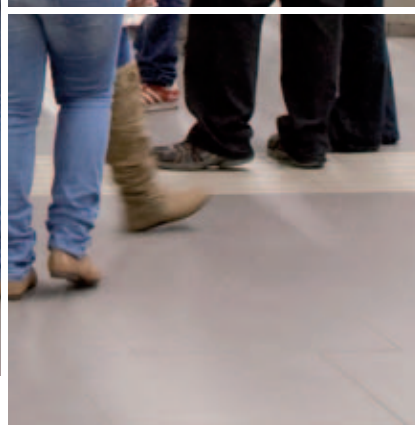


Report 2010



ATM

Àrea de Barcelona
Autoritat del Transport
Metropolità



LLUÍS RECODER I MIRALLES
Councillor for Territory and
Sustainability and Chairman of the
Metropolitan Transport Authority

INTRODUCTION

The efforts the Catalan government is making to extend the public transport network to new points of the territory and improve the quality of the service have made a notable contribution to the increase in demand, especially in the second half of 2010. For example, in the sphere of the integrated fare system for the Barcelona area a total of 922.33 million journeys were recorded for 2010, 0.9% more than the previous year, thanks largely to the increase in the number of journeys by Metro, a 5.4% increase over 2009.

Moreover, this upward tendency in the number of journeys made by public transport has been confirmed in the first quarter of 2011, and the forecasts for the close of the year already point to a record annual figure.

This recovery of demand is partly due to the set of measures taken to improve the infrastructure which the Catalan government is promoting in order to extend the public transport network and bring it to new centres of population, thus substantially broadening its area of coverage.

It was in 2010 that new sections of the Metro came into operation, such as L9/L10 between Gorg and La Sagrera, L5 between Horta and Vall d'Hebron, and L2 between Pep Ventura and Badalona Pompeu Fabra. It was in the same year that Ferrocarrils de la Generalitat opened the station at Volpelleres near Sant Cugat del Vallès. In the field of road public transport various bus lines have been modified and extended to adapt their routes to the new needs for access to strategic facilities and other points where a large number of journeys are concentrated.

Guaranteeing a quality network for the use of the people of the city is crucial for promoting sustainable mobility, continuing to move forward in the reduction of contaminating gas emissions and improving the efficiency of public transport. To do so it is essential to strike a balance in the funding of the system, which is covered at present with 60% from the public administrations and 40% from the users. For this last year we should also mention the signing of the 2009-2010 programme-contract, which has brought in 1,465 M€ from the administrations with responsibilities for metropolitan public transport.

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C1

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.



The tram passing through Plaça de les Glòries.

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 composition of the Board of Directors as of 18 March 2011 was as follows:

President	Lluís Recoder i Miralles
First vice-president	Ramon García-Bragado i Acín
Second vice-president	Antoni Poveda i Zapata
Members	Xavier Baiget i Cantons
	Antonio Balmon i Arévalo
	Damià Calvet i Valera
	Isabel de Diego i Levy-Picard
	Assumpta Escarp i Gibert
	Maria Assumpta Farran i Poca
	Jordi Follia i Alsina
	Ricard Font i Hereu
	Josep Mayoral i Antigas
	Lluïsa Melgares i Aguirre
	Dídac Pestaña i Rodríguez
	Jordi Portabella i Calvete
	Lluís Tejedor i Ballesteros
	Enric Ticó i Buxados
	Pau Villòria i Sistach
Observers	Dolores Morán Laorden
	Ángel Rodríguez González
Secretary	Carme Sardà i Vilardaga

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 18 March 2011 was:

President	Damià Calvet i Valera
Members	Assumpta Escarp i Gibert
	Ricard Font i Hereu
	Antoni Poveda i Zapata
	Antoni Prunés i Santamaria
	Enric Ticó i Buxados
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

The composition of the staff of the ATM is 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 Ferrero i Vallès

Núria Fontova i Jordana

Sonia Gómez i Gil

Montserrat Hernández i Rovira

Carolina Lages i Llopis

Miquel Lamas i Sánchez

Mònica Lladó i Garcia

Josep Moya i Matas

Alfred Pallardó i Beltran

Sílvia Sanchón i Llausí

Rosa Solans i Castells



C2

Actions for the financial year 2010

Infrastructure planning

The ATM Board of Directors approved the definitive version of 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 2010, the eighth annual monitoring report on the 2001-2010 PDI was drafted. First, it analyses the socioeconomic evolution of the Barcelona Metropolitan Region (BMR), and compares the present situation (data 2009-2010) of the main magnitudes –population, motorisation rate and residential building– with the data from previous years.



Above, La Sagrera station L9-L10 and L1-L5. Below, line BD6 at Can Ruti, Badalona.

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 M€ excluding VAT.
- *Amount PDI 2009*: the investment estimated in the updated PDI report (July 2009), in M€ excluding VAT.
- *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 awaiting a project or an informative study, the amount coincides with the updated 2001-2010 PDI report dated 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 aggregate 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 31.12.2010, and the level of execution of the investment corresponding to each action of the plan, also as of 31.12.2010.



Arc de Triomf interchange.

Infrastructure planning

Network expansion programme

Action	Present situation (31 December 2010)
AX01 - Extension L1 Feixa Llarga - El Prat	Workshops: work in progress, expected opening first half 2011; shunting area completed and approved
AX02 - Extension L1 Fondo - Badalona Centre	Informative study completed; public information completed
AX03 - Connection L2 Sant Antoni - Parc Logístic	Construction project drafted (awaiting approval Municipal Transit Department)
AX04 - Extension L2 Pep Ventura - Badalona Pompeu Fabra*	Work in service since July 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/L10
AX07 - Extension L5 Horta - Vall d'Hebron*	Work in service since July 2010
AX13 - Extension FGC Pl. Espanya - Gràcia	Informative study submitted awaiting processing
AX14 - Extension Terrassa Rambla - Can Roca	Work in progress (expected opening: 2012)
AX15 - Extension FGC Sabadell Rambla - Ca n'Oriac	Work in progress
AX16 - Esparreguera - Olesa* cable car (included in action MM11)	In service since 2005
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 has drafted the informative study for the Cornellà - Castelldefels section of line R3 local rail.
AX18 - L11. 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
Line L9 (Actions AX08 - 11)	
L9. Sagrera Meridiana - Can Zam/Gorg section	In service since December 2009
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. Meridiana - Can Zam / Gorg section in service
Tram	
AX12a - Tram Diagonal - Baix Llobregat	In service since 3 April 2004
AX12b - Tram Diagonal - Besòs	In service since 8 May 2004
Rolling stock (L9, renovation L5 and others)	All material awarded received

* Action included in the Infrastructure Financing Agreements.

Interchange programme

Action	Present situation (31 December 2010)
IN01 - Pl. Catalunya interchange (Metro L1-L2-L3-L4, FGC and Local rail)	Construction project for the Pl. Catalunya shunting area being drafted in two phases (expected works start date phase 1: 2011)
IN02 - Torrassa interchange (Metro L1-L9 and Local rail)	Basic project drafted (in association with the Ministry of Works and L'Hospitalet Council)
IN03 - Sagrera Meridiana interchange	Transfer L1-L5 in service since 13 March 2007, and with L9 in 2010. New local railway station under construction
IN04 - Arc de Triomf* interchange	Work in progress (Passeig Sant Joan lobby in service). Completion of all the work by 2012.
IN05 - Interchanges related to the high speed rail (TAV)	Action linked to the construction of the high speed line
IN06 - Martorell Central interchange (FGC, Local rail and bus station)	FGC station in service since 21 May 2007
IN07 - El Papiol - Mollet line interchanges (Local rail and FGC)	Volpelleres station in service
IN08 - Llobregat Delta interchanges	Action linked to AX17
IN09 - Quatre Camins* interchange	In service, inaugurated 4 July 2003
IN10 - FGC. Park and ride	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 submitted for public information

* Action included in the Infrastructure Financing Agreements.



Tram, metro and bus in Badalona.

Infrastructure planning

Modernisation and improvement programme

Action	Present situation (31 December 2010)
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)	Work in progress: Llacuna, Bogatell and Selva de Mar (L4) Poble Nou (L4): work to be tendered. Ciutadella - Vila Olímpica (L4): project halted. Vallcarca (L3): planned solution under new study
MM04 - Adaptation Metro stations to PMR (L1, L3, L4 and L5)*	83% of Metro stations and 96% of FGC stations adapted. Projects to be drafted: Urquinaona interchange (project drafted, but a new one has to be written). Projects under review: Plaça de Sants interchanges (L1-L5), Rambla Just Oliveras (L1) and Jaume I (L4), Virrei Amat (L5). Projects drafted: Clot, Maragall, Verdaguier and Plaça Espanya interchanges (awaiting approval)
MM05 - Renovation of Metro line	Sections completed on L3. Bogatell - Selva de Mar of L4 section completed
MM06 - Improvements in use and maintenance	Done by FMB
MM07 - Security on the Metro network	Done by FMB
MM08 - ATP-ATO Line 4	Bases awarded
MM09 - Underground at Pallejà (FGC)*	In service since October 2007
MM10 - Double track El Palau-Martorell (FGC)*	Double track in service since 21 May 2007
MM11 - Double track Martorell-Olesa (FGC)*	Work completed
MM12 - Elimination level crossings (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
MM13 - Adaptation to PMR (FGC)	Almeda: new lobby and improvement of accessibility completed. First phase completed (Valldoreix, Bellaterra and Sant Esteve Sesrovires). Second phase completed (Reina Elisenda, Pàdua, Ildefons Cerdà, Manresa Alta). Third phase Sant Josep, Manresa Viladordis, Can Parellada, La Pobla de Claramunt completed. Sarrià: project for renovation of lines and adaptation to PMR being drafted; access from C. Cardenal Sentmenat: work in service
MM14 - Extension of platforms and new entrances (FGC)*	In service: Bonanova, Tres Torres and Sant Gervasi-Plaça Molina. Gràcia: project completed. Start of work imminent
MM15 - Signalling and traffic control (FGC)	Done by FGC
MM16 - New station Europa/Fira	Work completed (May 2007)

* Action included in the Infrastructure Financing Agreements.



Refurbished FGC station in Plaça Molina.

State of implementation of PDI actions as of 31.12.2010

The table below indicates the state of implementation of the different PDI actions as of 31.12.2010 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 ⁽¹⁾	L5. Horta - Vall d'Hebron	119.4	286.3
AX08 - AX11	L9 Metro	1,938.3	5,510.2
	Rolling stock 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 Rambla - Ca n'Oriac	117.8	384.5
AX16	Olesa - Esparreguera cable car	3.1	4.5
AX17a	L3 Zona Universitària - Sant Feliu de Llobregat	554.5	1,055.3
AX17b	FGC L6 Reina Elisenda - Finestrelles	98.3	187.0
AX18	L11. Light railway Trinitat Nova - Can Cuiàs	33.6	49.0
AX19	Reserved bus platform Caldes corridor	62.1	120.7
AX20	Rolling stock	-	270.0
Subtotal		4,431.9	11,139.4

(1) Awaiting replacement of the shooting range.

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	Sagrada 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



Badalona Pompeu Fabra station on Metro L2.

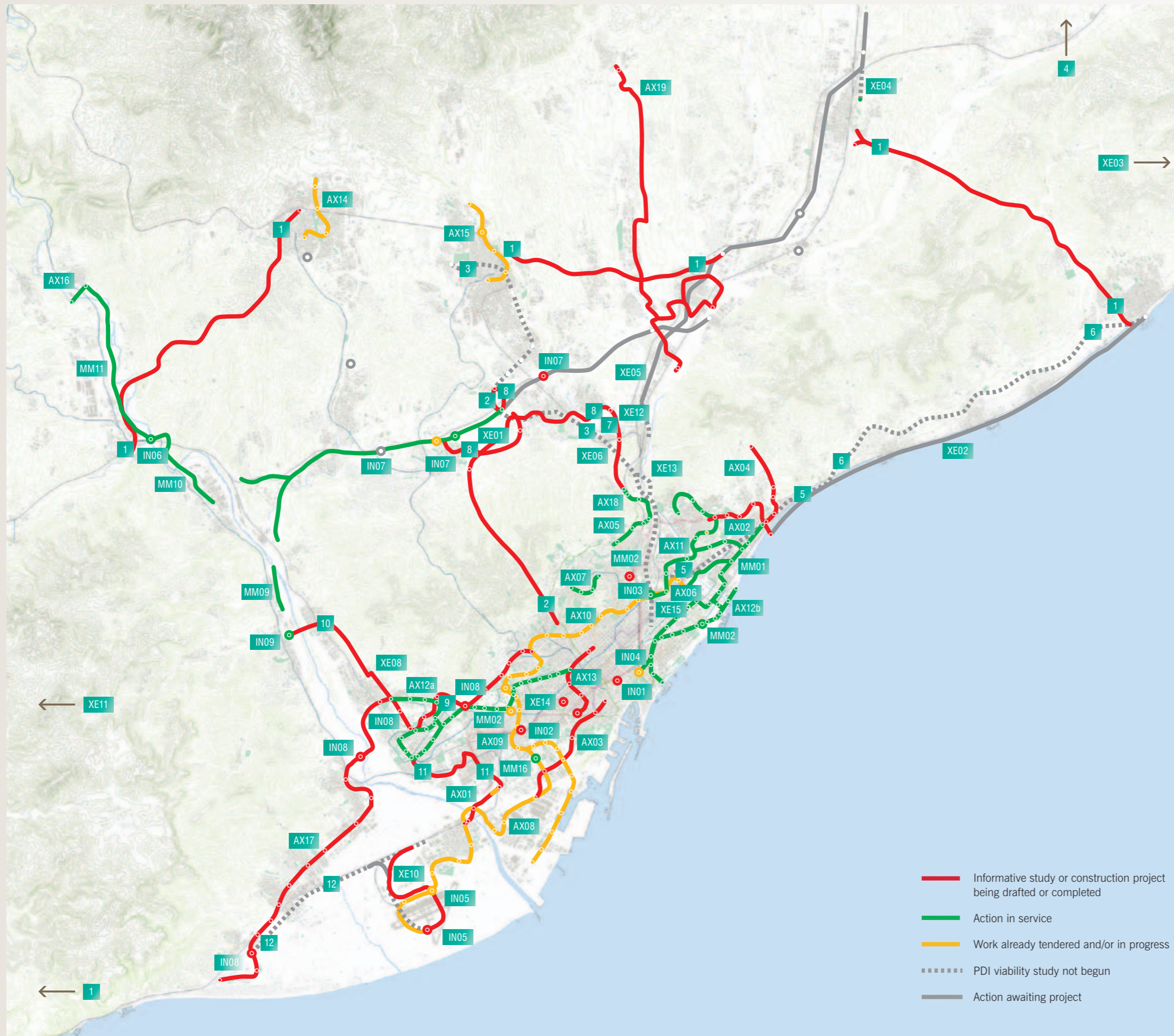


Arc de Triomf interchange.

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
	Rolling stock Metro. Renovation TMB	198.3	214.5
	Rolling stock 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.



PDI 2001-2010

State of implementation 31 December 2010

Action in service

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)

Infrastructure planning

Actions completed

In 2010, the Gorg-Sagrera Meridiana interchange section of Metro L10 was brought into service. In 2009 the Can Zam-Can Peixauet section had already been opened, and so section 4 of L9/L10 is completely open, awaiting the Santa Rosa and La Sagrera (high speed) stations.

We should also mention the opening of the L5 Horta-Vall d'Hebron extension, and the extension of L2 between Ventura and Badalona Pompeu Fabra.

Within the interchange programme we have the completion of the new Local rail - Metro lobby at Arc de Triomf, corner of Passeig de Sant Joan.

Actions in progress

As part of the Metro network expansion programme, apart from L9/L10, there is no other work in progress. The extension of L4 La Pau - Sagrera Meridiana will be done once L9/L10 frees up the infrastructure to be used for L4.

On the FGC network the works on the Terrassa Rambla - UPC/Vallparadís - Can Roca extension are in progress, and should be completed by 2012. Work also continues on the Sabadell Estació - Ca n'Oriac extension.

Adaptation of the FGC stations for persons with reduced mobility (PMR) and elimination of the level crossings on the Llobregat - Anoja line are nearly complete. On the FMB net-

work adaptation of the stations without connections is near completion and work on the adaptation of the transfer stations is in progress.

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
AX04	L2. Pep Ventura - Badalona Pompeu Fabra	103,6	69.5	62.4	56.7	48.5	13.9	0.0
AX05	L3. Canyelles - Trinitat Nova	74.8	140.5	140.4	134.8	125.6	14.8	0.0
AX07	L5. Horta - Vall d'Hebron	119.4	286.3	311.4	304.4	254.8	53.4	3.2 ⁽³⁾
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	264.5	205.2	205.2	59.3	0.0
AX16	Olesa - Esparreguera cable car	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	42.0	7.0	0.0
AX20	Rolling stock L1	0.0	77.9 ⁽¹⁾	77.9	77.9	77.9	0.0	0.0
IN03	La Sagrera - Meridiana	19.1	177.5	99.8 ⁽²⁾	93.1	78.2	21.6	0.0
IN06	Martorell Central	2.6	44.6	18.8 ⁽²⁾	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 Paliejà	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	Rolling stock Metro. Renovation TMB	198.3	214.5	214.5	214.5	214.5	0.0	0.0
MM18	Rolling stock. Renovation FGC	78.1	78.1	78.1	78.1	78.1	0.0	0.0
SN03	Local Metros	-	-	38.5	32.3	31.9	6.6	0.0
		1,150.2	1,905.2	1,890.4	1,717.5	1,609.2	278.0	3.2

(1) Only includes L1 / (2) Does not include General State Administration investment / (3) Awaiting replacement of the Olympic shooting range.

Actions under construction (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 ⁽¹⁾	114.0	296.1	298.2	66.2	56.7	0.4	241.1
AX06	L4. La Pau - Sagrera TAV	69.1	277.6	275.4	167.2	167.2	0.0	108.2
AX08-AX11	L9 Metro ⁽²⁾	1,938.3	5,510.2	5,635.3	3,720.2	3,727.2	1,908.1	0.0
AX08-AX11	Rolling stock ⁽³⁾	234.4	304.9	304.9	304.9	304.9	0.0	0.0
AX14	FGC. Terrassa Rambla - Can Roca	123.3	294.3	362.5	254.8	200.8	91.9	69.8
AX15	FGC. Sabadell Rambla - Ca n'Oriac ⁽⁴⁾	117.8	384.5	362.9	257.2	188.0	30.5	144.4
IN04	Arc de Triomf	8.3	43.1	37.3	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	New bus stations	3.7	22.0	22.0	0.2	0.2	0.0	21.8
MM02	New stations ⁽⁵⁾	25.0	151.6	76.9	77.3	55.5	7.9	13.5
MM03	Improvements to stations	135.0	148.8	217.3	123.0	114.5	2.7	100.1
MM04	Adaptations to PMR	100.5	222.7	213.0	145.6	80.4	47.0	85.6
MM05	Renovation of track	21.8	30.4	39.3	34.3	33.1	0.0	6.2
MM06	Improvements in use and maintenance ⁽⁶⁾	34.7	130.2	131.7	135.2	125.9	2.4	3.4
MM07	Security on the network	15.5	29.3	31.1	22.0	22.0	0.0	9.1
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	10.0	7.3	1.3	4.4
MM13	Adaptation to PMR	11.6	51.7	51.8	25.6	23.7	1.2	26.9
MM14	Platform extensions and new entrances	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	5.9	5.9	0.0	5.2
SN02	Other actions on FGC stations ⁽⁷⁾	0.0	-	53.4	50.1	34.6	13.7	5.1
		3,004.2	7,992.9	8,215.4	5,480.0	5,204.3	2,110.8	900.3

(1) Workshops and shunting area done / (2) As of 31/12/10, the Sagrera Meridiana-Can Zam / Gorg sections in service / (3) Does not include financial expenses / (4) The amount Awaiting tender and award includes an estimate of future costs of complementary and price revisions / (5) The work on the second lobby at Can Vidalet (L5) is included in action MM03 / (6) Includes electric traction supply. 39.4 M€ have been invested in substations / (7) Actions at Diagonal-Provença.

Infrastructure planning

Actions at the project stage

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

For the Castelldefels - Sant Boi-Sarrià line (action AX17), the informative study for the extension of FMB L3 Zona Universitària-Sant Feliu and the extension of FGC Reina Elisenda-Sant Joan de Déu L6 have been initially approved. In 2010 the Ministry of Works drafted the informative study for the Castelldefels - Cornellà - Zona Universitària section of the Iberian gauge local 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

Within the network expansion programme there is no action awaiting an informative study or project.

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

Code	Action	Amount PDI (M€)	Amount PDI (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
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 de Llobregat ⁽¹⁾	554.5	1,055.3	1,055.3	0.0	0.0	0.0	1,055.3
AX17b	FGC L6 Reina Elisenda - Finestrelles	98.3	187.0	187.0	0.0	0.0	0.0	187.0
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	130.9	0.0	0.0	0.0	130.9
IN02	Torrassa	26.7	26.7 ⁽¹⁾	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	Interchanges at Llobregat Delta	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	2,941.8	0.0	0.0	0.0	2,941.8

(1) Does not include General State Administration investment.

State of the programme of actions for the state rail network

As the main action we should mention that the Ministry of Works has drafted the informative study for the new Castelldefels - Cornellà - Zona Universitària section of the Iberian gauge local rail network, and it is now in the processes of definitive approval.

We should also mention that the new Sagrera-Meridiana local railway station was almost ready to be opened in 31 December 2010. At Passeig de Gràcia station work to refurbish and adapt to PMR continues, as at all the stations of the network.

Actions on the state rail network

Code	Action	Amount Plan (M€)	Updated amount (M€)	Present situation	Observations
XE03	Double track Arenys de Mar-Blanes line R1	550.0	550.0	Awaiting commission of informative study	
XE05	Double track Montcada-Vic line R3	650.0	689.5	Informative study already submitted for public information, awaiting Environmental Impact Statement (DIA)	
XE06	Montcada tunnel	185.0	185.0	Awaiting commission of informative study	
XE08	Urban integration at Sant Feliu de Llobregat		106.8	DIA approved (BOE 25/12/2009). Informative study approved (BOE 22/02/2010)	Not included in Local Rail Plan 2008-2015
XE09	New line Cornellà-Castelldefels-Zona Universitària	900.0	2,065.6	Informative study submitted for public information (BOE 5/10/2010), extended to Zona Universitària	
XE10	New access to Barcelona Airport	255.0	221.8	Construction tendered (BOE 19/12/09) for 257.37 M€. Awarded (BOE 8/5/2010) for 221.83 M€.	
XE14	Line R2 underground at L'Hospitalet, and interchange at La Torrassa		419.3	Informative study submitted 12/05/2009. Work tendered awaiting agreement with City Council	Not included in Local Rail Plan 2008-2015
		2,540.0	4,238.0		

Actions for new infrastructures not included in the PDI 2001-2010

Action	Present situation	Observations
Orbital railway line	Functional study awarded (1.1 M€) on 7/10/2010. Being drafted	
Urban integration in Sitges	Study tendered 26/02/2009 for 500,000 €	Not included in Local Rail 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 31.12.2010 is as follows (in M€ excluding VAT):

Programme	Amount PDI 2002 (M€)	Amount PDI 2009 (M€)	Estimate total cost	Tender amount	Award amount	Complementary and others	Awaiting award
Expansion of network ⁽¹⁾	4,431.7	11,139.4	11,169.4	5,813.8	5,620.6	2,262.4	3,286.4
Interchanges	226.3	584.9	409.1 ⁽²⁾	152.6	128.6	27.2	253.3
Modernisation and improvement ⁽¹⁾	764.8	1,380.8	1,469.1	1,231.1	1,064.3	99.2	305.6
Total⁽¹⁾	5,422.8	13,105.1	13,047.6	7,197.5	6,813.5	2,388.8	3,845.3

(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 PDI 2001-2010

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 31.12.2010:

- 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)



City buses in Barcelona: neighbourhood bus, hybrid bus.



