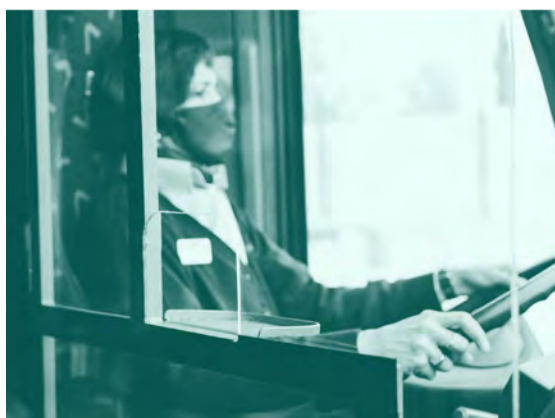


SUMMARY OF ACTIVITY



2020

TABLE OF CONTENTS

1

THE CONSORTIUM

- 1.1. Consortium
- 1.2. Functions
- 1.3. Governing bodies
- 1.4. Budget
- 1.5. Funding
- 1.6. T-mobilitat

2

COVID CRISIS

- 2.1. Covid dossier
- 2.2. Covid-related communication
- 2.3. Co-responsible Mobility Plan

3

PLANNING

- 3.1. PDI 2021-2030
- 3.2. PDM 2020-2025
- 3.3. Tramway network
- 3.4. DUM
- 3.5. PDU car parks

4

INTEGRATED FARE SYSTEM

- 4.1. Scope, system
- 4.2. Titles and rates

5

AUDIT

- 5.1. Audit report

6

OBSERVATORY

- 6.1. TransMet xifres
- 6.2. EMEF 2020
- 6.3. Monitoring the demand
- 6.4. Funding of the system



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 2020 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).



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

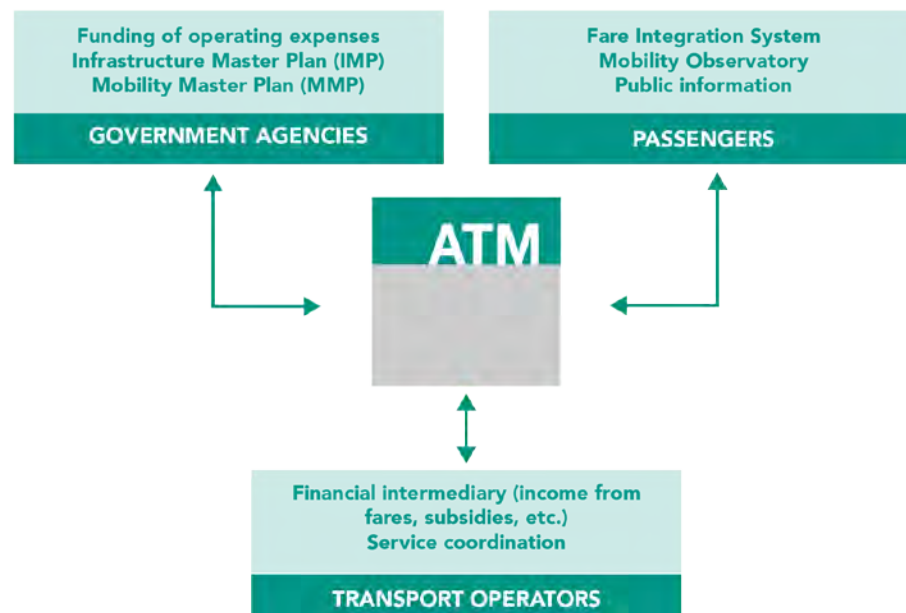
Budget of the Metropolitan Transport Authority Consortium in 2020

+€1,582,310,982.10



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 2020 ►

1.6. T-mobilitat

Work is continuing on the development and implementation of the **T-mobilitat Project**.



T-Mobilitat Video ►



2.1. COVID DOSSIER

2020 was also a year of challenges in the field of mobility.

The Covid Report in relation to public transport in the Barcelona area summarises all the main actions carried out by the consortium to deal with the pandemic. It also reviews supply and demand, the regulatory framework and economic assessments.



