AÑO 2008
<b>1. (+) DEUDORES PENDIENTES DE COBRO A FINAL DEL EJERCICIO</b>		
De Presupuesto de Ingresos. Ejercicio Corriente	64.459.908,72	46.606.450,96
De Presupuesto de Ingresos. Presupuestos cerrados	692.438,87	32.565,27
De operaciones comerciales	0,00	0,00
De otras operaciones no presupuestarias	12.320.488,66	6.365.158,63
Menos = Salidos de cobro dudoso		0,00
Menos = Ingresos realizados pendientes de aplicación definitiva		0,00
<b>2. (-) ACREEDORES PENDIENTES DE PAGO A FINAL DEL EJERCICIO</b>		
De Presupuesto de gastos. Ejercicio Corriente	59.788.117,12	60.192.208,23
De Presupuesto de gastos. Presupuestos cerrados	581.004,28	6.303,07
De operaciones comerciales		0,00
De otras operaciones no presupuestarias	5.649.708,19	7.153.044,56
Menos = Pagos realizados pendientes de aplicación definitiva	0,00	0,00
<b>3. (+) FONDOS LÍQUIDOS EN LA TESORERÍA A FINALES DEL EJERCICIO</b>	11.928.036,65	28.492.324,22
<b>4. REMANENTE DE TESORERÍA AFECTADO A GASTOS CON FINANCIACIÓN AFECTADA</b>	10.379.818,82	3.132.047,43
<b>5. REMANENTE DE TESORERÍA PARA GASTOS GENERALES (1-2+3-4)</b>	13.002.224,49	11.012.935,99
<b>REMANENTE DE TESORERÍA TOTAL</b>	23.382.043,31	14.144.983,42

<b>REMANENTE DE TESORERÍA PARA GASTOS GENERALES (1-2+3-4)</b>	13.002.224,49	11.012.935,99
Gastos Comprometidos a 31/12/2009 (no financiación afectada)	1.280.522,88	840.061,50
<b>Remanente de Tesorería Libre para Otros Gastos</b>	11.721.701,61	10.172.874,49

El Director General,

El Jefe de Administración,

ATM

9

**MEMORIA DEL EJERCICIO 2009 DE LA AUTORITAT  
DEL TRANSPORT METROPOLITÀ, CONSORCI PER  
A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ  
DE TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA**



ATM

10

**Nota 1 - INFORMACIÓN GENERAL**

1.1 - Naturaleza de la Entidad

La **AUTORITAT DEL TRANSPORT METROPOLITÀ, CONSORCI PER A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ DE TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA** (en adelante ATM), fue constituida en virtud del convenio suscrito el 19 de Marzo de 1997 por la Generalitat de Catalunya, Ajuntament de Barcelona y Entitat Metropolitana del Transport. Es una entidad de derecho público, con personalidad jurídica y patrimonio propios, de carácter voluntario y de duración indefinida. Se pueden adherir a la ATM todas las administraciones titulares de servicios públicos de transportes colectivos, individualmente o a través de entidades que las agrupen y representen, que pertenezcan al ámbito formado por las comarcas del Alt Penedès, el Baix Llobregat, el Barcelonès, el Garraf, el Maresme, el Vallès Occidental y el Vallès Oriental.

1.2 - Objetivo

La ATM tiene como finalidad articular la cooperación entre las administraciones públicas titulares de los servicios y de las infraestructuras del transporte público colectivo del área de Barcelona que forman parte de la misma, así como la colaboración con aquellas otras que, como la Administración del Estado (en adelante AGE), están comprometidas financieramente o son titulares de servicios propios o no traspasados, mediante la elaboración y el seguimiento de todos los instrumentos jurídicos, técnicos y financieros que se consideren convenientes y, en general, la realización de las funciones que le sean encargadas por las entidades que la forman.

De acuerdo con sus Estatutos, las funciones de la ATM son las siguientes:



ATM

11

- Planificación de las infraestructuras y servicios de transporte público colectivo.
- Relaciones con los operadores de transporte colectivo (concertación y seguimiento de contratos-programa y otros convenios).
- Gestión de la financiación del sistema por parte de las administraciones y el control de los ingresos, costes e inversiones de las empresas prestadoras del servicio.
- Ordenación de tarifas.
- Publicidad, información y relaciones con los usuarios.
- Marco normativo futuro.
- Otras funciones relacionadas con la movilidad.

### 1.3 - Organización

Los Órganos de Gobierno de la ATM previstos en sus Estatutos y de Régimen Interior son los siguientes:

- El Consejo de Administración.
- El Presidente.
- El Comité Ejecutivo.
- El Director General.



La ATM como entidad del sector público de la Generalitat de Catalunya adscrita al Departament de Política Territorial i Obres Públiques está incluida en el ámbito de los Presupuestos de la Generalitat de Catalunya.

ATM

12

La composición del Consejo de Administración a 31 de Diciembre de 2009 es la siguiente:

**Presidente:** Sr. Joaquim Nadal i Farreras  
**Vicepresidente 1º:** Sr. Ramon García-Bragado i Acín  
**Vicepresidente 2º:** Sr. Antoni Poveda i Zapata

#### Vocales:

- **Generalitat de Catalunya (8):**

Sr. Martí Carnicer i Vidal  
 Sr. Eduard Pallejà i Sedó  
 Sr. Manel Nadal i Farreras  
 Sr. Oriol Nel·lo i Colom  
 Sr. Jordi Follia i Alsina  
 Sr. Manel Villalante i Llauredó  
 Sr. Esteve Tomàs i Torrens  
 Sra. Matilde Sala i Manuel

- **Administraciones locales fundadoras (5):**

Sr. Lluís Tejedor i Ballesteros  
 Sra. Assumpta Escarp i Gibert  
 Sr. Jordi Portabella i Calvete  
 Sr. Antonio Balmon Arévalo  
 Sr. Ramon Seró i Esteve

- **AMTU (2)**

Sr. Josep Mayoral i Antigas  
 Sra. Lluïsa Melgares Aguirre





ATM

13

- **Administración del Estado** (2 vocales observadores)

Sr. José Luís Marbán García  
Sr. Ángel Rodríguez González

- **Secretaria**

Sra. Carme Sardà i Vilardaga

La composición del Comité Ejecutivo a 31 de Diciembre de 2009 es la siguiente:

**Presidente:**

- Sr. Ramon Seró i Esteve

**Vocales:**

- **Generalitat de Catalunya**

Sr. Manel Nadal i Farreras  
Sr. Manel Villalante i Llauredó

- **Ajuntament de Barcelona**

Sra. Assumpta Escarp i Gibert

- **Entitat Metropolitana del Transport**

Excm. Sr. Antoni Poveda Zapata

- **AMTU**

Sr. Antoni Prunés i Santamaria

**Secretaria:**

- Sra. Carme Sardà i Vilardaga



ATM

14

**Nota 2 - BASES DE PRESENTACIÓN**

2.1 - Régimen contable

Estas cuentas anuales se han preparado a partir de los registros contables de la ATM que toman como plan contable marco el Plan General de Contabilidad Pública de la Generalitat de Catalunya y aplicando las normas contables oportunas para conseguir que las cuentas anuales expresen la imagen fiel del patrimonio, de la situación financiera, de la ejecución del presupuesto y de los resultados de sus operaciones y de los recursos obtenidos y aplicados en el ejercicio.

