

# Annual Report 2012



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# Foreword



Despite the economic difficulties and the inherent budgetary restraints to the financing of public transport, the ATM has met the targets for 2012. It has done so through decisive promotion of the instruments that made daily mobility in Barcelona and its metropolitan region possible: financial, infrastructure planning and mobility, tram and local rail service oversight instruments, and instruments for the management, maintenance and definition of the Integrated Fare System modernization project.

Thus the 2011-2012 programme contract with the administrations has concluded, and the Agreement of the 10<sup>th</sup> Legislature, dated 19th December 2012, has reflected the will to approve and roll out the Infrastructure Master Plan (2011-2020) and advance in fare integration by implementing T-Mobility throughout Catalonia as a mechanism to permit improvement in the quality of public transport.

The tasks with which the ATM is entrusted for 2013 are relevant and strategic. As an essential pillar of the welfare state, public transport is necessary as an aid to social cohesion, guaranteeing equal opportunities and contributing to economic recovery. From the chair of this consortium, we favour – with the pragmatism necessary in a context of economic recession and budgetary adjustments – the development of current mobility projects for the region, in order to improve its efficiency, sustainability and safety.

**Santiago Vila i Vicente**

*Regional Minister for Territory and Sustainability*

*Chair of the Autoritat del Transport Metropolità*



We face a new stage for the Consortium accepting the inherent difficulties, on the one hand, of the complicated assignment of financial resources by the administrations and, on the other hand, a shrinking demand for public transport services associated to the recessive economic environment.

Fortunately, during the 16 years that this consortium has been in operation, the policies of sustainable and safe mobility have been firmly established, together with a culture of loyal collaboration among administration and dialogue with the various transport operators, with the shared goal of providing a good service to citizens. It is a time of restraint and austerity and, nonetheless, of ambition for the future. We foresee healthy and prosperous town and cities, in which mobility services are a shared and valued asset, and we work towards achieving them.

The year 2012 ended with the financing agreements and programme contract signed, with a new Infrastructure Master Plan (PDI) proposed, the emblematic project of a new single integrated ticket at an advanced stage, and having satisfactorily fulfilled the objectives of the mobility services, monitoring of local train and tram services, the fare system and clearing house, information and studies, as well as the internal services of the Consortium. The system demand has been almost 900 million journeys which, although not exceeding the result of previous years, is a reality that commits us as public managers.

**Josep A. Grau i Reinés**  
*General Director*  
*Autoritat del Transport Metropolità*

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# Presentation of the Consortium

## CHAPTER 1





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## The ATM Consortium

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The Metropolitan Transport Authority (*Autoritat del Transport Metropolità*) – ATM – is the territorial mobility authority for the metropolitan area of Barcelona. Its mission is to offer citizens an accessible, sustainable and safe mobility system, through co-operation among the administrations that belong to the Consortium.

The inherent values of the public administration, namely transparency, responsibility, efficiency and equity, govern the actions of the ATM. The willingness for agreement and collaboration, both among the administrations and with service companies and organizations, means that dialogue and reaching consensus and agreements are some of the basic management instruments of the ATM.

The ATM's vision is to become an international benchmark in metropolitan mobility management, centred on a city committed to modernity, wellbeing and economic and social progress such as Barcelona.

As established in its Articles of Association, the ATM is a voluntary inter-authority consortium, created in 1997, open to all administrations that own collective public transport services, either individually or through entities that bring them together and represent them, belonging to the area comprising the Alt Penedès, Baix Llobregat, Barcelonès, Garraf, Maresme, Vallès Occidental and Vallès Oriental regions.

The Consortium is made up of the Catalan Government (51 %) and by local authorities (49 %): Barcelona City Council, the Metropolitan Area of Barcelona (AMB) and the Group of Towns owning Urban Public Transport services in the Barcelona metropolitan region (AMTU). Representatives of the General State Administration are also present on the governing bodies of the ATM as observers.

The purpose of the ATM is to structure the cooperation between the public authorities responsible for the collective public transports services and infrastructures of the Barcelona area that belong to it and collaboration with other authorities, such as the State Administration, that have financial commitments or are responsible for their own or for non-devolved services.





## Governing, advisory and consultation bodies

The different bodies and administrations related to collective public transport are represented on the ATM governing, advisory and consultation bodies.

### Board of Directors

The Board of Directors is the governing body of the ATM. It consists of eighteen full members – nine representing the Catalan Government, seven representing the member local authorities (Barcelona City Council and Barcelona Metropolitan Area), two representing the AMTU, and two representing the State Administration as observers.

The composition of the Board of Directors as at 31<sup>st</sup> March 2013 is as follows:

<b>Chair</b>	Santi Vila i Vicente
<b>First Vice-Chair</b>	Joaquim Forn i Chiariello
<b>Second Vice-Chair</b>	Antoni Poveda i Zapata
<b>Members</b>	Xavier Baiget i Cantons Antonio Balmón Arévalo Isabel de Diego i Levy-Picard Maria Assumpta Farran i Poca Francisco Javier Flores i Garcia Ricard Font i Hereu Josep Mayoral i Antigas Joan Mora i Bosch Pere Padrosa i Pierre Sònia Recasens i Alsina Constantí Serrallonga i Tintoré Lluís Tejedor i Ballesteros Enric Ticó i Buxados Pau Villòria i Sistach Antoni Vives i Tomàs
<b>Observers</b>	Ana Àngeles Marín Andréu Dolores Morán Laorden
<b>Secretary</b>	Carme Sardà i Vilardaga
<b>General Director</b>	Josep Anton Grau i Reinés

### Executive Committee

The Executive Committee of the Board of Directors is made up of six members, three representing the Catalan Government, two representing the member local authorities and one representing the AMTU.

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

As at 31<sup>st</sup> March 2013, the composition of the Executive Committee is as follows:

<b>Chair</b>	Ricard Font i Hereu
<b>Members</b>	Sergi Martínez-Abarca i Espelt Pere Padrosa i Pierre Antoni Poveda i Zapata Constantí Serrallonga i Tintoré Enric Ticó i Buxados
<b>Secretary</b>	Carme Sardà i Vilardaga
<b>General Director</b>	Josep Anton Grau i Reinés

### Legal Advising Committee

This committee provides legal assistance and advising to the Board of Directors and to ATM general management. It is made up of representatives of the Catalan Government, Barcelona City Council, the Barcelona Metropolitan Area, the AMTU and the ATM itself.

### Operators Technical Platform

The Metropolitan Collective Transport Operators Technical Platform is the Consortium's collaboration and consultation body for technical matters, and is made up of representatives of the public transport operators in the metropolitan region.



## Mobility Council

The passing of the Mobility Act 9/2003, of 13<sup>th</sup> June, entailed the modification of the Articles of Association of the ATM in order to convert it into the Mobility Authority. This Act also provides for the creation of territorial mobility councils.

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

It is made up of the following members:

- chair: the second vice-chair of the ATM;
- a member of the Board of Directors of the ATM for each authority in the consortium and each member entity;
- representatives of the Federation of Municipalities of Catalonia and of the Catalan Association of Municipalities and Regions;
- representatives of the business organizations with the greatest presence in Catalonia;
- representatives of the trade unions with the greatest presence in Catalonia;
- representatives of the most representative consumer and user associations in Catalonia;
- representatives of associations or groups of special relevance in relation to public transport and mobility;
- the general director of the ATM;
- a member of management of the Consortium proposed by the general director to act as secretary to the Council.



## Organizational structure of the ATM

The composition of staff of the ATM as at 31<sup>st</sup> March 2013 is as follows:

<b>General Management</b>	Josep Anton Grau i Reinés, <i>General Director</i>
<b>Technical Management</b>	Marc A. Garcia i López, <i>Technical Director</i> Lluís Alegre i Valls, <i>Head of the Mobility Service</i> Francesc Calvet i Borrull, <i>Head of the Planning Service</i> Xavier Roselló i Molinari, <i>Assistant to the Technical Director</i> Àngel Sangrós i Bondia, <i>Head of the Project Development Service</i>
<b>Administration Service</b>	Josep Caldú i Cebrián, <i>Head of the Administration Service</i> Josep Moya i Matas, <i>Head of the Budget, Accounting and Treasury Unit</i>
<b>Legal Advising Service</b>	Jaume Garcia i Soler, <i>Head of the Legal Advising Service</i>
<b>System Financing Service</b>	Lluís Rams i Riera, <i>Head of the System Financing Service</i>
<b>Fare Integration and Communication Service</b>	Mayte Capdet i Sorribes, <i>Head of the Fare Integration and Communication Service</i> Miquel Lamas i Sánchez, <i>Head of the Fare Integration Unit</i> Maria Montaner i Maragall, <i>Head of the Studies and Communication Unit</i>
<b>Systems Service</b>	Carme Fàbregas i Casas, <i>Head of the Systems Service</i>





# Actions in the financial year 2012

## CHAPTER 2



## Infrastructure Planning

The Board of Directors of the Metropolitan Transport Authority (ATM) approved the 2001-2010 Infrastructure Master Plan (PDI 2001-2010) on 25<sup>th</sup> April 2002. The PDI 2001-2010 has been monitored annually through reports that indicate the degree of implementation of the actions set out in the Plan and compared with the evolution of the population and private vehicle/public transport mobility in the different territorial areas.

Furthermore, on 15<sup>th</sup> April 2011, the Board of Directors of the ATM decided to commission the technical services of the Consortium to draw up a new Infrastructure Master Plan for the metropolitan region of Barcelona for the period 2011-2020.

In June 2012, the Board of Directors of the ATM gave initial approval to the PDI 2011-2020 and subsequently proceeded to the public information phase, which was completed at the end of October.

During this transitional period, with the new PDI still pending definitive approval, the technical services of the ATM have continued to produce the annual report on the state of execution of the infrastructure included in the PDI 2001-2010.

This annual report on the status of actions related to metropolitan collective public transport infrastructures describes the execution status of each of them. To facilitate comparison with previous reports, the codes and grouping according to programmes appearing in the report on PDI 2001-2010 are maintained.





### 1. Status of execution of the actions

The status of each of the actions included in PDI 2001-2010 is described, specified by programmes and providing details of the executed investment in each action.

The economic information provided in this report for each action is as follows:

- **Amount PDI 2002:** the estimated investment when the PDI 2001-2010 was approved, in M€, excluding VAT.
- **Amount PDI 2009:** the estimated investment according to the updated PDI 2001-2010 Report (July 2009), in M€, excluding VAT.
- **Current best estimate of the total cost of the work:** the forecast total cost of the work, in M€, excluding VAT, based on the amount of the project, the tender or the award and the additional costs for modifications, price reviews and complementary projects. Where work has been completed, this cost equals to the total amount paid. In the case of actions for which there is no project or informative study, this amount is the same as that indicated in the updated PDI 2001-2010 Report dated July 2009.
- **Amount of work put out to tender:** amount of tender in M€, excluding VAT.
- **Amount of awarded work:** amount of award in M€, excluding VAT.
- **Modifications, price reviews, complementary work and others:** additional cost of the work awarded, on account of these items, in M€, excluding VAT.
- **Pending tender and award:** current best estimate of the cost of work still to be put out to tender and awarded, in M€, excluding VAT.

The State Network Programme (XE), for which the General State Administration is responsible, has been excluded from the aggregate economic analysis as sufficiently detailed information is not available. However, the state of execution is reported.

The figures used to draw up this report were provided mainly by the Directorate General for Transport and Mobility and by Infraestructures de Catalunya SA, supplemented with information provided by the public operators TMB – Transports Metropolitans de Barcelona (actions MM01 to MM08 of the Modernization and Improvement Programme) and the Catalan railway - FGC (actions MM09 to MM16). The information relating to the tramway network has been provided by ATM technical services, and the information relating to the Spanish commuter train network has been provided by the Ministry of Public Works.

For each programme and action defined in PDI 2001-2010, the state of implementation at 31<sup>st</sup> December 2012 is described, and the level of execution of the investment at the same date is detailed.

**NETWORK EXPANSION  
PROGRAMME**

<b>ACTION</b>	<b>CURRENT SITUATION (31<sup>st</sup> DECEMBER 2012)</b>
AX01 Extension L1 Feixa Llarga – El Prat	Workshops: work in service. Shunting area in service.
AX02 Extension L1 Fondo – Badalona Centre	Informative study completed; public information on the Fondo – Lloreda Sant Crist section completed.
AX03 Connection L2 Sant Antoni – Parc Logístic	Construction project drafted (pending approval of DGTM).
AX04 Extension L2 Pep Ventura – Badalona Pompeu Fabra	Work in service since July 2010.
AX05 Extension L3 Canyelles – Trinitat Nova	In service since October 2008.
AX06 Extension L4 La Pau – Sagrera TAV	Pending construction project for Santander L4 station and release L9/L10.
AX07 Extension L5 Horta – Vall d'Hebron	Work in service since July 2010.
AX13 Extension FGC Pl. Espanya – Gràcia	Informative study being drafted.
AX14 Extension Terrassa Rambla – Can Roca	Work in progress.
AX15 Extension FGC Sabadell Rambla – Ca n'Oriac	Work in progress.
AX16 Esparreguera–Olesa cable car (included in action MM11)	In service since 2005 (temporarily closed by FGC for budgetary reasons).
AX17 Línea Castelldefels – Sant Boi – Sarrià	Informative and environmental impact studies of the extension of L3 FMB Zona Universitària – Sant Feliu and extension of 6 FGC Reina Elisenda – Sant Joan de Déu have been approved. The Ministry of Public Works has drawn up the informative study of the Cornellà – Castelldefels – Zona Universitària commuter rail line. The construction project for the extension of L3, Zona Universitària – Esplugues section is in the process of being drafted.
AX18 L11. Light Metro Trinitat Nova – Can Cuiàs	In service since December 2003.
AX19 Reserved bus platform Caldes de Montbui – Mollet /Santa Perpètua	Preliminary study has been drawn up.
<b>◦ Line L9 (Actions AX08-11)</b>	
L9. Sagrera Meridiana – Can Zam / Gorg Section	In service since December 2009.
L9. Parc Logístic – Sagrera Meridiana Section	Work in progress.
L9. Airport – Parc Logístic Section	Work in progress.
L9. Sector projects (lifts, escalators, toll payment systems)	Work in progress. Meridiana – Can Zam / Gorg section in service.
<b>◦ Tram</b>	
AX12a Diagonal – Baix Llobregat tram	In service since April 2004.
AX12b Diagonal – Besòs tram	In service since May 2004.
Rolling stock (L9, renovation L5 and others)	All the awarded stock has been received.

**INTERCHANGE PROGRAMME**

ACTION	CURRENT SITUATION (31 <sup>st</sup> DECEMBER 2012)
IN01 PI. Catalunya interchange (Metro L1-L2-L3-L4, FGC and Renfe)	Construction project for the PI. Catalunya shunting area has been drawn up, and is pending technical approval.
IN02 Torrasa interchange (Metro L1-L9 and Renfe)	Basic project drawn up (in collaboration with the Ministry of Public Works and L'Hospitalet Town Council).
IN03 Sagrera Meridiana interchange	L1-L5 transfer in service since March 2007, and with L9 since 2010. New commuter railway station in service since February 2011.
IN04 Arc de Triomf interchange	Work in progress (Passeig St. Joan and Pl. André Malraux concourses in service).
IN05 Interchanges related to the high-speed train (TAV)	Action linked to the construction of the high-speed line.
IN06 Martorell Central interchange (FGC, Renfe and Bus Station)	FGC station in service since May 2007.
IN07 Papiol – Mollet interchange (Renfe and FGC)	Volpelleres station in service since June 2010.
IN08 Llobregat Delta interchanges	Action linked to AX17.
IN09 Quatre Camins interchange	In service, opened in July 2003.
IN10 FGC. Park and ride	Study on alternatives and demand in relation to PI. Doctor Pearson in Rubí completed.
IN11 New bus stations and car parks at metro stations	Informative study on the Diagonal Zona Universitària station submitted for public information. Basic construction project being drawn up.





**MODERNIZATION AND IMPROVEMENT PROGRAMME**

<b>ACTIONS</b>	<b>CURRENT SITUATION (31<sup>st</sup> DECEMBER 2012)</b>
MM01 Conversion of L4 to L2. La Pau – Pep Ventura	In service.
MM02 New metro stations Maresme (L4) Metro Ernest Lluch (L5) Virrei Amat (L4)	In service. Infrastructure work: completed. Town planning works: completed. Architecture and installations project: at drafting stage. Action at works stage.
MM03 Stations improvements + new concourses (Vallcarca, Sants, Hospital de Bellvitge)	Work in progress: Llacuna (adaptation of existing concourse for PRM), Bogatell. Selva de Mar (L4): in service. Poble Nou (L4): project at drafting stage (adaptation of existing concourse). Ciutadella – Vila Olímpica (L4): project at drafting stage. Vallcarca (L3): project at drafting stage (adaptation of existing concourse).
MM04 Adaptation of metro stations for PMR	At 31 <sup>st</sup> December 2012, 116 out of 139 stations had been adapted for PRM. Redefinition of interchange projects: Urquinaona, Pl. de Sants, Clot, Maragall, Verdaguier and Pl. Espanya. Projects at drafting stage for adaptation of existing concourse: Jaume I, Poblenou, Poble Sec, Vallcarca, Rambla Just Oliveras. At works stage: Passeig de Gràcia. Linked to L9 works: Collblanc and Zona Universitària.
MM05 Renovation of metro track	Sections completed on L3. Bogatell – Selva section of L4 completed.
MM06 Improvements in operation and maintenance	Responsibility of FMB.
MM07 Metro network safety	Responsibility of FMB.
MM08 ATP–ATO Line L4	Tender specifications awarded.
MM09 Underground work in Pallejà (FGC)	In service since October 2007.
MM10 Double track Palau – Martorell (FGC)	Double track in service since 21 <sup>st</sup> May 2007.
MM11 Double track Martorell – Olesa (FGC)	Work completed.
MM12 Elimination of level crossings (FGC)	Callús: four level crossings completed. Masquefa: two level crossings completed (56 and 57). Masquefa: permeability improvement work completed. Vallbona: construction project drawn up. Manresa and Monistrol de Montserrat: work completed. Igualada: project at drafting stage.
MM13 Adaptation for PMR (FGC)	72 stations out of 76 have been adapted. Sarrià: project for remodelling of tracks and adaptation to PRM at drafting stage; access from C. Cardenal Sentmenat: work in service. Gràcia: work in progress. Peu de Funicular: project at drafting stage.
MM14 Extension of platforms and new accesses(FGC)	In service: Bonanova, Tres Torres and Sant Gervasi – Pl. Molina. Gràcia: work in progress.
MM15 Signalling and traffic control (FGC)	Responsibility of FGC.
MM16 New station Europa–Fira	Work completed (May 2007).

State of the actions as at 31<sup>st</sup> December 2012

The table below shows the state of execution of the different actions included in PDI 2001-2010 as at 31<sup>st</sup> December 2012, with the following classification according to the degree of execution:

- Work completed.
- Work put out to tender and/or in progress.
- Actions for which the project has been completed or is being drawn up (informative study or construction project).
- Actions pending project.

**EXPANSION OF THE NETWORK**

STATUS	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 <sup>(1)</sup>	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	Diagonal – Baix Llobregat tram	241.2	300.4
●	AX12b	Diagonal–Besòs tram	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 Universitaria – Sant Feliu de Llobregat	554.5	1.055.3
●	AX17b	L6 Reina Elisenda – Finestrelles	98.3	187.0
●	AX18	L11 Light Metro Trinitat Nova – Can Cuiàs	33.6	49.0
●	AX19	Reserved bus platform Caldes corridor	62.1	120.7
●	AX20	Rolling stock	-	270.0
<b>Subtotal</b>			<b>4,431.9</b>	<b>11,139.4</b>

(1) Pending replacement of the shooting range.



**INTERCHANGES**

STATUS	CODE	ACTION	AMOUNT PDI 2002 (M€, EXCLUDING VAT)	AMOUNT PDI 2009 (M€, EXCLUDING VAT)
●	IN01	Pl. Catalunya	110.2	110.2
●	IN02	Torrassa	26.7	69.0
●	IN03	Sagrera Meridiana	19.1	177.5
●	IN04	Arc de Triomf	8.3	43.1
●	IN05	Interchanges related to the high-speed train	25.9	51.7
●	IN06	Martorell Central	2.6	44.6
●	IN07	El 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
		<b>Subtotal</b>	<b>226.2</b>	<b>584.9</b>



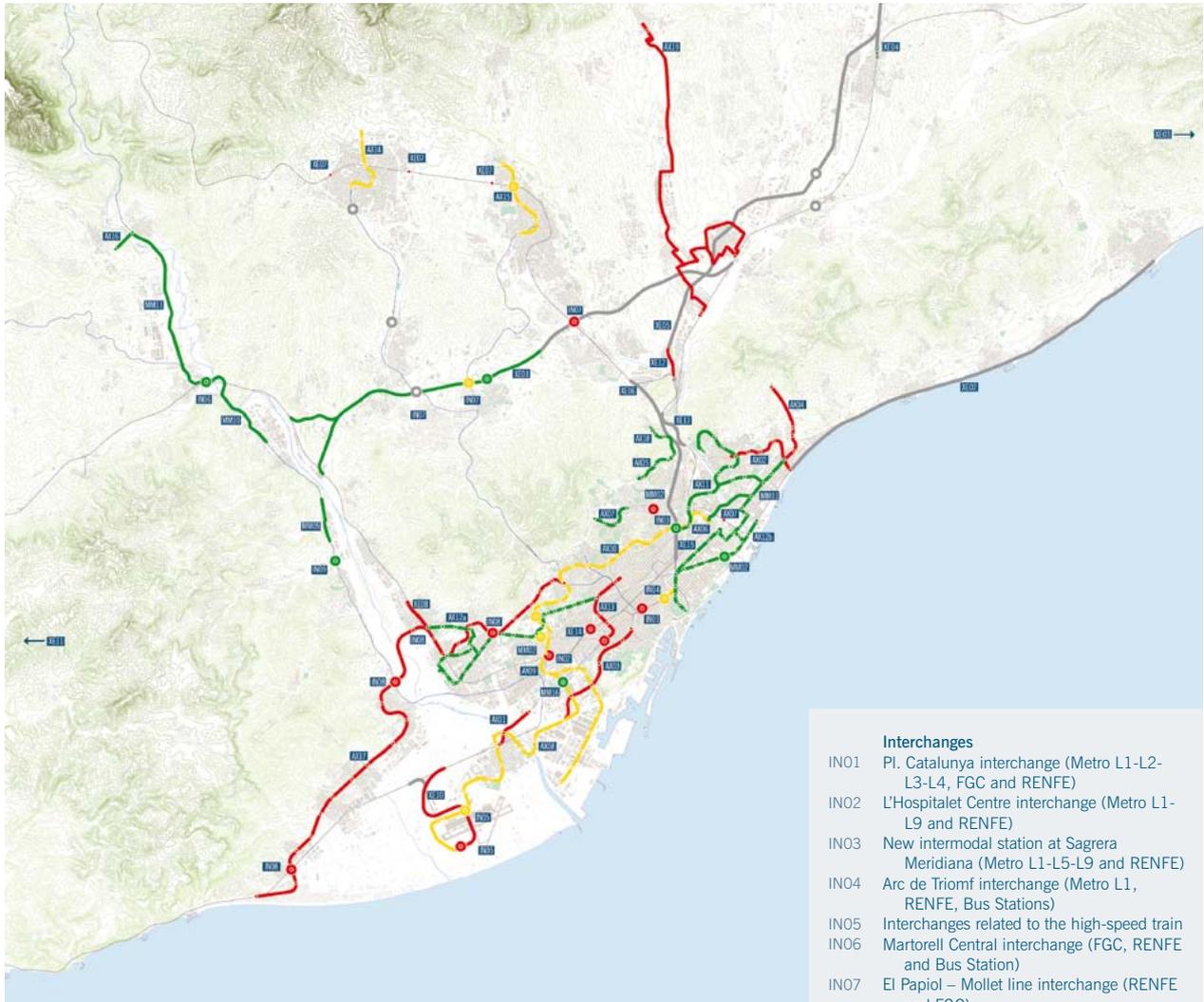


**MODERNIZATION  
AND IMPROVEMENT**

STATUS	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	Station improvements	135.0	148.8
●	MM04	Adaptations for PRM	100.5	222.7
●	MM05	Track renewal	21.8	30.4
●	MM06	Improvements in operations and maintenance	34.7	130.2
●	MM07	Network safety	15.5	29.3
●	MM08	Driverless trains (ATO) on L4	15,5	20.0
●	MM09	Underground work in Pallejà	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 of level crossings	4.7	13.0
●	MM13	Adaptation for PRM	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
●	-	Metro rolling stock. Renovation TMB	198.3	214.5
●	-	FGC rolling stock	78.1	78.1
●	-	Fare integration		12.0
<b>Subtotal</b>			<b>764.8</b>	<b>1,380.8</b>
<b>Total</b>			<b>5,422.9</b>	<b>13,105.1</b>

(Note: Actions MM01 to MM08 in the modernization and improvement programme correspond to the TMB metro network and actions MM09 to MM16 correspond to FGC.)

**ACTIONS DEFINED IN PDI 2001-2010**



- 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 – Casagemes- Morera – Can Rufi
  - AX05 Metro L3 Extension Canyelles – Roquetes – Trinitat Nova
  - AX06 Metro L4 Extension La Pau – Sagrera High-speed train
  - 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 Tram Diagonal (Pl. Francesc Macià) – Baix Llobregat
  - AX12b Tram Diagonal (Pl. Glòries) – Besòs
  - 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 Olesa – Esparraguera cable car
  - AX17 Castelldefels – Sant Boi – Sarrià line
  - AX18 Light Metro Trinitat Nova – Can Cuiàs
  - AX19 Reserved bus platform Caldes – Mollet/Sta. Perpètua

- Extensions, modernization and improvement of the state rail network**
- XE01 Reconversion of El Papiol – Mollet line for passengers
  - XE02 Increase in capacity. Badalona – Mataró section
  - XE03 Double track Arenys de Mar – Tordera
  - XE04 Connection of Vic and Girona lines
  - XE05 Double track Montcada – La Garriga
  - XE06 Montcada tunnel
  - XE07 New stations in Sabadell, Terrassa, Sant Adrià and Granollers
  - XE08 Underground work in Sant Feliu de Llobregat
  - XE09 New Sants – Sagrera tunnel (GIF actions)
  - XE10 Remodelling of Airport junction
  - XE11 Vilafranca del Penedès station
  - XE12 Partial underground work at Mas Rampinyo
  - XE13 Rail service to Meridiana tunnel
  - XE14 Improvements to southern access to Sants station
  - XE15 Improvements to northern access to Sagrera high-speed train station
  - XE16 New logistical installations (not shown)
  - XE17 Modernization and improvement of safety installations (not shown)
  - XE18 Park and ride (not shown)
  - XE19 New commuter train rolling stock (not shown)

- Interchanges**
- IN01 Pl. Catalunya interchange (Metro L1-L2-L3-L4, FGC and RENFE)
  - IN02 L'Hospitalet Centre interchange (Metro L1-L9 and RENFE)
  - IN03 New intermodal station at Sagrera Meridiana (Metro L1-L5-L9 and RENFE)
  - IN04 Arc de Triomf interchange (Metro L1, RENFE, Bus Stations)
  - IN05 Interchanges related to the high-speed train
  - IN06 Martorell Central interchange (FGC, RENFE and Bus Station)
  - IN07 El Papiol – Mollet line interchange (RENFE and FGC)
  - IN08 Interchanges on Castelldefels – Sant Boi – Sarrià line
  - IN09 FGC interchange Quatre Camins (FGC and Bus Station)
  - IN10 FGC park and ride (not shown)
  - IN11 New bus stations and car parks at Metro stations (not shown)

- Modernization and improvement of the network (metro and FGC)**
- MM01 Metro Conversion of L4 to L2
  - MM02 Metro New Stations: Maresme-Fòrum, Virrei Amat and Cardenal Reig
  - MM03 Metro Station improvements (not shown)
  - MM04 Metro Adaptation for PRM (not shown)
  - MM05 Metro Track renovation (not shown)
  - MM06 Metro Improvements in operation and maintenance (not shown)
  - MM07 Metro Network safety (not shown)
  - MM08 Metro Driverless trains (ATO) on L4 (not shown)
  - MM09 FGC Partial underground work in Pallejà
  - MM10 FGC Double track El Palau – Martorell
  - MM11 FGC Double track Martorell – Olesa
  - MM12 FGC Elimination of level crossings (not shown)
  - MM13 FGC Adaptation for PRM (not shown)
  - MM14 FGC Extension of platforms and new access to Reina Elisenda (not shown)
  - MM15 FGC Signalling and traffic control (not shown)
  - MM16 FGC New station at Amadeu Torner



## Completed actions

In 2012 no new action involving expansion of the network has been completed. As far as the interchange programme is concerned, the Pl. André Malraux concourse of the Arc de Triomf interchange has been completed. In addition,

partial works included in the Modernization and Improvement Programme have continued to be executed, such as adaptations for PRM and the completion of the Manresa and Monistrol de Montserrat level crossings (FGC).