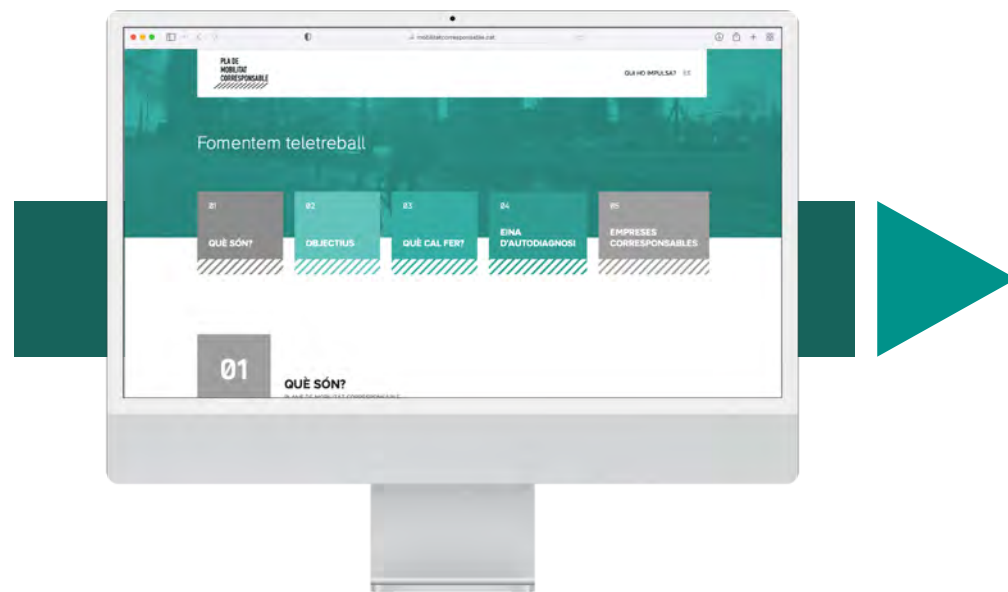
2.2. COVID RELATED COMMUNICATION

The operators and the competent government agencies carried out their own communication campaigns to inform about the exceptional nature of the pandemic and all the measures that have been implemented to prevent infection.



2.3. CO-RESPONSIBLE MOBILITY PLANS

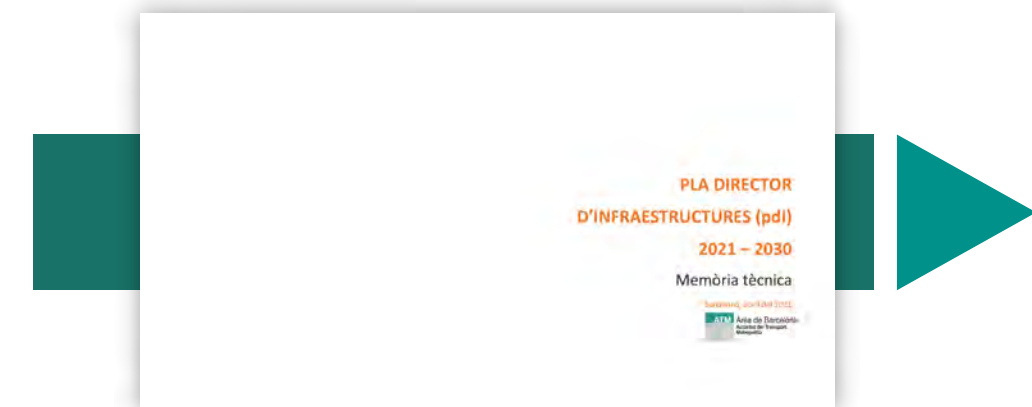
Co-responsible mobility plans are a simple way of prioritising the mobility actions to be undertaken by each workplace during the resumption phase linked to the Covid-19 crisis. These actions are determined by means of a self-diagnosis tool and they have to facilitate the mobility management of companies or other polarities, while relieving the stress from the mobility system. Each company or organisation can confirm this co-responsibility by choosing the plans in which they act.



