

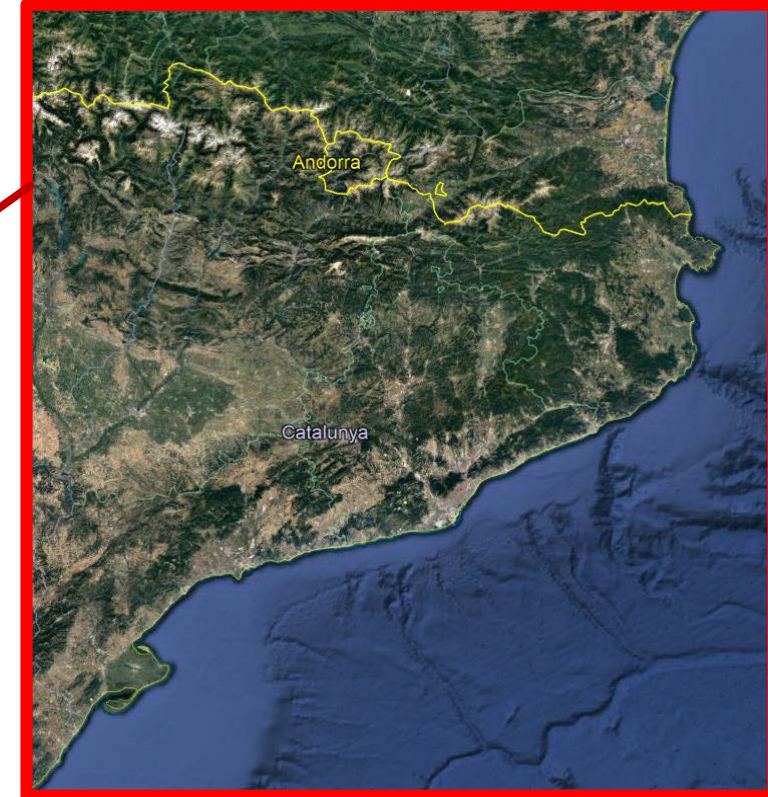
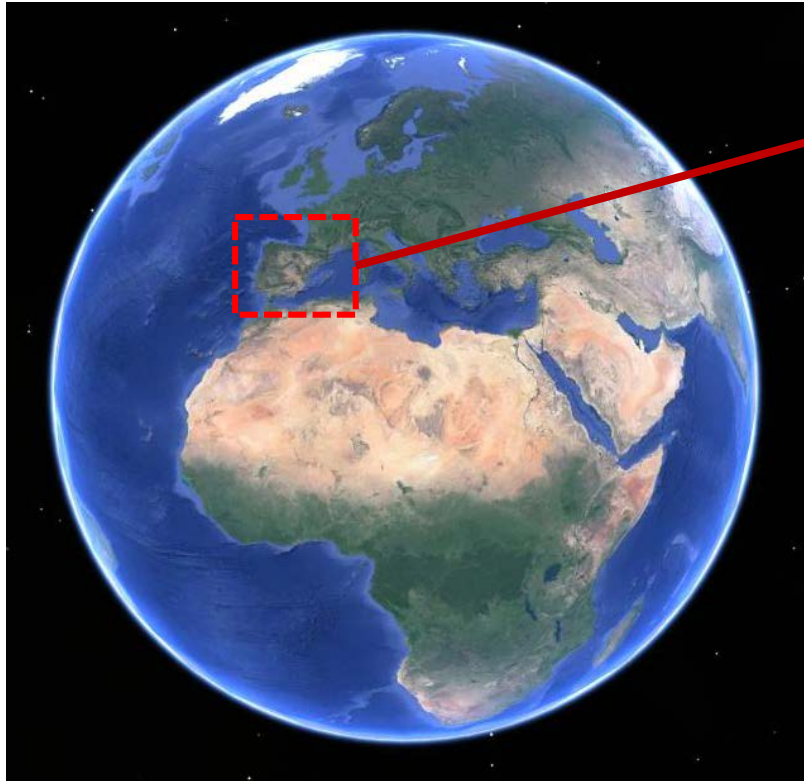
Financing scheme of metropolitan public transports and research into innovative mechanisms

June 2019

Agenda

1. Territorial and Operational scope
2. ATM Consortium of Barcelona
3. Principal functions
4. Financing
5. Research into innovative mechanisms

Territorial scope

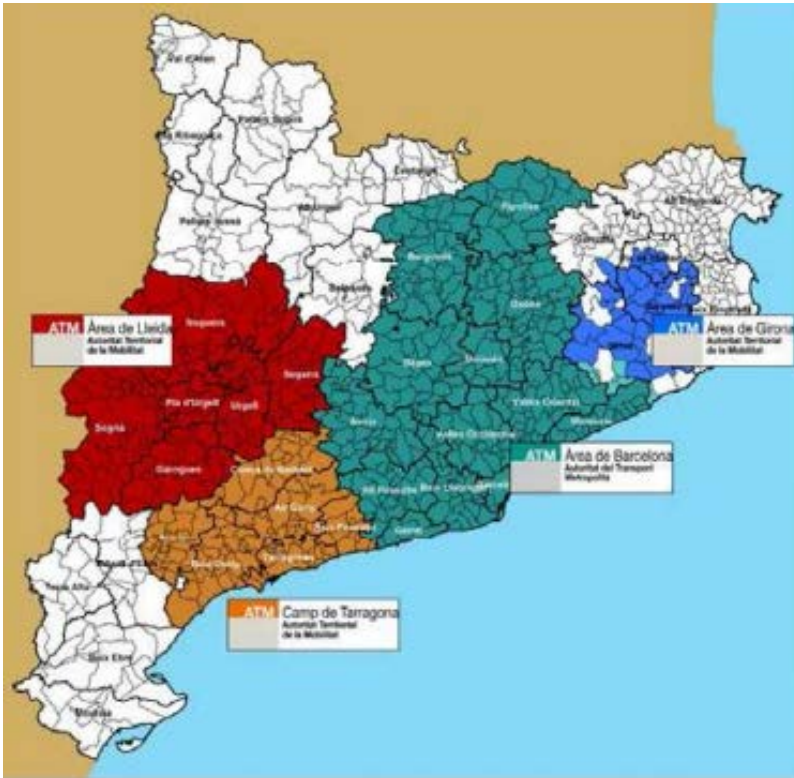


Catalonia

947 municipalities

7,5 millions of inhabitants

Territorial scope



Catalonia

947 municipalities

7,5 millions of inhabitants

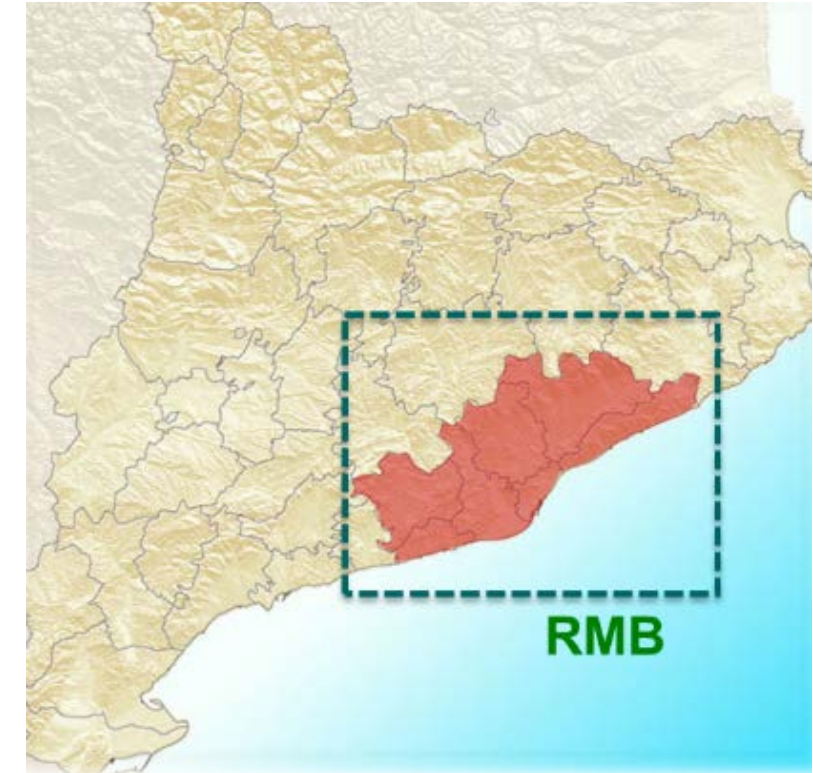


ATM Barcelona Scope

(Integrated Fare System)

