Network Statement

adif

Network Statement

Edition:

DIRECCIÓN GENERAL DE NEGOCIO Y OPERACIONES COMERCIALES

Dirección de Gabinete y Gestión Corporativa

The total or partial reproduction of this book remains prohibited without Adif's express autoritation.

INDEX

Network Statement 2020

Chapter 1 General Information

Chapter 2 Access Conditions

Chapter 3 Description of the Rail Infrastructure

Chapter 4 Capacity Allocation

Chapter 5 Adif Services

Chapter 6 Charging System

Annexes

Maps

Services Catalogue with Prices

Catalogue of Descriptive Files

Capacity Offer at Service Facilities Catalogue

Catalogue of Capacity Restrictions in the RFIG

General Information

Chapter 1

Network Statement 2020

adif

General Information

Chapter 1

Network Statement 2020

1.1 INTRODUCTION

Background

The "Network Statement" (hereinafter NS) is the document that sets out the infrastructure characteristics available for Railway Undertakings and Applicants and contains information to access it. The Network Statement also contains information on access conditions thereto, as well as to service facilities and service provision at these facilities. It details the general rules, deadlines, procedures and criteria related to the systems of tariffs and capacity allocation, as well as the information necessary to process a request for infrastructure capacity.

It has been updated for 2020, including 2020/2021 Service Hours, in compliance with Order FOM/897/2005, of 7 April, as amended by Order FOM 642/2018, of 13 June, regarding the network statement and the railway infrastructure capacity allocation procedure that governs all the information regarding access rights, in order to ensure transparency and non-discriminatory access of all Applicants to the rail infrastructure upon Capacity request for rail transport service provision.

Network Statement Update

Index and Structure

The Index of the Network Statement has been updated according to the common structure and Implementation Guide approved by the General Assembly of Rail Net Europe on 5th March 2019.

Inclusion of New Assets in the Network Owned by Adif

It includes detailed information about changes in assets (additions, cancellations and modifications) on Adif owned network, due to High Speed actions, modernization of the existing network and commissioning of new sections. It also includes, the major works of improvements and upgrades that have been made and/or are in execution on infrastructure owned by Adif.

Updating the Charging System for the use of Infrastructure

/ Fees and Tariffs

Fee amount for ordinary or special use of rail public services as set in Title VI, Chapter I, Section V under Law 38/2015, of 29 September, of the rail sector, in accordance with section 2 in Article 86, Law 6/2018, General State Budget. Section 6.2, Chapter 6 in this document, as amended by General State Budget Law.

Rail Tariffs set in articles 97 and 98 of Law 38/2015, of 29 September in the rail sector, are in force, with the unit amounts set in article 97, Law 6/2018 in Rail Sector General Budget for 2018, (State Official Gazette, Nr. 161 of 4 July 2018), section 6.2 hereunder, up to approval of a General State Budget Law amending it.

/ Basic and Supplementary Service Provision Prices

In 2020, the prices for providing basis and Supplementary Services in the General Interest Rail Network and rail service areas managed by the state-owned entity Administrador de Infraestructuras Ferroviarias, approved upon agreement of Adif Board of Directors on 26 June and 30 September 2019, in accordance with Article 102, Railway Sector Act.

Service Timetable 2019/2020 and 2020/2021

Capacity Allocation Schedule for 2020/2021 Service Timetable has been updated in accordance with guidelines of Rail Net Europe, RNE, for applications made by Applicants.

2020 Service Schedule will remain in force until 12 December 2020 and 2021 Service Schedule will be valid until 11 December 2021 (second Saturday of December, as determined in Art. 7.2, Order FOM/897/2005). Both include the dates indicated to perform the corresponding Agreed Adjustments and Monthly Adjustments. Also, the updated Catalogue of International Paths is included.

Updated Railway Regulations

Annex E "Reference Documentation" has been updated with the most relevant legal information in force for the rail industry on 30th September 2019, at national as well as at European level, containing additional references to the main valid technical standards.

Maps

General Interest Rail Network Maps are included with updated presentation and contents.

These new maps include every Adif and Adif Alta Velocidad information, as specified in the relevant keys, and in turn, show the information grouped at a network level or differentiated according to the ownership of every infrastructure.

Other Information of Interest

2017/2177 Commission Regulation was published on 22 November, on access to service facilities and to railway related services. It sets the detailed rules on the procedure and criteria necessary to access the services provided at service facilities. Likewise, article 4.1 indicates that service facilities operators shall make a description of the service facilities and services for which they are responsible. It shall apply as from 06/01/2019, in spite whereof article 2, exemptions, shall apply as from 01/01/2019.

Royal Decree-law 23/2018, of 21 December on transposing directives in terms of trademarks, rail transport and combined travel and linked travel services.

1.1.1. The Rail Sector in Spain

The Ministerio de Transportes, Movilidad y Agenda Urbana through the Infrastructure, Transport and Housing Plan 2012-2024 PITVI it sets out specific guidelines to develop a rail policy in our country, consistent with the government's economic policy, which serves as a tool for economic growth and job creation, and fits the criteria of budgetary consolidation. The PITVI defines a portfolio of state public services in transport, and is a guarantee of quality and efficiency,by optimizing existing infrastructure and a proper planning to real needs.

The Plan enhances the maintenance of existing infrastructure and ensures mobility by providing Public Service Obligations (PSOs) in terms of quality.

It also promotes private sector participation in investments, optimizing the use of infrastructure and improving competitiveness.

All while maintaining the level of rail transport safety, with a system of comprehensive and preventive maintenance, and a high standard of environmental sustainability.

1.1.1.1. Main Rail Industry Actors in Spain

Ministerio de Transportes, Movilidad y Agenda Urbana: Organization and Functions

/ General Organization

It corresponds to the Ministerio de Transportes, Movilidad y Agenda Urbana - railways unit - to propose and implement the Government policy on inland transport infrastructures, on planning and programming investments in said infrastructures, stock and services.

This Ministerio de Transportes, Movilidad y Agenda Urbana is organized in the following bodies directly depending on the Head of Department:

a) The Secretary of State for Transportes, Movilidad y Agenda Urbana which depend the General Secretary for Infrastructures, the General Secretary for Transport and the General Secretary for Housing.

b) The Under Secretary .

