

SUMMARY OF ACTIVITY



2021



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1.1. CONSORTIUM

The Metropolitan Transport Authority (ATM) is the inter-administrative consortium that coordinates the metropolitan public transport system in the Barcelona area.

All public authorities that own public collective transport services can join, either individually or through entities that group them together and represent them.

The government agencies that form the consortium in 2021 are:



1.2. FUNCTIONS

The functions are defined in the [articles of association of the Metropolitan Transport Authority](#), in the DOGC (Official Gazette of the Parliament of Catalonia) no. 7403 (3 July 2017).

Approval of the amendment of Article 2 of the ATM bylaws due to the change of registered office to calle Balmes, número 49, sexta planta, Barcelona.

1.3. GOVERNMENT BODIES

The different government bodies and agencies related to public collective transport are represented in the management and advisory government authorities of the ATM.

- 1 **Board of Directors**
- 2 **Executive Committee**
- 3 **ATM Mobility Council**

1.4. BUDGET

Budget of the Consortium of the Metropolitan Transport Authority in 2021

+€1,582,310,982.10

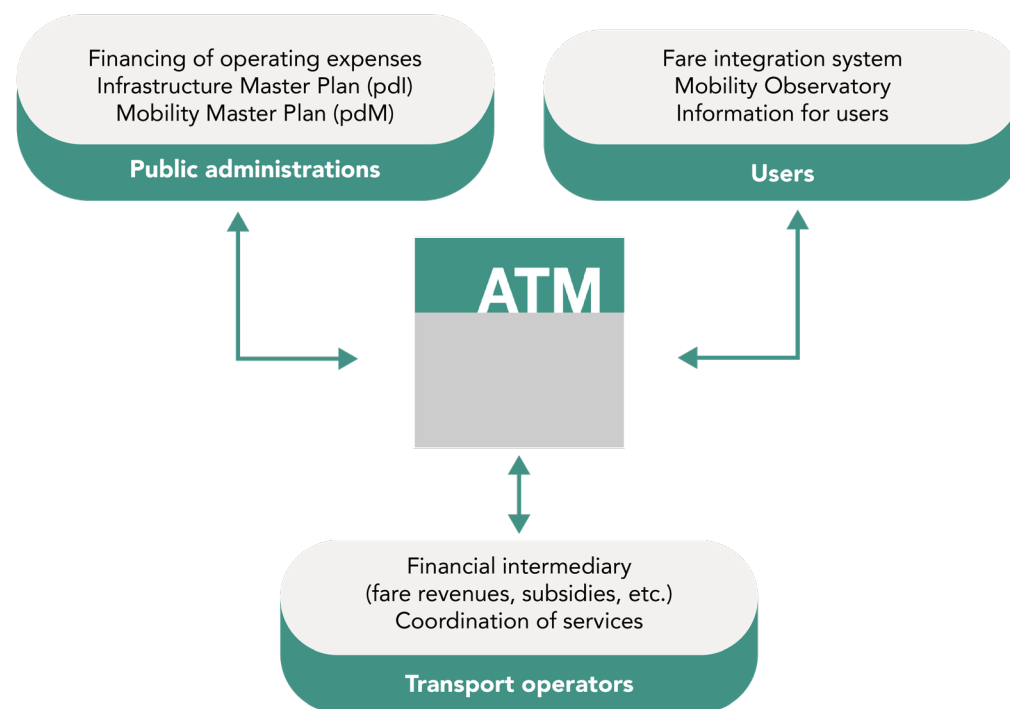
Extension of 2020



1.5. FUNDING

One of the ATM's main functions is to act as the financial backbone of the entire metropolitan public transport system.

