



# Management Report

The implementation of the Action Programme for 2001 made it possible to develop most of the activities commissioned to the ATM in December 2000. The main activities were basically related to four projects.

Firstly, Fare Integration, performed progressively, initially between FGC and TMB, followed by part of Renfe Rodalies (Local Trains) and several interurban operators, and finally by the leading urban operators outside the EMT.

Secondly, all the formalities and public debate on the content of the Infrastructure Strategic Plan 2001-2010 which was completed after the public information period.

Thirdly, after the beginning of the work on the project of the Diagonal-Baix Llobregat tram, which following a complex institutional negotiation and a very agile procedure of call for tenders, award and hiring, work began on the stretches in Diagonal, the Esplugues and Cornellà road and the municipal area of Sant Joan Despí.

Finally, the extension of the timetables of the rail services and the implementation of new lines of bus services in the night service, that will allow us to guarantee a public transport 24 hours a day all year round, with transport modes and frequencies pitched to suit existing demand.

Moreover, the ATM's activity has made it possible to make headway in the programmes for the renovation and the extension of the bus operators' fleets, the implementation of quality management modes in companies, the installation of operating aid systems by surface operators and basically in the administration of resources from the Public Administrations allocated to cater to the requirements of the operators in the framework of the

1999-2001 Programme-Agreements.

All these actions would never have been possible but for the collaboration of a human team with a high degree of professionalism and dedication, their tools and work area, at the facilities in the new headquarters in Muntaner, which helped increase efficiency and efficacy.

## Main landmarks

### • Infrastructure Strategic Plan 2001-2010 (PDI)

The PDI, which includes the infrastructure-based proposals of action for Public Transport for the coming ten years in the Metropolitan Region of Barcelona (RMB), with a total investment of 5,741.98 M€ (955,385 million pesetas), was completed at the beginning of the year, and was initially approved on May 14 by the Governing Board.

It was made available to the public and institutions between June 28 and September 28 for the ATM, the 7 county councils and the 164 municipalities of RMB, 88 pleas were made, which have been summarised and the petitions itemised. A technical report was written up on these pleas, and a resolution proposed. The definitive proposal for the PDI will be drafted at the beginning of 2002, with the amendments that are accepted.

At the same time, studies on demand and studies addressing three alternatives that might be included in the definitive PDI are also ongoing:

- Study for demand and interconnection to the el Papiol metropolitan railway network-Mollet del Vallès
- Study for alternative routes: Sabadell-Plaça d'Espanya. El Vallès line (FGC)
- Study on demand and mode of transport to serve the Caldes de Montbui-Mollet del



Vallès/Santa Perpètua de Mogoda corridor

We also participated on three commissions monitoring the basic or building projects promoted by the DGPT for some of the actions scheduled in the PDI:

- Extension of the L5 underground line. Section: Horta-Vall d'Hebron
- Extension of the L4 Undergrounds Line. Section: Pep Ventura-Badalona Centre
- Conversion of line L4 to line L2. Section: La Pau-Pep Ventura
- Extension of the Metro del Vallès. Section: Terrassa-Universitat Politècnica de Catalunya
- The Llobregat line will be semi-embedded-Anoia. Section: Pallejà
- Splitting of the Llobregat line-Anoia. Section: El Palau-Martorell
- Splitting of the Llobregat line-Anoia. Section: Martorell-Olesa

Regarding line 9, once the building work had been commissioned to GISA (by the Council of the Government of the Autonomous Government of Catalonia) under the management of the DGPT, the ATM delivered the approved planned route and the geological and hydrological study of the route to the Department of Territorial Policy and Public Works, and has developed some complementary studies:

- Demand for electrical power by the new L9 line
- Technical, functional and architectural characterisation of the stations of the new L9 line

At the same time we also participated in the Follow-up Commissions of building projects which have already been awarded, providing reports as to the possible route changes derived from the

new section and building technology.

