The ATM participates in the Air Quality Summit.

Air quality in the Barcelona conurbation area has become one of the most significant environmental problems faced by this territorial ambit, especially because of the repercussions this type of contamination problem can have on people’s health.

To tackle this issue, the Air Quality Summit was held on 6 March 2017. At the summit the Catalan Government, Barcelona City Council, the Metropolitan Area of Barcelona (AMB), Barcelona Provincial Council and local representatives signed an agreement to reduce by 30% those emissions linked to traffic in the Barcelona conurbation within a term of 15 years and by 10% in 5 years to gradually achieve the levels recommended by the World Health Organisation.

Taking into account that this impact stems mainly from mobility using private motor vehicles, the Mobility Master Plan 2013 – 2018 includes among its targets the reduction of the contribution by mobility in the Barcelona Metropolitan Region to local contaminant emissions, especially NO2 and PM which are the contaminants with the highest incidence in this area. This reduction in contaminants is based on a change in the modal distribution (of passengers and goods alike) and on an increase in the efficiency of the transport system.

As can be confirmed in the second environmental monitoring report the evolution of the data shows a break with the positive dynamics that were marked by the first monitoring report, the consequence of an increase in the data on mobility that has been unable to break with the binomial of increased mobility - increased journeys in private vehicles.

The ATM, as an active agent in the planning and management of mobility in general in the RMB and specifically in the Sphere of the 40 municipalities in the Air Quality Improvement Plan will play an active role in the implementation of different actions planned in this Agreement, for example:

- Coordination of the steps to be taken with public transport operators in the case of declaration of an environmental episode of atmospheric contamination.
- Prioritisation of investments in public transport infrastructures in the Area-40 according to their impact on air quality, in the review of the Investments Master Plan 2011-2020 and in the new 2021 – 2030 Plan.
- In the drafting of the new Mobility Master Plan for the Metropolitan Region of Barcelona (pdM 2020–2025), which the ATM will begin this year 2017, measures will be included that enable achievement of the objectives established in this Agreement.
- Reinforcement of the environmental component in the review of the EAMG Decree that is being carried out, incorporating a chapter on the impact on air quality of the estimated demand forecasts for the project and the compensatory measures proposed for this purpose.
- Promotion of the production of Company Travel Plans with specific analysis of the environmental variables.

Link to press release: http://mediambient.gencat.cat/ca/detalls/Noticies/cimera-qualitat-aire
Comparative study on public transport fare tariffs in Europea

The ATM has undertaken this study whose aim is to carry out a comparison of the level of public transport fare tariffs in Barcelona in relation to other equivalent European metropolitan regions. The regions selected for the comparison were eight: Amsterdam, Berlin, Brussels, Lisbon, London, Madrid, Paris and Rome, all of them leading regions on a Community level, that enable coverage of an area of large geographical extension and that feature a transport authority or mobility agency with responsibility for public transport.

The results obtained have led to the conclusion that public transport in Barcelona presents good positioning in terms of fare tariffs in relation to the other leading European regions. The main strong point of the Barcelona fare tariff system is its multi-journey travel card, the T-10, which offers the most competitive price per journey of all the regions analysed, both in absolute value and when pondered with respect to living standards. In relation to social policy, Barcelona is, together with Paris, one of the only capitals analysed that offers reduced fare prices for all the social groups, with special emphasis on the unemployed, members of large families and users with low levels of income, which are added to the more usual collectives of children, young people, elderly people and disabled people.

If the positioning of the public transport fare tariffs in Barcelona, quantified in this study, is crossed with a qualitative evaluation of the value of the service provided with the fare tariff level in force, the positioning of Barcelona is even further reinforced, as Barcelona is committed to accessible, sustainable and safe mobility. All these aspects and attributes increase the value of the service that lies behind the tariffs.

available from 2015, it can be affirmed that the Barcelona Metropolitan Region (RMB) has a modal distribution favourable towards public transport with a value much higher than the average of the metropolitan agglomerations of the EMTA, an offering of railway modes per inhabitant and surface area higher than the average as well as a lower average fare tariff.

Less positively, it should be pointed out that the RMB has values below the average in offers of transport by bus by inhabitant and surface area, commercial speed of the busses and demand per inhabitant.

The Barometer, together with a series of reports published by the EMTA, enables data and experiences to be exchanged between the different metropolitan transport authorities.

For more information: http://www.emta.com/spip.php?article267&lang=en

Creafutur Conference

On 14 June, at the offices of the RACC, the study “Citizens and Mobility in Barcelona” will be presented. The objective of the study was to identify how the mobility habits of citizens of Barcelona and its metropolitan area will change in coming years, taking into account the appearance of new shared mobility services, as well as measures that both the authorities and businesses could take to favour more sustainable mobility.

The study was produced by the Creafutur Foundation and funded by different public agents (ATM, Barcelona City Council, AMB, B:SM, FGC) and private agents (SEAT, RACC, Fund. Abertis, Saba, Repsol, Clearchannel). It includes quantitative research of 3,000 surveys in the Metropolitan Region of Barcelona which have analysed users’ habits and their willingness to change in the face of new forms of mobility.

For more information: http://www.emta.com/spip.php?article267&lang=en

EMTA Barometer

Every year, the EMTA (European Metropolitan Transport Authorities) publishes a Barometer, which is a compilation of mainly quantitative data on aspects of mobility and public transport in each urban agglomeration. A commission exists, of which the ATM forms a part, which decides on the contents that must be integrated into the aforementioned Barometer and that help to formulate a questionnaire that member cities must fill out. Based on the data already available from 2015, it can be affirmed that the Barcelona Metropolitan Region (RMB) has a modal distribution favourable towards public transport with a value much higher than the average of the metropolitan agglomerations of the EMTA, an offering of railway modes per inhabitant and surface area higher than the average as well as a lower average fare tariff.

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If you are interested in any of the projects or would like more information please contact: atm@atm.cat