The ATM's funding structure is as follows:

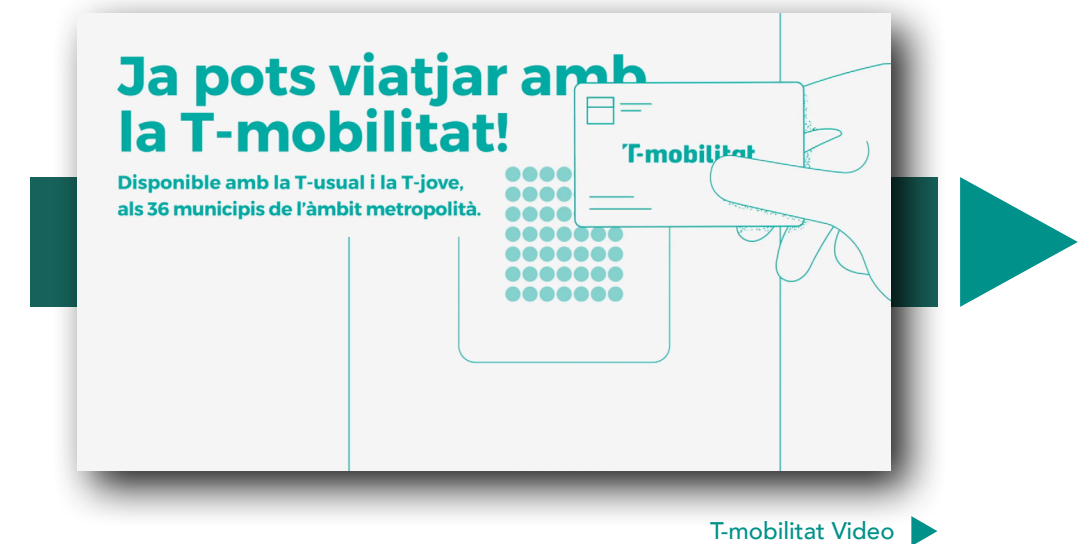


Year-end 2021 ►



1.6. T-MOBILITAT

The T-mobilitat project started implementation with two test phases (June and October 2021) and made the web channel and mobile application available to citizens. In December 2021, the new contactless validation system will begin to commercialise the T-usual and T-jove for 1 zone with the usual conditions and prices in the 36 municipalities within the AMB.

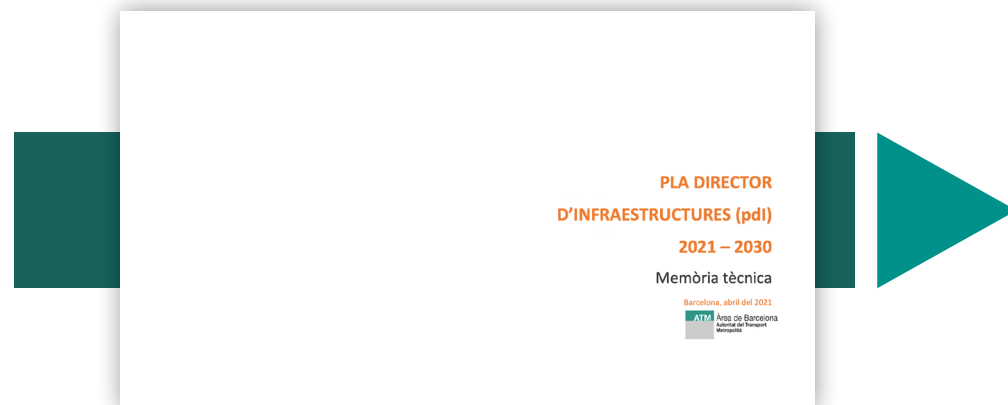


T-mobilitat Video ►



2.1. pdI 2021-2030

In December 2021, the government approved the Infrastructure Master Plan (pdI) for collective public transport in the area of the Integrated Metropolitan Mobility System of Barcelona (SIMMB) for the period 2021-2030. The 2021-2030 pdI revolves around three main objectives for mobility: to decarbonise, digitalise and decongest; under three key axes: gender perspective, environment and health.

