

Catalogue of Basic, Supplementary, Ancillary Services and Prices

Network
Statement
2020



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Services Catalogue with Prices

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1. INTRODUCTION

The purpose of this document is to provide Railway Undertakings and other Applicants with information on the services offered by the railway infrastructure manager, taking into account the principles of:

1. Non-discriminatory treatment: For RUs and Applicants to access the different services on equal terms.
2. Transparency: Publishing the Service Catalog, offering all service possibilities at service facilities and specifying the conditions and prices.
3. Flexibility: Adapting to new operating scenarios: changes in demand, number of operators, new technologies, new services, etc.
4. Sustainability: Economic, Social and Environmental.

The services provided in the general scope are defined in chapters 5 and 6 of this Network Statement therefore this catalog only shows a list and succinct description thereof.

This catalog includes the services provided in the scope of passenger transport stations; as well as the description of the benefits, applicable restrictions, procedure to request and allocate the services, prices applied to their provision, the general principles and conditions that govern the operation process with regard to every aspect related to the services provided.

This Catalog lists and describes the related railway services provided at service facilities owned by the railway infrastructure manager, as defined in Art. 42 of Law 38/2015, Rail Sector Act, and structured in the following groups:

- Basic Services.
- Supplementary Services.
- Ancillary Services



2. LIST OF OFFERED RELATED RAIL SERVICES

2.1. Basic Services

The services provided at any service facility listed in Article 42, Rail Sector Act, are basic.

It is only mandatory to provide these services if the service is offered by the operator.

The Basic Services offered by the railway infrastructure manager at any time, through the Network Statement, shall be provided in a non-discriminatory way to any Railway Undertaking or Applicant requesting these.

In accordance with this document, the railway infrastructure manager currently offers Railway Undertakings and other Applicants the provision of basic services included in the following classification, according to their scope of application:

General Scope	
BASIC SERVICES	Description
SB-1	Capacity Allocation at facilities that make up Freight Transport Terminals and Passenger Transport Stations: Sidings, train setting, shunting, loading and unloading tracks, for other commercial operations on tracks with platform and on tracks without platform, etc. (The conditions to allocate capacity, access and prices (tariffs) are available in sections 4.9; 5.3 and 6.2.2.5.2. of this Network Statement).
SB-2	Fuel supply.

Scope of Freight Transport Terminals	
BASIC SERVICES	Description
SB-3	Handling intermodal transport units
SB-4	Shunting and trains operations

Scope of Passenger Transport Stations	
BASIC SERVICES	Description
SB-5	Access to buildings and platforms at Passenger Transport Stations (Includes the use by passengers of common facilities at stations, accesses, hallways, waiting areas, etc., as well as information, safety, comfort, maintenance, cleaning services, etc. Section 6.2.2.5.2 in this Network Statement indicates the prices (tariffs) to use of passenger stations, depending on the station category, and section 6.2.6., indicates the minimum services by station category. Table 4
SB-6	Use of Travel Information Stands
SB-7	Premise for ticket sales and information service
SB-8	Spaces for ticketing elements
SB-9	Premises for service personnel on board

Fact sheets of basic services provided in the General scope, as well as the provision and access conditions and prices, are available in chapters 5 and 6 in this Network Statement.

2.2. Supplementary services

Supplementary services are provided at service facilities, owned by the railway infrastructure manager, aimed at enabling railway system operation, these shall be provided to Railway Undertakings and other Applicants as set in Art. 44, Law 38/2015, of 29 September, Railway Sector Act.

Supplementary Services offered by the railway infrastructure manager at any time, through the Network Statement, shall be provided in a non-discriminatory way to any Railway Undertaking requesting these.

In accordance with this document, the railway infrastructure manager currently offers to Railway Undertakings and other Applicants the provision of the supplementary services included in the following classification, according to their application scope:

Supplementary Services, General Scope	
SC-1	Exceptional transport

Currently, no supplementary services are offered in the field of passenger transport stations.

2.3. Ancillary services

RUs may request Ancillary Services to the railway infrastructure manager or other providers. The service facility operator shall not be obliged to provide these services, although in case of providing these, it shall be in a non-discriminatory way to any Railway Undertaking that requests these.

Ancillary services are provided at service facilities, owned by the railway infrastructure manager, to Railway Undertakings and other Applicants as set established in Art. 44, Law 38/2015, of 29 September, Rail Sector Act. These services provision shall be under private Law.

As expressed in this document, the railway infrastructure manager may provide ancillary services included in the following classification:

ANCILLARY SERVICES	Scope of Freight Transport Terminals Description
SX-3	Service provision out of hours

ANCILLARY SERVICES		Scope of Passenger Transport Stations Description
SPACES	SX-4	Spaces for ephemeral: where RUs may install ephemeral elements such as a counter or similar.
	SX-5	Platform spaces for RUs mobile equipment intended for storage to facilitate platform operations.
EQUIPMENT	SX-6	Equipped Boarding Point
	SX-7	Last minute attention point
	SX-8	Lockers in shared locker room
	SX-9	Lost Object Management
	SX-10	VIP rooms



3. 3. CONDITIONS TO ACCESS ADIF OWNED SERVICE FACILITIES

3.1. GENERAL PRINCIPLES

1. Scope

The purpose of this document is to govern access conditions to service facilities - owned by the railway infrastructure manager - for rail transport in the General Interest Rail Network, regardless of who operates the service.

The scope is any service facility defined in art. 42 In Law 38/2015, in Rail Sector Act (RSA), except for sections e), g), h) and j).

2. Financial Conditions

The allocation and use of service facilities is subject to the payment of the tariffs referred to in Art. 98 of the Rail Sector Act and which corresponding amounts to each component shall be determined under Law on State Budget and published in the Statement Network.

The tariff does not include the electricity, water, diesel, telephone service supply or of another type, which shall be separately invoiced, depending on the data provided by the owner.

In cases where, for reasons beyond the client, the facility is not in work order under the terms set in this document, there shall be no tariffs accrued.

3. Obligations of the Owner of the Facility

Adif has the following obligations with regard to the use and functionality of the service facilities:

- a) Ensure access to the facility when there is available capacity.
- b) Respond to client requests for capacity in good time according to the allocation process.
- c) Ensure the operation of the service facility for as long as the client maintains the allocated capacity or offer an equivalent alternative to capacity if necessary.
- d) Inform clients of changes to the catalogue of service facilities.
- e) Written response to client complaints within a maximum period of 30 days after receipt.
- f) Inform clients with a minimum advance of 2 months of use restrictions at service facilities by reason of programmed repair, maintenance, renewal, expansion or improvement of assets linked to them.
- g) Inform clients of plans to expand and improve of assets linked to the facility, driven by increased client demand.
- h) Inform railway undertakings of infrastructure manager procedures that define the activities performed at railway service facilities.
- i) Coordinate with railway undertakings, SGS procedures that shall govern the conditions of the services provided.
- j) Provide railway undertakings with the list of qualified personnel, as well as the training programs whereupon approvals are based.

4. Obligations of the Client

Client obligations regarding the use of service facilities, are as follows:

- a) Ensure, before requesting the capacity of a service facility, the suitability to function as designed.
- b) Ensure compatibility between the capacity allocated for traffic on lines of the General Interest Rail Network (path) and the use availability at the service facility expected to be used.
- c) Ensure, before starting to use a service facility, the provision of services that could be required on it for rail equipment operations, loading/unloading operations,

- d) Inform the owner, before starting to use the facility, of developing activities that are likely to generate pollution or waste that require specific management system. Of the system used and adopted prevention measures, it shall provide the necessary certificates for this purpose.
- e) Inform the owner, at the beginning of using the facility of any circumstance involving the lack of effectiveness of the service facility.
- f) Comply with railway safety requirements and, in particular, with the provision of railway personnel relevant qualifications and with the railway rolling stock conditions, as well as with occupational risk prevention.
- g) Use the facility for the purposes specified in their request for capacity.
- h) Guard the rolling stock, the loading ancillary items and the freight at service facilities owned by the client.
- i) Inform the owner of the facility of any accident or incident as well as anomalies or failures that occur at the service facility.
- j) Remove rolling stock from service facilities upon expiring the time given in the capacity allocation, leaving it in operating conditions.
- k) Provide that qualified personnel who are going to coordinate train operations with the railway infrastructure Manager Signaller are at the service facility with sufficient time to avoid delays in his/her operations.
- l) Inform the infrastructure manager of the railway undertaking procedures that define the activities performed at railway service facilities.
- m) Coordinate, together with the infrastructure manager, SGS procedures that shall govern the conditions of the services received.
- n) Authorize the personnel providing services at a service facility.

5. Facility Owner Responsibilities

Regarding liability that could arise from inefficiencies at service facilities, specifically the liability regime and its limits, it shall be subject to Rail Sector Act and Regulation and their implementing standards.

For these purposes Adif acts as freight forwarder assistant, according to the liability general regime arising from freight transport, i.e. delivery periods of freight as well as grounds for exemption and limits to compensation, and therefore according to Law 15/2009 of 11 November on Contract for Land Transport of Freight.

In relation to damage on rolling stock as a result of inefficiencies at the service facility, it shall be as provided for within the limits specified in the General Conditions for the use of wagons published by the GCU Bureau SPRL.

The owner of the facility shall not be liable before its clients for fortuitous cases of force majeure. Also the owner of the facility shall not be liable toward clients for damages caused by third parties, which are alien to him/her.

6. Liabilities of the Client

The client shall be liable toward the owner of the facility for damages to in rail infrastructure and the elements that are not part of it, but are in the passenger station or freight terminal.

The client shall be equally responsible for any damage caused to other clients or third parties arising from improper use of the service facilities, as set under Rail Sector Act and its implementing regulations and, where applicable, under Inland Freight Transport Contract Applicable Law.

In any case, the client shall be liable for acts and omissions of ancillary, dependent or independent, which services are used to fulfil its obligations.

The client shall neither be liable for the acts of nature or force majeure, nor for damages caused by any third party that is not their partner.



7. Civil Liability Insurance

The client is obliged to contract with an insurance company of recognized solvency and prior to the capacity allocation, an insurance policy for damages and civil liability for a sufficient amount to cover damages and liabilities arising from the use of service facilities, including ecologic and environmental damages that could be produced.

Said policy shall be valid during the allocation period, and the owner of the facility may require, at all times, to see the documents certifying that the client is to date with payments for these insurance premiums.

Availability and use of service facilities by railway undertakings shall be covered by civil liability insurance as set out in the Rail Sector Act, the amount and conditions of coverage shall be determined in the regulations.

All other clients who wish to use service facilities should have contracted civil liability insurance with a minimum coverage of 1.500.000 €.

8. Follow-up and Control

The owner of the facility reserves the majority of power of follow-up and control over allocated service facilities. Said supervision and control will be carried out by the personnel designated by the owner for this purpose, the client having to provide and / or provide as much data and / or documents related to the use of the facility and the railway material found therein.

Responsible persons for the environmental management of the owner of the facility may at any time request proof to ensure a proper compliance with environmental standards (permits, hazardous waste management, disposal authorization, noise limits, ...).

9. Safety and Supervision

Service facilities do not have a specific service for safety and security, so clients should carry out the actions they deem necessary to ensure the safekeeping of rolling stock, ancillary elements of cargo, and the freight in it.

10. Rail Safety

10.1. General Criteria

The Rail Rolling Stock shall be duly approved and authorized for running and all personnel involved in traffic processes shall have the corresponding professional authorization, according to the standards applicable at all times, taking into account that obligations and stabling operations, immobilisation of rolling stock deposited at the service facility, train composition, and its signaling, arrangement and braking, and arrangement of the cargo in wagons are responsibility of the railway Undertaking (RU) or, if applicable, of the rail infrastructure manager when they are responsible for the rolling stock.

10.2. Operational Criteria

The power to direct train traffic and shunting corresponds to the rail infrastructure manager signalman, and he/she may be assisted in the process of traffic by RU personnel or the rail infrastructure manager, which the corresponding professional authorization.

This personnel shall perform under orders from the signalman certain tasks as required, such as point operation and barriers at level crossings, shunting and other complementary tasks. Therefore it is necessary to have available service tools and media as provided for under the standards in order to ensure the adequate transmission of orders and information on traffic processes.

Adif shall activate deviations of routes entirely performed in the interlocking frame for which it is liable. The facility service client user shall activate deviations that - manually or electrically operated - are performed on site, therefore the personnel who perform the services related to Traffic Safety shall know the special orders and other regulatory documentation related to safety facilities used and to the type of operation performed in the operational field of the service facility and unit in question, and shall be subject to safety inspections and investigation of accidents carried out by Adif. In any case, the RU toward the rail infrastructure manager shall be liable for the entry into service of the train after it is formed.

10.3. Transport of Dangerous Goods

In accordance with the provisions of the RSF, when the capacity requested by a client is to be used for the transport of dangerous goods, it should be put in the request.

The transport of dangerous goods is carried out in accordance with the requirements of the Standard concerning the International Carriage of Dangerous Goods by Rail (RID) and Royal Decree 412/2001, of 20 April, in which Article 4 includes the general standards on traffic (see section 3.4.3 of the NS).

At service facilities, special attention shall be paid to the application of the safety distance between wagons or special containers, for the purpose of stabling with other trains loaded with dangerous goods on adjoining tracks on the same load terminal.

10.4. Incidents, Accidents and Abnormalities

In case of incidents or accidents in traffic or incidents in loading and unloading processes, the operator or the client shall not self-initiate any action on the rolling stock or railway facilities.

In these cases it shall act completing the action and communication protocols established in the Contingency Plans of Adif, and in Self-Protection Plans.

11. Coordination of Activities

In compliance with Royal Decree 171/2004, of 30 January, developing article 24 in Law 31/1995 of 8 November, on Prevention of Labour Risks, in terms of coordinating of business activities and prior to using the facility, the client shall set POP 12 and POP 16 operating procedure for prevention.

12. Environment

Clients are obliged to comply with current Law concerning environment in terms of soil, waste, noise, emissions, waste and hazardous substances.

It shall be the sole responsibility of the client, if so required to environmentally recover and clean the service facility given any spillage or leakage, as well as strict compliance with industrial, environmental and safety standards at a national, autonomous or local level.

13. Inappropriate Use of a Service Facility

It is considered inappropriate use of a service facility:

- a) To perform activities with a purpose different to the functionality defined for the service facility.
- b) To not report of the rolling stock, which is out of the transport productive cycle performed on service facilities, which apart from the siding, have other functions.
- c) Position traction, hauling and railway stock at fuel supply fixed facilities outside service hours or at mobile point facilities without the supply mean that shall perform it.
- d) Breach the rail safety, labour risk and environmental standards.
- e) Use the facility without the proper capacity allocation.
- f) Use or occupy the facility out of the capacity allocated.
- g) Obtain but not use the allocated capacity in the terms of efficient use established in this document.