New FGC station at Volpelleres (Sant Cugat).

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) by the ATM 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 October 2010 the second 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 2009.

The PDM consists of 9 lines of action and 93 measures.

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

As of the date of the report, all the PDM lines had been launched and 80 measures were being implemented.

For lines 1, 2, 4 and 9 all the measures are underway, though the ones that have reached the highest degree of implementation are 1, 4 and 9. Lines 3 and 6 are the ones with the most measures not yet begun, 4 and 5 respectively. 58% of the measures are being implemented at a good pace. Lines 6 and 7 are the ones that are being implemented most slowly; the others are moving ahead well in most of the measures launched.

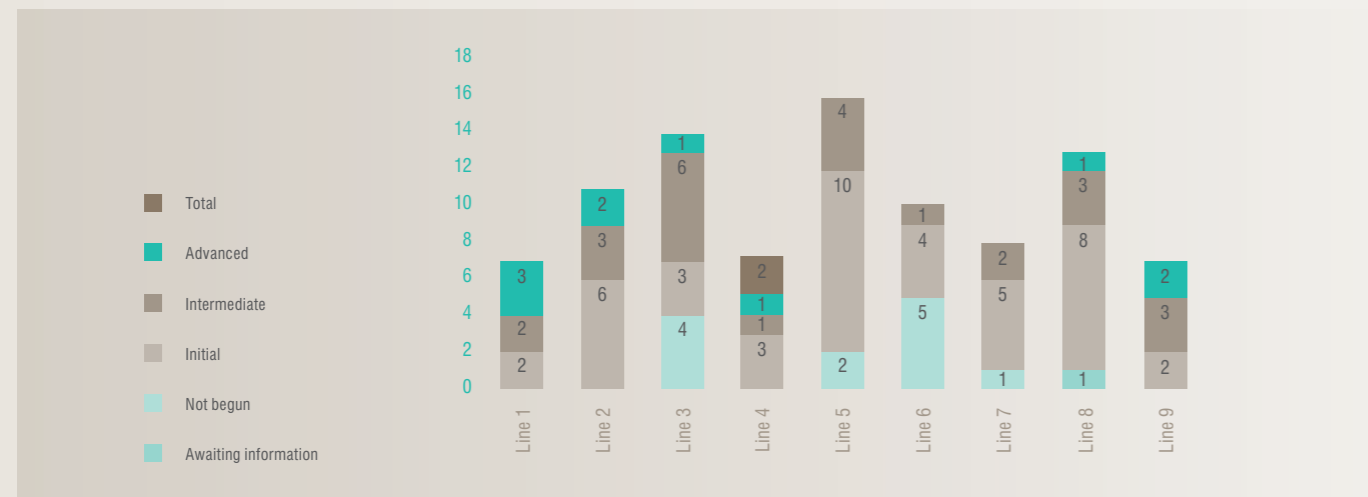
The following chart shows the number of measures per line by degree of implementation.

Work done in 2010

Apart from the work on monitoring the PDM, in 2010 a number of jobs have been done to further and broaden some of the measures. They are:

Job	Description
Deployment of the RMB PDM. Monitoring and updating the CGM planning instruments, the mobility projections, consumption and emissions and adaptation of the measures proposed to the results obtained	The evolution of the implementation of the measures of the PDM and the results obtained in the monitoring reports, using an aggregate methodology for measures, establish indicators that can better calculate the impact of the PDM on mobility, its efficiency and the environmental and social vectors.
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.
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 by degree of implementation as of July 2010



Badalona Pompeu Fabra station on Metro L2.

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.

Concerning the urban mobility plans for 2010 the Sabadell Urban Mobility Plan (PMU) has given a favourable report, and a report has been issued concerning the preliminary environmental sustainability report of four more PMU.

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, 23 were processed in 2010.

On the generated mobility assessment studies regulated by Decree 344/2006, in 2010 a total of 90 studies were submitted with the following distribution:

Singular introduction	8
General planning	18
Derived planning	64
Total	90

Furthermore, in 2010 the ATM, commissioned by the Catalan Government Territory and Mobility Secretariat, has coordinated the drafting of specific mobility plans related to the mobility generating centre for the Can Ruti sector of 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
- Barcelona Airport
- Can Sant Joan industrial estate in Sant Cugat del Vallès and Rubí
- Can Mitjans, Can Mir and Can Trias industrial estates in Viladecavalls



Intercity bus, UAB - Santa Perpètua - Mollet line.

Management of the tramway system

1. Diagonal - Baix Llobregat tram

Operation

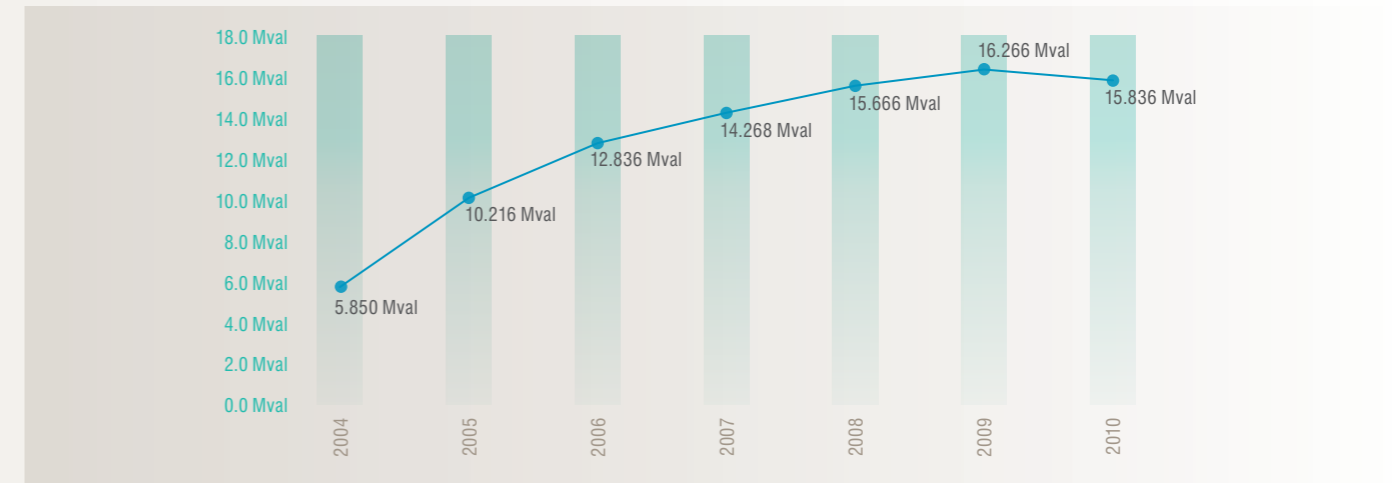
Trambaix has been consolidated as a means of connecting the city of Barcelona and the Baix Llobregat district.

Nonetheless, the upward trend of recent years of operation has been reversed for the first time, possibly because of the unfavourable economic and employment context. And so in 2010 a total of 15,835,723 validations was recorded, a fall of 430,314 validations over the previous year (-2,6%).

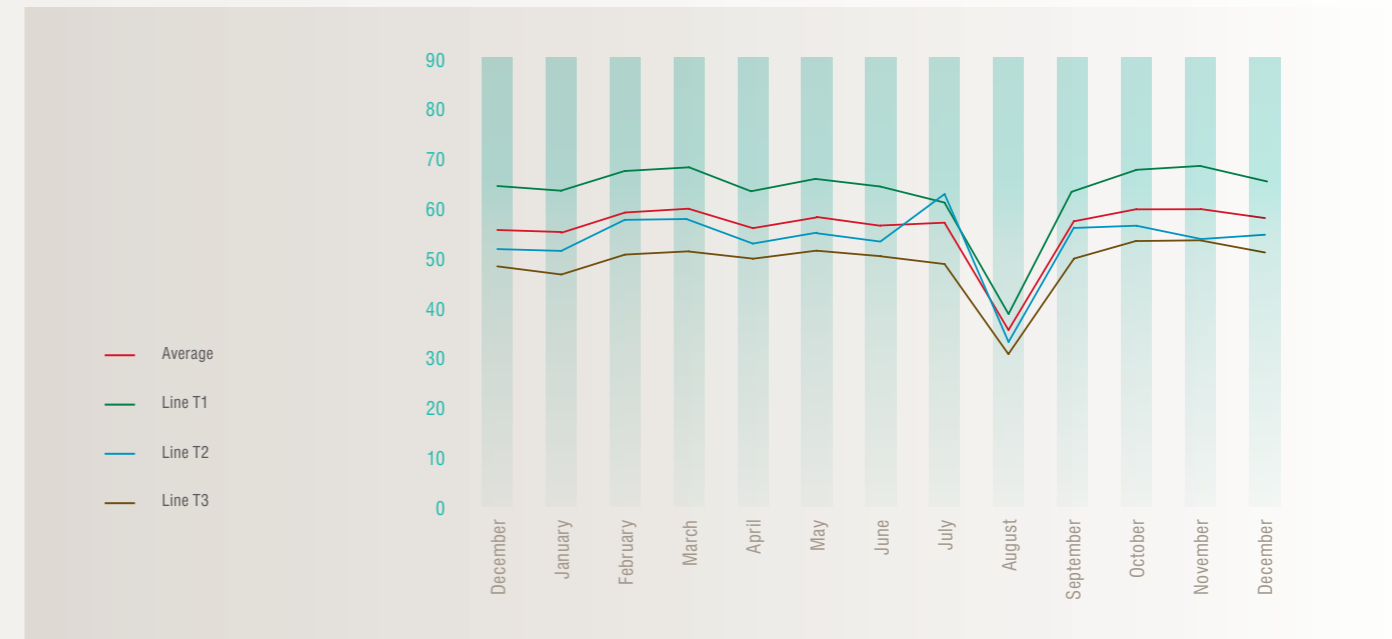
The maximum number of monthly validations was reached in March, with a total of 1,466,434.

Below is a graph showing the annual validations since Trambaix came into operation, as well as a graph which represents the evolution of the average monthly passenger load over 2010. This reflects average occupation of the trams month by month.

Millions of annual validations. Trambaix



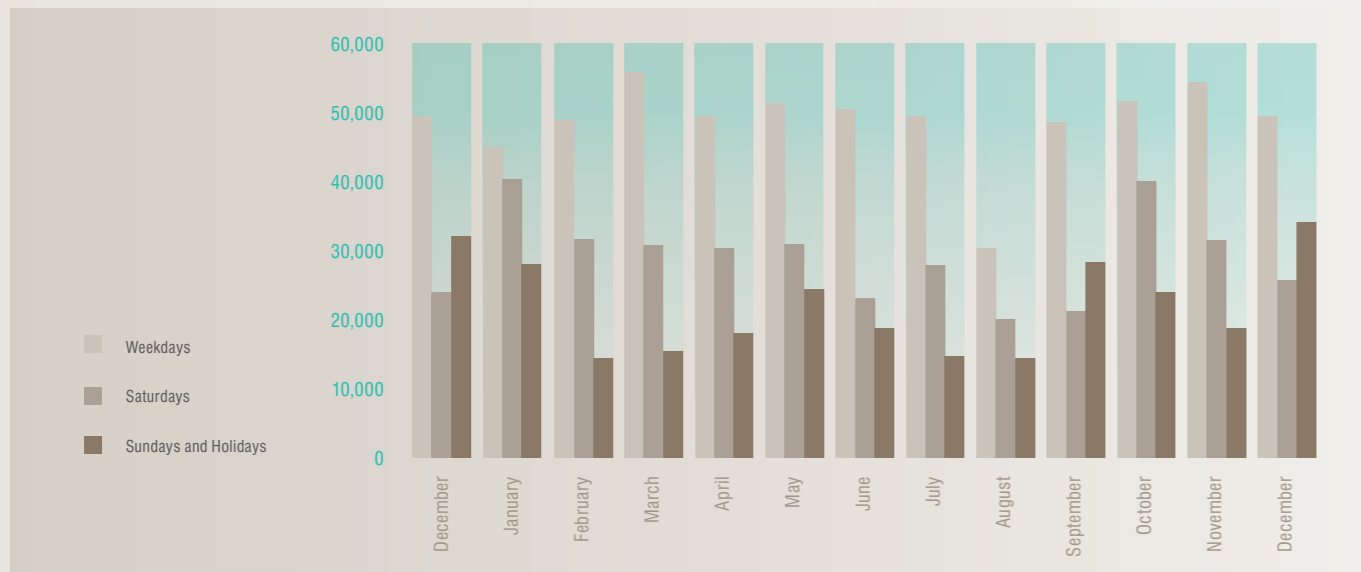
Evolution of the average load per issue (no. users). Trambaix



Management of the tramway system

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

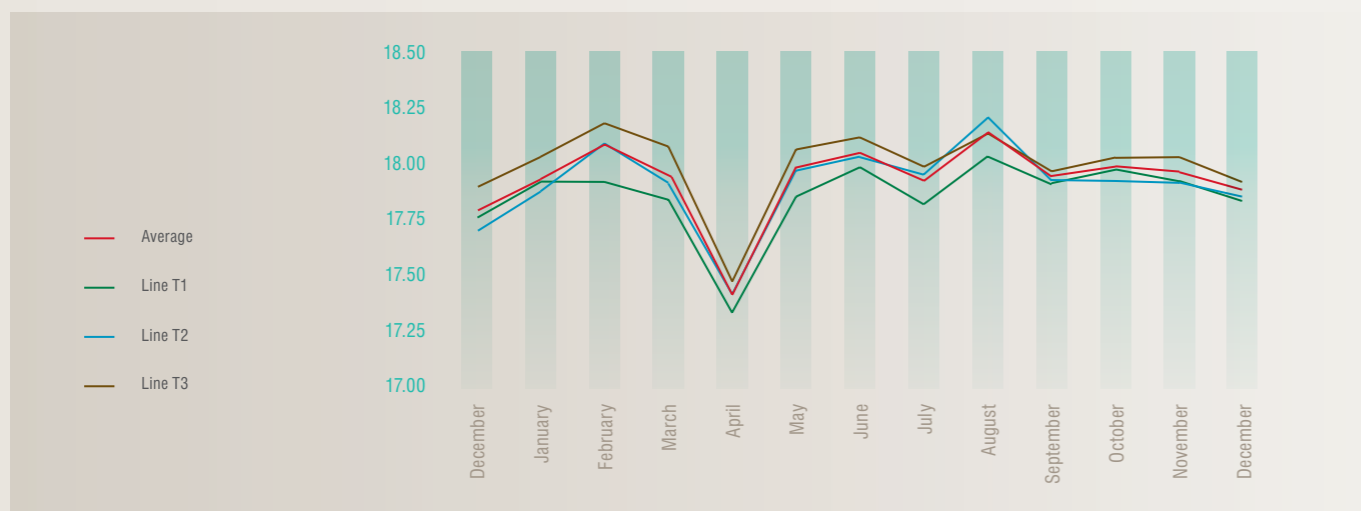
Validations per type of day. Trambaix



Commercial speed for 2010 has remained fairly constant with regard to the average for 2009, around 18 km/h. 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



For 2010 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.

2. Sant Martí - Besòs tram

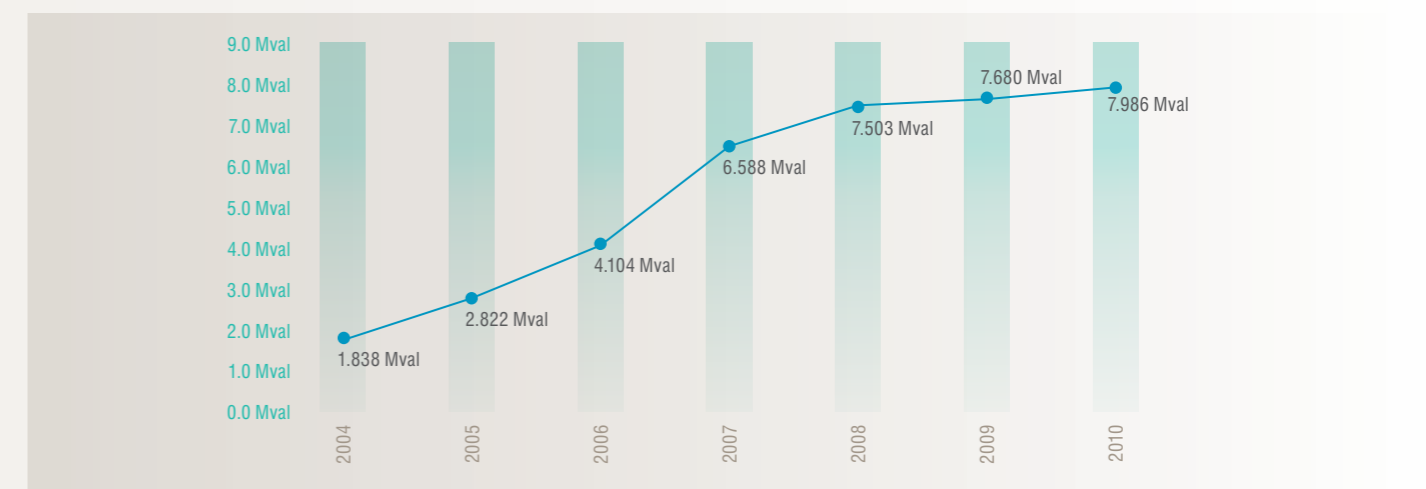
Operation

In 2010 Trambesòs saw an increase in the number of users, rising to a total of 7,985,513 validations, an increase of 305,957 over the previous year (3.9%). This favourable figure has to do with carrying out more inspections on the network.

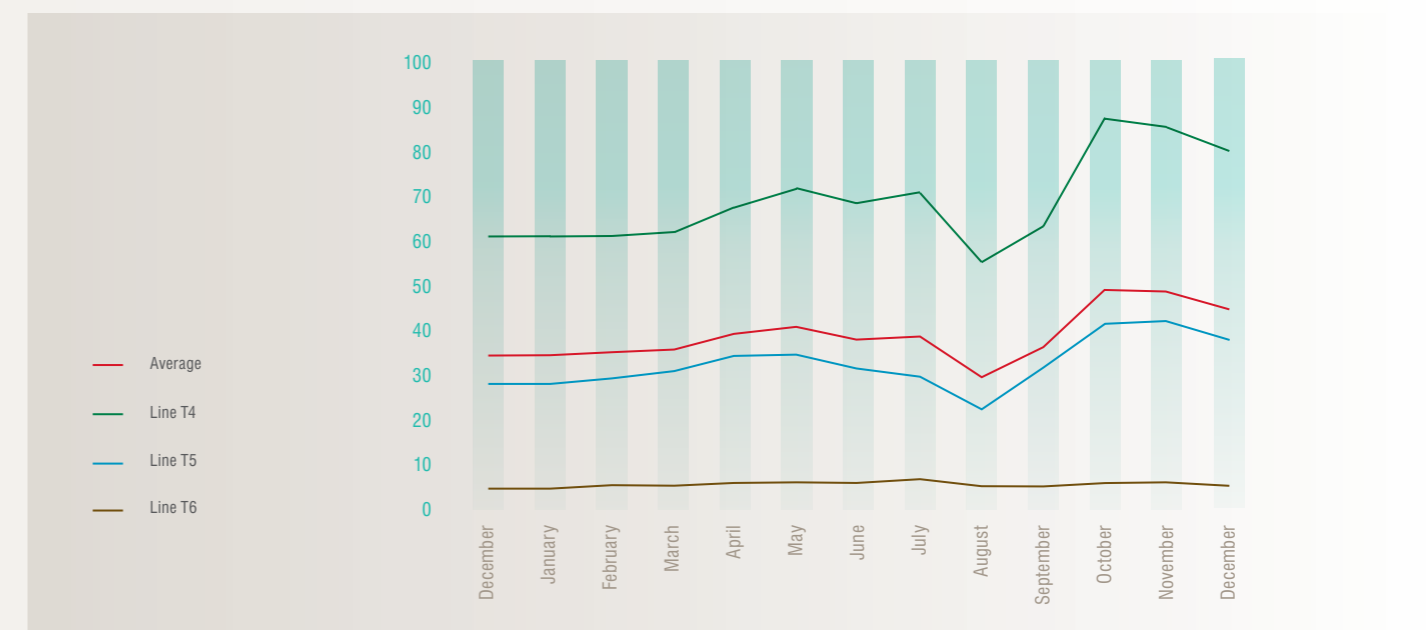
The majority of Trambesòs passengers use the T4, which accounts for about 60% of users.

Below is a graph showing the annual validations since Trambesòs came into operation, as well as a graph which represents the evolution of the average monthly passenger load over 2010. This reflects average occupation of the trams month by month.

Millions of annual validations. Trambesòs



Evolution of the average load per issue (no. Users). Trambesòs



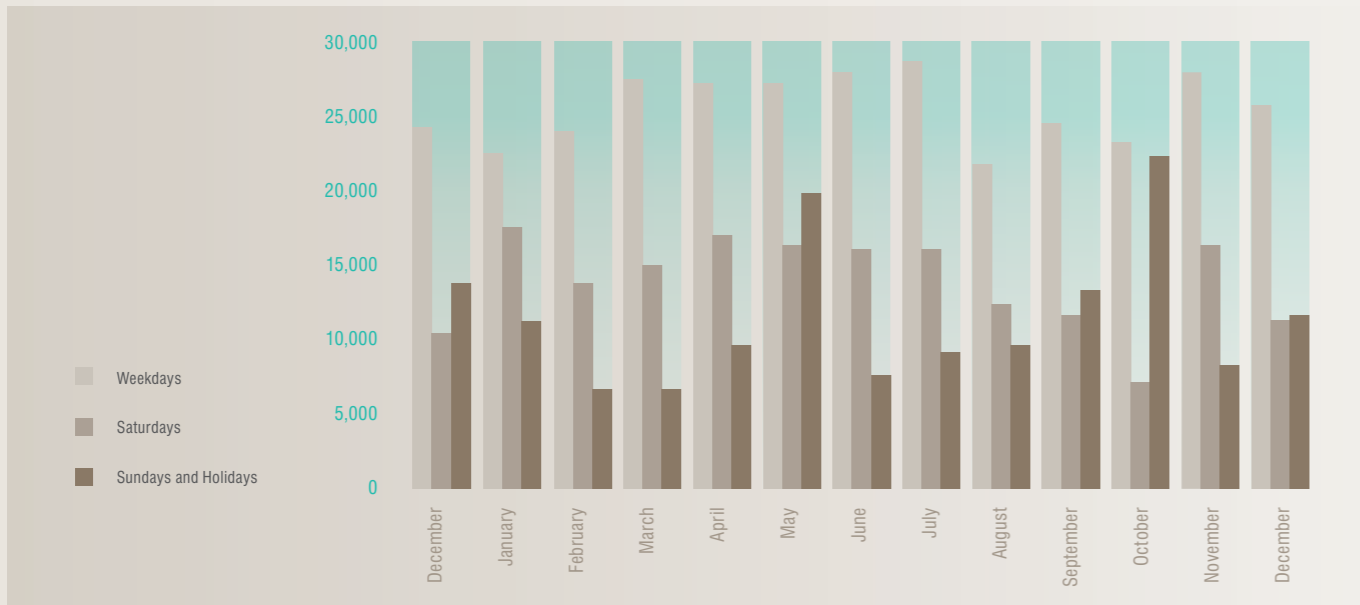
Management of the tramway system



Inside a tram.