The Cabinet is the Body of immediate support and assistance to the Head of the Ministerio de Transportes, Movilidad y Agenda Urbana and it's Head is the General Director.

These are part of the Ministerio de Transportes, Movilidad y Agenda Urbana, through the Secretary of State for Infrastructure, Transport and Housing, dedicated to managing the strategy, assessment and control of the activity results of the following entities and public bodies:

a. State-owned company Administrador de Infraestructuras Ferroviarias (Adif).
b. State-owned company ADIF-Alta Velocidad.
c. State-owned company RENFE-Operadora.
d. State-owned company Aeropuertos Españoles y Navegación Aérea (ENAIRE).

e. State-owned entities Puertos del Estado and Port Authorities.

f. State-owned entity Entidad Pública Empresarial de Suelo (SEPES). The Head of the State Secretary Chairs this Enterprise

/ Rail Related Functions

The main competences of the Ministerio de Transportes, Movilidad y Agenda Urbana related to railways are:

- Strategic planning of the rail sector and its development.
- General organization and regulation of the rail system, including the settlement of basic rules in the rail market and issuing the necessary regulations for its proper development, especially anything related to safety and interoperability of the rail system and the relations between the stakeholders.
- Definition of objectives and supervision of the activity of public business entities, Adif, ADIF- Alta Velocidad and its funding system.
- Granting authorizations to provide rail services in the public interest and establishing the aid scheme to awarded RUs.
- Definition and supervision of the charging system and approval.
- Development of a general frame for tariffs and incentive system, to be implemented by rail infrastructure managers.
- Application of the penalty system.
- Other powers conferred in accordance with current regulations.
- Organization chart of the Ministerio de Transportes, Movilidad y Agenda Urbana.

  See Annex D

Regulatory Body

/ National Commission for Markets and Competition, (CNMC)

Law 3/2013, of 4 June, created the government agency National Commission for Markets and Competition.

The National Commission on Markets and Competition is to ensure, preserve and promote the proper functioning, transparency and existence of effective competition in all markets and productive sectors, to the benefit of consumers and users.

For the purposes of the provisions of the previous section, the CNMC shall function throughout the Spanish territory linked to all markets or economic sectors.

CNMC has its own legal personality and full public and private capacity and acts in the course of business and to achieve its aims, with organic and functional autonomy and full independence from the Government, Public Administration and market players. It is also subject to parliamentary and judicial control.

The National Commission on Markets and Competition shall supervise and control the proper functioning of the railway sector and competition in rail services markets, i.e. in high-speed passenger transport market.

In particular, it shall perform, either on its own initiative or at the request of the competent authorities or interested parties, the following duties:

a) Safeguard the plurality of the offer to provide services on the Rail Network General Interest and areas of rail service, as well as ensuring that these are provided on objective, transparent and non-discriminatory terms.

b) Ensure equality amongst undertakings and whatever applicant, under the terms of access to the market of rail services.

c) Determine, upon request by the competent authorities or railway undertakings or interested applicants that the main purpose of an international passenger rail transport service is to transport passengers between Spanish stations, and of other Member States in the European Union..

d) Determine, upon request by the competent authorities, the infrastructure manager, the railway undertakings or applicants concerned, whether the economic equilibrium of a transport service subject to public service obligations is jeopardized by capacity allocation to perform total or partially coincidental passenger rail transport services. If it decides that the economic balance is jeopardized by passenger transport service that the applicant intends to operate, it shall indicate possible changes to the service to ensure conditions to access the infrastructure.

e) Determine, upon request by the competent authorities, the infrastructure manager, the railway undertakings or applicants concerned, whether the economic equilibrium of a transport service subject to public service obligations is jeopardized by capacity allocation to perform total or partially coincidental passenger rail transport services. If it decides that the economic balance is jeopardized by passenger transport service that the applicant intends to operate, it shall indicate possible changes to the service to ensure conditions to access the infrastructure.

f) Request the European Commission to examine the specific measures adopted by national authorities regarding access to infrastructure and rail services, licensing, fees or capacity allocation.

g) Perform any duty as applicable by law or regulation.

h) Check compliance with applicable accounting provisions and financial transparency provisions set in sections 3 and 4 under article 21, Law 38/2015, of 29 September, on the rail sector, within railway standards framework, for which it may carry out or commission audits for infrastructure managers, facilities service operators and, where appropriate, railway undertakings. In the case of vertically integrated companies, these powers shall be extended to all legal entities.

In addition, they may also draw conclusions from the accounts on issues of state aid, reporting the competent authorities.

Likewise, within the framework of the duties listed in the previous section, the National Commission on Markets and Competition shall supervise and control, on its own initiative, the duties of railway infrastructure managers and, where appropriate, of service facilities operators and railway undertakings, with regard to the following:

a) the network statement, in their provisional and definitive versions, as well as the criteria set therein, and in particular check whether it contains discriminatory clauses or gives discretionary powers to the infrastructure manager to discriminate any applicant;

b) price, tariff or charging system, amount or structure for using infrastructures and services;

c) authorize the rail infrastructure manager to continue collecting tariffs in the case of an infrastructure declared congested wherein the measures defined in the capacity increase plan do not progress, either for reasons beyond the control of the infrastructure manager or either because the possible options are not viable from the economic or financial point of view;

d) the consultation process prior to setting the tariffs and charges between railway undertakings or applicants and infrastructure managers and intervening if they consider that the result of this process can contravene current provisions;

e) provisions on access to infrastructure and rail services, as well as the allocation procedure and results thereof;

f) traffic management;

g) planning the scheduled or unscheduled renewal and maintenance;

h) compliance with the rail infrastructure manager requirements, including those relating to conflicts of interest, independence of their essential functions, impartiality of the railway infrastructure manager with respect to traffic management and maintenance plan, as well as outsourcing and sharing the duties of the railway infrastructure manager.