Adicionalmente de acuerdo con pronunciamientos de la Intervención General de la Administración del Estado, son aplicables a los Consorcios las normas de carácter general vigentes para la administración local, con aquellas particularidades que puedan fijar sus Estatutos. Por este motivo, también se ha contemplado la normativa recogida en la siguiente legislación:

- Orden el Ministerio de Economía y Hacienda, del 6 de Mayo de 1994, de aprobación del Plan General de Contabilidad Pública.
- Documentos sobre principios contables, emitidos por la Comisión de Principios y Normas Contables Públicas, creada por Resolución de la Secretaría de Estado de Hacienda de 28 de Diciembre de 1990.
- Real Decreto Legislativo 2/2004, de 5 de Marzo, por el cual se aprueba el Texto Refundido de la Ley Reguladora de las Haciendas Locales (LRHL).
- R.D. 500/1990 de 20 de Abril, por el cual se desarrolla la LRHL.





2.2 - Cuentas anuales

a) Las cuentas anuales del ejercicio 2009 están formadas por:

- Liquidación del Presupuesto.
- Balance de Situación.
- Cuenta de Resultados.
- Memoria.

b) Los saldos de las cuentas anuales son coincidentes con los que figuran en los registros de contabilidad de la **ATM**.

c) Las cuentas anuales del ejercicio 2009 están pendientes de aprobación por el Consejo de Administración.

2.3 - Comparabilidad de la información

Las cuentas anuales de los ejercicios 2008 y 2009 se han formulado siguiendo en su elaboración criterios uniformes de valoración, agrupación y clasificación, de forma que la información presentada es homogénea y comparable.

2.4 - Importes monetarios

A falta de indicación en contra, los importes monetarios de las cuentas anuales se expresan en euros.



**Nota 3 - NORMAS DE VALORACIÓN**

Las normas de valoración más relevantes aplicadas en la preparación y presentación de las cuentas anuales son las siguientes:



3.1 - Inmovilizado inmaterial

Este epígrafe comprende los costes de adquisición del software informático y de la marca SMTPC y de la propia **ATM**. La amortización se realiza considerando unas vidas útiles de tres y cinco años respectivamente.

3.2 - Inmovilizado material e Inversiones en infraestructura y bienes destinados al uso general.

Figura valorado de acuerdo con los criterios que se indican a continuación:

- a) Las inversiones se valoran a precio de adquisición.
- b) Las reparaciones que no signifiquen una ampliación de la vida útil y los gastos de mantenimiento son cargados directamente a la cuenta de resultados. Los costes de ampliación o mejora que dan lugar a un aumento en la duración del bien son capitalizados como más valor del inmovilizado.
- c) Los estudios preliminares correspondientes a proyectos de inversión se imputan a gasto en el ejercicio que se realizan, excepto que la **ATM** reciba ingresos específicos para su financiación. En este caso, se registran en los epígrafes de inmovilizado (coste) y Subvenciones de capital (financiación).
- d) Los coeficientes aplicados en el cálculo de las amortizaciones son los resultantes de considerar las siguientes vidas útiles:

	Años vida útil
• Construcciones	8
• Maquinaria, instalaciones y herramientas	8
• Mobiliario	10
• Equipos proceso información	4
• Instalaciones complejas especializadas	4 – 10



ATM

17

La vida útil de las construcciones e instalaciones ordinarias se ha adecuado a la duración del contrato de arrendamiento de la finca donde están situadas.

- e) Las inversiones del ejercicio se empiezan a amortizar desde el momento en que entran en funcionamiento.
- f) Las inversiones en infraestructura y bienes destinados al uso general, se entregarán a administraciones públicas con cargo a Subvenciones de capital.

### 3.3 - Inmovilizado financiero

Acciones sin cotización oficial corresponde al valor nominal de la participación del 50% en el capital de la sociedad Sermetra, S.L.

Los ingresos diferidos corresponden a las aportaciones comprometidas por las Administraciones Públicas para liquidar, inicialmente en el período 2006-2009, las insuficiencias en las consignaciones presupuestarias correspondientes al Contrato Programa 2002-2004 y la liquidación del Contrato Programa 1998-2001. Sus vencimientos se correspondían inicialmente con los del crédito de 195 millones de euros que fue concertado en el ejercicio 2005 (Nota 12.3). El saldo a 31 de Diciembre de 2009 se corresponde con las aportaciones de la Generalitat de Catalunya para los conceptos citados pendientes de recibir a esta fecha. La ATM ha concertado en los años 2008 y 2009 diversas operaciones de endeudamiento mientras la Generalitat de Catalunya no hace efectivas sus aportaciones comprometidas en su día.

### 3.4 - Deudores

Corresponde al valor nominal de los derechos pendientes de cobro los cuales son, en todos los casos, con vencimiento a corto plazo.



ATM

18

### 3.5 - Subvenciones de capital y ingresos avanzados

La ATM recibe financiación de las administraciones públicas para el desarrollo de proyectos de inversión o proyectos que tienen aplicación a la cuenta de resultados. Esta financiación se registra transitoriamente en el epígrafe de ingresos avanzados. Los traspasos al epígrafe de subvenciones de capital del balance de situación, o a la cuenta de resultados se realizan de forma correlacionada con la ejecución de los proyectos de inversión o de gastos que respectivamente financian.

### 3.6 - Deudas a largo y corto plazo

Reflejan el valor nominal de las obligaciones pendientes de pago. Se clasifican a largo o a corto plazo en función de que su vencimiento sea superior o inferior a doce meses.

### 3.7 - Ingresos y gastos

Los ingresos y gastos son registrados en la contabilidad financiera atendiendo a los principios del devengo y de correlación de ingresos y gastos, independientemente del momento en que se cobran o pagan, y de aquel en que se produce el reconocimiento presupuestario.

Siguiendo el principio de prudencia, la ATM contabiliza los beneficios realizados en la fecha de cierre del ejercicio, mientras que los riesgos y pérdidas previsibles, incluidos eventuales, se contabilizan en cuanto son conocidos.

Por otro lado, los ingresos y gastos se incorporan a la Liquidación Presupuestaria en el momento en que se produce el acto administrativo de reconocimiento de los respectivos derechos y obligaciones.





3.8 - Impuesto sobre Sociedades

De acuerdo con la naturaleza de la ATM y en aplicación de la Ley del Impuesto sobre Sociedades, ésta se encuentra exenta del Impuesto y no está sujeta a retenciones a cuenta por los rendimientos financieros que obtenga.

3.9 - Medioambiente

Los gastos derivados de las actuaciones que tienen por objeto la protección y mejora del medio ambiente se contabilizan, si procede, como gastos del ejercicio en que se incurren. No obstante, si suponen inversiones como consecuencia de actuaciones para minimizar el impacto ambiental y la protección y mejora del medio ambiente, se contabilizan como un mayor valor del inmovilizado.

Nota 4 - INMOVILIZADO INMATERIAL

Los movimientos contables registrados por las cuentas que integran el epígrafe de inmovilizado inmaterial se detallan en el cuadro que se incluye en la página siguiente.

Las principales inversiones de este ejercicio corresponden a nuevas aplicaciones.