346 municipalities

5,7 millions of inhabitants



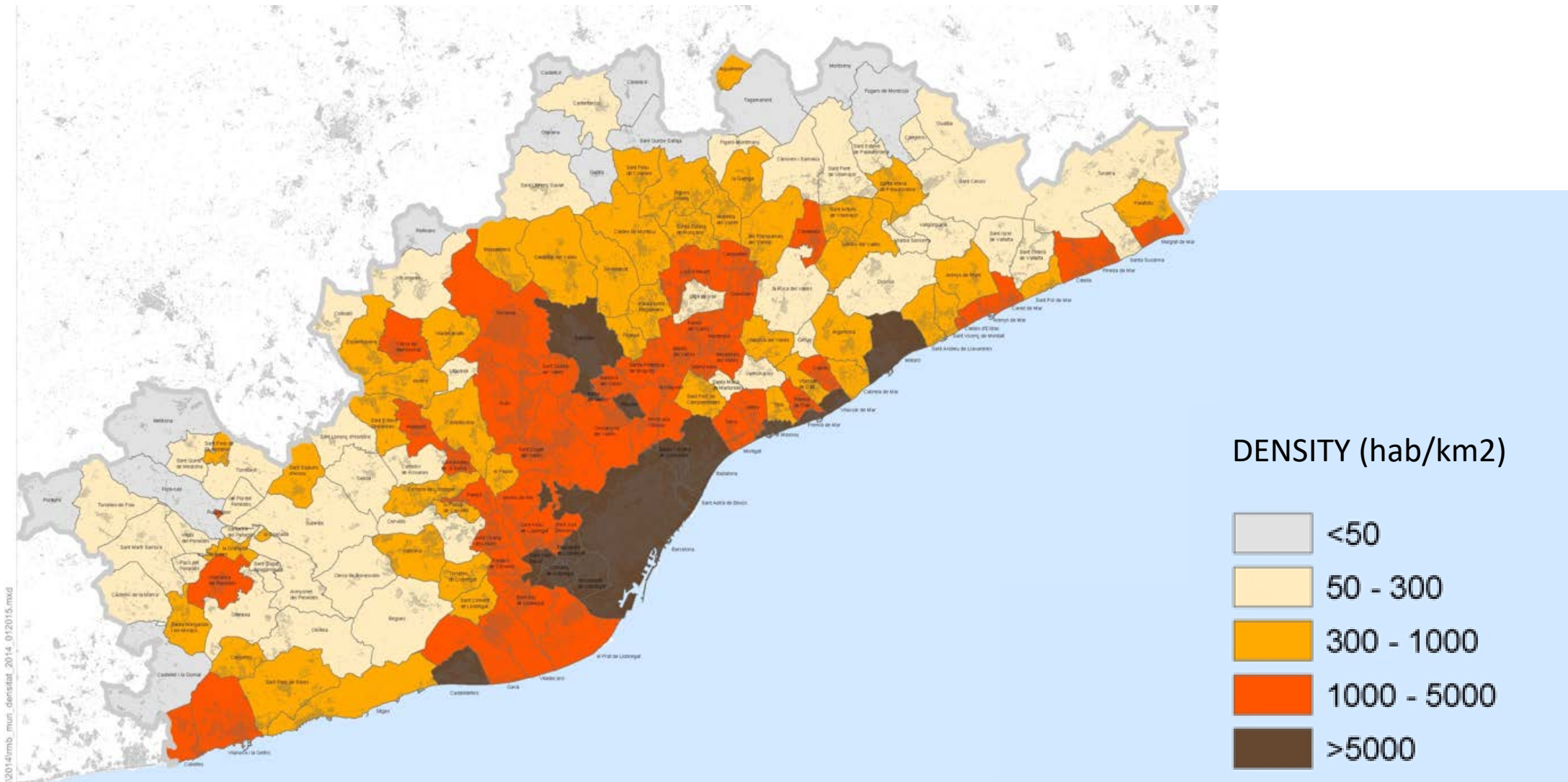
Metropolitan Region of Barcelona

164 municipalities

5,0 millions of inhabitants

Population density

DATA 2014

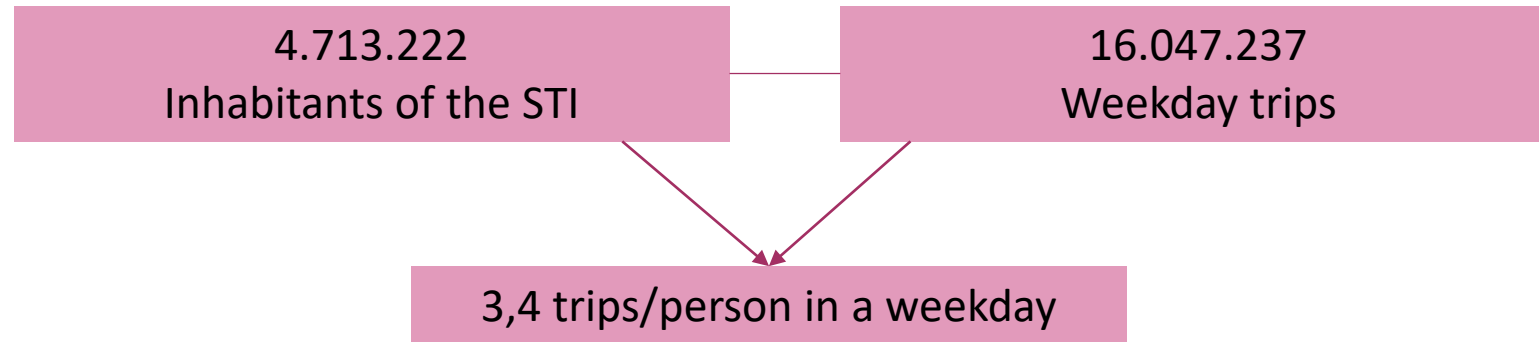


Mobility

DATA 2016

Weekday mobility

(Basic Data)

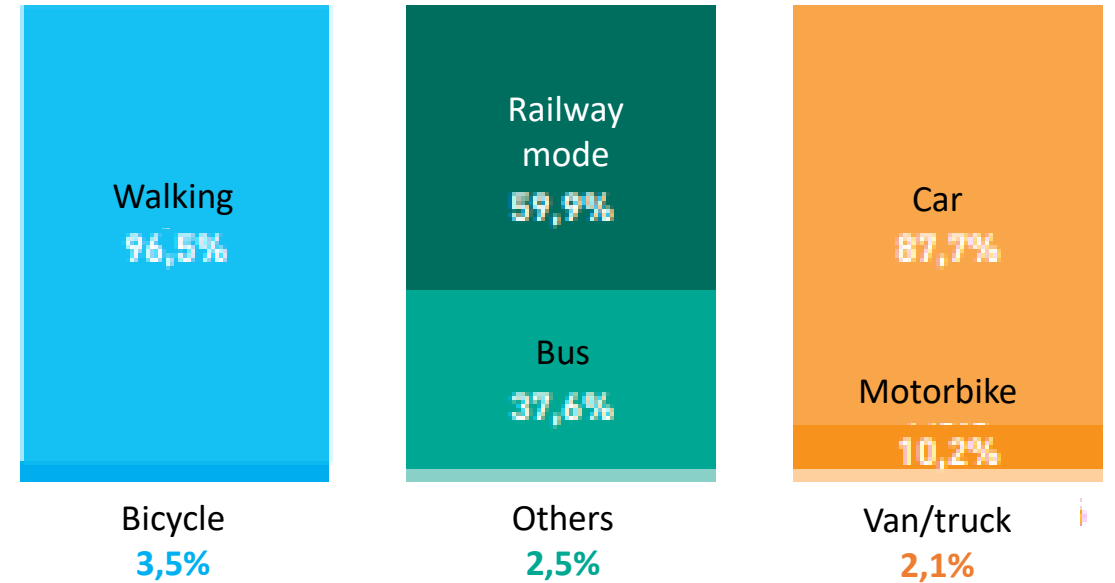
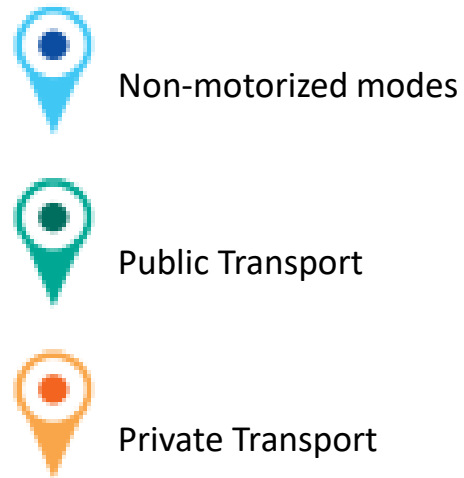
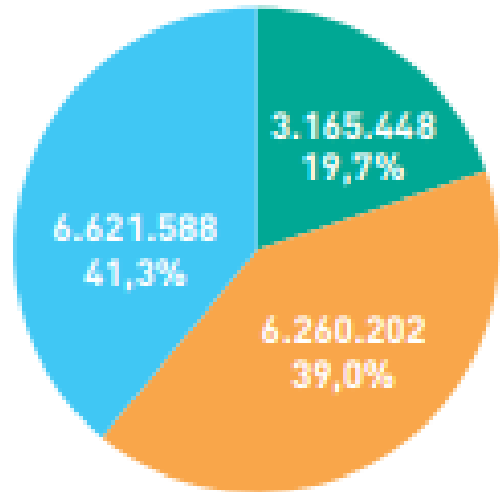


Motiu de desplaçament	HOMES		DONES		TOTAL	
	Desplaçaments	%	Desplaçaments	%	Desplaçaments	%
Treball	1.552.247	19,9%	1.215.278	14,7%	2.767.525	17,2%
Estudis	263.648	3,4%	306.974	3,7%	570.622	3,6%
Mobilitat ocupacional	1.815.895	23,3%	1.522.252	18,5%	3.338.147	20,8%
Compres	557.710	7,1%	890.009	10,8%	1.447.719	9,0%
Metge/hospital	147.204	1,9%	231.068	2,8%	378.272	2,4%
Visita a un amic/familiar	229.301	2,9%	256.800	3,1%	486.101	3,0%
Acompanyar persones	516.737	6,6%	848.145	10,3%	1.364.882	8,5%
Gestions personals	211.483	2,7%	213.138	2,6%	424.622	2,6%
Oci/diversió/àpats/esports	537.026	6,9%	449.067	5,4%	986.093	6,1%
Passeig	312.624	4,0%	232.373	2,8%	544.997	3,4%
Mobilitat personal	2.512.086	32,2%	3.120.601	37,9%	5.632.687	35,1%
Tornada a casa	3.474.709	44,5%	3.601.695	43,7%	7.076.403	44,1%
Total STI	7.802.690	100,0%	8.244.547	100,0%	16.047.237	100,0%

Mobility

Weekday mobility

(Transport mode)



Public transport system

RAILWAY OPERATORS



Metropolitan Railway of Barcelona (TMB, Public Operator): Metro of Barcelona. Administrated by the AMB.



Generalitat of Catalonia Railway (FGC, Public Operator): Metro and commuter trains. Public company owned by the Generalitat of Catalonia



Rodalies of Catalonia (Renfe, Public Operator): Commuter train network. Public company of the General State Administration, the ownership of the service was passed to the Generalitat of Catalonia in 2010.