The National Commission on Markets and Competition shall study all complaints and, where appropriate, request relevant information and initiate a process of consultation with all interested parties within one month of receiving the complaint. It shall decide on any complaint, take measures to remedy the situation and inform the interested parties of its reasoned decision within a prudential period of time previously set, and, in any case, within a period of six weeks after receiving the entire relevant information. Without prejudice to the powers of the national competition authorities regarding competition protection in the rail services market, the National Commission on Markets and Competition shall decide on its own initiative, given the case, on appropriate measures to correct discrimination prejudicing Applicants, market distortions and other undesirable situations in these markets, in particular with regard to sections 1 to 9 under 1.f), article 12.

In the exercise of the cooperation function, and in order to supervise the competition in the market and coordinate international rail transport services, the National Commission on Markets and Competition shall perform, among others, the following duties:

a) participate and cooperate in a network of rail regulators coordinated by the European Commission;

b) cooperate closely with other regulatory entities, through work agreements, for mutually assisting in their market supervision tasks and treating claims or investigations;

c) cooperate with other regulatory entities to issue common principles and practices, including provisions, to make decisions regarding the functions included in this article, as well as to resolve conflicts arising from international services;

d) exchange information with other regulatory bodies about their work and their reasons and practices to make decisions, and in particular on the main aspects of the procedures and problems of interpreting Union legislation in the railway field incorporated into national systems, and cooperate in other ways in order to coordinate their decision-making throughout the Union;

e) cooperate in the framework of their functions recognized in this article, with other regulatory bodies affected on issues related to international services, in order to prepare their respective decisions and to reach a resolution;

f) cooperate and consult the regulatory bodies of every Member State, if applicable to the European Commission, in the case of complaints, or investigations on their own initiative, on access or charging linked to an international path as well as to the

supervision of competition in international rail transport services market, and shall ask them for all the necessary information before making their decision. In turn, when the National Commission on Markets and Competition is consulted for the purposes of treating a claim or investigating an international path, they shall provide all the information entitled to request in turn under Spanish Law;

g) in case the National Commission on Markets and Competition receives a claim, or performs an investigation on its own initiative, it will transmit the pertinent information to the competent regulatory body;

h) they may review the decisions and practices of infrastructure manager associations as to tariffs or capacity allocation related to international rail transport.

I) they shall cooperate with railway regulators of other European Union states related to shared ownership infrastructures, when the States concerned so agree upon, in order to unify the consequences of their decisions.

5. The National Commission on Markets and Competition shall consult periodically, and in any case at least once every two years, to the representatives of freight and passenger rail service users in order to take into account their points of view on the railway market when performing their functions.

In the railway sector, it is the exclusive responsibility of the National Commission on Markets and Competition to hear and resolve complaints presented by railway undertakings and other applicants regarding the railway infrastructure manager, service facilities operators or service providers performance, as well as railway undertakings and other applicants, i.e, about:

1. Contents and application of network statements.

2. Capacity allocation procedures and results thereof.

3. Prices, tariffs and charging amount, structure or application as required. 4. Any discriminatory treatment upon accessing the infrastructure or service facilities, and regarding the services provided thereon.

5. Service provision on freight transport international rail corridors.

6. Claims or investigations related to an international path when it is necessary to know and resolve it and, in the other cases, cooperate with rail market regulatory entities of other European Union Member States competent in international paths.

7.º Traffic management.

8.º Planning the renewal and scheduled or unscheduled maintenance.

9. Fulfilling the railway infrastructure manager requirements, including those relating to conflicts of interest, independence of the essential functions, impartiality of the rail infrastructure manager with respect to traffic management and maintenance planning, as well as outsourcing and sharing the railway infrastructure manager functions.

Claims must be submitted within one month of the occurrence of the event or the corresponding decision. The national commission of the markets and the competition will request the relevant information and will initiate the consultations with all the implied parts within a period of one month from receipt of the claim. In case of a claim against the refusal to grant infrastructure capacity, or against the terms in which it is granted, it will resolve to confirm the decision of the infrastructure manager or the service facility, or to require the modification of that decision in accordance with the specific instructions deemed appropriate.

Collegiate Bodies

/ Commission for the Investigation of Railway Accidents, (CIAF)

The Commission for Investigation of Railway Accidents, is a specialized collegiate body, under the Ministerio de Transportes, Movilidad y Agenda Urbana which is responsible for the technical investigation of railway accidents and incidents.

The Commission has full functional independence from the authority responsible for safety, infrastructure managers and railway undertakings, from charging bodies, notified or certification bodies and any other body or entity, which interests could clash with their functions. In the performance of their duties, neither the staff nor the members of the Plenary shall seek or take instructions from any public or private entity.

The infrastructure managers will carry out in accordance with the provisions of its system of safety management, an internal investigation of railway accidents and incidents occurring in Rail Network of General Interest managed by them, without interfering with that carried out, where appropriate, by the Commission for Investigation of rail accidents, to whom the former shall forward the report of the internal investigation conducted.

Railway undertakings shall set, within their system safety management, guidelines and procedures to follow in that investigation of rail accidents and incidents in which they are involved. In any case, in the course of being involved in an accident or railway incident occurring in Rail Network of General Interest, they will conduct an internal investigation, without interfering, where appropriate, by the research Committee of rail accidents, to whom they shall forward the report of the internal investigation conducted.

/ Commission for the Coordination of Transport of Dangerous Goods, (CCTMP)

It is an inter-ministerial collegiate body, designed to coordinate the powers of ministerial departments in all matters relating to the transport of dangerous goods and implementation of the existing provisions governing the same, being mandatory to obtain their report from different Ministries in relation to any provision which they propose to set forth on this subject, as well as to serve as liaison in relations with international organizations in transportation of dangerous goods, through the Ministry of Foreign Affairs and Cooperation and upon agreement with the latter.

/ Commission for the Coordination of Transport of Perishables, (FRC)

It is an inter-ministerial collegiate body, designed to coordinate the powers of ministerial departments in all matters relating to the transport of perishable goods and implementation of the existing provisions governing the same, being mandatory to be reported by different Ministries in relation to any provisior which is expected to be set forth on this issue, as well as to serve as liaison in relations with international organizations in transportation of perishable goods, through the Ministry of Foreign Affairs and Cooperation and upon agreement with the latter.

/ National Council for Land Transport, (CNTT)

It is a higher body of the Administration for advice, consultation and sectorial debate on issues affecting the operation of the transport system.