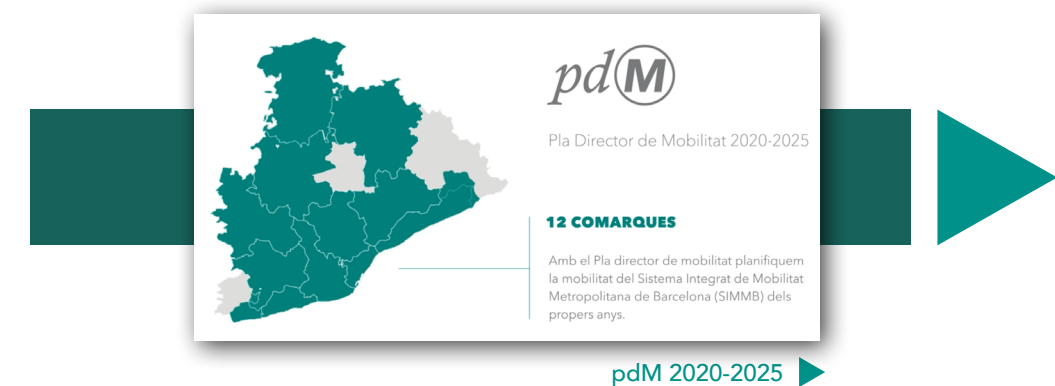


2.2. pdM 2020-2025

The Mobility Master Plan (pdM) 2020-2025 is the instrument for planning the mobility of the Integrated Metropolitan Mobility System of Barcelona (SIMMB), taking into account all the means of transport that form part of it, both for people and goods.

The Plan aims to make travel as sustainable, efficient and adapted to citizens' needs as possible (in accordance with the principles and objectives set out in articles 2 and 3 of Act 9/2003, of 13 June, on mobility), as well as carry out the developments in the territory determined by the national mobility guidelines (article 7.1 of the Act 9/2003).

All of this is in coherence with and subordinated to the territorial planning guidelines that affect it, as well as to the Sustainable Development Goals (SDGs).