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INMOVILIZADO INMATERIAL		FONDO DE AMORTIZACIÓN		VALOR DE COSTE		Valor Neto	
Saldo	Inversiones	Traspasos/ Bajas	Saldo	Dotaciones	Traspasos/ Bajas	Saldo	31.12.2009
1.1.2009			1.1.2009			31.12.2009	
1.533.200,54	121.926,09	-	1.223.194,22	115.078,31	-	1.338.272,53	316.854,10
22.794,39	-	-	22.170,59	-	-	22.170,59	623,80
<b>1.555.994,93</b>	<b>121.926,09</b>	<b>-</b>	<b>1.245.364,81</b>	<b>115.078,31</b>	<b>-</b>	<b>1.360.443,12</b>	<b>317.477,90</b>

- Software
- Otro inmovilizado inmaterial



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**Nota 5 - INMOVILIZADO MATERIAL E INVERSIONES EN INFRAESTRUCTURA Y BIENES DESTINADOS AL USO GENERAL**

- 5.1 - Los movimientos contables registrados por las cuentas que integran el inmovilizado material de la ATM a lo largo del ejercicio 2009 se detallan en el cuadro que se incluye en la página siguiente.
- 5.2 - Las inversiones del ejercicio corresponden principalmente a instalaciones complejas especializadas (SAE) i otras diversas.

**Nota 6 - DEUDORES Y AJUSTES POR PERIODIFICACIÓN DE ACTIVO**

6.1 - El saldo al 31 de Diciembre de 2009 del epígrafe de Deudores por derechos reconocidos presenta la siguiente composición:

• Generalitat de Catalunya			
- Contracte-Programa (Nota 12.3)	57.974.430,75		
- Otros	200.000,00	58.174.430,75	
• Ajuntament de Barcelona	(Nota 12.3)	5.835.000,00	
• Ajuntament de Badalona		579.827,31	
• Otros		563.089,53	
		<u>65.152.347,59</u>	



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**INMOVILIZADO MATERIAL E INVERSIONES EN INFRAESTRUCTURA Y BIENES DESTINADOS AL USO GENERAL**

	VALOR DE COSTE			FONDO DE AMORTIZACIÓN			Valor Neto 31.12.2009
	Saldo 1.1.2009	Altas	Traspasos/ Bajas	Saldo 31.12.2009	Dotaciones	Traspasos/ Bajas	
Construcciones	309.881,95	-	-	309.881,95	12.281,91	-	2.433,73
Maquinaria, instalaciones y utensilios	54.322,95	29.550,28	-	83.873,23	18.886,69	3.293,42	41.797,50
Mobiliario	76.589,87	6.470,32	-	83.060,19	6.595,10	-	35.133,58
Equipos proceso información	641.277,52	323.951,51	-	965.229,03	77.296,82	-	372.633,89
Instalaciones complejas especializadas	7.365.697,67	-	-	7.365.697,67	654.928,79	(-) 3.293,42	1.791.403,51
<b>INMOVILIZADO MATERIAL</b>	<b>8.447.769,96</b>	<b>359.972,11</b>	<b>-</b>	<b>8.807.742,07</b>	<b>769.959,31</b>	<b>-</b>	<b>2.243.402,21</b>
<b>INVERSIONES EN INFRESTRUCTURA Y BIENES DESTINADOS AL USO GENERAL</b>	<b>3.863.562,78</b>	<b>-</b>	<b>-</b>	<b>3.863.562,78</b>	<b>-</b>	<b>-</b>	<b>3.863.562,78</b>



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6.2 - El epígrafe de ingresos diferidos (Ajustes por Periodificación) corresponde a la financiación a recibir en el próximo Contrato-Programa para financiar los gastos devengados por este concepto y reflejados en el epígrafe de gastos diferidos (Nota 10.4).

**Nota 7 - CUENTAS FINANCIERAS**

7.1 - El epígrafe "Tesorería" corresponde a las siguientes cuentas:

• Saldos disponibles en bancos e instituciones de crédito	3.254.753,90
• Cuenta corriente "Cash Pooling"	8.673.282,75
	11.928.036,65

7.2 - El mes de Mayo de 2008 se formalizó el protocolo de colaboración entre la Generalitat de Catalunya y la ATM para la adhesión de ésta al modelo de gestión de tesorería corporativa de la Generalitat de Catalunya, basado en un sistema de "Cash Pooling". Los saldos excedentes que provengan de ingresos propios desde las cuentas operativas a la cuenta tesorera corporativa se retribuyen al euribor a un mes.

**Nota 8 - PATRIMONIO Y RESERVAS**

Los fondos propios de la ATM han tenido el siguiente movimiento durante el ejercicio 2009:

	Saldo 1.1.2009	Aplicación Resultado 2008	Resultado 2009	Saldo 31.12.09
• Patrimonio	12.254.959,14	(-) 196.326,14	-	12.058.633,00
• Resultado del ejercicio	(-) 196.326,14	196.326,14	2.037.946,01	2.037.946,01
	12.058.633,00	-	2.037.946,01	14.096.579,01




**Nota 9 - SUBVENCIONES DE CAPITAL E INGRESOS ANTICIPADOS**

9.1 - Las subvenciones procedentes del sector estatal corresponden a los siguientes conceptos:

a) Fondos de Contratos-Programas (Nota 12.3) aplicados al desarrollo de un sistema de gestión y ayuda a la explotación a la ATM y a las empresas de transporte público en régimen de gestión indirecta (ver Nota 5.1, epígrafe de Instalaciones complejas especializadas):

• Saldo a 1 de Enero de 2009	1.948.053,11
• Inversión del ejercicio 2009	96.702,41
• Aplicación a resultados (amortización económica) (Nota 12.5)	(-) 549.748,77
• Saldo a 31 de Diciembre de 2009	1.495.006,75

b) Fondos del Ministerio de Fomento para la ejecución de las obras de construcción de un paso bajo la autopista A-2 para permitir la circulación del Tranvía Diagonal-Baix Llobregat (Nota 5.2 y 9.2). Importe certificado total de 3.863.562,04 euros.





9.2 - Los ingresos anticipados tienen la siguiente composición:

• Contrato-Programa 2009 (Nota 12.3)		<u>4.033.771,93</u>
• Reserva Contrato-Programa 2007-2008 (Nota 12.3)		<u>413.946,57</u>
• Ingresos diferidos gastos de emisión y gestión T-12		<u>755.424,77</u>
• Transferencia del IMSERSO para el desarrollo de un programa de accesibilidad en las renovaciones de flota de las líneas regulares de autobuses:		
- Aportaciones totales 2001-2007	2.663.137,51	
- Aplicado a ingresos ejercicio 2000-2007	(-) 1.344.887,65	
- Ingreso avanzado año 2007	<u>1.318.249,86</u>	
- Aportación 2008-2009	-	
- Reintegros al IMSERSO	<u>(-) 101.061,53</u>	<u>1.217.188,33</u>
• Transferencia relativa al convenio de 2 de Junio de 2000 entre la Generalitat de Catalunya y la ATM para la financiación del sistema de validación y venta integrado:		
- Aportación total	7.212.145,25	
- Aplicado a ingresos ejercicios 2000-2007	(-) 6.225.796,38	
- Aplicado a Subvenciones de capital al ejercicio 2001-2004	<u>(-) 823.187,65</u>	<u>163.161,22</u>
• Aportación del Ministerio de Fomento para el paso bajo la A-2:		
- Aplicado a Subvenciones de capital en Iso ejercicios 2003-2006	<u>(-) 3.863.562,04</u>	<u>43.016,64</u>
		<u>6.626.509,46</u>