### COMPLETED ACTIONS (IN M€, EXCLUDING VAT)

STATUS	CODE	ACTION	AMOUNT PDI 2002	AMOUNT PDI 2009	BEST ESTIMATE OF TOTAL COST OF THE WORK	AMOUNT OF WORK PUT OUT TO TENDER	AMOUNT OF AWARDED WORK	MODIFICATIONS, PRICE REVIEW, COMPLEMENTARY WORK AND OTHERS	PENDING 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 <sup>(4)</sup>
●	AX12a	Diagonal – Baix Llobregat tram	241.2	300.4	300.4	217.3	217.3	83.1	0.0
●	AX12b	Diagonal–Besòs tram	168.9	232.0	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 Metro Trinitat Nova – Can Cuiàs	33.6	49.0	49.0	42.2	42.0	7.0	0.0
●	AX20	Rolling stock L1	0.0	270.0 <sup>(1)</sup>	270.0	270.0	270.0	0.0	0.0
●	IN03	La Sagrera – Meridiana	19.1	177.5	99.8 <sup>(2)</sup>	93.1	78.2	21.6	0.0
●	IN06	Martorell Central	2.6	44.6	18.8 <sup>(2)</sup>	16.5	15.8	3.0	0.0
●	IN07	el Papiol – Mollet interchanges	9.8	9.8 <sup>(3)</sup>	16.4	24.8	16.4	0.0	0.0
●	IN09	Quatre Camins	4.6	4.6	4.4	3.7	3.8	0.6	0.0
●	MM01	Conversion of L2 to L4	18.7	21.7	21.7	21.7	20.9	0.8	0.0
●	MM09	Placing underground in Pallejà	50.8	71.4	71.4	72.2	63.3	8.1	0.0
●	MM10	Double track El Palau – Martorell	18.9	56.6	56.6	62.8	53.4	3.2	0.0
●	MM11	Double track Martorell–Olesa	9.3	59.1	59.1	62.3	56.5	2.6	0.0
●	MM16	New station de Europa–Fira	5.2	17.0	17.0	17.0	17.0	0.0	0.0
●	MM17	Metro rolling stock. 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	Regional Metros	-	-	38.5	32.3	31.9	6.6	0.0
			1,160.0	2,107.1	2,098.9	1,934.4	1,817.7	278.0	3.2

(1) Includes L1 and other metro lines. // (2) Does not include investment by the General State Administration. // (3) Only includes Volpelleres interchange. // (4) Pending replacement of Olympic shooting range.



## Actions in progress

It should be noted that, aside from line L9/L10, there is no other expansion of the metro network in progress. The extension of line L4 La Pau – Sagrera Meridiana will be carried out once line L9/L10 releases the infrastructure to be used for line L4.

In the FGC network, the extension work on Terrassa Rambla – UPC / Vallparadís – Can Roca is being carried out and extension work on Sabadell Estació – Ca n'Oriac is continuing.

In addition, the adaptation of the FCG stations for people with reduced mobility (PRM) is being completed (notably, on account of the scope, the work in progress at Gràcia station), as well as the elimination of the level crossings of the Llobregat–Anoia line (the Igualada crossing project is at the drafting stage). In the FMB network, the adaptation of stations without connections is being completed, and work on adapting the transfer stations has started.

## ACTIONS UNDER CONSTRUCTION

(IN M€, EXCLUDING VAT)

STATUS	CODE	ACTION	AMOUNT PDI 2002	AMOUNT PDI 2009	BEST ESTIMATE OF TOTAL COST OF THE WORK	AMOUNT OF WORK PUT OUT OF TENDER	AMOUNT OF AWARDED WORK	MODIFICATIONS, PRICE REVIEW, COMPLEMENTARY WORK AND OTHERS	PENDING TENDER AND AWARD
●	AX01	L1 Feixa Llarga – El Prat <sup>(1)</sup>	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 de metro <sup>(2)</sup>	1,938.3	5,510.2	5,870.3	3,720.2	3,727.2	2,143.1	0.0
●	AX08-AX11	Rolling stock <sup>(3)</sup>	234.4	304.9	304.9	304.9	304.9	0.0	0.0
●	AX14	FGC. Terrassa Rambla – Can Roca	123.3	294.3	365.8	324.6	264.7	101.1	0.0
●	AX15	FGC. Sabadell Rambla – Ca n'Oriac <sup>(4)</sup>	117.8	384.5	367.9	257.2	218.1	30.5	119.3
●	IN04	Arc de Triomf	8.3	43.1	33.2	39.3	30.5	2.0	0.7
●	IN11	New bus stations	3.7	22.0	22.0	0.2	0.2	0.0	21.8
●	MM02	New stations <sup>(5)</sup>	25.0	151.6	76.9	77.3	55.5	7.9	13.5
●	MM03	Station improvements	135.0	148.8	217.3	124.5	116.0	2.7	98.6
●	MM04	Adaptations for PMR	100.5	222.7	213.0	146.3	81.1	47.0	84.9
●	MM05	Track renovation	21.8	30.4	39.3	39.2	38.0	0.0	1.3
●	MM06	Improvements in operations and maintenance <sup>(6)</sup>	34.7	130.2	132.7	136.2	126.9	2.4	3.4
●	MM07	Network safety	15.5	29.3	31.1	25.5	25.5	0.0	5.6
●	MM08	Driverless trains (ATO) in line L4	15.5	20.0	20.0	8.8	8.8	0.0	11.2
●	MM12	Elimination of level crossings	4.7	13.0	13.0	10.2	7.5	1.3	4.2
●	MM13	Adaptation for PMR	11.6	51.7	51.8	25.6	23.7	1.2	26.9
●	MM14	Extension of platforms and new accesses	10.1	41.6	41.6	33.6	18.2	1.7	21.7
●	MM15	Signalling and traffic control	11.1	11.1	11.1	5.9	5.9	0.0	5.2
●	SN02	Other actions at FGC stations <sup>(7)</sup>	0.0	-	53.4	50.1	34.6	13.7	5.1
			<b>2,994.4</b>	<b>7,983.1</b>	<b>8,438.9</b>	<b>5,563.0</b>	<b>5,311.2</b>	<b>2,355.0</b>	<b>772.7</b>

(1) Workshops and shunting area executed. // (2) At 31<sup>st</sup> December 2012 the Sagrera Meridiana - Can Zam / Gorg section was in service. // (3) Does not include financial expenses. // (4) The amount pending tender and award includes the forecast future amounts of complementary work and price reviews. // (5) The work on the second concourse of Can Vidalet (L5) is included in action MM03. // (6) Includes electric tractions supply. 39.4 M€ (excluding VAT) has been invested in sub-stations. // (7) Includes actions at Diagonal-Provença.



## Actions at the project stage

The main actions at the project stage are the extensions of line L8 towards the centre of Barcelona (informative study put out to tender in October 2011) and the project for the widening of the Sarrià-bound platform in the FCG station of Provença.

In relation to the Castelldefels – Sant Boi – Sarrià corridor (action AX17), the informative studies for the extension

of FMB line L3 Zona Universitària - Sant Feliu and the extension of FCG line L6 Reina Elisenda - Sant Joan de Déu have obtained initial approval. The construction project for phase 1, the Zona Universitària – Esplugues section (two stations) is at the drafting stage.

With regard to the Plaça Catalunya interchange and the FCG Barcelona – Vallès connection, the construction project for the new shunting area has been completed, and is pending technical approval.

### ACTIONS AT THE PROJECT STAGE (IN M€, EXCLUDING VAT)

STATUS	CODE	ACTION	AMOUNT PDI 2002	AMOUNT PDI 2009	BEST ESTIMATE OF TOTAL COST OF THE WORK	AMOUNT OF WORK PUT OUT OF TENDER	AMOUNT OF AWARDED WORK	MODIFICATIONS, PRICE REVIEW, COMPLEMENTARY AND OTHERS	PENDING 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 <sup>(1)</sup>	554.5	1,055.3	1,055.3	0.0	0.0	0.0	1,055.3
●	AX17b	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	69.0	26.7 <sup>(1)</sup>	0.0	0.0	0.0	26.7
●	IN05	Interchanges related to the high-speed train	25.9	51.7	0.0	0.0	0.0	0.0	0.0
●	IN08	Llobregat Delta interchanges	13.0	13.0	13.0	0.0	0.0	0.0	13.0
●	IN10	FGC. Park and ride	2.4	39.5	39.5	0.0	0.0	0.0	39.5
●		Fare integration	-	12.0	12.0	0.0	0.0	0.0	12.0
			1,268.4	3,015.1	2,941.8	0.0	0.0	0.0	2,941.8

(1) Does not include the investment by the General State Administration.





### Action pending project

The network extension programme does not include any action that is pending informative study or project.

### Status of the programme of actions for the state rail network

The works for the remodelling and adaptation for PRM at several stations on the commuter train network continue. The most important action in progress under this heading is the adaptation of the Passeig de Gràcia halt.

The main action at the project stage that should be mentioned is the drafting by the Ministry of Public Works of the informative study for the new Castelldefels – Cornellà - Zona Universitària section of the Iberian-gauge rail network, which is in the process of obtaining final approval.

The functional study of the Orbital Railway Line is still at the drafting stage.

#### **ACTIONS FOR THE STATE RAIL NETWORK** (IN M€, EXCLUDING VAT)

CODE	ACTION	INITIAL AMOUNT	UPDATED AMOUNT	CURRENT SITUATION	OBSERVATIONS
XE03	Doubling of Arenys de Mar – Blanes section of line R1	550.0	550.0	Functional study awarded (28/7/2012) and at drafting stage (0.42 M€).	
XE05	Doubling of Montcada – Vic section of line R3	650.0	689.5	Informative study already submitted for public information, pending Environmental Impact Statement.	
XE06	Montcada tunnel	185.0	185.0	Pending commissioning of informative study.	
XE08	Urban integration at Sant Feliu de Llobregat		106.8	Environmental Impact Statement approved (Official State Gazette 25/12/2009). Informative study approved (Official State Gazette 22/02/2010).	Not included in commuter rail infrastructures plan for Barcelona 2008-2015.
XE09	New line Cornellà - Castelldefels - Zona Universitària	900.0	2,065.6	Informative study submitted for public information (Official State Gazette 5/10/2010), extended to Zona Universitària.	
XE10	New access to Barcelona El Prat Airport	255.0	221.8	Construction put out to tender (Official State Gazette 19/12/09) for 253.37 M€. Awarded (Official State Gazette 8/5/2010) for 221.83 M€. Execution postponed.	
XE14	Underground work on line R2 at L'Hospitalet, and interchange at Torrossa		419.3	Informative study submitted on 12/05/2009.	Not included in commuter rail infrastructures plan for Barcelona 2008-2015.
		2,540.0	4,238.0		

#### **NEW INFRASTRUCTURES NOT INCLUDED IN PDI 2001-2010**

ACTION	CURRENT SITUATION	OBSERVATIONS
Orbital railway line	Functional study awarded (1.1 M€) on 7/10/2010. At drafting stage.	
Urban integration in Sitges	Study put out to tender on 26/02/2009 for 500,000 €.	Not included in commuter rail infrastructures plan for Barcelona 2008-2015.

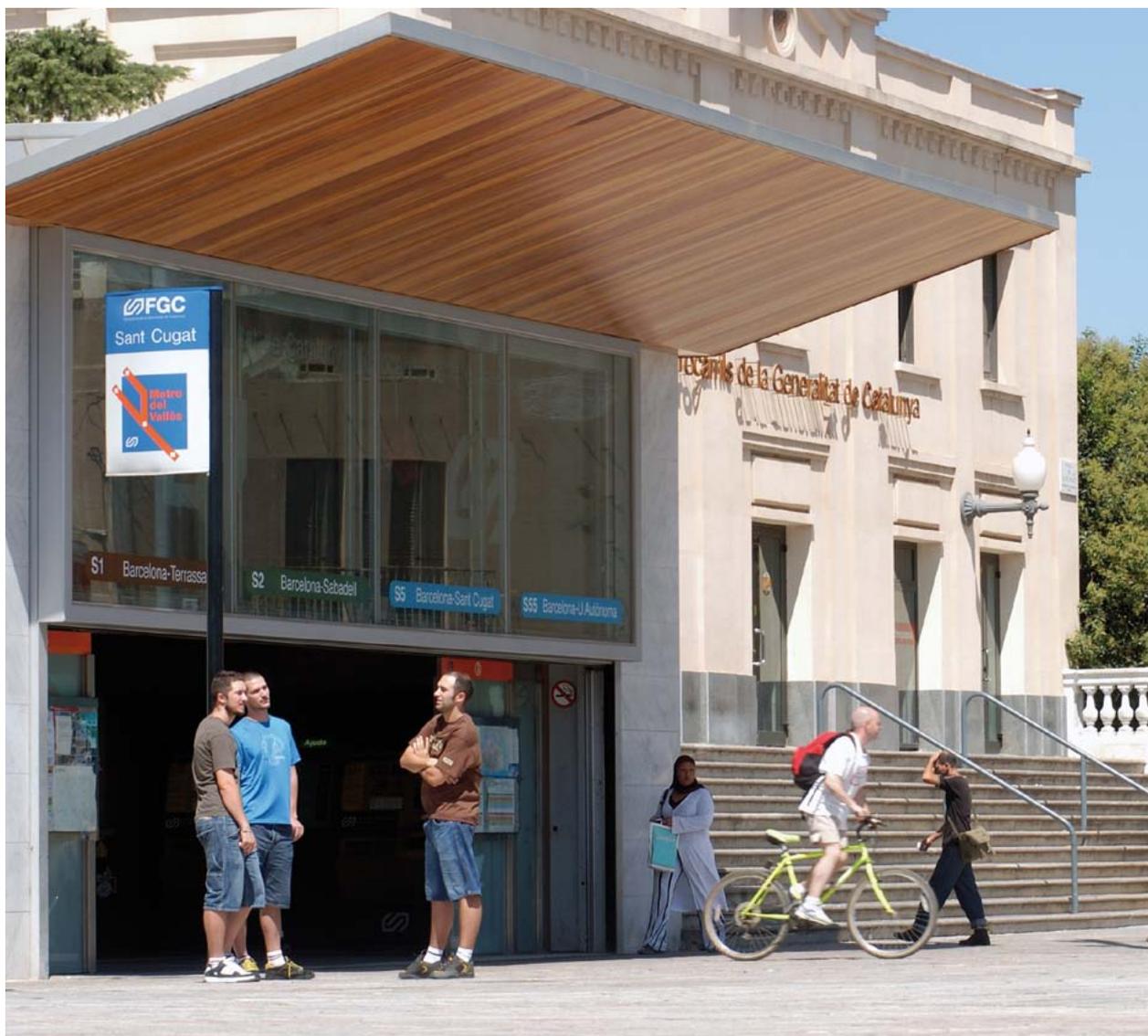


## 2. Summary of investment

A summary of the investment made in the actions defined in PDI 2001-2010, carried out at 31<sup>st</sup> December 2012, is as follows (in M€, excluding VAT):

PROGRAMME	AMOUNT PDI 2002	AMOUNT PDI 2009	ESTIMATED TOTAL COST	AMOUNT PUT UP TO TENDER	AMOUNT AWARDED	COMPLEMENTARY WORK AND OTHERS	PENDING TENDER
Network expansion	4,431.7	11,139.4	11,604.8	6,075.7	5,906.7	2,506.6	3,191.5
Interchanges	226.3	584.9	404.7	177.6	144.9	27.2	232.6
Modernization and improvement	764.8	1,380.8	1,470.1	1,244.1	1,077.3	99.2	293.6
Total <sup>(1)</sup>	5,422.8	13,105.1	13,479.6	7,497.4	7,128.9	2,633.0	3,717.7

(1) Does not include the investments made by the General State Administration in the state rail network.





## RMB Mobility Master Plan

### Legal framework and content

The aim of the Mobility Act 9/2003, of 13th June, is to “establish the principles and objectives that are to underpin management of mobility of people and transport of goods aimed at sustainability and safety, and to determine the necessary instruments for Catalan society to achieve these goals and guarantee accessibility for all citizens with sustainable means” (art. 1.1).

The RMB Mobility Master Plan (PDM) drawn up by the ATM is a consequence of the national guidelines on mobility, which constitute the framework for application of the Mobility Act. The Plan was approved by the Catalan Government on 2nd September 2008 and has been in force until 2012.

The general aims of the PDM are formulated on the basis of the Mobility Act and the national guidelines on mobility, taking into account that the RMB has certain specific characteristics compared to the rest of Catalonia. In particular, the high population and facility densities favour a context conducive to achieving high levels of sustainable mobility.

The PDM has undergone strategic environmental assessment in accordance with the legislation established by the environmental authority.

In 2012, the fourth PDM monitoring report, dated 30th June 2012, was submitted to the ATM Board of Directors. This report indicates the execution status of the measures outlined in the PDM and the monitoring values of each one.

At the date of the report, all the lines of action of the PDM had been initiated and 84 measures were being implemented. In lines 1, 2, 4 and 9, all the measures were

The PDM consists of 9 lines of actions and 93 measures. The lines of action of the Plan are:

1. Coordinating town planning with mobility.
2. Promoting a safe and well-connected mobility infrastructures network.
3. Managing mobility and favouring modal transfer.
4. Improving the quality of rail transport.
5. Achieving accessible, effective and efficiency land public transport.
6. Modernizing logistical activity and speeding up freight rail infrastructures.
7. Guaranteeing sustainable access to workplaces.
8. Promoting energy efficiency and the use of clean fuels.
9. Carrying out participative management of the Mobility Master Plan.

underway and implementation was at a more advanced stage. In lines 3 and 8 only one measure had not started. Line 6 is the one with the most measures not yet commenced, 4 out of 10. As far as the rate of implementation of the measures is concerned, 66 % were proceeding at a good pace, 24 % were proceeding slowly and the remaining 24 % had not started. Most of the measures included in lines 3, 4 and 9 were progressing at a good rate. Lines 6 and 7 were those where implementation of the measures was taking place at the slowest pace.

The following diagram shows a summary of the number of measures per line according to the degree of implementation.

**NUMBER OF MEASURES PER LINE ACCORDING TO DEGREE OF IMPLEMENTATION AT 30<sup>TH</sup> JUNE 2012**

UNITS:  
NUMBER OF MEASURES / AXIS

- Total
- Advanced
- Intermediate
- Initial
- Not started
- Pending





## Work carried out in 2012

In addition to the PDM monitoring tasks, during 2012 work started on drawing up the new PDM 2013-2018 and a number of tasks were carried out with the aim of encouraging and expanding some of the measures included in the plan. These are described below:

TASKS	DESCRIPTION
Technical assistance for the roll-out of the RMB PDM. Strategic actions on the network of interurban cycle lanes of the RMB.	Based on the information obtained from the different administrations that develop the interurban cycle network and on field trips, a proposal was made for an interurban network of cycle lanes and for strategic actions for development in the new PDM 2013-2018.
Technical assistance for the roll-out of the RMB PDM. Identification of strategies and mobility indicators for non-residents and groups that are difficult to categorize.	A study was carried out on the existing information concerning the mobility of non-residents and how their mobility could be categorized.
Analysis of good mobility practice for drawing up PDM 2013-2018.	A number of examples of good mobility practice throughout Europe have been obtained, grouped according to theme with a view to disseminating such good practice in the new PDM 2013-2018.
Geometric definition of two alternative routes for cycle lanes in the Barcelona - Esplugues de Llobregat connection.	Feasibility and route study for the connection of the cycle lanes in Barcelona and Esplugues along the Diagonal, parallel to the junction of the AP2.
Monitoring of the evolution of mobility and greenhouse and polluting gas emissions for 2010.	Calculation of mobility, energy consumption, emissions of polluting and greenhouse gases for the year 2010 and evolution since 2006 with a view to assessing the degree of achievement of the targets of PDM 2007-2012.
PDM roll-out: traffic maps for 2010.	Traffic map including intensities, levels of service, mobility of light and heavy vehicles on metropolitan highways.
Roll-out of RMB PDM. Road safety, diagnosis and proposals.	Diagnosis of the evolution of road safety on metropolitan highways, outlining the steps to be taken in relation to road safety in the new PDM 2013-2018.
Technical assistance for the roll-out of the PDM. Monitoring and updating social and environmental costs of mobility in RMB for 2010 and projections up to 2018.	Calculation of the social and environmental costs of transport for 2010 and evolution since 2006 with a view to assessing the degree of achievement of the targets of PDM 2007-2012. Preparation of the basis for calculating the costs of PDM 2013-2018.
Technical assistance for the roll-out of the PDM. Monitoring and updating of strategies and measures of lines of action 3, 5 and 8, synergies with other lines, adaptation of the proposed measures for their impact on the objectives and proposal for implementation.	Technical assistance for the purpose of collaborating in the monitoring of actions concerning the management of mobility, public transport and energy aspects of mobility in which the ATM has been involved, performing a diagnostic of the results obtained and proposing new strategies for PDM 2013- 2018.
Support for the process of environmental strategic assessment of the RMB Mobility Master Plan 2013-2018.	Drawing up the preliminary Environmental Strategic Report with a view to establishing the most relevant environmental aspects of the new PDM 2013-2018.
Diagnosis of the RMB road network in the context of the new PDM 2013- 2018.	Based on the current road network, build the planned network for 2018 incorporating the new origin-destination mobility matrices and analyse the variations in service levels and future traffic flows.
RMB signalling and improvement of virtual land interchange project.	Analysis of bus and railway stations located less than 1000 metres from each other and design of the necessary signalling and accessibility elements to facilitate modal interchange.



### Mobility service

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

As far as urban mobility plans are concerned, in 2012 the Urban Mobility Plans (PMU) of Montmeló, Pineda de Mar and Olesa de Montserrat received a favourable report, and a report was issued concerning the preliminary environmental sustainability of four more PMU.

With regard to the business travel plans referred to in Decree 152/2007 regulating the Action Plan for improving the quality of air in 40 RMB municipalities that have been declared atmospheric environment protection areas, 10 were handled in 2012 giving a total of 63.

In relation to the generated mobility assessment studies regulated by Decree 344/2006, in 2012 a total of 54 studies were reported, distributed as follows:

ACTION	CURRENT STATUS
Individual implementation	3
General planning	33
Derived planning	18
<b>Total</b>	<b>54</b>

The Mobility Service has also participated in the monitoring of the following specific mobility plans currently being implemented:

- Mesa del Delta, covering the Zona Franca consortium, the Logistic Activity Zone (ZAL) and the Pratenc industrial estate.
- El Pla de Sant Feliu de Llobregat and Molins de Rei industrial estates.
- Autonomous University of Barcelona.
- Barcelona Airport at El Prat de Llobregat.
- Can Sant Joan industrial estate in Sant Cugat del Vallès and Rubí.



## Management of the tramway system

### Diagonal – Baix Llobregat tram

#### Contractual considerations

In accordance with the ATM's strategy of reducing operating costs and gaining in efficiency of the service, on 20<sup>th</sup> February 2012 new operating hours for the Trambaix tramway system were introduced in order to improve the technical productivity of the network.

This new service offer represents a change in the service interval on working days and on the eve of public holidays, with a new frequency of service of every 5 minutes in the common section, except during the morning peak period (from 7 a.m. to 10 a.m.) where the service interval of 4 minutes is maintained. In the branches of lines T1, T2 and T3 the frequency has been changed to every 15 minutes, instead of every 12 minutes previously.

#### Operation

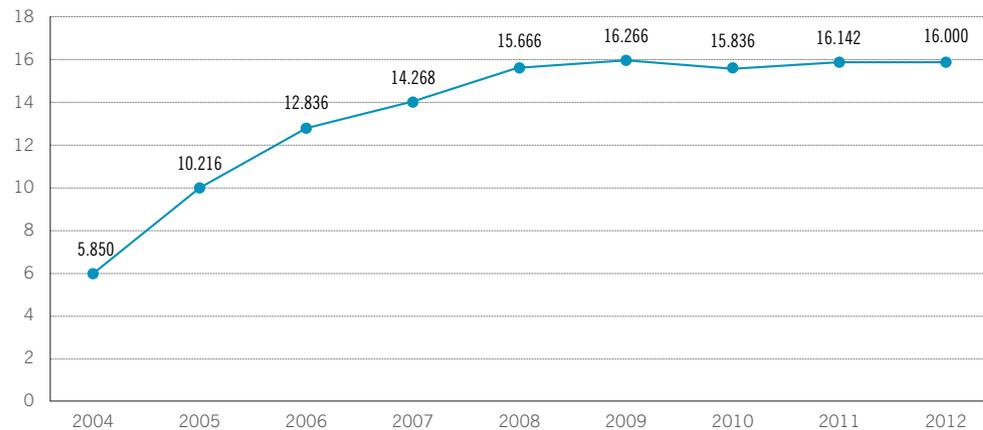
In 2012 a total of 16,000,243 ticket validations have been recorded, which represents a decrease of 142,220 validations compared to the previous year (-0.88 %). This means an average monthly fall of 11,582 validations.

The maximum number of monthly validations was reached in October with a total of 1,568,600 validations.

A graph showing annual ticket validations since the Trambaix service came into operation is set out below, together with another graph showing the evolution of the average monthly passenger load per journey during 2012. This reflects the average occupation of the trams month by month.

**MILLIONS OF ANNUAL VALIDATIONS. TRAMBAIX**

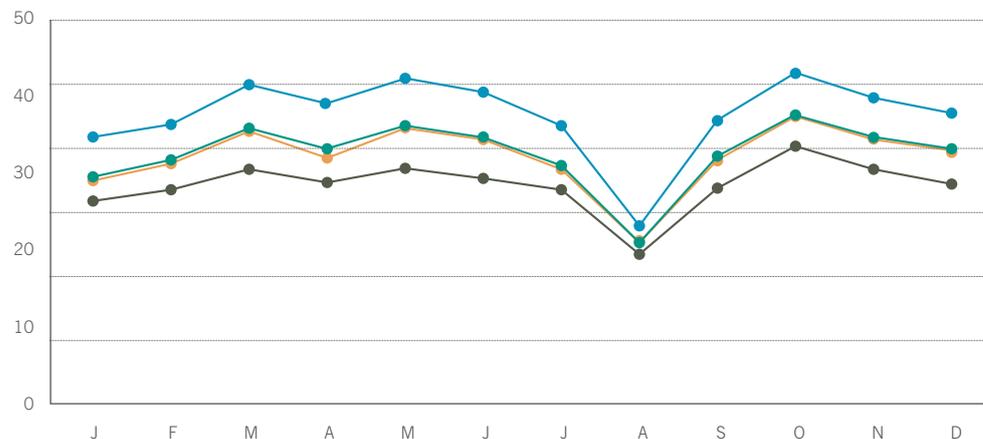
● Million validations



**EVOLUTION OF THE AVERAGE LOAD PER JOURNEY. TRAMBAIX**

UNITS:  
NUMBER OF USERS / MONTH

● Line T1  
● Line T2  
● Line T3  
● Average





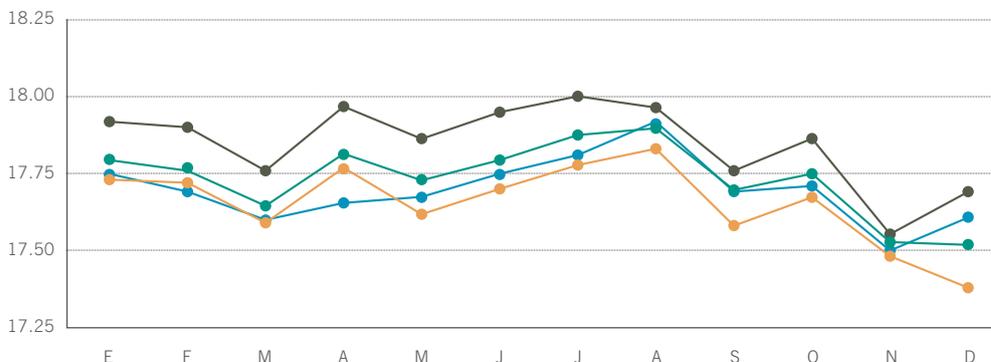
The commercial speed in 2012 has remained similar to the speed in 2011, at around 17.75 km/h. However, in the last months of the year, November and December, there was a slight decrease in commercial speed in the three

lines, to figures of around 17.5 km/h. A graph showing the evolution of the commercial speed of each line month by month and the average speed obtained from weighing the three lines is set out below.