Metropolitan Tram, (private operator, concessional system): Administrated by ATM.



Public transport system

BUS OPERATORS

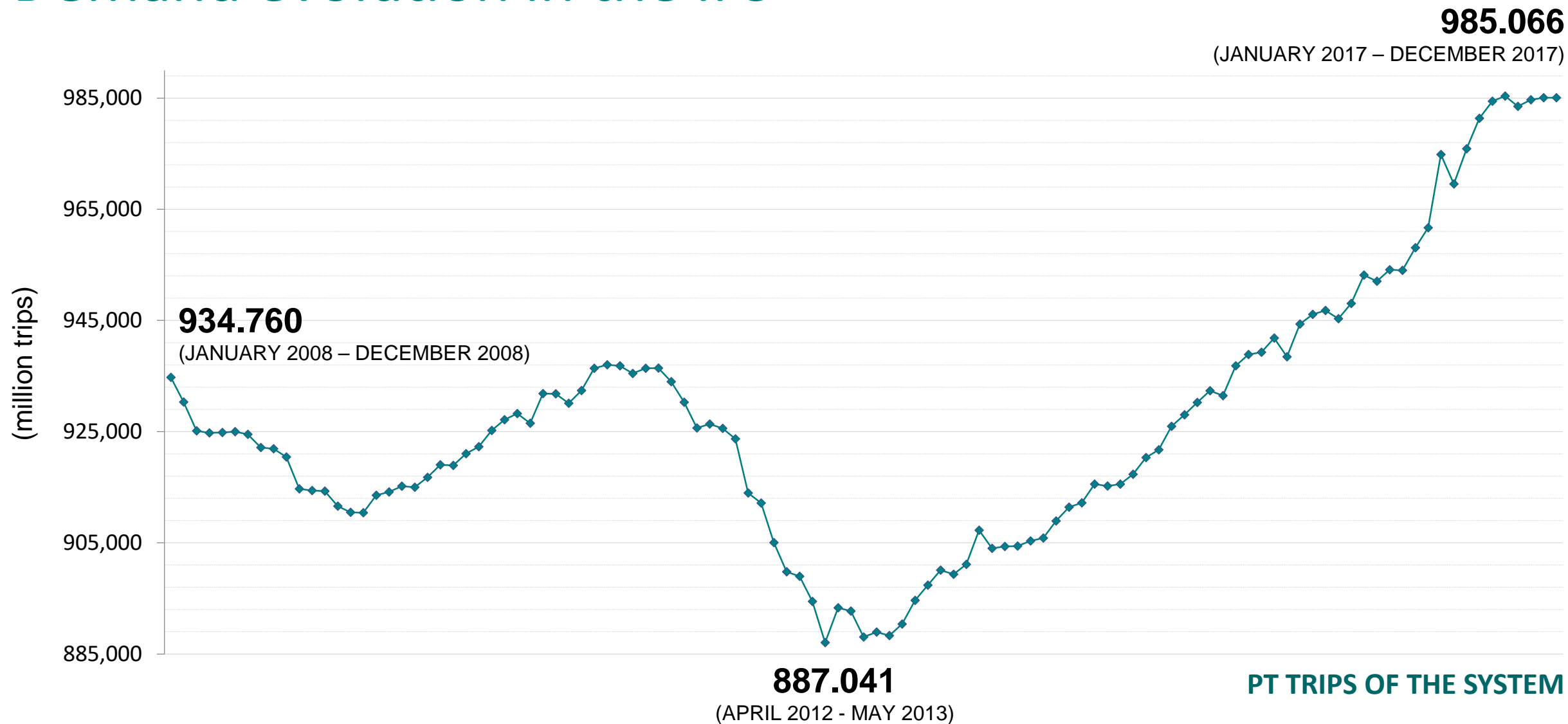
Metropolitan Transports of Barcelona (TMB, Public Operator): Urban bus of Barcelona. It is the principal operator of the System. Administrated by the AMB.

746 lines
15.805 km network

Other transport operators There are other 50 private operators (metropolitan, intercity or urban) that offer services in a concessional regime or other modalities, administrated by the Generalitat of Catalonia, the Metropolitan Area of Barcelona or the City Councils.



Demand evolution in the IFS



Public transport system

Àmbit corones 1 a 6 del STI	Línies	Longitud xarxa (km)	Vehicles-km (milions)	Δ 18/17 (%)	Viatges (milions)	Δ 18/17 (%)	Recaptació (M€)
Metro	8	121,4	94,4	4,6%	407,5	4,4%	274,73
TB	101	829,7	41,2	1,4%	207,5	2,7%	149,85
Total TMB	109	951,0	135,5	3,6%	615,0	3,8%	424,58
FGC	17	150,0	32,9	2,6%	87,2	3,4%	80,83
Rodalies de Catalunya (Renfe)	6	474,3	101,6	0,2%	116,1	2,4%	145,26
TRAM	6	29,1	2,6	0,4%	29,1	4,0%	14,96
Autobusos AMB (gestió indirecta)	115	1.452,6	40,0	6,3%	95,80	6,5%	91,83
Autobusos DGTM (Generalitat)	395	11.386,9	50,9	5,6%	38,8	8,5%	48,80
Altres autobusos urbans	147	1.043,6	14,3	3,0%	42,9	3,2%	24,44
TOTAL	795	15.487,5	377,8	3,1%	1.024,8	4,0%	830,69
Àmbit 7a corona del STI	Línies	Longitud xarxa (km)	Vehicles-km (milions)	Δ 18/17 (%)	Viatges (milions)	Δ 18/17 (%)	Recaptació (M€)
Rodalies de Catalunya (Renfe)	1	41,5	(*)	nd	0,1	7,1%	(*)
Autobusos DGTM (Generalitat)	22	891,0	2,0	-0,8%	0,4	7,1%	1,29
TOTAL	23	932,5	2,0	-0,8%	0,6	7,1%	1,29
TOTAL STI	817	16.420,0	379,9	3,0%	1.025,4	4,0%	831,98

2018

(*) Dades de Rodalies de Catalunya (Renfe) incloses en l'àmbit de les corones 1-6

nd No disponible.

The Consortium



Administrations

Operators

Organization

Organizational structure of the ATM

Board of Directors



Executive Committee



CEO
Pere Torres Grau



Areas



Board of Directors

Rector body of the ATM. 18 full right members:

- 9 members - Generalitat of Catalonia
- 7 members – Local Administrations (BCN Council and AMB);
- 2 members – AMTU;
- 2 members - AGE observers

Executive Committee

6 representation members:

- 3 of the Generalitat of Catalonia
- 2 of the local administrations;
- 1 of the AMTU.

CEO

Mr. Pere Torres Grau

Areas

Staff: 36 people

Budget 2018: 1.433 M€

Principal functions

Planning Function

- Infrastructures Planning
PDI 2011-2020
- Planning and management of the metropolitan mobility
Mobility Director Plan 2013-2018

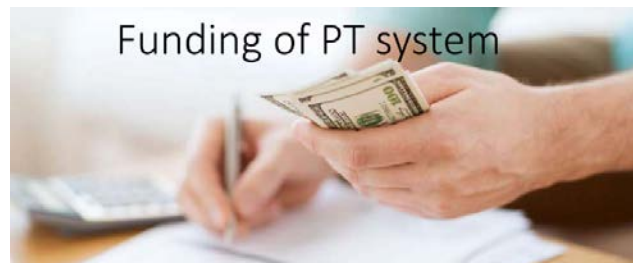


Management assignment

- Delegated management of the Tram
- Public Transport Financing

Financing Agreement with administrations

Contract programmes with the transport companies

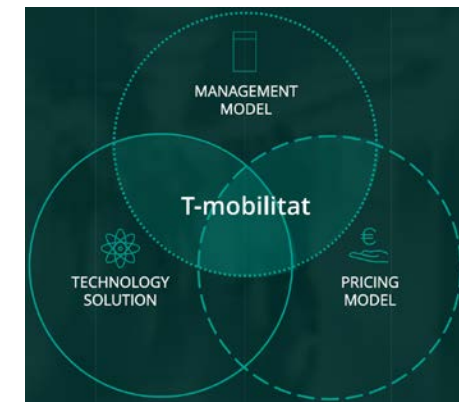


Fares policy

- Fares integration and fares policy
- Promotion of the integrated fare system



T-Mobilitat Project



Other tasks

PRESENCE IN BODIES AND WORK GROUPS

OPERATION SYSTEM (SAE)

PROMOTION OF SUSTAINABLE MOBILITY

MUNICIPAL MOBILITY SURVEY

INFORMATION COMMUNICATION TO
PUBLIC TRANSPORT USER

REVISION, ELABORATION OF PLANS,
APLICATIONS AND GUIDES

URBAN MOBILITY PLANS (PMU)

MOBILITY PLANS
FOR COMPANIES (PDE)

EVALUATION STUDIES
OF GENERATED MOBILITY (EAMG)