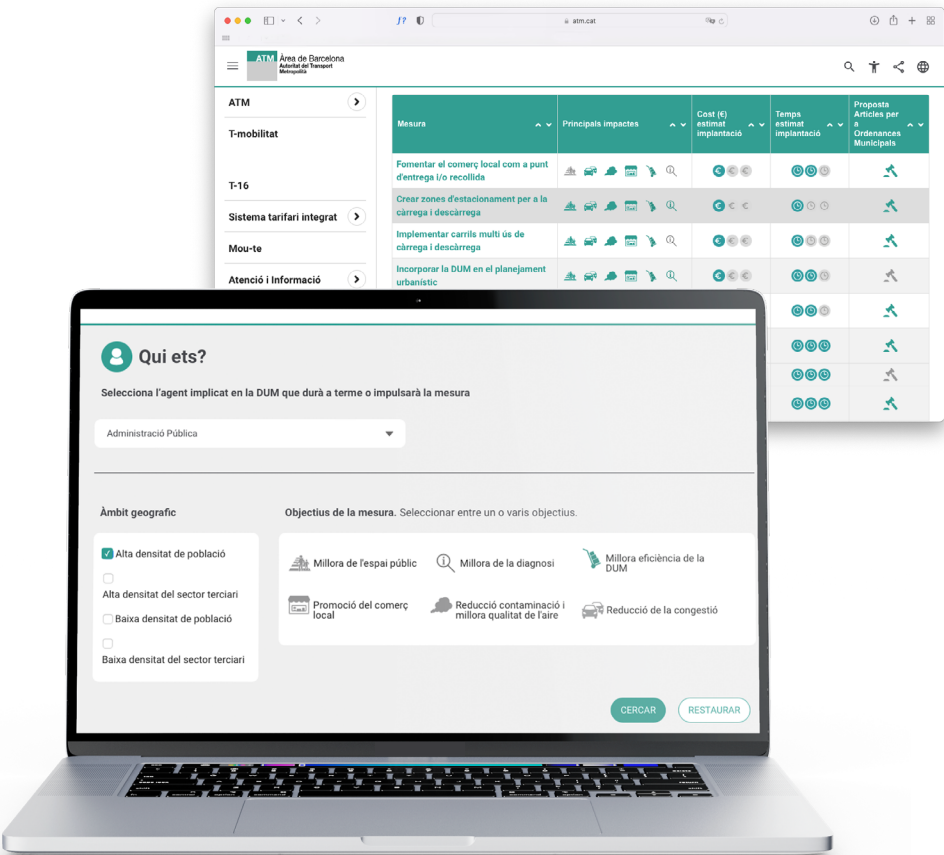


2.3. DUM (Urban Distribution of Goods)

The tool for the management and planning of Urban Distribution of Goods (DUM in Catalan and Spanish) has been created. This platform is an instrument of consultation and guidance for all the stakeholders involved in the DUM with the aim of finding measures to minimise the externalities of this process.

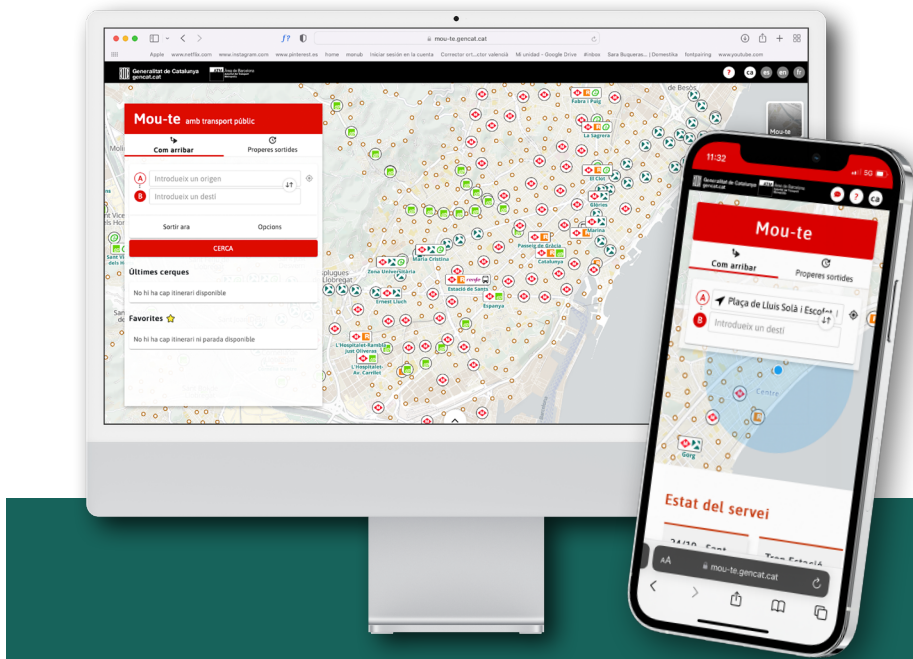
Tool for the management and planning of DUM

On the other hand, the coordination of the Logistics Sector Roundtable (MSL in Catalan and Spanish), formally established within the previous Mobility Master Plan (pdM) 2013-2018, continues to be promoted as a stable dialogue and work framework for the development of the set of measures of the logistics axis of the pdM.



2.4. 'MOU-TE' APPLICATION

Improvements in the mobility route search application, **'Mou-te' created by the Department of Territory and Sustainability and managed by the ATM**



'Mou-te' application

In January 2021, the web application will incorporate several improvements and new utilities to provide users with better service. With the new updates, the tool integrates new layers with information on bike lanes, intercity and metropolitan transport and even the different park-and-ride lots, including real-time occupancy data. In this way, users will be able to weigh these options when planning their route.