**AVERAGE COMMERCIAL SPEED. TRAMBAIX**

UNITS:  
KM/H / MONTH

- Line T1
- Line T2
- Line T3
- Average



**Inspections and supervision**

During 2012 the programme initiated by the ATM in 2009 for the detailed supervision of the state of the platform, tram installations and key service quality data has continued.

The detection and resolution of platform incidents has made it possible to improve the state of conservation of the tramway infrastructure and has contributed to the high rating of the service by the users.

Supervision of the state of the infrastructures consists of weekly inspections of different sections of platform, where the main elements are checked, such as the state of the drainage system, the conservation of urban development elements, the state of signals and traffic lights, and public information and use elements located at stations, among others.

The results of these inspections are reported to the company holding the concession so that it can include them in its maintenance and repairs programme, and supervise that incidents are resolved correctly.

**SIGNALLING INCIDENT**

- A Before
- D After



**DRAINAGE SYSTEM INCIDENT**

- A Before
- D After





## Sant Martí – Besòs tram

### Contractual considerations

During 2012, the Trambesòs concession contract has been modified. On 14<sup>th</sup> November 2012, the redrafted version was signed, and came into effect on 1st January 2012.

There were a number of reasons behind the modification of the concession contract: to draw up a single and complete contractual document; to agree action plans against fraud and vandalism and to improve safety, which will be implemented gradually; to optimize the production costs of the tram services; and to establish a new target demand curve that is more in line with the actual growth expectations of the tramway system.

Furthermore, in April 2012 the Board of Directors of the ATM approved the new Trambesòs Operation Project which incorporates two of the objectives of the redrafted document: it reinforces anti-fraud and anti-vandalism measures, and it optimizes operating resources. In addition, this document incorporates the technical and services definition of all operational phases from the time the network becomes operational, and describes the methodology of the operation with regard to maintenance plans, organization of operation, etc.

The Operation Project expressly indicates the inspection and safety personnel necessary, and the management and maintenance of the planned new video-monitoring system to improve security and actions against fraud and vandalism. These improvements will be implemented progressively.

With regard to the optimization of tram service production resources, the Operation Project defines the technical characteristics of the new service arrangements in force with effect from 20th February 2012. This new design organizes lines T5 and T6 with a common section between Glòries and Parc del Besòs, and two branches to Gorg and Sant Adrià Station, also adapting frequency of services to the demand.

### Operation

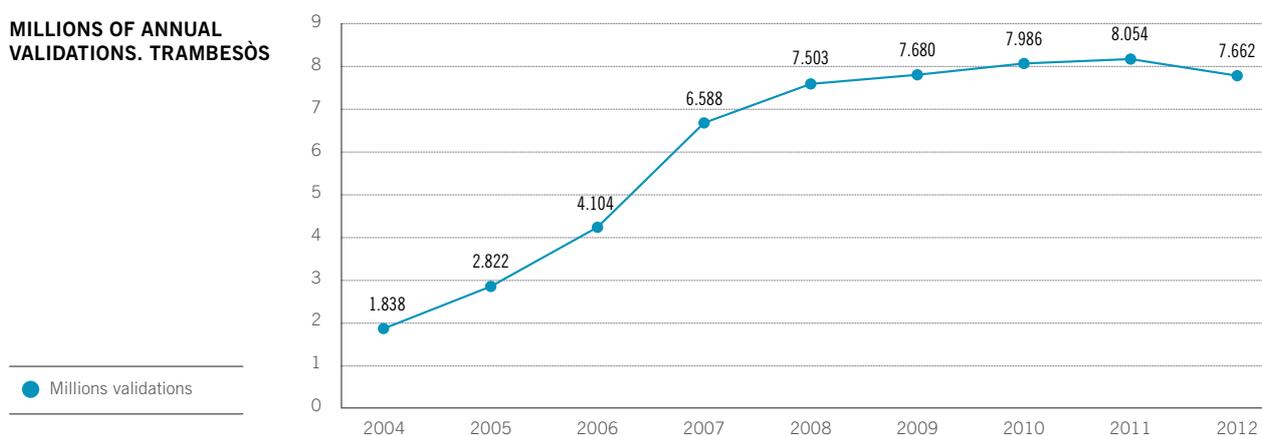
In 2012 the Trambesòs has undergone a fall in the number of users, and has reached a total of 7,661,827 ticket validations, which represents a decrease of 391,684 validations compared to the previous year (-4.86 %). This represents an average of 32,640 fewer validations per month than in 2011.

The maximum number of monthly validations was obtained in May with a total of 712,431 validations.

Most of the demand in the Trambesòs is for line T4, which transports approximately 70% of the users.

A graph showing annual ticket validations since the Trambesòs service came into operation is set out below, together with another graph showing the evolution of the average monthly passenger load per journey during 2012. This reflects the average occupation of the trams month by month.

**MILLIONS OF ANNUAL VALIDATIONS. TRAMBESÒS**

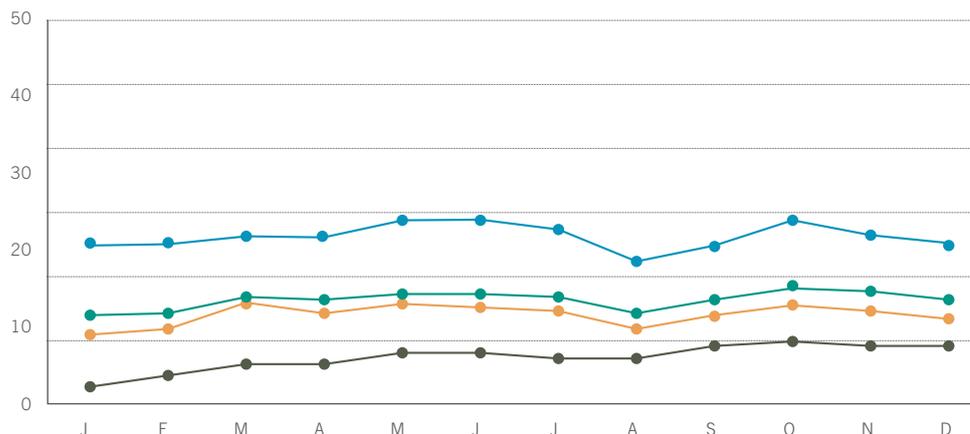




**EVOLUTION OF THE AVERAGE LOAD PER JOURNEY. TRAMBESÒS**

UNITS:  
NUMBER OF USERS / MONTH

- Line T4
- Line T5
- Line T6
- Average

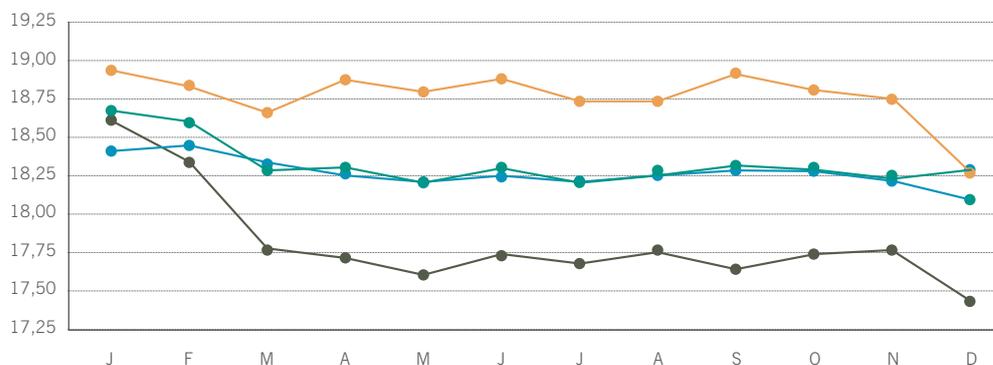


In relation to the commercial speed, it should be noted that as a result of the change in operating phase on 20<sup>th</sup> February 2012, the average speed of line T6 has suffered a decrease and is at levels of around 17.5-18.0 km/h. However, the average speed for the three Trambesòs lines taking in conjunction is above 18 km/h. A graph showing the evolution of the commercial speed of each line month by month and the average speed obtained from weighing the three lines is set out below.

**AVERAGE COMMERCIAL SPEED. TRAMBESÒS**

UNITS:  
KM/H / MONTH

- Line T4
- Line T5
- Line T6
- Average





### Inspections and supervision

During 2012 the programme initiated by the ATM in 2009 for the detailed supervision of the state of the platform, tram installations and key service quality data has continued.

The detection and resolution of platform incidents has made it possible to improve the state of conservation of the tramway infrastructure and has contributed to the high rating of the service by the users.

Supervision of the state of the infrastructures consists of weekly inspections of different sections of platform, where the main elements are checked, such as the state of the drainage system, the conservation of urban development elements, the state of signals and traffic lights, and public information and use elements located at stations, among others.

The results of these inspections are reported to the company holding the concession so that it can include them in its maintenance and repairs programme, and supervise that incidents are resolved correctly.

#### INCIDENT AT STATION

A Before  
D After



### Evolution of demand on the tramway system

	TRAMBAIX		
	2011	2012	TAM*
January	1,344,300	1,427,980	16,226,143
February	1,311,614	1,380,879	16,295,408
March	1,451,579	1,465,141	16,308,970
April	1,280,654	1,268,841	16,297,157
May	1,500,217	1,456,462	16,253,402
June	1,355,861	1,377,519	16,275,060
July	1,299,090	1,302,992	16,278,962
August	855,143	817,104	16,240,923
September	1,416,180	1,222,193	16,046,936
October	1,464,502	1,568,600	16,151,034
November	1,465,640	1,408,003	16,093,397
December	1,397,683	1,304,633	16,000,347
<b>Total</b>	<b>16,142,463</b>	<b>16,000,347</b>	

	TRAMBESÒS		
	2011	2012	TAM*
January	666,361	655,147	8,042,297
February	631,121	611,991	8,023,167
March	685,980	655,221	7,992,408
April	671,974	624,423	7,944,857
May	773,103	712,431	7,884,185
June	693,166	689,427	7,880,446
July	699,548	683,401	7,864,299
August	567,883	545,445	7,841,861
September	664,450	581,529	7,758,940
October	698,530	683,880	7,744,290
November	658,467	619,778	7,705,601
December	642,928	599,154	7,661,827
<b>Total</b>	<b>8,053,511</b>	<b>7,661,827</b>	

(\*) Rolling Annual Rate (last 12 months)



## Management of Rodalies de Catalunya Catalan Commuter Train Network

*Rodalies de Catalunya* is the name given to the functional organization that encompasses the local and regional train services of the Catalan Government provided by Renfe Operadora in the metropolitan region of Barcelona and the rest of Catalonia.

At present, Rodalies de Catalunya takes the form of a “structure without walls” with management pertaining to the Department of Territory and Sustainability, exercised through the Secretariat for Territory and Mobility, and an operator (Renfe Operadora) that has the necessary human and technical resources to provide the services required by the Catalan Government. The Secretariat for Territory and Mobility exercises a substantial part of its oversight functions through the ATM, which is responsible for carrying out the following tasks:

- The establishment of a range of tickets for the local rail service in the Barcelona commuter belt (both tickets included in the Integrated Fare System and tickets solely for the operator’s services) and approval of the fares.
- Technical coordination of the Rodalies de Catalunya services, which includes monitoring and oversight of the provision of these services, verification that they conform to the quality levels established as contractual undertakings of the operator, the formulation of proposals aimed at improving the range of services offered and the coordination of the Rodalies de Catalunya services with the other public transport services under the responsibility of the Catalan Government.

The technical director of the ATM is the technical coordinator of Rodalies de Catalunya and acts as secretary of the Catalan Government – Renfe Operadora Mixed Coordination and Control Body, which is chaired by the Secretary for Territory and Mobility.

### Service indicators as at 31<sup>st</sup> December 2012

The main figures for the services offered by Rodalies de Catalunya in the metropolitan region of Barcelona for 2012 are set out below.

#### RODALIES SERVICE IN BARCELONA<sup>(1)</sup>

##### SUPPLY

	2012	2011	2012 vs 2011 (%)
Trains-km (thousands)	17,530	17,635	-0.6 %
Branches-km (thousands)	29,743	30,033	-1.0 %
Seats-km (thousands)	8,190	8,134	+0.7 %

##### DEMAND

	2012	2011	2012 vs 2011 (%)
Passengers (thousands)	105,911	106,182	-0.3 %
Passengers-km (thousands)	2,251	2,257	-0.3 %

##### PERFORMANCE

	2012	2011	2012 vs 2011 (%)
Passengers/train	128	128	+0.0 %
Passengers-km / seats-km (%)	27.5	27.8	-1.0 %

##### LEVEL OF SERVICE

	2012	2011	2012 vs 2011 (%)
Punctuality (%) <sup>(2)</sup>	95.60	94.06	+1.6 %
Commercial speed (km/h)	49.22	49.03	+0.4 %
No. of complaints	15,159	13,099	+15.7 %
Relevant incidents <sup>(3)</sup>	333	374	-11.0 %
No. of trains affected <sup>(4)</sup>	9,275	12,826	-27.7 %
Perceived quality index	6.15	6.71	-8.3 %
Perceived satisfaction (%) <sup>(5)</sup>	49.0	62.4	-21.5 %

(1) Accumulated figures from 1<sup>st</sup> January to 31<sup>st</sup> December. // (2) Trains reaching their destination less than 3 minutes late. // (3) Incidents that have led to an overall loss of time of more than 100 minutes (calculated as the sum of the time lost by each affected train). // (4) Total number of services affected by relevant incidents. // (5) Travellers claiming to be very or quite satisfied.



## Main achievements in 2012

The improvement in quality in the Barcelona commuter train service is mainly set out as a goal in the Action Plan 2010-2012 of Rodalies de Catalunya, to which a multiyear budget of 50 M€ has been assigned. During 2012, the most notable achievements were as follows:

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### PROGRAMME TO IMPROVE SUPPLY AND OFFER NEW SERVICES

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Adjustment of timetables for line R8 to facilitate connection with line R2 Montmeló and Granollers (June 2012).

Running of the "White Train" at weekends and on public holidays, a seasonal service on line R3 for the ski season. With effect from the 2012-2013 season, extension of the La Molina service to Puigcerdà.

Improvements for students on line R3: with effect from 3rd September 2012, the Barcelona (07.10 am) – Vic train has brought forward its departure from Barcelona to 07.01 am reaching Vic at 08.24 am, in order to facilitate travel by students of the University of Vic.

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### PROGRAMME TO IMPROVE COMFORT IN THE TRANSPORT CHAIN

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New station in Montmeló (R2 Nord and R8), with the start-up of new conventional gauge railway infrastructures including work to cover the railway in this town, leaving it underground. The new station has a passenger terminal with an area of approximately 1250 m<sup>2</sup> and 2 underground platforms 240 m in length, and is fully accessible (work carried out by Adif).

Rehabilitation and/or painting of buildings, façades, awnings, etc., of the stations of Sant Vicenç de Castellet, Montcada i Reixac, Els Monjos, Sant Sadurní d'Anoia, Cerdanyola Universitat, Torre Baró and Sant Feliu de Llobregat.

Programme of one-off actions at stations:

- Sant Feliu de Llobregat: improvement of platforms, underpass, parking and enclosure (November 2012).
  - Cerdanyola University: improvements to parking (November 2012).
  - Montmeló: vinyl treatment and protection of glass in station building (December 2012).
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### COMMERCIAL PROGRAMME, FARE FRAMEWORK AND ANTI-FRAUD INITIATIVES

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In January 2012 a number of measures were implemented to harmonize the discount policy for special fares and social groups (children, groups, young people, ...) with the conditions and discounts applied by other operators in the metropolitan region of Barcelona:

- Return ticket: the return journey may be made up to the end of the regular service on the day after the ticket is issued.
- Validity of Bonotren is extended to 60 days.
- Children under 4 years old travel free, as with the other operators in the Barcelona area.

Extension of the range of tickets offered: new quarterly season ticket (from August 2012).

Improvement in digital information platforms (Rodalies de Catalunya website and mobile service). Through the new timetable consulting tool, the Rodalies de Catalunya website includes information on savings for the environment and for health.

Adaptation of external display of Rodalies de Catalunya trains, incorporation of line code plus destination.

Communication campaign for Trambesòs - Rodalies de Catalunya connections (June 2012).

New external image of Civia: 8 trains for 2012.

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## Users' opinion

For contractual reasons, the survey carried out each year by Renfe Operadora of users of Rodalies de Catalunya took place in a single wave in November-December 2012, on dates close to different labour conflicts that caused major disruption to the service. This circumstance may have had a significant impact on the subjective perception of quality of the service by passengers.

The aggregate results of the survey carried out among users of the Barcelona commuter train service show significant reductions both in the overall perceived quality index (6.15 in 2012 compared to 6.71 in 2011) and in the percentage of customers who declare that they are satisfied or very satisfied with the service (49 % in 2012 compared to 62 % in 2011). By lines, the highest rated are lines R7, R2 Sud and R2 Nord. As regards the different aspects on which users were questioned, the ease of reaching stations, the comfort of trains, commercial speed and cleanliness of stations and trains were particularly well rated, although the overall rating has fallen compared with 2011.

### BARCELONA LOCAL TRAIN SERVICE

LINE	PQI 2012	PQI 2011	DIF 2012/2011
<b>Overall Barcelona local service</b>	<b>6.15</b>	<b>6.71</b>	<b>-0.56</b>
R1 Maçanet M. – Mataró – l'Hospitalet / Molins R.	6.08	6.91	-0.83
R2 St. Vicenç Calders – Vilanova – Barcelona Barcelona – Granollers C. – Maçanet	6.39 6.32	6.91 6.94	-0.52 -0.62
R3 L'Hospitalet – Vic – Puigcerdà	5.84	5.82	+0.02
R4 St. Vicenç Calders – Martorell – Barcelona Barcelona – Terrassa – Manresa	5.88 6.18	6.47 6.44	-0.59 -0.26
R7 Barcelona – St. Andreu Arenal – Cerdanyola UAB	6.41	6.62	-0.21
R8 Martorell – Granollers Centre	6.04	6.91	-0.87

Note: PQI = Overall Perceived Quality Index

### BARCELONA LOCAL TRAIN SERVICE

CONCEPT	2012	2011	DIF 2012/2011
Realibility of Rodalies transport	5.71	6.49	-0.78
General provision of trains	5.89	6.43	-0.54
Speed	6.36	6.83	-0.47
Ease of getting to station	6.66	7.22	-0.56
Convenience/comfort of station	6.15	6.80	-0.65
Convenience/comfort of train	6.40	7.10	-0.70
Cleanliness of stations and trains	6.32	6.99	-0.67
Customer information	6.06	6.38	-0.32
Prices	4.60	5.44	-0.84
Safety	5.75	6.20	-0.45
Attitude of staff	6.24	6.85	-0.61
Customer relations	5.70	6.41	-0.71

## Integrated Fare System

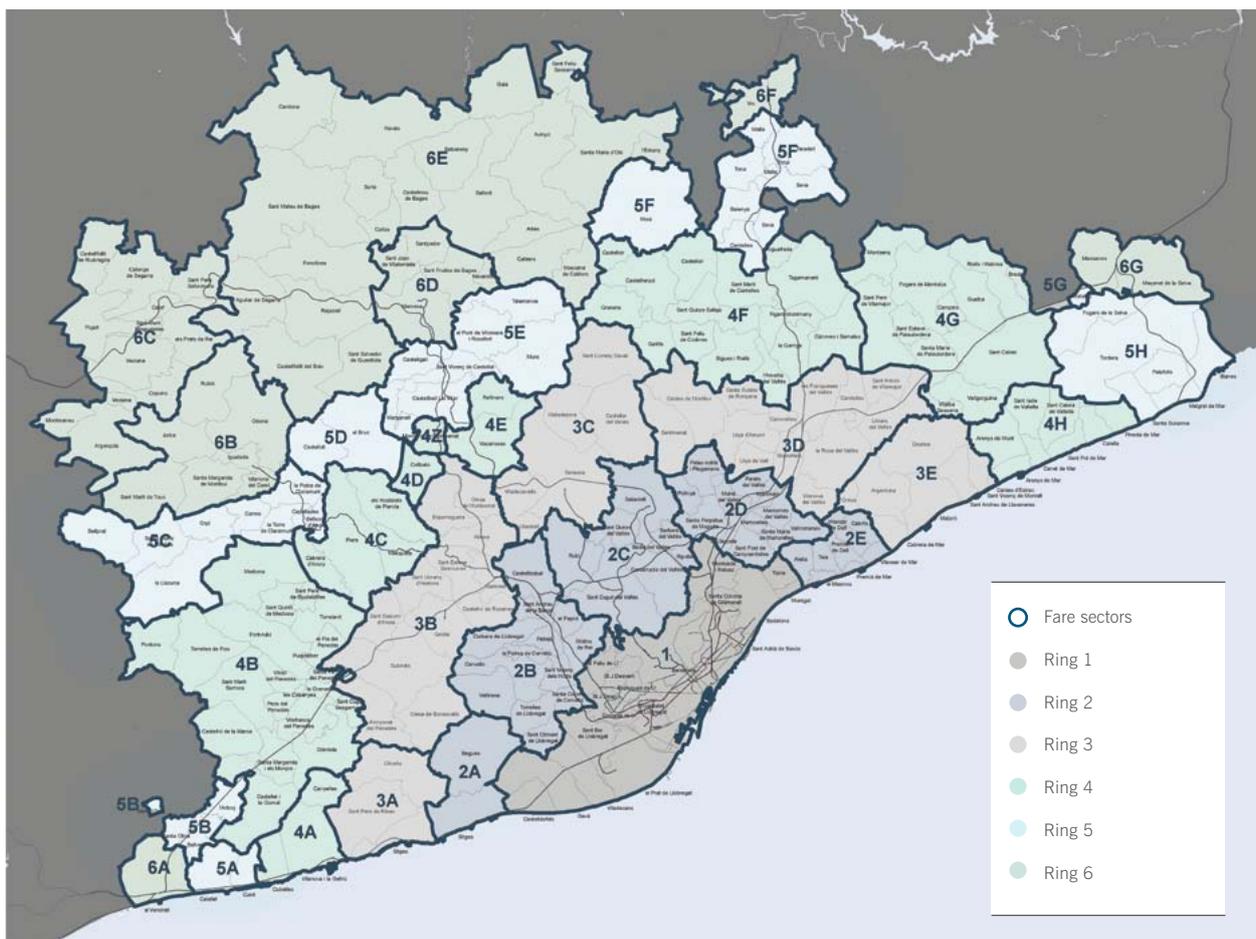
### Zoning of the Integrated Fare System

The fare integration project for the entire metropolitan region of Barcelona, promoted by the administrations that belong to the consortium, was approved by the Board of Directors of the ATM on 15<sup>th</sup> November 2000. Its aims are:

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

The territory of application of the Integrated Fare System (STI) for the Barcelona area covers a total of 253 municipalities and a population of more than 5.6 million inhabitants.

### MAP OF THE INTEGRATED FARE SYSTEM






**LIST OF MUNICIPALITIES  
AND THEIR ASSIGNED FARE ZONE**

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



## Range of integrated tickets and fares

The range of integrated tickets available in 2012 is as follows:



### 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 after first validation. Non-transferable ticket with time limit.



### T-70/30

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



### T-Mes

Unlimited travel on all modes of transport according to the zones to be crossed (1 to 6 zones) in the zones defined by the first validation. Validity: 30 consecutive days after first validation. Non-transferable ticket requiring presentation of National Identity Document, Foreigner Residence Card or passport.



### T-Trimestre

Unlimited travel on all modes of transport according to the zones to be crossed (1 to 6 zones) in the zones defined by the first validation. Validity: 90 consecutive days after first validation. Non-transferable ticket requiring presentation of National Identity Document, Foreigner Residence Card or passport.



### T-Jove

Unlimited travel on all modes of transport according to the zones to be crossed (1 to 6 zones) in the zones defined by the first validation. Validity: 90 consecutive days after first validation. Non-transferable ticket requiring presentation of National Identity Document, Foreigner Residence Card or passport and only for persons aged under 25.



### T-Dia

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



In the year 2012 there have been two fare periods because with effect from 1<sup>st</sup> September the new VAT rate came into effect, by application of Royal Decree-law 20/2012, of 13th July, increased from 8% to 10%.

The prices approved by the Board of Directors of the ATM for each of these two periods were:

**FARES AS AT 1<sup>ST</sup> JANUARY 2012**  
(TO 31<sup>ST</sup> AUGUST 2012)

TICKET	1 ZONE	2 ZONES	3 ZONES	4 ZONES	5 ZONES	6 ZONES
T-10	9.25	18.40	25.05	32.20	37.00	39.35
T-50/30	37.00	62.15	87.20	108.50	128.10	142.50
T-70/30	51.80	75.30	103.50	126.50	145.00	157.00
T-Mes	50.00	73.50	99.50	118.00	135.50	145.00
T-Trimestre	135.00	200.00	275.00	325.00	370.00	385.00
T-Jove	100.00	147.00	199.00	236.00	271.00	290.00
T-Dia	6.95	10.95	13.75	15.50	17.50	19.60
T-2 Comerç	1.95					

**FARES AS AT 1<sup>ST</sup> SEPTEMBER 2012**  
(TO 31<sup>ST</sup> DECEMBER 2012)

TICKET	1 ZONE	2 ZONES	3 ZONES	4 ZONES	5 ZONES	6 ZONES
T-10	9.45	18.75	25.50	32.80	37.70	40.10
T-50/30	37.70	63.30	88.80	110.50	130.45	145.15
T-70/30	52.75	76.70	105.40	128.85	147.70	159.90
T-Mes	50.95	74.85	101.35	120.20	138.00	147.70
T-Trimestre	137.50	203.70	280.10	331.00	376.85	392.15
T-Jove	101.85	149.70	202.70	240.35	276.00	295.35
T-Dia	7.00	11.15	14.00	15.80	17.80	19.95
T-2 Comerç	1.95					



### Tickets with discounts for single-parent families and large families

Pursuant to Order PTO/179/2009, of 6<sup>th</sup> April, in December 2009 the Board of Directors of the ATM approved the creation of a range of tickets for large families with discount on the standard price of the Integrated Fare System ticket chosen. The discount is 20 % for general-category large families, and 50 % for special-category large families, and applies to non-transferable tickets (T-Mes, T-Trimestre and T-Jove).

By virtue of Decree 139/2010, of 11<sup>th</sup> October, the discount was extended to single-parent families, and came into effect on 1st January 2011. Thus a new integrated ticket was created under this decree, the T-FM/FN 70/90, specifically for single-parent families and large families which allows 70 journeys to be made in a period of 90 days from first validation (in the general category and special category versions) by any member of the family or by several of them at the same time. The discount applied in this new ticket is 20 % of the unit price per journey of a T-10 for general-category families and 50 for special-category families.

The current range of tickets for single-parent families and large families, non-transferable tickets requiring presentation of National Identity Document and single-parent family or large family identification card, is as follows:

- T-Mes FM/FN general
- T-Mes FM/FN special
- T-Trimestre FM/FN general
- T-Trimestre FM/FN special
- T-Jove FM/FN general
- T-Jove FM/FN special
- T-FM/FN 70/90 general
- T-FM/FN 70/90 special

In 2012 a total of 117,972 tickets with discounts for single-parent families or large families were purchased, which represents an increase of 73.4 % compared to the previous year. The use of these tickets reached 13.4 million validations, 85.7 % more than in 2011.