Co-responsible mobility plans ►

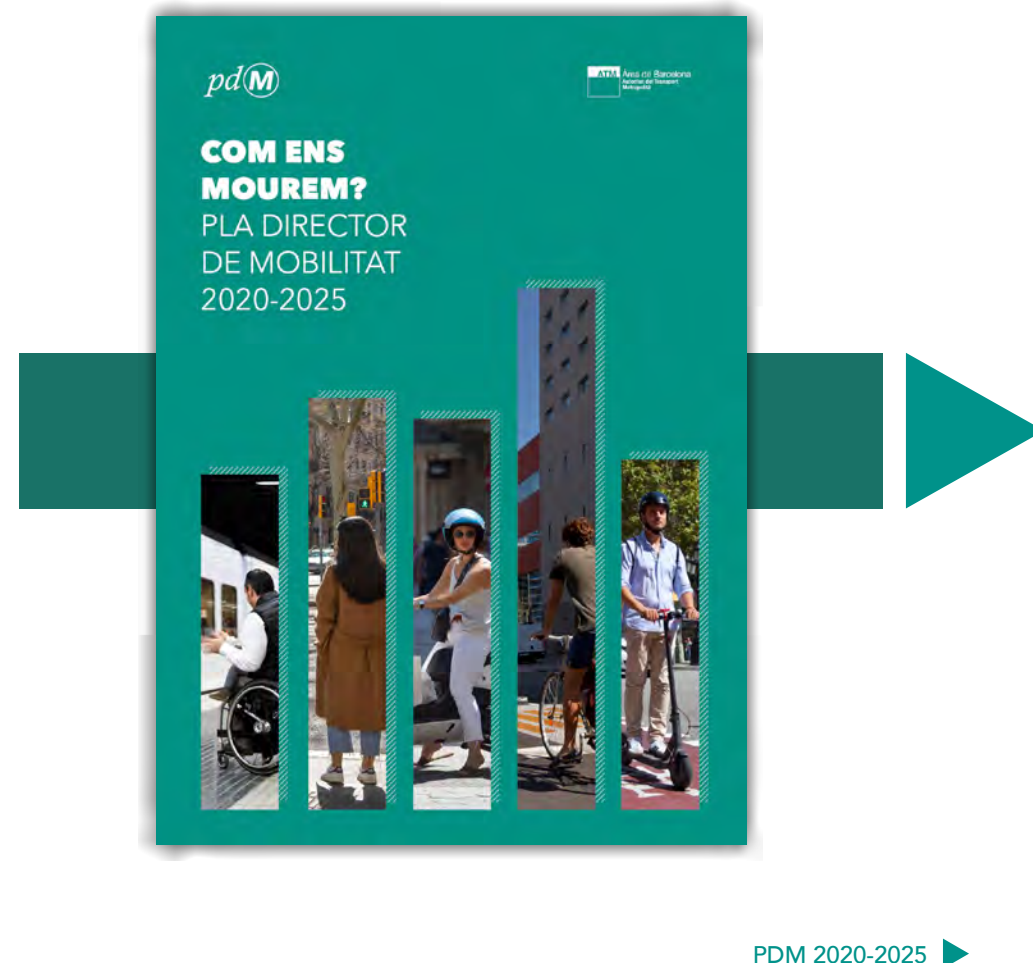
3.1. PDI 2021-2030

In 2020, the drafting of the Infrastructure Master Plan (PDI), which includes the main needs in terms of public transport until 2030, was completed. The starting points of the PDI 2021-2030 are the analysis of the actions carried out to date within the framework of the PDI 2011-2020, a technical diagnosis of the state of the SIMMB's public transport networks and a forecast of the territorial and mobility variables for the 2030 horizon.



3.2. 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 carry out the developments in the territory determined by the national mobility guidelines (article 7.1 of the Act), and consistent with and subordinated to the territorial planning guidelines that affect it, as well as to the sustainable development goals (SDGs).