#### • **Public Transport Service Plan 2002-2005**

The Public Transport Service Plan 2002-2005 complements the Infrastructure Strategic Plan, and defines the coordination of all the modes (bus, tram, underground, rail) and public transport operators in the sphere of the RMB that allow them to be regarded as a system. This Plan must satisfy existing and foreseeable demand for metropolitan mobility via a broad territorial and timetable coverage by the transport services, with a suitable level of quality of service and a cost that is acceptable to users and society overall.

The Service Plan, currently being prepared, proposes an ensemble of action programmes which include the following aspects:

- increased services (extension of timetables, new services, night services)
- their reorganisation (setting up of direct and semidirect services, changes to routes to serve hot spots, treatment of low-demand services)
- the improvement of the integration of the transport system (timetable coordination, improved changeovers, park and ride, effects of Fare Integration, image of the system) and,
- the improvement of quality (accessibility: information to users, physical accessibility to stations, stops and mobile material; comfort, commercial speed and regularity: SAE, bus lanes, priority to traffic light junctions).

At the same time, the criteria used in the preparation were submitted to the Technical Commission, the different transport networks were digitised (directly or on



assignment by the owners), a specific programme was developed (ATMax) to process the road and railway offer, and once the latest information from the operators has been processed, work will begin on an initial proposal of the Services Plan, which will be put to the Governing Board in the course of 2002 for its initial approval.

#### • Night Service Plan

As a result of constant requests for an extension of the night time railway services, in the year 2000 the Parliament of Catalonia asked the ATM to study and propose a night time metropolitan transport system. This proposal -which is part of the Services Plan being drawn up- was agreed to with the consortia administrations in the ATM and with the three public rail operators: FMB, FGC and Renfe.

Implemented at the beginning of November, it basically consists of the extension of the urban, suburban and local railway services until 12 midnight on working days (plus the special services already put on by the Metro and FGC at weekend and eves of holidays), and the setting up of 17 metropolitan bus lines that report to the DGPT, and which link Barcelona (Plaça Catalunya) to the main urban cores of the second Metropolitan crown in a maximum travel time of one hour. These lines run from 12 midnight to 5 o'clock in the morning, when there are no railway services. This ensures gives permanent availability (24 hours a day all the year round) of public transport services for the area in question.

#### • Diagonal-Baix Llobregat Tram

This year work was undertaken on the tram connecting Diagonal (Pl. Francesc Macià) which-covers the municipalities of Barcelona, l'Hospitalet de Llobregat, Esplugues de Llobregat, Cornellà de

Llobregat, Sant Joan Despí, Sant Just Desvern and Sant Feliu de Llobregat, following a series of preliminary actions:

- Drafting of the building project by the successful bidder, delivered on April 18, and constitution of a Monitoring Committee for this process, comprising the town and city councils affected, the successful bidder and the ATM.

- Definitive approval of the route by the Minister for Territorial Policy and Public Works on April 27.

- Approval of the building project by the Governing Board on May 14, with a maximum budget of 230.79 M€ (38.401 million pesetas), subject to certain technical changes and the declaration of environmental impact. A favourable declaration was issued on May 15 by the Environmental Commission for the Department of the Environment.

- On May 29 the Government of the Autonomous Government of Catalonia declared the ATM beneficiary of the expropriations needed for the project to be implemented.

- The occupation of different roads needed to start work was authorised in June and July.

Finally, on June 22 the deed of the verification of the reordering of the route of the Diagonal-Baix Llobregat tram was placed on record, and the first stone of the tram line was laid, in an act attended by all the mayors of the municipalities affected by the tram, as well as the President and Vice president of the ATM, with the attendance of the Right Honourable President of the Autonomous Government of Catalonia.

Between July 30 and September 30 the general public was informed of the list of



goods or property affected by the tram work. On December 31 expropriations to the value of 4.19 M€ (697.2 million pesetas) were paid.

Basically, the work carried out to date has focused on detouring the affected services, the modification of pavements and the repositioning of trees.