Its role is determined by the preparation of relevant mandatory reports on all matters and issues as provided for under Law on Land Transport, LOTT, that created it, as under the Regulation of said Law, as well as on all those in which the Government or the Ministerio de Transportes, Movilidad y Agenda Urbana deem appropriate.

It is made up of experts in land transportation, appointed on account of their competence, by the State Administration and representatives of various sectors that have an interest in land transport: Transport Associations, RUs, Rail Infrastructure Managers, Clients, etc.

Their main tasks are:

- Advice and attention to consultations on general aspects of basic organization in the sector and of specific aspects of the different services, including those related to common economic policy for various methods of transport, in terms of developing transport plans and establishing standard contracts or general contracting conditions for different classes of land transport, as well as regarding the charging system.
- Completion of mandatory reports, regarding regular passenger transport, among others, on the establishment, allocation and modification of permanent regular services of general use, railway state regulation projects, and transposing EU directives.

Rail Safety Government Body

On 23 December 2014, Royal Decree 1072/2014, of 19 December is published in the Official State Gazette whereupon the State Railway Safety Agency is created and its Statute approved. Within the scope of competences corresponding to the State and, in accordance with the authorization of additional provision three in Law 28/2006, of 18 July, the AESF, has the purpose of detecting, analysing and evaluating the safety risks in rail transportation.

The AESF has the following action principles:

a) Independence in their performance, with respect to the functions assigned in terms of railway transport safety.

b) Competence and responsibility to develop and apply national and international railway safety standards, as well as to control procedures.

c) Promotion and dissemination of a railway safety culture in all activity areas.

d) Quality, effectiveness, efficiency and transparency to perform their functions.

The AESF shall exercise the following competences as authority responsible for railway safety.

a) Ensure the general maintenance of traffic safety on the General Interest Railway Network by supervising compliance of all actors with their duties.

b) Structural subsystems that make up the railway system authorized for entry intro service, and verification that requirements are satisfied.

c) Supervise that interoperability components fulfil their essential requirements.

d) Authorize vehicle entry into service.

e) Issue, renew, modify or revoke the safety certificates of railway undertakings, as well as supervise them later.

f) Issue, renew, modify or revoke the safety authorizations of infrastructure managers, as well as supervise these later.

g) Propose, make and develop safety standards and supervise their observation by railway agents, as well as write down proposals, guidelines and standard suggestions, including the technical specifications of the railway subsystems.

h) Supervise safety targets and goals through indicators and accident statistics, as well as prepare reports on rail transport safety..

i) Organize and manage the Special Rail Registry, as well as supervise the proper registration of railway personnel and registration of rolling stock and inventories, statistics and databases related to rail transport safety, including infrastructure inventories.

j) Grant approval of training centres and psychophysical recognition centres for railway personnel and, where appropriate, suspend and revoke these.

k) Grant approval and, if necessary, suspend and revoke it, maintenance centres, as well as the certification of the entities in charge of maintenance.

l) Exercise the powers of the Ministerio de Transportes, Movilidad y Agenda Urbana related to railway personnel, i.e.,grant, renew, suspend and revoke railway personnel driving certificates and licenses, as well as, propose the contents of railway personnel tests to obtain qualifications, approve minimum contents of training programs for approvals and certificate psychophysical conditions assessment of railway personnel.

m) Attend and participate in European Railway Agency work groups and in other national and international organizations related to safety or interoperability of rail transportation.

n) Exercise the powers of the Ministerio de Transportes, Movilidad y Agenda Urbana as to transport of dangerous goods by rail.

o) Exercise the powers that correspond to the Ministerio de Transportes, Movilidad y Agenda Urbana related to the defence of public railway sector and to the modification of the building limit line, without prejudice to the rail infrastructure manager powers..

p) Exercise the sanctioning powers related to railway safety.

q) Every function assigned, especially in terms of railway safety.

The AESF is also responsible for granting, suspending and revoking licenses to railway undertakings, as well as qualifications of other applicants, including the preparation and initiative of regulatory projects regarding application and supporting documentation of licenses.

Railway Infrastructure Manager, ADIF Alta Velocidad

The state-owned company Administrador de Infraestructuras Ferroviarias, ADIF-Alta Velocidad, is a government agency attached to the Ministerio de Transportes, Movilidad y Agenda Urbana with legal personality, full capacity to act in order to fulfil their purposes and own equity and is governed by the provisions of Rail Sector Act, Adif Statute and budgetary and other implementing rules that are applicable by Law. In absence of these rules, private law shall apply.

As to performance of duties, ADIF-Alta Velocidad management is autonomous, within the limits laid down by its Statute and taking into account, in any case, to safeguard the public interest, satisfaction of social needs, safety of users, and the overall efficiency of the rail system and the principles of transparency, non-discrimination, impartiality and independence from any rail operator.

To fulfil their duties, ADIF-Alta Velocidad may perform all sorts of acts of administration and disposition under civil and commercial law.

ADIF-Alta Velocidad may not provide rail transport services, except those that are inherent to their own activities.