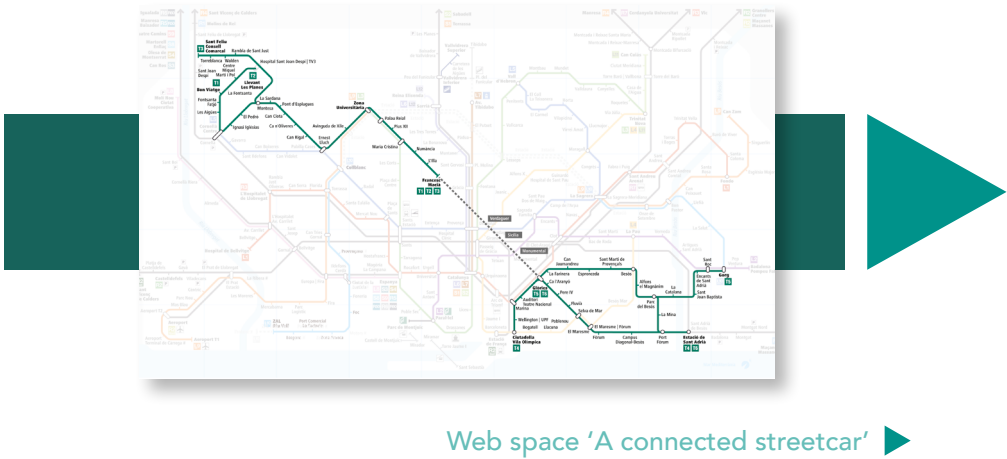
2.5. TRANSPORT NETWORK

A connected streetcar

In February 2021, the Barcelona City Council and the ATM signed the partnership agreement between the two administrations for the execution of the construction and subsequent operation of the unified tramway network.

On 24 December 2021, BIMSA gave the green light to execute the first 4 batches of projects in phase 1 to lay the tracks between Glòries and Carrer de Girona starting in 2022.

Streetcar 1	Plaça de les Glòries (Canopy - interchanger)
Streetcar 2	Diagonal (Lepant - Cartagena)
Streetcar 3	Diagonal (Nàpols - Lepant)
Streetcar 4	Diagonal (Girona - Nàpols)



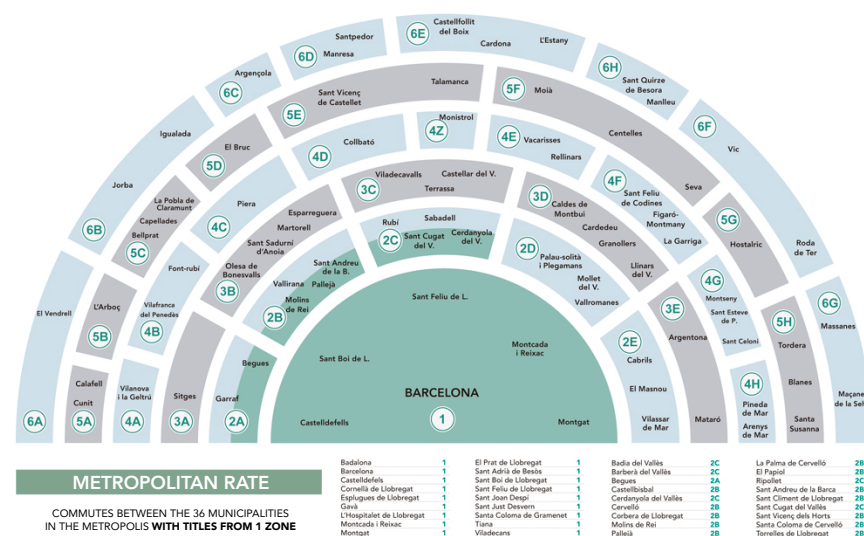
Web space 'A connected streetcar' ►



3.1. INTEGRATED FARE SYSTEM SCOPE

The integrated fare system (STI in Catalan and Spanish) encompasses a total of 296 municipalities and is divided into six fare zones and different fare sectors.

This system allows a single fare option to be used to travel from one point to another, using the number of zones of the fare option purchased.



Map of concentric zones ►

3.2. TRAVEL CARDS AND FARES

ATM has chosen not to change prices, thus helping to address the negative impact of the pandemic on many individuals and families.