### INCREASE IN VALIDATIONS

TICKET	2012	2011	INCR. 2011/2012	
			ABS.	%
Validations T-FM/FN	13,403,182	7,217,925	6,185	85.7 %
Number of tickets purchased	117,972	68,020	49,952	73.4 %





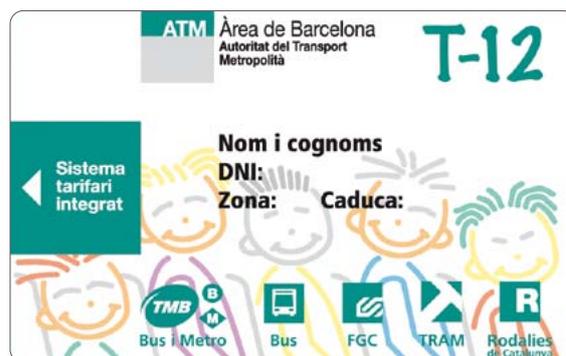
## T-12 card

The T-12 card was introduced in September 2009 as a ticket for children aged between 4 and 12, and allows them unlimited free travel on the public transport network of the Integrated Fare System in the same fare zone where the child lives. In December 2011 the validity of the card was extended to include children of 13 years of age as beneficiaries of this card.

The T-12 card has a fee for issuing and administration of 35€ which is charged to the user when issued for the first time. Renewals are free for the beneficiary and are done automatically by the local authority.

At 31<sup>st</sup> December 2012, the number of children who have applied for the card since its introduction is 123,645 and can be broken down as follows:

	APPLICATIONS	%
Barcelona	75,022	60.7 %
Rest of the first ring	30,390	24.6 %
Rest of the STI	18,233	14.7 %
<b>Total</b>	<b>123,645</b>	<b>100.0 %</b>



Of these cards, a total of 97,995 are in use at 31<sup>st</sup> December 2012, distributed as follows:

	T-12 CARDS	%
Barcelona	59,463	60.7 %
Rest of the first ring	24,787	25.3 %
Rest of the STI	13,745	14.0 %
<b>Total</b>	<b>97,995</b>	<b>100.0 %</b>

## INCREASE IN VALIDATIONS

TICKET	2012	2011	INCR. 2011/2012	
			ABS.	%
Validations T-12	15,945,740	12,100,057	3,845,683	31.78 %

The analysis according to modes of transport for 2012 is as follows:

OPERATOR	VALIDATIONS T-12	%
Metro	5,781,140	36.26 %
Bus TB	5,080,985	31.86 %
Urban and metropolitan bus	3,023,557	18.96 %
Train	1,399,758	8.78 %
Tram	480,842	3.02 %
Interurban bus	179,458	1.12 %
<b>Total</b>	<b>15.945.740</b>	<b>100,00 %</b>



### Discount for the unemployed

In order to facilitate the mobility of unemployed people actively seeking work, the Catalan Government has established public transport subsidies provided that one of the following requisites is met:

- The person receives an unemployment benefit that is lower than the legal minimum salary (SMI).
- The person receives any other benefit that is lower than the legal minimum salary.
- The person does not receive any benefit but has been registered as a jobseeker for at least 12 months and is seeking a job under the supervisions of the Employment Service of Catalonia (SOC).

To purchase the discounted ticket, applicants must obtain a certificate (issued by the SEPE – State Public Employment Service – or by the SOC) proving that one of the above requisites is met. Once the certificate has been obtained, the discounted ticket can be obtained by presenting the certificate at the user service centres of the different transport companies.

In the area of the ATM of Barcelona, the price of the discounted T-Trimestre is equal to the price of 3 T-10 cards for 1 zone (29.40€), and represents a discount of almost 80 % of the price of a T-Trimestre for 1 zone.

The discount for the unemployed started to be applied on 12<sup>th</sup> March 2012 and the number of discounted tickets sold in 2012 was 26,913.



### Integrated Fare System sales and usage

In 2012 revenue from sales of integrated tickets totalled 451,846,137.73€, excluding VAT.

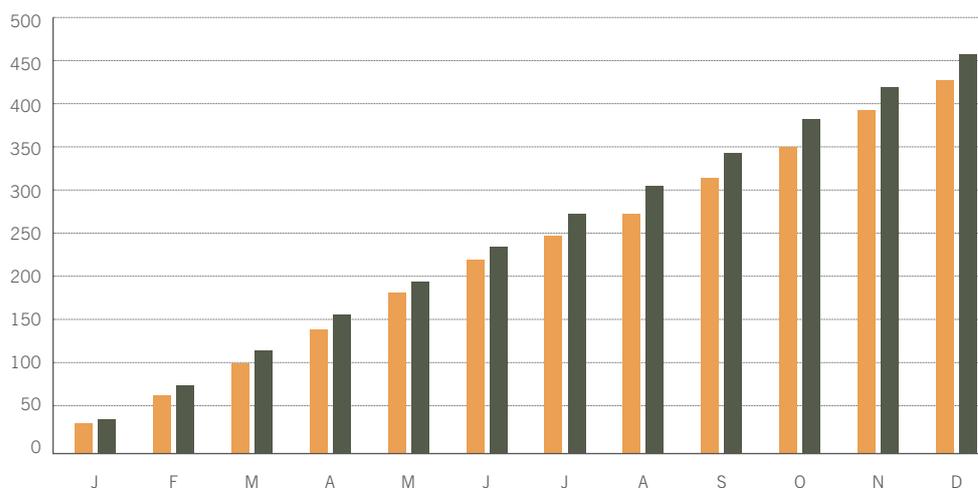
Sales revenue for 2012 represents growth of 6.71 % compared to sales of integrated tickets for 2011, which totalled 423,439,874.81 € excluding VAT.

Accumulated monthly sales revenue for 2012 compared to 2011 is shown in the following graph:

#### ACCUMULATED ATM SALES

UNITS: THOUSANDS EUROS / MONTH

- Accumulated sales 2012
- Accumulated sales 2011





The breakdown of sales revenue by integrated ticket type and number of zones is set out below:

TICKET	1 ZONE	2 ZONES	3 ZONES	4 ZONES	5 ZONES	6 ZONES	TOTAL	%
T-Dia	2,609,122.33	87,746.64	39,426.15	27,504.44	10,723.46	11,739.54	<b>2,786,262.57</b>	<b>0.62%</b>
T-10	250,514,674.26	37,264,922.60	18,893,878.88	5,707,892.27	2,029,832.69	4,402,081.22	<b>318,813,281.92</b>	<b>70.56%</b>
T-50/30	52,422,536.68	10,878,731.76	5,518,420.31	1,377,110.45	258,797.14	293,451.37	<b>70,749,047.73</b>	<b>15.66%</b>
T-Mes	24,946,998.13	3,661,274.13	1,210,704.47	479,558.75	136,249.11	317,668.75	<b>30,752,453.33</b>	<b>6.81%</b>
Car sharing						539,125.00	<b>539,125.00</b>	<b>0.12%</b>
T-Trimestre	2,230,000.00	634,440.46	157,871.93	77,637.29	21,240.70	69,871.69	<b>3,191,062.07</b>	<b>0.71%</b>
T-Jove	6,730,405.03	4,370,483.86	1,853,530.60	1,057,148.61	255,432.93	600,387.94	<b>14,867,388.96</b>	<b>3.29%</b>
T-70/30	1,681,025.99	586,795.12	256,821.12	165,624.85	70,891.31	59,455.63	<b>2,820,614.02</b>	<b>0.62%</b>
Unemployed discount	647,616.18	17,701.65	19,531.28	4,246.08	1,183.51	2,084.77	<b>692,363.48</b>	<b>0.15%</b>
T-Mes FM/FN G	827,067.45	285,362.83	154,352.76	68,527.87	23,486.18	28,785.36	<b>1,387,582.44</b>	<b>0.31%</b>
T-Trimestre FM/FN G	159,400.00	59,701.63	14,463.55	4,814.71	2,192.69	2,851.84	<b>243,424.42</b>	<b>0.05%</b>
T-Jove FM/FN G	931,139.95	669,153.96	279,633.46	160,831.23	36,132.04	97,526.72	<b>2,174,417.36</b>	<b>0.48%</b>
T-2 Comerç	11,663.63						<b>11,663.63</b>	<b>0.00%</b>
T-Mes FM/FN E	378,297.74	149,002.35	86,481.24	29,446.58	6,963.01	15,171.88	<b>665,362.81</b>	<b>0.15%</b>
T-Trimestre FM/FN E	78,187.50	19,444.28	9,039.45	3,310.10	1,027.84	1,604.29	<b>112,613.46</b>	<b>0.02%</b>
T-Jove FM/FN E	304,605.85	226,540.27	78,036.94	46,001.10	13,675.03	33,029.58	<b>701,888.76</b>	<b>0.16%</b>
T-FM/FN 70/90 G	632,467.72	57,258.98	29,092.03	5,674.89	3,453.68	4,897.54	<b>732,844.83</b>	<b>0.16%</b>
T-FM/FN 70/90 E	336,578.91	39,068.84	14,450.49	5,425.11	599.68	1,913.37	<b>398,036.39</b>	<b>0.09%</b>
Xpress swap	206,704.54						<b>206,704.54</b>	<b>0.05%</b>
<b>Total</b>	<b>345,648,491.88</b>	<b>59,007,629.37</b>	<b>28,615,734.65</b>	<b>9,220,754.33</b>	<b>2,871,881.00</b>	<b>6,481,646.49</b>	<b>451,846,137.73</b>	<b>100.00%</b>
	76.50%	13.06%	6.33%	2.04%	0.64%	1.43%	<b>100.00%</b>	

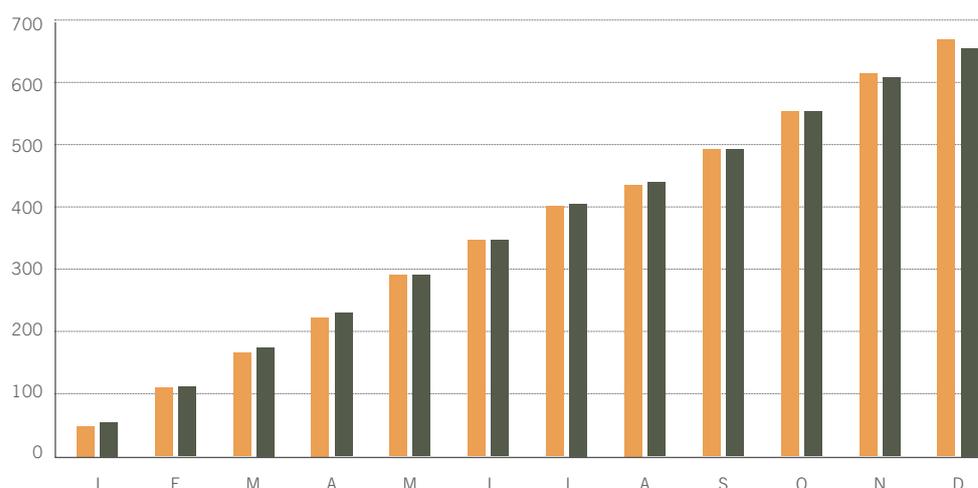
The total number of validations of ATM tickets in 2012 was 643,261,287. This represents a decrease of 1.87 % compared to the number of validations in 2011, which was 655,532,960.

Accumulated monthly validations in 2012 compared to 2011 are shown in the following graph:

**ACCUMULATED ATM VALIDATION**

UNITS: MILLIONS OF VALIDATIONS / MONTH

- Validations 2012
- Validations 2011





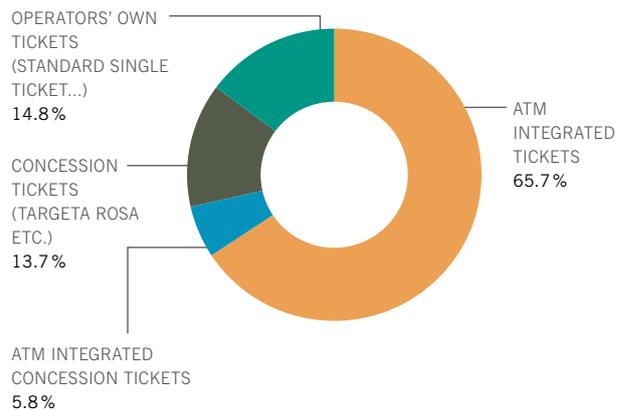


In 2012, demand for public transport in the Integrated Fare System in the Barcelona area totalled 899.8 million journeys, which represents 35.7 million fewer validations than in 2011.

The use of ATM integrated tickets represents 71.5 % of the total validations in the public transport system: of the 899.8 million journeys made in 2012 in the public transport system in the Barcelona area, 643.3 million were made with ATM tickets, 133.6 million with non-integrated tickets of the different operators (including a standard single ticket) and 123 million with concession tickets for the first ring of the fare system (Targeta Rosa concession card for senior citizens, etc.).

ATM concession tickets (T-12, T-Jove and tickets for single-parent and large families) are accounting for an increasing proportion and this year represented more than 51.9 million journeys.

**% USE TICKETS**



**Intermodality index**

In 2012, for every 100 journeys made with integrated tickets, 24 involved a modal link.

The intermodality index differs according to the type of ticket and number of zones. For the most used tickets, T-10, T-50/30, T-Mes and T-Jove, intermodality is lower in the use of 1-zone tickets than the intermodality of tickets for more than 1 zone.

	2012
<b>Total Intermodality</b>	<b>24.12%</b>
T-10 for 1 zone	18.14%
T-10 for more than 1 zone	48.65%
T-50/30 for 1 zone	22.59%
T-50/30 for more than 1 zone	54.48%
T-Mes for 1 zone	23.22%
T-Mes for more than 1 zone	48.26%
T-Jove for 1 zone	18.08%
T-Jove for more than 1 zone	44.69%



The evolution of the intermodality index for each of the types of integrated ticket in recent years is shown in the following table:

**EVOLUTION OF INTERMODALITY INDEX**

	INDEX 2008 (%)	INDEX 2009 (%)	INDEX 2010 (%)	INDEX 2011 (%)	INDEX 2012 (%)
<b>Total intermodality</b>	23.30	23.92	23.68	24.00	24.12
T-Dia	10.44	10.84	14.42	11.78	11.18
T-10	21.36	21.88	21.29	21.50	21.18
T-50/30	26.31	27.48	26.85	26.96	27.13
T-Mes	23.90	25.15	25.60	25.39	25.67
T-Trimestre	23.02	24.78	27.34	28.52	27.30
T-Jove	24.31	27.27	29.14	28.81	27.83
T-70/30	22.85	23.81	24.46	24.36	23.90



## Financing of the system

On 27<sup>th</sup> December 2012 the 2011-2012 programme contract was signed between the General State Administration and the ATM, which involves a subsidy of 1,378 M€ for metropolitan public transport for these two years from the public authorities.

One of the main functions of the ATM is to act as the financial hub of the entire metropolitan collective public transport system. In this way, resources to carry out a programme of continuous improvement of the public transport for the metropolitan region of Barcelona are guaranteed.

The new programme contract establishes a subsidy of 1.378 M€, distributed as follows among the public authorities: 619 M€ provided by the Government of Catalonia, 227 M€ by the General State Administration, 188 M€ by the Metropolitan Area of Barcelona, 154 M€ by Barcelona City Council and other deferred contributions and amounts brought forward from prior periods.



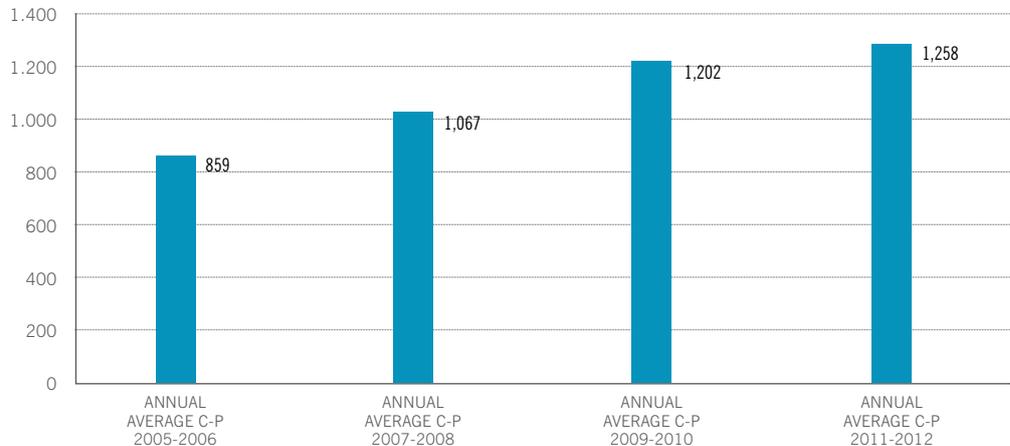
### Evolution of the cost of the public transport system

A comparison of the last four programme contracts formalized between the General State Administration and the ATM shows that the cost of the public transport system in the metropolitan region of Barcelona has increased from 859 M€ per year – in the 2005-2006 contract – to 1,258 M€ in the 2011-2012 contract, which represents a 46% increase over these years, as can be seen in the following diagram:

#### EVOLUTION OF THE COST OF THE SYSTEM

UNITS:  
MILLIONS EUROS / YEAR

● Total cost



This increase in cost is the result of the continuous improvements that have been made in recent years: the introduction of the Trambaix and Trambesòs service, the expansion and renovation of metro and FCG trains, night bus and metro services, actions for the expansion and improvement of the land transport network service and, in particular, the expansions of the metro network, especially the new L9 line.



### Contributions of the public authorities

The cost of the public transport system in the metropolitan region of Barcelona is funded from two sources: revenue obtained from the sale of tickets and subsidies contributed by the public authorities. These contributions have grown by 45 % in the last 10 years, increasing from 474 M€ to 689 M€.

The evolution of the financing of the system through subsidies and ticket sales revenue (fares) in the programmed contracts signed by the ATM is detailed in the following table.

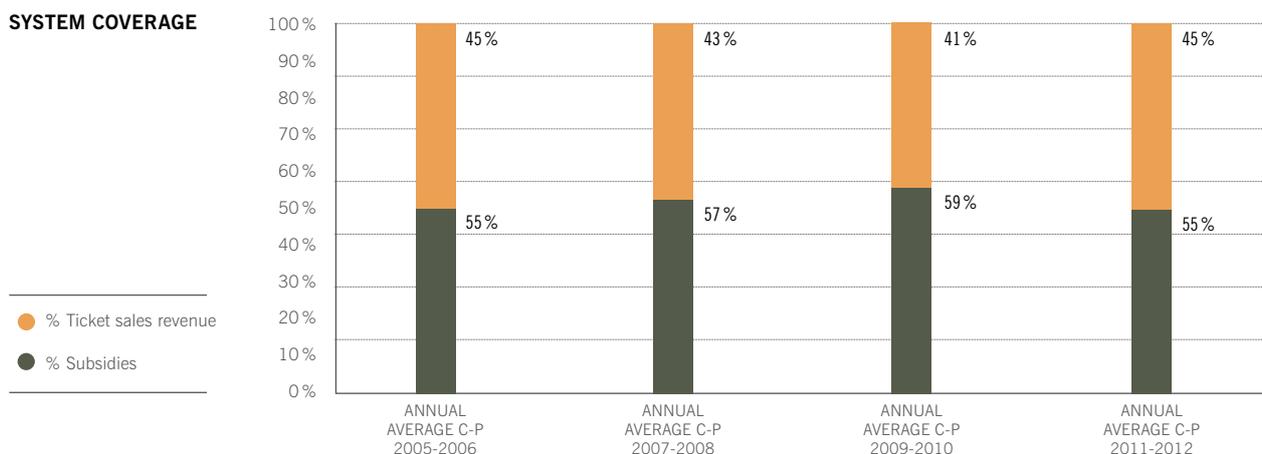
	ANNUAL AVERAGE C-P 2005-2006	ANNUAL AVERAGE C-P 2007-2008	ANNUAL AVERAGE C-P 2009-2010	ANNUAL AVERAGE C-P 2011-2012
Subsidies	474	605	704	689
Ticket sales revenue	385	463	499	569
<b>Total cost</b>	<b>859</b>	<b>1,067</b>	<b>1,202</b>	<b>1,258</b>

As can be seen, in recent years the relative importance of fares has returned to the level existing in 2005-2006 of 45 % in the funding of the public transport system, while subsidies from public authorities have returned to a level of 55 %.

The increasing importance of concession tickets (Targeta Rosa concession ticket for senior citizens, T-12, large and single-parent families, etc.) should be noted, which currently represent 14 % of the journeys made on the public transport system.



### SYSTEM COVERAGE

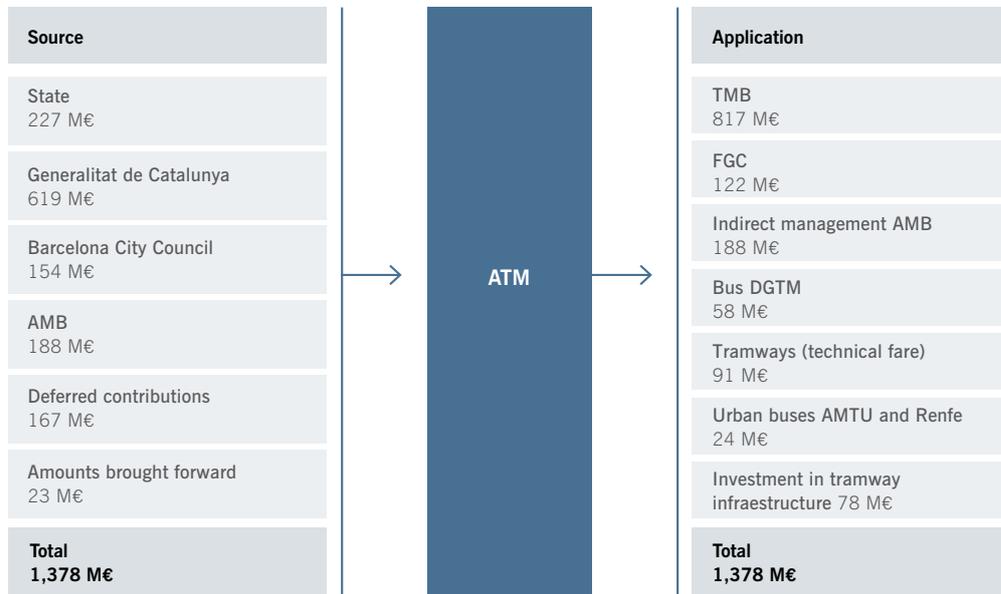




### Distribution of the subsidies 2011-2012

The distribution of the subsidies established in the 2011-2012 programme contract, totalling 1,378 M€ (689 M€ on average each year) among the different system operators is shown below:

#### SUBSIDIES 2011-2012



It should be noted that the needs for subsidy include new investments in TMB and FGC which total 208 M€ in the 2011-2012 period, and which are distributed among the following items:

#### NEW TMB AND FGC INVESTMENTS

INVESTMENTS 2011-2012	AMOUNT
Major investments in rolling stock FMB	10.635 M€
Stations and escalators FMB	9.399 M€
Major maintenance and safety FMB	8.971 M€
Electrical power and remote control systems FMB	4.726 M€
Other actions FMB	11.771 M€
Fleet renovation TB	23.460 M€
Depots TB	10.094 M€
Other actions TB	1.993 M€
Information and telecommunications systems TMB	14.660 M€
Other investments TMB	3.212 M€
Rolling stock FGC	69.749 M€
Machinery, plant and tools FGC	23.999 M€
Buildings and other constructions FGC	8.140 M€
Other investments FGC	6.913 M€
<b>Total investments TMB and FGC</b>	<b>207.722 M€</b>





## Other actions

### Operation Aid System –SAE–

In 2012, the Operation Aid System – SAE – of shared resources has been a consolidated tool for the management and regulation of the fleet in most road public transport operators.

This system currently consists of 996 buses regulated by 30 companies inside and outside the geographical area covered by the ATM and 3 public authorities that have direct computer access to the information generated by the operations of their concession-holder companies.

In this regard, throughout 2012 internal programmes have been made to the SAE software in order to improve its efficiency and reliability.

In addition, in 2012 real-time information has continued to be provided at bus stops, mostly located in Barcelona and the other municipalities in the metropolitan region of Barcelona. At all bus stops used by several lines managed by the multifleet SAE, information on estimated arrivals are provided, so that users receive information independently of the transport service operator. Specifically, the multifleet SAE currently provides information on more than 1,900 stops, which represents an increase of 350 % compared to 2011. It should be borne in mind that this system is harmonized with the main SAE systems in the metropolitan region of Barcelona – TMB, TUSGSAL and CETRAMSA – so that the production of real-time infor-

mation is independent of projects to install panels and/or combine information from different sources at stops used by several operators, thus continuing to foster the measure of the Mobility Master Plan related to the promotion of information management at connections.

At the same time, in light of the demand for the use of the information generated by the SAE, such as punctuality, regularity, new indicators, etc., both from the operators and the authorities, the ATM has continued to develop the use of the information based on the Business Intelligence model, which provides a synergic platform with advanced data mining techniques which is available to users (companies, owners) who do not have to be experts in computers or statistics. This tool means that operational points can be identified that previously could affect the overall results, increases the speed of diagnosis of anomalies in the operation of the SAE, makes the autonomous generation of indicators more flexible and frees up resources of the systems departments.

Finally, it should be noted that the multifleet SAE continues to participate in other complementary passenger information projects. The most significant example of this is the Catalan Government public transport router, *MOU-TE*, which provides information to the companies that request it, once again showing the advantages of the multifleet SAE in ensuring efficient management of resources.





## SERMETRA SL

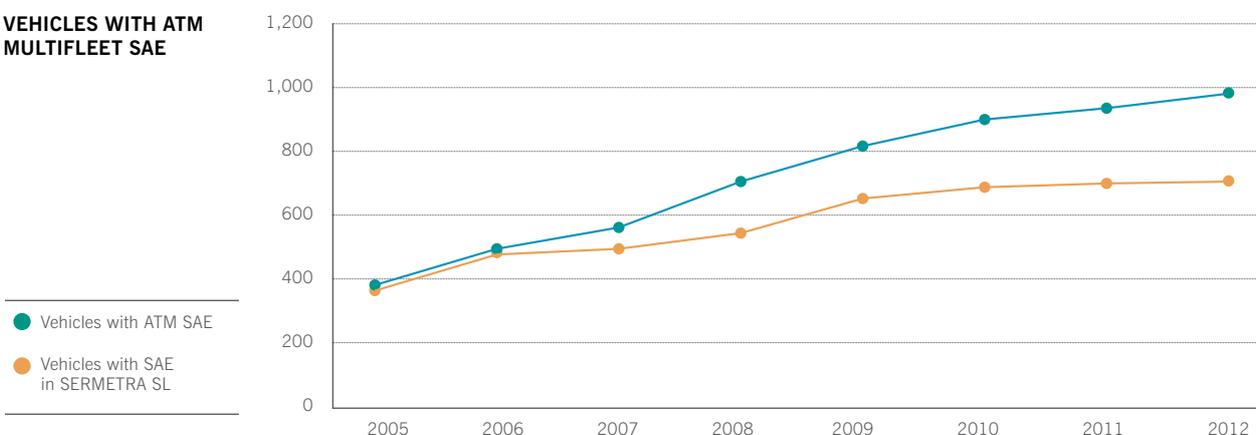
The object of the joint-venture company SERMETRA SL is to provide preventive, corrective and evolutional maintenance of integrated passenger public transport ticket sales and validation systems and systems of assistance to the operation of this type of public transport services.

At December 2012, this company has 8 maintenance contracts of different types with various suppliers in the industry who provide services to the different customers, which total 35 transport companies.

Through its management, SERMETRA SL fulfils a role generating economies of scale in terms of operational and economic efficiency insofar as it acts as a hub in relations between operators and suppliers through single contracts, and takes advantage of any synergies that can be created in both directions.