MOBILITY OBSERVATORIES

METROPOLITAN REGION

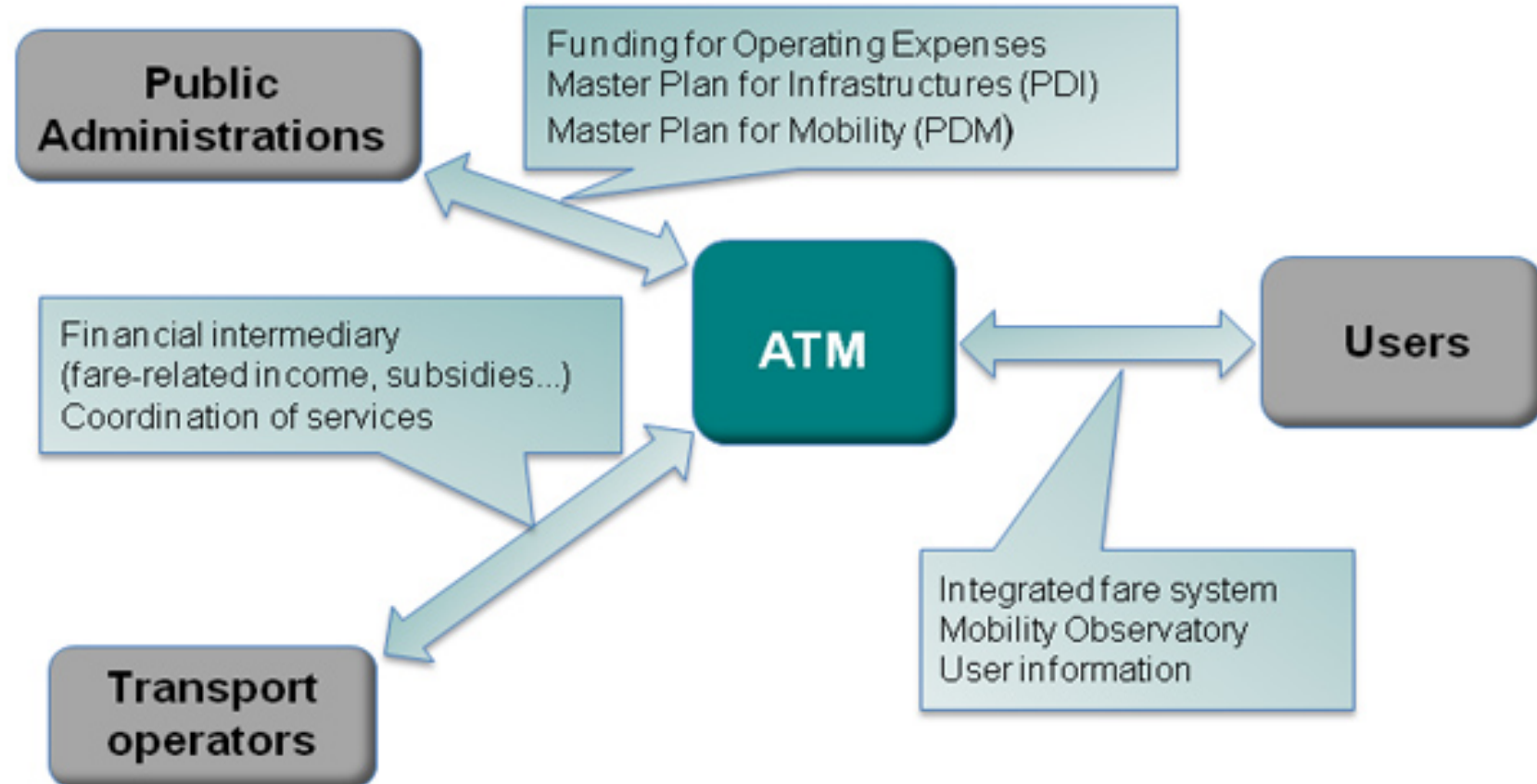
EXTERNAL

OUTREACH AND EUROPEAN PROJECTS

Financing

Financial Hub

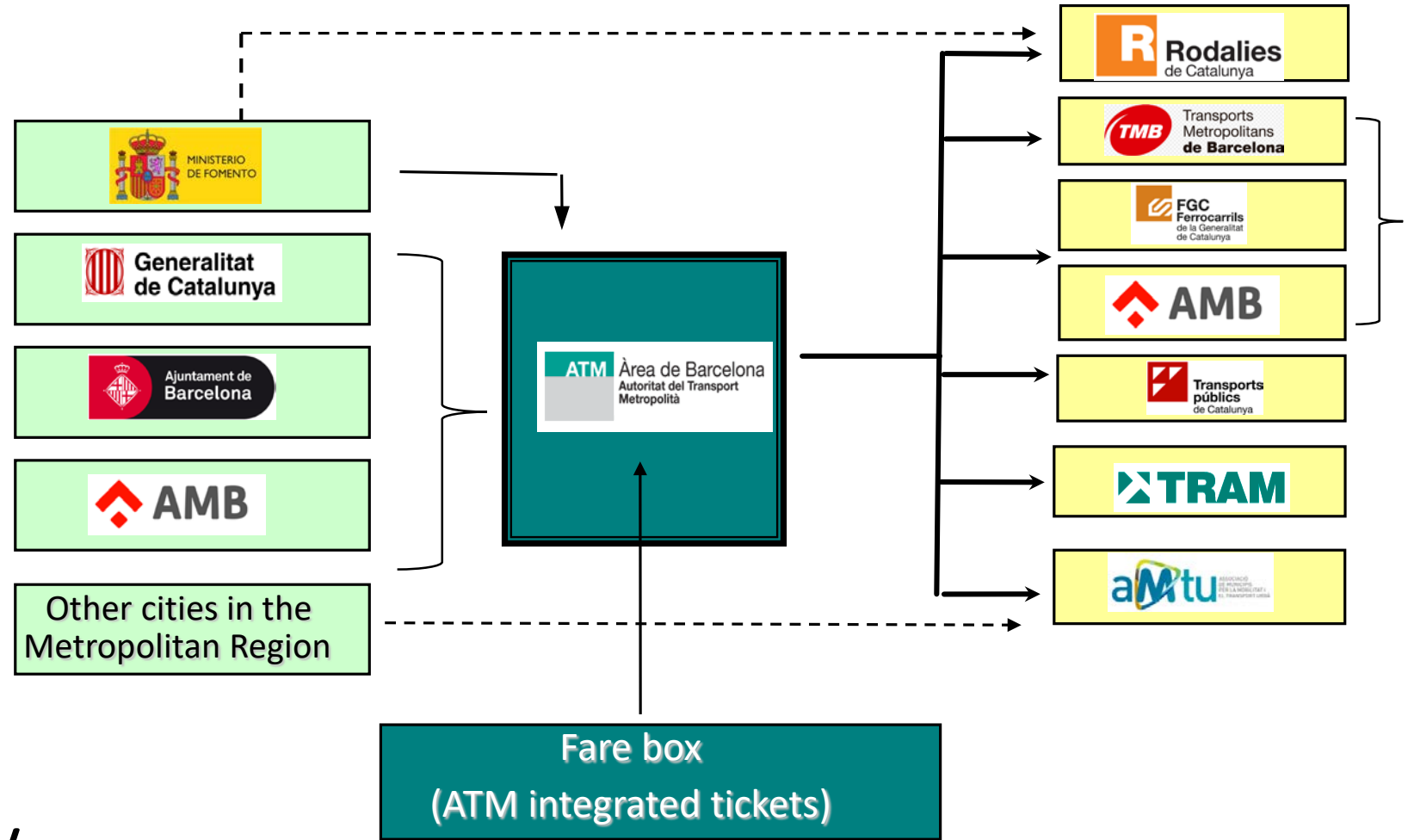
One of the primary duties of the ATM (Metropolitan Transport Authority) is to act as a **financial hub for the entire metropolitan collective public transport system**. This guarantees that there are sufficient economic resources to carry out an ongoing improvement programme in the public transport within the Metropolitan Region of Barcelona.



Public Transport financing

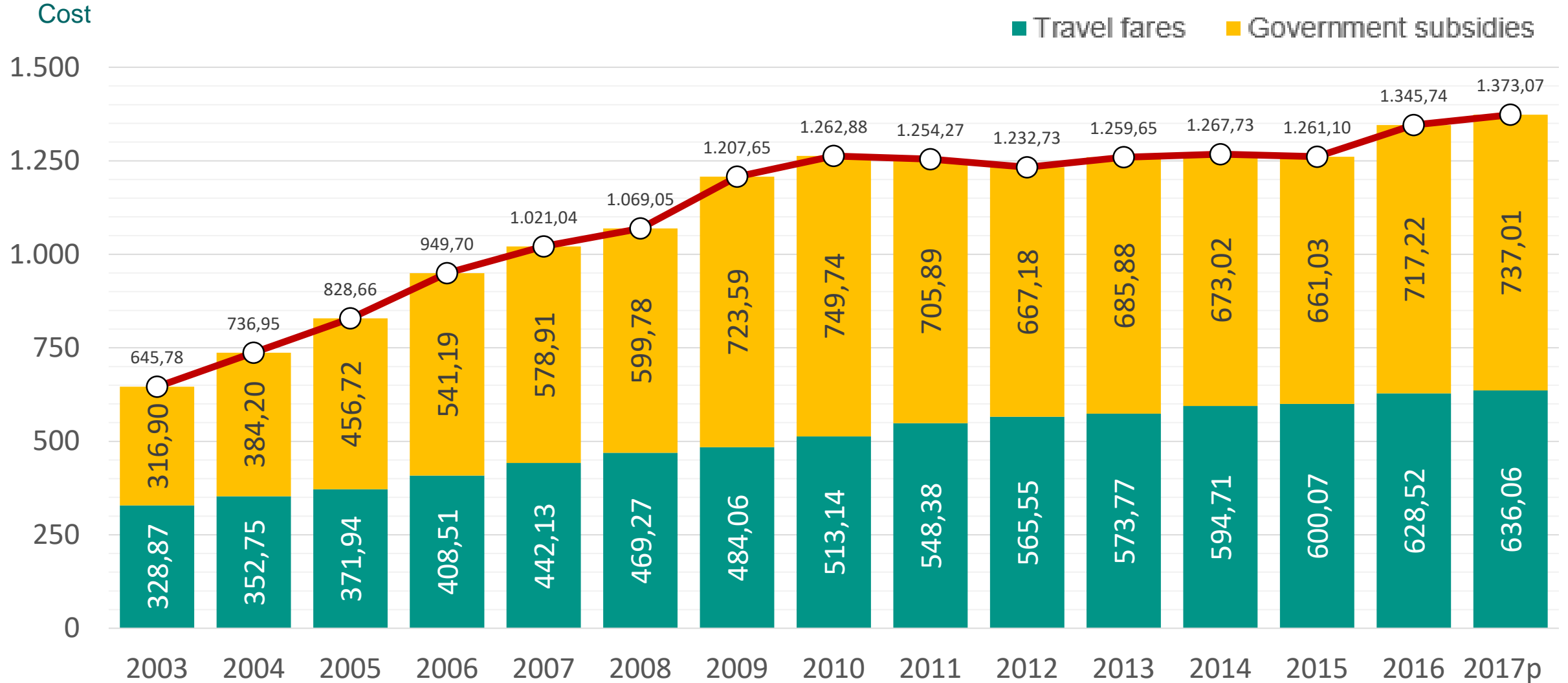
The Transport System is financed by the tickets sale and the contributions from the Administrations.