Railway Infrastructure Manager, Adif

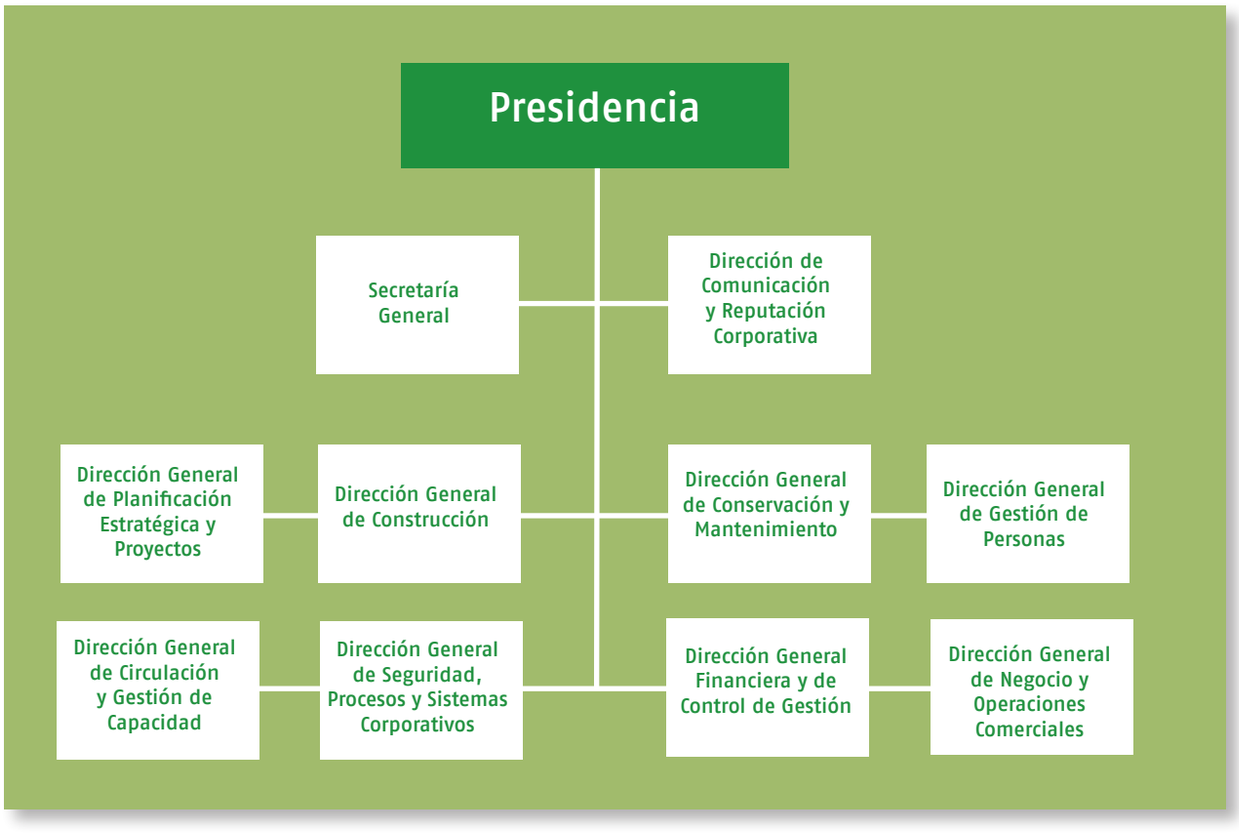
The state-owned company Administrador de Infraestructuras Ferroviarias, Adif, is a government agency attached to the Ministerio de Transportes, Movilidad y Agenda Urbana with legal personality, full capacity to act in order to fulfil their purposes and own equity and is governed by the provisions of Rail Sector Act, Adif Statute and budgetary and other implementing rules that are applicable by Law. In absence of these rules, private law shall apply.

As to performance of duties, Adif management is autonomous, within the limits laid down by its Statute and taking into account, in any case, to safeguard the public interest, satisfaction of social needs, safety of users, and the overall efficiency of the rail system and the principles of transparency, non-discrimination, impartiality and independence from any rail operator.

To fulfill their duties, Adif may perform all sorts of acts of administration and disposition under civil and commercial law.

Adif may not provide rail transport services, except those that are inherent to their own activities

Organization Chart



/ Functions of Adif

Pursuant to the provisions of Article 21 of the Rail Sector Act, and in accordance with Royal Decree 2395/2004 of 30 December, approving Adif Statute, Adif has the following functions:

a) Approval of basic projects and construction of rail infrastructures they own and are part of the General Interest Rail Network and its construction, provided it is carried out with its own resources and as determined by the Ministerio de Transportes, Movilidad y Agenda Urbana.

b) Construction of rail infrastructure with borrowed funds, according to the relevant agreement.

c) Management of rail infrastructure owned by them and of that which is ordered under the relevant agreement.

d) Provision of a minimum access package to the railway infrastructure and implementing the coordination mechanisms, included in article 20.2.

e) Control, monitoring, and inspection of rail infrastructure that they manage, of their safety areas and rail traffic on it.

f) Operating property assets, and those that are assigned or which management is entrusted.

g) Draft, approve and publish the network statement.

h) Capacity allocation of infrastructures to RUs and other Applicants listed in Art. 34 requesting it and signing framework agreements with the former.

i) Provision, where appropriate, of basic, supplementary and ancillary services to the rail transport service.

j) Approval and collection of private prices to provide basic, supplementary and ancillary services to the rail transport service.

k) Determining, reviewing and collecting tariffs for using rail infrastructure in accordance with the legal and regulatory enforcement regime.

l) Cooperation with the bodies in other European Union Member States that manage railway infrastructures, as under article 20.3, to set and allocate infrastructure capacity covering more than one national network, as well as participate and cooperate in the European Network of Infrastructure Managers.

m) Resolve claims for asset liability on account of their activity.

n) Any other functions ascribed to it in this Act or its implementing provisions

In accordance with first additional provision of Law 38/2015 of the rail sector ADIF -Alta Velocidad and ADIF may be entrusted with the performance of certain activities by signing an agreement. In that agreement a financial compensation corresponding to the provision of the services entrusted shall be determined. In particular, both entities may be entrusted with the management of infrastructure capacity, and due to the interconnection of networks which administration is attributed to both entities - and as an exception to Article 19.1 - also the management of control, traffic and safety systems.

ADIF- Alta Velocidad has entrusted the execution of certain tasks to the public company Administrador de Infraestructuras Ferroviarias, Adif, as agreed upon by the Board of Directors of ADIF-Alta Velocidad and published by resolutions of the State Secretariat of Transportes, Movilidad y Agenda Urbana. The following are some of them:

- Infrastructure maintenance
- Capacity management and traffic
- Traffic safety
- Safety and civil protection
- Coordination of operations and follow up
- Stations
- Fuel
- International area management
- Internal auditing

Notwithstanding the above, ADIF-Alta Velocidad keeps the powers and responsibilities assigned as manager of railway infrastructure.

Mission, Vision and Values

Rail Infrastructure Manager plays a leading role as a driving force in the railway sector, making railways as transportation mean par excellence and enabling access to infrastructure under equal conditions.

Rail Infrastructure Manager strategic plan, Plan Transforma 2020, is inspired by the principle of responsibility as a public service company, and its ultimate goal is to improve our contribution to a more sustainable development model, from the economic, social and environmental point of view.