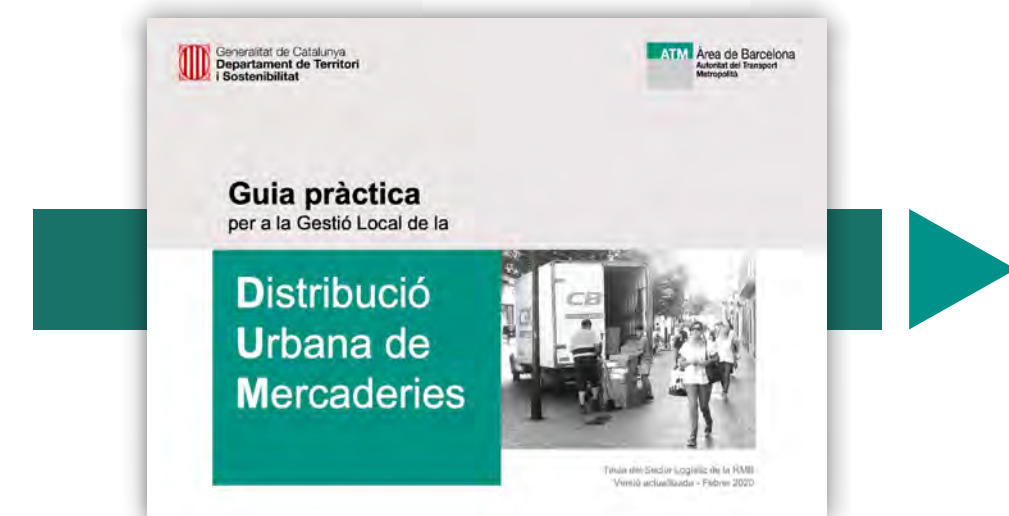


PDM 2020-2025 ►

3.3. DUM

The DUM (Urban Distribution of Goods) is undergoing a period of intense transformation and, although it is a local phenomenon, it has implications of supra-municipal scope. For this reason, it is necessary to establish an ordinance for the whole territory to improve transport efficiency, so as to reduce emissions and help improve air quality.

In 2020, the ATM created the *Practical Guide for the local management of the DUM*



3.4. TRANSPORT NETWORK

In 2020 the platform was created that enables people to consult digitised data of the tram system in the Barcelona area. The digitalisation of the tramway system facilitates the updating of infrastructure status changes, ensure the reliability of tramway service information, improve access to information, make monitoring and supervision easier, and optimise service quality.



atmcat.maps.arcgis.com ▶

Work is also continuing on tram network studies and projects, such as:

Extension of the Sant Martí-Besòs tramway between Sant Adrià station and the Port of Badalona

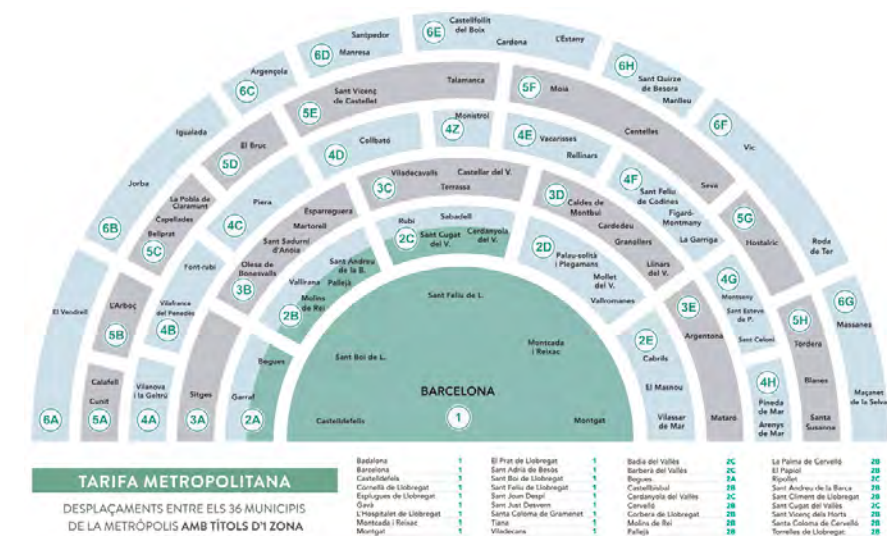
Connection of the tramway networks. Phase 1 Pl. Glòries-Verdaguer

Extension of the Diagonal-Baix Llobregat tramway between Esplugues and Sant Just Desvern

4.1. SCOPE, SYSTEM

The integrated fare system encompasses a total of 296 municipalities and is divided into six fare zones and different fare sectors.

This system means that with a single travel card travellers can use the means of transport necessary to move from one point to another by purchasing the travel card that covers the number of zones in which they travel.

Metropolitan fare

4.2. TRAVEL CARDS AND FARES

In 2020, a new [public transport fare policy](#) was approved.