Titles and rates 2021

	1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
Single ticket	2,40	3,40	4,50	5,75	7,35	8,55
T-Casual	11,35	22,40	30,50	39,20	45,05	47,90
T-Usual	40,00	53,85	75,60	92,55	106,20	113,75
T-Jove	80,00	105,20	147,55	180,75	207,40	222,25
T-Dia	10,50	16,00	20,10	22,45	25,15	28,15
T-Familiar	10,00	19,00	27,00	35,00	40,00	42,00
T-Grup	79,45	156,80	213,50	274,40	315,35	335,30

Titles for single-parent and large families

	1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
T-Usual FM/FN general	32,00	43,10	60,45	74,05	84,95	91,00
T-Usual FM/FN special	20,00	26,95	37,80	46,30	53,10	56,90
T-Jove FM/FN general	64,00	84,15	118,05	144,60	165,95	177,80
T-Jove FM/FN special	40,00	52,60	73,80	90,40	103,70	111,15
T-70/90 FM/FN general	63,55	125,45	170,80	219,50	252,30	268,25
T-70/90 FM/FN special	39,75	78,40	106,75	137,20	157,70	167,65

Discount for unemployed persons

	1-6 Zones
Discounted T-Usual	9,95

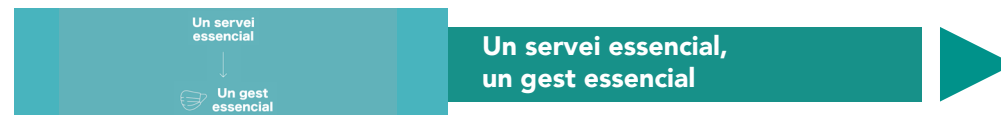
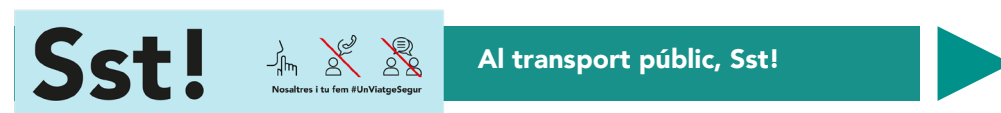
Other titles

	1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
T-Casual Work Airport	11,35	22,40	30,50	39,20	45,05	47,90
T-Aire	2,05	4,05	5,50	7,55	8,10	8,60
Berguedà-Barcelona pack	7 Zones 53,25					
Berguedà-Bages pack	4 Zones 35,25					
Ripollès-Barcelona pack	7 Zones 53,25					

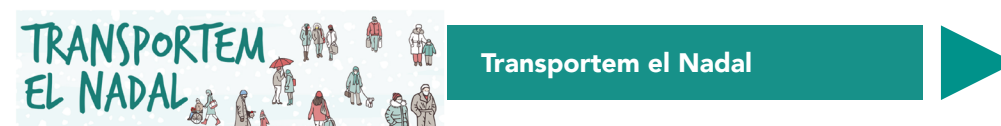
Fare brochure ►

4.1. COMMUNICATION CAMPAIGNS

COVID CAMPAIGNS



OTHER CAMPAIGNS



4.2. 2021 ATM CONFERENCE



The International Mobility Congress 2021



5 AUDIT

5.1. AUDIT REPORT

Consult the 2021 audit



6 OBSERVATORY

The Mobility Observatory of Catalonia (OMC) was presented at the International Mobility Congress (IMC) 2021 held in Sitges on 21 and 22 September. The OMC is a renovated digital platform that seeks to integrate all the information related to mobility in Catalonia into a single reference website.

The platform was created thanks to the institutional partnership between the Autoritat del Transport Metropolità and the Generalitat de Catalunya and is based on data collected and published by numerous public agents and organisations throughout Catalonia. In this way, the OMC is expected to allow users to cross-reference and relate a host of data from different indicators and sources.