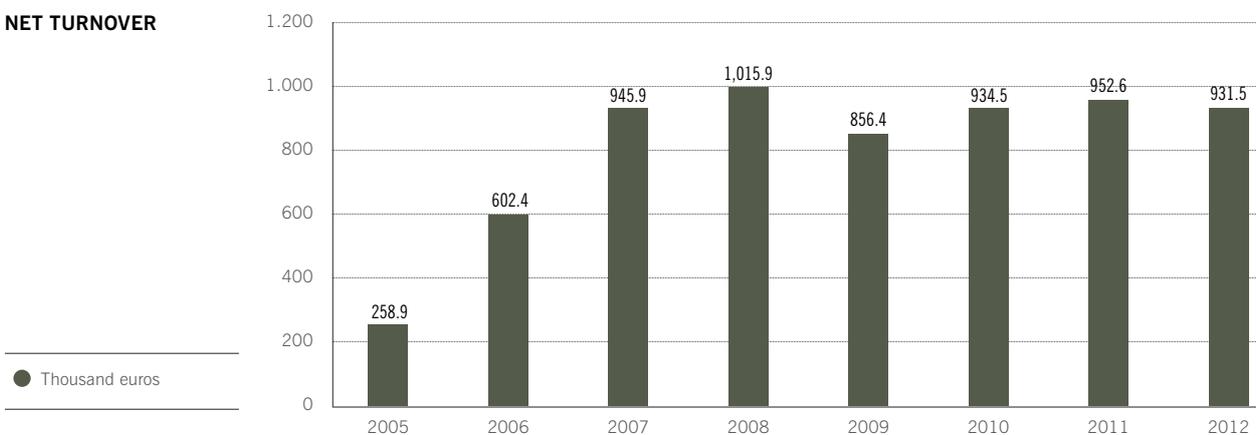
It currently manages more than 1,900 sale and validation machines, as well as 700 vehicles fitted with ATM multifleet SAE out of a total of 996.

### VEHICLES WITH ATM MULTIFLEET SAE



This volume represents net turnover of approximately 950,000€ in 2012.

### NET TURNOVER





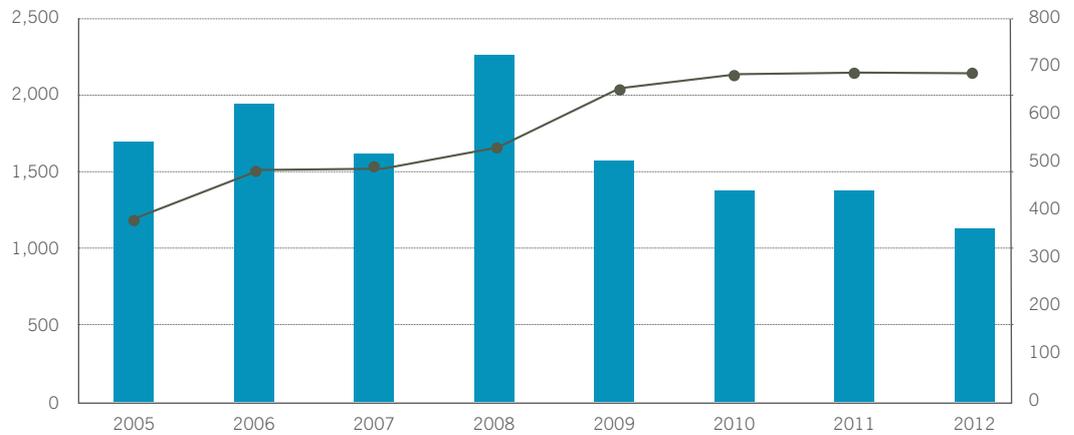
During 2012, SERMETRA SL has maintained the quality standards of the different maintenance services for bus on-board validation and sales systems (SVV), and operation aid (SAE) systems while never failing to seek continuous improvement in each of these services. The main milestone to be highlighted is the 17 % reduction in the number of corrective maintenance incidents with the SAE, and a 20% increase in daily productivity of preventive maintenance compared to 2011.

In addition, resources have been assigned to the prolongation of the useful life of SAE and SVV, proposing new models for their conservation and renovation without increasing the maintenance cost for the transport operators.

**ANNUAL COST OF ATM MULTIFLEET SAE MAINTENANCE PER BUS**

UNITS:  
EUROS / YEAR / NUMBER

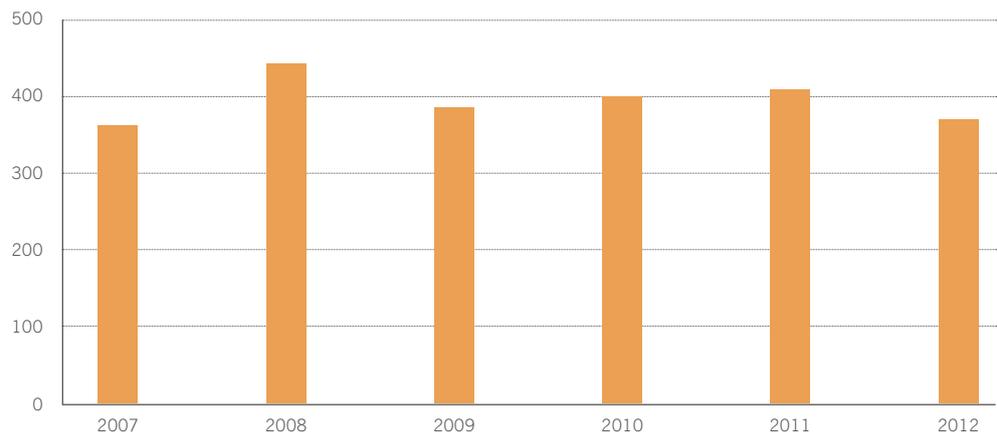
- Amount per vehicle
- Number of SAE vehicles contracted from SERMETRA SL



**ANNUAL COST OF SERMETRA SL SVV MAINTENANCE PER BUS**

UNITS:  
EUROS / YEAR

- Annual price for vehicle





As regards contractual relations with suppliers, in the last quarter of 2012 the procedures for renewals of the contracts for 2013 were carried out, observing the principles of publicity, competition, transparency, confidentiality, equality and non-discrimination, in which SERMETRA SL acted as the awarding authority. In this way SERMETRA SL has followed the internal contracting instructions that were created in order to carry out this process and all future processes.

In addition, SERMETRA SL has been very actively involved in the management of real-time dynamic information provided by ATM for the different information channels of the transport operators and local councils, canopies, mobile apps, websites, including TMB, AMB, AMTU, the Government of Catalonia (TES), etc. At the end of 2012 it handles the emission of a volume of information corresponding to more than 1,900 stops.





## External action

### EMTA, European Metropolitan Transport Authorities

The EMTA is the association of transport authorities for European cities, numbering about thirty, bringing together the most relevant metropolitan conurbations in Europe. ATM is a member of the EMTA. Every year it holds two general meetings, as well as a number of working meetings. The ATM participated actively in the two half-yearly meetings held in Prague and Berlin.

The ATM is also part of the Management Board of the EMTA, and has therefore participated in the meetings held by that governing body, both in Paris and in Berlin.

The ATM also participates in the EMTA working group on E-ticketing. Last September this group met in Barcelona, at the headquarters of the ATM.

Twice a year the EMTA publishes a “barometer”, a compilation of mostly quantitative information on aspects of mobility and public transport for each city. A databank of the cities is generated which lets efficient, synchronous and diachronous comparisons between them be made.

The various transport authorities also send out surveys to each other on crucial matters for each of them, to which the other authorities respond. In relation to this, the EMTA publishes the corresponding reports which contribute to creating a common culture.

### Mobility Observatory

The Mobility Observatory is a working group promoted jointly by the Ministry of Agriculture, Food and the Environment and by the Ministry of Public Works, which brings together the transport authorities of around twenty metropolitan regions of Spain. As well as being a discussion group that organizes seminars on matters of interest to the participants, it publishes the annual journal *Observatorio de la Movilidad Metropolitana*, which sets out a compilation of a number of indicators from all the regions. This is a useful tool as it permits a comparison between the different metropolitan conurbations of the State. It is comparable to the EMTA barometer referred to above, but on a Spanish scale.

This year the Ninth Conference of the Mobility Observatory was held, at which the 2010 edition of the *Observatorio* journal was presented, in San Sebastián. The ATM participated with a technical presentation on the execution of its Mobility Master Plan, which has become a benchmark in Spain.

The Superhub Project (acronym of *SU*stainable and *PER*suasive *H*uman *U*ser *m*oBility in future cities) of the 7<sup>th</sup> Framework Programme of the EU brings together 20 members, both companies and authorities, including the ATM. It seeks to develop and open platform that is capable of:

- compiling real-time data from all possible mobility sources, mostly sustainable,
- informing users and advising them of the most suitable mode of transport and route.

This platform is intended to display and combine in real time all the possible mobility options that might meet the user's needs, and show the user various travel alternatives. Superhub trials are being carried out in three cities: Barcelona, Helsinki and Milan. The ATM is responsible for the trials in the Barcelona metropolitan region. During 2012, the participating authorities of the city (Barcelona City Council, the ATM, BDigital and the UPC) held several meetings with the Department of TES and with TMB to seek their collaboration in the provision of data, both static and dynamic, concerning timetables and service routes.

The project started in September 2011 and is set to last for 3 years. During 2012, several partial meetings were held, as well as one full meeting in Valencia.



### COST: TU0804 Shanti and TU1004 Transits

COST, acronym of *Cooperation Scientifique et Technique*, is a European initiative bringing together a range of specialists who are experts on a subject, with the aim of ultimately issuing a document, often a book, that is of interest for the community of European professionals who work on the same subject.

The purpose of COST TU0804 Shanti, acronym of *Survey Harmonisation with New Technologies Improvement*, is the analysis and harmonization of the various different mobility surveys carried out in the countries of the European Union.

A representative of the ATM is a member of its Management Committee. The working group is expected to continue for 4 years, from 2009. In 2012 meetings were held in Barcelona, hosted by the ATM, in Namur and in Copenhagen.

In 2013 the planned 4-year duration of the Action will have ended. The expected results will be:

- a publication on recommendations about how to conduct mobility surveys in the future,
- a publication on the use and comparison of the different mobility surveys in different countries,
- other dissemination materials such as an extensive Wikipedia entry providing a recension of the various mobility surveys of the different member countries.

The ATM has contributed to this with the surveys on Required Mobility 2001 and Daily Mobility 2006.

The ATM participates in another COST action, TU1004, entitled *Modelling public transport passenger flows in the era of intelligent transport systems*. As can be inferred from its title, this action seeks to rethink public transport modelling by incorporating the possibilities offered by ITS.

A member of the ATM also sits on its Management Committee, and it is also established for a term of 4 years as of 2011. In 2012 meetings were held in London and Riga.

The principal aim of this project is to draw up a monograph on the subject matter of the Action. The ATM will be responsible for writing one of the chapters of the publication.





## Other international activities

The ATM frequently responds to invitations to present some of its developments. The most noteworthy activities in 2012 in this regard were:

- “Transit Leadership Summit”, organized by the Regional Plan Association and the Volvo Research Foundation, New York, where the ATM was invited to describe the types of PPP contract for metropolitan tramway networks.
- Participation in the European Commission Roadmap Workshop on Near Field Communication in Transport. London.
- Participation in a round table at the Event entitled “La importancia de la logística urbana” (The importance of urban logistics) at the Smart City Congress held in Barcelona.
- Collaboration in the organization of CONAMA (National Environment Congress), held in Madrid, and presentation of a paper.

It has also participated in teaching activities, such as the Master’s Degree offered by the UPC in Mobility Planning and Management, the Mobility Plans course, organized by the Transport Consortium of Madrid, and participation in FECAV training course in customer service, among others.

## Visits to the ATM

The ATM receives requests for visits from a number of organizations (institutions, associations or universities) interested in different aspects of its activity as a public transport and mobility authority. During 2012, the following visited the ATM:

- The Railway Procurement Agency. Dublin, Ireland.
- Delegations of the Railway Research Institute of Korea. South Korea.
- Delegation from Tisséo, public transport operator of Toulouse, France.
- Students and lecturers of the University of Manchester, United Kingdom.
- Delegation from the province of Zhejiang, China.
- Railfuture, an association dedicated to the study of the railway, United Kingdom.
- BEST Association, Scandinavian countries.
- Representatives of the city of Medellín, Colombia.
- Delegation of several agents and decision-makers from Jiangsu, China.
- Delegation from the Land Transport Authority of the city state of Singapore.
- Delegation of private transport operators from Mendoza, Argentina.
- Secretary of State for Urban Development of Bahia, Brazil.
- Representatives of Ubifrance, belonging to several French cities.
- Representatives of the Ministry of Infrastructure of Japan, interested in the tramway network.
- A government delegation from Costa Rica.
- Representatives of the Government of Santiago de Chile.
- Members of the University of Sankt Gallen, Switzerland.



# System statistics

## CHAPTER 3



## TransMet figures 2012

In the autumn of 2012 the initial phase of the new Barcelona bus network was implemented (2 lines that cross the city horizontally, 2 vertically and 1 diagonal, in this first phase) the aim of which is to become a more efficient, effective and competitive service. The remaining phases will be implemented gradually up the total of 28 high-performance lines.

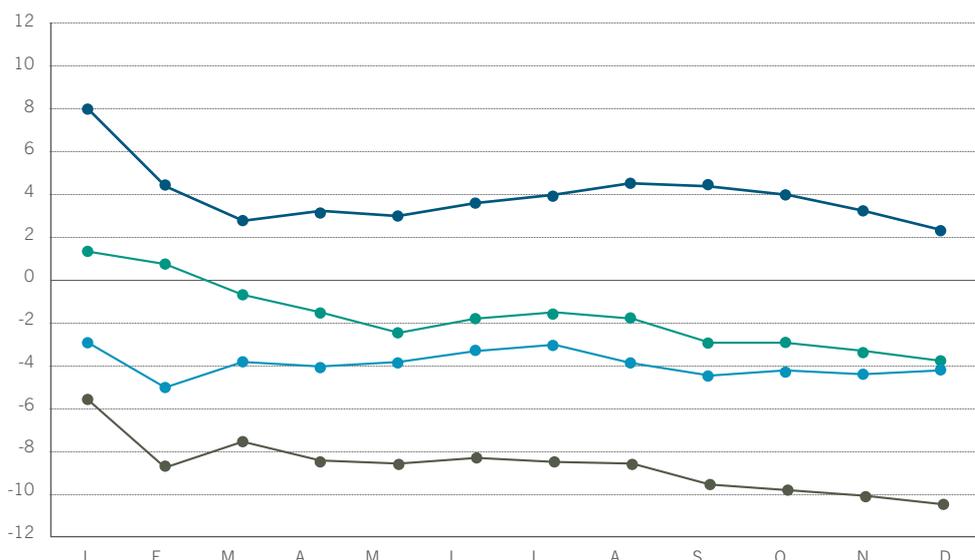
The first 4 lines of the new interurban bus network *exprés.cat* also starting operating. This network will be comprised of 19 high-demand lines in the area covered by the ATM. These 4 services make use of the infrastructure of the bus-HOV lane of the C-58 highway and offer better frequency and commercial speed.

However, the public transport supply offered in 2012 was reduced by 2.9 %, as a result of adjustments to the service and strikes that took place at different periods, both in the railway and bus service. During 2012 the demand for the public transport system in the Barcelona area totalled 899.8 million journeys, a decrease of 3.8 % compared to 2011. This contraction in demand takes place in the context of the economic situation during the year: light vehicle traffic on the road network of the metropolitan region of Barcelona also decreased, specifically by 4.2%, on the roads into the city of Barcelona and by 10.5 % on the toll motorways.

### MONTHLY PASSENGER MOBILITY 2012

#### ACCUMULATED INTER-ANNUAL VARIATION RATE

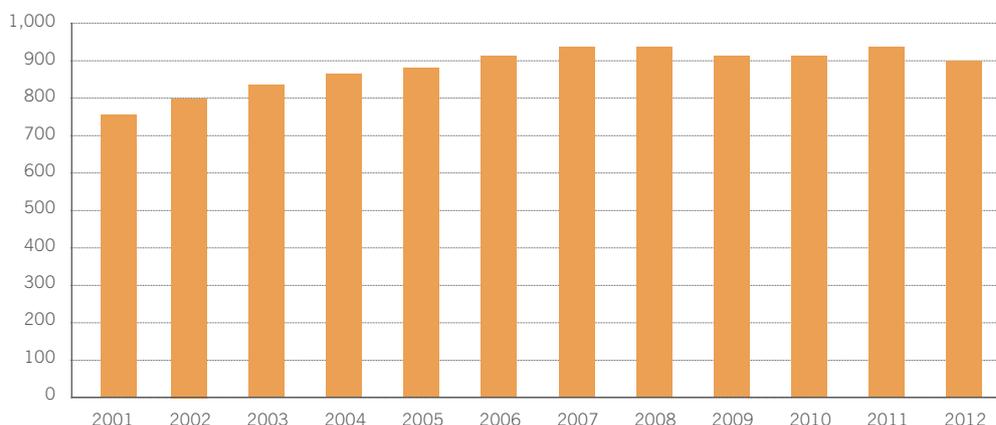
- Barcelona airport passenger traffic
- Collective public transport
- Traffic on roads into the Barcelonès region
- Light vehicle traffic on toll motorways



Source: Mobility and economic indicators ATM 2012

### A EVOLUTION OF PUBLIC PASSENGER TRANSPORT DEMAND

- Million journeys





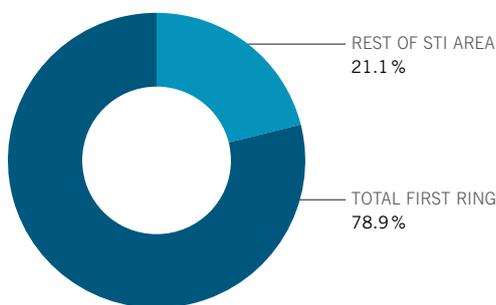
**KEY FIGURES 2012**

	LINES	NETWORK (KM)	VEH-KM (MILLION)	↑ SUPPLY 12/11%	JOURNEYS (MILLION)	↑ DEMAND 12/11%	REVENUE (M€)
Metro	7	102.6	85.2	-5.9%	373.5	-4.0%	234.99
FGC	2	143.9	31.4	-5.7%	75.0	-6.9%	67.25
Rodalies de Catalunya (Renfe)	6	456.4	106.7	0.8%	105.9	-0.2%	136.87
Metropolitan tram	6	29.1	2.5	-10.9%	23.7	-2.2%	12.44
<b>Rail subtotal</b>	<b>21</b>	<b>732.0</b>	<b>225.8</b>	<b>-2.9%</b>	<b>578.1</b>	<b>-3.6%</b>	<b>451.55</b>
Transports de Barcelona	102	890.0	40.3	-5.4%	180.0	-4.5%	123.32
AMB buses (managed indirectly)	107	1,293.3	36.7	-1.8%	73.4	-2.5%	74.07
DGTM buses (Catalan Government)	361	11,085.5	39.4	-1.3%	29.7	-4.5%	37.96
Other urban buses	119	1,031.5	13.4	-3.1%	38.7	-5.3%	20.30
<b>Bus subtotal</b>	<b>689</b>	<b>14,300.4</b>	<b>129.7</b>	<b>-2.9%</b>	<b>321.7</b>	<b>-4.1%</b>	<b>255.65</b>
<b>Total</b>	<b>710</b>	<b>15,032.4</b>	<b>355.5</b>	<b>-2.9%</b>	<b>899.8</b>	<b>-3.8%</b>	<b>707.20</b>

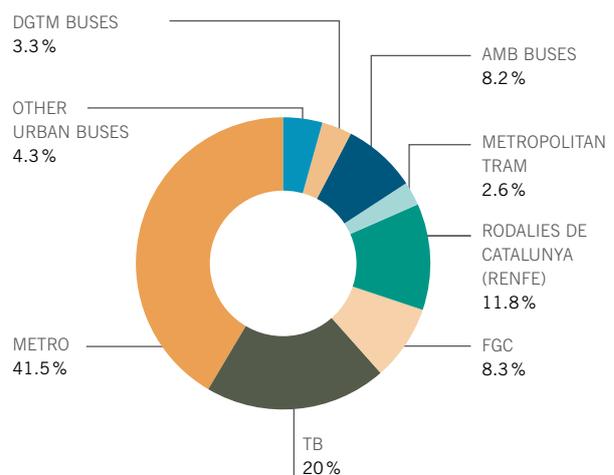
The first fare ring is where most public transport journeys are made, representing almost 80 % of the total.

The distribution according to mode of transport is as follows: rail modes represent 64.2 % of journeys, and road transport represents 35.8 %. The breakdown is as follows:

**DISTRIBUTION OF JOURNEYS BY AREA**



**DISTRIBUTION OF JOURNEYS BY OPERATORS**





RAIL MODE	LINES	NETWORK (KM)	STATIONS	TRAINS / PEAK TIME AND DIRECTION	VEH-KM (MILLION)	JOURNEYS (MILLION)	REVENUE (M€)
<b>o STI first ring</b>							
<b>Metro</b>							
L1		20.7	30	16	17.6	101.8	
L2		13.1	18	21	12.1	41.9	
L3		18.4	26	19	16.7	81.8	
L4		17.3	22	15	13.3	50.8	
L5		18.9	26	20	17.1	87.0	
L9/L10		11.1	12	20	8.0	8.4	
L11		2.3	5	8	0.4	1.0	
Montjuïc funicular		0.8	2	6		0.8	
<b>Metro subtotal</b>	<b>7</b>	<b>102.6</b>	<b>141</b>	<b>125</b>	<b>85.2</b>	<b>373.5</b>	<b>234.99</b>
<b>FGC</b>							
Barcelona–Vallès line		12.0	18	32	6.7	25.2	13.42
Llobregat–Anoia line		12.0	11	15	5.3	13.8	7.41
<b>FGC subtotal</b>	<b>2</b>	<b>24.0</b>	<b>29</b>	<b>47</b>	<b>12.0</b>	<b>39.0</b>	<b>20.83</b>
<b>Rodalies de Catalunya (Renfe)</b>							
R1		29.1	7	10		6.6	
R2		39.0	12	10		6.9	
R3		3.3	6	3		1.0	
R4		26.5	5	8		5.6	
R7				4		0.5	
<b>Rodalies subtotal</b>	<b>5</b>	<b>97.9</b>	<b>30</b>	<b>35</b>	<b>nd</b>	<b>20.7</b>	<b>nd</b>
<b>Metropolitan tram</b>							
Trambaix	3	15.1	29	15	1.5	16.0	8.66
Trambesós	3	14.0	27	8	1.0	7.7	3.78
<b>Tram subtotal</b>	<b>6</b>	<b>29.1</b>	<b>56</b>	<b>22</b>	<b>2.5</b>	<b>23.7</b>	<b>12.44</b>
<b>Total STI first ring</b>	<b>20</b>	<b>253.6</b>	<b>256</b>	<b>229</b>	<b>99.7</b>	<b>456.8</b>	<b>268.26</b>
<b>o Rest of STI</b>							
<b>FGC</b>							
Barcelona–Vallès line		32.0	15	22	9.3	28.5	34.58
Llobregat–Anoia line		87.0	31	8	10.1	7.5	11.82
Gelida funicular		0.9	3	2	0.0	0.1	0.02
<b>FGC subtotal</b>	<b>2</b>	<b>119.9</b>	<b>49</b>	<b>32</b>	<b>19.4</b>	<b>36.0</b>	<b>46.42</b>
<b>Rodalies de Catalunya (Renfe)</b>							
R1		61.8	16	10	23.9	28.1	
R2		94.8	20	10	41.9	25.1	
R3		56.4	12	3	8.8	5.4	
R4		119.0	28	8	28.3	23.7	
R7		17.8	1	4	1.5	2.0	
R8		8.7	2	1	2.3	1.0	
<b>Rodalies subtotal</b>	<b>6</b>	<b>358.5</b>	<b>79</b>	<b>36</b>	<b>106.7*</b>	<b>85.3</b>	<b>136.87*</b>
<b>Total rest of STI</b>	<b>8</b>	<b>478.4</b>	<b>128</b>	<b>68</b>	<b>126.1</b>	<b>121.3</b>	<b>183.29</b>
<b>Total rail system</b>	<b>21</b>	<b>732.0</b>	<b>384</b>	<b>232</b>	<b>225.8</b>	<b>578.1</b>	<b>451.55</b>

\*Figures referred to the total of STI.



BUS MODE	LINES	NETWORK (KM)	VEHICLES IN SERVICE	AVERAGE AGE OF FLEET IN SERVICE	VEH-KM (MILLION)	JOURNEYS (MILLION)	REVENUE (M€)
<b>o AMB-managed bus</b>							
Transports de Barcelona. SA	102	890.0	835	7.3	40.3	180.0	123.32
Authosa	2	8.6	9	3.8	0.4	1.9	0.70
Mohn. SL	22	401.1	129	5.2	9.6	16.5	9.42
Oliveras. SL	13	135.2	56	4.6	4.1	8.0	3.82
Rosanbus. SL	10	103.3	59	5.9	3.4	10.7	5.13
TCC2. SL	2	25.1	10	7.9	0.5	0.4	0.15
Tusgsal	44	501.3	251	5.4	12.6	28.4	13.33
Soler i Sauret. SA	6	35.0	15	7.0	0.7	1.6	0.63
SGMT. SL	2	34.0	23	3.3	4.0	4.6	23.27
Bus Nou Barris. SLU	4	26.1	5	8.0	0.4	0.5	0.10
UTE Julià-Trapsa-Marfina Bus	2	23.6	36	4.6	1.1	0.9	17.54
<b>Total STI first ring</b>	<b>209</b>	<b>2,183.3</b>	<b>1,428</b>	<b>6.5</b>	<b>76.9</b>	<b>253.3</b>	<b>197.39</b>
<b>o Rest of STI: DGTM bus – interurban transport</b>							
Autocars R. Font. SA	10	165.8	11	6.1	0.8	1.0	0.93
Cingles Bus. SA	19	890.7	17	6.6	1.5	1.1	1.33
Cintoi Bus. SL	10	214.0	36	8.0	4.5	1.1	2.20
CRA La Hispania. SA	20	385.2	19	5.7	1.6	1.8	1.69
Empresa Casas. SA	17	329.4	33	7.4	3.2	3.1	4.35
Empresa Sagalés. SA	56	1,251.0	37	7.0	3.3	2.5	3.02
Empresa Plana. SL	4	146.8	11	9.0	0.9	1.2	1.24
FYTSA	25	738.5	33	7.5	3.0	2.7	3.66
La Hispano Igualadina. SL	39	1,828.0	52	6.0	3.8	1.6	3.45
La Vallesana. SA	11	206.6	17	5.5	1.1	1.1	1.06
Sarbus (Marfina Bus. SA)	17	352.7	51	6.7	4.1	4.2	4.34
Soler i Sauret. SA	27	479.0	43	6.8	2.4	2.9	2.79
Transportes Castellà. SA	20	641.7	13	6.9	0.9	0.5	0.53
Others (19)	86	3,456.2	136	6.0	8.0	5.0	7.38
<b>Total interurban transport</b>	<b>361</b>	<b>11,085.5</b>	<b>509</b>	<b>6.6</b>	<b>39.4</b>	<b>29.7</b>	<b>37.96</b>
<b>o Rest of STI: municipal bus – urban transport</b>							
Autobusos de Granollers	4	20.1	7	6.6	0.4	1.2	0.89
CTSA–Mataró Bus	8	40.0	23	6.8	1.2	4.3	2.64
CTSA–Rubí Bus	7	48.8	13	7.0	0.8	1.3	0.68
Manresa Bus. SA	8	36.1	14	8.0	0.7	1.9	1.05
Sarbus+Saiz (Sant Cugat)	12	108.2	19	5.4	1.3	1.5	0.63
TCC (Vilanova i la Geltrú)	4	19.7	8	8.8	0.5	0.8	0.51
TMESA (Terrassa)	13	98.5	52	8.0	2.8	12.0	5.41
TUS. S. Coop. CL (Sabadell)	13	112.8	54	10.7	3.0	12.8	6.59
Others (20)	50	547.4	49	6.8	2.7	2.9	1.90
<b>Total other urban buses</b>	<b>119</b>	<b>1,031.5</b>	<b>239</b>	<b>8.0</b>	<b>13.4</b>	<b>38.7</b>	<b>20.30</b>
<b>Total bus system</b>	<b>689</b>	<b>14,300.4</b>	<b>2,176</b>	<b>6.7</b>	<b>129.7</b>	<b>321.7</b>	<b>255.65</b>



## Weekday mobility survey 2012

The weekday mobility survey is carried out annually on a sample of residents of the Barcelona Metropolitan Region aged over 16: they are asked about all the journeys they made on the working day before the date of the survey and their characteristics (reason for journey, mode of transport, duration, etc.).

The results show, firstly, that on a working day a total of 16.1 million journeys are made in the Barcelona Metropolitan Region, which is equivalent to an average of 4.1 journeys per person per day.

The non-mobile population represents a total of 346,465 individuals, and this means that the total average number of daily journeys of the population falls to 3.8.