The ATM manage the contributions and distribute them between the operators, it works as a financing hub.

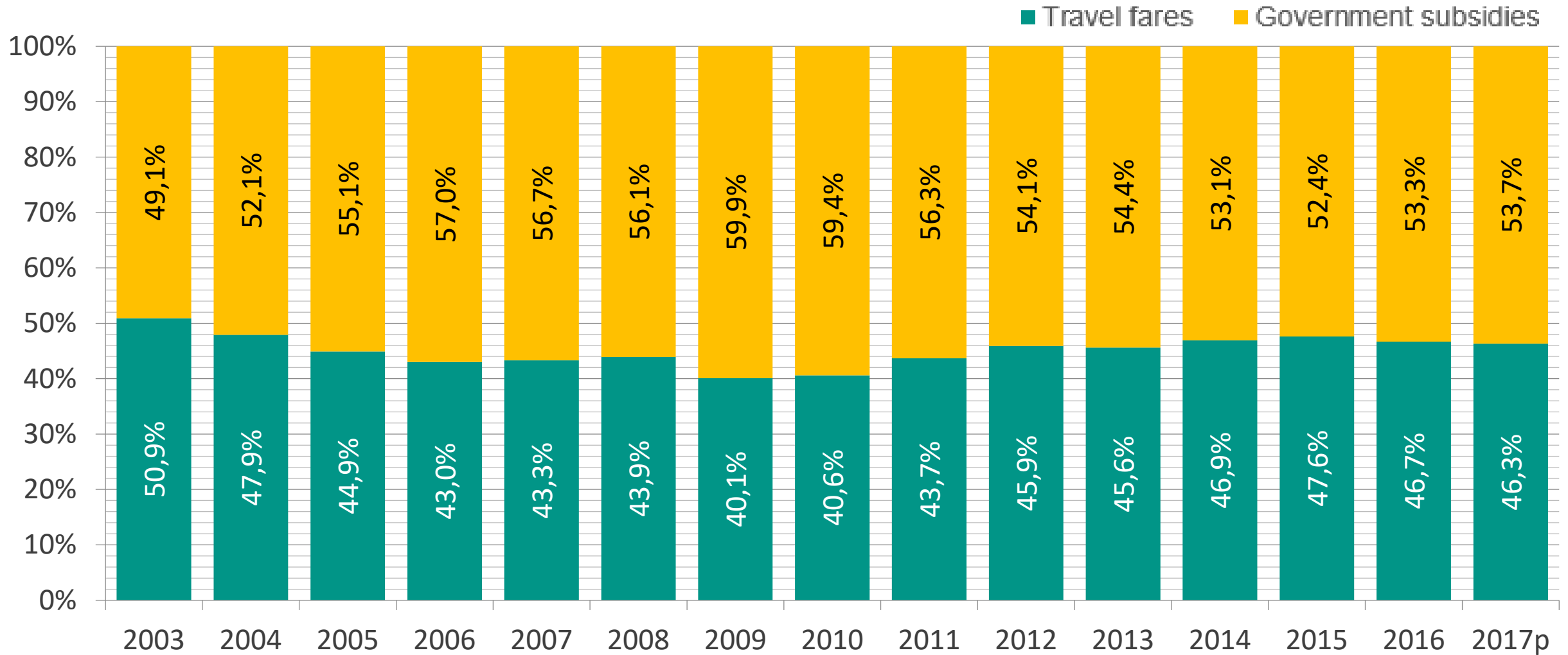


The ATM consortium works as a financial hub

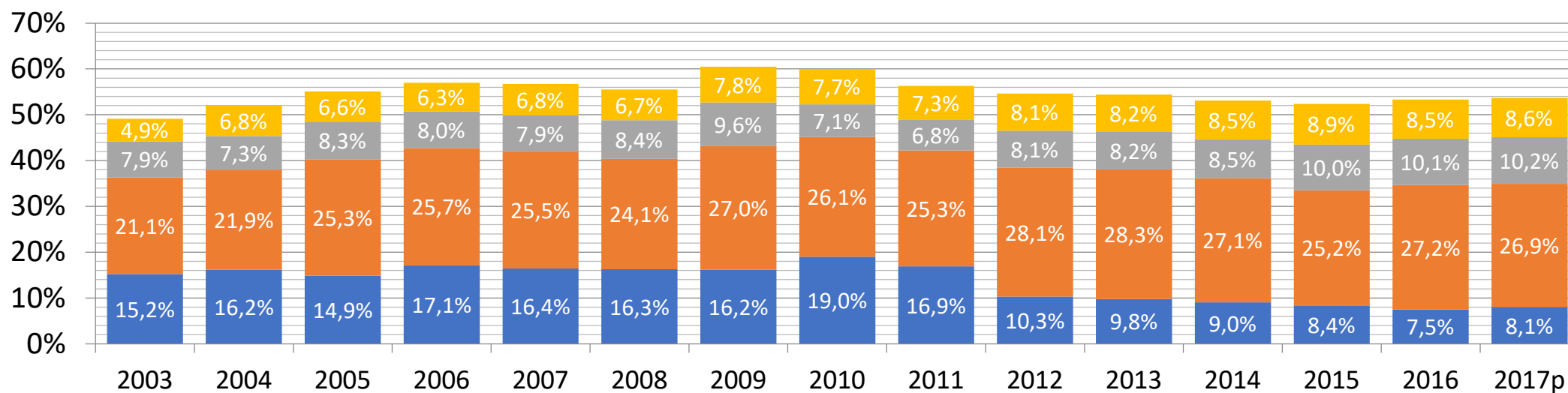
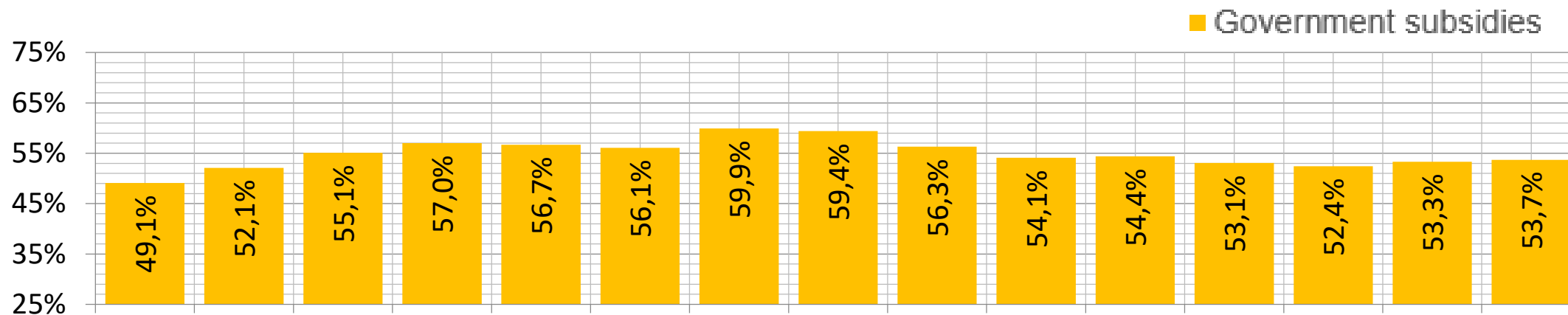
Costs evolution