Nota 10 - ACREEDORES A LARGO Y CORTO PLAZO

10.1 - Las deudas a largo plazo y a corto plazo por préstamos corresponden a los siguientes conceptos:

• Royal Bank of Scotland (RBS)	-
• Otras deudas con entidades de crédito a largo plazo	23.084.000,00
	<u>Total largo plazo 23.084.000,00</u>
• Otras deudas con entidades a corto plazo	23.084.000,00
	<u>Total corto plazo 23.084.000,00</u>

a) El crédito concertado el 11 de Febrero de 2005 con el Royal Bank of Scotland, con un importe inicial a 31 de Diciembre de 2005 de 194.895 miles de euros, se ha amortizado mediante cuatro pagos anuales iguales en el período 2006-2009 con la cobertura de los ingresos diferidos a recibir a largo plazo de las Administraciones por este concepto (Nota 3.3 y 12.3). El interés de este crédito está referenciado al euribor más un diferencial. En fecha 10 de Junio de 2005 se formalizó un Swap por un importe de 100.000 miles de euros cubriendo el euribor a tres meses a un tipo fijo del 2,361%.

En el ejercicio 2009 se ha realizado la cuarta y última amortización por un importe de 48.724 miles de euros.



b) Otras deudas con entidades de crédito a largo plazo corresponden a dos pólizas de crédito con "La Caixa" i BBVA con vencimientos 3 de Junio de 2011 y 4 de Junio de 2011 respectivamente hasta un límite de 11.542 miles de euros cada una y que a 31 de Diciembre de 2009 estaban totalmente dispuestas. Estos créditos se han concertado en el ejercicio 2009 para cubrir una parte del vencimiento 2009 del préstamo del RBS debido a que la Generalitat de Catalunya ha desplazado a ejercicios futuros el compromiso de aportación que tiene para este concepto según Contrato-Programa (Nota 3.3 y 12.3).

El tipo de interés de estos créditos están referenciados al euribor.



b) Otras deudas con entidades de crédito a corto plazo corresponden a dos pólizas de crédito con "La Caixa" y BBVA con vencimientos 19 de Junio de 2010 y 10 de Junio de 2010 respectivamente hasta un límite de 11.542 miles de euros cada una y que a 31 de Diciembre de 2009 estaban totalmente dispuestas. Estos créditos se concertaron en el ejercicio 2008 para cubrir una parte del vencimiento 2008 del préstamo del RBS debido a que la Generalitat de Catalunya desplazó, en primera instancia, hasta la anualidad 2010 el compromiso de aportación que tiene para este concepto según Contrato-Programa (Nota 12.3). Finalmente la Generalitat de Catalunya aplazó esta consignación para próximos ejercicios y por tanto la ATM tendrá que refinanciar a largo plazo estos créditos en el ejercicio 2010, tal y como prevé su presupuesto aprobado por el Consejo de Administración en sesión de 14 de Diciembre de 2009.

El tipo de interés de estos créditos están referenciados al euribor.

10.2 - El saldo a 31 de Diciembre de 2009 del epígrafe de Acreedores por obligaciones reconocidas y pagos ordenados y otros acreedores no presupuestarios, presenta la siguiente composición:

• TMB (Contracte-Programa) (1)	38.337.915,60
• FGC (Contracte-Programa) (2)	7.947.000,00
• Tramvia Metropolità del Besòs, S.A.	5.124.055,24
• Operadora del Tramvia Metropolità, S.A.	3.981.252,72
• RENFE operadora	3.531.000,00
• Ajuntaments de l'AMTU (3)	650.000,00
• Otros	1.886.972,91
Total (incluido 989.075,07 de acreedores por I.V.A.)	<u>61.358.196,47</u>

El epígrafe de Otros corresponde en su mayor parte a la adquisición de bienes y servicios por parte de la ATM.

(1) Transports Metropolitans de Barcelona es la denominación con la que prestan sus servicios las empresas Ferrocarril Metropolità de Barcelona, S.A. y Transports de Barcelona, S.A.  
 (2) Ferrocarrils de la Generalitat de Catalunya.  
 (3) Agrupación de municipios titulares de servicios de transporte urbano de la Región Metropolitana de Barcelona.



Los saldos acreedores asociados a gastos de Contrato-Programa 2007-2008 se detallan en la Nota 12.3.

10.3 - El epígrafe de "operadores por integración tarifaria" refleja el saldo neto acreedor relativo a importes a cobrar y a pagar a los operadores y comercializadores adheridos al Sistema Tarifario Integrado de la región metropolitana de Barcelona. El detalle del saldo neto es el siguiente:

Operador	Saldo a pagar (a cobrar)
• TMB	4.488.831,37
• FGC	(-) 293.810,33
• RENFE operadora	(-) 1.093.747,81
• ADIF	385.116,73
• Transportes Urbanos y Servicios Generales, SAL	901.801,35
• Hispano Igualadina	520.424,21
• Mohn, S.L.	377.343,11
• Soler i Sauret, S.A.	351.562,64
• Logista, S.A.	(-) 2.308.237,42
• Comercial Servicio Quinielas	(-) 1.196.837,39
• Otros operadores y comercializadores	2.431.550,36
	<u>4.563.996,82</u>

10.4 - El saldo del epígrafe "gastos diferidos" incluye los siguientes conceptos:

• Gastos a liquidar en el ejercicio 2009 por Integración Tarifaria (Nota 12.2.b)	3.583.180,78
• Resto compensación estimada a estimada a RENFE per Integración Tarifaria del ejercicio 2009 (Nota 12.2.c)	2.489.000,00
• Intereses devengados no vencidos	170.128,09
	<u>6.242.308,87</u>

La suma de los gastos diferidos por compensaciones, con un importe total de 2.489 miles de euros, están financiados por ingresos diferidos en concepto de Contrato-Programa (Nota 6.2).







**Nota 11 - SITUACIÓN FISCAL**

- 11.1 - De acuerdo con la legislación vigente, las liquidaciones de impuestos no pueden considerarse definitivas hasta no haber sido inspeccionadas por las autoridades fiscales o transcurrido el plazo de prescripción de cuatro años. La ATM tiene abiertos a inspección todos los ejercicios no prescritos y para todos los tributos a los que está sujeta. En opinión de los administradores de la ATM no se espera que se devenguen pasivos adicionales significativos como consecuencia de una eventual inspección.
- 11.2 - El saldo de la cuenta Hacienda Pública acreedora por conceptos fiscales refleja básicamente las retenciones practicadas a cuenta del I.R.P.F. en el mes de Diciembre de 2009.
- 11.3 - El saldo de la cuenta Hacienda Pública deudora por I.V.A. corresponde a la liquidación de Diciembre de 2009 presentada el 29 de Enero de 2010.