### BASIC MOBILITY CHARACTERISTICS

	INDIVIDUALS		JOURNEYS		AVERAGE
	ABSOLUTE	%	ABSOLUTE	%	
General population with mobility	3,908,356	91.9 %	16,125,464	95.3 %	4.1
General population without mobility	346,465	8.1 %	0	0.0 %	0.0
<b>Total general population</b>	<b>4,254,821</b>	<b>100.0 %</b>	<b>16,125,464</b>	<b>95.3 %</b>	<b>3.8</b>

The main reasons that explain why people do not leave their home mostly fall into two groups: people who states that they did not have any need to travel (43.1 %) and people who were ill (28.5 %). People in employment who have not left their home but have worked from home represent 3.7 % of the non-mobile population and people on holiday represent 1 %.

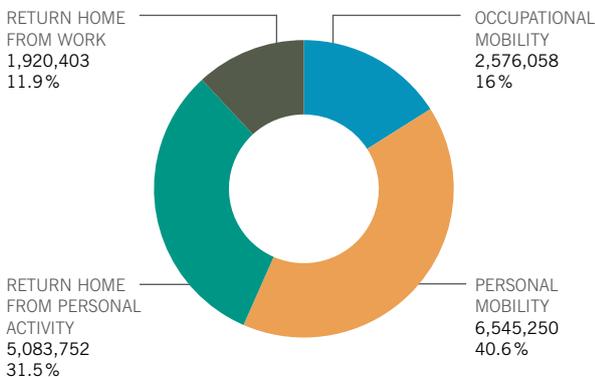
Work journeys that form an inherent part of certain activities (commercial, courier, passenger and goods transport) and which are estimated at 791,150 per day were not included. This segment represents 1.3 % of the over-16 population and an average of 15 work-related journeys during their working day.





### Reason for travel

Occupational mobility (for work or study), including the return journey home, represent 27.9 % of the total mobility in the Metropolitan Region of Barcelona.



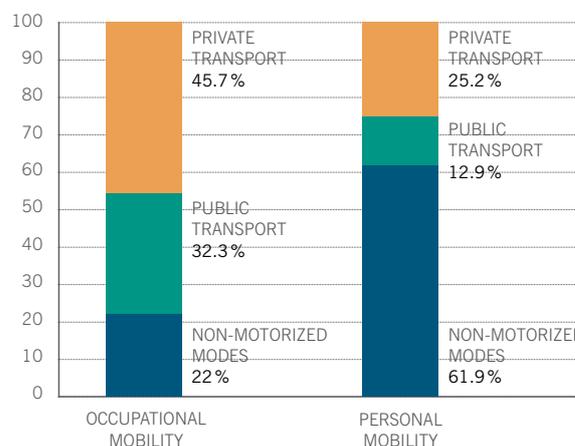
Personal mobility is the most common: 11.6 million journeys each day in the Metropolitan Region of Barcelona (72.1 % of mobility, also considering the respective journeys home).

A certain triangulation is observed: return journeys home are not 50 % of the total, instead on occasions several journeys occur, for different reasons, but represent only one journey back home.

REASON FOR JOURNEY	JOURNEYS	PERCENTAGE
Work	2,004,726	12.4 %
Study	571,333	3.5 %
<b>Occupational mobility</b>	<b>2,576,058</b>	<b>16.0 %</b>
<hr/>		
Shopping	1,604,864	10.0 %
Doctor/Hospital	343,065	2.1 %
Visit to friend/family	644,153	4.0 %
Accompanying another person	1,519,632	9.4 %
Personal affairs	781,604	4.8 %
Leisure/Amusement/Meals/Sport	1,021,239	6.3 %
Going for a walk	630,692	3.9 %
<b>Personal mobility</b>	<b>6,545,250</b>	<b>40.6 %</b>
<hr/>		
Occupational return home	1,920,403	11.9 %
Personal return home	5,083,752	31.5 %
Visit to a friend/family	644,153	4.0 %
<b>Return home</b>	<b>7,004,156</b>	<b>43.4 %</b>
<hr/>		
<b>Total RMB</b>	<b>16,125,464</b>	<b>100.0 %</b>

### Modal distribution

More than 50 % of journeys in the Metropolitan Region of Barcelona are on foot or by bicycle. The rest are using mechanized means: 30.9 % in a private vehicle and 18.6 % using public transport.



The average car occupation declared by those surveyed in the Metropolitan Region of Barcelona is 1.7 people per vehicle.

If the modal distribution is analysed according to the reason for the journey, a clear difference is found between two major groups of reasons – occupational and personal. Thus, occupational mobility is eminently mechanized (only 22 % of journeys are on foot or by bicycle), while personal mobility is predominantly pedestrian.

When broken down according to mode of transport, it is observed that the bicycle represents 2.5 % of the total journeys made using non-mechanized modes of transport. Among journeys made using public transport, rail is the main mode used. As far as private vehicles are concerned, the car is the most common in the metropolitan area.

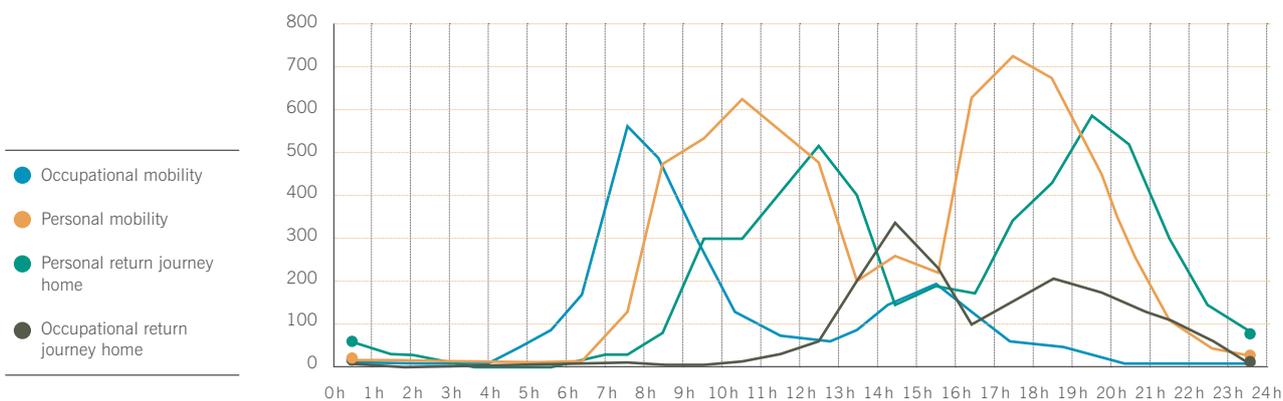
As regards the total stages in the various different modes, the 16.1 million journeys correspond to 17.7 million stages, which represents an intermodality index of 1.1. The highest intermodality is found in public transport.



MODE OF TRANSPORT	STAGES	PERCENTAGE	MODE OF TRANSPORT	STAGES	PERCENTAGE
On foot	8,598,356	48.7 %	Car	4,435,301	25.1 %
Bicycle	234,272	1.3 %	Motorcycle	574,557	3.3 %
<b>Total non-motorized</b>	<b>8,832,628</b>	<b>50.0 %</b>	Van/lorry	113,640	0.6 %
Bus	1,413,991	8.0 %	<b>Total private vehicle</b>	<b>5,123,499</b>	<b>29.0 %</b>
Metro	1,310,088	7.4 %	<b>Total stages</b>	<b>17,650,820</b>	<b>100.0 %</b>
Other rail (FGC, Rodalies Renfe, Tram)	776,247	4.4 %	<b>Total journeys</b>	<b>16,125,464</b>	
Rest of Public transport	194,366	1.1 %	<b>Ratio of stages/journeys</b>	<b>1.1</b>	
<b>Total Public transport</b>	<b>3,694,693</b>	<b>20.9 %</b>			

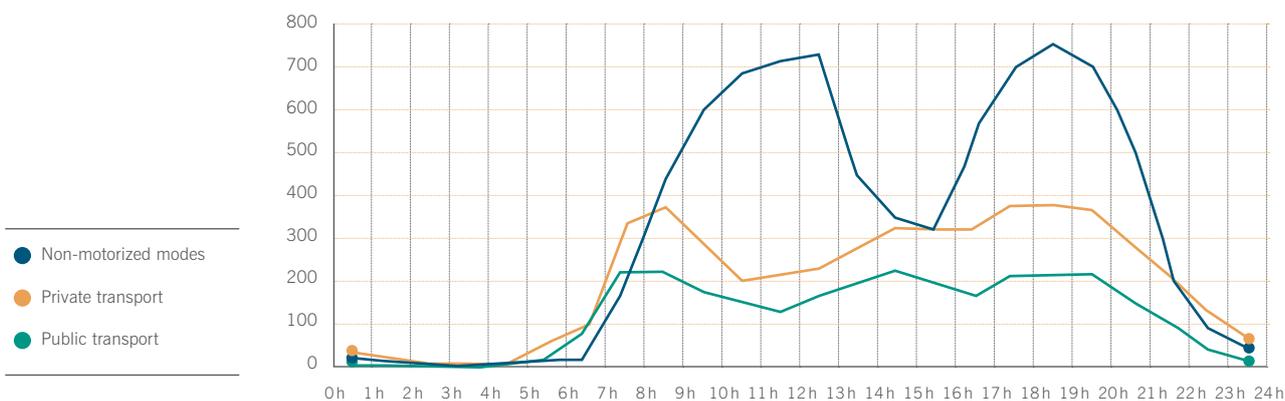
### Mobility and time

Occupational mobility is distributed over two waves: the morning, with the peak between 7 and 8 a.m., and the afternoon, where it is much smaller, peaking between 3 and 4 p.m. On the other hand, personal mobility has two fairly similar waves in the morning (10-11 a.m.) and the afternoon (4-6 p.m.).



If the time per mode of transport is analysed, the relative uniformity of the distribution of public transport throughout the day can be seen, as well as the peak hour for private

transport between 8 and 9 a.m. and a double peak for journeys on foot; mid-morning and mid-afternoon.





As regards the perceived travel time, it is observed that non-mechanized modes are not chosen for journeys that are expected to last more than 15 minutes (unless the intention is to go for a walk). As far as mechanized modes of transport are concerned, journeys in private transport have a lower average duration (19.5 minutes) than the average duration of journeys on public transport (37.6 minutes).



**AVERAGE PERCEIVED DURATION OF JOURNEYS**

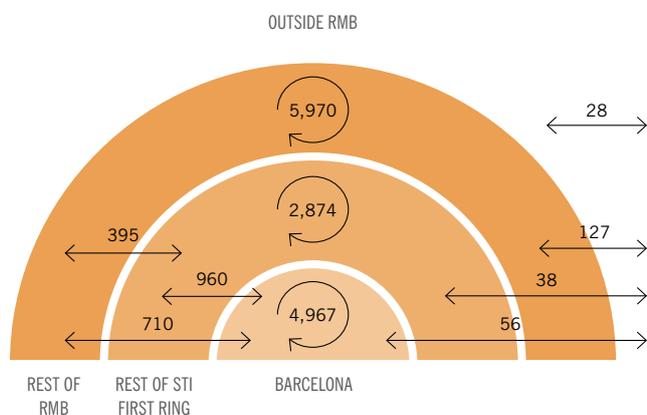
REASON FOR JOURNEY	MODE OF TRANSPORT			TOTAL
	NON-MOTORIZED MODES	PUBLIC TRANSPORT	PRIVATE TRANSPORT	
Work	12.4	38.3	23.0	25.2
Study	12.9	45.6	20.0	30.1
Shopping	10.8	25.9	13.2	12.2
Doctor/Hospital	15.2	33.4	21.6	23.4
Visit to friend/family	12.5	37.1	17.4	20.1
Accompanying another person	10.2	29.0	13.1	12.7
Personal affairs	14.3	31.0	18.5	19.4
Leisure/Amusement/Meals/Sports	13.5	29.1	18.4	17.0
Going for a walk	35.3	35.3	25.8	35.0
Occupational return journey home	13.7	43.3	22.8	27.8
Personal return journey home	15.2	36.0	19.2	19.0
<b>Total</b>	<b>15.0</b>	<b>37.6</b>	<b>19.5</b>	<b>20.6</b>

**Mobility flows**

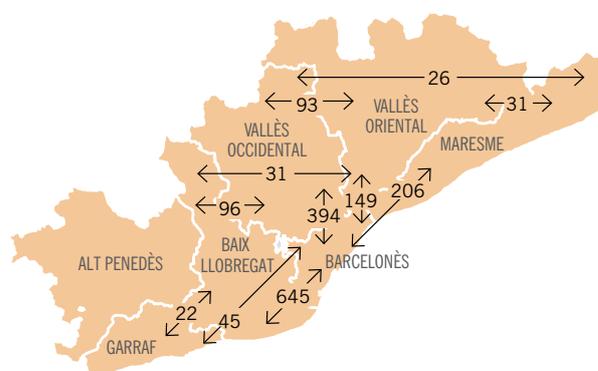
Both in flows between metropolitan areas (linking the city of Barcelona with the 17 municipalities of the first ring and with the rest of the metropolitan region) and in flows between the 7 districts of the region, the polarity of Barcelona is noteworthy.

**FLOWS BETWEEN METROPOLITAN AREAS**

JOURNEYS EXPRESSED IN THOUSANDS



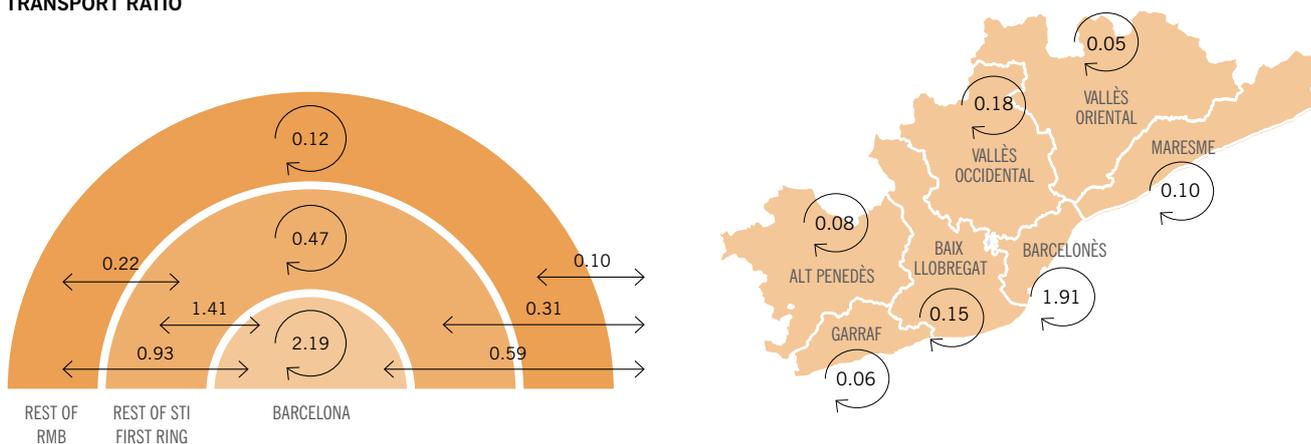
**FLOWS BETWEEN THE 7 DISTRICTS OF THE REGION**



The level of use of private vehicles in these flows is very different: the public transport/private vehicle ratio in the city of Barcelona (2.19) and in flows with Barcelona (1.41 and 0.93) is radically opposed to the rest of the flows, in which the use of private vehicles prevails.

An analysis by district shows that only in intradistrict journeys in the Barcelonès district is the public transport / private transport ration >1.

**PUBLIC / PRIVATE TRANSPORT RATIO**

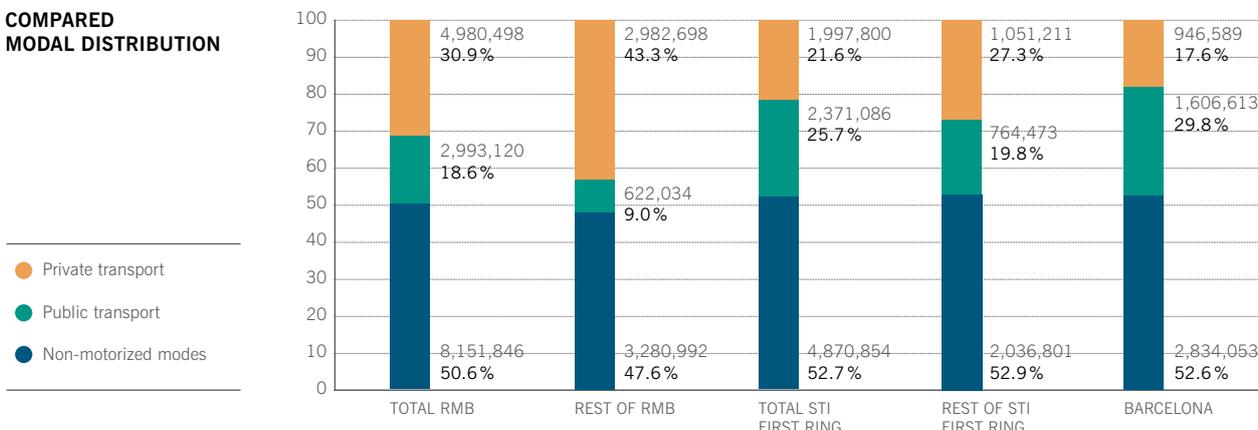


**City of Barcelona**

The city of Barcelona is the point of origin or destination of 41.5 % of the total journeys made by residents in the Metropolitan Regional of Barcelona on a working day. Of these 6.7 million daily journeys through Barcelona, almost 75 % (5 million) are internal, with the point of origin and destination in the city itself.

Taken overall, the journeys of residents in the city of Barcelona are clearly more sustainable than those of the rest of the population: more than 50 % of journeys are made on foot or by bicycle, and almost 30 % using public transport.

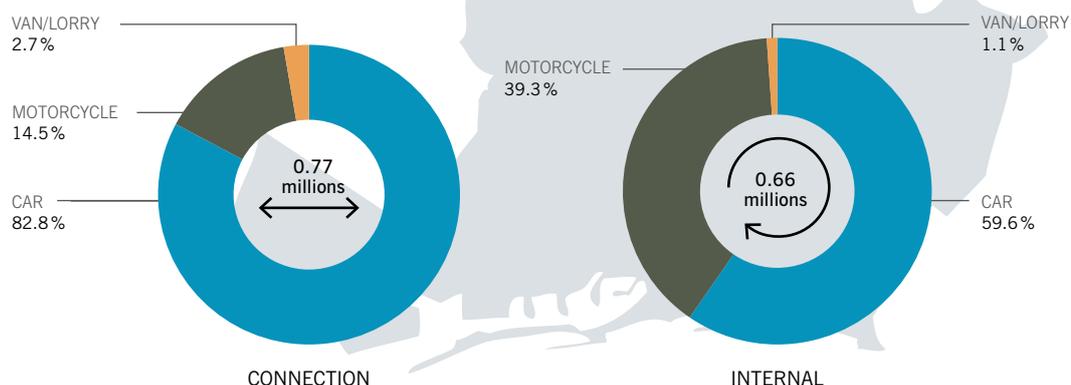
**COMPARED MODAL DISTRIBUTION**





Furthermore, uniquely in the city, private transport is based to a considerable extent on the use of motorcycles, making up practically 40 % of journeys using private vehicles.

**MOBILITY WITH PRIVATE VEHICLE IN BARCELONA**



**Citizens' perceptions**

**Reasons for use of private vehicles**

The people who opt to use private transport were asked what their reason was for choosing this mode of trans-

port. In the first ring, the two most frequent causes are convenience and speed (compared to public transport). In the rest of the metropolitan area, although the first cause continues to be convenience, the second is non-existent or inadequate public transport services.

REASONS TO USE CAR/MOTORCYCLE	METROPOLITAN AREAS				
	BARCELONA	REST OF STI FIRST RING	TOTAL STI FIRST RING	REST OF RMB	TOTAL RMB
It is more convenient	26.4%	29.4%	27.9%	28.5%	28.2%
It is faster than public transport	24.8%	23.5%	24.2%	17.0%	20.4%
Lack of supply / Inadequate supply of public transport	10.2%	11.8%	11.0%	18.5%	14.9%
Because someone takes me	11.0%	10.6%	10.8%	6.8%	8.7%
Because I have more freedom	6.0%	5.4%	5.7%	8.0%	6.9%
It is cheaper than public transport	7.1%	6.3%	6.7%	5.9%	6.3%
Because I have no alternative	3.4%	3.8%	3.6%	6.0%	4.8%
I prefer private transport to public transport	2.9%	2.4%	2.7%	3.6%	3.1%
I have a lot of things / I accompany people	3.2%	1.9%	2.6%	2.5%	2.5%
It is easy to park where I go	2.7%	2.2%	2.5%	1.2%	1.8%
I am unfamiliar with public transport	0.2%	0.2%	0.2%	0.6%	0.4%

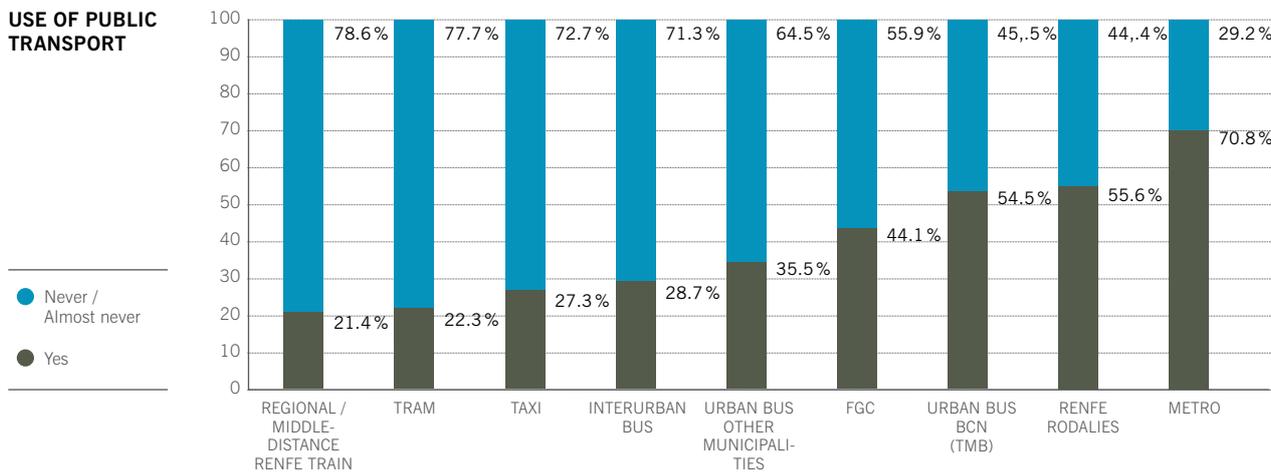


### Most used modes of public transport

The population that uses public transport (those who claimed to use it) were asked whether or not they use the different means of public transport existing in the metropolitan region of Barcelona.

71 % of the population stated that they travelled by metro, which is the most used mode of transport. On the contrary, the middle-distance Renfe train service and the tram are the least used and only about a quarter of the population uses them.

#### USE OF PUBLIC TRANSPORT



### Satisfaction and safety of modes of transport

As far as the satisfaction with the various modes of transport is concerned, the highest rating, on a scale of 0 to 10, is obtained by walking. Public modes of transport, although receiving a good rating, are the least valued.

On the other hand, in the evaluation of safety, walking and public transport are the modes of transport considered safest. On the other extreme is the motorcycle, which is perceived as the most dangerous mode.

MODE OF TRANSPORT	AVERAGE RATING
On foot	8.4
Bicycle	8.2
Motorcycle/Moped	8.1
Car	7.8
Tram	7.6
FGC	7.5
Taxi	7.2
Metro	7.1
Urban bus BCN (TMB)	7.0
Urban bus other municipalities	6.8
Interurban bus	6.8
Regional / middle-distance Renfe	6.8
Renfe Rodalies	6.7

MODE OF TRANSPORT	AVERAGE PERCEIVED DANGER
Motorcycle/Moped	5.6
Bicycle	4.2
Car as passenger	4.0
Car as a driver	3.9
Public transport	2.5
On foot	1.9



### Evolution of mobility: comparison with 2011

The Weekday Mobility Survey 2012 shows a slight decrease in the volume of daily journeys in the metropolitan region of Barcelona as a whole compared to 2011 (-1.5 %). Consequently, the ration of journeys per person per day falls, especially outside the city of Barcelona.

As far as the reasons for journeys are concerned, last year there has been a decrease in occupational mobility (-4.4 %). Unlike previous editions of the Weekday Mobility

Survey, personal journeys have not increased, but rather have remained stable (-0.1 %).

In relation to the means of transport, there has been an increase in non-motorized modes compared to 2011: a slight increase in journeys on foot (0.7 %), and an increase in journeys by bicycle (4 %). There has also been a reduction in the use of motorized modes of transport: by 3 % in public transport and 4.3 % in private vehicles.

REASONS FOR JOURNEY		JOURNEYS		VARIATION	
		2011	2012	ABSOLUTS	%
Barcelona	Occupational mobility	945,369	918,422	-26,947	-2.9 %
	Personal mobility	2,096,847	2,160,418	63,571	3.0 %
	Return journey home	2,317,995	2,308,415	-9,580	-0.4 %
	<b>Total</b>	<b>5,360,212</b>	<b>5,387,255</b>	<b>27,043</b>	<b>0.5 %</b>
Rest of STI first ring	Occupational mobility	650,039	609,063	-40,975	-6.3 %
	Personal mobility	1,615,335	1,562,125	-53,209	-3.3 %
	Return journey home	1,761,226	1,681,297	-79,929	-4.5 %
	<b>Total</b>	<b>4,026,600</b>	<b>3,852,486</b>	<b>-174,114</b>	<b>-4.3 %</b>
Total of STI first ring	Occupational mobility	1,595,407	1,527,485	-67,922	-4.3 %
	Personal mobility	3,712,182	3,722,544	10,361	0.3 %
	Return journey home	4,079,222	3,989,712	-89,509	-2.2 %
	<b>Total</b>	<b>9,386,811</b>	<b>9,239,741</b>	<b>-147,070</b>	<b>-1.6 %</b>
Rest of RMB	Occupational mobility	1,099,486	1,048,574	-50,912	-4.6 %
	Personal mobility	2,841,864	2,822,706	-19,158	-0.7 %
	Return journey home	3,049,834	3,014,443	-35,390	-1.2 %
	<b>Total</b>	<b>6,991,184</b>	<b>6,885,723</b>	<b>-105,461</b>	<b>-1.5 %</b>
Total RMB	Occupational mobility	2,694,893	2,576,058	-118,835	-4.4 %
	Personal mobility	6,554,047	6,545,250	-8,797	-0.1 %
	Return journey home	7,129,055	7,004,156	-124,900	-1.8 %
	<b>Total</b>	<b>16,377,995</b>	<b>16,125,464</b>	<b>-252,531</b>	<b>-1.5 %</b>

MODES OF TRAVEL		JOURNEYS		VARIATION	
		2011	2012	ABSOLUTS	%
Barcelona	Non-motorized modes	2,716,524	2,834,053	117,529	4.3 %
	Public transport	1,632,555	1,606,613	-25,942	-1.6 %
	Private transport	1,011,132	946,589	-64,543	-6.4 %
	<b>Total</b>	<b>5,360,212</b>	<b>5,387,255</b>	<b>27,043</b>	<b>0.5 %</b>
Resto primera corona STI	Non-motorized modes	2,151,142	2,036,801	-114,341	-5.3 %
	Public transport	795,647	764,473	-31,174	-3.9 %
	Private transport	1,079,811	1,051,211	-28,599	-2.6 %
	<b>Total</b>	<b>4,026,600</b>	<b>3,852,486</b>	<b>-174,114</b>	<b>-4.3 %</b>
Total primera corona STI	Non-motorized modes	4,867,666	4,870,854	3,188	0.1 %
	Public transport	2,428,202	2,371,086	-57,116	-2.4 %
	Private transport	2,090,943	1,997,800	-93,142	-4.5 %
	<b>Total</b>	<b>9,386,811</b>	<b>9,239,741</b>	<b>-147,070</b>	<b>-1.6 %</b>
Resto RMB	Non-motorized modes	3,221,116	3,280,992	59,876	1.9 %
	Public transport	656,000	622,034	-33,967	-5.2 %
	Private transport	3,114,068	2,982,698	-131,370	-4.2 %
	<b>Total</b>	<b>6,991,184</b>	<b>6,885,723</b>	<b>-105,461</b>	<b>-1.5 %</b>
Total RMB	Non-motorized modes	8,088,782	8,151,846	63,064	0.8 %
	Public transport	3,084,202	2,993,120	-91,083	-3.0 %
	Private transport	5,205,010	4,980,498	-224,512	-4.3 %
	<b>Total</b>	<b>16,377,995</b>	<b>16,125,464</b>	<b>-252,531</b>	<b>-1.5 %</b>



# Audit report

## CHAPTER 4





**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)**

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**Informe de auditoría de Cuentas Anuales del ejercicio 2012**

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**Marzo 2013**



# Gabinete Técnico de Auditoría y Consultoría, s.a.

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

Julián Hernández, 8, 1º. A  
Tel. 913882180 – Fax 917599612  
28043 Madrid

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

## INFORME DE AUDITORÍA DE CUENTAS ANUALES

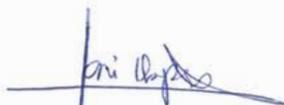
### Al Consejo de Administración de la AUTORITAT DEL TRANSPORT METROPOLITÀ, CONSORCI PER A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ DE TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA

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 2012, 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 2012 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 2012, 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, 27 de Marzo de 2013

GABINETE TÉCNICO  
DE AUDITORÍA Y CONSULTORÍA, S.A.