2020 Transforma Plan has the:

Mission: Design, build and manage railway infrastructures to contribute to people's welfare, generating value for our stakeholders through all our activity areas.

Vision: Align the entire organization in order to develop sustainable infrastructures for current and future generations, to enjoy a better life.

Values:

Commitment. We are strongly committed to an economic development in the country, with social and territorial cohesion and respect for the environment, knowing that our work has a high impact on society and on the natural environment.

Service. We owe it to the general interest and we are aware that, as a public company, we work to offer citizens a quality, sustainable and, above all, safe service.

Professionalism. We work with rigor and dedication, offering the best of ourselves, all our talent and all our passion at the service of citizens.

Integrity. We manage with integrity, transparency and efficiency the public resources entrusted to us by citizens.

With the aim of responding to the railway sector challenges and expectations of our interest group, the Plan has been articulated in three fundamental pillars:

SAFETY:

- From a perspective of integral security wherein the entire entity participates.
- It encompasses the safety concept in passenger and freight train traffic using our infrastructure, the cyber-security of our information and telecommunications systems, safety and protection of assets and people, and the safety and health of workers.

SERVICE:

- It puts the focus on the client and the citizen as current or potential user of our infrastructures and services.
- It takes into account that the client is increasingly demanding quality services, better access to infrastructures and an easy combination with other transport modes.
- It focuses on the contribution to a better transport system, to optimize the experience of our clients, to develop, preserve and maintain railway infrastructures, as well as to use more our assets and capabilities in collaboration with other organizations.

SUSTAINABILITY:

- It considers the economic, environmental and social perspectives.
- It takes care of good governance, integrity and transparency by reinforcing process management to increase System integration and enhance the efficiency and effectiveness of critical and key operations and activities.

All this is driven by three levers that shall help us achieve our objectives and achieve the transformation of the company to improve our contribution to society. These levers are people, digital transformation and innovation.

Railway Undertakings and Applicants registered in the Rail Special Registry

Refer to the list of companies holding a license and safety certificates on the website of AESF:

http://www.seguridadferroviaria.es/AESF/LANG_CASTELLANO/AGENTES/EMPFERRO/

and on the website www.adif.es website.

1.2 PURPOSE OF THE NETWORK STATEMENT

NS is the document that Adif offers to RUs and other Applicants to show them the infrastructure characteristics and access conditions to the General Interest Rail Network managed by Adif, as well as the characteristics and description of service facilities, and services provided at said facilities.

It sets out the characteristics of the infrastructure made available to the various Applicants for the allocation of capacity and contains information on the capacity of each section in the network and the conditions to access to it. It also details the general rules, deadlines, procedures and criteria governing the capacity allocation and charging principles to be applied to use rail infrastructures and to provide various services to RUs.

Certain issues related to the contents of this NS and to the rail infrastructure capacity allocation procedure by means of Order FOM/897/2005, of 7 April, as amended by Order FOM 642/2018, of 13 June, in accordance with Rail Sector Act.

1.2.1. Rail Network of General Interest, RFIG

Rail Network of General Interest (RFIG) are railway infrastructures essential to ensure a common rail system throughout the state or with a joint management necessary for the proper functioning of this common transport system, like those linked to international traffic routes connecting different autonomous communities and their connections and accesses to main population and transport centers and facilities essential to national economy or defense, pursuant to art.4 of the Rail Sector Act.

All rail infrastructures that are part of the rail network of general interest shall be included in the Catalogue of railway infrastructure of the Railway Network of General Interest, wherein the lines and sections according to an official code shall be listed, also stating origin and destination and a brief reference to their technical characteristics, as well as passenger transportation stations and freight transportation terminals.

Annex G of this NS includes the Catalogue of Axis and General Interest Railway Network Lines managed by Adif, in accordance with Order FOM 710/2015 of 30 January, updated as indicated in Order FOM/925/2018, of 10 September, and Art. 4, Law 38/2015, of 29 September, Rail Sector Act.

1.2.2. Large Figures of the Rail Network Owned by Adif

Large Figures of Adif	
Non current assets	15,235,442 * thousand €
Own Funds	1,870,775 * thousand €
Equity	11,792,287 * thousand €
Employees Adif	11,866 (1)

(1) Data to 31 December 2019
* Provisional data to 31 December 2019

Infrastructure and Traffic		
(*) Railway Network Owned by **Adif**:	**11,934.3**	Km.
• High Speed Network with pure Standard Gauge (1,435 mm distance between both rails)	57.2	Km.
• High Speed Network with Iberian gauge (1,668 mm distance between both rails)	84.1	.1Km.
• Conventional Network with pure Iberian gauge (1,668 mm distance between both rails)	10,480.7	Km.
• Mixed Network (combination of Iberian Gauge and Standard Gauge)	118.8	Km.
• Narrow Gauge Network of metric gauge (1,000 mm distance between both rails)	1,193.4	Km.
Lines equipped with ERTMS	157.4	Km.
Lines equipped withASFA	10,404.4	Km.
Lines equipped with with Automatic Blocking Systems	8,845.5	Km.
Lines equipped with ATP -EBICAB	142.9	Km.
Lines equipped with CTC	8,590.9	Km.
Electrified Line	6,706.4	Km.
**Nr. Of Traffic	1,927,930	

* Data to 01/01/2020 1ª quarterly version of the Common Sectioning /Cirtra_2020
** Data to 2019/12/31

Passenger Stations	
Nr. Of Stations	1,453

Data to 31 December 2019

Freight Tranportations Terminals	
Main Freight Transport Terminals	38

Data to 31 December 2019

1.3 LEGAL FRAMEWORK

The basic Legal Framework is based on state rail regulations and the Regulations and Directives of the European Union transposed to national legislation, in addition to its development regulations and other provisions. It also includes the application technical standards. References to these provisions are found in Annex E of this document.

1.4 LEGAL STATUS OF THE NETWORK STATEMENT

1.4.1. General Considerations

The NS shall be binding for RUs and Authorized Applicants who wish to access infrastructure to provide rail transport services as well as for railway infrastructure manager, regarding the rights and obligations that may arise.