**Nota 12 - INGRESOS Y GASTOS**

- 12.1 - Ingresos por ventas de servicios

Al 31 de Diciembre de 2009 este epígrafe presenta la siguiente composición:

• Venta de títulos integrados	391.503.218,13
• Repercusión de los gastos de gestión del sistema tarifario integrado	23.759.938,94
Ingresos del sistema tarifario integrado (Nota 12.2)	415.263.157,07
• Ingresos aplicados por solicitudes T-12	459.135,57
• Cesión trenes a TMB	53.373.134,33
• Facturaciones a terceros del Centro de Información TransMet	268.104,00
• Ventas de servicios	469.363.530,97




El 25 de Julio del 2006, la ATM formalizó la cesión a Ferrocarril Metropolità de Barcelona, S.A. de la explotación y operación de los trenes objeto del Contrato Marco y de Arrendamiento, previo suministro de 39 trenes para la red de metro, suscrito en fecha 8 de Agosto de 2003 por la ATM, Alquiler de Trenes Agrupación de Interés Económico, S.A. y CAF, S.A.

Con fecha 21 de Septiembre de 2006 se formalizó otro convenio relativo a la cesión de la explotación y operación de los trenes objeto del Contrato Marco y de Arrendamiento, previo suministro de 50 trenes para la red de metro, suscrito en fecha 23 de Julio de 2004 por la ATM, Alquiler de Trenes Agrupación de Interés Económico, S.A. y ALSTOM, S.A.

Finalmente, en fecha 2 de Julio de 2007 se formalizó un convenio relativo a la cesión de la explotación y operación de los trenes objeto del Contrato Marco y de Arrendamiento, previo suministro de 10 trenes para la red de metro, suscrito en fecha 18 de Abril de 2005 por la ATM, Alquiler de Trenes Agrupación de Interés Económico, S.A. y CAF, S.A.

En virtud de estos acuerdos de cesión, Ferrocarril Metropolita de Barcelona, S.A. tendrá que satisfacer anualmente a la ATM las contraprestaciones previstas por la cesión de la explotación y operación de los trenes, mediante la compensación con las subvenciones que TMB tenga que cobrar de la ATM anualmente por este concepto. Para el año 2009 este importe ha sido de 53.373 miles de euros.

- 12.2 - Gastos por trabajos realizados por otras empresas

- a) En el ejercicio 2001 se puso en marcha el Sistema Tarifario Integrado de la región metropolitana de Barcelona. En virtud de los diferentes convenios firmados con los operadores y los comercializadores, la ATM realiza las ventas de títulos integrados (T-10, T-50/30, T-MES, T-DIA y otros) y repercute a los operadores los gastos de gestión del sistema. Por otra parte la ATM se hace cargo de liquidar los ingresos asignados a cada operador en función de los viajeros transportados (validaciones y encuestas), de los gastos de gestión del sistema (edición de títulos, comisiones de comercialización, rechazo, auditoría, encuestas, comunicación y otros gastos de gestión) y de las compensaciones económicas acordadas con los operadores.





31

b) Los gastos del Sistema Tarifario Integrado asociados en el ejercicio 2009, en virtud de lo expuesto, se obtienen a partir del cálculo siguiente:

• Gastos por servicios de transportes de viajeros, incentivo de seguridad y tasa de seguridad (ingresos asignados a los operaciones)	<u>389.188.939,55</u>
• Gastos de gestión del sistema:	
– Comisiones, gastos por edición y comercialización de títulos i otros (importe neto)	18.121.258,72
– Gastos gestión ATM (1)	<u>6.244.999,50</u>
	<u>24.366.258,22</u>
• Resultados extraordinarios	<u>211.879,06</u>
• Otros ingresos del sistema	<u>(-) 806.000,00</u>
• Periodificación de gastos a liquidar al 31 de Diciembre de 2008	<u>(-) 1.281.100,54</u>
• Periodificación de gastos a liquidar al 31 de Diciembre de 2009:	
– Gastos por servicios de transporte de viajeros	3.385.305,69
– Gastos de gestión	<u>197.875,09</u>
	<u>3.583.180,78</u>
• Gatos del sistema tarifario integrado	<u>415.263.157,07</u>

(1) Importe presupuestado




32

c) Adicionalmente la ATM liquida, con la financiación recibida a cuenta del Contrato-Programa 2009 (Nota 12.3.e), las siguientes compensaciones por integración tarifaria, a las empresas operadoras (epígrafe de transferencias corrientes a otras empresas):

• Compensaciones Integración Tarifaria	29.972.558,72
• Compensaciones servicio nocturno	3.837.097,29
• Compensaciones por Ayuntamientos AMTU	6.906.076,48
• Compensaciones por Integración Tarifaria y servicio nocturno periodificadas a 31 de Diciembre de 2008	(-) 2.600.000,00
• Compensaciones por Integración Tarifaria del ejercicio 2009 periodificadas a 31 de Diciembre 2009 (Nota 10.4)	<u>2.489.000,00</u>
	<u>40.604.732,49</u>

Un importe de 685 miles de euros de estas compensaciones no se imputan a Contrato-Programa.

### 12.3 - Ingresos y gastos por transferencias corrientes (Contrato Programa)

a) El 8 de Abril de 2008 se firmó entre la AGE y la ATM el Contrato Programa 2007-2008 que tiene por objeto regular las relaciones reciprocas relativas a la financiación del transporte público regular de viajeros en el ámbito definido en el artículo 1 de los estatutos de la ATM, dando continuidad a diversos aspectos de los Contratos-Programa relativos a periodos anteriores. Este Contrato-Programa extendía su vigencia del 1 de Enero de 2008 hasta el 31 de Diciembre de 2008 y regularizaba sobre sus mismas bases el 2007.

El Contrato Programa recoge las necesidades del sistema de transporte gestionado por la ATM y su cobertura mediante las aportaciones de los usuarios y de las Administraciones públicas: AGE y Administraciones Consorciadas en la ATM (Generalitat de Catalunya, Ajuntament de Barcelona y Entitat Metropolitana del Transport).





En fecha 17 de Febrero de 2010 el Comité Ejecutivo de la ATM aprobó el borrador del nuevo Contrato Programa 2009-2010 y que será formalizado con la AGE una vez sea aprobado por el Consejo de Administración de la ATM.

- b) Con fecha 7 de Julio de 2009 la Comisión de Seguimiento del Contrato Programa aprobó su liquidación, resultando un importe pendiente de aplicación de 415 miles de euros, que la ATM ha contabilizado en la cuenta de reserva correspondiente.
- c) El Contrato Programa 2009-2010 en formalización recoge los criterios de liquidación de la aportación de la AGE para este período así como la obligación de las Administraciones Consorciadas de cubrir la totalidad de las necesidades reales del sistema del transporte después de deducir de éstas las aportaciones devengadas por la AGE y los ingresos de los usuarios.

Este nuevo Contrato-Programa ratifica la aplicación, para cubrir las necesidades previstas por el sistema en el años 2009 y 2010, de las desviaciones del Contrato Programa 2005-2006, de parte de los remanentes en concepto de devolución de prorrata I.V.A. recuperadas por los diferentes operadores y de la concertación de endeudamiento financiero por parte de los operadores tal y como aprobó la ATM en sesión de su Consejo de Administración de 23 de Diciembre de 2008.

Adicionalmente, en sesión de 23 de Diciembre de 2008 la ATM autorizó a TMB a adquirir 6 unidades de trenes para la línea 9 por un importe estimado de 44 millones de euros. Las obligaciones económicas que se derivan de esta autorización se incorporarán a las necesidades de futuros contratos programa a suscribir entre l'ATM y la AGE.