The Service Information Manager shall inform the client if detecting any of afore behaviour for the purpose of correcting these within the requested term.

14. Effects of Inappropriate Use of a Service Facility

The Service Information Manager may eliminate the allocated capacity or may not allocate capacity at the facility if he previously informed the client of inappropriate use of the allocated capacity and it did not take the necessary corrective measures in the indicated term and manner.

The client to whom capacity has been removed or has been informed of the impossibility to access the service facility, may request capacity on it, only given a prior proof toward the Service Information Manager of the measures taken to correct the inappropriate use that caused the decision.

Additionally, and particularly for the situations described in sections e) and f) above, the Service Information Manager of the facility shall inform the client of these situations when they are detected, also informing him of the time of accrual to be taken as a reference for the purposes of applying the tariffs.

Furthermore, if these situations are affecting the operations of other clients, the Service Information Manager of the facility:

- I) Shall require to the client to remove the rolling stock, ancillary elements of cargo and freight which are at service facilities, and any other item that the Client may have installed on its own or by others at the facility or space as indicated by the Service Information Manager.
- II) Should it not be able to remove it on time, GIS shall authorize the affected client, who can not use the facility, to remove the railway stock, by its own means or of third parties, to the facility indicated by GIS.

The Service Information Manager shall in no case be responsible for any damage caused to the affected client if the former can not use the facility for any reason of inappropriate use by other clients. In these cases, the affected client is entitled to pass on to the company that unduly occupied the service facility the amount for the damages that could have caused.

- III) The Service Information Manager shall pass to the client that inappropriately occupies the service facility the tariff for an occasional use period.

Notwithstanding the above, in the event of any breach of the conditions of use of the facility, could apply Title VII, Penalty and Inspection System of Rail Sector Act.

15. Use of Facilities by several Successful Bidders

A service facility may be used by multiple clients, although the facility is allocated, with reserved capacity, initially to a client (main contractor), for a period of time and provided it is not saturated.

The Service Information Manager may request to the main contractor that other clients use this service facility (secondary awardees), if the surplus capacity is compatible with operations scheduled by secondary awardees.

The main contractor may authorize the use of this excess capacity in favor of secondary, in which case they shall be entitled to the allowances provided for under Rail Sector Act.

In cases where the main contractor and the Service Information Manager agree to use excess capacity by the secondary, the main contractor shall be obliged to make it available in the agreed timetables.

Should the main contractor not access to share the excess capacity, the System information Manager shall verify the use of the allocated capacity and may modify it if it is compatible.

16. Usage Measuring Criteria of the Allocated Capacity

The System Information Manager shall measure the use of the capacity allocated to the clients at service facilities depending on the effective occupation thereof (use) and of the allocated capacity (availability).

In order to measure the effective use, the total length of tracks occupied in service facilities with identical functionality, at a determined station or terminal, during the allocation period.

To calculate the allocated use, the total length of tracks allocated shall be taken into account at service facilities with identical functionality, of a particular station or terminal, for the allocated time.

The use shall be determined by the relationship between the effective use and the allocated.

In the event that the Service Information Manager expects that a particular service facility may be used by multiple clients, he/she may request a responsible statement for the level of activity that will be carried out in it, in order to compare the estimations made by the client which served as the basis for his/her capacity request and the effective use he/she is making.

Given the risk that some companies intend to have a long-term capacity, particularly at the most congested facilities, Adif reserves the right to introduce, with immediate effect, stricter use thresholds that would justify the revocation of such capacity or, given the case, the mandatory facility sharing with secondary awardees.

17. Claims

The client has the right to file a claim to the owner of a service facility in case of discrepancy in their actions.

These claims shall be submitted within one month after the event or the corresponding decision that caused the discrepancy.

The owner of the facility agrees to give written response to the claims raised by clients concerning allocation/removal/change of capacity within a maximum period of 30 days.

The owner of the facility is committed to responding in writing to property claims raised by clients for damages resulting from their actions within the legally set period for this purpose.

In the cases provided for in the Rail Sector Act, the client may go to the National Commission of Markets and Competition, in accordance with Law 3/2013, of 4 June, on creation of the National Commission of Markets and Competition.

Right to information

Clients may consult the catalogue of service facilities through the Network Statement or on a website where such information may be obtained free of charge in electronic format.

18. Investments in Service Facilities

Owners of service facilities shall be responsible for maintenance and replacement of service facilities included in the Catalogue of Facilities.

Notwithstanding the above, clients may make investments in equipment as they deem necessary for their activity at service facilities, with prior authorization of the facility owner. Therefore, the client shall submit the corresponding request to the latter, reporting in detail the actions in equipment intended to be performed at said facility.

The owner of the facility shall analyze the technical and economic viability of the proposal and may reject it with reasons.

If the owner of the facility considers the proposal of the interested client technically and economically feasible, the necessary authorizations shall be set and, if applicable, the aforementioned investment formally agreed upon.

3.2. Specific access conditions to Adif Freight Transport Terminals

1. Purpose and Scope

The purpose is to set the particular conditions affecting, for its singularity, service facilities linked to freight rail traffic, when this is its scope.

Outside the scope are service facilities for intermodal freight transport owned by the rail infrastructure manager, regardless of the operator, and providing the loading and unloading service of Intermodal Transport Units (ITUs) on and from wagon.

Also outside the scope of these conditions are the standards on capacity at the service facility focused on receiving and expediting trains, except in the cases explicitly covered by these conditions.

2. Types of Service Facilities

Service facilities connected with the transport of freight are classified according to the following criteria:

2.1. Functionality

The functionalities of service facilities dedicated to freight may be:

a) Tracks for technical facilities, among others:

- Expedition/reception tracks,
- Access tracks to: Ports, Particular shunts, Maintenance base, Workshops and Deposits.
- Tracks for classification, train composition and shunting, including shunting handles
- Sidings
- Tracks for maintenance
- Tracks for washing and cleaning
- Tracks for fuel supply, which shall at the same time be performed by means of fixed or mobile point

b) Tracks for logistics facilities, among others:

- Loading points
- Intermodal terminals

2.2. Application financial regime

The railway infrastructure manager has the obligation to require the payment of a fee to allocate capacity at service facilities described above, which amounts, accrual, requiring and payment shall be in accordance with Chapter 6 of the Network Statement.

Service facilities are classified for purposes of tariffs, at:

Mode	Type of facilities
D	Sidings, tracks for composition and shunting of trains, for maintenance, washing and cleaning, and fuel supply
E	Loading points



3. Facilities Available on Catalogue

Adif shall include in SYACIS application every service facility available for the offer, for which the client may request capacity; amongst which are:

- a) Tracks for train marshalling, composition and shunting
- b) Tracks for sidings/stabling
- c) Loading points
- d) Tracks for maintenance
- e) Tracks for washing and cleaning
- f) Tracks for fuel supply

4. Using Facilities

The use of service facilities at freight terminals shall be governed by the following principles.

4.1. Tracks for marshalling, train composition and shunting

Tracks designed to perform operations and movements of rolling stock consisting of aggregating or segregating vehicles to a train, composing or decomposing a train, classifying vehicles or cuts of stock, or moving a train or vehicles on the same track or from one to another.

If safety facilities and technical equipment permit it, trains may also be expedited or received directly from these tracks. This decision applies only to the Traffic Manager of Adif.

These facilities have the equipment described in the catalogue of service facilities, which should be taken into account by the client, by the influence it may have, in planning their operations.

4.2. Sidings/ Stabling

Tracks devoted to the immobilization of rolling stock for a specified time between two transport cycles. However, if the capacity of the terminal allows it, the Service Information Manager may jointly offer the functionality of sidings and train composition and shunting, unless specifically stated otherwise.

These facilities have the equipment described in the catalogue of service facilities, which should be taken into account by the client by the influence it may have, in planning their operations.

Immobilization could be due to a particular purpose, during the transport cycle or for an indefinite long-term period outside the transport cycle as such.

Sidings with rolling stock which shall be there longer than a month and which are out of the transport cycle shall be considered to be of long-term.

In cases where the client wants a long-term siding of rail stock, it shall expressly indicate it to the Service Information Manager, in order to bid for the tracks that less affect the operation of the terminal. In any case, the Service Information Manager in Catalogue of service facilities should point out the tracks that are particularly suitable for long-term siding in order to benefit from the discounts that include the Rail Sector Act.

Sidings under catenary are expressly forbidden for wagons that are outside the transport cycle and have a stair access to the upper parts thereof, unless the client makes electrical risk assessment and takes the necessary measures.

In the case of transport of dangerous goods, either on specialized Rail Rolling Stock as well as in wagons or containers, it is only possible to set aside such stock if it is empty with no trace of freight, clean and degassed under the provisions framed in the RID.

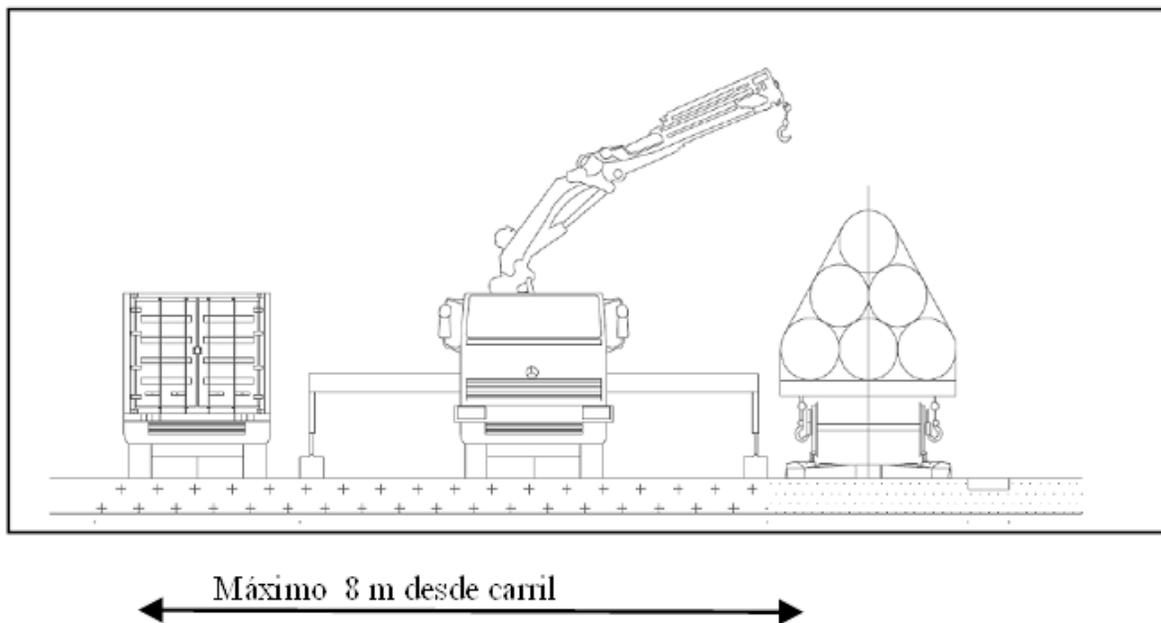
If safety facilities and technical equipment permit it, trains may also be expedited or received directly from these tracks. This decision applies only to the Traffic Manager of Adif.



4.3. Load Points

These are track facilities for loading and unloading of freight that are composed, generally, by the track and a surface (shunting yard) operating parallel to it, and with a maximum width of 8 meters from the nearest rail. These operations may be performed laterally through the ends of the composition or gravity.

Intermodal transport terminals of freight that are operated directly by Adif or other operators providing the service and loading and unloading of Intermodal Transport Units (ITUs) on and from wagon shall not be considered load points.



Service facilities of freight intermodal transportation that are directly operated by Adif, or by other operators and which provide the loading and unloading service of Intermodal Transport Units (ICUs) on and from wagon shall not be considered loading points.

These facilities have the equipment described in the catalog of service facilities to facilitate loading and unloading operations, such as lighting, ramps and loading platforms, unloading trench ..., which must be taken into account by the client, due to the influence it may have, in planning their operations.

Any other equipment not described and necessary to carry out these operations shall be provided by the client, prior authorization of the facility.

However, should the client require for the provision of rail transport, apart from using this type of service facility, other areas (open spaces, storage yards, bays, ...) or means (cranes, trolleys, mobile ramps, ...) which the owner of the facility can offer, these shall be governed by the corresponding lease contract.

If a client, acting as a transport provider, has the allocated capacity for a load point as origin or destination of traffic, and the loader changes the transport provider, the client who until then had the capacity allocated shall be bound, unless duly justified cause, to free the facility to allow the allocation of capacity to the new transport provider. In the event that 5 days after requesting it to the Service Information Manager he/she has not abandoned the facility, the Service Information Manager shall revoke its capacity and shall proceed to allocate it in favor of the new applicant.

4.4. Maintenance Tracks

These are facilities authorized for maintenance activities or technical assistance on rail rolling stock, except for heavy maintenance.

These facilities have the equipment described in the catalog of service facilities to facilitate these operations, such as lighting, trenches, supply points, ..., which shall be taken into account by the client when planning operations.

Any other equipment not described and necessary to carry out these operations shall be provided by the client, prior authorization of the facility owner.

4.5. Fuel Supply Tracks

Facilities equipped to supply diesel for the traction of rail vehicles.

Railway undertakings may have fuel supply as follows:

Fix supply point. At these facilities fuel shall be supplied in access order to the supply point.

Mobile supply point. For this mode of supply, In these installations and only in the case of suppliers of diesel fuel other than Adif (Self-supply), the railway undertakings shall inform the owner of the facility well in advance and always adapt to the conditions of use of the facility.

Should client communications include overlapping schedules, those made first shall be preferred, provided the supply mean is at the station.

Capacity allocation at the facility shall be included in fuel supply service, regardless of whether it is a fix or mobile point, and does not require a capacity request. Tariff for using Mode D is accrued upon fuel supply.

5. Exceptional Use of Other Service Facilities

If the rail operation so requires, exceptionally, capacity may be allocated at service facilities designed primarily for traffic management as listed below, and this allocation may only be made by Adif traffic manager:

5.1 Dispatching and receiving tracks

These are facilities that serve as liaisons between the main route of a line and the rest of the service tracks that are in a facility, acting as a regulatory element of traffic. Given their nature, generally these tracks are not available for capacity request.

In general, at these facilities are performed operations linked to train arrival/dispatch and the operations linked to it. From these facilities, rolling stock can be directed to other service facilities for which the client has requested capacity, or which serve as access to Ports, Particular Shunts, Maintenance Base, Workshops or Warehouses.