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

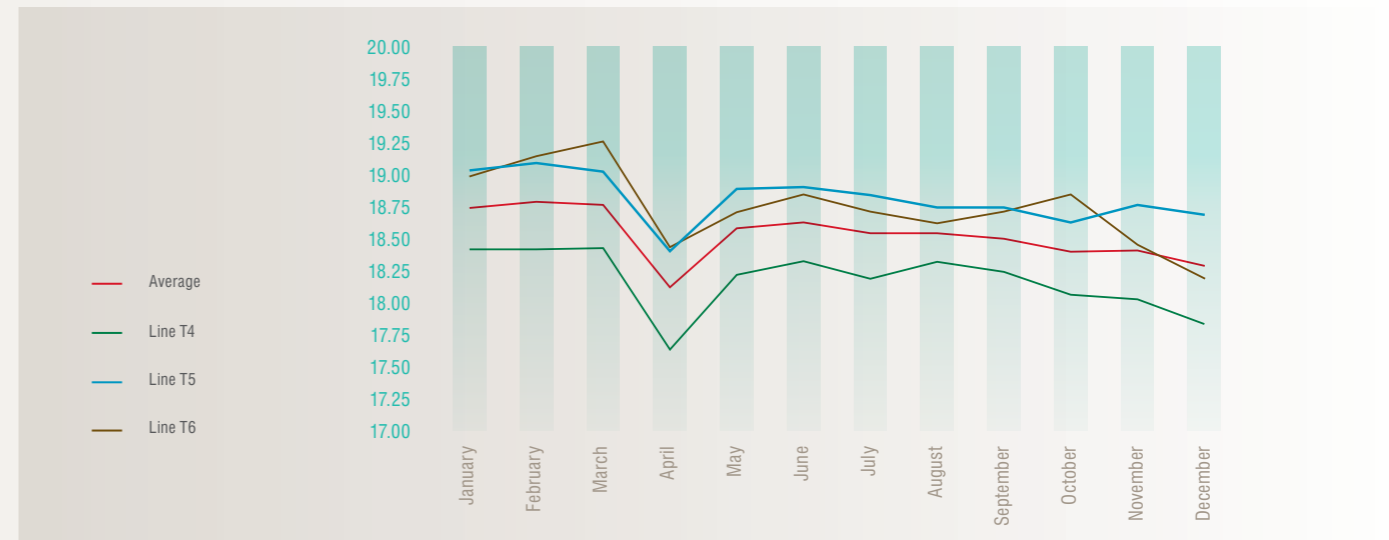
Validations per type of day. Trambesòs



We should mention that commercial speed suffered a slight fall in 2010 and the annual average is around 18.5 km/h. We should remember that in April there was a go-slow by drivers which caused a fall in the commercial speed.

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:

Real average commercial speed for each month. Trambesòs



In 2010 there was a periodic supervision of use by the ATM. That included 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.



Zona Universitària - Francesc Macià section.

Management of the tramway system

3. Evolution of demand on the tramway system

Trambaix	2009	2010	TAM (*)
January	1,306,267	1,301,169	16,260,939
February	1,300,857	1,305,556	16,265,638
March	1,462,144	1,466,434	16,269,928
April	1,294,320	1,328,803	16,304,411
May	1,382,934	1,400,553	16,322,030
June	1,340,456	1,339,729	16,321,303
July	1,356,319	1,322,279	16,287,263
August	926,978	821,816	16,182,101
September	1,492,780	1,313,491	16,002,812
October	1,660,463	1,431,034	15,773,383
November	1,391,995	1,442,038	15,823,426
December	1,350,524	1,362,821	15,835,723
Total	16,266,037	15,835,723	

Trambesòs	2009	2010	TAM (*)
January	604,768	610,263	7,685,051
February	586,967	590,292	7,688,376
March	657,788	670,586	7,701,174
April	630,427	689,496	7,760,243
May	708,357	720,377	7,772,263
June	678,834	698,349	7,791,778
July	705,847	726,279	7,812,210
August	567,073	556,270	7,801,407
September	644,563	638,806	7,795,650
October	680,024	717,716	7,833,342
November	595,063	700,099	7,938,378
December	619,845	666,980	7,985,513
Total	7,679,556	7,985,513	

(*) 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:

2001
Barcelona Bus (previously Asser), Authosa, Autocars R. Font, Autocorb, Autos Castellbisbal, Cingles Bus, Cintoï Bus, Empresa Casas, Empresa Plana, Empresa Sagalés, FGC, Fytza, Hispano Igualadina, La Vallesana, Martí Colomer, Mohn, Oliveras, 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.
2004
Trambaix and Trambesòs. The intercity services of CRA La Hispania, SA Autocars Vendrell, SL and La Hispano Hilariencia, SA were integrated.
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.
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).
2007
The city services of Manresa (Manresa Bus) and Hostalets de Pierola (Montferri Hnos.).
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 d'El 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).
2009
The Martorell city service and the intercity services run by TransBages, SL, Transportes Castellà, SA, Alsina Graells SA, and Polígon Can Sant Joan. Extension of the intercity services run by of Fytza, TGO, SA, SA Masats, La Hispano Igualadina, SA, La Hispano Llacunense, SA and Montferri Hnos, SL. Expansion of the zoning of the Integrated Fare System with 51 new municipalities, including all the towns and cities of the Bages and Anoia districts.
2010
On 4 October the Bages Exprés UTE intercity service was integrated.

Sistema Tarifari Integrat

2. Zoning of the Integrated Fare System

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

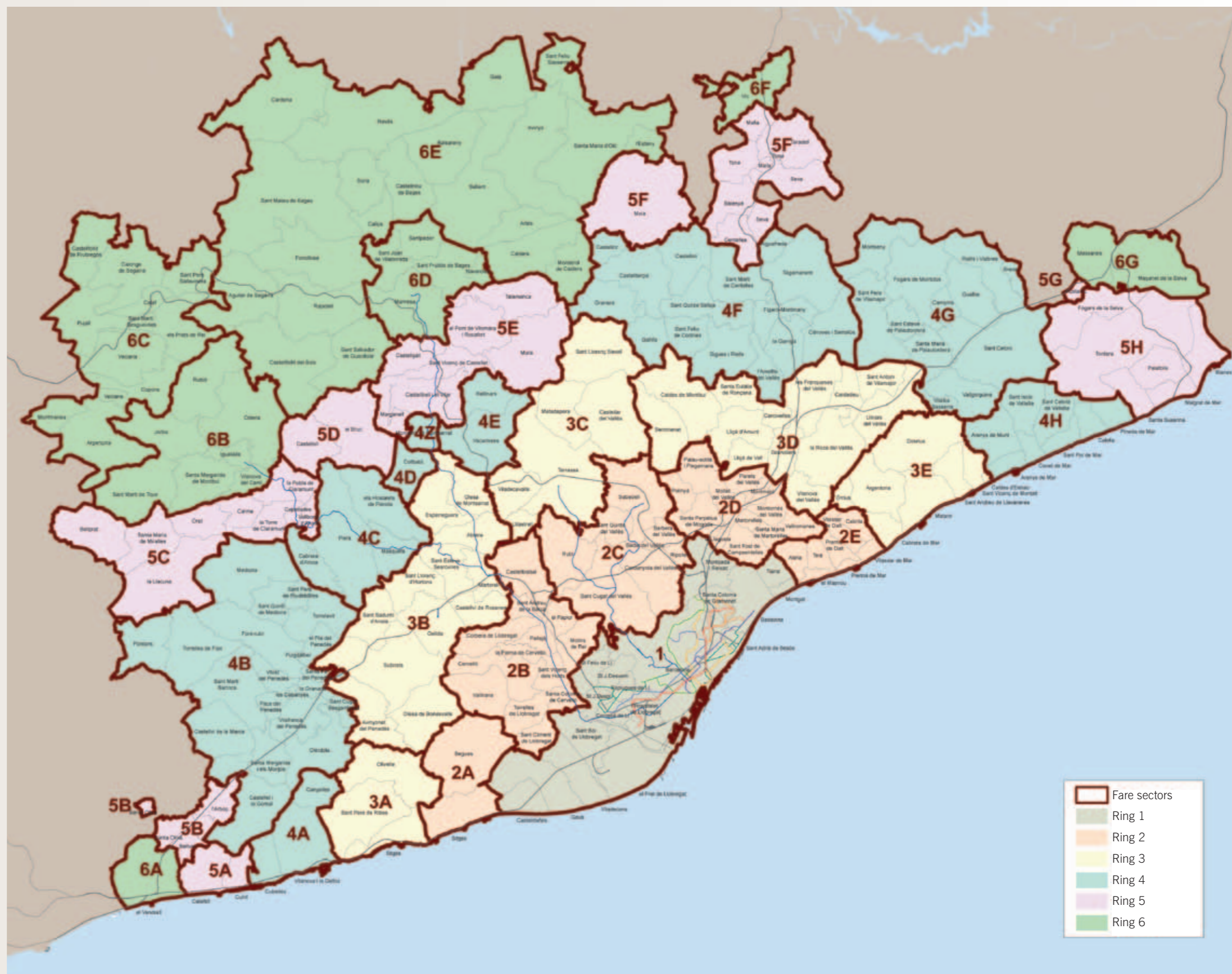
The territory has been divided into six fare rings and different sectors.

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.

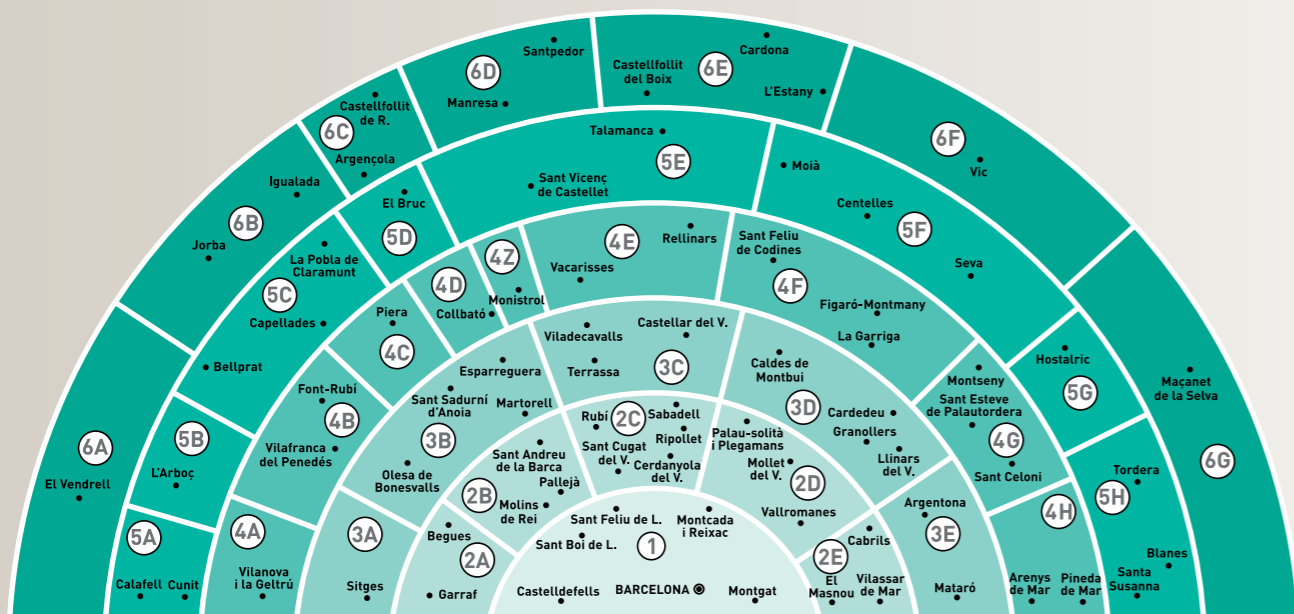


Above, intercity bus on the Corbera - Hospital Moisès Broggi line. Below, city bus in Sabadell.



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	Olièrdola	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 Miralles	5C
Bellvei	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'Oló	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 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
Castellerçol	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	Navarclés	6D	Sant Martí Sesgueioles	6C	Vilobí del Penedès	4B
		Navàs	6E	Sant Mateu de Bages	6E		



Plaça Molina 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 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 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 passport.
	T-Trimestre Unlimited journeys 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 passport.
	T-Jove Unlimited journeys 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 passport, for persons under 25.
	T-Dia Unlimited journeys 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.

The prices approved by the ATM Board for 2010 and which were valid until 30 June 2010 are:

Fares 2010 (until 30 June)

	1 zone	2 zones	3 zones	4 zones	5 zones	6 zones
T-10	7.85	15.70	21.40	27.50	31.60	33.60
T-50/30	32.10	53.85	75.60	94.00	111.00	123.50
T-Familiar	46.30	65.25	89.50	109.50	126.00	136.00
T-Mes	48.85	70.45	95.20	113.00	130.00	138.50
T-Trimestre	134.10	194.50	263.00	313.00	356.50	369.50
T-Jove	114.00	165.00	221.50	266.00	302.50	314.00
T-Dia	5.90	9.30	11.75	13.25	15.00	16.80

Given that Law 26/2009, of 23 December for General State Budgets for 2010, established in article 79 a review of the low VAT rate, increasing it from 7% to 8% from 1 July

2010, the increase in the VAT rate was applied to the different transport tickets under the fare powers of the ATM. The prices were:

Fares 2010 (from 1 July)

	1 zone	2 zones	3 zones	4 zones	5 zones	6 zones
T-10	7.95	15.85	21.60	27.75	31.90	33.90
T-50/30	32.40	54.35	76.30	94.90	112.00	124.50
T-Familiar	46.75	65.85	90.35	110.50	127.00	137.00
T-Mes	49.30	71.10	96.10	114.00	131.00	140.00
T-Trimestre	135.50	196.50	265.50	316.00	360.00	373.00
T-Jove	115.00	166.50	223.50	268.50	305.50	317.00
T-Dia	6.00	9.40	11.85	13.35	15.15	16.95

T-Jove

In recent years the age for using the quarterly season ticket for young people has been extended. Initially it was valid up to 21 years old, with a major increase in use. Since 1 January 2010, the T-Jove ticket is valid up to 25 years old.

In 2010 over 44,000 tickets were sold, an increase of almost 24% over the previous year. The use of this ticket has reached the figure of almost 9.5 million validations, 17% more than 2009.

	2009	2010	↑2010/2009	
			Abs.	%
Validations	8,057,356	9,459,183	1,401,827	17.4
Number of tickets purchased	35,660	44,121	8,461	23.7

Integrated Fare System

Tickets with discounts for large families (FN)

In December 2009 the Board of Directors of the ATM, as a development of Order PTO/179/2009, of 6 April, approved the creation of a range of tickets for large families with discounts on the reference price of the ticket in the Integrated Fare System of 20% for general category large families and 50% for special category large families.

The range of tickets for large families, personal on presentation of ID and the large families card, is:

- T-Mes FN general
- T-Mes FN special
- T-Trimestre FN general

- T-Trimestre FN special
- T-Jove FN general
- T-Jove FN special

In 2010 over 27,000 tickets were purchased with the discount and over 2.8 million validations have been made on the transport network.

Tickets with FN discount	2010
Validations	2,844,686
Number of tickets purchased	27,325



Vall d'Hebron station L5-L3.

T-12

The T-12 is a ticket for children between four and twelve years old, which allows them to make an unlimited number of journeys on the Integrated Fare System public transport network, free of charge, within the fare zone where they live.

The T-12 has an issuing and managing cost to be paid by the user when it is first issued, whilst renewals are free and are done automatically by the administration.

As of 31 December 2010 the number of tickets issued was 57,898, distributed as follows according to the place of residence:

	Number of applications	%
Barcelona	36,747	63.5%
Rest EMT	13,353	23.1%
Rest STI	7,798	13.5%
Total	57,898	100.0%

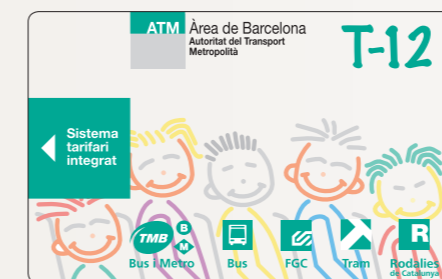


T-12 ticket.

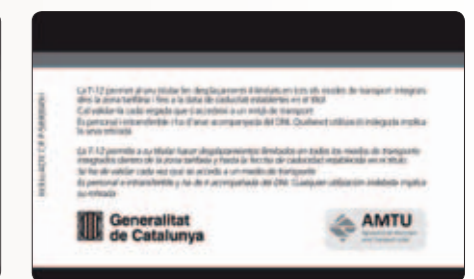
From 14 September 2009, when the T-12 was introduced coinciding with the beginning of the school year until the end of 2010 there have been 11.7 million validations with this ticket.

T-12	2009	2010	↑2010/2009	
			Abs.	%
Validations	2,380,335	9,290,884	6,910,549	390.3%

By means of transport, it is used most on city and metropolitan buses, 53.6% (including TMB), followed by the Metro with 34%.



In the first ring of the Integrated Fare.



In the rest of the Integrated Fare System.

Integrated Fare System

4. Sales and use of the Integrated Fare System

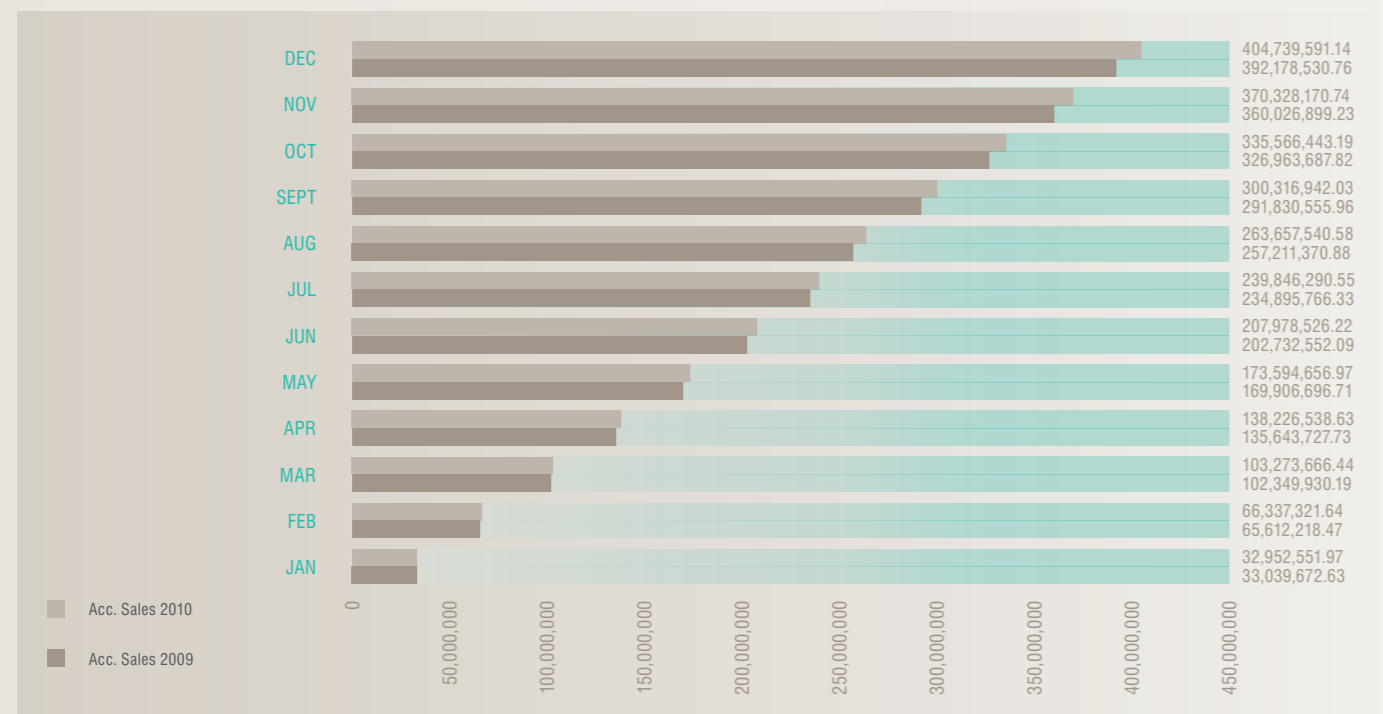
In 2010 sales of integrated tickets amounted to €404,739,591.14 without VAT.

Revenue for 2010 represents an increase of 3.2% over sales

of integrated tickets at the close of 2009, which was €392,178,530.76 without VAT.