Furthermore, an agreement for a new route between avinguda Diagonal and the road that goes from Collblanc to l'Hospitalet was negotiated with the City Council of Barcelona, the Universities of Barcelona and the Politècnica de Catalonia and different neighbours' associations, and the pertinent project will be drafted once it has been definitively approved, with work subsequently carried out.

#### • **Diagonal (Pl. Glòries) Tram-Besòs**

Once the route project for the Diagonal (Pl. Glòries)-Besòs tram had been drafted (along with the sheet of technical specifications for the future bidding for the drafting, building and operation of the project), it received the initial approval of the Governing Board on July 9, and was made public until September 28. Four (4) proposals were submitted (City Councils of Barcelona and Sant Adrià de Besòs, Aigües de Barcelona and a private party).

At the same session, the EMT and the Department of Territorial Policy and Public Works were asked to delegate their powers to the ATM for the implementation of the Diagonal (Pl. Glòries)-Besòs tram system and more particularly to assign the execution of the work and the management of the services, as well as the coordination of the coincident lines of public transport. Both agencies approved this delegation at the beginning of October.

The bidding process is scheduled to begin

in January 2002.

#### • **Other mobility studies**

In order to make it easier to predict the mobility generated by different types of equipment, four studies addressing mobility associated with educational, health, commercial leisure facilities have been started up, based on surveys on a wide range of facilities and groups affected. These studies have been completed and will be delivered in the near future.

#### • **Funding of the system**

The evolution of the main economic magnitudes of the 1999-2001 Funding Agreement and the AGE-ATM Contracts-Programmes and with the TMB and FGC have been followed up on a quarterly basis. The evolution of the subsidies received by the ATM from the different Administrations has also been monitored.

In the course of the year, a report was drafted on the budgets for the year 2001 made by the two public operators, TMB and FGC, and which is used as a tool to verify the budgets of both companies and validate compliance with the forecasts made by the Contract-Programmes, and to estimate the calculation of the contributions to be made by the different administrations.

At the same time, the proposals for the settlements of the year 2000 of the two Agreements were made, and proposals were made to the General State Administration to be included in the next Contract-Programmes and to be considered in the final settlement of the current Contract.

#### • **2002-2005 Funding Agreement**

A draft of the new 2002-2005 Funding Agreement was produced in the course



of this year, designed as a redrafting of the previous AGE-ATM Contract-Programme and the Consortia ATM – Ad. Funding Agreement.

At the same time, different scenarios have been designed pertaining to the needs for the funding of the transport system of the resulting contributions, as well as the ATM's budget for 2002 for the income and expenditure applied to the contributions of the different administrations by way of advance contributions from the 2002-2005 Contract-Programme, and the proposed contributions to be made by the ATM to public operators and Gestió Indirecta (Indirect Management) operators.

• **Agreement between the ATM – City Council of L'Hospitalet to undertake studies prior to the construction of the Torrasa changeover point.**

This year, the Agreement between the ATM – City Council of L'Hospitalet for collaboration in the implementation and funding of the preliminary studies for the building and operation of the new Torrasa Changeover point has been written up and subscribed.

• **Funding study for the construction and operating of the Main Changeover**

Work was carried out on the design and the follow-up of the "Preliminary project for the possible financial structure of the Main Changeover of Barcelona, on the basis of public-private participation".

• **Aids to operators**

In the course of the year several announcements of aid for renovation (purchase of fleet and the implementation of a quality system) for public transport operators have been made.

The total aids granted for fleet renovation totals 800 million pesetas, which means that up to 29 vehicles can be purchased.

A total of 37 million pesetas were awarded to fifteen of the companies that applied for subsidies for the improvement of their quality system.

• **Integrated Fare System**

On January 1 the New Integrated Fare System took effect in the Barcelona Metropolitan Region. This project had been approved at the session of the Governing Board held on November 15 the year before, the aim being, amongst other goals, to make the public transport system more attractive to users.

The sphere of integration is comprised of 200 municipalities: the whole RMB plus the municipalities covered by the local railway network.