- d) En el ejercicio 2009 la ATM ha reconocido como ingreso de transferencia por Contrato-Programa un importe de 1.768 miles de euros en concepto de compensación por gastos financieros (crédito citados en la Nota 10.1), un importe de 203 miles de euros para el mantenimiento del SAE y un importe de 1.316 miles de euros en concepto de canon de la línea 9 liquidado a IFERCAT.



- e) En el cuadro resumen de la hoja siguiente, se detallan los efectos presupuestarios de las transferencias corrientes y de capital recibidas en el ejercicio 2009 por la ATM de las Administraciones, así como las aportaciones corrientes y de capital que ésta ha realizado a los operadores en virtud de los acuerdos con cada uno de ellos, los gastos relativos a las actuaciones en relación a los operadores de transporte público interurbano en régimen de gestión indirecta y las de los sistemas tranviarios.

El resumen de los efectos en la cuenta de resultados es el siguiente, en miles de euros:

	Ingresos (1)	Gastos (1)
<b>Contrato Programa</b>		
• Administraciones	567.788	-
• Operadores públicos (TMB-FGC)	-	355.438
• EMT (gestión indirecta)	-	80.783
• Compensaciones por integración tarifaria, otras subvenciones a operadores y AMTU	-	39.920
• Otras transferencias	-	1.116
• Tramvia Baix Llobregat y Glòries Besòs (Nota 13)	-	87.324
<b>Otras transferencias</b>	685	840
<b>Transferencias corrientes y de capital en cuenta de resultados</b>	<b>568.473</b>	<b>565.421</b>

- d) Es intención de las Administraciones firmantes del Contrato Programa dar continuidad al marco de financiación del transporte y por tanto éste prevé que para ejercicios futuros tanto la AGE como las administraciones consorciadas sigan consignando sus aportaciones, la liquidación definitiva de las cuales quedará supeditada a lo que establezcan los nuevos contratos programas a formalizar en el futuro.

(1) Ingresos y Gastos incluyen un total de 2.489 miles de euros correspondientes a las compensaciones por integración tarifaria pendientes de aplicar a presupuesto (Nota 10.4 y 12.2). La periodificación de gastos se ha registrado con abono al epígrafe de Gastos Diferidos, y la periodificación de ingresos con cargo al epígrafe de Ingresos diferidos.

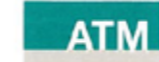




SITUACIÓN AL 31.12.09 DE LAS APORTACIONES A CUENTA DEL CONTRATO-PROGRAMA 2009 (miles de euros)

	Derechos reconocidos		Cobros		Pendiente de cobro al 31.12.2009 (4)	
	2009	2009	2009	2009		
<b>INGRESOS</b>						
• AGE	166.450	166.450				
• Generalitat de Catalunya (2)	254.334	197.167			57.167	
• Ajuntament de Barcelona	98.005	92.170			5.835	
• EMT	78.785	78.785				
• Generalitat de Catalunya (otras aportaciones)	160	-			160	
<b>TOTAL</b>	<b>597.734</b>	<b>534.572</b>			<b>63.162</b>	
	Obligaciones liquidadas		Pagos		Pendiente de pago al 31.12.2009 (4)	
	2009	2009	2009	2009		
<b>GASTOS</b>						
• TMB (6)	307.673	269.335			38.338	
• FGC (6)	47.682	39.735			7.947	
• EMT (Gestión indirecta) (3) (6)	80.706	80.706				
• Tramvia Baix Llobregat y Gibrles-Besòs	87.324	79.356			7.968	
• Gestión Indirecta (Ejecución directa ATM)	36.862	36.170			692	
• Ceramias RENFE (Ejecución directa ATM)	5.900	2.600			3.300	
• Gastos ATM	1.768	1.768				
• TMB (otros)	83	-			83	
• EMT (otros)	77	-			77	
• Amortización Crédito 195 millones euros (5)	25.640	25.640				
<b>TOTAL</b>	<b>593.715</b>	<b>535.310</b>			<b>58.405</b>	
					<b>Ingresos anticipados 31.12.09 (Nota 9.2)</b>	
<b>INGRESOS AVANZADOS</b>						<b>4.033</b>
	(1)					
	14					

(1) Corresponde a la desviación a aplicar del Contrato-Programa 2004-2005.  
 (2) No incluyen las aportaciones de capital efectuadas directamente por la Generalitat de Catalunya a FGC y previstas en el Contrato-Programa (23.000 miles de euros para el 2009).  
 (3) Cifra presupuestaria. Pendiente de recibir el certificado de aportaciones de la EMT a las líneas de la EMT bajo su tutela. Estas aportaciones determinan finalmente la cifra de los cobros a cobrar y a pagar forman parte respectivamente de las posiciones de "Deudores" y "Deudas a corto plazo" del pasivo del balance de situación.  
 (4) No incluye la parte amortizada del préstamo que ha sido refinanciada (Nota 10.1.b) y c) y 12.3.b). El importe de 25.640 miles de euros se ha cubierto con aportaciones de la AGE (18.591 miles de euros), Ajuntament de Barcelona (6.832 miles de euros) y EMT (2.717 miles de euros).  
 (5) No incluyen las necesidades previstas a cubrir con endeudamiento financiero autorizado (84.693 miles de euros para TMB, 14.000 miles de euros para la EMT y 7.915 miles de euros para FGC), las obligaciones económicas del cual se incorporarán a las necesidades de futuros contratos programa a suscribir entre la ATM y la AGE (Nota 9.1).



12.4 - Gastos de personal

La plantilla de la ATM al 31 de Diciembre de 2009 distribuida por categorías profesionales, incluyendo una persona en comisión de servicios de TMB, se detalla a continuación:

Categoría	Hombre	Mujer	Número de empleados
• Director general	-	1	1
• Director técnico	-	1	1
• Jefe de Servicio	2	6	8
• Jefe de Unidad	1	-	1
• Técnico superior	1	4	5
• Técnico grado medio	5	2	7
• Administrativos	6	2	8
• Auxiliares administrativos	1	-	1
	<b>16</b>	<b>16</b>	<b>32</b>

Durante el ejercicio 2009 la ATM ha dispuesto de un empleado adscrito en comisión de servicios (de acuerdo con el convenio suscrito al efecto con TMB). En este sentido el epígrafe de trabajos realizados por otras empresas incluye el gasto correspondiente a este concepto.

12.5 - Resultados extraordinarios

Este epígrafe de la Cuenta de resultados tiene la siguiente composición:

• Subvenciones de capital aplicadas, correlacionadas con la amortización económica (Nota 9.1)	549.748,77
• Otros	204.229,20
	<b>753.977,97</b>

12.6 - La previsión de honorarios para la auditoría de las cuentas anuales del ejercicio 2009 es de 16.267 euros. La sociedad auditora no ha facturado ningún importe por otros conceptos.



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### Nota 13 - OTRAS CONSIDERACIONES

#### 13.1 - Tranvía Baix Llobregat y Tranvía Sant Martí-Besòs

- a) El 27 de Abril de 2000 el Consejo de Administración de la ATM adjudicó la redacción del proyecto, la construcción y la explotación de un sistema de tranvía-metro ligero en el corredor Diagonal-Baix Llobregat del área de Barcelona que incluye sistema tranviario, servicios afectados y expropiaciones. El contrato correspondiente fue formalizado el 17 de Noviembre de 2000 con Tramvia Metropolita, S.A. con un presupuesto inicial de 217 millones de euros (antes de I.V.A.).