The monthly accumulated revenue for 2010 over 2009 is shown on the following graph:

Accumulated ATM sales



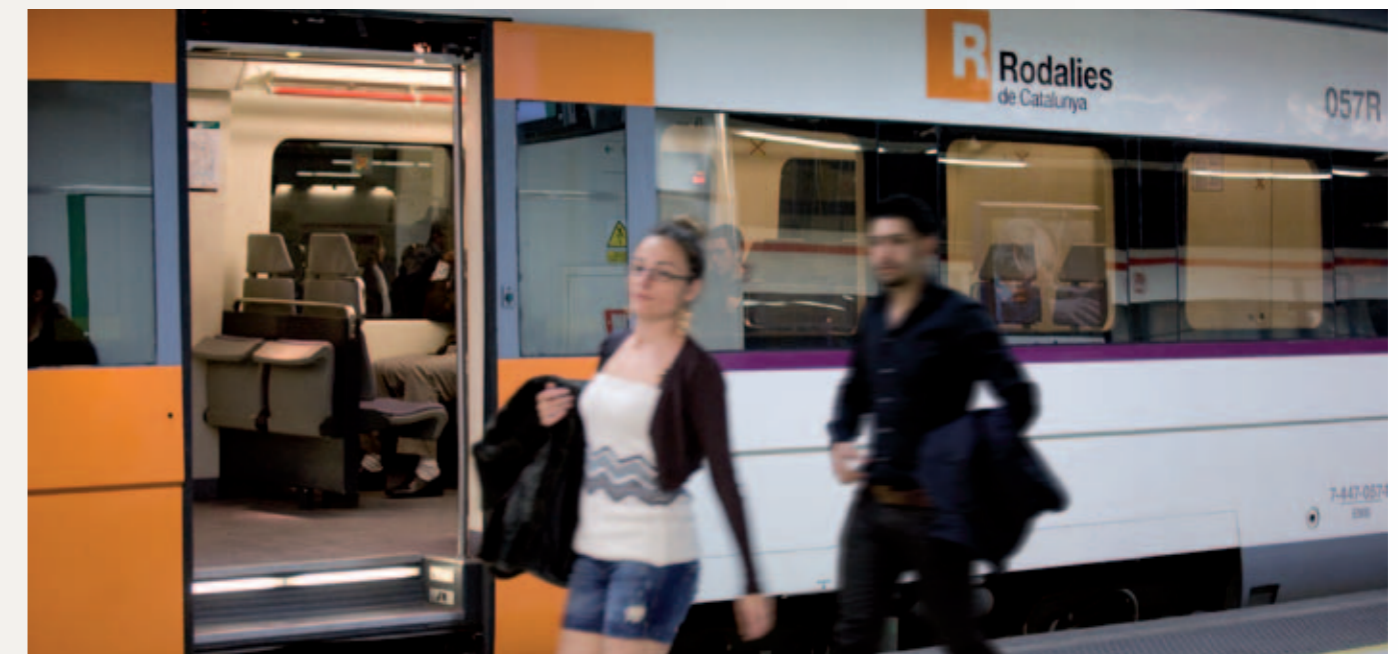
The distribution of revenue per type of integrated ticket and number of zones was as follows:

Sale of integrated tickets by type and number of zones

Code Ticket	1 zone	2 zones	3 zones	4 zones	5 zones	6 zones	Total	%
T-Dia	1,827,998.08	60,045.42	26,495.85	20,557.36	6,970.30	13,263.77	1,955,330.78	0.5%
T-10	240,565,700.95	33,859,754.54	16,968,480.00	5,048,540.28	1,613,641.25	3,751,392.76	301,807,509.79	74.6%
T-50/30	44,730,300.00	8,863,919.06	4,249,967.96	1,281,959.90	208,169.78	265,427.79	59,599,744.49	14.7%
T-Mes	24,131,114.99	2,675,046.46	801,233.65	313,159.97	91,408.16	168,123.52	28,180,086.75	7.0%
T-Esdeveniment	329,960.24	0.00	13,263.89	0.00	0.00	151,622.23	494,846.35	0.1%
T-Trimestre	1,617,649.45	487,367.11	80,626.64	40,080.13	16,662.62	30,735.71	2,273,121.66	0.6%
T-Jove	2,482,748.56	2,109,405.49	778,017.61	496,216.59	98,132.33	301,709.23	6,266,229.82	1.5%
T-Familiar	1,608,940.96	450,560.21	180,768.49	116,855.37	44,834.51	40,635.51	2,442,595.06	0.6%
T-Mes FNG	346,968.23	88,968.10	42,072.84	22,298.23	4,758.48	8,290.20	513,356.09	0.1%
T-Trimestre FNG	30,602.52	13,967.26	5,506.32	2,340.57	0.00	1,381.41	53,798.09	0.0%
T-Jove FNG	278,707.52	207,591.12	90,071.57	46,738.03	11,313.02	28,410.75	662,832.01	0.2%
T-2 comerç	8,381.02	0.00	0.00	0.00	0.00	0.00	8,381.02	0.0%
T-Mes FNE	104,494.75	37,243.20	15,882.48	5,173.00	727.88	1,166.10	164,687.40	0.0%
T-Trimestre FNE	13,419.24	4,729.21	1,351.99	585.15	166.67	172.69	20,424.94	0.0%
T-Jove FNE	62,465.78	74,855.98	11,176.56	5,593.64	1,272.60	3,815.41	159,179.96	0.0%
Bescanvi X-PRESS	137,466.91						137,466.92	0.0%
Total	318,276,919.20	48,933,453.15	23,264,915.84	7,400,098.23	2,098,057.58	4,766,147.08	404,739,591.14	100.0%
%	79.4%	11.7%	5.6%	1.8%	0.5%	1.1%	100.0%	



Metro Badalona L2.

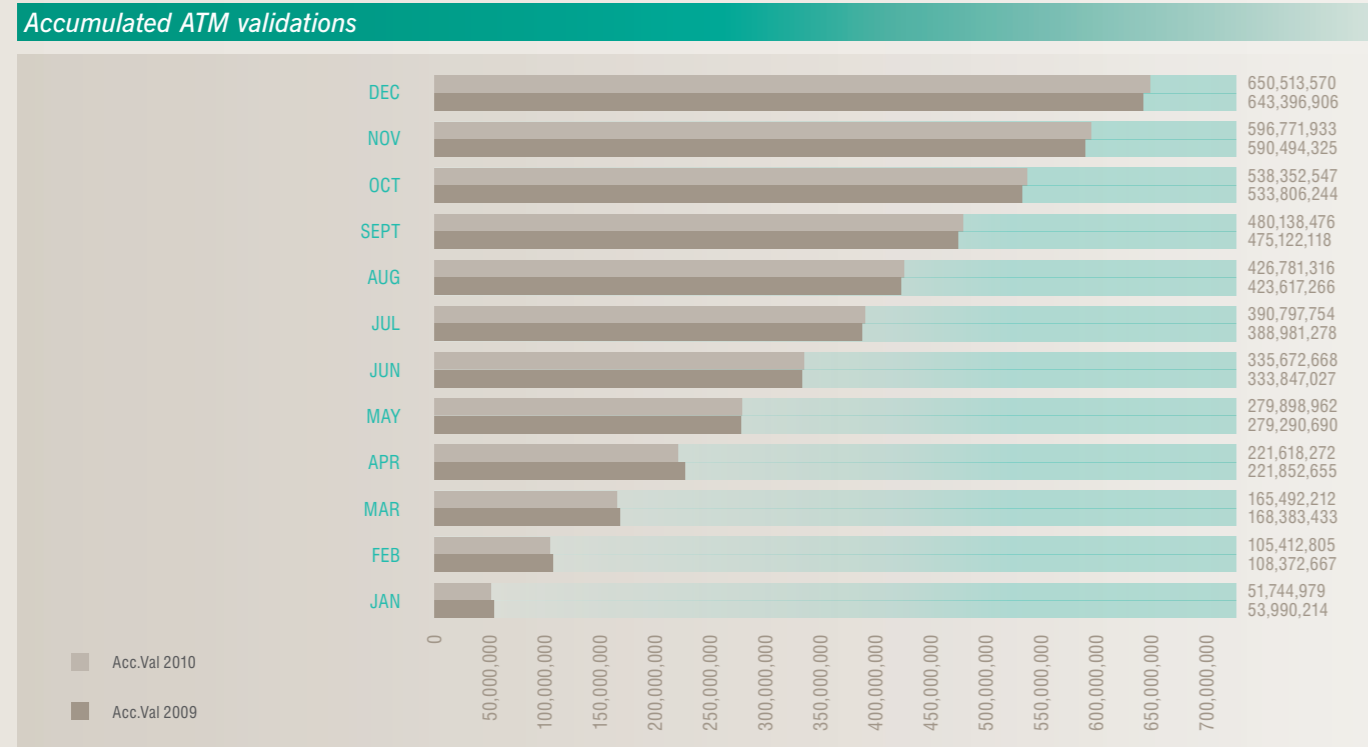


Local train at Sants Estació.

Integrated Fare System

The total number of validations made with ATM integrated tickets in 2010 was 650,513,570. That is an increase of 1.1% over validations for 2009, which were 643,396,906.

The monthly accumulated validations for 2010 over 2009 are shown on the following graph:



Of the total of validations for ATM tickets in 2010, the T-10 represents 69.4% of journeys with integrated tickets, followed by the T-50/30 which accounts for 16.4% and the T-Mes,

9.4%. As shown in the following table, the one-zone tickets represent 86.6% of validations, and the two-zone 8.8%.

Validations 2010. By type of tickets and number of zones								
Ticket	1 zone	2 zones	3 zones	4 zones	5 zones	6 zones	Total	%
T-Dia	1,537,329	32,425	12,799	8,433	3,147	4,464	1,598,597	0.25%
T-10	395,822,217	35,500,407	13,663,767	3,211,608	947,132	2,100,872	451,246,003	69.37%
T-50/30	88,194,097	12,432,960	4,397,785	1,084,601	186,153	166,964	106,462,560	16.37%
T-Mes	54,867,508	4,458,882	1,020,815	288,951	125,928	119,463	60,881,547	9.36%
T-Esdeveniment	371,133	0	7,424	0	0	0	378,557	0.06%
T-Trimestre	3,073,962	649,286	108,469	56,889	22,412	353,001	4,264,019	0.66%
T-Jove	5,010,680	2,922,339	842,225	391,712	75,292	216,935	9,459,183	1.45%
T-Familiar	2,981,489	707,300	223,570	96,360	37,244	34,060	4,080,023	0.63%
T-Mes FNG	832,222	128,269	48,778	18,074	3,843	13,884	1,045,070	0.16%
T-12	9,290,884	0	0	0	0	0	9,290,884	1.43%
T-Trimestre FNG	63,355	15,468	4,825	1,659	328	1,234	86,869	0.01%
T-Jove FNG	496,759	256,416	84,458	35,258	7,083	19,942	899,916	0.14%
T-2 Comerç	7,511	0	0	0	0	0	7,511	0.00%
T-Mes FNE	335,033	77,373	28,412	7,170	1,701	879	450,568	0.07%
T-Trimestre FNE	34,904	7,657	1,862	1,183	138	311	46,055	0.01%
T-Jove FNE	167,233	121,875	15,874	6,400	1,333	3,493	316,208	0.05%
Total	563,086,316	57,310,657	20,461,063	5,208,298	1,411,734	3,035,502	650,513,570	100.00%
Total	86.6%	8.8%	3.1%	0.8%	0.2%	0.5%	100.00%	

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

Evolution of validations of the integrated tickets										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
T-10	71.80%	72.34%	72.18%	71.80%	71.58%	71.39%	71.05%	69.42%	70.22%	69.37%
T-50/30	11.70%	13.33%	13.32%	13.70%	14.73%	15.73%	15.56%	18.31%	16.94%	16.37%
T-Mes	16.32%	12.30%	11.90%	11.69%	10.94%	10.06%	9.64%	9.47%	9.51%	9.36%
Others ATM	0.18%	2.03%	2.60%	2.81%	2.75%	2.82%	3.75%	2.80%	3.34%	4.90%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



City bus in Terrassa.

Integrated Fare System



City bus in Barcelona.

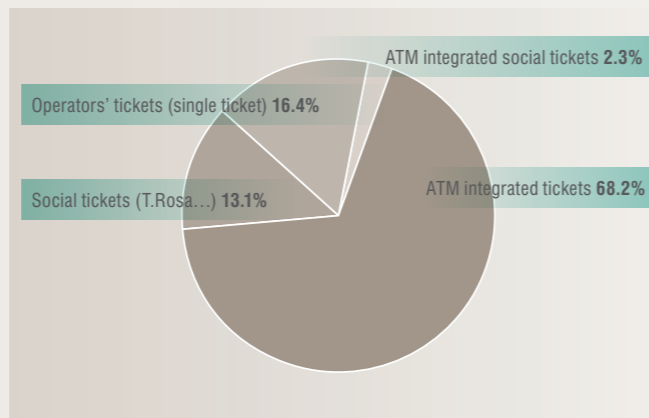
Over 2010 demand for public transport in the sphere of the Integrated Fare System rose to 922.3 million, almost 8 million validations more than 2009.

The use of ATM integrated tickets is 70.5% of the total of validations made on the public transport system.

Of the 922.3 million journeys made in 2010 on the public transport system in the Barcelona area, 650.5 million were made with ATM tickets, 121.2 million with social tickets (pink card ...) and 150.6 million with non-integrated tickets issued by different operators (including single tickets).

We should point out the increasing importance of the ATM social tickets (T-12, T-Jove and large family tickets) with over 21.6 million journeys in 2010.

% Distribution transport tickets 2010



5. Intermodality rate

The intermodality of the integrated tickets has been quite stable since 2005. In 2010, 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 18.34% and for the T-10 for more than one zone 49.21%. For the T-50/30, intermodality is 22.68% for the one-zone T-50/30 and 53.65% for more than one zone.

Percentage %	2008	2009	2010
T-10 1 zone	18.55%	19.10%	18.34%
T-10 for more than one zone	49.20%	48.96%	49.21%
T-50/30 1 zone	22.65%	23.67%	22.68%
T-50/30 for more than one	53.50%	53.28%	53.65%
Total intermodality	23.30%	23.92%	23.68%

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

Evolution of the intermodality rate

	Rate 2005 (%)	Rate 2006 (%)	Rate 2007 (%)	Rate 2008 (%)	Rate 2009 (%)	Rate 2010 (%)
T-Dia	10.59	10.79	10.74	10.44	10.84	14.42
T-10	21.38	21.92	21.82	21.36	21.88	21.29
T-50/30	27.72	28.76	28.22	26.31	27.48	26.85
T-Mes	23.74	24.56	24.53	23.90	25.15	25.60
T-Trimestre	22.91	23.40	23.28	23.02	24.78	27.34
T-Jove	23.72	24.04	24.27	24.31	27.27	29.14
T-Familiar	22.36	23.63	23.62	22.85	23.81	24.46



La Sagrera interchange.

Financing of the system

AGE-ATM Programme Contract (CP) 2009-2010

The 2009-2010 Programme Contract between the General State Administration and the Metropolitan Transport Authority was signed on 26 July 2010, having been previously approved by the ATM Board and the Council of Ministers, as well as the governing bodies of the consortium administrations, i.e. the Catalan Government, the Plenary of Barcelona Council and the Metropolitan Council of the Metropolitan Transport Authority.

The main figures for the AGE-ATM Programme Contract for 2009-2010 and a comparison with the liquidation data for the previous AGE-ATM Programme Contract for 2007-2008 are summarised in the following table:



Total C-Ps in million €*	Liquidation CP 2007-2008	CP 2009-2010	% Variation
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 local rail in Catalonia.

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 the state of demand and containment of fares. Therefore the requirements to be subsidised by the public administrations rose by 21.2%.

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.

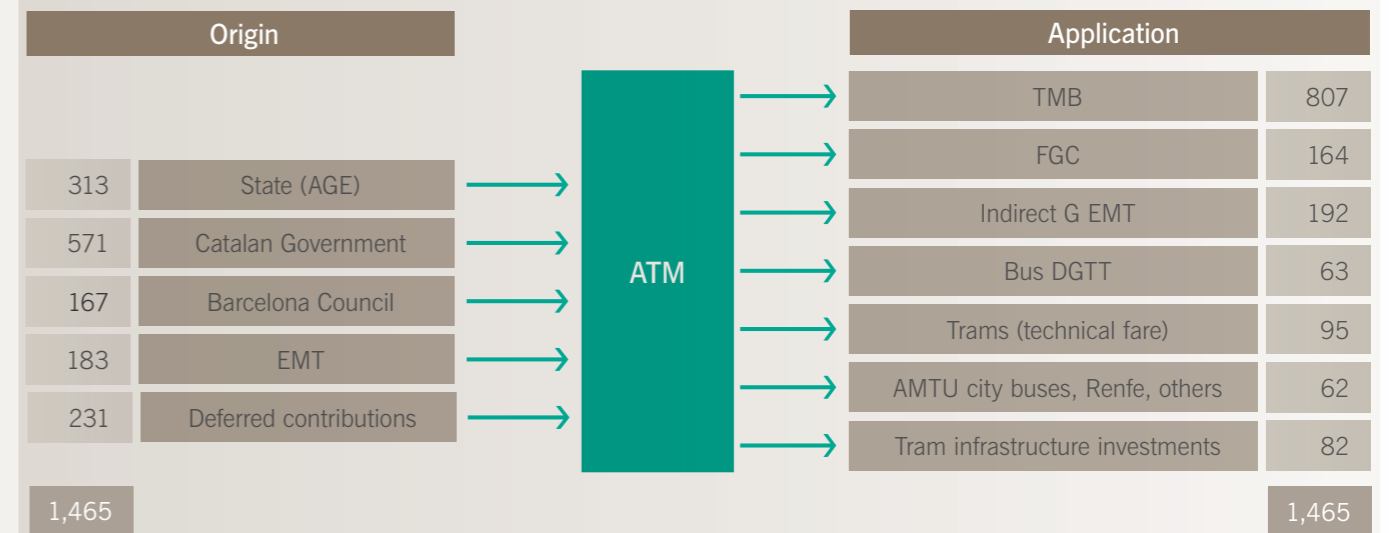
The ATM acts as a financial hinge for the system in both the revenue from the integrated tickets (T-10, T-50/30, T-Mes, T-12, etc.), and the distribution of the subsidies received from the administrations among all the operators of the system.

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



Above, Zona Universitària - Francesc Macià tram. Below, checkpoint at La Sagrera station.

Subsidies 2009-2010



In millions de €.

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 multiannual 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 Metro rolling stock	18.562
Metro stations and escalators	14.738
Metro major maintenance and security	19.761
Metro electrical supply and remote control system	13.466
Other Metro actions	16.393
Renewal of bus fleet	30.696
Bus garages	6.113
Other bus actions	2.259
TMB information and telecommunications systems	19.360
Other TMB investments	4.985
FGC transport material	68.422
Machinery, installations and tools	22.128
FGC buildings and other constructions	7.555
Remainder of FGC investments	9.162
Total investments for TMB and FGC	253.600

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, as we see in the following table.

Evolution of the system cost



As we can see, 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%, as shown in the following table.

Evolution of the financing



This shows the major contribution made by the Catalan administrations to 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 rolling stock on both the Barcelona Metro and FGC, and the whole set of programmes for improving the bus networks.

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 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	Annual average CP 2009-2010
Subsidies	386	474	605	733
Revenue	324	385	463	490
Cost total	710	859	1,067	1,222

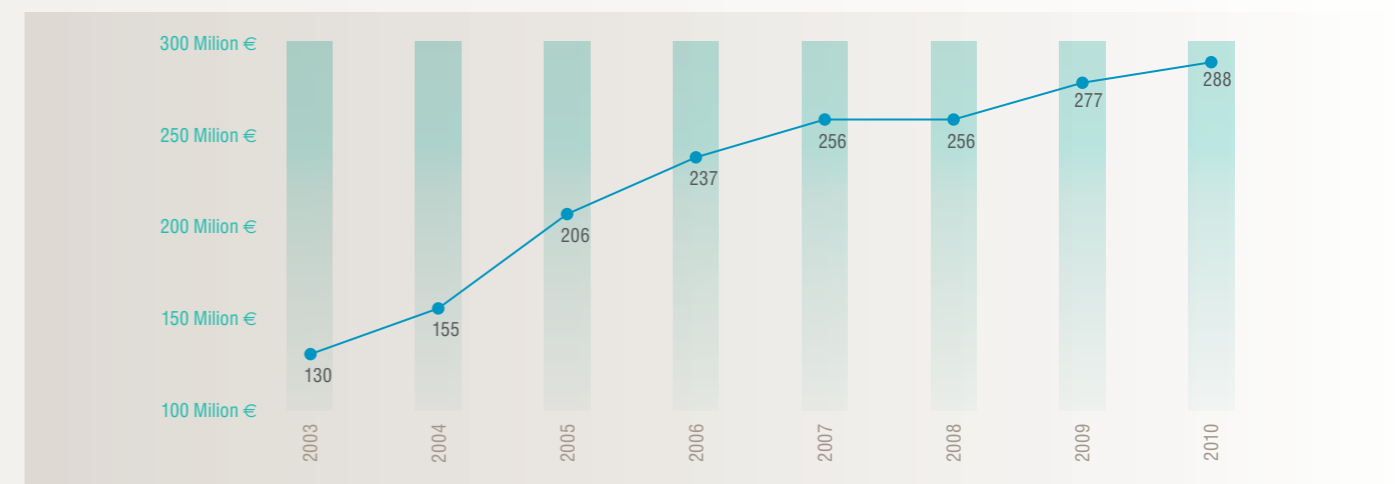


Intercity bus, Ripollet - Cerdanyola line.

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

The following graph shows the contribution to the budget allocations made by the Catalan Government for the financing of the AGE-ATM Programme Contracts in recent years, from the evolution of the budget allocations from 2003 to 2010, which show an increase of 122%, rising from 130 million euros to 288 million euros over the period.

Evolution of the contributions of the Catalan Government



Evolution of the budget allocations of the other administrations

The budget allocation of the General State Administration rose from 94 million euros to 150 million euros between 2003 and 2010.

The budget allocation of the local administrations (Barcelona Council and EMT) rose from 81 million euros to 153 million euros over the same period.

Other actions

1. Rolling stock

Leasing of rolling stock contracted by the ATM

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

- Leasing of 39 trains of the 5000 series for 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 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 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 1 March 2010 the delivery papers for the 39 trains of the 5000 series, the 10 trains of the 6000 series and the 50 trains of the 9000 series were signed.

At present those 99 trains are circulating on the Barcelona Metro network:

50 S9000 trains	39 S5000 trains	10 S6000 trains
24 trains L2 10 trains L4 16 trains L9/L10	33 trains L5 6 trains L3	10 trains L1

Other acquisitions of rolling stock 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 future extensions of line 9 of the Metro.

2. Operation aid system - SAE

In 2010 the multifleet SAE became a fully consolidated tool for regulating the fleet at the heart of most of the road public transport operators.

This system currently consists of 933 buses regulated by 30 companies and 3 owner administrations with direct computer access to the information generated for the use of their concessionaries. In this way the fleets of ATM business groups outside the geographical sphere have been incorporated at no cost to the ATM. At the same time a fleet outside the ATM has been incorporated with the aim of taking advantage of existing technical synergies, also at no cost to the ATM and with the prior authorisation of the Catalan Government.

Moreover, in 2010 administrations or other agents have deployed real time information panels at bus stops located mainly in Barcelona and the other towns of the EMT. At all the ones used by lines managed by the multifleet SAE, information about estimated arrivals is supplied in such a way that the passenger receives information regardless of the transport

service operator. Specifically, the multifleet SAE currently supplies information to over 500 stops. It must be borne in mind that this system is harmonised with the main SAE systems in the RMB, TMB and TUSGSAL, so that the production of real time information has been made independent of the projects for the installation of panels and/or integration of information from different sources at stops used by different operators, thus continuing to further the measures of the Mobility Master Plan related to the promotion of information management at connections.

There is also a growing demand for exploitation of the information generated by the SAE, such as punctuality, regularity or new indicators, both by the operators and the administration. For that reason the ATM has decided to introduce an information exploitation model based on a Business Intelligence model, which places a synergic platform with advanced data mining techniques at the service of the users (companies, ticket holders) who do not need to be experts in computers or

statistics. This tool can identify exploitation points which until now could condition the global results, increases flexibility in the diagnosis of anomalies in the operation of the SAE and the independent generation of indicators and frees systems departments resources.

Lastly, we should mention that the multifleet SAE has taken part in other complementary passenger information projects. The most significant example is the Catalan Government Public Transport Router, *MOU-TE*, supplying the information to the companies who request it in the prescribed interchange format, once again demonstrating the advantages of the multifleet SAE in guaranteeing an efficient management of resources.



Martorell station.



Information panels at Sants Estació.

Other actions

3. SERMETRA, SL

In 2010 SERMETRA, SL has maintained the quality standards of the different maintenance services for systems, validation and sales (SVV) aboard buses, and operation aid (SAE), while continuing to look for continuous improvement in each of them.

In the field of contractual relations with the suppliers, in the last quarter of 2010 the procedures for the renewal of the contracts for 2011 were carried out according to the principles of publicity, competition, transparency, confidentiality, equality and non-discrimination. SERMETRA is regarded as an awarding power and has followed the internal contracting instructions for carrying out this process and all future ones.