Several actions related to Fare Integration have been carried out in the course of this year:

- a drive to complete the installation of ticket sale and validation systems to all the operators of the RMB area.
- monitoring and supervision of the activities of the successful bidders of the services for the distribution of ATM tickets.
- negotiation and signature of integration agreements to try and include all the operators of the RMB, including Renfe and its local services, in the system.
- start-up of the so-called income distribution Chamber.
- payments on account and settlements for the use of the tickets in the different



integrated operators.

- communication campaign to inform the citizens on how to use the new fare system.

- user attention services.

At the same time, and with the advent of the Euro, a series of agreements were approved by the Governing Board of the ATM on July 9 related to the implementation of the common currency in the public transport system. These agreements included the decision to carry out an information campaign on the main novelties for the year 2002, which was started up at the end of the year.

The meeting of the Governing Board of the ATM held on October 16 2001 approved the range of tickets and the updated prices for integrated travel passes.

The ATM also carried out other activities to facilitate the management of the Integrated Fare System:

- The operation of the Fare Integration Management System for operators who joined the system in January 2001, during the first quarter.

- Completion of the development of the program books and the installation of the system and equipment in the ATM.

- Homogenisation of the equipment and the tickets of the RMB operators.

- Verification of the compatibility of the ticket sale and validation systems between the different operators and certification of the systems implemented via the Laboratori General d'Assaigs i Investigacions.

- The integrated ticket Manual was updated with the characteristics of the tickets

The total number of tickets used in the

Fare System this year was 755 million, 60% of which were ATM tickets. The rest correspond to travel based on single-mode tickets issued by the different operators.

#### • **SAE operation management and aid system**

With a view to implementing a system for the management, control and aid to operation road public transport companies in the RMB, the Governing Board of the ATM, at its session of April 4, awarded the execution of this project to the UTE, which comprises the Indra Sistemas and GMV Sistemas companies.

This project is conducted in conjunction with several agencies and organisations, such as the Institut Cartogràfic de Catalunya, the Centre de Telecomunicacions i Tecnologies de la Informació of the Autonomous Government of Catalonia, or the TRADIA.

A series of activities were carried out in the course of the year (building of an Analogical Trunking Network, presentation of the SAE to the different operators, leasing of premises and infrastructures, tests to check that data was received properly, etc.) which made it possible to perform a pilot test on the integral operation of the SAE on December 3.

#### • **Geographic Information and Document Management System**

A Document Management System (SGD) is now up and running in the ATM, which makes it possible to process to process –in-company and external documentation– in corporate, structured and ordered fashion.

As far as the Geographical Information System (SIG) is concerned, following an inventory with all the data to be added, a data base was created and developed,



and which by the end of the year already contained almost 90% of the information scheduled (topographic base that covers the whole RMB on a scale of 1:50000, cartography of the City Council of Barcelona, information from Idescat, different territorial information, etc.).

Access to and operation of this information and uplink with the SGD is guaranteed through the intranet application which is being progressively implemented throughout the ATM. In addition, a computing link has been developed which makes it possible to use the results of the application for the management and analysis of the network offer (ATMax) in the SIG corporate environment.

- **Studies**

Two major studies are now under way, geared towards ascertaining the basic patterns of mobility in the sphere of the integrated fare system and be able to forecast the behaviour of travel demand as lifestyles and rhythms evolve.

The first study is the Everyday Mobility Study 2001, regarded as official statistics, according to the law of the Statistics Plan of Catalonia 2001-2004, approved on May 30 by Parliament.

The second study, commissioned to the Universitat Politècnica de Catalunya, is the update for 1999-2000 of the evaluation of RMB public and private traveller accounts first carried out in 1998.

Parallel to this, the TransMet Figures and Transport Indicators for the year 2000 and the first six months of 2001 were published.

- **Communication**

In this section, particular mention must be made of the activities carried out pertaining mainly to the maintenance of the TransMet Information Centre, a service that provides real-time information on the state of the public transport network in the Barcelona Metropolitan Region via an information spot via different radio stations; and with the maintenance and updating of the ATM's web site, which was revamped this year and has a much more user-friendly structure.