

9. Construction of Metro Line 9

MUNICIPALITIES

Barcelona, Santa Coloma de Gramenet, Badalona, l'Hospitalet de Llobregat and El Prat de Llobregat

HEADING

Since 2011, the pace of execution of this important mobility infrastructure has slowed.

ECONOMIC AND TECHNOLOGICAL DETAILS

- Construction period: since 2002
- Total investment: €5,942 M (excluding VAT)
- Demand: 130 million passengers in 2020
- Commercial speed: 33 km/h
- Automated train operation
- Line length: 47.8 km
- Number of stations: 52
- Frequency in central section: 3 minutes in each direction
- Frequency on branch lines: 6 minutes in each direction

PROJECT DESCRIPTION

Line 9 of Barcelona's metro, 47.8 km long, with 52 stations and a global investment of 5,942 million euros, is Ifercat's most emblematic project. It will be the longest automated metro line in Europe. Its parabola-shaped layout linking the Llobregat with the Besòs will break up the radial model of the metro network of the Metropolitan Area of Barcelona.

Line 9 will have a total of twenty stations with connections to other metro, train and tram lines, facilitating mobility for users and increasing the intermodality and efficiency of the metropolitan public transport system.

The line 9 route will include one central section, dividing into two branch lines at each end, forming a figure of two letter Ys linked at the base. Over this infrastructure two metro services have been designed: Can Zam – Airport and Gorg - Zona Franca. Services through stations located on the shared central section (Bon Pastor - Gornal) will therefore have double the frequency of the branch end lines.

At present, only 8 km of the line's 52 kilometres of tunnel are still to be bored. Twelve stations are already in operation and the remaining 44 are at varying stages of completion.

On 13 December 2009, the Can Zam - Can Peixauet section was inaugurated. On 18 April 2010 the Gorg - Bon Pastor section (known as L10) and the Can Peixauet - Bon Pastor sections were inaugurated, and on 26 June of the same year La Sagrera and Onze de Setembre stations were opened. That year too, the concession for works on the stations in section II was also awarded. Finally on 19 September 2011, Santa Rosa station was inaugurated.

Since 2011, work on the construction has slowed. Forecasts indicate a prioritising of the Airport - Collblanc and Zona Franca – Collblanc sections, leaving the central section for a later phase.

PROJECT ADDRESS

www.infraestructures.cat

www.gencat.cat/L9

RESPONSIBLE

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