The Capacity Allocation is formal, for lines as well as at Service Facilities, and implies acceptance of the rights and obligations contained in the NS. Any note added to valid provisions in this NS (Laws, Royal Decrees, Ministerial Orders, Resolutions, etc.) shall only be for information, prevailing in any case the text of the concerned provision.

1.4.2. Information on Traffic Safety

On safety issues, regarding traffic and regulation, the information contained in this NS is for information only, to be applicable in any event specified in paragraph 2.4 in Chapter 2 in this NS.

Royal Decree 664/2015, of 17 July approving Rail Traffic Regulation (RCF) sets general operating rules for train traffic and shunting performed in a safe, efficient and timely manner, both for ordinary operation and with degraded conditions, including its effective recovery after a service interruption, the document also provides a unique regulatory framework for operating processes with a direct interface between the Infrastructure Manager (IM) and the Railway Undertaking (EF), reaching an operating criteria for different IMs with different Network gauges.

According to current regulations, i.e. Title V in Law 38/2015, of 29 September, of the Rail Sector and Royal Decree 664/2015 of 17 July, approving Rail Traffic Regulations, both Adif and ADIF-AV have the corresponding Safety Authorization issued by the Safety Government Body granted upon resolution of 27/11/2015. Traffic Safety Management systems of infrastructure managers shall comply with European Regulation 1169/2010 on a common safety method to assess conformity with requirements to obtain a railway safety authorization and Delegated Regulation (EU) 2018/762, setting common safety methods on safety management system requirements; which in Spain shall apply as from 16 June 2020.

1.4.3. Requests, Allegations and Claims

Annex K shows the information about different procedures that the Railway Sector Act and this Network Statement set to resolve conflicts and resources as a result of the capacity allocation process, railway service provision and incentive system.

Royal Decree 664/2015, of 17 July approving Rail Traffic Regulation (RCF) sets general operating rules for train traffic and shunting performed in a safe, efficient and timely manner, both for ordinary operation and with degraded conditions, including its effective recovery after a service interruption, the document also provides a unique regulatory framework for operating processes with a direct interface between the Infrastructure Manager (IM) and the Railway Undertaking (EF), reaching an operating criteria for different IMs with different Network gauges.

1.5 NS STRUCTURE

The contents of this NS are in accordance with the provisions of Annex III, Law 38/2015, of 29 September, of the Rail Sector Act, and as indicated in Order FOM/897/2005, of 7 April, concerning the Network Statement and the Railway Infrastructure Capacity Allocation procedure, as amended by Order FOM 642/2018, of 13 June.

The structure of this document is, in turn, consistent with the agreed common index established by Rail Net Europe, according to the latest update of the common structure and Implementation Guide approved by Rail Net Europe dated 5 March 2019, in the General Assembly, organization to which railway infrastructure manager contributes actively and which is described in detail in Section 1.10.

RNE common structure has applied to this Statement, which aims at giving access for every Applicant and Railway Undertaking to similar documents in different countries, with the same information and same location. These infrastructure access procedures are therefore simplified, especially when scheduling international traffic.

Under this principle, the NS is divided into six chapters and their corresponding Annexes:

Chapter 1: General Information; Brief description of the rail sector in Spain

Chapter 2: Access Conditions; Includes the legal requirements governing the access to RFIG managed by Adif for railway undertakings.

Chapter 3: Description of the Rail Infrastructures; Main features of RFIG managed by Adif available for capacity allocation request

Chapter 4: Capacity Allocation; It describes the process by which Adif allocates paths to Railway Undertakings and Applicants, as well as capacity at service facilities.

Chapter 5: Adif Services; Description of Services provided by Adif.

Chapter 6: Economic and Tax Regime; Description of railway fees and tariffs, as well as prices for providing Basic, Supplementary and Ancillary Services

Annexes: The various Annexes gather all the information that may be subject to frequent updating, i.e. informative contents (service hours, international freight path catalogue, capacity requirement model, Ministerio de Transportes, Movilidad y Agenda Urbana organizational structure, legislation, Glossary, catalogue of axes and lines in the General Interest Rail Network, Adif main lines average capacity, classification of lines by type, framework agreement, dispute resolution procedure, framework capacity.

Maps: General interest rail network maps with the main characteristics of the networks owned by Adif and Adif Alta Velocidad.

Catalogue of Services and Prices: List of basic, supplementary and ancillary services and their prices

Catalogue of Service facilities descriptive files: General information on the facility, owner/operator (of every service), access conditions, conditions to provide services, use conditions, services and price offer.

Capacity Offer at Service Facilities Catalogue: List of offered tracks at service facilities owned by Adif with Iberian gauge as well as with metric gauge.

Catalog of Capacity Restrictions in the RFIG: List of Capacity Restrictions in the RFIG.

1.6 NS UPDATE PROCESS AND TERM

1.6.1. Term Period

NS will remain in effect until publication of a new to replace it and may be updated by railway infrastructure manager when the contents require so. . In any case, it shall be updated if access conditions to the rail infrastructure, service facilities and service provision at said facilities change

As for the Capacity Allocation Schedule, 2020 Service Timetable shall remain in force until 12 December 2020 and 2021 Service Timetable shall remain in force until 11 December 2021.

1.6.2. Updating Process

The network statement will be updated and amended as appropriate. In any case, it will be updated when use conditions of rail infrastructure, service facilities and/or service provision change, at said facilities.

These amendments may not impose restrictions or limitations to the allocated Capacity, unless extraordinary circumstances are duly accredited, or the awarded contractors consent or are part of any eventual actions necessary to operate on it. In the latter case, the communication to the affected Contractors shall be valid for publicity purposes and Applicant availability, as long as they are incorporated into the ordinary yearly publication.

Regarding aspects subject to regular changes (technical information), the changes that may occur shall take immediate effect after their publication or after the date set in the amendment

1.7 PUBLICATION AND DISTRIBUTION

The Network Statement has been approved by Adif Board of Directors and is published on the web, www.adif.es in PDF format or similar, www.adif.es.

An English version shall be included in aforementioned corporate website for knowledge of international traffic companies, In case of discrepancy as to its content, the original version in Spanish shall prevail.