Concerning the operators, the figure for SERMETRA SL customers has increased by one company, bringing to figure to 31 operators. And so the number of SVV teams by the end of 2010 within the different SERMETRA maintenances is 1,812, an increase of 1% over the previous year. In terms of SAE maintenance, the number of buses eligible to receive it is 688, a rise of 1.5% over 2009.

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, since 75% is more than 9 years old. Actions to protect, renew and restyle the operators' equipment continue to be taken in order to prolong its useful life, thus achieving direct savings in costs and indirect savings in maintenance of the quality of the ATM integrated fare management system.

Within the operation aid system, in 2010 the first and third level maintenance services have reached a very high degree of operative efficiency, which is shown by the reduced response time for each of the incidents reported by the operators, in a global bus fleet which is so large and so geographically dispersed.

SERMETRA SL has also been actively involved in aid for the information management provided by the multifleet SAE on the information panels of the different administrations and/or transport operators and other complementary systems, from the point of view of both real time and relayed information.



Above, bus L97 at Castelldefels. Below, Badalona Pompeu Fabra station.

4. Presence abroad

EMTA, European Metropolitan Transport Authorities

The EMTA is the European association of transport authorities, to which the ATM belongs. The ATM attended the first twice yearly General Assembly in Budapest on 15 and 16 April and had the honour to organise the second, which was held in Barcelona on 11 and 12 November. Previously the Board of the EMTA (to which the ATM also belongs) met in Barcelona as a preparatory meeting for the second General Assembly.

As well as the plenary sessions, the ATM is taking an active part in a working party on accessibility. The group met in Paris and Madrid.

The Spanish Transport Consortiums and Authorities Committee

The Spanish Transport Consortiums and Authorities Committee met four times over the year in Palma de Mallorca, Seville, Pamplona and Barcelona, all with the presence of the ATM. The last, which was held on 10 November, the day before the EMTA General Assembly, was organised by the ATM, taking advantage of the fact that a number of Spanish authorities are members of both organisations, which enabled them to attend both meetings on a single journey.

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 includes a score of metropolitan regions. As well as being a discussion group that organises seminars on matters of interest to the participants, it publishes the *Observatorio de la Movilidad* annually. The journal compiles a number of indicators from all the metropolitan regions and is presented in one of the member cities over a working day.

Apart from a preparatory meeting in Madrid this year, the VII Conference was held and the 2008 version of the *Observatorio* was presented in Murcia.

Action COST 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*

Other actions

Improvement, the aim of which is to analyse and harmonise the different mobility surveys carried out in the countries of the EU.

On the Board of Directors 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 2009.

This year one meeting was held in Namur (Belgium) and a second in London (United Kingdom).

Other activities for presence abroad

The ATM took part in these other events:

- ESADE. Barcelona. Participation in a seminar organised jointly with the University of Leeds on *Public Private Partnership*
- Madrid. Attendance at the signing of the European Road Safety Charter
- Centraliens Forum on *Mobilité durable: une vision pour se déplacer autrement* (Rabat, Morocco)

Moreover, ATM technicians have given or taken part in the following courses: Professional Masters Degree in Territorial and Town Planning Studies at the Escola d'Administració Pública de Catalunya; Masters Degree in Planning and Management of Mobility organised by the Fundació UPC and the Universitat Pompeu Fabra; Course in Mobility and Sustainable Energy Management applied to Work Centres, at ONC headquarters; Course in Sustainable Mobility Planning at the Col·legi d'Enginyers de Camins, Canals i Ports de Barcelona; Training Course for Mobility Managers at the Diputació de Barcelona; Environmental Training Plan 2010 at the Diputació de Barcelona; Summer Courses at the Universidad del País Vasco; Sustainable Mobility and Sustainable Mobility and Transport Seminar in San Sebastián; and the Biodiesel Conference 2010 at the Escola Tècnica Superior d'Enginyers Industrials de Barcelona.

Accompanied visits to the ATM

Over 2010 the ATM has received visits from different organisations which have come to find out about its activity. In some cases the aim was to receive advice on subjects on which our consortium is an expert; in other cases they have been visits hosted by other organisms, such as the Territorial Policy and Public Works Department, TMB or Tramvia Metropolità, which have requested the participation of the ATM to give a general presentation of the

transport system, given its central position in the institutional fabric of the metropolitan collective public transport system.

The list of the delegations received is:

- Representatives of the Town Planning Department of the city of Hamburg (Germany)
- Representatives of the California Public Transport Public Administration (USA)
- Councillor of the French Embassy in Madrid
- Representative of the Centro de Transporte Sustentable (Mexico)
- Representatives of the SNCF Proximités (France)

- President of the Parliament of the province of Buenos Aires (Argentina)
- Representative of the Marshall Foundation, Berkeley, California (USA)
- President of the operating company of the Buenos Aires Metro (Argentina)
- Director General of Transport, Mexico
- Representatives of the Transport Employers Association, Hungary
- Representatives of Lo Barnechea, in the conurbation of Santiago (Chile)
- Representatives of Ho Chi Minh City (Vietnam)

- Representatives of the Nanhu district (China)
- Representatives of South Australia and its capital, Adelaide (Australia).
- Representatives of the city of Bergen (Norway)
- Members of the AMIF, Association de Maires de l'Île de France (France)
- Mr Curtis Johnson, expert on town planning from the city of Seattle (USA)
- Delegation of MPs from Norway
- Political representatives of the province of Hubei (China).



Volpelleres station.



Information at Sants station.



C3

System statistics

TransMet Figures 2010

The supply of public rail transport improved considerably over 2010 thanks to the entry into operation on 18 April of L10 of the Metro, from La Sagrera to Gorg, and the extension of L9 to La Sagrera, of L2 to Badalona/Pompeu Fabra and line L5 to Vall d'Hebron, via Carmel and El Coll/La Teixonera. For FGC, Volpelleres station on line S2 to Sant Cugat del Vallès came into service.

A number of bus lines were also extended and itineraries modified to serve new health facilities: the Hospital Moisès Broggi, in San Joan Despí, the Parc Sanitari de Sant Joan de Déu, in Sant Boi de Llobregat; the new line to the Hospital Comarcal de Terrassa, the extension of a line to the Parc Tau-lí in Sabadell and the creation of new services to the Hospital de Mollet. Connections with the Universitat Autònoma de Barcelona were also improved by means of the expansion of bus lines and the creation of new ones from Igualada,

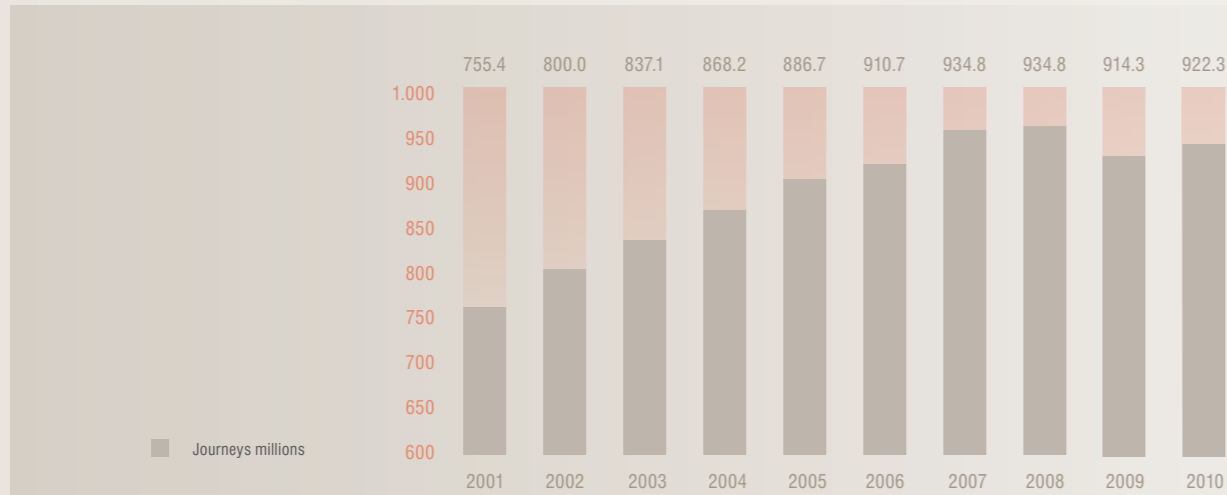
Martorell, Granollers, Parets del Vallès, Mollet del Vallès and Santa Perpètua (new line).

In 2010 922.3 millions journeys on public transport were counted, an increase of 0.9% over the previous year. The demand for public transport began to recover in the second half of the year.

In rail transport there was a notable growth of 5.4% in the demand for the Metro, but a decrease of 5.8% in the case of Catalunya Local Rail (Renfe), owing to the works at the Sagrera - Meridiana interchange, which affected lines R3, R4 and R7 because of the temporary suspension of service between Arc de Triomf and Sant Andreu Arenal.

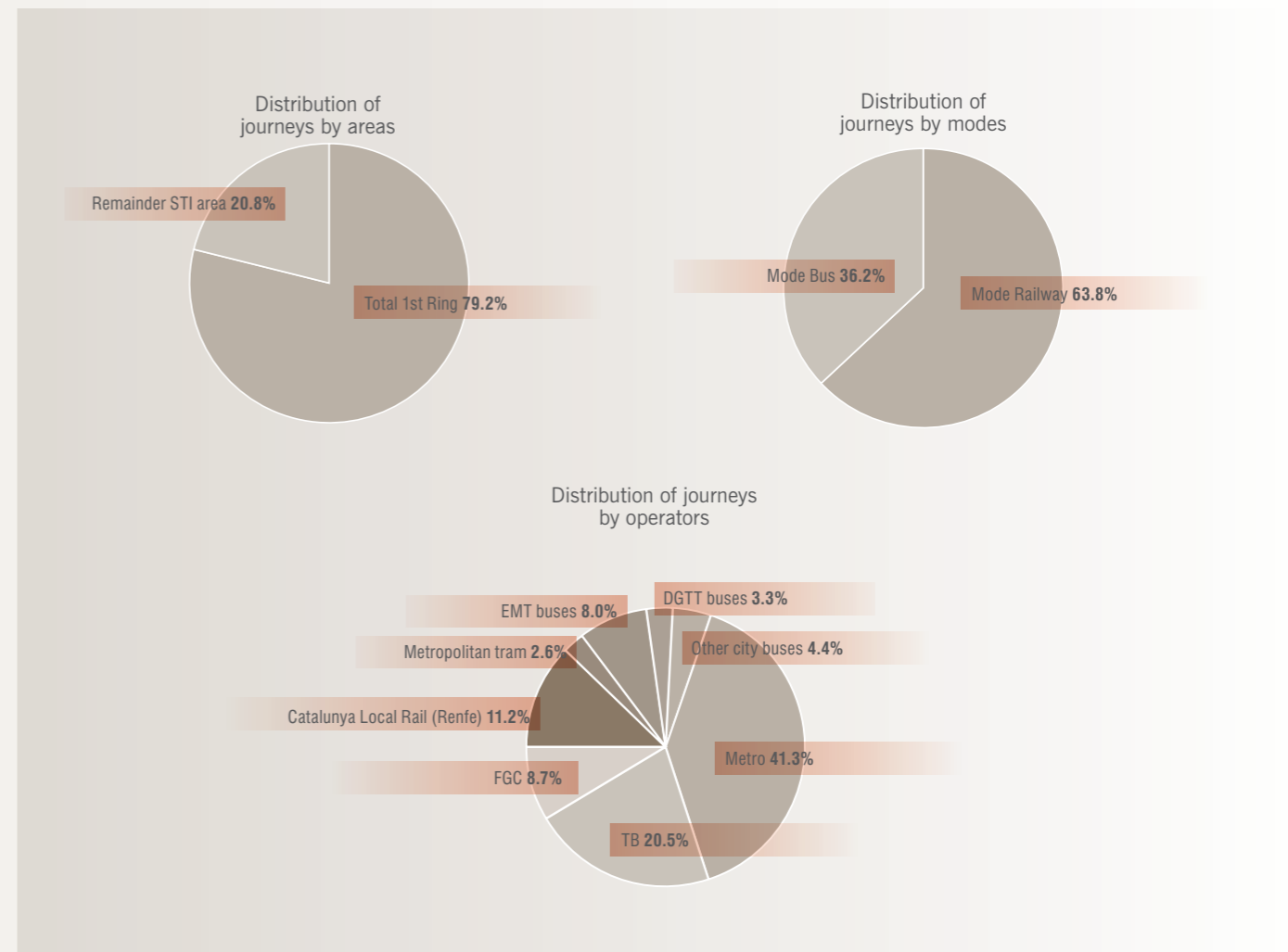
Buses registered a global loss of journeys of 1.5% over the same period of 2009, which can be attributed to the availability of rail transport.

Evolution of public transport demand



TransMet figures 2010

	Lines	Network (km)	Veh-km (million)	Journeys (million)	↑demand 10/09 (%)	Revenue (M€)
FMB Metro	7	102.6	87.6	381.2	5.4%	214.92
FGC	2	143.9	32.6	79.9	0.0%	63.15
Renfe Local Rail	5	447.7	99.2	103.7	-5.8%	116.71
Metropolitan tram	6	29.1	2.6	23.8	-0.5%	11.77
Rail subtotal	20	723.3	222.0	588.6	2.3%	406.55
TB bus (Barcelona)	106	932.4	42.4	189.4	-3.3%	115.96
Other buses first ring	107	1,279.9	36.0	73.4	-0.2%	59.53
Intercity bus	369	10,533.6	35.9	30.2	4.8%	34.50
Other city buses	124	1,149.4	14.2	40.7	0.6%	21.34
Bus subtotal	706	13,895.2	128.5	333.7	-1.5%	231.33
Total	726	14,618.5	350.5	922.3	0.9%	637.88



Rail mode	Lines	Network (km)	Stations	Trains/ rush hour and direction	Veh-km (million)	Journeys (million)	Revenue (M€)
First ring STI							
Metro							
L1		20.7	30	16	19.1	109.8	
L2		13.1	18	22	13.1	42.3	
L3		18.4	26	19	17.8	86.0	
L4		17.3	22	15	14.1	51.2	
L5		18.9	26	20	17.4	85.4	
L11		2.3	5	8	0.4	1.1	
L9/10		11.1	11	18	5.8	4.7	
Montjuïc funicular		0.8	2	6	na	0.7	
Subtotal Metro	7	102.6	140	124	87.6	381.2	214.92
FGC							
Barcelona-Vallès line		12.0	18	32	6.9	29.0	13.54
Llobregat-Anoia line		12.0	11	15	5.7	14.2	6.62
Subtotal FGC	2	24.0	29	47	12.7	43.2	20.16
Catalunya Local Rail (Renfe)							
R1		29.1	7	10	na	6.3	
R2		39.0	12	10	na	7.8	
R3		3.3	6	3	na	0.9	
R4		26.5	4	8	na	4.3	
R7			4	na	0.5		
Subtotal Renfe	5	97.9	29	35	-	19.8	na
Metropolitan tram							
Trambaix	3	15.1	29	13	1.4	15.8	8.16
Trambesòs	3	14.0	27	8	1.3	8.0	3.61
Subtotal tram	6	29.1	56	20	2.6	23.8	11.77
Total first ring STI	20	253.6	254	191	102.9	468.1	246.85
Remainder STI							
FGC							
Barcelona-Vallès line		32.0	15	22	9.3	28.8	31.78
Llobregat - Anoia line		87.0	31	12	10.7	7.8	11.18
Gelida funicular		0.9	3	2	0.0	0.1	0.03
Subtotal FGC	2	119.9	49	36	20.0	36.7	42.99
Catalunya Local Rail (Renfe)							
R1		61.8	16	10	23.7	29.8	
R2		94.8	20	10	36.6	26.1	
R3		56.4	12	3	8.6	4.8	
R4		119.0	28	8	27.7	21.0	
R7		17.8	3	4	2.5	2.2	
Subtotal Rodalies	5	349.8	79	35	99.2	83.9	116.71
Total remainder STI	7	469.7	128	71	119.1	120.6	159.70
TOTAL RAIL SYSTEM	20	723.3	382	228	222.1	588.6	406.55

* The data for revenue for Catalunya Local Rail (Renfe) are for the total SFI. Lines R3, R4 and R7 between 28 March and 5 September were affected by the suspension of service between Arc de Triomf and Sant Andreu Arenal due to work on the Sagrera-Meridiana interchange.
nd: not available.

Bus mode	Lines	Network (km)	Vehicles in service	Average age fleet in service	Veh-km (million)	Journeys (million)	Revenue (M€)
EMT owned buses							
Transportes de Barcelona, SA	106	932.4	891	6.1	42.4	189.4	115.96
Authosa	2	9.0	8	6.3	0.4	2.3	0.82
Mohn. SL	23	405.0	129	5.9	9.6	16.1	8.38
Oliveras. SL	13	137.0	54	7.0	3.5	7.1	3.09
Rosanbus. SL	10	102.0	59	4.7	3.2	9.8	4.40
TCC2. SL	2	25.5	10	7.6	0.5	0.4	0.18
Tusgsal	42	491.0	255	4.1	13.5	31.5	13.97
Soler i Sauret. SA	7	40.0	15	5.0	0.8	1.5	0.57
SGMT. SL	2	34.0	23	1.3	3.6	3.6	16.60
Empresa Sagalés. SA	4	12.4	5	6.1	0.1	0.5	0.15
UTE Julià-Trapsa-Marfina Bus	2	24.0	36	5.1	0.9	0.6	11.37
Total first ring STI	213	2,212.3	1,485	5.7	78.4	262.8	175.49
Remainder STI, DGTT owned buses - intercity transport							
Autocars R. Font. SA	10	163.2	11	6.0	0.8	1.0	0.87
Cingles Bus. SA	25	552.0	19	5.6	1.8	1.2	1.28
Cintoi Bus. SL	10	381.0	35	6.9	2.3	1.0	1.73
CRA La Hispania. SA	20	373.0	19	5.7	1.7	1.9	1.95
Empresa Casas. SA	17	318.0	30	8.7	3.1	3.0	3.75
Empresa Sagalés. SA	60	1,321.0	38	5.4	3.5	2.7	2.87
Empresa Plana. SL	4	146.8	11	7.0	0.8	1.3	1.20
FYTSA	30	846.0	33	5.3	3.1	2.7	3.33
La Hispano Igualadina. SA	39	1,867.0	52	4.5	2.0	1.7	3.28
La Vallesana. SA	10	179.0	13	6.5	1.3	1.1	0.98
Sarbus (Marfina Bus. SA)	15	333.0	42	6.9	4.0	4.4	4.15
Soler i Sauret. SA	26	481.0	41	3.5	2.4	2.9	2.53
Transportes Castellà. SA	18	679.0	16	6.2	0.9	0.4	0.50
Others (19)	85	2,893.6	144	6.7	8.3	5.0	6.07
Total intercity remainder STI	369	10,533.6	504	6.1	35.9	30.2	34.50
Remainder STI, city owned buses - city transport							
Autobusos de Granollers	4	20.1	7	4.6	0.5	1.4	0.97
CTSA-Mataró Bus	8	40.0	23	5.2	1.2	4.8	2.76
CTSA-Rubí Bus	6	41.7	12	6.7	0.8	1.3	0.61
Manresa Bus. SA	8	36.0	14	6.0	0.7	2.1	1.10
Sarbus+Saíz (Sant Cugat)	12	88.1	18	4.7	1.3	1.4	0.54
TCC (Vilanova i la Geltrú)	4	19.7	10	6.0	0.6	0.9	0.54
TMESA (Terrassa)	14	225.4	52	7.8	2.8	12.0	5,40
TUS. S, Coop, CL (Sabadell)	13	114.5	58	8.9	3.1	13.5	7.05
Other (19)	55	563.9	60	5.5	3.1	3.2	2.37
Total other city buses	124	1,149.4	254	6.1	14.2	40.7	21.34
TOTAL SYSTEM BUS	706	13,895.2	2,243	6.0	128.5	333.7	231.33

Survey of mobility on a weekday EMEF 2010

Number of journeys

The survey of mobility on a weekday studies the mobility habits of the population of sixteen years old and over. It is a telephone survey and in 2010 was done in the autumn throughout the Barcelona Metropolitan Region.

Information was collected about the journeys made on the last working day before the survey: from Monday to Friday, excluding holidays. The main results, from a sample of 5,793 people, are set out below.



Excluding journeys *in labore* –journeys made in the practice of a profession such as hauliers and couriers, bus and taxi drivers, commercial activities–, the daily count for journeys done in the RMB is 16,269,085. The survey is based on this figure.

Purpose of the journeys

Personal mobility accounts for more than twice as much as occupational mobility. The distribution according to the purpose of the journey is as follows:

Purpose of journey	Journeys	Percentage
Work	2,282,232	14.0%
Studies	605,992	3.7%
Occupational mobility	2,888,224	17.8%
Shopping	1,657,884	10.2%
Doctor/Hospital	347,419	2.1%
Visit friend/relative	600,236	3.7%
Accompanying persons	1,267,169	7.8%
Personal errands	723,681	4.4%
Leisure/entertainment/meals/ sport	1,101,217	6.8%
Walk	686,965	4.2%
Personal mobility	6,384,572	39.2%
Occupational return home	2,096,930	12.9%
Personal return home	4,899,358	30.1%
Return home	6,996,288	43.0%
Total	16,269,085	100.0%

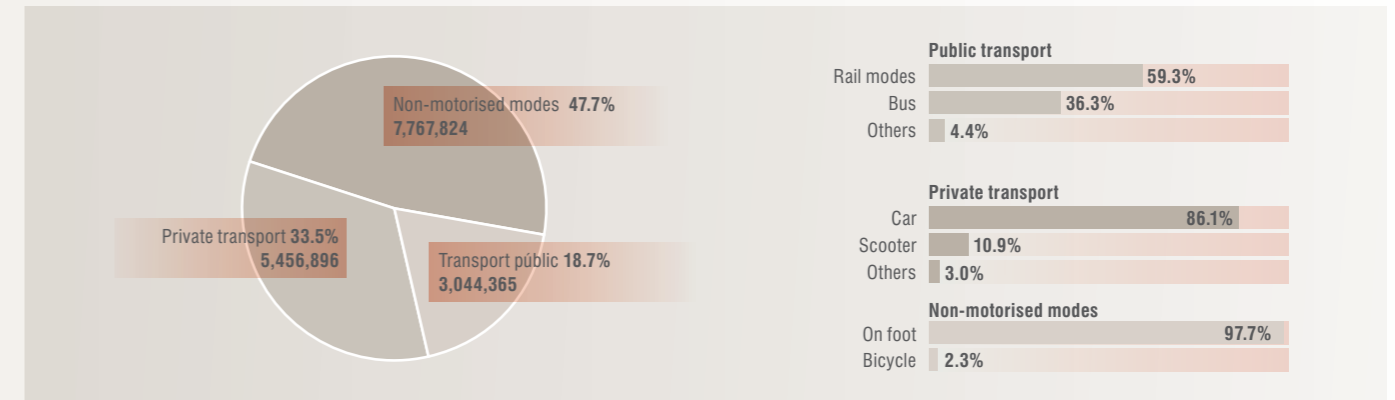
Shopping and accompanying persons are the two most frequent categories in personal journeys.

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 some of them are not pendular (when the way back is the same as the way out), but that there is a certain triangulation.

Mode of the journeys

66% of the journeys made in the RMB are in sustainable modes: on foot and by bicycle (48%) and on public transport (19%). The remainder are made in private vehicles: cars and scooters (33%).