Dispatch and reception routes may be used longer than programmed (waiting for dispatch) as long as it does not interfere in other programmed traffic at freight terminals, prior authorization of the Signaller. This circumstance does not exempt the railway undertaking from the obligation to request capacity, and from the liability to conform Mode D tariff.

If safety facilities and technical equipment permit it, trains may also be dispatched or received directly on tracks for composition and shunting or siding, as allocated to the client. This decision corresponds only to Adif Traffic Manager.

5.2 Train Dispatch

Railway undertakings that intend to dispatch a train from a freight terminal shall be entitled to occupy a track for dispatch and reception 2 hours before the scheduled time for departure. During this time, the railway undertaking shall prepare the train ensuring that it is suitable to enter into service, that train equipment is correctly deployed and that the composition of the train corresponds to the allocated path. Train composition also includes technical operations and revisions made before the train goes into service.

Railway undertakings may request to use tracks for dispatching and receiving in order to perform the final shunting of the composition, and thereby close the composition of a train length authorized by Adif which exceeds the length of tracks allocated for train composition. The Signaller, in coordination with the railway undertaking, shall determine the appropriate moment to perform the composition of these trains on these tracks.

5.3 Train Reception

Railway undertakings that shall receive a train in a freight terminal may occupy a track for dispatch and reception for an essential minimum time and in any case for a maximum of 1 hour in relation to the scheduled arrival.

Should the train arrive earlier or be delayed for over 60 minutes and thereby interfere with other traffic planned for departing or arriving at the cargo terminal, the signaller may urge it to position it in the shortest time on the tracks for train composition and shunting as allocated by the railway undertaking.

During the time allotted since the arrival of the train, the railway undertaking shall coordinate with the signaller the necessary shunting to transfer stock to other service facilities.





4. PROVISION OF OFFERED RELATED RAIL SERVICES

4.1. General Scope

Fact sheets of basic and supplementary services - provided in the General scope - as well as the provision and access conditions and prices, are indicated in chapters 5 and 6 under this Network Statement.

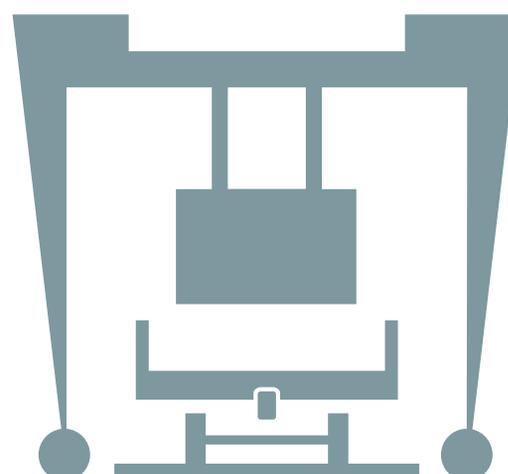
4.2. Scope of Freight Transport Terminals

In accordance with this document, the railway infrastructure manager currently offers to Railway Undertakings and other Applicants - in the scope of freight terminals - the services included in the following classification:

4.2.1. BASIC SERVICES OFFER, DEFINITION, DESCRIPTION

Offer:

BASIC SERVICES	Scope of Freight Transport Terminals
SB-3	Handling of intermodal transport units
SB-4	Shunting and train operations



SB-3

Handling Intermodal Transport Units ITUs

Description This service consists in loading and unloading Intermodal Transport Units (UTI).

Associated Operations

- Control of arrival and departure of the ITU at the facility.
- Execution of ITU loading/unloading from truck to wagon and vice versa, as well as between wagons managed by the same client (transfer).
- Safety and surveillance control.

Invoicing Unit Per handled ITU.

Application Conditions

MAXIMUM CHARGE

- A single handling shall be applied upon ITU entry in the intermodal facility ICU in the installation -either by train or by truck- which includes a temporary transit at the facility, for a maximum period of 7 days starting on the day after ITU entry at the facility (except for ITUs with Dangerous Goods which must comply with the regulations that are applicable to every facility or for those that perform customs procedures at the facility).

REDUCED CHARGES

- A handling shall be applied, at reduced rate, upon ITU entry in the intermodal facility, either by train or by truck, for ITUs that upon arrival at the facility provide information about their destination (train/date or stock), and if these depart in the following two business days after their arrival.
- A handling shall be applied, at reduced rate, to ITUs transfer operations between wagons, provided the client requesting the service is the same that consigns the entry and departure and does not exceed the temporary transit set for this kind of charge.

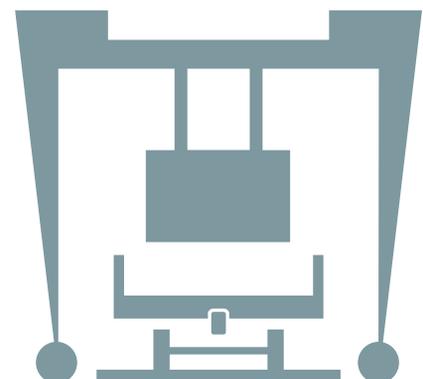
EXCESS OF TRANSIT

- A handling shall be applied, at reduced rate, if ITU exceeds the temporary transit set in the maximum charge.
- It shall apply for every calendar in excess of the ITU temporary transit set to the maximum charge and if the client has not signed an agreement on storage at the facility.

Adif specific commercial offer, access conditions and terms of provision of this service are listed in the Catalogue of ITUs Handling Basic Services available on Adif website: <http://www.adif.es/es>

SB-4 Shunting and train operations

Adif specific commercial offer, access conditions and terms of provision of this service are listed in the Catalogue of Train Operations and Shunting Basic Services available on Adif website: http://www.adif.es/es_ES/infraestructuras/doc/IyE_SLL_Catgo_Serv_Maniobras.pdf.



4.2.2. BASIC SERVICE PRICES

Basic Service Prices in the Field of Freight Terminals

SB-3	HANDLING OF INTERMODAL TRANSPORT UNITS	INVOICING UNIT	PRICE 2020 and 2021
Reduced Price	ITU between 0 and 2 days of transit	ITU	26,00 €/UTI
Maximum Price	ITU transit up to 7 days	ITU	39,95 €/UTI
Additional Handling	Over 7 transit days	ITU	26,00 €/UTI €
Transit Excess	Over 7 transit days	ITU/DAY	6,00 €/UTI-Day

SB-4 SHUNTING AND TRAIN OPERATIONS

Adif prices, regarding this service is included in the Basic Service Catalog for Shunting and Train Operations on Adif website,

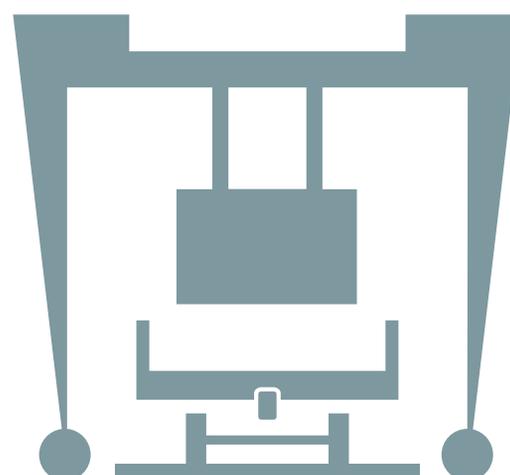
http://www.adif.es/es_ES/infraestructuras/doc/lyE_SSSL_Catgo_Serv_Maniobras.pdf.

4.2.3. ANCILLARY SERVICE OFFER, DEFINITION, DESCRIPTION

In accordance with this document, Adif may provide ancillary services included in the following classification.

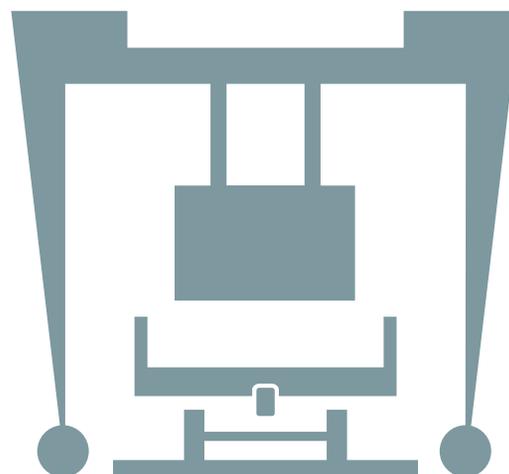
Offer:

ANCILLARY SERVICES	Scope of Freight Transport Terminals
SX-3	Service provision out of hours



Definition and Description

SX-3	Service provision out of hours
Description	<p>This service consists of satisfying requests to provide the services outside the scheduled hours. These after-hours service benefits may be:</p> <p>a) Service hours extensions in working days</p> <ul style="list-style-type: none"> * A request to provide services 2 hours before the service schedule. * A request to provide services 2 hours after the service schedule. <p>b) Extraordinary service attention</p> <ul style="list-style-type: none"> * A request to provide services over 2 hours before the service hours up to a maximum of 4 hours. * A request to provide services over 2 hours after the service hours up to a maximum of 4 hours. * A request for services on days when their provision is not offered.
Associated Operations	Those that arise from the service demanded, as described in the request set for this purpose.
Economic conditions	<p>An amount for service benefits after service hours shall be set according to the resources needed to meet the requested service and as defined based on the following concepts:</p> <ul style="list-style-type: none"> * Applicable surcharge on the price of handled ITUs (in €/ITU) * Application surcharge on the train arrived of dispatched (in €/train) * Minimum of ITUs to be invoiced for extra service hours (per ITU).
Access Conditions	If this service is provided at the terminal, those reflected in the signed contract, upon request for that terminal in advance as defined for that purpose.



4.3. Scope of Passenger Transport Stations

4.3.1. GENERAL CONDITIONS

- The information in this SERVICE CATALOG is part of the railway infrastructure manager Network Statement.
- RUs are entitled to submit capacity requests according to regulations in force. In the case of related rail services, it shall also be considered as a requirement that operating trains make a commercial passenger stop at the station where they request this service provision.
- RUs shall provide commercial information of their circular letters through an ordinary courier service.
- RUs or third parties shall be liable to the railway infrastructure manager for damages caused to them - to people or things - as well as to their facilities, machinery, railway infrastructure, etc. In this regard, RUs shall comply with the procedures set regarding the follow-up of Activities at Passenger Stations.
- All communications regarding service requests shall be in Spanish.
- Consumption of supplies should take into account good environmental practices and encourage the saving of natural resources.
- The railway infrastructure manager shall attempt to resolve all requests received, in accordance with the priority criteria set.
- If necessary, a coordination phase would be set, in order to resolve any conflict that may arise between the requests received.
- RUs may make allegations, within the period set after the communication to fulfill the request.

If RUs need to obtain more information on the detail of service provision or on the location of available spaces at the stations, they may address the Passenger Stations Directorate.

Stations managed by the railway infrastructure manager with a commercial stop for passenger transport trains are identified as Passenger Stations.

Passenger stations are a set of buildings and facilities designed to fulfill the needs of rail transport system users, passengers and their companions, and of RUs.

Passenger stations are made up of:

- Buildings and facilities intended to serve passengers.
- Buildings and facilities used for own services related to station operations or for services to RUs with operations at the station.
- Platforms.
- Train-stabling tracks, with platform for passenger up and down and without platform for sidings.
- Gaps between access tracks to platforms, at the same level or at different level of tracks.
- Items and access spaces to the station and communication with other transport modes.
- Protection and safety elements at the station.

For the purposes of this Catalog the following are not part of the station:

- Infrastructure elements and track superstructure, since the Catalog does not cover tracks at stations in terms of capacity allocation or use of railway lines.
- Buildings, facilities, accesses and land specifically used for internal services of the railway infrastructure manager or not directly related to the operations at the station.
- Premises, offices and marketing activities of spaces for third parties, that are not RUs at the station's passenger building or other independent buildings.
- Land leasing activities.

Standardization of basic information in transport tickets to check in:

The task entrusted to the infrastructure manager to ensure station safety in a multi-operator context, requires that transport tickets of different operators providing passenger transport services include standard information.

This homogenization facilitates control access to train boarding gates and platforms, and validates minimum guarantees in the transport ticket handed-over to allow access to platforms.

The information shown in every ticket will be encrypted by means of AZTEC codes.

The information that the Manager uses to identify a ticket at the time of check-in will be as follows:

AZTEC Code fields	Positions	Notes
Commercial train Nr.	5 positions	
Travel date	10 positions	dd/mm/yyyy
Train departure time	5 positions	hr:min
Origin station	7 positions	In case national tickets the first two digits shall be 00
Destination station	7 positions	In case national tickets the first two digits shall be 00
Undertaking	5 positions	
A control or sequential number for every undertaking	13 positions	
Coach	3 positions	Train without reservation will arrive unfilled
Seat	3 positions	Train without reservation will arrive unfilled
Combined ticket	2 positions	value: YES / NO
Intermediate station on the combined ticket	7 positions	In case national tickets the first two digits shall be 00
ADIF Reserved	33 positions	
Space to be used by operators on a discretionary basis	Up to completing the maximum capacity	

The first 100 characters are reserved for administrator use.

Printed AZTEC in the tickets shall have the following technical features:

Layers: 10

Size: 57x57 pixels

Capacity: 516 digits 414 letters 256 bytes

4.3.2. GENERAL CONDITIONS TO INVOICE RELATED SERVICES

The prices set for related railway services do not include unless expressly indicated, the supply costs of electricity, water, gas, communications or similar supplies or services, since RUs shall pay for consumptions or supplies provided by the railway infrastructure manager.

If RUs cannot directly contract supplies with supplying companies, the following shall be considered:

- * The railway infrastructure manager, in case of supply delivery, shall calculate the costs corresponding to consumptions as follows:
 - ◆ Supplies included in the service price:

To set the service price, an estimated average consumption has been considered taking into account the consumption of the field equipment, like in the case of self-selling machines.
 - ◆ Supplies at premises:

The consumption of services provided by the Railway Infrastructure Manager shall be calculated based on the occupied surface of the premises.

◆ Supplies measured by counter:

Charging unit shall be calculated by dividing the amount of the periodic receipt presented by the company providing the service by the number of units of measure consumed, plus a 9% increase in management costs.

◆ Other supplies:

Charging unit shall be calculated by distributing the total amount of the cost of a periodic receipt presented by the company providing the service, taking into account the following factors:

- In the case of water supply, the flow of the facilities used by RUs and hours of consumption, plus a 9% increase in management expenses.
- In the case of energy supply, the type of facilities used by RUs and hours of consumption, plus a 9% increase in management expenses.
- In the case of gas, total square meters of the surface included in the periodic receipt and the square meters of the surface used by RUs plus a 9% increase in management expenses

4.3.3. LIST OF PASSENGER TRANSPORT STATIONS WITH RELATED RAILWAY SERVICES

The stations where the infrastructure manager provides related rail services have been determined according to the following criteria:

- * Stations with a volume of long distance traffic exceeding 300,000 passengers/year or 8,000 trains/year in the following axes:

Axis 11: Madrid Chamartín- Valladolid - Palencia - León, (owned by ADIF-Alta Velocidad)

Axis 12: Madrid Atocha- Barcelona - Frontera Francia, (owned by ADIF-Alta Velocidad).

