Barcelona, 12th June 2019

Financial Mechanisms for the AMB Mobility Policies

Carles Conill, Director of Sustainable Mobility Services
Governance and Institutional set up

The public transport system in the Metropolitan Area of Barcelona has a complex organizational structure.

It mainly consists of four independent railway networks (Rodalies de Catalunya, Ferrocarrils de la Generalitat de Catalunya, Metro and Tramway) and several urban and interurban bus networks.

The AMB is responsible for planning and managing public transport systems in the metropolitan area, except for the tramway, which is managed by the Authority of Metropolitan Transport (ATM).
Coverage

- **Bus:** 210 lines
- **Metro:** 8 lines
- **Taxi:** 10,500 licenses
- **Aerobús every 5 minutes**
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<thead>
<tr>
<th></th>
<th>AMB</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Metropolità</td>
<td>Nitbus</td>
<td>Aerobús</td>
<td>Barcelona City Tour</td>
<td></td>
</tr>
<tr>
<td>Nombre de línies</td>
<td>98</td>
<td>86</td>
<td>20</td>
<td>2</td>
<td>6</td>
</tr>
<tr>
<td>Longitud de Xarxa (km)</td>
<td>1,792</td>
<td>1,898</td>
<td>807</td>
<td>65</td>
<td>121</td>
</tr>
<tr>
<td>Trail length (M km Useful year)</td>
<td>39.0</td>
<td>27.9</td>
<td>5.5</td>
<td>4.2</td>
<td>2.8</td>
</tr>
<tr>
<td>Buses fleet</td>
<td>1,008</td>
<td>511</td>
<td>15</td>
<td>30</td>
<td>117</td>
</tr>
<tr>
<td>Average age (years)</td>
<td>9.85</td>
<td>8.10</td>
<td>9.62</td>
<td>8.30</td>
<td>8.64</td>
</tr>
<tr>
<td>Adapted buses</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Year passengers (2016, in M)</td>
<td>196,972,02</td>
<td>73,124,730</td>
<td>7,990,551</td>
<td>5,621,684</td>
<td>8,066,094</td>
</tr>
<tr>
<td>Stops</td>
<td>6</td>
<td></td>
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</table>

Bus fleet data for 2017.
Night public transport

22.30 PM - 5.30 AM

20 lines

Every nights

Every 20 min.

125 vehicles

7.99 M of passengers
Aerobús

Public transport service to The Barcelona airport

A1 every 5 min. to T1
A2 every 10 min. to T2
30 Adapted vehicles
5.62 M of passengers
Bus Turístic

- 6 lines
- 117 vehicles
- 8.07 M de passengers
- Canon: 6.2 M €
<table>
<thead>
<tr>
<th>Feature</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>Lines</td>
<td>8</td>
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<tr>
<td>Km of network</td>
<td>119</td>
</tr>
<tr>
<td>Trains</td>
<td>171</td>
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<tr>
<td>Stations</td>
<td>156</td>
</tr>
<tr>
<td>Million of passengers</td>
<td>390</td>
</tr>
</tbody>
</table>
Areas of action. Sustainable Mobility
Funding Structure

The AMB administers a budget of 751 M€ and the department of Mobility and Transports represents 323 M (43% of the total expenses).

(*) This budget does not include the separate budgets of the directly-managed TMB (1017 M€) and other companies in the AMB’s group such as AMB Informació or the Metropolitan Taxi Institute.
The three territorial levels of public transport management and the three institutional levels:

- The AMB is responsible for planning and managing public transport systems in the metropolitan area, except for the tramway, which is managed by the Authority of Metropolitan Transport (ATM).
- The ATM is the public entity that manages and cooperates all planning instruments in the RMB. The ATM is a consortium formed by the Catalan Government, the AMB, the Barcelona City Council and the AMTU. The ATM is responsible for, among other things, deciding on public transport tariffs, establishing financial agreements, developing mobility plans (such as the Mobility Master Plan in the RMB) and developing public transport infrastructure (Infrastructures Master Plan in the RMB).
- The Department of Territory and Sustainability of the regional government of Catalonia (Generalitat de Catalunya) is responsible for managing the concessions with the transport operators that are not managed by the AMB. The Generalitat owns exclusive competences in the use planning and is in charge of the financing of main mobility infrastructures.
Government subsidies account for just over 50% of the total system’s revenues, while revenues from travel fares make up for a little under 50%.

The Generalitat de Catalunya supplies around 50% of public subsidies to the transport system, with the Central Government, the municipality of Barcelona and the AMB equally supplying the rest of the subsidies.

The Central Government subsidies have decreased since 2010, while the Government of Catalonia has steadily increased its subsidies in the last 10 years.

The situation (2016) is total revenue of PT system 1.346 millions euros, Travel fares 628,52 (47%) and Government subsidies 712,22 (53%)

% subsidies among administrations: Generalitat 51%, City of Barcelona 19%, AMB 16%, Central Government 14%
Planning Instruments and funding

The most relevant and recent AMB mobility planning instrument is the Metropolitan Plan for Urban Mobility (PMMU, 2019-2024), aimed to planning mobility in the metropolitan region in a unified manner paying special attention to safety, sustainability, efficiency and accessibility.

- 102 actions
- 1.354 M€ (Total estimated costs without infrastructures)
Total cost estimated PMMU 6 years (without infrastructures): 1.354 M €

- FMB and Rodalies maintenance Plan: 895 M €
- Other actions: 519 M €
Planning Instruments and funding

1 High-performance bus network (70M€):

- 7 new semi-direct lines, connect municipalities with the center of Barcelona (more direct and faster)
- 14 lines with a frequency improvement (<10min)

2 Barcelona Ring Road LEZ (4.5M€):

- Comprises 95 km², encompasses the whole Barcelona’s municipality
- 4 surrounding municipalities

Now: only in contamination episode
2020: Access restrictions will be permanent: working days 7-20h
Planning Instruments and funding

3 Metropolitan parking platform (0.500 M€):

Mobile App to improve management of parking (Last Mile Delivery + Regulated Parking Areas)

4 Bicivia (15.9 M€): Metropolitan Cycling Network with 554 km (45% already built)

5 e-Bicibox (6 M€): metropolitan public sharing scheme of electric bicycles
Thank you for your attention!