In the RMB the mode that accounts for most stages of the journey is walking. Next comes the use of the car as driver. Specifically, in the RMB the distribution of the stages of the journey by modes is as follows:

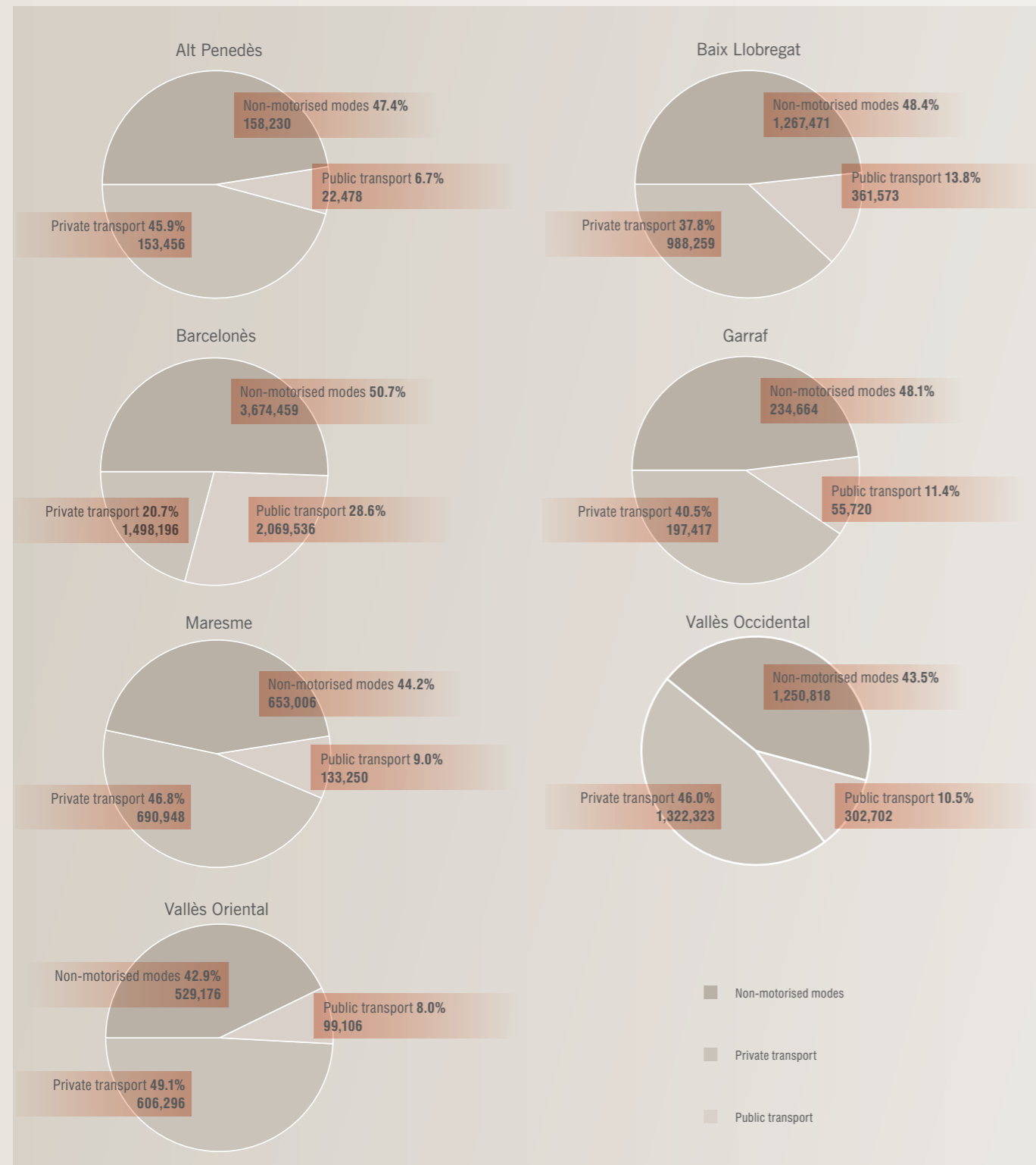
Mode of transport RMB	Stages	Percentage
Walking	8,549,409	47.4%
Bicycle	188,560	1.0%
Total non-motorised	8,737,968	48.5%
City bus	1,181,910	6.6%
Intercity bus	260,251	1.4%
Metro	1,298,072	7.2%
Other rail (FGC, Renfe local, Tram)	801,376	4.4%
Rest TPC	157,722	0.9%
Total TPC	3,699,331	20.5%
Car driver	3,914,065	21.7%
Car passenger	876,391	4.9%
Scooter	608,147	3.4%
Rest	193,480	1.1%
Total private vehicle	5,592,083	31.0%
Total stages	18,029,382	100.0%
Total journeys	16,269,085	
Stages/journey ratio	1.1	

The average occupation deduced from this survey is 1.2 persons/car in the RMB.

Survey of mobility on a weekday EMEF 2010

Modes of journeys by territorial spheres

An analysis of mobility by districts shows a greater use of sustainable modes in the Barcelonès over the other districts of the region.



Concerning the first metropolitan ring (EMT sphere), the city of Barcelona has the highest quota of public transport (30.4%). In the rest of the first ring, however, the use of private vehicles pre-

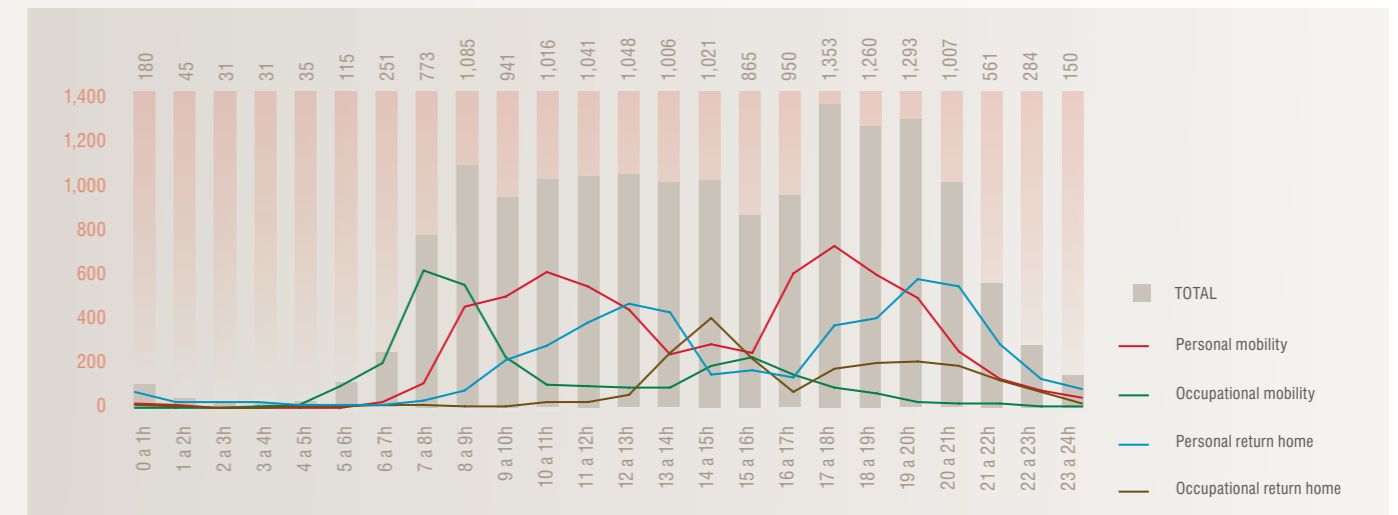
dominates within the mechanised modes. Outside the first ring public transport is less frequent and accounts for 9% of journeys, as against the 46% of the private vehicle.

Means of transport RMB	Residents in				
	Barcelona	Rest First Ring	Total EMT	Rest RMB	Total RMB
Non-motorised modes	50.11%	50.5%	50.3%	44.5%	47.4%
Public transport	30.4%	20.0%	25.9%	9.3%	18.7%
Private transport	19.6%	29.5%	23.8%	46.3%	33.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Hours of the day and journey times

90.1% of journeys are made in the daytime (7.00 to 21.00). The highest concentration of journeys is in the early evening, between 17.00 and 20.00 (3.9 million journeys, 24.0% of

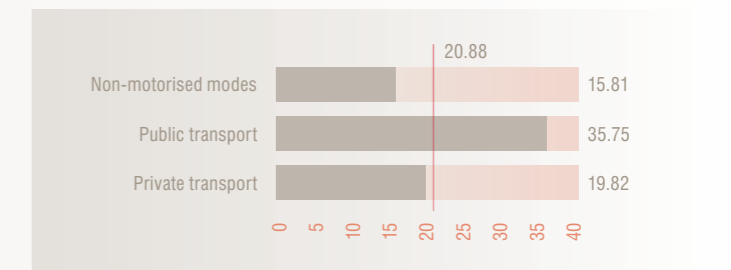
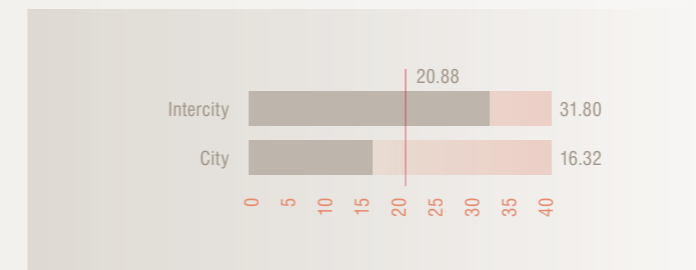
the total). There is also a rush hour in the morning, between 8.00 and 9.00, when over a million journeys are made.



The average journey time perceived by residents of the RMB is 20.88 minutes.

The average journey time declared for intercity journeys is significantly higher than the time for journeys made within the same town.

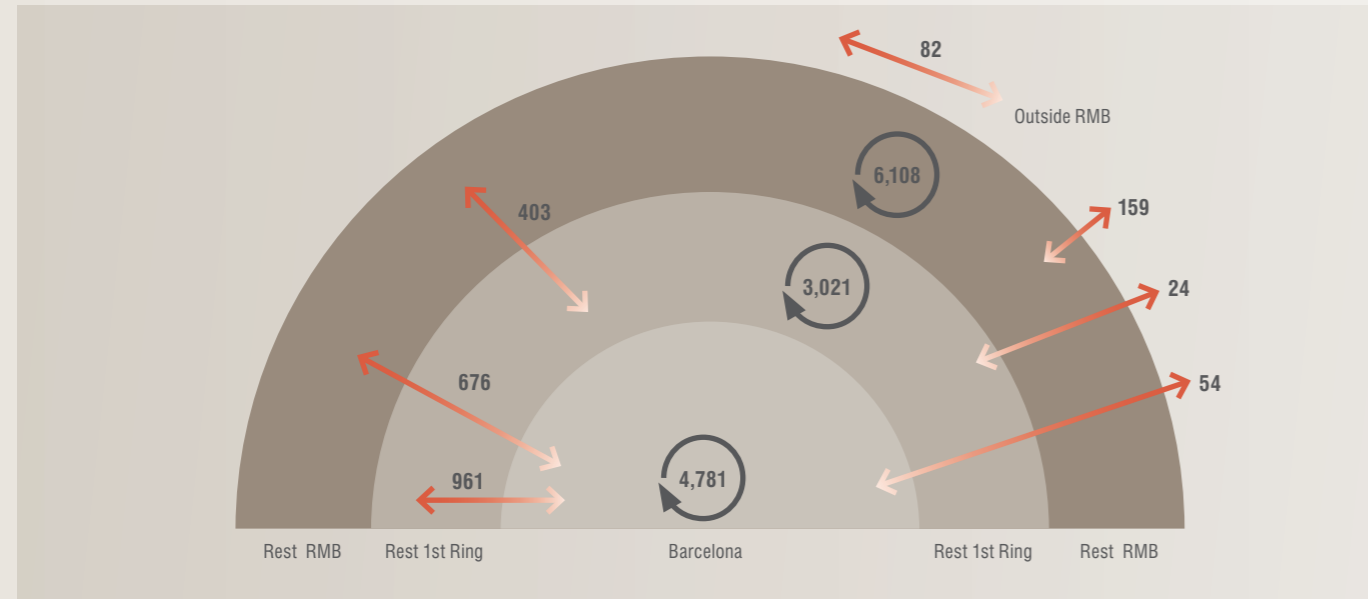
Regarding the average journey time according to the mode of transport, the ones made on public transport are perceived to be the longest. Journeys by non-motorised modes are the ones perceived to be the shortest.



Survey of mobility on a weekday EMEF 2010

Mobility flows

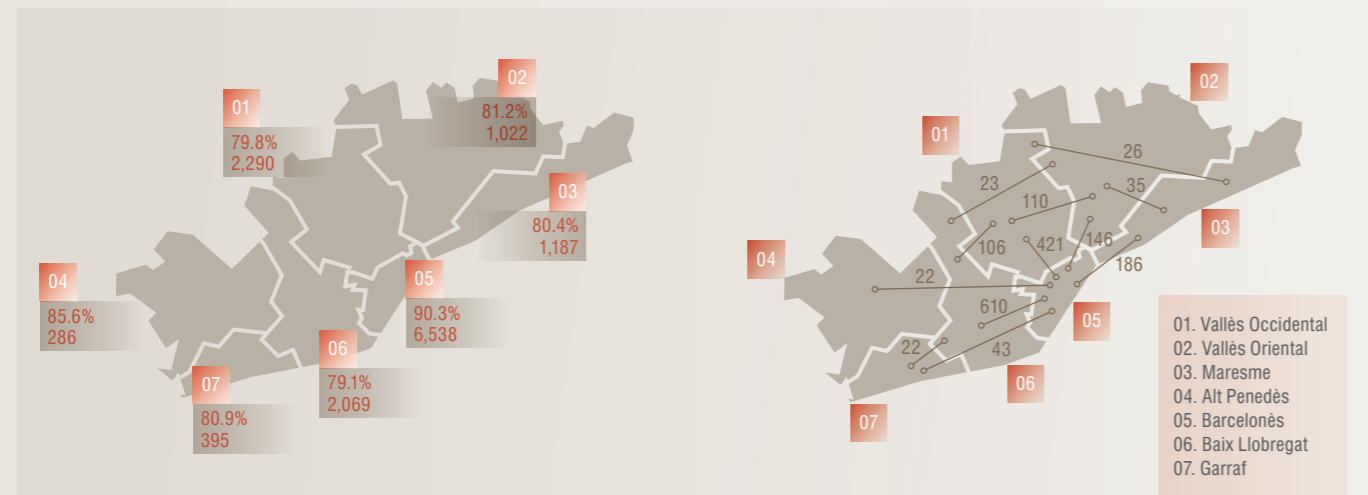
The following diagram shows the number of journeys in and between the 3 most differentiated spheres: the city of Barcelona, the rest of the first metropolitan ring and the rest of the RMB territory.



Journeys expressed in thousands.

Analysing the districts of the region: 85.4% of the total journeys made by the resident population of the RMB on a working day have their origin and destination in the district where they live.

The district that shows the highest degree of self-containment is the Barcelonès (90.3%) and the one with the lowest is the Baix Llobregat (79.1%), which has a strong relation with the Barcelonès.



Journeys expressed in thousands.

Mobility and characterisation of individuals

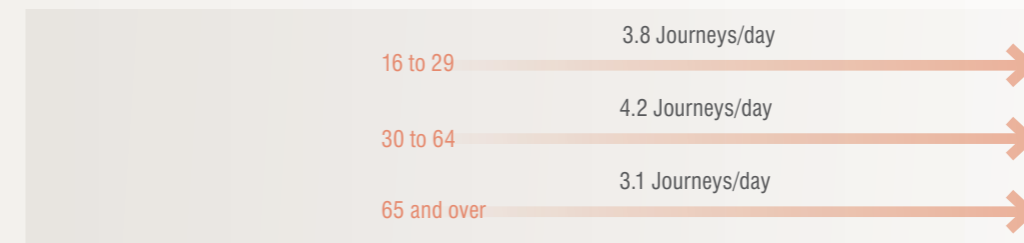
According to sex: men and women have differentiated mobility, especially in that women make fewer journeys for work or study than men. Men are more users of private transport.



Sex	Occupational mobility	Personal mobility	Return home	Total
Men	21.3%	35.7%	42.9%	100.0%
Women	14.5%	42.4%	43.1%	100.0%
TOTAL	17.8%	39.2%	43.0%	100.0%

Sex	Non-motorised modes	Public transport	Private transport	Total
Men	43.0%	16.5%	40.5%	100.0%
Women	52.0%	20.7%	27.3%	100.0%
TOTAL	47.7%	18.7%	33.5%	100.0%

According to age group: naturally older people (65 and over) have less occupational mobility. Young people make greater use of public transport.



Age	Occupational mobility	Personal mobility	Return home	Total
16 to 29	26.5%	29.7%	43.8%	100.0%
30 to 64	19.8%	38.2%	42.0%	100.0%
65 and over	1.2%	53.0%	45.7%	100.0%
TOTAL	17.8%	39.2%	43.0%	100.0%

Age	Non-motorised modes	Public transport	Private transport	Total
16 to 29	37.1%	30.6%	32.3%	100.0%
30 to 64	45.0%	16.4%	38.7%	100.0%
65 and over	69.1%	15.1%	15.8%	100.0%
TOTAL	47.7%	18.7%	33.5%	100.0%

Survey of mobility on a weekday EMEF 2010

According to work situation: public transport is the preferred mode among students, and private vehicles among working people.

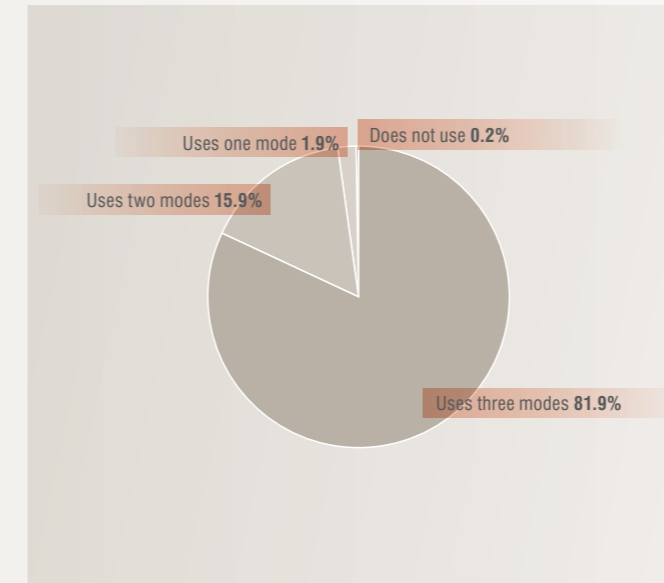


Professional situation	Occupational mobility	Personal mobility	Return home	Total
Students	29.1%	26.2%	44.7%	100.0%
Housework	1.2%	55.2%	43.6%	100.0%
Retired and pensioners	0.9%	53.6%	45.6%	100.0%
Employed	30.3%	28.3%	41.4%	100.0%
Unemployed	3.9%	53.8%	42.2%	100.0%
TOTAL	17.8%	39.2%	43.0%	100.0%

Professional situation	Non-motorised modes	Public transport	Private transport	Total
Students	36.0%	36.8%	27.1%	100.0%
Housework	62.8%	14.5%	22.7%	100.0%
Retired and pensioners	66.1%	14.6%	19.3%	100.0%
Employed	35.8%	18.7%	45.5%	100.0%
Unemployed	57.9%	13.2%	28.9%	100.0%
TOTAL	47.7%	18.7%	33.5%	100.0%

Subjective appreciation of modes of transport

81.9% of the population regard themselves as users of the three modes of transport, and 15.9% of at least two of the three.



Those who say that they use one of the three systems indicated exclusively are a minority (1.9%).

Transport mode	Average score
On foot	8.2
Scooter/moped	7.8
Bicycle	7.7
Car	7.7
Tram	7.0
FGC	6.9
Taxi	6.6
Metro	6.6
TMB bus	6.5
Local rail	6.1
Other city bus	6.0
Renfe regional	6.0
Intercity bus	5.9

Walking is the preferred mode. All the modes of public transport are ranked below the private vehicle, but none of them on average is classified as unsatisfactory.

Evolution of results of the EMEF

There is an increase in mobility over the results for 2009: the rise in occupational mobility is due to an increase in the number of students. Mobility for work remains stable.

The increase in personal mobility is notable. That can be largely explained by a increase in mobility on short journeys (under 20 minutes).

		Journeys		Variation	
		2009	2010	Absolutes	%
TOTAL RMB	Occupational mobility	2,758,092	2,888,224	130,132	4.7%
	Personal mobility	5,570,164	6,384,572	814,408	14.6%
	Return home	6,638,582	6,996,288	357,706	5.4%
	TOTAL	14,966,837	16,269,085	1,302,248	8.7%
TOTAL RMB	Non-motorised modes	6,785,506	7,767,824	982,318	14.5%
	Public transport	2,938,881	3,044,365	105,484	3.6%
	Private transport	5,242,450	5,456,896	214,446	4.1%
	TOTAL	14,966,837	16,269,085	1,302,248	8.7%


The non-motorised modes have significantly increased their quota, coinciding with the abovementioned increase in short journeys. Public and private transport show slight increases.

In the case of the private vehicle the cause is a slight rise in the occupation of the cars: there is no increase in the number of drivers, but there is one in the number of users.

C4

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 2010**

Marzo 2011



Gabinete Técnico de Auditoría y Consultoría, s.a.

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Tel. 933199622 – Fax 933101739
08008 Barcelona

Julián Hernández, 8, 1º. A
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28043 Madrid

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Tel. 972201959 – Fax 972220920
17001 Girona

INFORME DE AUDITORÍA DE CUENTAS ANUALES

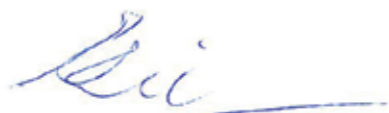
Al Consejo de Administración de la AUTORITAT DEL TRANSPORT METROPOLITÀ, CONSORCI PER A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ DE TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA

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 2010, la cuenta de resultados, la liquidación del presupuesto y la memoria correspondientes al ejercicio anual terminado en dicha fecha. Los Administradores de la **ATM** son responsables de la formulación de las cuentas anuales de la **ATM**, de acuerdo con el marco normativo de información financiera aplicable a la entidad (que se identifica en la Nota 2 de la memoria adjunta) y, en particular, con los principios y criterios contables contenidos en el mismo. Nuestra responsabilidad es expresar una opinión sobre las citadas cuentas anuales en su conjunto, basada en el trabajo realizado de acuerdo con la normativa reguladora de la actividad de auditoría de cuentas vigente en España, que requiere el examen mediante la realización de pruebas selectivas, de la evidencia justificativa de las cuentas anuales y la evaluación de si su presentación, los principios y criterios contables utilizados y las estimaciones realizadas, están de acuerdo con el marco normativo de información financiera que resulta de aplicación.

En nuestra opinión, las cuentas anuales del ejercicio 2010 adjuntas expresan, en todos los aspectos significativos, la imagen fiel del patrimonio y de la situación financiera de la **ATM** a 31 de Diciembre de 2010, así como de los resultados de sus operaciones reflejados en la cuenta de pérdidas y ganancias y en el estado de liquidación del presupuesto adjuntos y de los recursos obtenidos y aplicados durante el ejercicio anual terminado en dicha fecha, de conformidad con el marco normativo de información financiera que resulta de aplicación y, en particular, con los principios y criterios contables contenidos en el mismo.