Axis 13: Madrid Atocha - Levante, (owned by ADIF-Alta Velocidad).

Axis 14: Madrid - Toledo / Sevilla Sta. Justa/ Málaga María Zambrano, (owned by ADIF-Alta Velocidad).

Stations located in the Atlantic Corridor, (owned by Adif and ADIF-Alta Velocidad)

Main connecting stations with other rail networks, (owned by Adif)

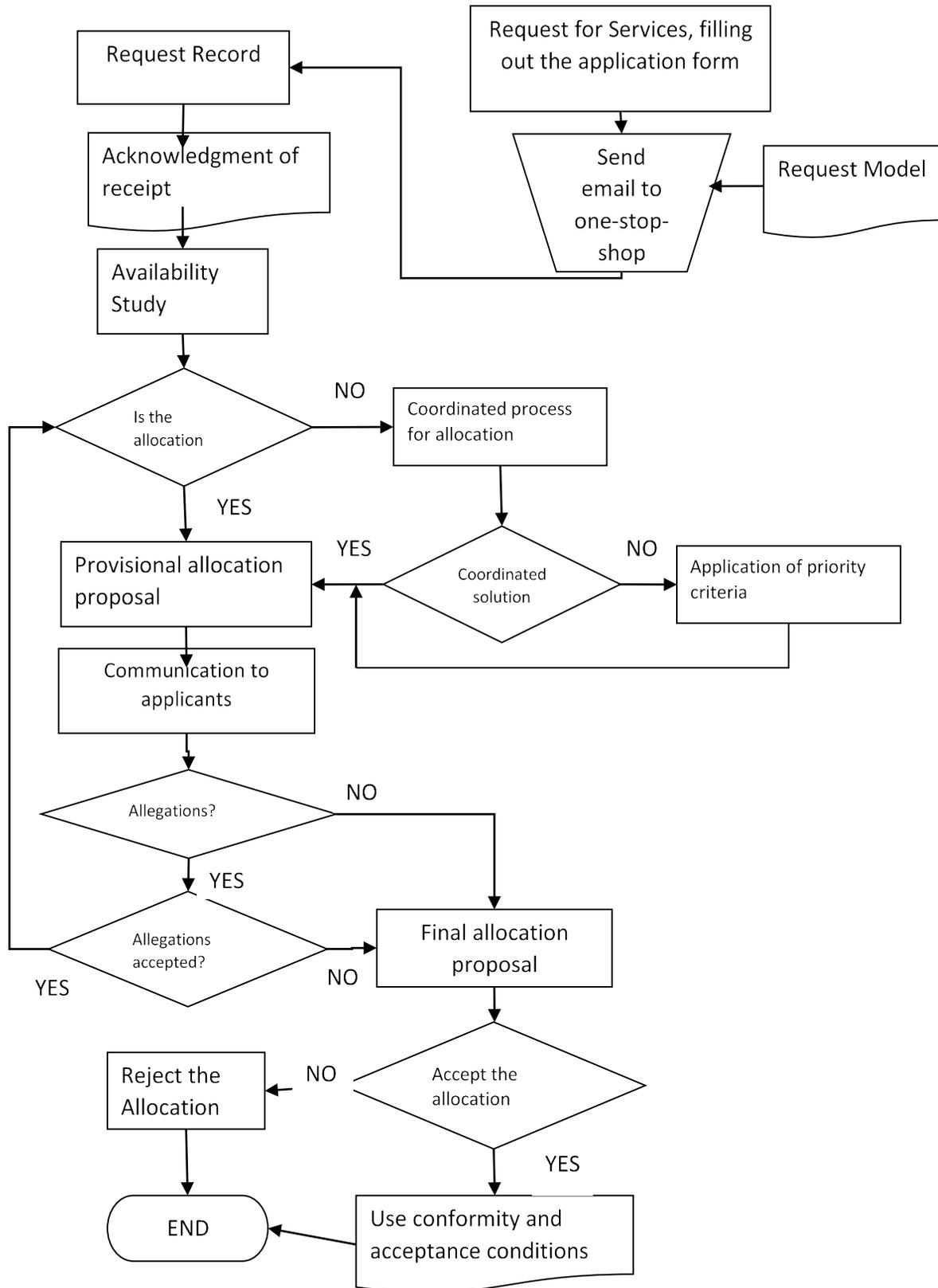
The stations owned by Adif included, are the following

A CORUÑA, VIGO GUIXAR

IRÚN, BADAJOZ



4.3.4. PROCESS IN THE FIELD OF PASSENGER TRANSPORT STATIONS



4.3.5. SERVICES AVAILABLE AT PASSENGER TRANSPORT STATIONS

Following are the services available at related Passenger Transport stations according to the criteria indicated afore:

Border Stations

STATION	Ownership	Basic services		Ancillary services	
		TICKET SALES LOCATION SB-7	TICKETING ITEM SPACE SB-8	EQUIPPED BOARDING POINT SX-6	LOCKERS IN SHARED DRESS-ROOM SX-8
BADAJOS	Adif	1	1	0	1
IRÚN	Adif	2	1	1	0

Stations located in the Atlantic Corridor

STATION	Ownership	Basic services		Ancillary services	
		TICKET SALES LOCATION SB-7	TICKETING ITEM SPACE DE TICKETING SB-8	EQUIPPED BOARDING POINT SX-6	MANAGEMENT OF LOST OBJECTS SX-9
A CORUÑA	Adif	1	1	1	0
PONTEVEDRA	ADIF	1	1	1	1
SANTIAGO DE COMPOSTELA	AV	1	1	1	0
VIGO GUIXAR	Adif	1	1	1	1
VILAGARCIA DE AROUSA	ADIF	1	1	1	0

4.3.6. BASIC SERVICES PLANIMETRY AT PASSENGER TRANSPORT STATIONS

A file attached to this catalog, provides a basic plan of every station with the location of the offered services.

For additional information consult with:

Directorate of Passenger Stations, Avenida Pío XII, 110-28036 Madrid.

4.3.7. BASIC SERVICES

4.3.7.1. SERVICE OFFER, DEFINITION, DESCRIPTION

RUs - upon their allocation of infrastructure capacity - may need to provide certain services at passenger transport stations to perform their passenger commercial operations.

These Basic Services are associated with the use of spaces or services at passenger building or station platforms by RUs given the case.

Adaptations of travel information media shall be made by ADIF.

The furniture inside the premises is the responsibility of RUs, there are no restrictions other than those arising from legislation on safety, fire protection, environmental, accessibility or other applicable laws.

Definition and Offer:

BASIC SERVICES	Scope of Passenger Transport Stations
SB-5	<p>Use of stations by passengers.</p> <p>Access to buildings and platforms at Passenger Transport Stations. It includes the use by passengers of common facilities at stations, accesses, hallways, waiting areas, etc., as well as information, safety, comfort, cleaning, etc.</p> <p>Section 6.2.2.5.2 of this Network Statement indicates the prices (tariffs) for using passenger stations depending on the station category.</p>
SB-6	<p>Use of travel information media.</p> <p>Use of standardized station stands for RU information to their clients.</p> <p>This service is additional to the one included in SB-5 service.</p> <p>Stands may be for printed information panels and or dynamic information panels.</p> <p>If possible, non-standard media shall also be authorized.</p>
SB-7	<p>Local for tickets sale and information services.</p> <p>Premises located outside the boarding rooms that are made available to RUs to perform their duties of ticket sales for rail transport services, as well as information and client service related to this activity, admitting the sale of other rail transport products, provided these are linked to transport service ticket acquisitions.</p> <p>The premises shall be arranged in an area or location with similar representation and prominence.</p>
SB-8	<p>Spaces for ticketing elements.</p> <p>This basic service is for RUs to use spaces at passenger buildings or station platforms to put machines to sell, formalize or cancel tickets.</p>
SB-9	<p>Premises for on board service operational personnel.</p> <p>Premises for the exclusive use of on-board service operational personnel of a RU.</p>



Description, requirements, conditions of provision, etc. of every service is individually summarized in the following files:

SB-6 Use of Travel Information Stands	
DESCRIPTION	<p>Use of standardized station stands for RUs information to their clients.</p> <p>If possible, use of non-standardized stands. The needs shall be analyzed through RUs requests for this type of stands and so shall be allocated according to the possibilities of the station and priority criteria.</p> <p>The location of these supports shall not be identified in the Commercial Services to RUs.</p>
PRIORITY CRITERIA	<p>For all RUs requesting it and with a commercial stop at the station, the available stands shall be measured in proportion to their turnover, as follows:</p> <p>* Number of trains stopping at the station.</p> <p>For stands allocation, a distribution will be made proportional to the number of trains stopping at the station of every RU The undertaking with most trains with a stop at the station shall have preference in the choice of spaces, and so on.</p> <p>In the event that any RU, when making the request for new spaces, premises and/or services, already had any consolidated one due to prior allocations, the percentage of this allocation shall be considered upon new allocations.</p> <p>The request for services by RUs shall be done together with the capacity request.</p> <p>Upon service allocation, the contracts set for this purpose with RUs shall be considered to be priority criteria for new requests by other RUs.</p> <p>Since it is a basic service, at least the use of an information medium is guaranteed to all RUs with a commercial stop at the station upon request.</p>
PROVISION CONDITIONS	<p>Use of stands for specific information of RUs in a timely manner in contents related to their transport services.</p>
RESTRICTIONS	<p>It does not enable the RU to advertise.</p> <p>Posters that may be considered offensive or against the image of the infrastructure manager or of any other RU are not authorized.</p> <p>The infrastructure manager will define the stands and their location at different stations.</p>
INVOICING UNIT	<p>€/month.</p>
AMOUNT	<p>Prices for monthly periods.</p> <p>For periods of less than one month, the calculation will be as follows:</p> <ul style="list-style-type: none"> • Cost of the monthly period, increased by 50%, dividing the result by 30 and multiplying it by the number of days of use.
APPLICATION CONDITIONS	<p>In the case of non-standard supports, their use and location shall be approved by the railway infrastructure manager.</p> <p>In the case of printed information, the making, editing and updating of posters corresponds to RUs, which shall facilitate it to the railway infrastructure manager for their placing and removal. In the case of digital information, RUs shall provide the contents in a format indicated by the railway infrastructure manager that will load it on the stands as established.</p> <p>In all cases, the contents shall be approved by the railway infrastructure manager.</p> <p>The supply is included in the price.</p>

SB-7	Premise for ticket sales and information service
DESCRIPTION	<p>Premises located outside boarding rooms available to several RUs to carry out ticket sales and client service functions.</p> <p>The premises assigned for ticket sales shall be identified in RUs Commercial Services plan.</p> <p>Assignment of premises, guaranteeing as far as possible the representativeness and prominence of every RU at the station.</p>
PRIORITY CRITERIA	<p>For all RUs requesting it and with a stop at the station, measuring the space to occupy proportionally to their turnover, measured as follows:</p> <ul style="list-style-type: none"> * Number of trains stopping at the station. <p>The Railway Undertaking with most trains and with a stop at the station and so on will have priority in choosing the premises.</p> <p>In the event that any RU, when making the request for new spaces, premises and/or services, already had any consolidated one for prior allocations, the percentage of this allocation shall be considered upon new allocations.</p> <p>The request for services by RUs shall be done together with the capacity request.</p> <p>Upon service allocation, the contracts set for this purpose with RUs shall have a priority criteria for new requests of other RUS.</p> <p>Since it is a basic service, at least the use of local for the provision of ticket sales service is guaranteed to all RUs with a commercial stop at the station upon request.</p>
PROVISION CONDITIONS	<p>The ticket sales office can be located in an enclosed space independent of the lobby with its own surface to wait for clients, or be a place open to the lobby.</p> <p>The premise will have electrical and communications sockets to install RU equipment.</p>
RESTRICTIONS	<p>RUs shall perform functions passenger transport service ticket sales, as well as information and client service, linked to this activity, admitting the sale of other rail transport products, provided they are associated with acquiring service tickets for passenger transport.</p> <p>Limited to one room per RU.</p> <p>The railway infrastructure manager shall allocate complete premises.</p>
INVOICING UNIT	<p>€/month.</p>
AMOUNT	<p>Monthly price per sqm of used premise surface.</p> <p>The service is provided for annual or multiannual periods. For periods of less than one year, the price will increased by 25%. However, the duration may not be longer than RU capacity allocated.</p> <p>In this case are accepted long-term agreements to rent the premises, with the following limitations:</p> <ul style="list-style-type: none"> * Request it together with the Framework Agreement request. * The maximum term shall be the Framework Agreement term. * The agreement shall include the penalties applicable to every case. <p>It does not include expenses for consumption, supplies, services, cleaning or maintenance derived from a use of the premises, which will be paid by the RU.</p>
APPLICATION CONDITIONS	<p>Within the premises, RUs may install all the furniture and equipment it deems necessary to perform the provision of sales and information services to clients.</p> <p>Should it be necessary to perform adaptation works inside the premises, these shall be subject to the railway infrastructure manager project approval.</p>

SB-8	Ticketing space
DESCRIPTION	<p>Use of space by RUs to install and operate automatic machines for self-sale tickets, booking seats, cancel tickets or similar for ticket sales, which that are located outside sale premises.</p> <p>The spaces assigned to machines shall be identified in Service Catalog plan for RUs. These spaces shall also be zoned based on the station visibility.</p> <p>Space allocation at station homogeneous areas, ensuring as far as possible the representativeness and prominence at the station of all RUs In every zone.</p>
PRIORITY CRITERIA	<p>For all RUs requesting it and with a stop at the station, measuring the space to occupy proportionally to their turnover, measured as follows:</p> <p>* Number of trains stopping at the station.</p> <p>For space allocation there shall be a distribution proportional to the number of trains stopping at the station of every RU. The undertaking with the most trains with a stop at the station and will have preference in the choice of spaces, and so on.</p> <p>In the event that any RU, when making the request for new spaces, premises and/or services, already had any consolidated one for prior allocations, the percentage of this allocation shall be considered upon new allocations.</p> <p>RU service request shall be made together with the capacity request.</p> <p>Upon service allocation, the contracts set for this purpose with RUs shall have a priority criteria for new requests of other RUs.</p> <p>Since the service is basic, guarantee at least one space for vending machines to all RUs with a commercial stop at the station, upon request.</p>
PROVISION CONDITIONS	<p>The spaces selected to put the machines shall have electrical and communication socket installation.</p> <p>The machines shall be located at a lobby space with good visibility, installed in a grouped way to transfer management unit image and facilitate their attention in case of incidents.</p>
RESTRICTIONS	<p>The maximum measures of the machines may not exceed 0.75 square meters.</p> <p>The project authorization is expressly required by the railway infrastructure manager.</p>
INVOICING UNIT	<p>€/month.</p>
AMOUNT	<p>Monthly price per unit installed.</p> <p>In case of canceling or similar, provided they are not integrated in a standard size machine, the price will be 30% unit price.</p> <p>If the company requests space to install additional machines within the same area as the first machine already installed, the amount per machine shall be successively increased by 10%. It is understood that they are in the same area if there is a distance between installed machines of less than 10 meters.</p>
APPLICATION CONDITIONS	<p>Client support services shall correspond to RUs.</p> <p>Machine maintenance and cleaning shall be in charge of RUs.</p> <p>Electricity consumption is included in the price.</p>