Los terrenos afectados por las expropiaciones relativas a este proyecto forman parte del dominio público del Consorcio de la ATM, que actúa como beneficiario en atención al riesgo asumido en relación con el justiprecio. El pago de éste es obligación de la empresa adjudicataria hasta el límite de la cifra de inversión prevista para las expropiaciones en el proyecto económico financiero del adjudicatario. La ATM no registrará contablemente la inversión en estos terrenos hasta el momento de su reversión. En el ejercicio 2005 la ATM comenzó a aprobar transferencias de capital por el exceso de expropiaciones respecto el límite previsto a cargo de la empresa adjudicataria, registrándolas cuando nace la obligación de pago.

- b) El 12 de Diciembre de 2002, el Consejo de Administración de la ATM aprobó el proyecto constructivo del Tranvía Sant Martí-Besòs, por un importe de 205 millones de euros (antes de I.V.A.), así como el contrato definitivo con el adjudicatario (Tramvia Metropolita del Besòs, S.A.).

- c) En el ejercicio 2004 se han puesto en servicio los dos sistemas tranviarios citados. Las transferencias corrientes y de capital entregadas por la ATM a las sociedades concesionarias de los servicios en el ejercicio 2008 se detallan en la Nota 12.3.




La ATM prevé financiar el coste de la inversión y de la explotación de los Tranvías con recursos de Contrato-Programa, que incluyen los fondos comprometidos por la Generalitat de Catalunya para este concepto según acuerdos de Gobierno de la Generalitat de Catalunya de 31 de Julio de 2000 y de 24 de Diciembre de 2002.

Desde su adjudicación el Consejo de Administración de la ATM ha aprobado diversas modificaciones en la ejecución de estas actuaciones. Para la cobertura de las mayores necesidades de financiación que suponen estas actuaciones la ATM ha formalizado diversos convenios de pago con las sociedades concesionarias con cargo a los compromisos plurianuales asumidos por la Generalitat de Catalunya por estos conceptos:

- Con fecha 4 de Julio de 2005 la ATM y Tramvia Metropolita, S.A. formalizaron un convenio por el cual la ATM abonará a la sociedad concesionaria del Tramvia Diagonal-Baix Llobregat un importe total de 36.571 miles de euros en concepto de indemnización, revisiones de precios y modificaciones del contrato inicial. Este pago lo realizará la ATM de acuerdo con las anualidades de la subvención de capital finalista aprobada por el Gobierno de la Generalitat de Catalunya en sesión de 14 de Junio de 2005 a favor de la ATM por este concepto, y que incluye la compensación financiera derivada del calendario de fraccionamiento del pago (2006-2015).
- Con fecha 5 de Septiembre de 2006 la ATM y Tramvia Metropolita, S.A. formalizaron un convenio por el cual la ATM abonará a la sociedad concesionaria del Tramvia Diagonal-Baix Llobregat un importe total de 13.505 miles de euros en concepto de modificaciones del contrato inicial. Este pago lo realizará la ATM de acuerdo con las anualidades de la subvención de capital finalista aprobada por el Gobierno de la Generalitat de Catalunya en sesión de 29 de Agosto de 2006 a favor de la ATM por este concepto, y que incluye la compensación financiera derivada del calendario de fraccionamiento del pago (2007-2015).



ATM

39

- Con fecha 5 de Septiembre de 2006 la ATM y Tramvia Metropolità del Besòs, S.A. formalizaron un convenio por el cual la ATM abonará a la sociedad concesionaria del Tramvia Sant Martí-Besòs un importe total de 29.041 miles de euros en concepto de modificaciones del contrato inicial. Este pago lo realizará la ATM de acuerdo con las anualidades de la subvención de capital finalista aprobada por el Gobierno de la Generalitat de Catalunya en sesión de 29 de Agosto de 2006 a favor de la ATM por este concepto, y que incluye la compensación financiera derivada del calendario de fraccionamiento del pago (2007-2021).
- Con fecha 26 de Junio de 2008 la ATM y Tramvia Metropolità, S.A. formalizaron un convenio por el cual la ATM abonará a la sociedad concesionaria del Tramvia Diagonal-Baix Llobregat un importe total de 8.336 miles de euros en concepto de cierre de las obras del contrato inicial. Este pago lo realizará la ATM de acuerdo con las anualidades de la subvención de capital finalista aprobada por el Gobierno de la Generalitat de Catalunya en sesión de 10 de Junio de 2008 a favor de la ATM por este concepto, y que incluye la compensación financiera derivada del calendario de fraccionamiento del pago (2009-2015).
- En fecha 19 de Marzo de 2009 se firmó el Texto Refundido del Contrato de Concesión del Tramvia Diagonal-Baix Llobregat entre la ATM y Tramvia Metropolità, S.A. El objetivo de la firma de este Texto Refundido es el siguiente:
  - Incluir en un único documento todos los acuerdos del Consejo de Administración de la ATM que se han tomado después de la firma del Contrato de Concesión.
  - Modificar el sistema de compensación de la tarifa técnica para bandas a través de la fijación de una nueva curva de demanda, que reduzca las incertidumbres económicas futuras tanto por parte de la Administración como por parte del concesionario.
  - Incluir una inversión para la adquisición de 4 nuevos tranvías y los nuevos equipos de televigilancia sin ninguna compensación por parte de la Administración a la Operadora de Tramvia Metropolità, S.A.



ATM

40

- En fecha 28 de diciembre de 2009 la ATM y Tramvia Metropolità del Besòs, S.A. formalizaron un convenio por el cual la ATM abonará a la sociedad concesionaria del Tramvia Sant Martí-Besòs un importe total de 32.496 miles de euros en concepto de incrementos de obra, revisión de previos, costes de incremento de plazos e intereses. Este pago lo realizará la ATM de acuerdo con las anualidades de la subvención de capital finalista aprobada por el Gobierno de la Generalitat de Catalunya en sesión de 22 de Diciembre de 2009 a favor de la ATM por este concepto, y que incluye la compensación financiera deirrada del calendario de fraccionamiento del pago (2011-2021).

d) La ATM sigue el criterio de no reconocer ninguna deuda por financiación de las inversiones con los concesionarios, hasta que no llega la correspondiente financiación acordada en origen, para mantener el equilibrio presupuestario.

Los eventuales importes adicionales correspondientes serán a cargo de la financiación que por este concepto se reciba de la Generalitat de Catalunya.

La ATM no tiene concertado a 31 de Diciembre de 2009 ningún compromiso por obra ejecutada de los tranvías a financiar con recursos propios.

- 13.2 - En sesiones de 12 de Diciembre de 2002 y de 3 de Diciembre de 2004 el Consejo de Administración de la ATM aprobó la adjudicación de diversos suministros de trenes para diferentes líneas del metro de Barcelona, por un valor total de los trenes de más de 650 millones de euros. Cabe citar que estos trenes no serán propiedad de la ATM sino que dispone de ellos mediante un contrato de "renting".