Barcelona, 31 de Marzo de 2011

GABINETE TÉCNICO
DE AUDITORÍA Y CONSULTORÍA, S.A.



Enrique Ribas Miràngels
Socio – Auditor de Cuentas



Miembro exercent:
GABINETE TÉCNICO DE
AUDITORIA Y
CONSULTORIA, S.A.
Any 2011 Núm. 20/11/01010
COPIA GRATUITA

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

Sociedad inscrita en el R.O.A.C. con el número 50687
Sociedad inscrita en el Instituto de Censores Jurados de Cuentas con el número 189
Registro Mercantil de Barcelona. Tomo 16.290, Libro 9.349, Folio 42, Hoja B-27.831 – N.I.F. A-58.604.745



1

CUENTAS ANUALES DEL EJERCICIO 2010





2

AUTORITAT DEL TRANSPORT METROPOLITÀ

BALANCE DE SITUACIÓN A 31-12-2010 y 31-12-2009

ACTIVO		
	2.010	2.009
INVERSIONES INFR. Y BIENES USO GENERAL	3.863.562,78	3.863.562,78
INFRAESTRUCTURA Y BIENES DESTINADOS AL USO GENERAL	3.863.562,78	3.863.562,78
INMOVILIZADO INMATERIAL	280.859,09	317.477,90
SOFTWARE	1.706.236,85	1.655.126,63
OTRO INMOVILIZADO INMATERIAL	22.794,39	22.794,39
AMORTIZACIÓN ACUMULADA DEL INMOVILIZADO INMATERIAL	-1.448.172,15	-1.360.443,12
INMOVILIZADO MATERIAL	1.647.546,84	2.243.402,21
CONSTRUCCIONES	309.881,95	309.881,95
MAQUINARIA, INSTALACIONES Y UTILLAJE	84.463,23	83.873,23
MOBILIARIO	84.276,24	83.060,19
EQUIPOS PARA PROCESOS DE INFORMACIÓN	1.014.813,57	965.229,03
INSTALACIONES COMPLEJAS ESPECIALIZADAS	7.564.127,67	7.365.897,67
AMORTIZACIÓN ACUMULADA DEL INMOVILIZADO MATERIAL	1.661,08	0,00
	-7.411.678,90	-6.564.339,86
INMOVILIZADO FINANCIERO	46.196.479,93	46.196.479,93
ACCIONES SIN COTIZACIÓN OFICIAL	30.000,00	30.000,00
INGRESOS DIFERIDOS A LARGO PLAZO	46.166.479,93	46.166.479,93
DEUDORES	84.669.883,64	77.450.205,22
DEUDORES POR DERECHOS RECONOCIDOS.PRESUPUESTO CORRIENTE	77.115.911,85	64.459.908,72
DEUDORES POR DERECHOS RECONOCIDOS.PRESUPUESTOS CERRADOS	667.962,89	692.438,97
HACIENDA PÚBLICA, DEUDORA POR IVA	6.809.029,28	12.210.757,86
OTROS DEUDORES NO PRESUPUESTARIOS	70.980,62	87.099,75
CUENTAS FINANCIERAS	95.655.009,87	11.950.657,68
FIANZAS A CORTO PLAZO	22.631,03	22.631,03
TESORERÍA	95.632.378,84	11.928.026,65
AJUSTES POR PERIODIFICACIÓN	2.529.000,00	2.489.000,00
GASTOS ANTICIPADOS		
INGRESOS DIFERIDOS	2.529.000,00	2.489.000,00
TOTAL ACTIVO	234.842.342,15	144.510.795,72

El Director General,

El Jefe de Administración,



3

AUTORITAT DEL TRANSPORT METROPOLITÀ

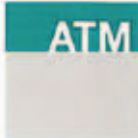
BALANCE DE SITUACIÓN A 31-12-2010 y 31-12-2009

PASIVO		
	2.010	2.009
PATRIMONIO Y RESERVAS	16.554.894,89	14.098.579,01
PATRIMONIO	14.096.579,01	12.058.633,00
RESULTADO DEL EJERCICIO	2.458.315,88	2.037.946,01
SUBVENCIONES DE CAPITAL	4.615.297,45	5.358.568,79
DEL SECTOR ESTATAL	4.615.297,45	5.358.568,79
DEUDAS A LARGO PLAZO	23.084.000,00	23.084.000,00
PRÉSTAMOS A LARGO PLAZO	23.084.000,00	23.084.000,00
DEUDAS A CORTO PLAZO	125.750.130,21	89.102.629,59
ACREED. POR OBLIG. RECONOCIDAS PTO. CORRIENTE	92.227.082,65	59.788.117,12
ACREED. POR OBLIG. RECONOCIDAS PTO. CERRADOS	581.004,28	581.004,28
PRÉSTAMOS A CORTO PLAZO	23.084.000,00	23.084.000,00
HACIENDA PÚBLICA, ACREEDORA POR CONCEP. FISCALES	31.350,45	40.251,01
SEGURIDAD SOCIAL, ACREEDORA	5.101,54	5.682,80
OTROS ACREEDORES NO PRESUPUESTARIOS	1.260.908,07	989.075,07
FIANZAS A CORTO PLAZO	32.693,43	50.702,49
OPERADORES POR INTEGRACIÓN TARIFARIA	8.527.949,79	4.563.986,82
AJUSTES POR PERIODIFICACIÓN	64.838.019,60	12.868.818,33
GASTOS DIFERIDOS	6.418.295,85	6.242.308,87
INGRESOS ANTICIPADOS	58.419.723,75	6.626.509,46
TOTAL PASIVO	234.842.342,15	144.510.795,72

El Director General,

El Jefe de Administración,





AUTORITAT DEL TRANSPORT METROPOLITÀ

CUENTA DE RESULTADOS CORRESPONDIENTES A LOS EJERCICIOS ACABADOS EL 31-12-2010 y 31-12-2009

	2010	2009
INGRESOS EXPLOTACIÓN	1.055.291.386,22	1.038.703.144,25
VENTAS DE SERVICIOS	489.629.101,02	489.363.530,97
TRANSFERENCIAS DE LA ADM. GENERAL DEL ESTADO	149.803.377,64	146.897.559,07
TRANSFERENCIAS DE COMUNIDADES AUTONOMAS	218.650.002,74	212.439.691,29
TRANSFERENCIAS DE ENTIDADES LOCALES	152.762.972,19	168.784.883,60
OTROS INGRESOS	143.753,25	868.674,58
TRANSF. CAPITAL DE COMUNIDAD AUTONOMAS	40.302.179,38	40.348.804,54
GASTOS DE EXPLOTACIÓN	1.051.448.018,82	1.034.922.309,45
SUELDOS Y SALARIOS	1.519.460,28	1.599.529,52
COTIZACIONES SOCIALES A CARGO DE LA ENTIDAD	282.084,25	282.931,46
OTROS GASTOS SOCIALES	60.952,37	65.675,79
ALQUILERES	64.556.894,48	54.866.040,22
REPARACIONES Y CONSERVACIÓN	1.102.273,33	654.595,79
SUMINISTROS	35.304,11	32.154,09
COMUNICACIONES	131.296,19	122.976,14
TRABAJOS REALIZADOS POR OTRAS EMPRESAS	423.173.147,57	411.079.271,10
PRIMAS DE SEGUROS	6.152,49	6.073,49
MATERIAL DE OFICINA	49.680,35	72.171,76
GASTOS DIVERSOS	850.269,67	719.677,16
TRANSFERENCIAS A OPERADORES PÚBLICOS	349.252.232,68	355.437.787,54
TRANSFERENCIAS A ENTIDADES LOCALES	60.072.125,04	60.783.454,96
TRANSFERENCIAS CORRIENTES A OTRAS EMPRESAS	90.054.166,63	88.765.740,69
TRANSFERENCIAS DE CAPITAL A EMPRESAS PRIVADAS	40.302.179,38	40.434.229,54
MARGEN BRUTO	3.843.367,40	3.780.834,80
INGRESOS FINANCIEROS	161.382,27	76.535,86
INGRESOS FINANCIEROS	161.382,27	76.535,86
GASTOS FINANCIEROS	1.348.078,19	1.688.365,00
INTERESES PRÉSTAMOS	1.343.591,91	1.688.155,40
OTROS GASTOS FINANCIEROS	4.486,28	209,60
RESULTADO FINANCIERO	-1.186.695,92	-1.611.829,14
AMORTIZACIONES Y PROVISIONES	945.480,60	885.037,62
AMORTIZACIÓN DEL INMOVILIZADO MATERIAL	855.955,92	769.950,31
AMORTIZACIÓN DEL INMOVILIZADO INMATERIAL	89.524,68	115.078,31
RESULTADO NETO	1.711.190,88	1.283.968,04
RESULTADO EXTRAORDINARIO	747.125,00	753.977,97
RESULTADOS EXTRAORDINARIOS	747.125,00	753.977,97
RESULTADO DEL EJERCICIO	2.458.315,88	2.037.946,01

El Director General,

El Jefe de Administración,



AUTORITAT DEL TRANSPORT METROPOLITÀ

Ejercicio contable: 2010

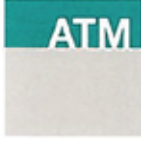
RESUMEN DE LIQUIDACIÓN DEL PRESUPUESTO 2010

CAPÍTULO	CONSIGNACIÓN INICIAL	MODIFICACIONES	CONSIGNACIÓN DEFINITIVA	DERECHOS RECONOCIDOS	DERECHOS RECAUDADOS	PENDIENTE DE COBRO	ESTADO DE EJECUCIÓN	%
3: Tasas y otros ingresos	486.977.322,00	9.498.257,01	496.475.579,01	493.576.427,32	493.400.161,32	176.266,00	2.899.151,69	99,42%
4: Transferencias corrientes	526.614.750,00	1.326.137,63	527.940.887,63	522.215.999,86	509.365.036,90	12.850.962,96	5.724.887,77	98,92%
5: Ingresos patrimoniales	30.000,00	0,00	30.000,00	161.382,27	36.199,38	125.182,89	-131.382,27	537,94%
7: Transferencias capital	41.215.679,38	0,00	41.215.679,38	91.215.679,38	27.252.179,38	63.963.500,00	-50.000.000,00	221,31%
8: Rem. Tes. Fin. IRC	0,00	11.660.341,70	11.660.341,70	0,00	0,00	0,00	11.660.341,70	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%
TOTAL INGRESOS	1.077.921.751,38	22.484.736,34	1.100.406.487,72	1.130.253.488,83	1.053.137.576,98	77.115.911,85	-29.847.001,11	102,71%
CAPÍTULO	CONSIGNACIÓN INICIAL	MODIFICACIONES	CONSIGNACIÓN DEFINITIVA	OBLIGACIONES RECONOCIDAS	OBLIGACIONES PAGADAS	PENDIENTE DE PAGO	ESTADO DE EJECUCIÓN	%
1: Personal	1.916.835,07	0,00	1.916.835,07	1.784.362,06	1.764.105,62	20.256,24	132.473,01	93,09%
2: Compra bienes y servicios	484.485.416,81	15.023.152,58	499.508.569,39	489.836.966,05	488.878.744,35	958.221,70	9.671.603,34	98,06%
3: Gastos financieros	2.352.520,00	0,00	2.352.520,00	1.348.078,19	1.348.078,19	0,00	1.004.441,81	57,30%
4: Transferencias corrientes	524.473.662,00	5.773.856,13	530.247.518,13	519.338.524,35	428.100.227,52	91.238.296,83	10.908.993,78	97,94%
6: Inversiones	1.307.138,12	314.572,01	1.621.710,13	323.358,16	313.070,28	10.287,88	1.298.351,97	19,94%
7: Transferencias Capital	40.302.179,38	1.373.155,82	41.675.335,20	40.302.179,38	40.302.179,38	0,00	1.373.155,82	96,71%
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%
TOTAL GASTOS	1.077.921.751,38	22.484.736,54	1.100.406.487,92	1.076.017.468,19	963.790.405,54	92.227.062,65	24.389.019,73	97,78%

El Director General,

El Jefe de Administración,





AUTORITAT DEL TRANSPORT METROPOLITÀ

Ejercicio contable: 2010

RESUMEN DE LIQUIDACIÓN DE EJERCICIOS CERRADOS

CAPÍTULO	CONSIGNACIÓN INICIAL	MODIFICACIONES	CONSIGNACIÓN DEFINITIVA	DERECHOS RECONOCIDOS	DERECHOS RECAUDADOS	PENDIENTE DE COBRO	ESTADO DE EJECUCIÓN	%
0.- Ejercicios cerrados	65.152.347,59		65.152.347,59	65.152.347,59	64.484.384,70	667.962,89	0,00	100,00%
TOTAL INGRESOS	65.152.347,59	0,00	65.152.347,59	65.152.347,59	64.484.384,70	667.962,89	0,00	100,00%
CAPÍTULO	CONSIGNACIÓN INICIAL	MODIFICACIONES	CONSIGNACIÓN DEFINITIVA	OBLIGACIONES RECONOCIDAS	OBLIGACIONES PAGADAS	PENDIENTE DE PAGO	ESTADO DE EJECUCIÓN	%
0.- Ejercicios cerrados	60.369.121,40		60.369.121,40	60.369.121,40	59.788.117,12	581.004,28	0,00	100,00%
TOTAL GASTOS	60.369.121,40	0,00	60.369.121,40	60.369.121,40	59.788.117,12	581.004,28	0,00	100,00%
DIFERENCIAS ING/GASTOS	4.783.226,19	0,00	4.783.226,19	4.783.226,19	4.696.267,58	86.958,61		

El Director General,



El Jefe de Administración,



AUTORITAT DEL TRANSPORT METROPOLITÀ

Ejercicio contable: 2010

REMANENTE LÍQUIDO DE TESORERÍA A 31-12-2010

	AÑO 2010	AÑO 2009
1. (+) DEUDORES PENDIENTES DE COBRO A FINAL DEL EJERCICIO		
De Presupuesto de Ingresos. Ejercicio corriente	77.115.911,85	64.459.908,72
De Presupuesto de Ingresos. Ejercicios cerrados	667.962,89	692.438,87
De operaciones comerciales		0,00
De otras operaciones no presupuestarias	6.908.639,93	12.320.488,66
Menos = Saldos de cobro dudoso		
Menos = Ingresos realizados pendientes de aplicación definitiva		
	102.666.130,21	66.018.829,59
2. (-) ACREEDORES PENDIENTES DE PAGO A FINAL DEL EJERCICIO		
De Presupuesto de gastos. Ejercicio Corriente	92.227.062,65	59.788.117,12
De Presupuesto de gastos. Presupuestos cerrados	581.004,28	581.004,28
De presupuesto de ingresos		
De operaciones comerciales	9.858.063,28	5.649.708,19
De otras operaciones no presupuestarias		
Menos = Pagos realizados pendientes de aplicación definitiva		
	95.632.378,84	11.928.036,65
3. (+) FONDOS LÍQUIDOS EN LA TESORERÍA A FINALES DEL EJERCICIO		
4. REMANENTE DE TESORERÍA AFECTADO A GASTOS CON FINANCIACIÓN AFECTADA	62.309.019,58	10.379.818,82
5. REMANENTE DE TESORERÍA PARA GASTOS GENERALES (1-2+3-4)	15.349.743,72	13.002.224,49
REMANENTE DE TESORERÍA TOTAL	77.658.763,30	23.382.043,31

REMANENTE DE TESORERÍA PARA GASTOS GENERALES (1-2+3-4)	13.002.224,49
Gastos Comprometidos a 31/12/2010 (no financiación afectada)	1.280.522,88
Remanente de Tesorería Libre para Otros Gastos	11.721.701,61



El Jefe de Administración,

AUTORITAT DEL TRANSPORT METROPOLITÀ

Ejercicio contable: 2010



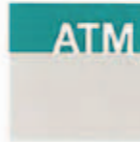
RESULTADO PRESUPUESTARIO A 31-12-2010

	AÑO 2010	AÑO 2009
1. DERECHOS RECONOCIDOS NETOS	1.130.253.488,83	1.092.567.737,60
2. OBLIGACIONES RECONOCIDAS NETAS	1.076.017.468,19	1.083.326.251,25
3. RESULTADO PRESUPUESTARIO (1-2)	54.236.020,64	9.241.486,35
4. DESVIACIONES POSITIVAS DE FINANCIACIÓN	52.301.215,36	7.374.426,78
5. DESVIACIONES NEGATIVAS DE FINANCIACIÓN		
6. GASTOS FINANCIADOS CON REMANENTE LÍQUIDO DE TESORERÍA	1.102.974,34	868.923,73
7. RESULTADO DE OPERACIONES COMERCIALES	0,00	0,00
8. RESULTADO PRESUPUESTARIO AJUSTADO (3-4+5+6+7)	3.037.779,62	2.735.983,30
	3.037.779,62	2.735.983,30



El Director General,

El Jefe de Administración,



MEMORIA DEL EJERCICIO 2010 DE LA AUTORITAT DEL TRANSPORT METROPOLITÀ, CONSORCI PER A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ DE TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA





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Nota 1 - INFORMACIÓN GENERAL

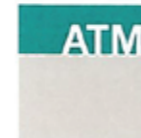
1.1 - Naturaleza de la Entidad

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:

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- 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.

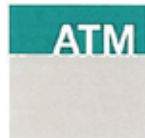
1.3 - Organización

Los Órganos de Gobierno de la ATM previstos en sus Estatutos y Reglamento 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.



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La composició del Consejo de Administración en Marzo de 2011 es la siguiente:

Presidente: Sr. Lluís Recoder i Miralles
Vicepresidente 1º: Sr. Ramon García-Bragado i Acín
Vicepresidente 2º: Sr. Antoni Poveda i Zapata

Vocales:

• **Generalitat de Catalunya (8):**

Sr. Xavier Baiget i Cantons
 Sr. Damià Calvet i Valera
 Sra. Isabel de Diego i Levi-Picard
 Sra. Maria Assumpta Farran i Poca
 Sr. Ricard Font i Hereu
 Sr. Enric Ticó i Buixadós
 Sr. Pau Villòria i Sistach
 Sr. Jordi Follia Alsina

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

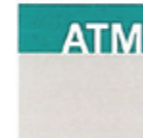
Sra. Assumpta Escarp i Gibert
 Sr. Antonio Balmon Arévalo
 Sr. Lluís Tejedor i Ballesteros
 Sr. Jordi Portabella i Calvete
 Sr. Dídac Pestaña i Rodríguez

• **AMTU (2)**

Sr. Josep Mayoral i Antigas
 Sra. Lluïsa Melgares Aguirre

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

Sr. Dolores Morán Laorden
 Sr. Ángel Rodríguez González

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• **Secretaría**

Sra. Carme Sardà i Vilardaga

La composició del Comité Ejecutivo en Marzo de 2011 de es la siguiente:

Presidente:

- Sr. Damià Calvet i Valera

Vocales:

• **Generalitat de Catalunya**

Sr. Ricard Font i Hereu
 Sr. Enric Ticó i Buixadós

• **Ajuntament de Barcelona**

Sra. Assumpta Escarp i Gibert

• **Entitat Metropolitana del Transport**

Excm. Sr. Antoni Poveda Zapata

• **AMTU**

Sr. Antoni Prunés i Santamaria

Secretaría:

- Sra. Carme Sardà i Vilardaga

El Director General de l'ATM es el Sr. Ramon Seró i Esteve





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Nota 2 - BASES DE PRESENTACIÓ

2.1 - Règimen 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:

- a) Orden del Ministerio de Economía y Hacienda, del 6 de Mayo de 1994, de aprobación del Plan General de Contabilidad Pública.
- b) 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.
- c) 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).
- d) R.D. 500/1990 de 20 de Abril, por el cual se desarrolla la LRHL.

Hay que mencionar que por Orden EHA/1037/2010, de 13 de Abril, se ha aprobado un nuevo Plan General de Contabilidad Pública con carácter de plan contable marco para todas las Administraciones Públicas y que se adapta en parte a las Normas Internacionales aplicables a la contabilidad del Sector Público. La adaptación de este nuevo plan a la Administración de la Generalitat de Catalunya y a la Administración Local, está pendiente de aprobación, estando vigentes las adaptaciones anteriores en todo el que no se opongan al nuevo Plan.



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2.2 - Cuentas anuales

a) Las cuentas anuales del ejercicio 2010 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 2010 están pendientes de aprobación por el Consejo de Administración.

2.3 - Comparabilidad de la información

Las cuentas anuales de los ejercicios 2009 y 2010 se han formulado siguiendo en su elaboración criterios uniformes de valoración, agrupación y clasificación, de forma que la información presentada es homogénea y comparable.

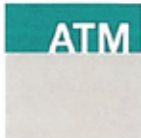
2.4 - Importes monetarios

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



Nota 3 - NORMAS DE VALORACIÓ

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



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 Semetra, S.L.

Los ingresos diferidos a largo plazo 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 2010 se corresponde con las aportaciones de la Generalitat de Catalunya para los conceptos citados pendientes de recibir a esta fecha, de los cuales un importe de 2.308.400 se presenta a corto plazo. La ATM ha concertado en los años 2008, 2009 y 2010 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.



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.



ATM

INMOVILIZADO INMATERIAL		FONDO DE AMORTIZACIÓN				Valor Neto
VALOR DE COSTE		Saldo	Traspasos/ Bajas	Saldo	Traspasos/ Bajas	31.12.2010
Saldo	Inversiones	1.1.2010	31.12.2010	1.1.2010	31.12.2010	31.12.2010
1.655.126,63	51.110,22	1.338.272,53	1.706.236,85	89.524,68	(-) 1.795,65	280.235,29
22.794,39	-	22.170,59	22.794,39	-	-	623,80
1.677.921,02	51.110,22	1.360.443,12	1.729.031,24	89.524,68	(-) 1.795,65	280.859,09

- Software
- Otro inmovilizado inmaterial



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ATM

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 2010 se detallan en el cuadro que se incluye en la página siguiente.
- 5.2 - Las inversiones del ejercicio corresponden principalmente a instalaciones complejas especializadas (chip sin contacto) y equipos informáticos.