SB-9 Premises for Operative Personnel Services on board	
DESCRIPTION	<p>Premises at the station for RU personnel providing on board services to stay.</p> <p>The spaces allocated to Operative Personnel for RU exclusive use shall be identified in the Commercial Services plan for RUs.</p>
PRIORITY CRITERIA	<p>For all RUs requesting it, the space to occupy shall be proportionally measured to their turnover, as follows:</p> <p>* Number of trains stopping at the station.</p> <p>Rus with most stopping trains at the station will have preference upon choosing the premises, and so on.</p> <p>In the event that any RU, when making the request for new spaces, premises and/or services, already had any consolidated one for prior allocations, the percentage of this allocation shall be considered upon new allocations.</p> <p>The request for services by RUs shall be done together with the capacity request.</p> <p>Upon service allocation, the contracts set for this purpose with RUs shall have a priority criteria for new requests of other RUs.</p> <p>Since the service is basic, guarantee at least one space for on-board service personnel to all RUs with a commercial stop at the station, upon request.</p>
PROVISION CONDITIONS	No furniture is included.
RESTRICTIONS	It does not provide the premise with own information media outside the premises or located on the facade of the premises, for a view outside the premises.
INVOICING UNIT	€/month.
AMOUNT	<p>Monthly price per sqm of used premise surface.</p> <p>The service is provided for annual or multiannual periods. However, the duration may not be longer than RU capacity allocated.</p> <p>For periods of less than one year, the price will increase by 25%.</p> <p>It does not include expenses for consumption, supplies, services or maintenance resulting from the use of the premises, which shall be paid by RUs.</p> <p>In this case are accepted long-term agreements to rent the premises, with the following limitations:</p> <ul style="list-style-type: none"> • Request it together with the Framework Agreement request. • The maximum term shall be the Framework Agreement term. • The agreement shall include the penalties applicable to every case.
APPLICATION CONDITIONS	Should it be necessary to perform adaptation works inside the premises, these shall be subject to project approval by the railway infrastructure manager.

4.3.7.2. BASIC SERVICE PRICES

The following tables indicate the prices of basic services by station category, the amounts indicated are expressed without indirect taxes unless otherwise indicated.

SERVICE	€/SQM/MONTH				
	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5
SB-6 USE OF TRAVEL INFORMATION MEDIA	3.73	3.73	3.73	3.73	---
SB-7 PREMISE FOR TICKET SALES AND INFORMATION SERVICE (1)	19.69	16.54	12.79	9.90	5.58

SERVICE	€/MONTH/MACHINE				
	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5
SB-8 SPACES FOR TICKETING ELEMENTS (2)	210.00	151.00	105.00	75.00	54.00

SERVICE	€/SQM/MONTH			
	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4
SB-9 PREMISES FOR SERVICE PERSONNEL ON BOARD (3)	11.81	9.93	7.67	5.94

((1) For periods of less than one year, the price will increase by 25%.

((2) Monthly price per standard unit (maximum 0.75m²). Larger units, payment for 2. In the case of canceling or similar, as long as they are not integrated in a standard size machine, the price will be 30% unit.

If the company requests space to install additional machines within the same area as the first one already installed, the amount per machine will be increased successively by 10%. It is understood that they are in the same area if there is a distance between installed machines of less than 10 meters.

((3) For periods of less than one year, the price increases by 25%.



4.3.7.3. APPLICATION MODELS IN THE FIELD OF PASSENGER TRANSPORT STATIONS

Basic services

APPLICANT DETAILS:

COMPANY DATA:

Contact person	Business name:
First name:	Tax Id:
Position:	Address:
Phone(s):	
E-mail:	PC: Country:
Station:	Total Nr. sheets (including this one):

REQUESTED SERVICE	START DATE	FINAL DATE	CHARACTERISTICS (SPECIFY WHAT YOU WANT)
INFORMATION STANDS			
Information Stands			
TICKET SALES			
Premise for ticket sales			
TICKETING SPACES			
Ticket machines			
Formalizers			
Winches with franking machine			
PREMISE ON BOARD SERVICE OPERATIONAL STAFF			
Premise for Operating personal rest			

Name, date and signature:

ENTRY REGISTRATION

Basic services

APPLICANT DETAILS:**COMPANY DATA:**

Contact person	Business name:
First name:	Tax Id:
Position:	Address:
Phone(s):	
E-mail:	PC: Country:
Station:	

DETAIL OF THE REQUEST SPECIFIC CHARACTERISTICS

Name, date and signature:

ENTRY REGISTRATION

4.3.8. SUPPLEMENTARY SERVICES

4.3.8.1. Service Offer, Definition and Description

The railway infrastructure manager does not currently offer supplementary services in the scope of passenger transport stations.

4.3.9. ANCILLARY SERVICES

4.3.9.1. SERVICE OFFER, DEFINITION, DESCRIPTION

RUs may request Ancillary Services to the railway infrastructure manager or other providers. The service facility operator shall not be obliged to provide these services, but if upon offering such service to any railway undertaking, this shall be provided in a non-discriminatory way to any Railway Undertaking requesting it.

The provision of Ancillary Services shall be performed under private law.

The prices to provide Ancillary Services are set according to the station category.

The premises and spaces offered to various Rail Transport Operators shall be in areas of similar visibility.

In accordance with this document, the railway infrastructure manager currently offers Rail Services and other Applicants the provision of the services detailed below, structured in groups according to their typology:

Definition and Offer

ANCILLARY SERVICES		Scope of Passenger Transport Stations
SPACES	SX-4	Spaces for ephemeral. Where RUs may install ephemeral elements to provide different services, such as flexible structure stands, mobile counters or other similar elements.
	SX-5	Areas on platforms for RUs mobile equipment. For storage of RUs mobile equipment such as cleaning machinery, service platforms for people with disabilities, trolleys or other equipment for catering, and similar items to facilitate platform operations.
EQUIPMENT	SX-6	Equipped on board point. Use of counter-type or similar items provided by Adif to help RUs to develop passenger services with access control and boarding trains. It includes the equipment and computer support necessary for RUs. by connecting these to their own systems.
	SX-7	Last minute attention point. Use of counter-type or similar items provided by Adif, intended to develop RUs client service for last minute assistance services. Includes connectivity for RUs to access their own systems.
	SX-8	Lockers in shared locker room. Use of individual lockers modules in shared locker rooms located at the station. It includes using of common facilities and equipment available in the locker room, which can be shared with personnel of other RUs or undertakings, or with the railway infrastructure manager.
	SX-9	Management of Lost objects. The railway infrastructure manager will have at certain stations a collection service for lost objects found on trains and shall be available to RUs. This service will make resources compatible with the station lost object services.
	SX-10	VIP rooms. By virtue of RUs demand and depending on premises availability to carry out the activity at every station, Adif may offer a VIP Lounge service managed by them, or through third parties, on equal terms to all RUs. Furthermore any RU in a commercial regime may sign an agreement to rent the premises for the purpose of offering a VIP lounge service to their clients.

Description, requirements, conditions of provision, etc. of every service is individually summarized in the following files:

SX-4 Spaces for ephemeral	
DESCRIPTION	<p>Spaces where RUs may place ephemeral elements, counter type or similar, to provide different services. These elements shall have a prior authorization of the railway infrastructure manager.</p> <p>The spaces assigned for this use are not identified in the plans of Commercial Services to RUs.</p> <p>The needs shall be analyzed through RU requests for this type of items and shall be assigned according to the station possibilities and priority criteria.</p>
PRIORITY CRITERIA	<p>For all RUs requesting it, measuring the space to occupy proportionally to their turnover, measured as follows:</p> <ul style="list-style-type: none"> * Number of trains stopping at the station. <p>For space allocations the distribution shall be proportional to the number of trains stopping at the station of every RU. The undertaking that has most trains with a commercial stop at the station will have priority to choose spaces, and so on.</p> <p>The request for services by RUs shall be done together with the capacity request.</p> <p>In the event that any RU - upon requesting new spaces, premises and/or services - already has any consolidated one due to prior allocations, the percentage of this allocation shall be considered upon new allocations.</p> <p>Upon service allocation, the contracts set for this purpose with RUs shall have a priority criteria upon new requests of other RUs.</p>
PROVISION CONDITIONS	<p>The enabled spaces will have at least one electrical outlet for connecting computer equipment. Certain spaces may include:</p> <ul style="list-style-type: none"> * Connection for data communication. * Connection to broadcast messages by local public address system.
RESTRICTIONS	The use, format and location shall be subject to approval by the railway infrastructure manager.
INVOICING UNIT	€/month.
AMOUNT	<p>Price per occupied sqm.</p> <p>The service provision is performed for annual periods. The duration may not be longer than RU capacity allocation.</p> <p>For periods less than 6 months, the price increases by 25%</p>
APPLICATION CONDITIONS OF	The supply cost is included in the price.

SX-5 Platform spaces for RUs mobile equipment	
DESCRIPTION	<p>Use by RUs of spaces with scarce visibility at station's platforms to perform supplementary activities to passenger transport service.</p> <p>Includes spaces for storage of RUs mobile equipment such as cleaning machinery, service platforms for people with disabilities, trolleys or other equipment for catering, or other mobile elements, etc.</p> <p>The spaces destined for this use shall be identified in the Commercial Services Plan for RUs.</p>
PRIORITY CRITERIA	<p>For all RUs requesting it, measuring the space to occupy proportionally to their turnover, measured as follows:</p> <ul style="list-style-type: none"> * Number of trains stopping at the station. <p>For space allocation there shall be a distribution proportional to the number of trains stopping at the station of every RU. The undertaking with the most trains with a stop at the station and will have preference in the choice of spaces, and so on.</p> <p>The request for services by RUs shall be done together with the capacity request.</p> <p>In the event that any RU, when making the request for new spaces, premises and/or services, already had any consolidated one for prior allocations, the percentage of this allocation shall be considered upon new allocations.</p> <p>Upon service allocation, the contracts set for this purpose with RUs shall have a priority criteria given new requests of other RUs.</p>

SX-5 Platform spaces for RUs mobile equipment	
PROVISION CONDITIONS	Some spaces can have electrical sockets.
RESTRICTIONS	RUs are not authorized to instal any module, fixed or mobile.
INVOICING UNIT	€/month.
AMOUNT	<p>Monthly price per used sqm surface.</p> <p>The service is provided for annual periods. The duration may not be longer than RU capacity allocation. For periods shorter than 6 months, the price increases by 25%.</p> <p>The price does not include facilities improve-ment costs, which will be proportionally paid by RUs.</p>
APPLICATION CONDITIONS OF	<p>RUs fulfillment of the Safety Standards and the Procedures to Perform and Monitor Activities set by the railway infrastructure manager.</p> <p>The cost of supplies, cleaning and mainte-nance arising from the use of this space are included in the price.</p>

SX-6 Equipped Boarding Point	
DESCRIPTION	<p>Use of items provided by the railway infrastructure manager, counter type or similar and that are intended to provide services such as access control and boarding trains.</p> <p>These elements may be fixed or mobile.</p> <p>The spaces assigned for this use shall be identi-fied in RUs Commercial Services plan.</p>
PRIORITY CRITERIA	The assignment shall be conditioned to using access tracks.
PROVISION CONDITIONS	<p>The railway infrastructure manager makes the various elements available to RUs so that it can provide boarding point services.</p> <p>Enabled spaces will have at least one electrical outlet to connect computer equipment.</p> <p>It includes:</p> <ul style="list-style-type: none"> * Computer screen for information provision. * Code bar reader. * Con-nection to broadcast messages by local public address system. * Connectivity for RUs to connect to their own systems.
RESTRICTIONS	It does not enable RUs to install any of their own elements.
INVOICING UNIT	€/month/counter.
AMOUNT	<p>The service is provided for annual or multiannual periods. The duration may not be longer than RU capacity allocation.</p> <p>For periods of less than one year, the price will increase by 25%.</p>
APPLICATION CONDITIONS OF	Consumption costs are included in the price.