En este sentido el 8 de Agosto de 2003 se suscribió entre la ATM, CAF y una agrupación de entidades financieras un primer contrato marco para el arrendamiento de 39 trenes para las líneas 2, 3 y 5 del metro de Barcelona, posteriormente el 25 de Noviembre de 2003, se formalizó el contrato de suministro asociado. El 23 de Julio de 2004 se formalizó el contrato marco y de arrendamiento y el contrato de suministro con Alstom, el otro adjudicatario, para el suministro de 50 trenes para la futura línea 9 del metro de Barcelona. Tal y como se explica en la nota 12.1 en el ejercicio 2006 se han formalizado sendos contratos de cesión de la explotación y operación de estos trenes a TMB.





Finalmente, el 18 de Abril de 2005 se formalizó un contrato con CAF para el suministro de 10 nuevos trenes de la línea 1 del metro de Barcelona de acuerdo con la adjudicación del Consejo de Administración de la ATM de 3 de Diciembre de 2004 mencionada, y en el ejercicio 2007 se firmó el correspondiente contrato de cesión de la explotación y operación de éstos trenes a TMB.

- 13.3 - Dada la actividad a que se dedica la ATM, la cual ha sido descrita en la Nota 1, ésta no tiene responsabilidades, gastos, activos, ni provisiones y contingencias de naturaleza medioambiental que puedan ser significativos en relación con el patrimonio, la situación financiera y los resultados de la ATM.

Por este motivo, no se incluyen desgloses en esta memoria de los estados y cuentas anuales sobre la información de cuestiones medioambientales.

- 13.4 - Valores recibidos en depósito

La ATM ha recibido avales en depósito por un importe total de 31.137 miles de euros.



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**Nota 14 - CUADRO DE FINANCIACION**

Los recursos obtenidos durante los ejercicios 2009 y 2008, así como su aplicación, y el efecto que han producido estas operaciones sobre el capital circulante se reflejan en el cuadro siguiente:

FONDOS PERMANENTES					
APLICACIONES	2009	2008	ORIGENES	2009	2008
Adquisiciones de inmovilizado:			Recursos generados en el ejercicio	2.373.234,86	29.145,30
Inmaterial	121.926,09	226.429,88	Subvenciones de capital	96.702,41	3.278,00
Material e Infraestructura	359.972,11	133.852,26	Créditos a largo plazo	23.084.000,00	23.084.000,00
Créditos a largo plazo	71.807.750,07	48.723.750,07	Ingresos diferidos	25.641.000,00	25.641.230,00
Aumento del capital circulante	-	-	Disminución del capital circulante	21.094.711,00	326.378,91
	<b>72.289.648,27</b>	<b>49.084.032,21</b>		<b>72.289.648,27</b>	<b>49.084.032,21</b>

VARIACIONES DEL CAPITAL CIRCULANTE				
	2009		2008	
	AUMENTOS	DISMINUCIONES	AUMENTOS	DISMINUCIONES
Deudores	24.609.045,45	-	-	47.031.894,66
Cuentas financieras	-	16.562.845,57	21.541.954,23	-
Deudas a corto plazo	-	21.893.139,99	16.035.986,41	-
Ajustes por periodificación	-	7.247.770,89	9.127.575,11	-
Variación del capital circulante	24.609.045,45	45.703.756,45	46.705.515,75	47.031.894,66
	21.094.711,00	-	326.378,91	-
	<b>45.703.756,45</b>	<b>45.703.756,45</b>	<b>47.031.894,66</b>	<b>47.031.894,66</b>

CONCILIACIÓN DEL RESULTADO DEL EJERCICIO CON LOS RECURSOS GENERADOS/(APLICADOS)		
	2009	2008
Resultado del ejercicio según Cuenta de Resultados	2.037.946,01	(-) 196.326,14
Dotaciones a la amortización	885.037,62	872.628,64
Resultado extraordinario inmovilizado	-	6.778,51
Subvenciones de capital aplicadas	(-) 549.748,77	(-) 653.935,71
<b>RECURSOS GENERADOS/(APLICADOS) EN EL EJERCICIO</b>	<b>2.373.234,86</b>	<b>29.145,30</b>



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To ask for information, press the button and wait

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Budget 2010





## ATM Budget 2010

## State of expenses

Art:	Heading	Amount 2010 (€)
<b>Chapter 1 - Staff expenses</b>		
13	Staff	1,567,444.27
16	Insurance and social contributions	336,600.00
17	Pensions and other social benefits	12,790.80
	<b>Total chapter 1</b>	<b>1,916,835.07</b>
<b>Chapter 2 - Current goods and services expenses</b>		
20	Leasing and levies	66,678,128.00
21	Conservation and repairs	898,400.00
22	Material, supplies and others	416,633,452.60
23	Compensations for service	142,836.21
24	Publications expenses	132,600.00
	<b>Total chapter 2</b>	<b>484,485,416.81</b>
<b>Chapter 3 - Financial expenses</b>		
31	Interior loans	2,351,500.00
34	Deposits, guarantees and others	1,020.00
	<b>Total chapter 3</b>	<b>2,352,520.00</b>
<b>Chapter 4 - Current transfers</b>		
40	Current transfers	6,000,000.00
44	To public companies and other Catalan Government entities	47,682,000.00
46	To local entities and corporations	385,615,750.00
47	To private companies	85,109,000.00
48	To non-profit institutions	54,060.00
49	Exterior	12,852.00
	<b>Total chapter 4</b>	<b>524,473,662.00</b>
<b>Chapter 6 - Real investments</b>		
62	Investment in machinery, installations and equipment	30,600.00
64	Investments in furniture and tools	6,300.00
65	Investments in data processing and telecommunications equipment	1,270,238.12
	<b>Total chapter 6</b>	<b>1,307,138.12</b>
<b>Chapter 7 - Capital transfers</b>		
77	To private companies	40,302,179.38
	<b>Total chapter 7</b>	<b>40,302,179.38</b>
<b>Chapter 9 - Variation in financial liabilities</b>		
91	Repayment of loans in euros	23,084,000.00
	<b>Total chapter 9</b>	<b>23,084,000.00</b>
	<b>TOTAL STATE OF EXPENSES</b>	<b>1,077,921,751.38</b>

## State of income

Art.	Heading	Amount 2010 (€)
<b>Chapter 3 - Rates, goods and other income</b>		
31	Supply of services	66,763,000.00
39	Other income	420,214,322.00
	<b>Total chapter 3</b>	<b>486,977,322.00</b>
<b>Chapter 4 - Current transfers</b>		
40	From state public sectors	150,084,000.00
41	From the Catalan Government Administration	223,774,000.00
46	From local entities and corporations	152,756,750.00
	<b>Total chapter 4</b>	<b>526,614,750.00</b>
<b>Chapter 5 - Capital income</b>		
52	Interests on deposits	30,000.00
	<b>Total chapter 5</b>	<b>30,000.00</b>
<b>Chapter 7 - Capital transfers</b>		
75	From autonomous communities	41,215,679.38
	<b>Total chapter 7</b>	<b>41,215,679.38</b>
<b>Chapter 9 - Variation in financial liabilities</b>		
91	Loans in euros	23,084,000.00
	<b>Total chapter 9</b>	<b>23,084,000.00</b>
	<b>TOTAL STATE OF INCOME</b>	<b>1,077,921,751.38</b>

Budget approved by the ATM Board of Directors on 14 December 2009.

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