Antoni Clapés Donadeu  
Socio – Auditor de Cuentas



Membre exercent:

GABINETE TÉCNICO DE  
AUDITORIA Y  
CONSULTORIA, S.A.  
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Llei d'auditoria de comptes, aprovat per  
Reial decret legislatiu 1/2011, d'1 de juliol.  
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CUENTAS ANUALES DEL EJERCICIO 2012





## AUTORITAT DEL TRANSPORT METROPOLITÀ

## BALANCE DE SITUACIÓN A 31-12-2012 y 31-12-2011

ACTIVO		
	2012	2011
<b>INVERSIONES INFR. Y BIENES USO GENERAL</b>	<b>3.863.562,78</b>	<b>3.863.562,78</b>
INFRAESTRUCTURA Y BIENES DESTINADOS AL USO GENERAL	3.863.562,78	3.863.562,78
<b>INMOVILIZADO INMATERIAL</b>	<b>107.045,71</b>	<b>205.248,93</b>
SOFTWARE	1.727.827,50	1.727.827,50
OTRO INMOVILIZADO INMATERIAL	22.794,39	22.794,39
AMORTIZACIÓN ACUMULADA DEL INMOVILIZADO INMATERIAL	-1.643.576,18	-1.545.372,96
<b>INMOVILIZADO MATERIAL</b>	<b>1.227.619,88</b>	<b>1.199.201,94</b>
CONSTRUCCIONES	309.881,95	309.881,95
MAQUINARIA, INSTALACIONES Y UTILLAJE	97.565,23	91.313,23
MOBILIARIO	89.145,33	88.857,88
EQUIPOS PARA PROCESOS DE INFORMACIÓN	1.054.992,94	1.054.811,27
INSTALACIONES COMPLEJAS ESPECIALIZADAS	8.219.931,67	7.904.623,87
OTRO INMOVILIZADO MATERIAL	1.661,08	1.661,08
AMORTIZACIÓN ACUMULADA DEL INMOVILIZADO MATERIAL	-8.545.558,32	-8.251.947,34
<b>INMOVILIZADO FINANCIERO</b>	<b>30.000,00</b>	<b>30.000,00</b>
ACCIONES SIN COTIZACIÓN OFICIAL	30.000,00	30.000,00
<b>DEUDORES</b>	<b>107.917.284,39</b>	<b>87.978.542,13</b>
DEUDORES POR DERECHOS RECONOCIDOS.PRESUPUESTO CORRIENTE	98.462.793,26	73.526.566,30
DEUDORES POR DERECHOS RECONOCIDOS.PRESUPUESTOS CERRADOS	1.287.793,05	932.227,31
HACIENDA PÚBLICA, DEUDORA POR IVA	8.105.121,35	7.338.793,96
OTROS DEUDORES NO PRESUPUESTARIOS	61.576,73	6.180.954,56
<b>CUENTAS FINANCIERAS</b>	<b>-93.156,15</b>	<b>64.263.573,95</b>
FIANZAS A CORTO PLAZO	22.631,03	22.631,03
TESORERÍA	-115.787,18	64.240.942,92
<b>AJUSTES POR PERIODIFICACIÓN</b>	<b>4.789.000,00</b>	<b>2.955.000,00</b>
INGRESOS DIFERIDOS	4.789.000,00	2.955.000,00
<b>TOTAL ACTIVO</b>	<b>117.841.356,61</b>	<b>160.495.129,73</b>

El Director General,

El Jefe de Administración,





3

## AUTORITAT DEL TRANSPORT METROPOLITÀ

## BALANCE DE SITUACIÓN A 31-12-2012 y 31-12-2011

PASIVO		
	2012	2011
<b>PATRIMONIO Y RESERVAS</b>	<b>8.755.497,82</b>	<b>16.511.711,97</b>
PATRIMONIO	16.511.711,97	16.554.894,89
RESULTADO DEL EJERCICIO	-7.756.214,15	-43.182,92
<b>SUBVENCIONES DE CAPITAL DEL SECTOR ESTATAL</b>	<b>3.863.562,03</b>	<b>3.868.610,70</b>
DEUDAS A CORTO PLAZO	<b>96.557.377,15</b>	<b>120.897.671,30</b>
ACREED. POR OBLIG. RECONOCIDAS PTO.CORRIENTE	86.328.218,65	107.107.300,23
ACREED. POR OBLIG. RECONOCIDAS PTOS.CERRADOS	718.377,57	816.096,59
PRÉSTAMOS A CORTO PLAZO	0,00	0,00
HACIENDA PÚBLICA, ACREEDORA POR CONCEP. FISCALES	31.678,24	24.315,00
SEGURIDAD SOCIAL, ACREEDORA	5.164,49	5.180,94
OTROS ACREEDORES NO PRESUPUESTARIOS	1.892.226,11	1.033.863,20
FIANZAS A CORTO PLAZO	40.521,89	30.266,12
OPERADORES POR INTEGRACIÓN TARIFARIA	7.541.190,20	11.880.649,22
<b>AJUSTES POR PERIODIFICACIÓN</b>	<b>8.664.919,61</b>	<b>19.217.135,76</b>
GASTOS DIFERIDOS	5.768.773,46	5.682.905,56
INGRESOS ANTICIPADOS	2.896.146,15	13.534.230,20
<b>TOTAL PASIVO</b>	<b>117.841.356,61</b>	<b>160.495.129,73</b>

El Director General,

El Jefe de Administración,




**AUTORITAT DEL TRANSPORT METROPOLITÀ**
**CUENTA DE RESULTADOS CORRESPONDIENTES A LOS EJERCICIOS CERRADOS EL 31-12-2012 y 31-12-2011**

	2012	2011
<b>INGRESOS DE EXPLOTACIÓN</b>	<b>1.081.031.820,32</b>	<b>1.117.905.738,01</b>
VENTAS DE SERVICIOS	556.035.805,09	522.784.722,90
TRANSFERENCIAS DE LA ADM. GENERAL DEL ESTADO	94.701.350,72	133.739.424,84
TRANSFERENCIAS DE COMUNIDADES AUTONOMAS	220.273.409,05	279.188.187,73
TRANSFERENCIAS DE ENTIDADES LOCALES	162.486.021,69	153.217.131,81
OTROS INGRESOS	105.800,95	155.713,19
TRANSF.CAPITAL DE COMUNIDAD AUTÓNOMAS	47.429.432,82	28.820.557,54
<b>GASTOS DE EXPLOTACIÓN</b>	<b>1.088.422.433,40</b>	<b>1.117.444.718,72</b>
SUELDOS Y SALARIOS	1.315.250,10	1.419.373,85
COTIZACIONES SOCIALES A CARGO DE LA ENTIDAD	274.433,03	264.911,03
OTROS GASTOS SOCIALES	14.549,08	55.793,54
TRIBUTOS	0,00	55,68
ALQUILERES	76.098.296,52	73.942.672,53
REPARACIONES Y CONSERVACIÓN	666.126,99	709.651,58
SUMINISTROS	29.198,74	31.925,45
OTROS SERVICIOS	113.383,87	125.478,03
TRABAJOS REALIZADOS POR OTRAS EMPRESAS	473.272.390,20	442.492.390,39
PRIMAS DE SEGUROS	18.183,82	17.523,75
MATERIAL DE OFICINA	50.717,70	37.932,07
GASTOS DIVERSOS	717.084,32	834.641,62
TRANSFERENCIAS A OPERADORES PÚBLICOS	323.469.099,01	390.274.577,62
TRANSFERENCIAS A ENTIDADES LOCALES	72.758.600,00	85.176.000,04
TRANSFERENCIAS CORRIENTES A OTRAS EMPRESAS	92.195.687,20	93.241.233,92
TRANSFERENCIAS DE CAPITAL A EMPRESAS PRIVADAS	47.429.432,82	28.820.557,62
<b>MARGEN BRUTO</b>	<b>-7.390.613,08</b>	<b>461.019,29</b>
<b>INGRESOS FINANCIEROS</b>	<b>28.574,44</b>	<b>147.848,31</b>
INGRESOS FINANCIEROS	28.574,44	147.848,31
<b>GASTOS FINANCIEROS</b>	<b>230,71</b>	<b>464.762,80</b>
INTERESES PRÉSTAMOS	0,00	464.336,62
OTROS GASTOS FINANCIEROS	230,71	426,18
<b>RESULTADO FINANCIERO</b>	<b>28.343,73</b>	<b>-316.914,49</b>
<b>AMORTIZACIONES Y PROVISIONES</b>	<b>398.203,31</b>	<b>937.471,25</b>
AMORTIZACIÓN DEL INMOVILIZADO MATERIAL	308.819,90	841.302,07
AMORTIZACIÓN DEL INMOVILIZADO INMATERIAL	89.383,41	96.169,18
<b>RESULTADO NETO</b>	<b>-7.760.472,66</b>	<b>-793.366,45</b>
<b>RESULTADO EXTRAORDINARIO</b>	<b>4.258,51</b>	<b>750.183,53</b>
RESULTADOS EXTRAORDINARIOS	4.258,51	750.183,53
<b>RESULTADO DEL EJERCICIO</b>	<b>-7.756.214,15</b>	<b>-43.182,92</b>

 El Director General,
 

 El Jefe de Administración,
 




## AUTORITAT DEL TRANSPORT METROPOLITÀ

Ejercicio contable: 2012

## RESUMEN DE LIQUIDACIÓN DEL PRESUPUESTO 2012

CAPÍTULO	CONSIGNACIÓN INICIAL	MODIFICACIONES	CONSIGNACIÓN DEFINITIVA	DERECHOS RECONOCIDOS	DERECHOS RECAUDADOS	PENDIENTE DE COBRO	ESTADO DE EJECUCIÓN	%
3: Tasas y otros ingresos	548.073.421,58	8.725.979,30	556.799.400,88	556.555.052,79	556.436.768,79	118.284,00	244.348,09	99,96%
4: Transferencias corrientes	502.001.392,00	-38.549.703,96	463.451.688,04	463.416.714,69	365.072.205,43	98.344.509,26	34.973,35	99,99%
5: Ingresos patrimoniales	30.000,00	0,00	30.000,00	28.574,44	28.574,44	0,00	1.425,56	95,25%
7: Transferencias capital	48.479.335,40	0,00	48.479.335,40	48.479.335,40	48.479.335,40	0,00	0,00	100,00%
8: Rem. Tes. Fin. IRC	0,00	25.185.677,40	25.185.677,40	0,00	0,00	0,00	25.185.677,40	0,00%
<b>TOTAL INGRESOS</b>	<b>1.098.584.148,98</b>	<b>-4.638.047,26</b>	<b>1.093.946.101,72</b>	<b>1.068.479.677,32</b>	<b>970.016.884,06</b>	<b>98.462.793,26</b>	<b>25.466.424,40</b>	<b>97,67%</b>
CAPÍTULO	CONSIGNACIÓN INICIAL	MODIFICACIONES	CONSIGNACIÓN DEFINITIVA	OBLIGACIONES RECONOCIDAS	OBLIGACIONES PAGADAS	PENDIENTE DE PAGO	ESTADO DE EJECUCIÓN	%
1: Personal	1.775.397,61	-203.100,00	1.572.297,61	1.565.573,97	1.540.659,82	24.914,15	6.723,64	99,57%
2: Compra bienes y servicios	545.585.343,14	10.284.780,75	555.870.123,89	552.752.172,50	551.512.251,16	1.239.921,34	3.117.951,39	99,44%
3: Gastos financieros	5.000,00	-4.164,54	835,46	230,71	230,71	0,00	604,75	27,61%
4: Transferencias corrientes	502.489.872,83	-16.130.769,45	486.359.103,38	486.589.386,21	401.527.205,33	85.062.180,88	-230.282,83	100,05%
6: Inversiones	1.162.700,00	42.050,36	1.204.750,36	328.418,03	327.215,75	1.202,28	876.332,33	27,26%
7: Transferencias Capital	47.565.835,40	1.373.155,62	48.938.991,02	47.429.432,82	47.429.432,82	0,00	1.509.558,20	96,92%
<b>TOTAL GASTOS</b>	<b>1.098.584.148,98</b>	<b>-4.638.047,26</b>	<b>1.093.946.101,72</b>	<b>1.088.665.214,24</b>	<b>1.002.336.995,59</b>	<b>86.328.218,65</b>	<b>5.280.887,48</b>	<b>99,52%</b>

El Director General,

El Jefe de Administración,





**AUTORITAT DEL TRANSPORT METROPOLITÀ**

Ejercicio contable: 2012

**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	74.458.793,61	0,00	74.458.793,61	74.458.793,61	73.171.000,56	1.287.793,05	0,00	100,00%
<b>TOTAL INGRESOS</b>	<b>74.458.793,61</b>	<b>0,00</b>	<b>74.458.793,61</b>	<b>74.458.793,61</b>	<b>73.171.000,56</b>	<b>1.287.793,05</b>	<b>0,00</b>	<b>100,00%</b>
CAPÍTULO	CONSIGNACIÓN INICIAL	MODIFICACIONES	CONSIGNACIÓN DEFINITIVA	OBLIGACIONES RECONOCIDAS	OBLIGACIONES PAGADAS	PENDIENTE DE PAGO	ESTADO DE EJECUCIÓN	%
0.- Ejercicios cerrados	107.923.396,82	-108.633,39	107.814.763,43	107.814.763,43	107.096.385,86	718.377,57	0,00	100,00%
<b>TOTAL GASTOS</b>	<b>107.923.396,82</b>	<b>-108.633,39</b>	<b>107.814.763,43</b>	<b>107.814.763,43</b>	<b>107.096.385,86</b>	<b>718.377,57</b>	<b>0,00</b>	<b>100,00%</b>
<b>DIFERENCIAS ING/GASTOS</b>	<b>-33.464.603,21</b>	<b>108.633,39</b>	<b>-33.355.969,82</b>	<b>-33.355.969,82</b>	<b>-33.925.385,30</b>	<b>569.415,48</b>		

El Director General,

El Jefe de Administración,




**AUTORITAT DEL TRANSPORT METROPOLITÀ**

Ejercicio contable: 2012

**RESULTADO PRESUPUESTARIO A 31-12-2012**

	AÑO 2012	AÑO 2011
1. DERECHOS RECONOCIDOS NETOS	1.068.479.677,32	1.118.909.362,69
2. OBLIGACIONES RECONOCIDAS NETAS	1.088.665.214,24	1.165.226.424,69
3. RESULTADO PRESUPUESTARIO (1-2)	-20.185.536,92	-46.317.062,00
4. DESVIACIONES POSITIVAS DE FINANCIACIÓN	101.388,31	1.032.892,11
5. DESVIACIONES NEGATIVAS DE FINANCIACIÓN	12.590.525,91	46.943.666,43
6. GASTOS FINANCIADOS CON REMANENTE LÍQUIDO DE TESORERÍA	8.858.483,79	1.209.137,12
7. RESULTADO DE OPERACIONES COMERCIALES		
8. RESULTADO PRESUPUESTARIO AJUSTADO (3-4+5+6+7)	1.162.084,47	802.849,44
	1.162.084,47	802.849,44

El Director General,

El Jefe de Administración,




**AUTORITAT DEL TRANSPORT METROPOLITÀ**

Ejercicio contable: 2012

**REMANENTE LÍQUIDO DE TESORERÍA A 31-12-2012**

	ANY 2012	AÑO 2011
<b>1. (+) DEUDORES PENDIENTES DE COBRO A FINAL DEL EJERCICIO</b>		
De Presupuesto de Ingresos. Ejercicio corriente	98.462.793,26	73.526.566,30
De Presupuesto de Ingresos. Ejercicios cerrados	1.287.793,05	932.227,31
De operaciones comerciales		
De otras operaciones no presupuestarias	8.189.329,11	13.542.379,55
Menos = Saldos de cobro dudoso		
Menos = Ingresos realizados pendientes de aplicación definitiva		
	<b>107.939.915,42</b>	<b>88.001.173,16</b>
<b>2. (-) ACREEDORES PENDIENTES DE PAGO A FINAL DEL EJERCICIO</b>		
De Presupuesto de gastos. Ejercicio Corriente	86.328.218,65	107.107.300,23
De Presupuesto de gastos. Presupuestos cerrados	718.377,57	816.096,59
De presupuesto de ingresos		
De operaciones comerciales		
De otras operaciones no presupuestarias	9.510.780,93	12.974.274,48
Menos = Pagos realizados pendientes de aplicación definitiva		
	<b>96.557.377,15</b>	<b>120.897.671,30</b>
<b>3. (+) FONDOS LÍQUIDOS EN LA TESORERÍA A FINALES DEL EJERCICIO</b>		
	<b>-115.787,18</b>	<b>64.240.942,92</b>
<b>4. REMANENTE DE TESORERÍA AFECTADO A GASTOS CON FINANCIACIÓN AFECTADA</b>		
	<b>3.878.943,18</b>	<b>16.170.043,12</b>
<b>5. REMANENTE DE TESORERÍA PARA GASTOS GENERALES (1-2+3-4)</b>		
	<b>7.387.807,91</b>	<b>15.174.401,66</b>
<b>REMANENTE DE TESORERÍA TOTAL</b>	<b>11.266.751,09</b>	<b>31.344.444,78</b>
<b>REMANENTE DE TESORERÍA PARA GASTOS GENERALES (1-2+3-4)</b>	<b>7.387.807,91</b>	<b>15.174.401,66</b>
Gastos Comprometidos a 31/12/2012 (no financiación afectada)	936.703,13	1.084.252,27
<b>Remanente de Tesorería Libre para Otros Gastos</b>	<b>6.451.104,78</b>	<b>14.090.149,39</b>

El Director General,

El Jefe de Administración,





**MEMORIA DEL EJERCICIO 2012 DE LA AUTORITAT  
DEL TRANSPORT METROPOLITÀ, CONSORCI PER  
A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ  
DE TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA**





## 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 Barcelonés, 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:

- 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 Territori i Sostenibilitat está incluida en el ámbito de los Presupuestos de la Generalitat de Catalunya.





La composición del Consejo de Administración en Diciembre de 2012 así como los cambios producidos en el mes de Enero de 2013 por parte de la Generalitat de Catalunya son los siguientes:

**Presidente:** Sr. Lluís Recoder i Miralles (hasta el 16 de Enero de 2013)  
Sr. Santi Vila i Vicente (a partir del 16 de Enero de 2013)

**Vicepresidente 1º:** Sr. Joaquim Forn i Chiariello

**Vicepresidente 2º:** Sr. Antoni Poveda i Zapata

**Vocales:**

• **Generalitat de Catalunya (8):**

Sr. Xavier Baiget i Cantons  
Sr. Damia Calvet i Valera (hasta el 16 de Enero de 2013)  
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 i Alsina (hasta el 16 de Enero de 2013)  
Sr. Pere Padrosa i Pierre (a partir del 16 de Enero de 2013)  
Francisco Javier Flores i Garcia (a partir del 16 de Enero de 2013)

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

Sra. Sonia Recasens i Alsina  
Sr. Antonio Balmón Arévalo  
Sr. Lluís Tejedor i Ballesteros  
Sr. Antoni Vives i Tomàs  
Sr. Constantí Serrallonga i Tintoré

• **AMTU (2)**

Sr. Josep Mayoral i Antigas  
Sr. Joan Mora i Bosch





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

Sr. Dolores Morán Laorden  
Sra. Ana Ángeles Marín Andréu

- **Secretaria**

Sra. Carme Sardà i Vilardaga

La composición del Comité Ejecutivo en 31 de Diciembre de 2012 así como los cambios producidos en el mes de Enero de 2013 por parte de la Generalitat de Catalunya son los siguientes:

**Presidente:**

- Sr. Damià Calvet i Valera (hasta el 16 de Enero de 2013)
- Sr. Ricard Font i Herreu (a partir del 16 de Enero de 2013)

**Vocales:**

- **Generalitat de Catalunya**

Sr. Ricard Font i Hereu (hasta el 16 de Enero de 2013)  
Sr. Pere Padrosa i Pierre (a partir del 16 de Enero de 2013)  
Sr. Enric Ticó i Buixadós

- **Ajuntament de Barcelona**

Sra. Constantí Serrallonga i Tintoré

- **Àrea Metropolitana de Barcelona**

Excm. Sr. Antoni Poveda Zapata

- **AMTU**

Sr. Antoni Prunés i Santamaria (hasta el 16 de Enero de 2013)  
Sr. Josep Lluís Castell i Romero (a partir del 16 de Enero de 2013)

**Secretaria:**

- Sra. Carme Sardà i Vilardaga





El Director General de la ATM ha sido el Sr. Ramon Seró i Esteve hasta el nombramiento en fecha 16 de Enero de 2013 del Sr. Josep Anton Grau i Reinés.

En fecha 21 de Julio de 2011 se constituyó el Àrea Metropolitana de Barcelona (AMB) en virtud de la Ley 31/2010 de 3 de Agosto. La AMB sucede a la extinguida Entitat Metropolitana del Transport como administración consorciada de la ATM.

## Nota 2 - BASES DE PRESENTACIÓN

### 2.1 - Régimen contable

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

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

- 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.







**Nota 3 - NORMAS DE VALORACIÓN**

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

**3.1 - Inmovilizado inmaterial**

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

**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:





	<u>Años vida útil</u>
• 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 Sermetra, S.L.

### 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 MATERIAL

## VALOR DE COSTE

## FONDO DE AMORTIZACIÓN

	Saldo 1.1.2012	Inversiones	Traspasos/ Bajas	Saldo 31.12.2012	Saldo 1.1.2012	Dotaciones	Traspasos/ Bajas	Saldo 31.12.2012	Valor Neto 31.12.2012
• Software	1.727.827,50	-	-	1.727.827,50	1.522.578,57	89.383,41	8.819,81	1.620.781,79	107.045,71
• Otro inmovilizado inmaterial	22.794,39	-	-	22.794,39	22.794,39	-	-	22.794,39	-
	<b>1.750.621,89</b>	-	-	<b>1.750.621,89</b>	<b>1.545.372,96</b>	<b>89.383,41</b>	<b>8.819,81</b>	<b>1.643.576,18</b>	<b>107.045,71</b>

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

- 5.1 - Los movimientos contables registrados por las cuentas que integran el inmovilizado material de la ATM a lo largo del ejercicio 2012 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 sistema de seguridad único) y equipos informáticos.

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

- 6.1 - El saldo al 31 de Diciembre de 2012 del epígrafe de Deudores por derechos reconocidos presenta la siguiente composición:

• Generalitat de Catalunya		
- Contrato-Programa (C.P.) (Nota 12.3)	48.120.452,23	
- Otros	549.526,71	48.669.978,94
• Administració General de l'Estat (AGE)		36.244.510,00
• Ajuntament de Barcelona		5.785.750,00
- Contracte-Programa (C.P.) (Nota 12.3)	6.694.325,00	
- Otros	91.687,12	6.786.012,12
• Àrea Metropolitana de Barcelona - AMB (Nota 12.3)		7.111.750,00
• Ajuntament de Badalona		579.827,31
• Otros		358.507,94
		<u>99.750.586,31</u>



- 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).



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

	VALOR DE COSTE				FONDO DE AMORTIZACIÓN				Valor Neto 31.12.2012
	Saldo 1.1.2012	Alias	Traspasos/ Bajas	Saldo 31.12.2012	Saldo 1.1.2012	Dotaciones	Traspasos/ Bajas	Saldo 31.12.2012	
• Construcciones	309.881,95	-	-	309.881,95	309.881,94	-	-	309.881,94	0,01
• Maquinaria, instalaciones y utensilios	91.313,23	6.252,00	-	97.565,23	64.428,57	12.705,54	8.176,59	85.310,70	12.254,53
• Mobiliario	88.857,88	287,45	-	89.145,33	61.266,40	5.261,29	(-) 249,77	66.277,92	22.867,41
• Equipos proceso información	1.054.811,27	6.570,78	(-) 6.389,11	1.054.992,94	670.252,70	122.217,31	156.646,10	949.116,11	105.876,83
• Instalaciones complejas especializadas	7.904.623,87	315.307,80	-	8.219.931,67	7.145.868,02	168.469,29	(-) 179.781,84	7.134.555,47	1.085.376,20
• Otro inmovilizado material	1.661,08	-	-	1.661,08	249,71	166,47	-	416,18	1.244,90
<b>INMOVILIZADO MATERIAL</b>	<b>9.451.149,28</b>	<b>328.418,03</b>	<b>(-) 6.389,11</b>	<b>9.773.178,20</b>	<b>8.251.947,34</b>	<b>308.819,90</b>	<b>(-) 15.208,92</b>	<b>8.545.558,32</b>	<b>1.227.619,88</b>
<b>INVERSIONES EN INFRAESTRUCTURA Y BIENES DESTINADOS AL USO GENERAL</b>	<b>3.863.562,78</b>	-	-	<b>3.863.562,78</b>	-	-	-	-	<b>3.863.562,78</b>





**Nota 7 - CUENTAS FINANCIERAS**

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

• Saldos disponibles en bancos e instituciones de crédito	4.761.519,75
• Cuenta corriente "Cash Pooling"	(-) 4.877.306,93
	<u>(-) 115.787,18</u>

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 2012:

	Saldo 1.1.2012	Aplicación Resultado 2011	Resultado 2012	Saldo 31.12.12
• Patrimonio	16.554.894,89	(-) 43.182,92	-	16.511.711,97
• Resultado del ejercicio	(-) 43.182,92	43.182,92	(-) 7.756.214,15	(-) 7.756.214,15
	<u>16.511.711,97</u>	-	<u>(-) 7.756.214,15</u>	<u>8.755.497,82</u>

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

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



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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 2012	<u>5.048,67</u>
• Aplicación a resultados (amortización económica) (Nota 12.5)	<u>(-) 5.048,67</u>
• Saldo a 31 de Diciembre de 2012	<u>-</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 2011-12 (Nota 12.3)	<u>210.021,72</u>
• Ingresos diferidos gastos de emisión y gestión T-12	<u>1.262.758,25</u>
• Transferencia del IMSERSO para el desarrollo de un programa de accesibilidad en las renovaciones de flota de las líneas regulares de autobuses (pendiente de aplicar de aportaciones 2001-2007)	<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 (pendiente de aplicar aportación año 2000)	<u>163.161,21</u>
• Aportación del Ministerio de Fomento para el paso bajo la A-2 (pendiente de aplicar)	<u>43.016,64</u>
	<u>2.896.146,15</u>





**Nota 10 - ACREEDORES A CORTO PLAZO**

- 10.1 - El saldo a 31 de Diciembre de 2012 del epígrafe de Acreedores por obligaciones reconocidas y pagos ordenados y otros acreedores no presupuestarios, presenta la siguiente composición:

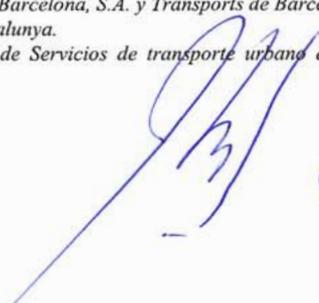
• TMB (Contrato-Programa) (1)	50.773.687,81
• TMB (otros conceptos)	833.983,90
• FGC (Contrato-Programa) (2)	18.116.952,66
• AMB (Contrato-Programa)	129.302,00
• Tramvia Metropolità del Besòs, S.A.	8.400.900,72
• Tramvia Metropolità, S.A.	6.833.933,52
• RENFE operadora	3.092.100,00
• Ajuntaments de l'AMTU (3)	-
• Otros	761.867,41
Total (incluido 1.896.131,80 de acreedores por I.V.A.)	<u>88.942.728,02</u>

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 se detallan en la Nota 12.3.