Nota 6 - DEUDORES Y AJUSTES POR PERIODIFICACIÓN DE ACTIVO

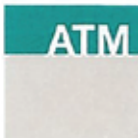
- 6.1 - El saldo al 31 de Diciembre de 2010 del epígrafe de Deudores por derechos reconocidos presenta la siguiente composición:

• Generalitat de Catalunya			
- Contrato-Programa (Nota 12.3)	13.963.500,00		
- Aportación adicional C.P. (Nota 12.3)	50.000.000,00		
- Otros	462.696,50	64.426.196,50	
• Ajuntament de Barcelona	(Nota 12.3)	5.785.750,00	
• EMT	(Nota 12.3)	6.655.916,67	
• Ajuntament de Badalona		579.827,31	
• Otros		336.184,26	
		77.783.874,74	

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

	VALOR DE COSTE				FONDO DE AMORTIZACIÓN				Valor Neto 31.12.2010
	Saldo 1.1.2010	Altas	Traspasos/ Bajas	Saldo 31.12.2010	Saldo 1.1.2010	Dotaciones	Traspasos/ Bajas	Saldo 31.12.2010	
• Construcciones	309.881,95	-	-	309.881,95	307.448,22	2.433,72	-	309.881,94	0,01
• Maquinaria, instalaciones y utensilios	83.873,23	590,00	-	84.463,23	42.075,73	8.940,64	-	51.016,37	33.446,86
• Mobiliario	83.060,19	1.216,05	-	84.276,24	47.926,61	7.259,02	-	55.185,63	29.090,61
• Equipos proceso información	965.229,03	60.350,81	(-) 10.766,27	1.014.813,57	592.595,14	50.593,86	(-) 8.618,88	634.570,12	380.243,45
• Instalaciones complejas especializadas	7.365.697,67	198.430,00	-	7.564.127,67	5.574.294,16	786.666,10	-	6.360.960,26	1.203.167,41
• Otro inmovilizado material	-	1.661,08	-	1.661,08	-	62,58	-	62,58	1.598,50
INMOVILIZADO MATERIAL	8.807.742,07	262.247,94	(-) 10.766,27	9.059.223,74	6.564.339,86	855.955,92	(-) 8.618,88	7.411.676,90	1.647.546,84
INVERSIONES EN INFRAESTRUCTURA Y BIENES DESTINADOS AL USO GENERAL	3.863.562,78	-	-	3.863.562,78	-	-	-	-	3.863.562,78



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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). También incluye el vencimiento 2011 de la aportación de la Generalitat de Catalunya según Acuerdo de Gobierno de 8 de Junio de 2010 por 2.308 miles de euros (Nota 10.1.b).

Nota 7 - CUENTAS FINANCIERAS

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

• Saldos disponibles en bancos e instituciones de crédito	8.900.254,65
• Cuenta corriente "Cash Pooling"	86.732.124,19
	95.632.378,84

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 euríbor a un mes.

Nota 8 - PATRIMONIO Y RESERVAS

Los fondos propios de la ATM han tenido el siguiente movimiento durante el ejercicio 2010:

	Saldo 1.1.2010	Aplicación Resultado 2009	Resultado 2010	Saldo 31.12.10
• Patrimonio	12.058.633,00	2.037.946,01	-	14.096.579,01
• Resultado del ejercicio	2.037.946,01	(-) 2.037.946,01	2.458.315,88	2.458.315,88
	14.096.579,01	-	2.458.315,88	16.554.894,89

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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 2010	<u>1.495.006,75</u>
• Inversión del ejercicio 2010	<u>4.205,40</u>
• Aplicación a resultados (amortización económica) (Nota 12.5)	<u>(-) 747.476,74</u>
• Saldo a 31 de Diciembre de 2010	<u>751.735,41</u>

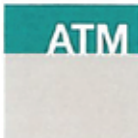
b) Fondos del Ministerio de Fomento para la ejecución de las obras de construcción de un paso bajo la autopista A-2 para permitir la circulación del Tranvía Diagonal-Baix Llobregat (Nota 5.2 y 9.2). Importe certificado total de 3.863.562,04 euros.




9.2 - Los ingresos anticipados tienen la siguiente composición:

• Contrato-Programa 2009-10 (Nota 12.3)	<u>55.982.713,81</u>
• Reserva Contrato-Programa 2007-2008 (Nota 12.3)	<u>413.946,57</u>
• Ingresos diferidos gastos de emisión y gestión T-12	<u>599.697,17</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 2008-2010	-
- 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 integrada:	
- Aportación total	7.212.145,25
- Aplicado a ingresos del ejercicio 2000-2007	(-) 6.225.796,38
- Aplicado a Subvenciones de capital al ejercicio 2001-2004	<u>(-) 823.187,64</u> <u>163.161,23</u>
• Aportación del Ministerio de Fomento para el paso bajo la A-2:	3.906.578,68
- Aplicado a Subvenciones de capital al ejercicio 2003-2006	<u>(-) 3.863.562,04</u> <u>43.016,64</u>
	<u>58.419.723,75</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)	-
• Institut Català de Finances (ICF)	20.775.600,00
Total largo plazo	<u>20.775.600,00</u>
• Institut Català de Finances (ICF)	2.308.400,00
• Otras deudas con entidades de crédito a corto plazo	23.084.000,00
Total corto plazo	<u>25.392.400,00</u>

a) El crédito concertado el 11 de Febrero de 2005 con el Royal Bank of Scotland, por un importe inicial a 31 de Diciembre de 2005 de 194.895 miles de euros, se amortizó 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).

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

b) El préstamo formalizado el 28 de Junio de 2010 con el Institut Català de Finances (ICF) está destinado a la financiación de las aportaciones no realizadas por la Generalitat de Catalunya a la ATM en concepto de Contrato-Programa para cubrir una parte del vencimiento 2008 del préstamo del RBS mencionado anteriormente. En los años 2008 y 2010 esta financiación se cubrió con sendas 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.

Este préstamo con el ICF, por un importe total de 23.084 miles de euros, tiene un período de carencia hasta el 31 de Diciembre de 2011 y se amortiza en 10 cuotas anuales de 2.308 miles de euros hasta el 31 de Diciembre de 2020.



El tipo de interés de este crédito esta referenciado al euribor. Con garantía de este crédito la ATM cede irrevocablemente al ICF los derechos de cobro derivados del Acuerdo de Gobierno de la Generalitat de Catalunya de 8 de Junio de 2010 por el cual ésta abonará a la ATM un importe de 23.084.000 euros, distribuidos en 10 anualidades (2011-2020). Ver Nota 6.2.

c) Otras deudas con entidades de crédito a corto plazo corresponden a dos pólizas de crédito con "La Caixa" y 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 2010 estaban totalmente dispuestas. Estos créditos se concertaron en el ejercicio 2009 para cubrir una parte del vencimiento 2009 del préstamo del RBS debido a que la Generalitat de Catalunya desplazó a ejercicios futuros el compromiso de aportación que tenía por este concepto según Contrato-Programa (Nota 3.3 y 12.3).

El tipo de interés de estos créditos está referenciado al euribor.

10.2 - El saldo a 31 de Diciembre de 2019 del epígrafe de Acreedores por obligaciones reconocidas y pagos ordenados y otros acreedores no presupuestarios, presenta la siguiente composición:

• TMB (Contrato-Programa) (1)	58.830.080,18
• FGC (Contrato-Programa) (2)	11.469.021,39
• EMT (Contrato-Programa)	6.090.708,41
• Tramvia Metropolità del Besòs, S.A.	7.072.532,10
• Tramvia Metropolità, S.A.	4.933.381,82
• RENFE operadora	3.730.320,00
• Ajuntaments de l'AMTU (3)	9.610,68
• Otros	1.933.380,42
Total (incluido 1.260.968,07 de acreedores por I.V.A.)	<u>94.069.035,00</u>



(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.



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

Los saldos acreedores asociados a gastos de Contrato-Programa 2009-2010 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	6.443.461,11
• FGC	(-) 125.914,43
• RENFE operadora	(-) 1.270.434,30
• ADIF	399.094,76
• Transportes Urbanos y Servicios Generales, SAL	841.947,59
• Hispano Igualadina	527.826,85
• Mohn, S.L.	458.245,24
• Soler i Sauret, S.A.	422.215,69
• Logista, S.A.	(-) 2.278.849,92
• Comercial Servicio Quinielas	(-) 741.450,43
• Otros operadores y comercializadores	4.151.807,63
	<u>8.827.949,79</u>



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

• Gastos a liquidar en el ejercicio 2010 por Integración Tarifaria (Nota 12.2.b)	3.788.184,16
• Resto compensación estimada a RENFE por Integración Tarifaria del ejercicio 2010 (Nota 12.2.c)	2.529.000,00
• Otros gastos	101.111,69
	<u>6.418.295,85</u>



La suma de los gastos diferidos por compensaciones, con un importe total de 2.529 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 2010.
- 11.3 - El saldo de la cuenta Hacienda Pública deudora por I.V.A. corresponde a la liquidación de Diciembre de 2010 presentada en Enero de 2011.





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Nota 12 - INGRESOS Y GASTOS

12.1 - Ingresos por ventas de servicios

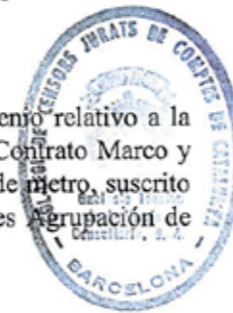
Al 31 de Diciembre de 2010 este epígrafe presenta la siguiente composición:

• Venta de títulos integrados	404.038.956,36
• Repercusión de los gastos de gestión del sistema tarifario integrado	24.398.917,87
Ingresos del sistema tarifario integrado (Nota 12.2)	<u>428.437.874,23</u>
• Ingresos aplicados por solicitudes T-12	618.020,15
• Cesión trenes a TMB	<u>64.376.068,64</u>
• Facturaciones a terceros del Centro de Información TransMet	197.138,00
• Ventas de servicios	<u>493.629.101,02</u>

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.



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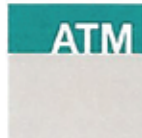
En virtud de estos acuerdos de cesión, Ferrocarril Metropolità de Barcelona, S.A. tendrá que satisfacer anualmente a la ATM las contraprestaciones previstas por la cesión de la explotación y operación de los trenes, mediante la compensación con las subvenciones que TMB tenga que cobrar de la ATM anualmente por este concepto. Para el año 2010 este importe ha sido de 64.376 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.

b) Los gastos del Sistema Tarifario Integrado asociados en el ejercicio 2010, en virtud de lo expuesto, se obtienen a partir del cálculo siguiente:





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• Gastos por servicios de transporte de viajeros, incentivo de seguridad y tasa de seguridad (ingresos asignados a los operadores)	403.603.794,17
• Gastos de gestión del sistema:	
– Comisiones, gastos por edición y comercialización de títulos y otros (importe neto)	18.131.235,27
– Gastos gestión ATM (1)	6.486.114,41
	<u>24.617.349,68</u>
• Otros gastos	111.727,00
• Otros ingresos del sistema	(-) 100.000,00
• Periodificación de gastos a liquidar al 31 de Diciembre de 2009	(-) 3.583.180,78
• Periodificación de gastos a liquidar al 31 de Diciembre de 2010:	
– Gastos por servicios de transporte de viajeros	3.708.740,88
– Gastos de gestión	79.443,28
	<u>3.788.184,16</u>
• Gastos del sistema tarifario integrado	<u>428.437.874,23</u>

c) Adicionalmente la ATM liquida, con la financiación recibida a cuenta del Contrato-Programa 2009-10 (Nota 12.3.e), las siguientes compensaciones por integración tarifaria, a las empresas operadoras (epígrafe de transferencias corrientes a otras empresas):

• Compensaciones Integración Tarifaria	32.265.795,77
• Compensaciones servicio nocturno	3.931.473,95
• Compensaciones por Ayuntamientos AMTU	6.222.642,37
• Compensaciones por Integración Tarifaria y servicio nocturno periodificadas a 31 de Diciembre de 2009	(-) 2.489.000,00
• Compensaciones por Integración Tarifaria del ejercicio 2010 periodificadas a 31 de Diciembre 2010 (Nota 10.4)	2.529.000,00
	<u>42.459.912,09</u>

(1) Importe presupuestado



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Un importe de 1.096 miles de euros de estas compensaciones no se imputan a Contrato-Programa.

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

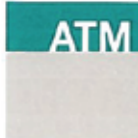
- a) El 26 de Julio de 2010 se firmó entre la AGE y la ATM el Contrato Programa 2009-2010 que tiene por objeto regular las relaciones recíprocas relativas a la financiación del transporte público regular de viajeros en el ámbito definido en el artículo 1 de los estatutos de la ATM, dando continuidad a diversos aspectos de los Contratos-Programa relativos a periodos anteriores. Este Contrato-Programa tiene vigencia del 1 de Enero de 2010 hasta el 31 de Diciembre de 2010 y regulariza sobre sus mismas bases el 2009.

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).

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

- b) Con fecha 7 de Julio de 2009 la Comisión de Seguimiento del Contrato Programa 2007-2008 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.





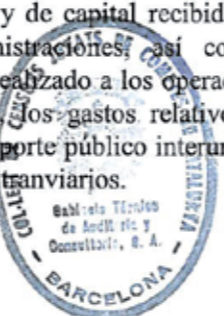
c) El Contrato Programa 2009-2010 recoge los criterios de liquidación de la aportación de la AGE para este periodo. Por otro lado la Comisión de Seguimiento del Contrato Programa es la encargada de aprobar anualmente las propuestas de liquidación presentadas por la ATM en las que se determina la aportación de la AGE y la de las Administraciones Consorciadas y que ha 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 sesiones de su Consejo de Administración de 23 de Diciembre de 2008 y 14 de Diciembre de 2009.

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 deriven de esta autorización se incorporarán a las necesidades de futuros contratos programa a suscribir entre l'ATM y la AGE.

d) En el ejercicio 2010 la ATM ha reconocido como ingreso de transferencia por Contrato-Programa un importe de 1.344 miles de euros en concepto de compensación por gastos financieros (crédito citados en la Nota 10.1) y un importe de 565 miles de euros para el mantenimiento del SAE.

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 2010 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.



SITUACIÓN AL 31.12.10 DE LAS APORTACIONES A CUENTA DEL CONTRATO-PROGRAMA 2009-2010 (miles de euros)

	Derechos reconocidos		Cobros		Pendiente de cobro al 31.12.2010 (4)
	2009	2010	2009	2010	
INGRESOS					
• AGE	166.450	150.084	166.450	150.094	-
• Generalitat de Catalunya (2)	254.334	259.365	197.167	302.568	13.964
• Ajuntament de Barcelona	98.005	72.886	92.170	72.925	5.786
• EMT	78.785	79.871	78.785	73.215	6.656
• Generalitat de Catalunya (aportación para reducir deuda) (7)	-	50.000	-	-	50.000
• Generalitat de Catalunya (otras aportaciones)	160	129	-	160	129
TOTAL	597.734	612.335	534.572	598.962	76.535
GASTOS					
• TMB (6)	307.673	302.022	269.335	281.530	58.830
• FGC (6)	47.682	47.230	39.735	43.708	11.469
• EMT (Gestión indirecta) (3) (6)	80.706	79.943	80.706	73.982	5.961
• Tranvía Baix Llobregat i Gibreries-Besòs	87.324	86.747	79.356	84.135	10.580
• Gestión indirecta (Ejecución directa ATM)	36.862	37.029	36.170	36.867	854
• Cercanías RENFE (Ejecución directa ATM)	5.900	5.943	2.600	5.789	3.454
• Gastos ATM	1.768	1.343	1.768	1.343	-
• TMB (otros)	83	-	-	83	-
• EMT (otros)	77	129	-	77	129
• Amortización Crédito 195 millones euros (5)	25.640	-	25.640	-	-
TOTAL	593.715	560.386	535.310	527.514	91.277
INGRESOS ANTICIPADOS					
	(1)				
	14		4.019	51.949	55.982

(1) Corresponde a la desviación a aplicar del Contrato-Programa 2005-2006.
 (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 y 23.500 miles de euros para el 2010).
 (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 gasto reconocida de la G. Indirecta de la EMT y su aportación real al Contrato-Programa.
 (4) Incluye los saldos a cobrar y a pagar forman parte respectivamente de las posiciones de "Deudores" y "Deudas a corto plazo" del pasivo del balance de situación.
 (5) 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 (16.591 miles de euros), Ajuntament de Barcelona (4.332 miles de euros) y EMT (2.717 miles de euros).
 (6) Incluye las necesidades previstas a cubrir con endeudamiento financiero previsto en el C.P. para el 2009 y 2010 (84.693 y 101.847 miles de euros por TMB, 14.000 y 16.281 miles de euros por la EMT y 7.915 y 5.859 miles de euros por FGC respectivamente), las obligaciones económicas del cual se incorporaran a las necesidades de futuros contratos programas a suscribir entre la ATM y la AGE (Nota 12.3.c).
 (7) Corresponde a la aportación de la Generalitat de Catalunya destinada a la reducción del endeudamiento del sistema y que es con cargo a la dotación recibida de la AGE en virtud de la Disposición Adicional Tercera del Estatut d'Autonomia de Catalunya según convenio de 23 de Diciembre de 2010.





Cabe mencionar que la aportación efectuada por la Generalitat de Catalunya en el ejercicio 2010 ha sido inferior en 5.624 miles de euros a la cifra comprometida en el Contrato Programa formalizado el día 26 de Julio de 2010 como consecuencia de la resolución del Conseller de Política Territorial i Obres Públiques de 19 de octubre de 2010 (medidas de contención de gasto). Para ajustar su presupuesto la ATM ha efectuado las correspondientes retenciones de crédito de las diferentes partidas del Contrato Programa.

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

	<u>Ingresos (1)</u>	<u>Gastos (1)</u>
Contrato Programa		
• Administraciones	560.422	-
• Operadores públicos (TMB-FGC)	-	349.252
• EMT (gestión indirecta)	-	80.072
• Compensaciones para integración tarifaria, otras subvenciones a operadores y AMTU	-	41.364
• Otras transferencias	-	1.079
• Tramvia Baix Llobregat y Glòries Besòs (Nota 13)	-	86.747
Otras transferencias	<u>1.096</u>	<u>1.167</u>
Transferencias corrientes y de capital en cuenta de resultados	<u>561.518</u>	<u>559.681</u>



(1) Ingresos y Gastos incluyen un total de 2.529 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.



12.4 - Gastos de personal

La plantilla de la ATM al 31 de Diciembre de 2010 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	3	4
• Técnico grado medio	4	2	6
• Administrativos	7	2	9
• Auxiliares administrativos	1	-	1
	<u>16</u>	<u>15</u>	<u>31</u>

Durante el ejercicio 2010 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)	747.476,74
• Otros	(-) 351,74
	<u>747.125,00</u>



12.6 - La previsión de honorarios para la auditoría de las cuentas anuales del ejercicio 2010 es de 16.755 euros. La sociedad auditora ha facturado un importe de 10.750 euros por otros servicios.



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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 2010 se detallan en la Nota 12.3.




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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).





- 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.



- 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 derivada del calendario de fraccionamiento del pago (2011-2021).

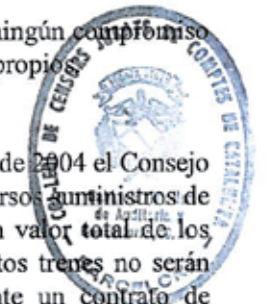
d) La ATM sigue el criterio de no reconocer ninguna deuda por financiación de las inversiones con los concesionarios, hasta que no llega la correspondiente financiación acordada en origen, para mantener el equilibrio presupuestario.

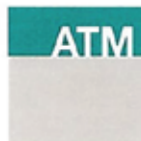
Los eventuales importes adicionales correspondientes serán a cargo de la financiación que por este concepto se reciba de la Generalitat de Catalunya.

La ATM no tiene concertado a 31 de Diciembre de 2010 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 31.768 miles de euros.



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Nota 14 - CUADRO DE FINANCIACION

Los recursos obtenidos durante los ejercicios 2010 y 2009, 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	2010	2009	ORIGENES	2010	2009
Adquisiciones de inmovilizado:			Recursos generados en el ejercicio	2.656.671,48	2.373.234,86
Inmaterial	51.110,22	121.926,09	Subvenciones de capital	4.205,40	96.702,41
Material e infraestructura	262.247,94	359.972,11	Créditos a largo plazo	23.084.000,00	23.084.000,00
Créditos a largo plazo	25.392.400,00	71.807.750,07	Ingresos diferidos	2.308.400,00	25.641.000,00
Aumento del capital circulante	2.347.518,72	-	Disminución del capital circulante	-	21.094.711,00
	28.053.276,88	72.289.648,27		28.053.276,88	72.289.648,27

VARIACIONES DEL CAPITAL CIRCULANTE				
	2010		2009	
	AUMENTOS	DISMINUCIONES	AUMENTOS	DISMINUCIONES
Deudores	7.219.678,42	-	24.609.045,45	-
Cuentas financieras	83.704.342,19	-	-	16.562.845,57
Deudas a corto plazo	-	38.955.700,62	-	21.893.139,99
Ajustes por periodificación	-	49.620.801,27	-	7.247.770,89
	90.924.020,61	88.576.501,89	24.609.045,45	45.703.756,45
Variación del capital circulante	-	2.347.518,72	21.094.711,00	-
	90.924.020,61	90.924.020,61	45.703.756,45	45.703.756,45

CONCILIACIÓN DEL RESULTADO DEL EJERCICIO CON LOS RECURSOS GENERADOS/(APLICADOS)		
	2010	2009
Resultado del ejercicio según Cuenta de Resultados	2.458.315,88	2.037.236,01
Dotaciones a la amortización	945.480,60	885.236,62
Resultado extraordinario inmovilizado	351,74	-
Subvenciones de capital aplicadas	(-) 747.476,74	(-) 549.740,77
RECURSOS GENERADOS/(APLICADOS) EN EL EJERCICIO	2.656.671,48	2.373.234,86



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C5

Ajuda

Venda automàtica de bitllets

Budget 2011

FGC Ferrocarrils de la Generalitat de Catalunya

Bitllets / Tickets



ATM Budget 2011

State of expenses

Art:	Heading	Amount 2010 (€)
Chapter 1 - Staff expenses		
13	Staff	1,489,072.04
16	Insurance and social contributions	336,600.00
17	Pensions and other social benefits	12,790.80
Total chapter 1		1,838,462.84
Chapter 2 - Current goods and services expenses		
20	Leasing and levies	66,678,128.00
21	Conservation and repairs	882,400.00
22	Material, supplies and others	416,633,452.60
23	Compensations for service	142,836.22
24	Publications expenses	132,600.00
Total chapter 2		484,469,416.82
Chapter 3 - Financial expenses		
31	Interior loans	2,271,000.00
34	Deposits, guarantees and others	1,020.00
Total chapter 3		2,272,020.00
Chapter 4 - Current transfers		
40	Current transfers	5,796,000.00
44	To public companies and other Catalan government entities	46,061,000.00
46	To local entities and corporations	372,507,000.00
47	To private companies	82,215,289.10
48	To non-profit institutions	54,060.00
49	Exterior	12,852.00
Total chapter 4		506,646,201.10
Chapter 6 - Real investments		
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	1,260,238.12
Total chapter 6		1,297,138.12
Chapter 7 - Capital transfers		
77	To private companies	40,302,179.38
Total chapter 7		40,302,179.38
Chapter 9 - Variation in financial liabilities		
91	Repayment of loans in euros	23,084,000.00
Total chapter 9		23,084,000.00
TOTAL STATE OF EXPENSES		1,059,909,418.26

State of income

Art:	Heading	Amount 2010 (€)
Chapter 3 - Taxes, goods and other income		
31	Supply of services	66,763,000.00
39	Other income	420,135,949.78
Total chapter 3		486,898,949.78
Chapter 4 - Current transfers		
40	From the state public sector	133,771,200.00
41	From the Catalan government administration	222,153,489.10
46	From local entities and corporations	152,756,100.00
Total chapter 4		508,680,789.10
Chapter 5 - Capital income		
52	Interests on deposits	30,000.00
Total chapter 5		30,000.00
Chapter 7 - Capital transfers		
75	From autonomous communities	41,215,679.38
Total chapter 7		41,215,679.38
Chapter 9 - Variation in financial liabilities		
91	Loans in euros	23,084,000.00
Total chapter 9		23,084,000.00
TOTAL STATE OF INCOME		1,059,909,418.26

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