SX-7 Last Minute Service Point	
DESCRIPTION	<p>Use of items provided by the railway infrastructure manager, counter type or similar intended to provide last minute attention.</p> <p>These elements may be fixed or mobile.</p> <p>The spaces assigned for this use shall not be identified in RUs Commercial Services plan.</p>
PRIORITY CRITERIA	<p>For all RUs requesting it, the space to occupy shall be proportionally measured to their turnover, as follows:</p> <p>* Number of trains stopping at the station.</p> <p>For space allocation there shall be a distribution proportional to the number of trains stopping at the station of every RU. The undertaking with most trains with a stop at the station shall have preference in the choice of spaces, and so on.</p> <p>The request for services by RUs shall be done together with the capacity request.</p> <p>In the event that any RU, when making the request for new spaces, premises and/or services, already had any consolidated one for prior allocations, the percentage of this allocation shall be considered upon new allocations.</p> <p>Upon service allocation, the contracts set for this purpose with RUs shall have a priority criteria upon new requests of other RUs.</p>
PROVISION CONDITIONS	<p>The railway infrastructure manager shall provide to RUs different items, fixed or mobile, for last-minute care services.</p> <p>Enabled spaces will have at least one electrical outlet to connect computer equipment.</p> <p>Includes connectivity for RUs to access their own systems.</p>
RESTRICTIONS	<p>It does not enable RUs to install any of their own elements.</p>
INVOICING UNIT	<p>€/month/counter.</p>
AMOUNT	<p>The service is provided for annual or multiannual periods. The duration may not be longer than RU capacity allocation.</p> <p>For periods of less than one year, the price will increase by 25%.</p> <p>For counters that, within the railway infrastructure manager space availability and criteria, these may be leased by hour or fraction, as counter time of use shall be considered the largest amongst the following:</p> <p>* Allocation time, which is the one reserved by the RU.</p> <p>* The effective occupation time.</p> <p>For the purpose of calculating the time of use, the scheduled time or actual occupation start time is considered to be the start, if it occurs prior to the service hours scheduled, and, the end of the use period shall be the scheduled one or the actual end of occupation, if this occurs after the scheduled one. Regardless of the time the counter is used, the minimum payable is one hour of use.</p>
APPLICATION CONDITIONS OF	<p>Consumption costs are included in the price.</p>

SX-8**Lockers in shared locker room**

DESCRIPTION	<p>Use of individual lockers in shared use locker rooms.</p> <p>The spaces destined to common changing rooms shall be identified in RUs Commercial Services plan. Closed premises, fully finished, with access control system available.</p>
PRIORITY CRITERIA	<p>For all RUs requesting it, the space to occupy shall be measured proportionally to their turnover, as follows:</p> <p>* Number of trains stopping at the station.</p> <p>For ticket offic-es allocation the distribution shall be proportional to the number of trains stopping at the station of every RU. For ticketing space allocations, the undertaking with most trains stopping at the station shall have priority upon others, and so on.</p> <p>The request for services by RUs shall be done together with the capacity request.</p> <p>In the event that any RU, upon re-requesting new spaces, premises and/or services, already has any consolidated one due to prior allocations, the percentage of this allocation shall be considered upon new allocations.</p> <p>Upon service allocation, the contracts set for this purpose with RUs shall have a priority criteria upon new requests of other RUs</p>
PROVISION CONDITIONS	<p>The lockers will be numbered for identification and will have a lock, providing access code or giving two keys per locker.</p> <p>The dressing room will have benches, hangers and electric sockets, hot and cold water.</p> <p>Maintenance and cleaning of shared locker spaces shall be performed by the Railway Infrastructure Manager.</p>
RESTRICTIONS	It does not enable RUs to install any of their own elements.
INVOICING UNIT	€/month.
AMOUNT	Monthly price per rented locker unit.
APPLICATION CONDITIONS OF	<p>The use regime of common changing rooms is the same for different RUs operating at the station and with the right to use it, their contracting personnel and the railway infrastructure manager.</p> <p>The rental of individual lockers in shared locker rooms is made for annual periods in all cases, without exception.</p> <p>It includes expenses for consumption, supplies, services or maintenance arising from the use of the premises.</p>

SX-9**Management of Lost Objects**

DESCRIPTION	<p>It is the railway infrastructure manager management of objects lost by passengers in trains.</p> <p>These objects are delivered to their owners prior proper accreditation.</p>
PRIORITY CRITERIA	For any Railway Undertaking requesting it, and with a commercial stop at the station.
PROVISION CONDITIONS	This service will make resources compatible with the station lost object services.
RESTRICTIONS	<p>Certain objects with special characteristics shall first pass through safety control by means of a scanner.</p> <p>Perishable items are not allowed.</p>
INVOICING UNIT	€/month.

SX-9 Management of Lost Objects	
AMOUNT	<p>The service is provided for annual or multiannual periods.</p> <p>However, the duration may not be longer than the capacity allocated to the RU.</p> <p>For periods of less than one year, the price will increase by 25%.</p>
APPLICATION CONDITIONS OF	<p>There will be a place with its own characteristics to store objects during the custody period until delivery to their owners or, after the prescribed time, these shall be brought to lost object warehouses as determined by the Local Administration.</p> <p>Lost objects at a network level are managed by a computer application of the railway infrastructure manager.</p>
SX-10 VIP rooms	
DESCRIPTION	<p>By virtue of RUs demand and depending on premises availability to carry out the activity at every station, ADIF may offer a VIP Lounge service managed by them, or through third parties, on equal terms to all RUs.</p> <p>Furthermore any RU in a commercial regime may sign an agreement to rent the premises for the purpose of offering a VIP lounge service to their clients.</p>
PRIORITY CRITERIA	<p>Every RU shall have access to the rooms managed by the railway infrastructure manager upon request, proportionally to the number of users previously agreed upon with every Railway Undertaking, and to their turnover, measured based on the following parameters:</p> <p>* Number of trains stopping at the station.</p> <p>RU service request shall be made together with the ca-pacity request.</p> <p>In the event that any RU, upon requesting new spaces, premises and/or services, already had any consolidated one for prior allocations, the percentage of this allocation shall be considered upon new allocations.</p> <p>Upon service allocation, the contracts set for this purpose with RUs shall have a priority criteria given new requests of other RUs</p>
PROVISION CONDITIONS	<p>To VIP rooms managed by the railway infrastructure manager, only passengers may access if they meet the requirements set by the various RUs as agreed upon with the railway infrastructure manager.</p>
RESTRICTIONS	<p>At VIP lounges managed by the railway infrastructure manager, the restrictions shall be based on the room capacity, proportionally to the number of users agreed upon with every RU.</p> <p>In the application, the RU shall specify the number of clients that monthly commit to using the room.</p> <p>RUs shall be required to occupy a minimum of seats.</p> <p>RUs may not place any information or advertising element of their undertakings inside or outside the rooms.</p>
INVOICING UNIT	<p>€/passenger using the room, at rooms managed by the railway infrastructure manager.</p> <p>€/sqm/month at rental premises (commercial lease contract).</p>
AMOUNT	<p>An access fee/month shall be billed, plus a price per room user.</p> <p>For the price per user, an escalation shall be performed and the price shall be calculated according to the service cost.</p> <p>At rooms managed by a single RU the cost is monthly per sqm.</p> <p>In this case are accepted long-term agreements to rent the premises, with the following limitations:</p> <ul style="list-style-type: none"> Request it together with the Framework Agreement request. The maximum term shall be the Frame-work Agreement term. The agreement shall include the penalties applicable to every case.
APPLICATION CONDITIONS OF	<p>€/sqm/month at rental premises (commercial lease contract), the supply is not included.</p>

SX-11**Catering Logistics**

DESCRIPTION	Adif does not offer catering service. The premises that can be used by a catering company shall be considered as commercial contracts.
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4.3.9.2. PRICES OF ANCILLARY SERVICES

The following tables indicate the prices of ancillary services by station category, the amounts indicated are expressed without indirect taxes unless otherwise indicated.

ANCILLARY SERVICES					UNIT
SPACES	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	
SX-4 SPACE FOR EPHEMERS	746.25	537.75	477.75	298.50	UP TO 4 M ² €/MONTH
	1,243.75	896.25	796.25	497.50	UP TO 8 M ² €/MONTH
SX-5 EQUIPMENT SPACES AT PLATFORMS	1.77	1.49	1.15	0.89	€/M ² / MONTH

In every case, for contracts of less than one year, the price increases by 25%.

ANCILLARY SERVICES					PRICE
SPACES	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	
SX-6 EQUIPPED BOARDING POINT (1)	40.00	40.00	40.00	40.00	€/MONTH/ COUNTER
SX-7 LAST MINUTE ATTENTION POINT (1)	20.00	20.00	20.00	20.00	€/MONTH/ COUNTER
SX-8 LOCKERS IN SHARED DRESS-ROOM	15.00	15.00	15.00	15.00	MONTH / BOX OFFICE
SX-9 LOST OBJECTS	550.00	300.00	175.00	125.00	€/MONTH

(1) For contracts of less than one year, the price increases by 25%.

SX-10 VIP ROOMS
RUs VIP ROOM
IF ONLY ONE RU DEMANDS A ROOM AT THE STATION

€/SQM/MONTH			
CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4
19.69	16.54	12.79	9.90

VIP ROOM MANAGED BY THE RAILWAY INFRASTRUCTURE MANAGER

In the case of rooms packed with a transport certificate, RU shall be charged monthly for access rights, plus a price per user processed based on the number of users.

The access charge does not apply to rooms independent of the transport certificate, but the price of users, which will be calculated as in the previous case, will be increased by 6%

The price per user will be calculated according to the service cost.

VIP ROOM PACKAGED WITH SHARED TRANSPORT TITLE	
Access Charge: 1,000/MONTH	
ADULT RATE	
SECTIONS	€/USER
Up to 250 users	
Up to 1,000 users	
Up to 2,000 users	
> 2,000	
CHILD RATE	
from 0 to 4 years	Free
from 5 years	Adult Rate

VIP ROOM INDEPENDENT OF THE TRANSPORT TITLE	
ADULT RATE	
SECTIONS	€/USER
Up to 250 users	
Up to 1,000 users	
Up to 2,000 users	
> 2,000	
CHILD RATE	
from 0 to 4 years	Free
from 5 years	Adult Rate

4.3.9.3. APPLICATION MODELS IN THE FIELD OF PASSENGER TRANSPORT STATIONS

Ancillary services

SPACE APPLICATION MODEL

APPLICANT DETAILS:

COMPANY DATA:

Contact person	Business name:		
First name:	Tax Id:		
Position:	Address:		
Phone(s):			
E-mail:	PC:	Country:	
Station:	Total N° Sheets (including this one):		

REQUESTED SERVICE	START DATE	FINAL DATE	CHARACTERISTICS (SPECIFY WHAT YOU WANT)
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SPACES FOR EPHEMERS (DISPLAY)

Describe activity:

STORAGE SPACES AT PLATFORMS

Spaces to store cleaning machinery, care platforms for people with disabilities, etc.

Name, date and signature:

ENTRY REGISTRATION

EQUIPMENT APPLICATION MODEL

APPLICANT DETAILS:

COMPANY DATA:

Contact person	Business name:
First name:	Tax Id:
Position:	Address:
Phone(s):	
E-mail:	PC: Country:
Station:	Total N° Sheets (including this one):

REQUESTED SERVICE	START DATE	FINAL DATE	CHARACTERISTICS (SPECIFY WHAT YOU WANT)
SERVICES			
Equipped Boarding Point			
Last minute care point			
Lockers in shared locker room			
VIP room			

Name, date and signature:

ENTRY REGISTRATION

EQUIPMENT APPLICATION MODEL

APPLICANT DETAILS:

COMPANY DATA:

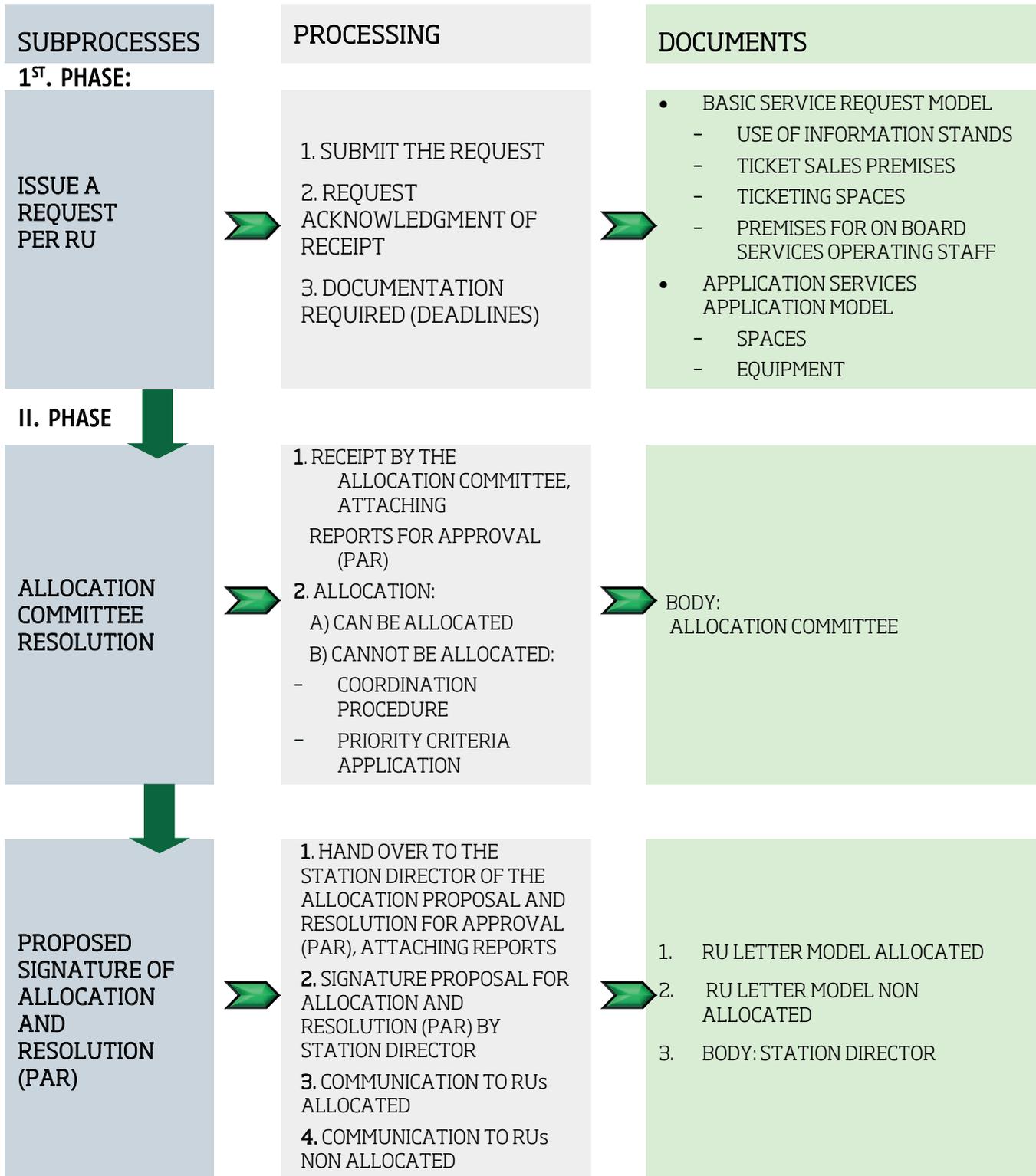
Contact person	Business name:
First name:	Tax Id:
Position:	Address:
Phone(s):	
E-mail:	PC: Country:
Station:	