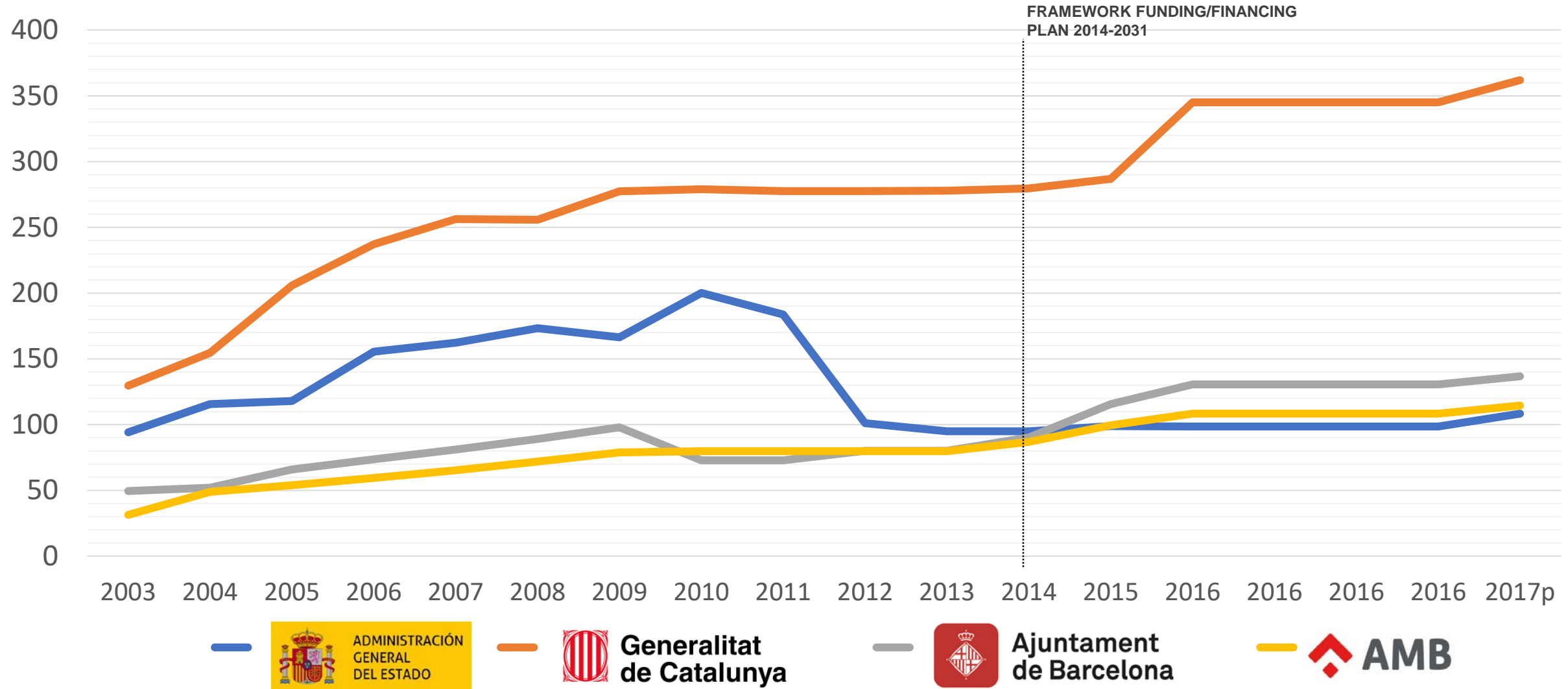
Percentage of coverage



Financing the transport system

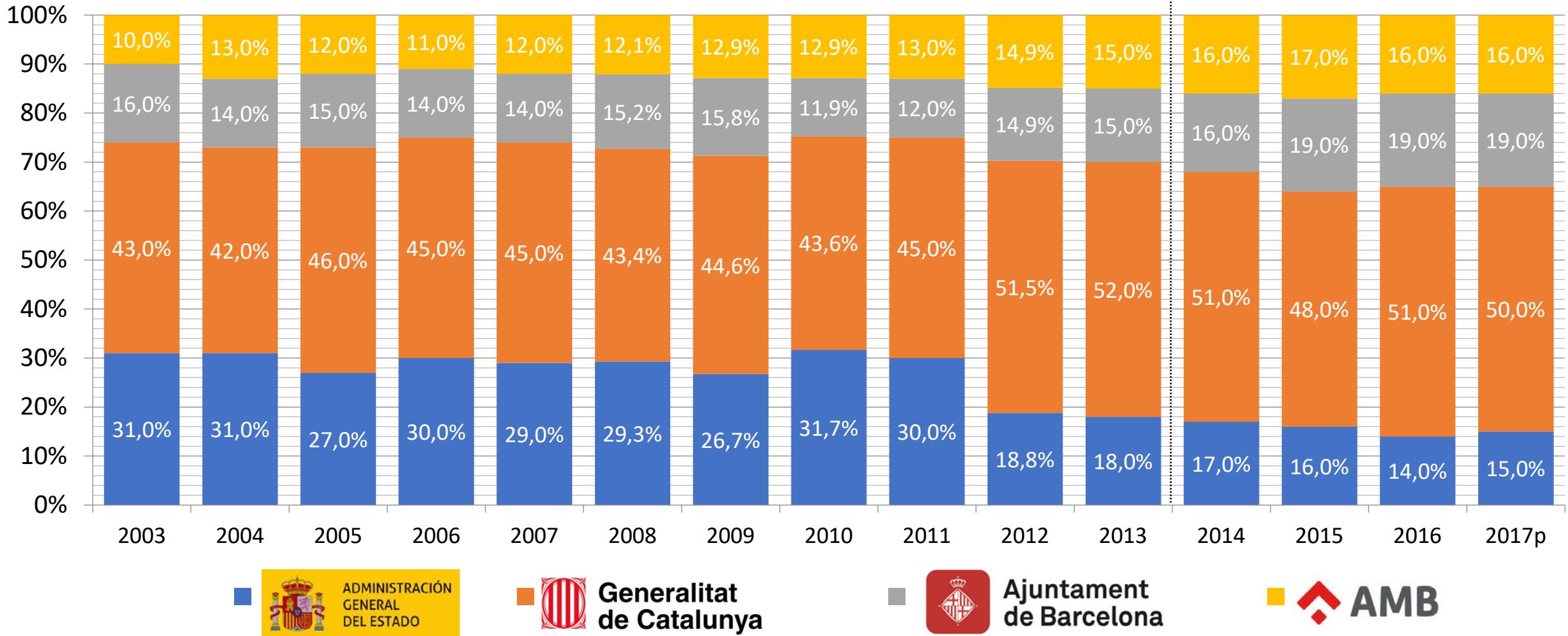


Evolution of the Administration's contributions



Evolution of the Administration's contributions

FRAMEWORK FUNDING/FINANCING PLAN 2014-2031



Financing Framework Plan 2014-2031

**ATM Board of Directors
6 March 2014**

Financing Agreement 2014-2017

Contracts Programmes 2014-2017

**Financing Contract with banking entities 2014-
2031**

Financing Framework Plan 2014-2031

2014 -2016

FINANCING BALANCE

- Increase of Administrations contributions
- Operators cost contention
- Exemption of capital in the financing operation

2017-2031

RETURN ON DEBT

- Increase of Administrations contributions according to CPI
- Increase of operators expenses according to CPI
- Return on debt

Key aspects

Financing Agreement 2014-2017

Financing Commitment

New services financially guaranteed

Private Transport

Contracts Programmes 2014-2017

Financing Commitment

Creation of reserve account

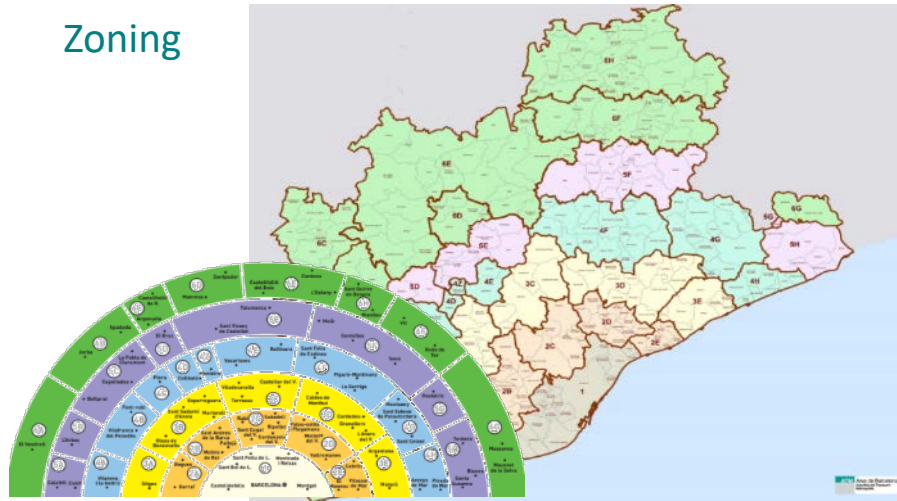
Indicators

New services financially guaranteed

Annual Budgets

Integrated Fare System

Zoning



Range of tickets



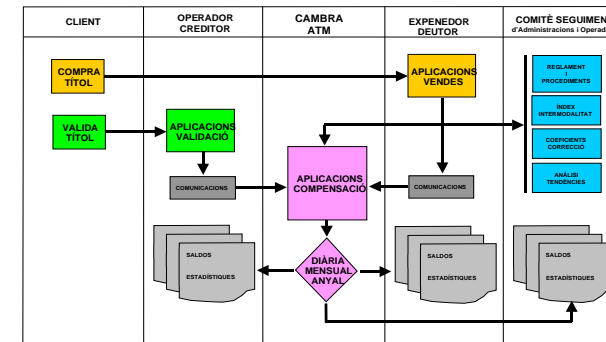
Elige la tarjeta integrada que más te conviene:



Prices

	1 zona	2 zones	3 zones	4 zones	5 zones	6 zones
T-10	10,20	20,10	27,40	35,25	40,50	43,05
T-50/30	43,50	---	---	---	---	---
T-70/30	60,90	88,05	120,75	147,90	169,35	183,70
T-mes	54,00	72,70	102,00	124,90	143,35	153,55
T-trimestre	145,30	196,50	275,25	337,15	386,80	414,40
T-jove	105,00	142,00	199,20	244,00	280,00	300,00
T-dia	8,60	13,10	16,45	18,40	20,60	23,05