- (1) *Transports Metropolitans de Barcelona es la denominación bajo la que se 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.*






- 10.2 - 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	6.645.578,90
• FGC	(-) 1.347.592,53
• RENFE operadora	(-) 1.174.750,12
• ADIF	395.687,17
• Transportes Urbanos y Servicios Generales, SAL	966.886,09
• Hispano Igualadina	542.435,57
• Marfina Bus, S.A.	521.559,04
• Mohn, S.L.	547.506,61
• Soler i Sauret, S.A.	573.181,84
• Logista, S.A.	(-) 2.043.989,33
• Comercial Servicio Quinielas	(-) 1.643.747,51
• Otros operadores y comercializadores	3.558.434,47
	<u>7.541.190,20</u>

- 10.3 - El saldo del epígrafe “gastos diferidos” incluye los siguientes conceptos:

• Gastos a liquidar en el ejercicio 2012 por Integración Tarifaria (Nota 12.2.b)	979.773,46
• Resto compensación estimada a RENFE por Integración Tarifaria del ejercicio 2012 (Nota 12.2.c)	3.189.000,00
• Compensación Tranvías a liquidar en 2012	1.600.000,00
	<u>5.768.773,46</u>

La suma de los gastos diferidos por compensaciones, con un importe total de 4.789 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 2012.
- 11.3 - El saldo de la cuenta Hacienda Pública deudora por I.V.A. corresponde a la liquidación de Diciembre de 2012 presentada en Enero de 2013.

**Nota 12 - INGRESOS Y GASTOS**

- 12.1 - Ingresos por ventas de servicios

Al 31 de Diciembre de 2012 este epígrafe presenta la siguiente composición:

• Venta de títulos integrados	451.083.347,29
• Repercusión de los gastos de gestión del sistema tarifario integrado	28.333.796,64
Ingresos del sistema tarifario integrado (Nota 12.2)	<u>479.417.143,93</u>
• Ingresos aplicados por solicitudes T-12	<u>664.079,15</u>
• Cesión trenes a TMB	<u>75.871.382,01</u>
• Facturaciones a terceros del Centro de Información TransMet	<u>83.200,00</u>
• Ventas de servicios	<u>556.035.805,09</u>



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

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

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

En virtud de estos acuerdos de cesión, Ferrocarril Metropolita de Barcelona, S.A. tendrá que satisfacer anualmente a la **ATM** las contraprestaciones previstas por la cesión de la explotación y operación de los trenes, mediante la compensación con las subvenciones que TMB tenga que cobrar de la **ATM** anualmente por este concepto. Para el año 2012 este importe ha sido de 75.871 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 2012, en virtud de lo expuesto, se obtienen a partir del cálculo siguiente:

• Gastos por Servicios de transporte de viajeros, incentivo de Seguridad y tasa de Seguridad (ingresos asignados a los operadores)	<u>452.333.041,09</u>
• Gastos de gestión del sistema:	
– Comisiones, gastos por edición y comercialización de títulos y otros (importe neto)	21.511.388,84
– Gastos gestión ATM (1)	<u>7.352.287,85</u>
	<u>28.863.676,69</u>
• Otros gastos	<u>5.711,94</u>
• Otros ingresos del sistema	<u>(-) 83.200,00</u>
• Periodificación de gastos a liquidar al 31 de Diciembre de 2011	<u>(-) 2.681.859,25</u>
• Periodificación de gastos a liquidar al 31 de Diciembre de 2012:	
– Gastos por Servicios de transporte de viajeros	1.000.000,00
– Gastos de gestión	<u>(-) 20.226,54</u>
	<u>979.773,46</u>
• Gastos del sistema tarifario integrado	<u>479.417.143,93</u>

(1) Importe presupuestado







c) Adicionalmente la **ATM** liquida, con la financiación recibida a cuenta del Contrato-Programa 2012 (Nota 12.3.e), las siguientes compensaciones por integración tarifaria, a las empresas operadoras (epígrafe de transferencias corrientes a otras empresas):

• Compensaciones Integración Tarifaria	32.009.818,50
• Compensaciones servicio nocturno	3.150.204,12
• Compensaciones por Ayuntamientos AMTU	5.709.000,00
• Compensaciones per Integración Tarifaria y servicio nocturno periodificadas a 31 de Diciembre 2011	(-) 2.955.000,00
• Compensaciones per Integración Tarifaria del ejercicio 2012 periodificadas a 31 de Diciembre 2012 (Nota 10.4)	3.189.000,00
	<u>41.103.022,62</u>

Un importe de 735 miles de euros de estas compensaciones no se imputan a Contrato-Programa (tienen financiación del Departament de Territori i Sostenibilitat y del Ajuntament de Igualada según convenio de 18 de Junio de 2012).

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

a) El 27 de Diciembre de 2012 se firmó entre la AGE y la **ATM** el Contrato Programa 2011-2012 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 tenía vigencia del 1 de Enero de 2012 hasta el 31 de Diciembre de 2012 y regularizaba sobre sus mismas bases el 2011.

Los Contratos Programas recogen 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 Àrea Metropolitana de Barcelona).



Es intención de las Administraciones firmantes del Contrato Programa dar continuidad al marco de financiación del transporte y por tanto estos prevén 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 neto pendiente de aplicación de 415 miles de euros, que la ATM contabilizó en la cuenta de reserva correspondiente y que se aplica como origen del Contrato Programa 2011-2012. Este importe se compone de un exceso de aportaciones de la AGE de 5.330 miles de euros (que según la cláusula 9.1 del Contrato Programa 2011-2012 se ha tenido en cuenta en el abono de la aportación de la AGE para el año 2012) un defecto de aportaciones de las administraciones consorciadas de 4.915 miles de euros, que corresponden a Generalitat de Catalunya (2.670 miles de euros), Ajuntament de Barcelona (1.229 miles de euros) y Àrea Metropolitana de Barcelona (1.016 miles de euros).
- c) En fecha 7 de Julio de 2011 la Comisión de Seguimiento del Contrato Programa 2009-2010 aprobó su liquidación, resultando un déficit de aportaciones realizadas al sistema respecto de las subvenciones devengadas de 178.178 miles de euros. Este importe se compone de un exceso de aportaciones a la AGE de 3.827 miles de euros y un defecto de aportaciones de las administraciones consorciadas de 181.985 miles de euros, estando pendiente de determinar su reparto entre las administraciones consorciadas.

Este déficit de aportaciones de 178.158 miles de euros tiene contrapartida en el endeudamiento financiero de los operadores por 188.080 miles de euros (TMB, FGC y AMB) y en signo contrario por los importes pendientes de aplicación por parte de la ATM por 9.922 miles de euros (cuenta reserva), esta cuenta reserva se aplica como origen del Contrato Programa 2011-2012.





Las administraciones han de efectuar las aportaciones necesarias para cubrir este déficit de aportaciones de acuerdo con la Comisión de Seguimiento del Contrato Programa y en el marco de negociación de los futuros Contratos Programas a formalizar entre la AGE y las administraciones consorciadas. En este sentido, el mismo Contrato Programa 2011-2012 recoge las correspondientes anualidades de amortización de los préstamos concertados por TMB para cubrir este concepto.

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. Se acordó que las obligaciones económicas que se derivaran de esta autorización se incorporarían a las necesidades de futuros contratos programa a suscribir entre la ATM y la AGE

El importe pendiente de aplicar por la ATM del Contrato Programa 2009-2010 ha tenido el siguiente movimiento en el ejercicio 2012:

• Saldo a 1 de Enero de 2012	<u>9.814.713,81</u>
• Baja de obligaciones de ejercicios cerrados	<u>107.456,42</u>
• Cuenta reserva Contrato Programa 2009-10	<u>9.922.170,23</u>

- d) El Contrato Programa 2011-2012 recoge los criterios de liquidación de la aportación de la AGE para este período. 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 Contrato-Programa ratifica la aplicación, para cubrir las necesidades previstas por el sistema en el años 2011 y 2012, de las desviaciones de los Contratos Programa 2007-2008 y 2009-2011 (10.337 miles de euros), 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 17 de Junio de 2011 y 13 de Abril de 2012. En este sentido el Contrato Programa 2011-2012 incluye adicionalmente como como origen por endeudamiento financiero de los operadores las aportaciones de la ATM por necesidades previstas del año 2012 a liquidar en los años 2014 y 2015 (22.200 miles de euros por TMB y 4.769 miles de euros por FGC), y que por tanto también deberán ser liquidadas a la ATM por parte de las administraciones en las anualidades de los años 2014 y 2015.

Las administraciones, igual que para el Contrato Programa 2009-2010 tienen que efectuar las aportaciones necesarias para cubrir este déficit de aportaciones de acuerdo con la Comisión de Seguimiento del Contrato Programa y en el marco de negociación de los futuros Contratos Programas a formalizar entre la AGE y las administraciones consorciadas.

En sesión de 20 de Diciembre de 2012 el Consejo de Administración de la ATM autorizó a TMB a destinar una parte del endeudamiento autorizado para el año 2012, y que no se incluyó como origen del Contrato Programa 2011-2012, a pagar los compromisos asumidos en materia de plan de reequilibrio y cobertura de contingencias de riesgo del año 2012 de esta empresa y que se estiman en 25.036 miles de euros.

Finalmente, y como consecuencia de la minoración por parte de la Generalitat de Catalunya de las aportaciones a la ATM del ejercicio 2012 en un importe de 27.000 miles de euros, el Consejo de Administración de la ATM aprobó en sesión del 16 de Enero de 2013, autorizar a TMB para contratar un endeudamiento adicional máximo para el año 2012 de 27.000 miles de euros, para dar cobertura a las necesidades comprometidas en el Contrato Programa 2011-2012 para TMB.





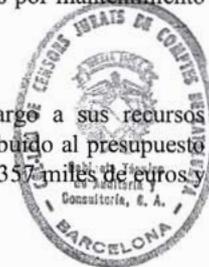
e) En el cuadro resumen que se presenta en este apartado, se detallan los efectos presupuestarios de las transferencias corrientes y de capital recibidas en el ejercicio 2012 por la ATM de las Administraciones, así como las aportaciones corrientes y de capital que ésta ha realizado a los operadores en virtud de los acuerdos con cada uno de ellos, los gastos relativos a las actuaciones en relación a los operadores de transporte público interurbano en régimen de gestión indirecta y las de los sistemas tranviarios.

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

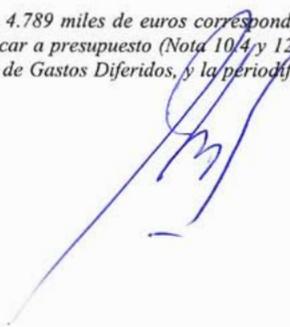
	<u>Ingresos (I)</u>	<u>Gastos (I)</u>
<b>Contrato Programa</b>		
• Administraciones	524.155	-
• Operadores públicos (TMB-FGC)	-	323.469
• AMB (gestión indirecta)	-	72.759
• Compensaciones para integración tarifaria, otras subvenciones a operadores y AMTU	-	40.367
• Otras transferencias	-	422
• Tramvia Baix Llobregat y Glòries Besòs (Nota 13)	-	98.037
<b>Otras transferencias</b>	<u>736</u>	<u>800</u>
<b>Transferencias corrientes y de capital en cuenta de resultados</b>	<u>524.891</u>	<u>535.854</u>

En el ejercicio 2012 la ATM ha reconocido como un ingreso de transferencia por Contrato Programa un importe de 341 miles de euros por mantenimiento del SAE.

Cabe mencionar que, de forma excepcional y con cargo a sus recursos propios, para el ejercicio 2011 y 2012 la ATM ha contribuido al presupuesto de gastos de Contrato Programa en un importe total de 3.357 miles de euros y 11.239 miles de euros respectivamente.



(I) Ingresos y Gastos incluyen un total de 4.789 miles de euros correspondientes a las compensaciones por integración tarifaria pendientes de aplicar a presupuesto (Nota 10.4 y 12.2). La periodificación de gastos se ha registrado con abono al epígrafe de Gastos Diferidos, y la periodificación de ingresos con cargo al epígrafe de Ingresos Diferidos.





**SITUACIÓN AL 31.12.12 DE LAS APORTACIONES DEL CONTRATO PROGRAMA 2011-2012 (miles de euros)**

	Derechos reconocidos		Cobros		Pendiente de cobro al 31.12.2012 (4)
	2011	2012	2011	2012	
<b>INGRESOS</b>					
• AGE	133.771	93.097	133.771	56.852	36.245
• Generalitat de Catalunya (1) (2)	307.465	258.018	240.682	276.681	48.120
• Ajuntament de Barcelona	72.886	80.174	67.100	79.266	6.694
• AMB	79.870	79.870	79.870	72.758	7.112
<b>TOTAL</b>	<b>593.992</b>	<b>511.159</b>	<b>521.423</b>	<b>485.557</b>	<b>98.171</b>
	<b>Obligaciones liquidadas</b>		<b>Pagos</b>		<b>Pendiente de pago al 31.12.2012 (4)</b>
<b>GASTOS</b>					
• TMB (5)(6)	342.986	280.592	270.997	301.808	50.773
• FGC (5)(6)	47.289	42.878	35.543	36.507	18.117
• AMB (Gestió indirecta) (3) (5)(6)	85.176	72.758	74.976	82.958	-
• Tramvia Baix Llobregat y Glòries-Besòs (corriente)	48.563	49.007	40.139	44.108	13.323
• Tramvia Baix Llobregat y Glòries-Besòs (capital)	28.821	47.429	28.821	47.429	-
• AMTU (Ejecución directa ATM)	6.300	5.709	5.190	6.819	-
• Gestión Indirecta (Ejecución directa ATM)	31.144	29.420	31.109	29.344	111
• Cercanías RENFE (Ejecución directa ATM)	5.574	5.766	2.529	6.000	2.811
• Gastos ATM	464	-	464	-	-
<b>TOTAL</b>	<b>596.317</b>	<b>533.559</b>	<b>489.768</b>	<b>554.973</b>	<b>85.135</b>
• Contribución del presupuesto propio ATM	(3.357)	(11.239)			
<b>INGRESOS ANTICIPADOS</b>	<b>10.337 (7)</b>	<b>1.032</b>	<b>(3.116)</b>	<b>208</b>	

(1) Incluye los importes de 50.000 miles de euros y 8.000 miles de euros asignados por la Generalitat de Catalunya a la ATM en virtud de los convenios de 22 de Diciembre de 2011 y 27 de Diciembre de 2012 con la AGE para los años 2011 y 2012 respectivamente.

(2) No incluyen las aportaciones de capital efectuadas directamente por la Generalitat de Catalunya a FGC y previstas en el Contrato Programa (19.350 miles de euros para el 2011) ni las aportaciones asociadas a los Convenios de 11 de Octubre de 2011 y 18 de Junio de 2012, con Ajuntament de Igualada por 673 miles de euros y 505 miles de euros para los años 2011 y 2012 respectivamente.

(3) Cifra presupuestaria. Pendiente de recibir el certificado de aportaciones de la AMB a las líneas de la AMB bajo su tutela. Estas aportaciones determinan finalmente la cifra de gasto reconocida de la G. Indirecta de la AMB y su aportación real al Contrato Programa.

(4) 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) Para el año 2011 no incluyen las necesidades previstas a cubrir con endeudamiento financiero previsto para el 2011 (93.270 miles de euros por TMB, 6.512 miles de euros por la AMB y 5.927 miles de euros por FGC respectivamente) y que según el acuerdo del Consejo de Administración del ATM de 17 de Junio de 2011 las obligaciones económicas del cual se incorporaran a las necesidades de futuros contratos programa a suscribir entre la ATM y la AGE (Nota 12.3.c).

(6) Para el año 2012 no incluyen las necesidades previstas a cubrir con endeudamiento financiero previsto para el 2012 (66.876 miles de euros por TMB y 11.000 miles de euros por la AMB) y que según el acuerdo del Consejo de Administración de la ATM de 13 de Abril de 2012 las obligaciones económicas del cual se incorporaran a las necesidades de futuro contratos programa a suscribir entre la ATM y la AGE. Tampoco incluye las aportaciones de la ATM por necesidades previstas de las operaciones del año 2012 a liquidar en los años 2014 y 2015 (22.200 miles de euros por TMB y 4.769 miles de euros por FGC) y que también se debían incorporar a las necesidades de futuros contratos programa. (Nota 12.3.d).

(7) Aplicación al Contrato Programa 2011-2012 de las cuentas reserva del Contrato Programa 2007-2009 (415 miles de euros) y 2009-2010 (9.922 miles de euros).





f) De acuerdo con lo que se menciona en el apartado anterior las Administraciones firmantes del Contrato Programa 2011-2012 han consignado para el ejercicio 2013 sus aportaciones a cuenta del nuevo contrato programa que tendrá vigencia a partir del 1 de Enero de 2013 y que se encuentra actualmente en negociación entre las administraciones.

Adicionalmente la ATM está elaborando el documento de necesidades y financiación para los próximos ejercicios, a partir del cual el Consejo de Administración de la ATM aprobará las previsiones de necesidades del sistema de transporte para el año 2013, así como los orígenes de fondos a recibir de la AGE o de las administraciones consorciadas para su cobertura, tanto en el mismo 2013 como de forma diferida (endeudamiento autorizado de los operadores).

#### 12.4 - Gastos de personal

La plantilla de la ATM al 31 de Diciembre de 2012 distribuida por categorías profesionales, incluyendo una persona en comisión de servicios de TMB, se detalla a continuación:

Categoría	Mujer	Hombre	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	1	5
• Administrativos	7	2	9
• Auxiliares administrativos	1	-	1
	16	14	30

Durante el ejercicio 2012 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.



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## 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)	5.048,67
• Otros	(-) 790,16
	4.258,51

- 12.6 - La previsión de honorarios para la auditoría de las cuentas anuales del ejercicio 2012 es de 17.586 euros. La sociedad auditora ha facturado un importe de 4.257 euros por otros servicios.

## 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 Metropolitana, 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.



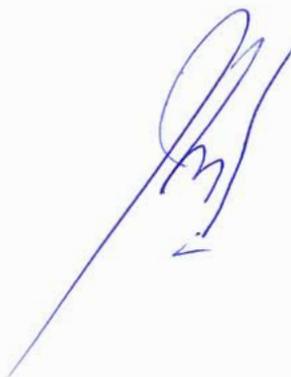


- b) El 12 de Diciembre de 2002, el Consejo de Administración de la **ATM** aprobó el proyecto constructivo del Tranvía Sant Martí-Besòs, por un importe de 205 millones de euros (antes de I.V.A.), así como el contrato definitivo con el adjudicatario (Tramvia Metropolitana del Besòs, S.A.).
- c) En el 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 2012 se detallan en la Nota 12.3.

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

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

- Con fecha 4 de Julio de 2005 la **ATM** y Tramvia 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 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).



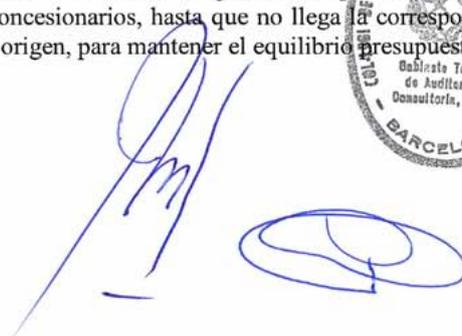


- Con fecha 5 de Septiembre de 2006 la ATM y Tramvia Metropolità, S.A. formalizaron un convenio por el cual la ATM abonará a la sociedad concesionaria del Tramvia Diagonal-Baix Llobregat un importe total de 13.505 miles de euros en concepto de modificaciones del contrato inicial. Este pago lo realizará 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 la 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).
  - En fecha 14 de Noviembre de 2012 se firmó el Texto Refundido del Contrato de Concesión del Sistema Sant Martí-Besòs.
  - A 31 de Diciembre de 2012 los procesos de expropiación en curso pendientes de resolución judicial relativos a los dos sistemas tranviarios suponen unas contingencias por un importe que se estima, en función de las últimas sentencias recibidas, alrededor de los 2 millones de euros.
- 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.

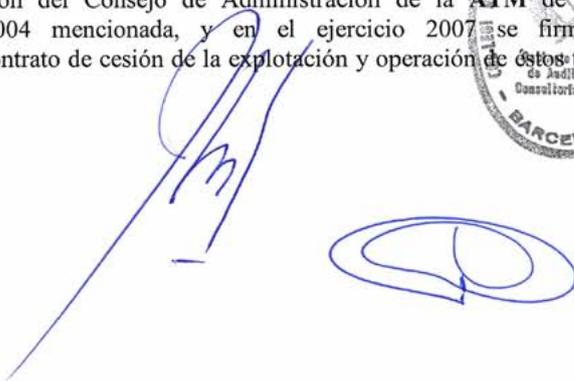
Hay que mencionar que en el ejercicio 2011 la Generalitat de Catalunya adoptó diversos Acuerdos de Gobierno para el aplazamiento de los importes a pagar en este ejercicio relativos a los convenios de modificados de los tranvías que se mencionan anteriormente. En virtud de las adendas formalizadas de estos convenios un importe total de 15.475 miles de euros se ha diferido a las anualidades de ejercicios posteriores.

La ATM no tiene concertado a 31 de Diciembre de 2012 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 estos 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 - Otras contingencias

El Real Decreto-Ley 20/2012 de 13 de Julio de medidas para garantizar la estabilidad presupuestaria y de fomento de la competitividad, estableció para el año 2012 la supresión del importe equivalente a una paga extraordinaria para el personal del sector público. Como resultado de la aplicación efectuada por la **ATM** del mencionado Real Decreto-Ley 20/2012 los gastos por sueldos y salarios del ejercicio 2012 se han visto minorados en 92 miles de euros.

Adicionalmente de acuerdo con el mismo Real Decreto-Ley 20/2012 las cantidades derivadas de la supresión de la paga extraordinaria se destinarán en ejercicios futuros a realizar aportaciones a planes de pensiones o contratos de seguros colectivos que incluyan la cobertura de contingencias de jubilación con sujeción a la ley de estabilidad presupuestaria y sostenibilidad financiera y en los términos y alcance que se determine en las correspondientes leyes de presupuestos. En función de la opinión de la Intervención General de la Generalitat de Catalunya (nota informativa de 9 de Noviembre de 2012) y de la Intervención General de la Administración del Estado (Consulta del Instituto de Contabilidad y Auditoría de Cuentas de 13 de Noviembre de 2012), no se puede considerar probable, en la situación actual, que exista una obligación presente en relación a las eventuales aportaciones que contempla el Real Decreto-Ley 20/2012 y por tanto no se cumplen los supuestos para la dotación de una provisión para riesgos y gastos en relación a las citadas aportaciones de acuerdo con el marco contable de aplicación a la **ATM**.

- 13.4 - Valores recibidos en depósito

La **ATM** ha recibido avales en depósito por un importe total de 17.053 miles de euros.





### Nota 14 - CUADRO DE FINANCIACIÓN

Los recursos obtenidos durante los ejercicios 2012 y 2011, 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	2012	2011	ORÍGENES	2012	2011
Recursos aplicados en el ejercicio	7.363.059,51	-	Recursos generados en el ejercicio	-	146.811,59
Adquisiciones de inmovilizado:			Subvenciones de capital	-	790,00
Inmaterial	-	21.590,65	Créditos a largo plazo	-	-
Material e Infraestructura	328.418,03	391.925,54	Ingresos diferidos	-	43.858.079,93
Créditos a largo plazo	-	20.775.600,00			
Aumento del capital circulante	-	22.816.565,33	Disminución del capital circulante	7.691.477,54	-
	<b>7.691.477,54</b>	<b>44.005.681,52</b>		<b>7.691.477,54</b>	<b>44.005.681,52</b>

VARIACIONES DEL CAPITAL CIRCULANTE				
	2012		2011	
	AUMENTOS	DISMINUCIONES	AUMENTOS	DISMINUCIONES
Deudores	19.938.742,26		3.308.658,49	
Cuentas financieras	-	64.355.730,10	-	31.391.435,91
Deudas a corto plazo	24.340.294,15	-	7.160.858,91	-
Ajustes por periodificación	12.386.216,15	-	43.738.483,84	-
	56.665.252,56	64.355.730,10		31.391.435,91
Variación del capital circulante	7.690.477,54	-	54.208.001,24	-
	<b>64.355.730,10</b>	<b>64.355.730,10</b>	<b>54.208.001,24</b>	<b>50.208.001,24</b>

CONCILIACIÓN DEL RESULTADO DEL EJERCICIO CON LOS RECURSOS GENERADOS/(APLICADOS)		
	2012	2011
Resultado del ejercicio según Cuenta de Resultados	(-) 7.756.214,15	(-) 43.182,92
Dotaciones a la amortización	398.203,31	937.471,25
Resultado extraordinario inmovilizado	-	-
Subvenciones de capital aplicadas	(-) 5.048,67	(-) 747.476,74
<b>RECURSOS GENERADOS/(APLICADOS) EN EL EJERCICIO</b>	<b>(-) 7.363.059,51</b>	<b>146.811,59</b>



Barcelona, 20 de Marzo de 2013



# Budget for 2013

## CHAPTER 5





## Budget ATM 2013

### STATEMENT OF EXPENSES

ART,	NAME	AMOUNT 2013 (€)
<b>Chapter 1</b>		
<b>Staff costs</b>		
13	Employees	1,473,397.61
16	Insurance and Social Security	302,000.00
	<b>Total chapter 1</b>	<b>1,775,397.61</b>
<b>Chapter 2</b>		
<b>Current expenses for goods and services</b>		
20	Rent and royalties	72,992,200.00
21	Repairs and maintenance	945,590.17
22	Material, supplies and others	471,254,607.30
23	Severance indemnities	144,000.00
24	Publication expenses	100,000.00
	<b>Total chapter 2</b>	<b>545,436,397.47</b>
<b>Chapter 3</b>		
<b>Financial expenses</b>		
34	Guarantees, deposits and others	5,000.00
	<b>Total chapter 3</b>	<b>5,000.00</b>
<b>Chapter 4</b>		
<b>Current transfers</b>		
40	Current transfers	5,149,890.78
44	To public companies and other public bodies of the Catalan Government	40,927,003.41
46	To local bodies and corporations	370,177,989.86
47	To private companies	68,197,141.84
48	To not-for-profit institutions	15,000.00
49	Exterior transfers	10,000.00
	<b>Total chapter 4</b>	<b>484,477,025.89</b>
<b>Chapter 6</b>		
<b>Investments in assets</b>		
62	Investments in machinery, plant and tools	30,000.00
64	Investments in furniture and fittings	30,000.00
65	Investments in data-processing and telecommunications equipment	1,160,165.61
	<b>Total chapter 6</b>	<b>1,220,165.61</b>
<b>Chapter 7</b>		
<b>Capital transfers</b>		
77	To private companies	47,583,346.00
	<b>Total chapter 7</b>	<b>47,583,346.00</b>
	<b>Total statement of expenses</b>	<b>1,080,497,332.58</b>



## STATEMENT OF INCOME

ART,	NAME	AMOUNT 2013 (€)
<b>Chapter 3</b>		
<b>Charges, goods and other income</b>		
31	Services rendered	73,070,000.00
39	Other income	474,858,421.58
	<b>Total chapter 3</b>	<b>547,928,421.58</b>
<b>Chapter 4</b>		
<b>Current transfers</b>		
40	From state public sectors	94,918,740.00
41	From the Administration of the Catalan Government	229,079,000.00
46	From local bodies and corporations	160,044,325.00
	<b>Total chapter 4</b>	<b>484,042,065.00</b>
<b>Chapter 5</b>		
<b>Investment income</b>		
52	Interest on deposits	30,000.00
	<b>Total chapter 5</b>	<b>30,000.00</b>
<b>Chapter 7</b>		
<b>Capital transfers</b>		
71	From autonomous communities	48,496,846.00
	<b>Total chapter 7</b>	<b>48,496,846.00</b>
	<b>Total statement of income</b>	<b>1,080,497,332.58</b>



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