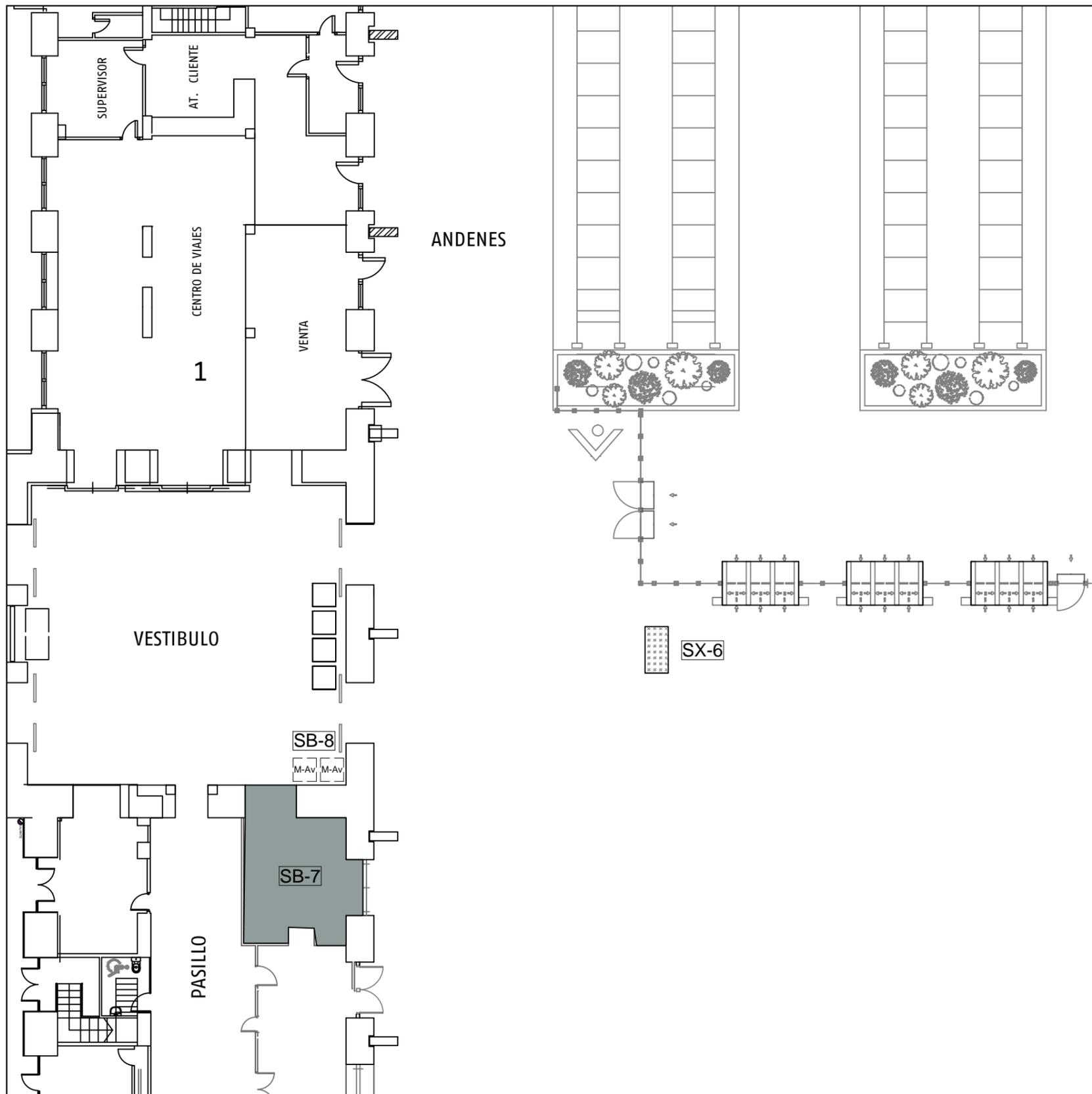
DETAIL OF THE REQUEST SPECIFIC CHARACTERISTICS

Name, date and signature:

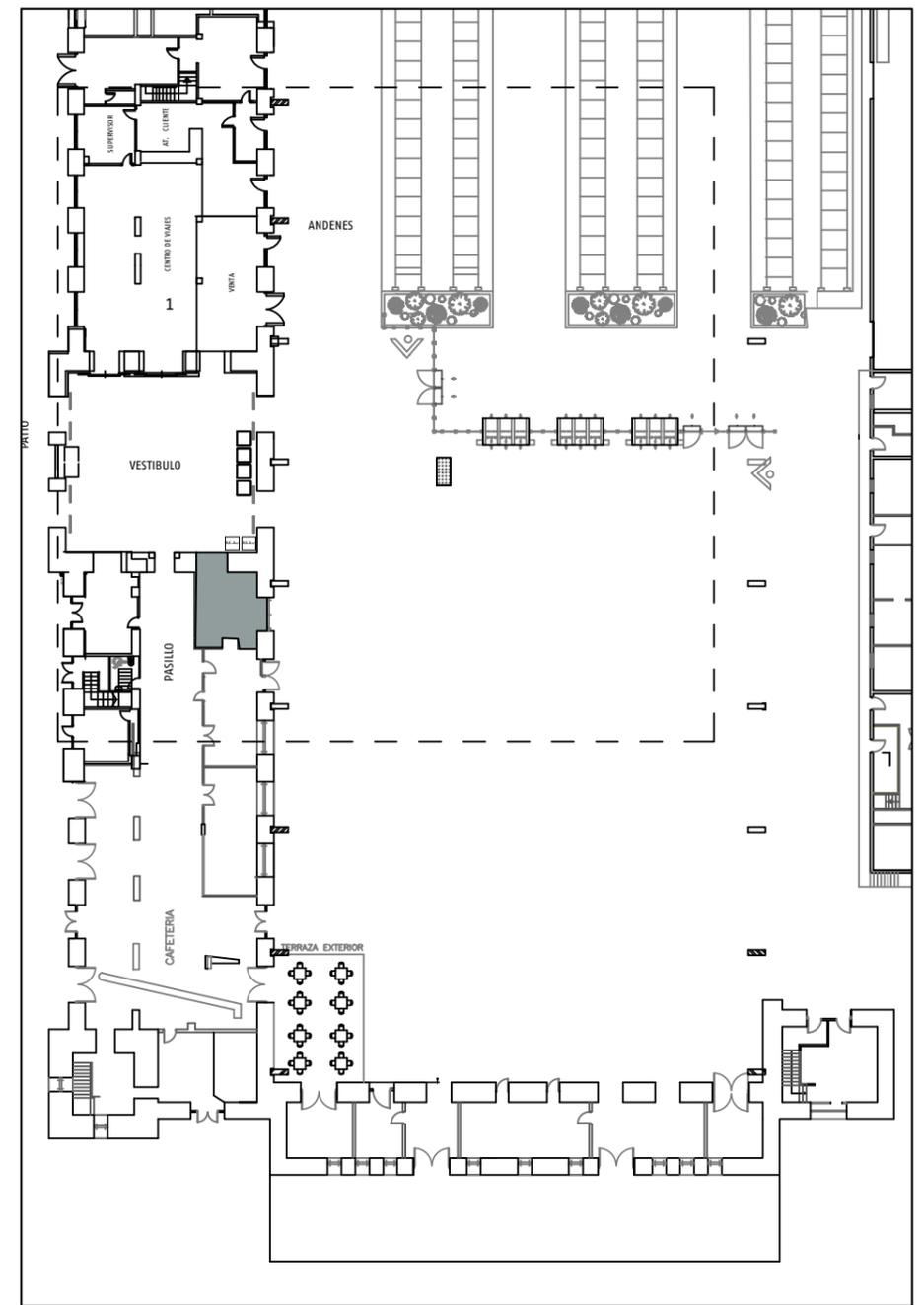
ENTRY REGISTRATION

4.3.9.4. SPACE AND SERVICE ASSIGNMENT PROCESS IN BASIC AND ANCILLARY SERVICES





DETALLE PLANTA VESTÍBULO



UBICACIÓN PLANTA VESTÍBULO

- SB-7** LOCALES DE VENTA DE BILLETES
- SB-8** ESPACIOS PARA ELEMENTOS TICKETING
- SX-6** PUNTO DE EMBARQUE EQUIPADO POR ADIF



TÍTULO:
Espacios para Empresas Ferroviarias

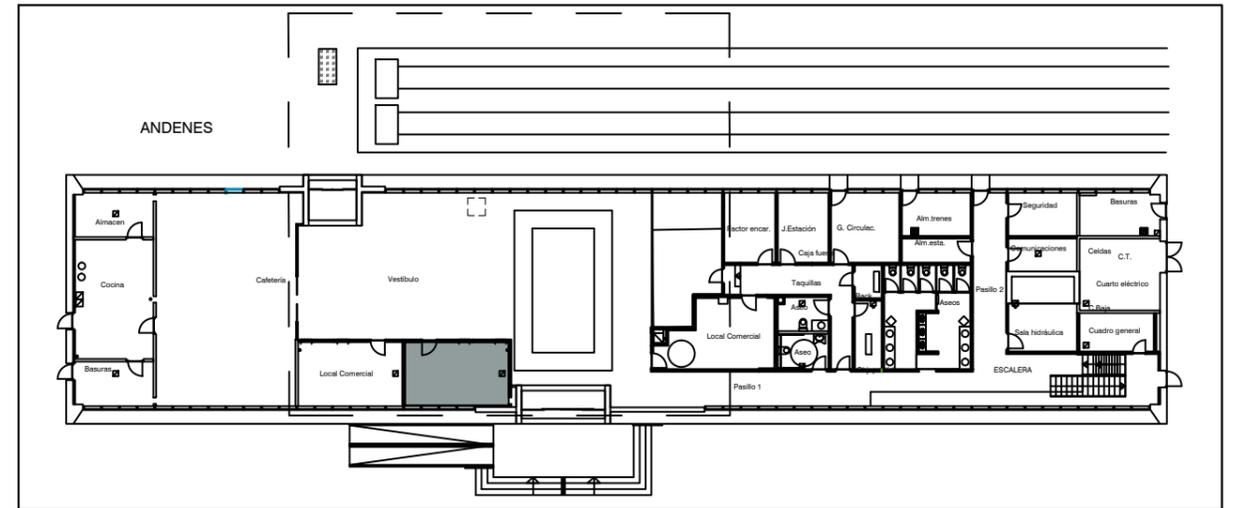
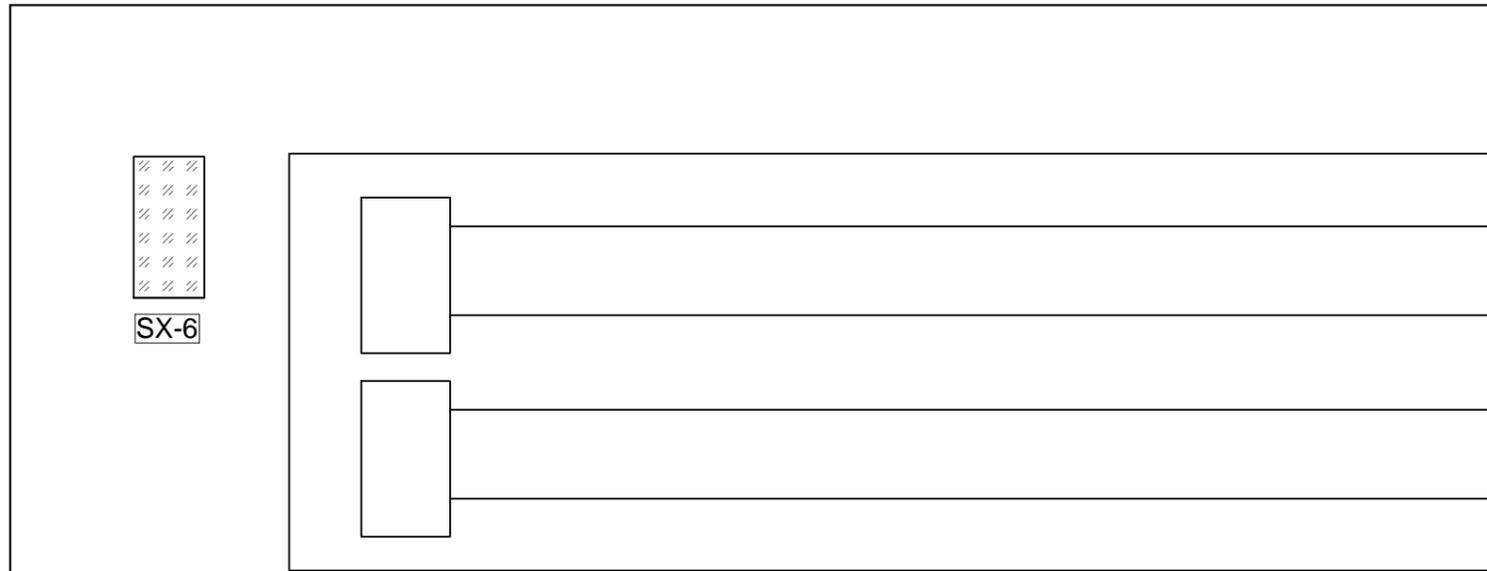
AUTOR:

FECHA:
Julio-2019

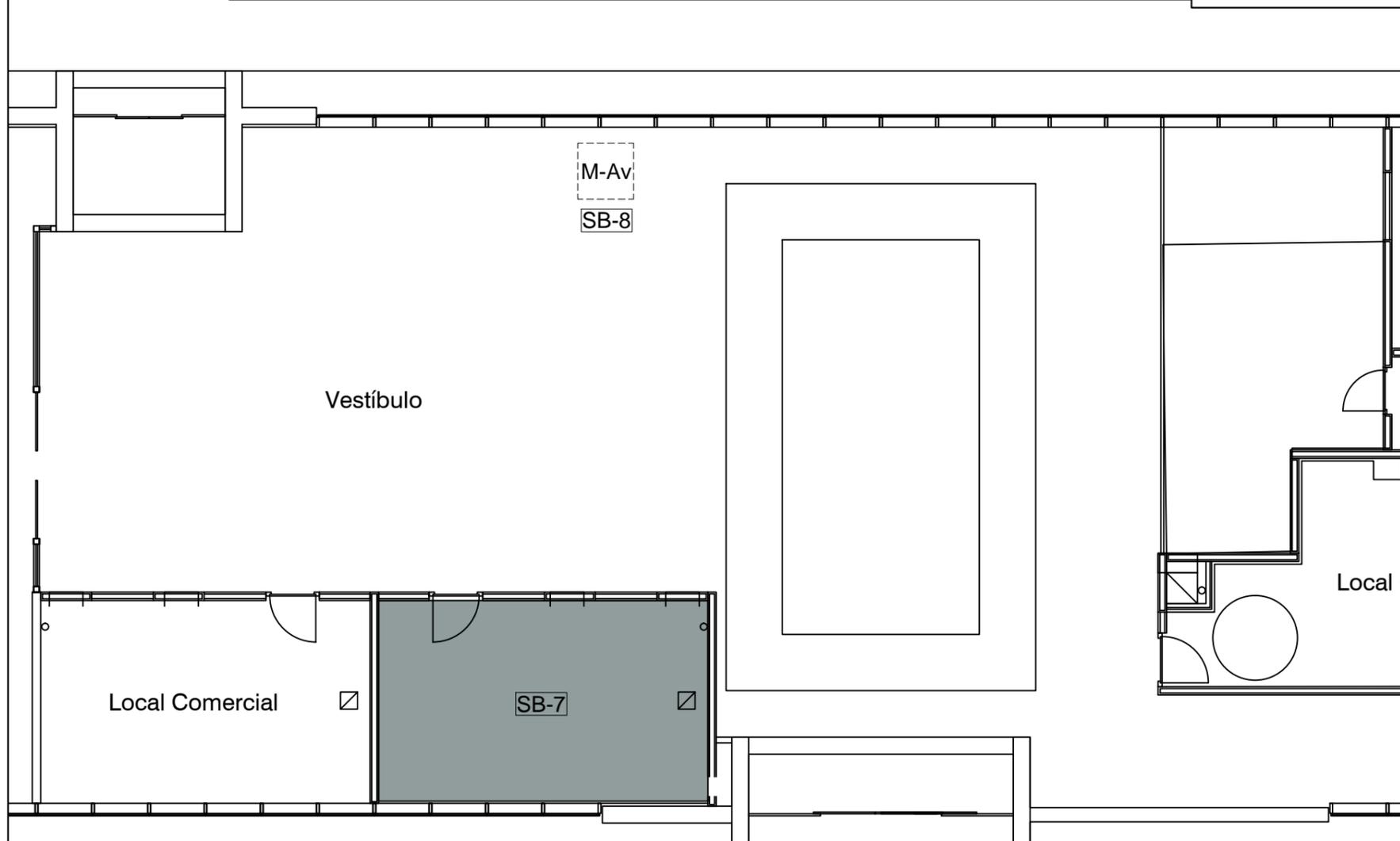
SUBDIRECCIÓN TERRITORIAL: Noroeste
ESTACIÓN: A Coruña - San Cristóbal
CATEGORÍA: 2