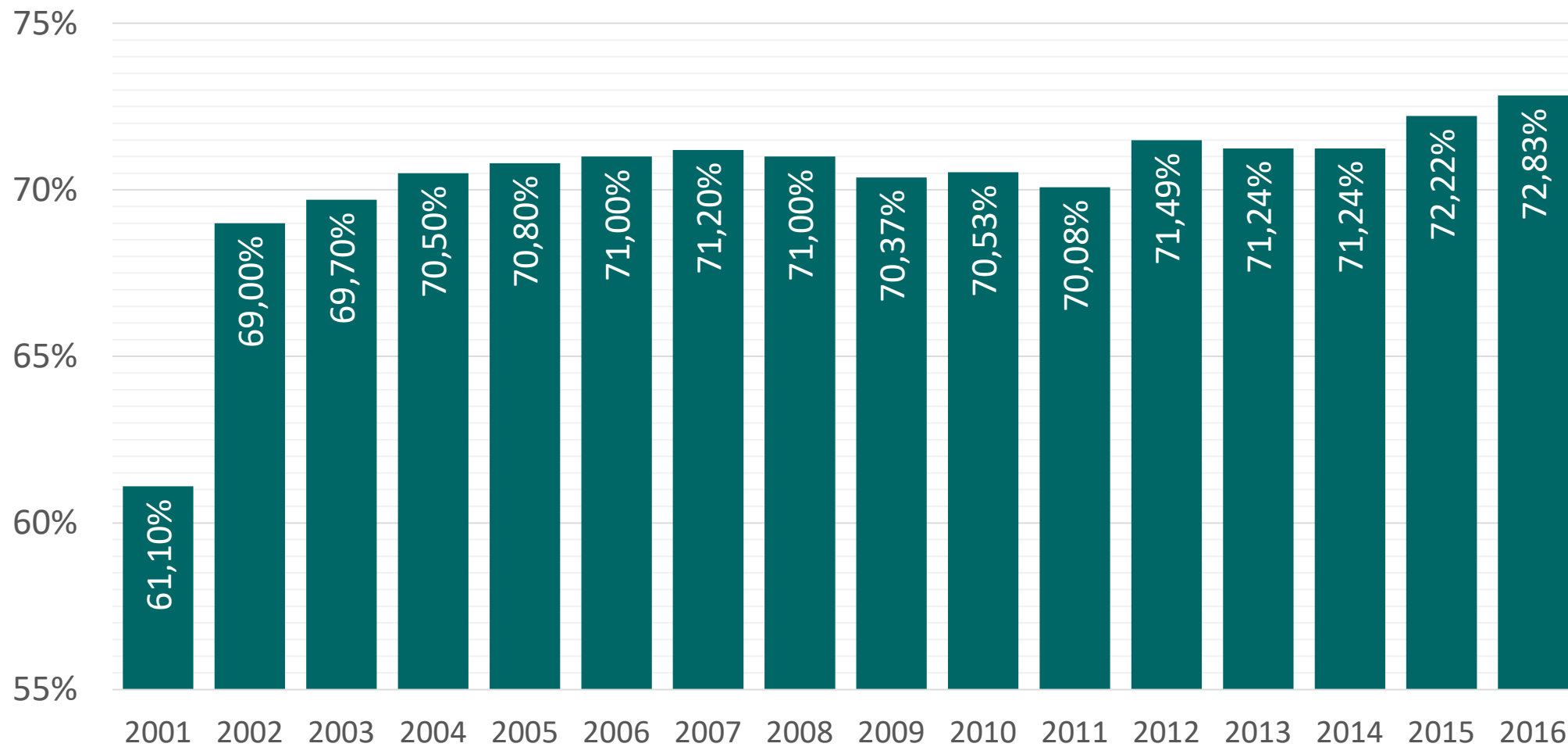
Management system



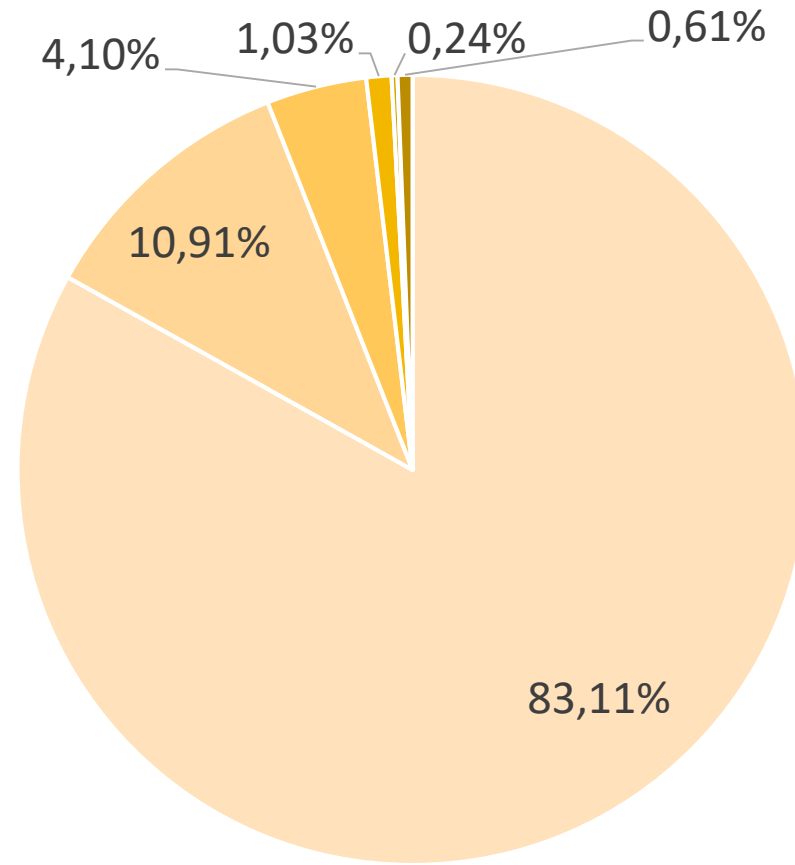
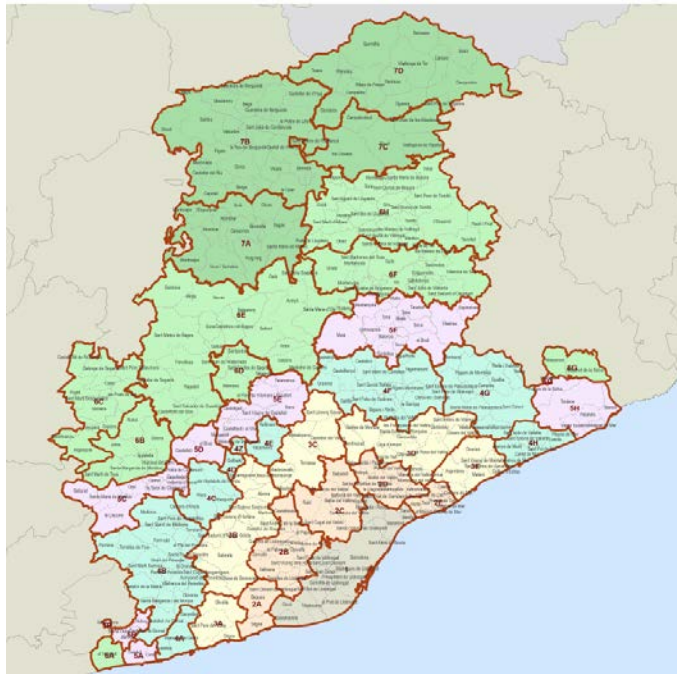
Integrated Fare System

Travel Fares

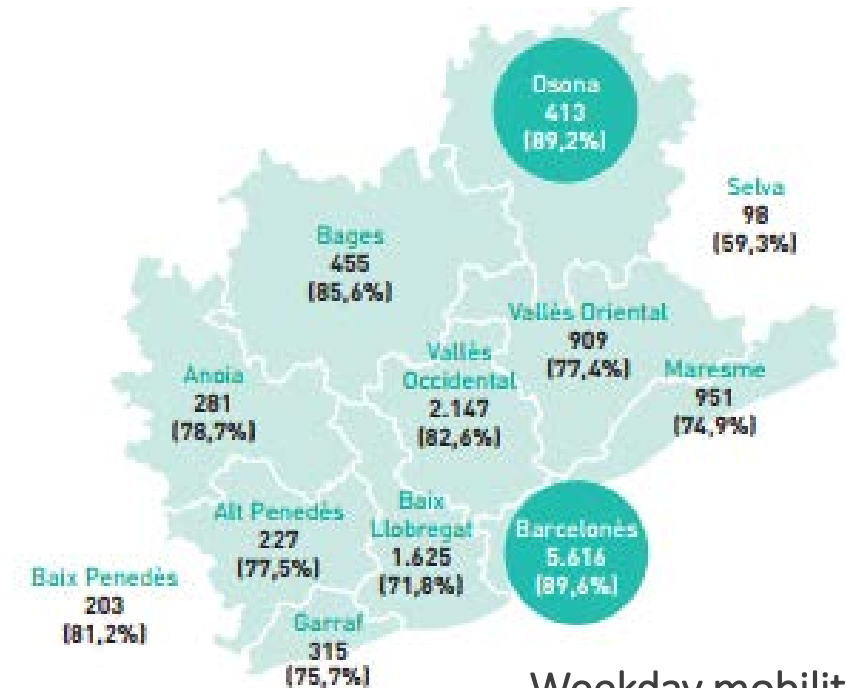
% Validations with integrated tickets
/ all validations



Demand of the system



■ 1 zona
 ■ 2 zones
 ■ 3 zones
 ■ 4 zones
 ■ 5 zones
 ■ 6 zones
 Number of zones income distribution
 (integrated tickets)

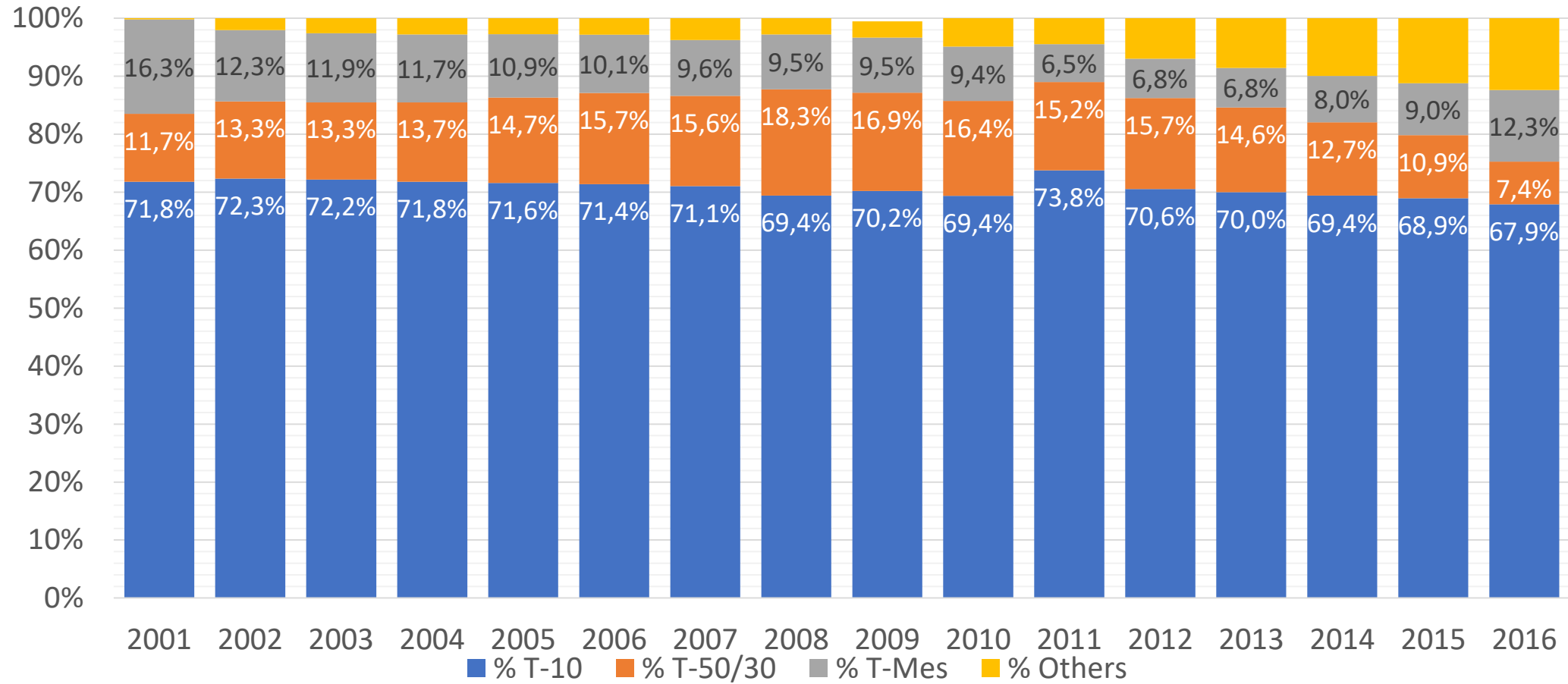


Weekday mobility
 (Self-containment and main
 intercomarcal trips)