Mobility Observatory
of Catalonia

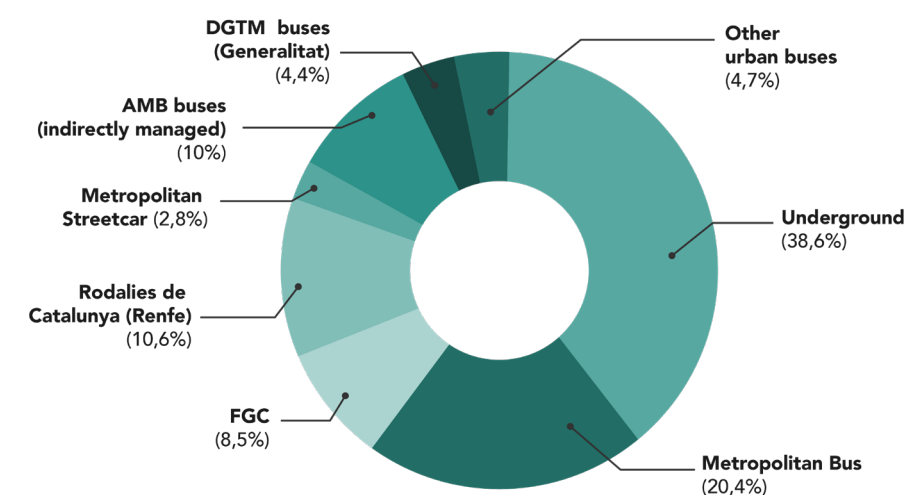


6.1. TRANSMET FIGURES 2021

720.8 million
travellers

27.5% increase compared to the previous year

Distribution of travel by operators



TransMet figures



6.2. EMEF 2021

The Working Day Mobility Survey (EMEF in Catalan and Spanish) is an annual statistic promoted by the Metropolitan Transport Authority (ATM), Barcelona City Council, Barcelona Metropolitan Area (AMB) and the Association of Municipalities for Mobility and Urban Transport (AMTU in Catalan and Spanish).



6.3. MONITORING THE DEMAND

Monthly monitoring of public transport demand detailed by means of transport and type of service. Evolution of monthly demand compared to the same month of the previous year, and accumulated for the current year.

Operators	Trips per year 2021	Trips per year 2020	Trips per year 2019	2021 - 2020		2021 - 2019	
				Absolute	%	Absolute	%
Underground	278,203	217,930	411,946	60,273	27,66%	-133,743	-32,47%
TMB Bus	147,266	115,464	215,399	31,803	27,54%	-68,133	-31,63%
Total TMB	425,470	333,394	627,345	92,076	27,62%	-201,875	-32,18%
Metropolitan Bus (indirectly managed)	69,688	55,818	102,796	13,871	24,85%	-33,107	-31,21%
Total AMB (TMB + indirectly managed)	495,158	389,211	730,141	105,947	27,22%	-234,983	-32,18%
FGC	60,938	47,516	91,058	13,422	28,25%	-30,121	-33,08%
Rodalies Catalunya (Renfe)	76,548	62,082	119,208	14,466	23,30%	-42,660	-35,79%
Streetcar	20,386	16,007	29,772	4,379	27,36%	-9,386	-31,53%
Autobusos DGTM	30,960	23,557	41,531	7,403	31,43%	-10,571	-25,45%
Urban Buses	33,484	26,895	44,866	6,590	24,50%	-11,381	-25,37%
TOTAL	717,474	565,268	1.056,575	152,205	26,9%	-339,102	-32,1%

7th fare circle							
Rodalies Catalunya (Renfe)	0,104	0,076	0,134	0,029	37,97%	-0,030	-22,37%
DGTM Buses	0,358	0,290	0,455	0,068	23,40%	-0,097	-21,30%
TOTAL	0,463	0,366	0,590	0,097	26,4%	-0,127	-21,5%
TOTAL	717,936	565,634	1.057,165	152,302	26,9%	-339,229	-32,1%

Figures in millions
* DGTM: General Directorate of Transportation and Mobility

Monitoring the demand ▶

6.4. FUNDING OF THE SYSTEM

Public transport services are funded through ticket sales and subsidies from government agencies. The system's revenue and expense data is reported.

	2021
Government of Catalonia	480.262.353,86€
Barcelona City Council	180.804.738,02€
AMB	143.518.856,00€
TOTAL	804.585.947,88€

Funding of the system ►