ESCALA (A3):
1:200
1:500

Nº PLANO:
01



UBICACIÓN PLANTA VESTÍBULO



DETALLE PLANTA VESTÍBULO

-   LOCALES DE VENTA DE BILLETES
-   M-Av ESPACIOS PARA ELEMENTOS TICKETING
-   PUNTO DE EMBARQUE EQUIPADO POR ADIF



TÍTULO:
Espacios para Empresas Ferroviarias

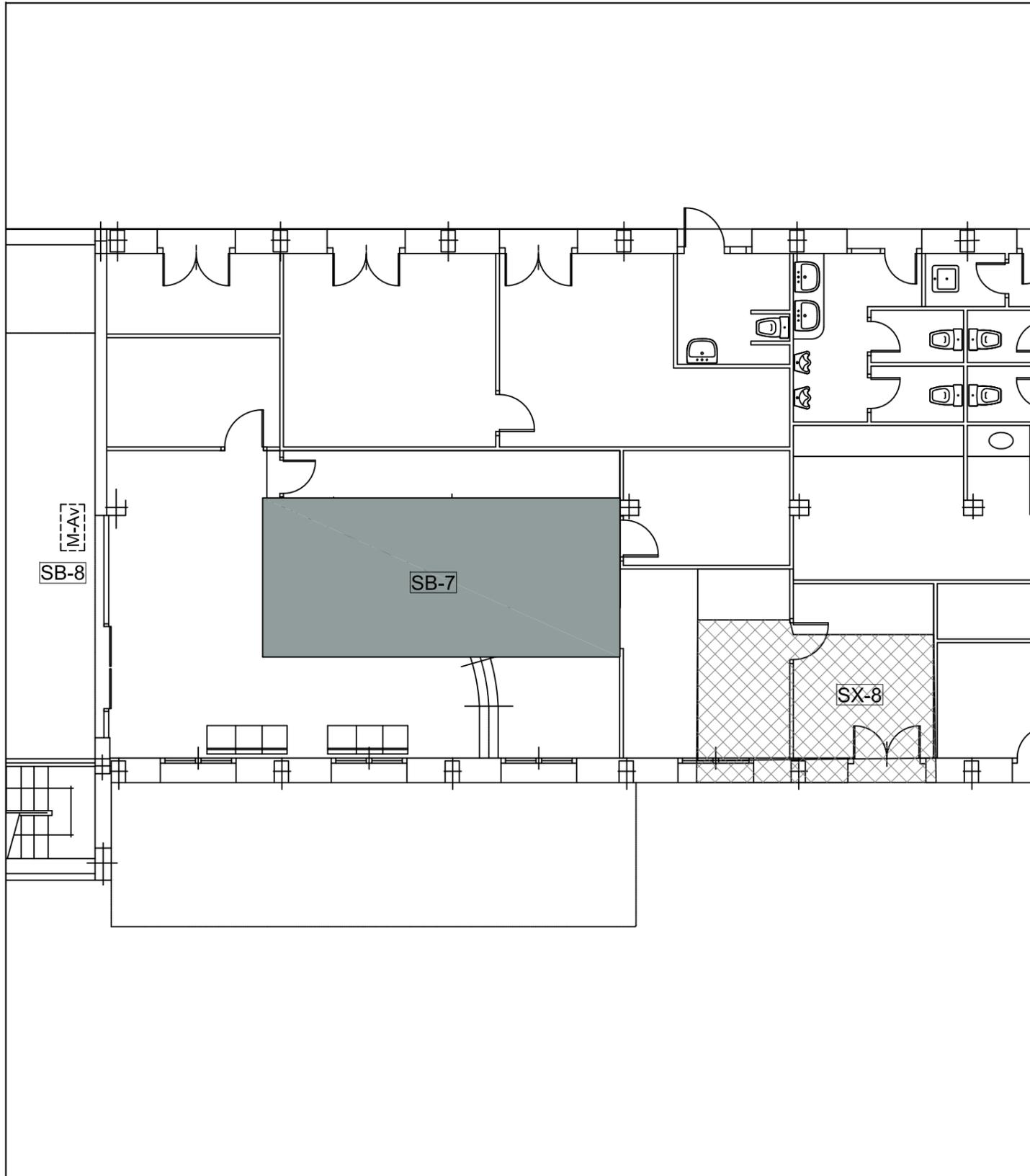
AUTOR:

FECHA:
Julio-2019

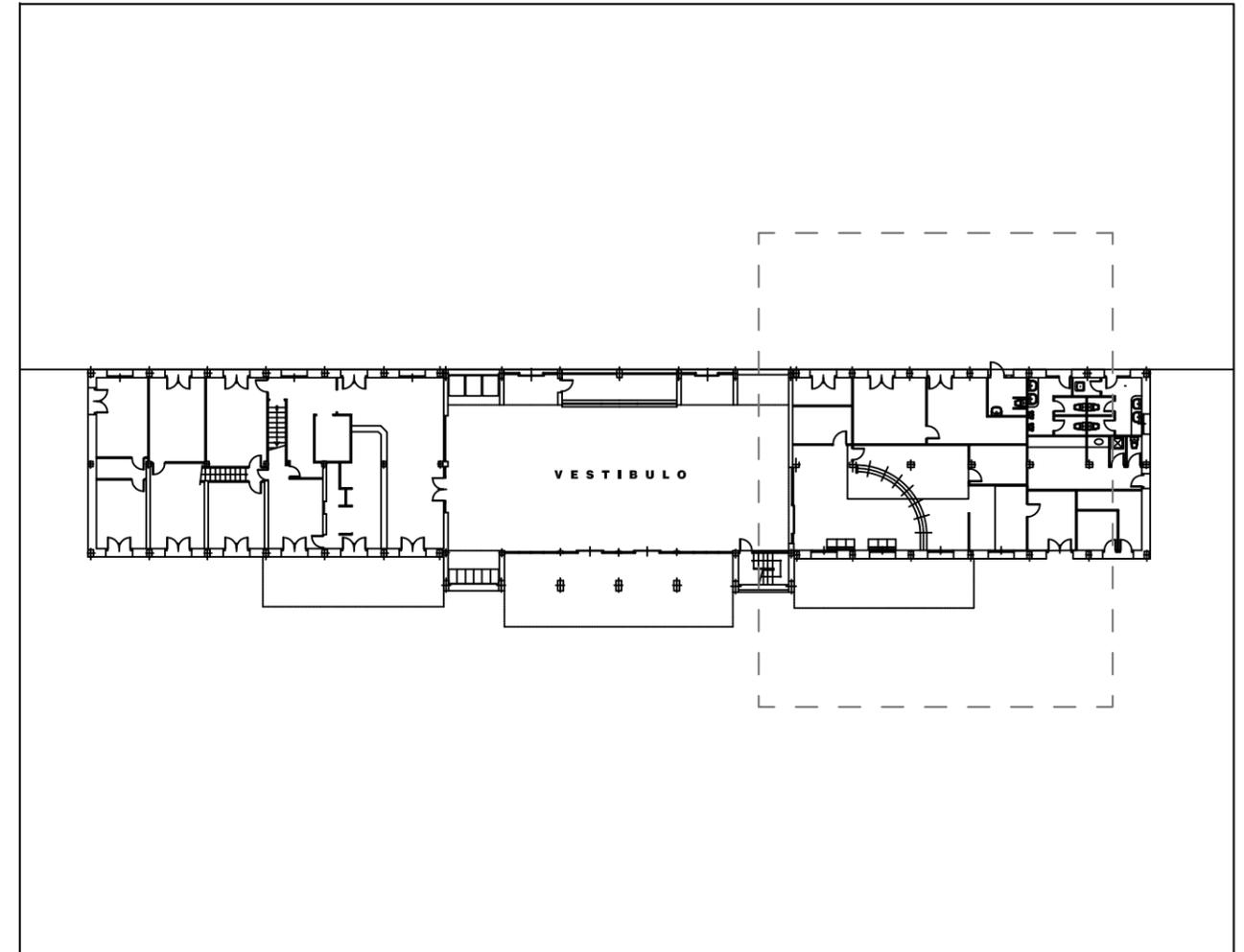
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ESTACIÓN: Vigo Guixar
CATEGORÍA: 3

ESCALA (A3):
1:100
1:400

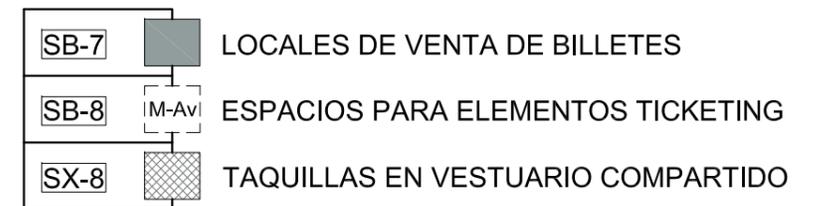
Nº PLANO:
01

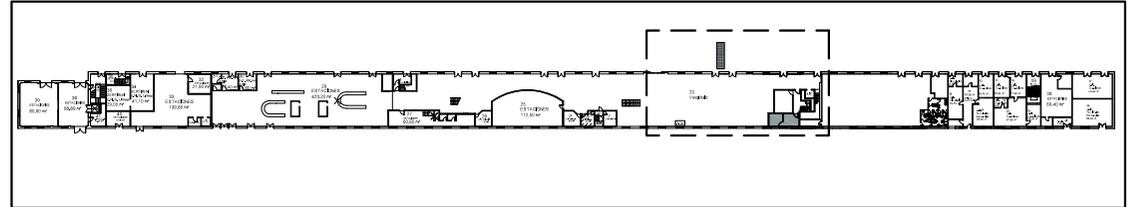


DETALLE PLANTA VESTÍBULO

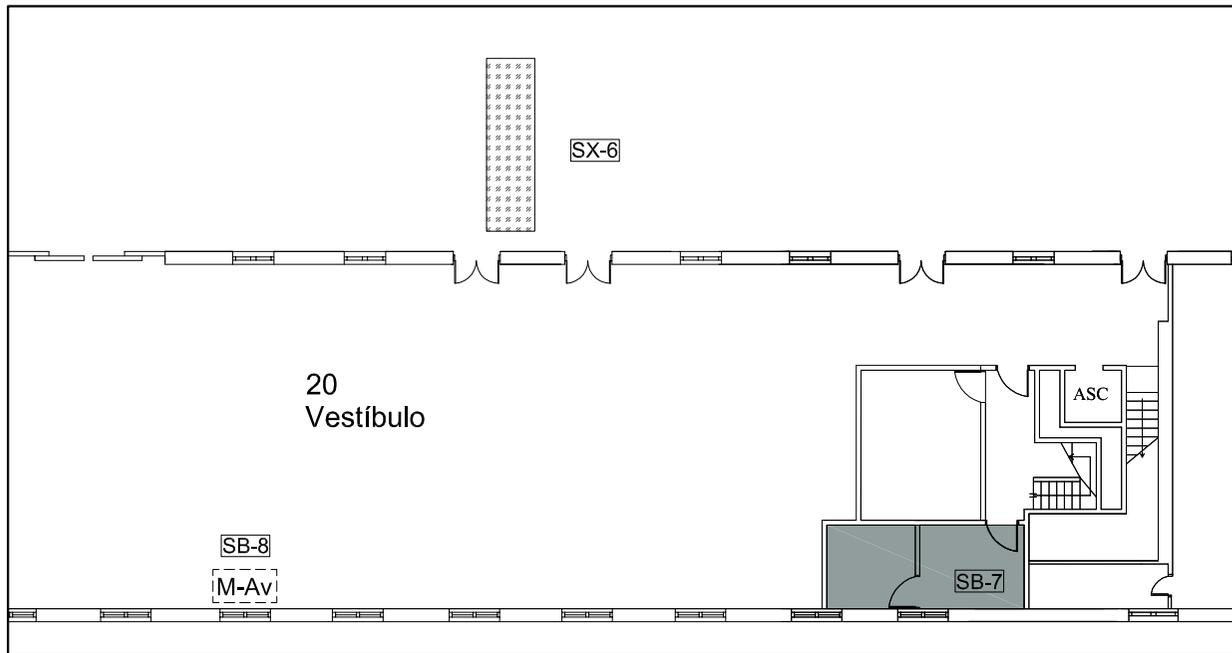


UBICACIÓN PLANTA VESTÍBULO

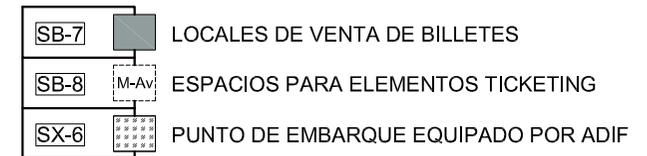




UBICACIÓN PLANTA BAJA EDIFICIO INTERNACIONAL



DETALLE PLANTA BAJA EDIFICIO INTERNACIONAL



TÍTULO:
Espacios para Empresas Ferroviarias

AUTOR:
Jefatura
Comercial Norte

FECHA:
Julio-2019

SUBDIRECCIÓN TERRITORIAL: Norte
ESTACIÓN: Irún
CATEGORÍA: 3

ESCALA (A4):

Nº PLANO:
01