Integrated Fare System

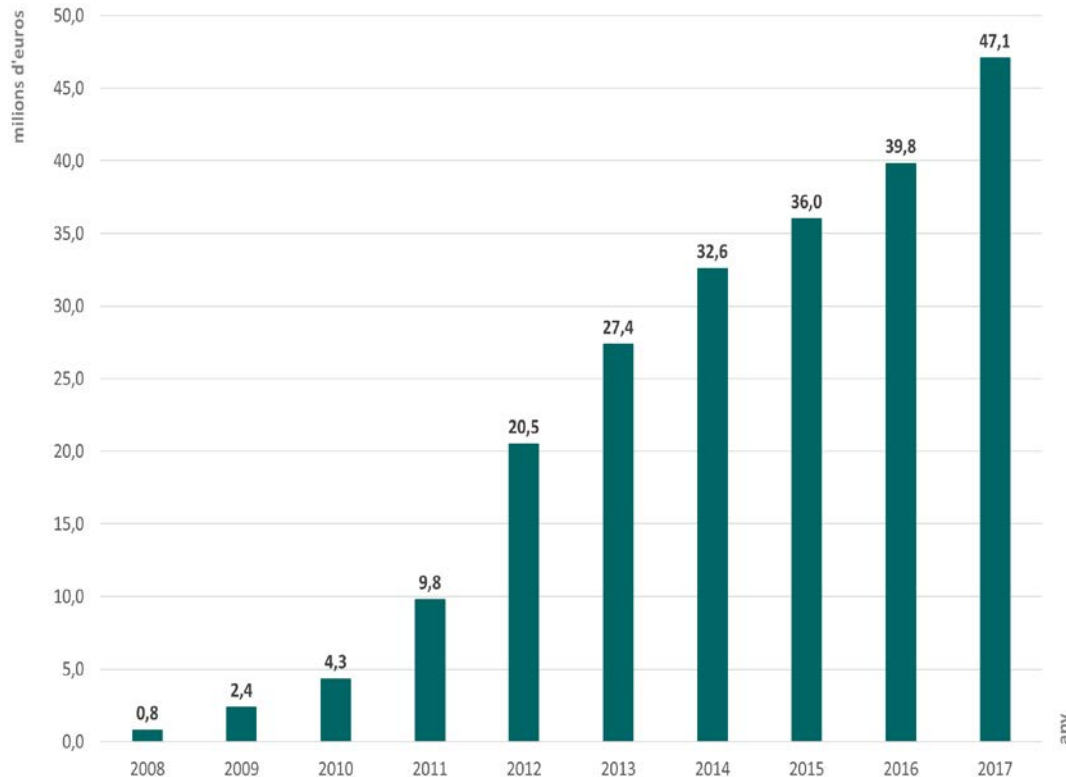
Travel Fares

% Use of the integrated ticket
/ all integrated tickets



Integrated Fare System

Evolution of the subsidy for social integrated tickets (in M€)



T-Jove: beginning of year 2002

- Year 2006: up to 21 years of age. Extension of the usage age linked to student requirement up to 23 years of age (card)
- Year 2007: up to 21 years of age. Extension of the usage age linked to student requirement up to 25 years of age (card)
- Year 2010: extension from 21 to 25 years of age, without student requirement
- Year 2012: reduction of price for all areas higher than 12%

T-16: beginning of year 2009

- Year 2012: extension of age up to 13 years (included)
- Year 2016: extension of age up to 14 years (included)
- Year 2017: extension of age until 31 December of the year when 16 years of age are reached.

One-parent and large families: beginning of year 2010

- Year 2011: new multi-personal card with 70 uses in 90 days.

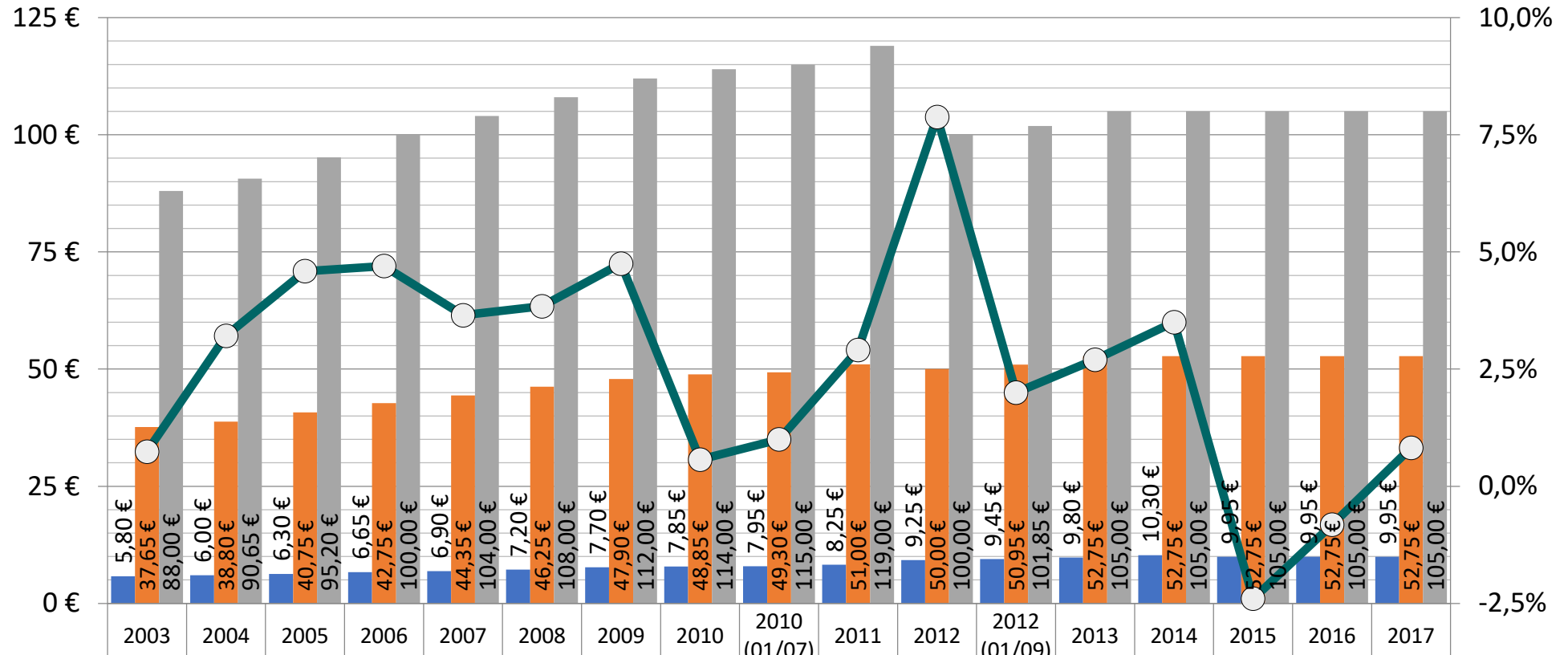
Discount for the unemployed: beginning of year 2012

- Year 2017: as from 1 March 2017, change of the discount card from T-Trimestre to T-Mes, and with new access requirements

Integrated Fare System

Ticketing

Pricing



T-10 (1 area)	5,80 €	6,00 €	6,30 €	6,65 €	6,90 €	7,20 €	7,70 €	7,85 €	7,95 €	8,25 €	9,25 €	9,45 €	9,80 €	10,30 €	9,95 €	9,95 €	9,95 €
T-Mes (1 area)	37,65 €	38,80 €	40,75 €	42,75 €	44,35 €	46,25 €	47,90 €	48,85 €	49,30 €	51,00 €	50,00 €	50,95 €	52,75 €	52,75 €	52,75 €	52,75 €	52,75 €
T-Jove (1 area)	88,00 €	90,65 €	95,20 €	100,00 €	104,00 €	108,00 €	112,00 €	114,00 €	115,00 €	119,00 €	100,00 €	101,85 €	105,00 €	105,00 €	105,00 €	105,00 €	105,00 €
D% average fare	0,74%	3,21%	4,59%	4,70%	3,65%	3,84%	4,75%	0,57%	1,00%	2,91%	7,88%	2,00%	2,70%	3,50%	-2,40%	-0,82%	0,82%

Innovative mechanisms

Key aspects

Llei 21/2015, del 29 de juliol, de finançament del sistema de transport public de Catalunya

Objective

Sources of funding

Fares

Taxation

Future financing model taskforce

Motivation

Composition and Structure

Aim and scope of the assignment

Mandates and ongoing work

Financing instruments

L'Autoritat del Transport Metropolità

June 2019



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