Títols i Tarifes 2020

	1 zona	2 zones	3 zones	4 zones	5 zones	6 zones
Bitllet senzill	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

Títols per a Famílies Monoparentals/Nombroses

	1 zona	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 especial	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 especial	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 especial	39,75	78,40	106,75	137,20	157,70	167,65

Bonificació per a persones en situació d'atur

	1-6 zones
T-usual bonificada	9,95

Altres títols

T-casual Treb. Aeroport	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

Packs Berguedà i Ripollès

	7 zones
Pack Berguedà-Barcelona	53,25
	4 zones
Pack Berguedà-Bages	35,25
	7 zones
Pack Ripollès-Barcelona	53,25



Fares ►

5.1. AUDIT REPORT

Consult the 2020 audit



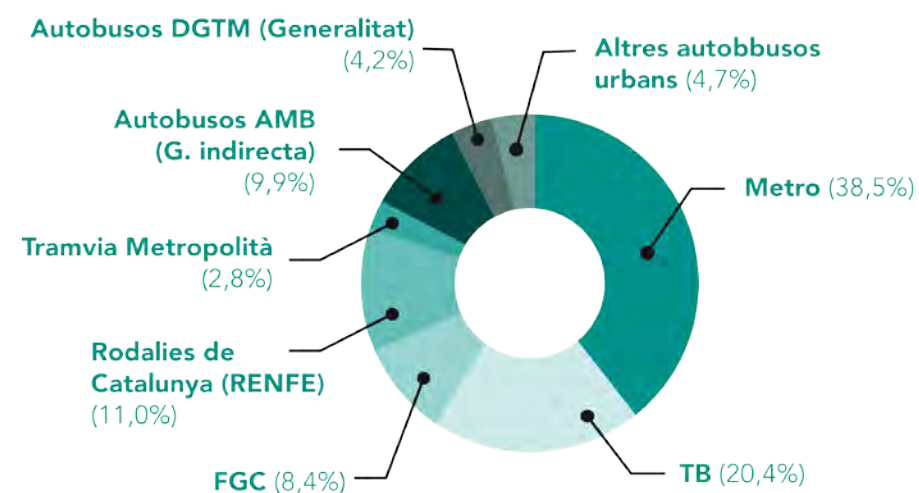
6 OBSERVATORY

Work is continuing on the development of the Mobility Observatory, an instrument for monitoring mobility in several areas.

6.1. TRANSMET XIFRES

Public transport in the Barcelona area ended 2020 with 565 million journeys, which represented a drop of 46.5% compared to the previous year.

Travel distribution for operators



TransMet xifres ►

6.2. EMEF 2020

The Working Day Mobility Survey (EMEF) 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).



6.3. MONITORING THE DEMAND

Operadors	Viatges any 2020	Viatges any 2019	△ 20/19	
			núm. absoluts	%
Metro	217,9	411,9	-194,0	-47,1%
Bus TMB	115,5	215,4	-99,9	-46,4%
Total TMB	333,4	627,3	-294,0	-46,9%
Bus Metropolità (gestió indirecta)	55,8	102,3	-47,0	-45,7%
Total AMB (TMB + gestió indirecta)	389,2	730,1	-340,9	-46,7%
FGC	47,5	91,1	-43,5	-47,8%
Rodalies Catalunya (Ranfe)	62,1	119,2	-57,1	-47,9%
Tramvia	16,0	29,8	-13,8	-46,2%
Autobusos DGTM	23,4	41,5	-18,2	-43,7%
Autobusos urbans	26,5	44,9	-18,4	-41,0%
TOTAL	564,6	1.056,6	-491,9	-46,6%

7a Corona Tarifària				
Rodalies Catalunya (Ranfe)	0,1	0,1	-0,1	-43,7%
Autobusos DGTM	0,3	0,5	-0,2	-36,2%
TOTAL	0,4	0,6	-0,2	-37,9%

TOTAL VIATGERS	565,0	1.057,2	-492,2	-46,6%
-----------------------	--------------	----------------	---------------	---------------

(Dades en milions)

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.

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.

	2020
Generalitat de Catalunya	457.800.135,40€
Ajuntament de Barcelona	174.033.290,31€
AMB	139.930.974,62€
TOTAL	771.764.400,32€

Funding of the system ►