1.8 ADIF DIRECTORY

Adif offers RUs and other Applicants an organization that provides comprehensive services to facilitate access to rail infrastructure, both for the provision of various transport services of passengers and freight, and for testing rail infrastructure. Depending on the nature of the communication, they can be directed to the following addresses, which are listed below..

For more information on OSS (One Stop Shop) Network of Rail Net Europe, RNE, please consult section 1.10 of this NS.

Adif Directory:

Adif	
HEADQUARTERS Headquarter Website: https://sede.adif.gob.es	Calle Sor Ángela de la Cruz, 3. 28020 Madrid www.adif.es

Communication and External Relations	
DEPARTMENT OF RELATIONS WITH THE MEDIA Communications Department	Calle Sor Ángela de la Cruz, 3. 28020 Madrid

One Stop Shop for Railway Undertakings and Applicants	
COMMERCIAL DEPARTMENT Corporate Management and Presidency Office Directorate	Calle Sor Ángela de la Cruz, 3. 28020 Madrid

Authorization for Connections to the RFIG managed by Adif, Rail Sidings	
COMMERCIAL DEPARTMENT Corporate Management and Presidency Office Directorate	Calle Sor Ángela de la Cruz, 3. 28020 Madrid

Authorization to perform tests on the General Interest Rail Network owned by Adif

COMMERCIAL DEPARTMENT
Corporate Management and Presidency Office Directorate
Test request mailbox:
http://www.adif.es/es_ES/empresas_servicios/solicitud_pruebas/solicitud_pruebas.shtml

Calle Sor Ángela de la Cruz, 3.
28020 Madrid

Information on Main Passenger Transportation Stations

DEPARTMENT OF CLIENT SERVICE MANAGEMENT
Department of Passenger Stations

Passenger Service Facility Manager
Email: h24estaciones@adif.es

Avenida Pío XII 110. Edificio 18.
28036 Madrid.

Information on Freight Terminals

COMMERCIAL DEPARTMENT
Department of Logistic Services

Freight Service Facility Manager
Email: capacidadinstalaciones@adif.es

Estación Madrid Chamartín.
Calle Agustín de Foxá 48.
Edificio Comercial - Andén 1
28036 Madrid

RNE One Stop Shop (OSS RNE) General Information on Network Access

ADIF ONE STOP SHOP (Adif OSS)
Under-Directorate of Traffic and Quality Services

Estación Madrid Chamartín, edificio 22, Calle Agustín de Foxá, 56.28036 Madrid

Capacity Allocation

DEPARTMENT OF CAPACITY PLANNING AND MANAGEMENT
Under-Directorate of Traffic and Quality Services

Estación Madrid Chamartín, edificio 22, Calle Agustín de Foxá, 56.
28036 Madrid

RNE One Stop Shop (OSS RNE) of Atlantic Corridor for European Freight

ONE STOP-SHOP OF ATLANTIC CORRRIDOR for European Freight
Under-Directorate of Traffic and Quality Services

Estación Madrid Chamartín, edificio 22, Calle Agustín de Foxá, 56.
28036 Madrid

Train Traffic Control and Contingency Plan

NETWORK MANAGEMENT CENTER H24
Department of Traffic
Department Office of Network Management

Calle Méndez Álvaro, 1.
28045 Madrid

Traffic Safety

DEPARTMENT OF TRAFFIC SAFETY

Estación Madrid Chamartín.
Calle Agustín de Foxá 50.
Edificio 21 - 1ª planta
28036 Madrid

Rolling Stock Authorization	
DEPARTMENT OF TRAFFIC SAFETY	Estación Madrid Chamartín. Calle Agustín de Foxá 50. Edificio 21 - 1ª planta 28036 Madrid

Studies for Exceptional Transport	
DEPARTMENT OF TRAFFIC SAFETY	Estación Madrid Chamartín. Calle Agustín de Foxá 50. Edificio 21 - 1ª planta 28036 Madrid

Information on Civil Protection	
DEPARTMENT OF PROTECTION AND SAFETY	Estación de Madrid Chamartín Calle Agustín de Foxá, 48 Edificio andén vía 1 28036 Madrid

Technological Innovation	
RAILWAY TECHNOLOGY CENTER Department for and Technology Development and Innovation	Calle Severo Ochoa, 9 29590 Campanillas - (Málaga)

1.9 EUROPEAN RAIL FREIGHT CORRIDORS, RFC

The Regulation (EU) No. 913/2010 concerning a European rail network for competitive freight became effective on 9 November 2010. This Regulation required Member States to establish international market-oriented Rail Freight Corridors (RFCs) in order to meet the following goals:

- create a rail network for competitive freight transport, improving the efficiency of rail freight transport toward other transport means
- strengthening co-operation between IMs on key aspects such as the allocation of paths, deployment of interoperable systems and infrastructure development,
- finding the right balance between freight and passenger traffic along the RFCs, giving adequate capacity for freight in line with market needs and ensuring that common punctuality targets for freight trains are met,
- promoting intermodality between rail and other transport modes by integrating terminals into the corridor management process.

Adif participates in two European Railway Freight Corridors: the Atlantic and the Mediterranean.

Atlantic Corridor

Rail Way Infrastructure Manager (Adif) and Infrastructure Managers in Portugal (IP), France (SNCF-Réseau) and Germany (DB Netz) integrate this corridor totaling more than 6,500 km of tracks along the axis Sines/Setúball/Lisboa/Leixões - Algeciras/ Madrid/Bilbao/Zaragoza - Bordeaux/Paris/Le Havre / Metz, Mannheim crossing international frontiers of Vilar Formoso/ Fuentes de Oñoro, Elvas/Badajoz, Irún/Hendaya and Forbach/Saarbrucken.

The catalog of international paths of freight in this corridor is available on:

http://www.corridor4.eu/es/oss-es

Mediterranean Corridor

Rail Way Infrastructure Manager (Adif), together with other 7 partners from 5 countries, is part of the Corridor (Infrastructure Managers of Spain -Adif, France-(SNCF-Réseau), Italy-RFI, Slovenia-ASZ, Hungary-MAV- and LFP, SA, and capacity allocators in Slovenia-SZ, Hungar and CROATIA HZ Infrastruktura.

The Mediterranean Corridor will connect Madrid, Algeciras and major Spanish East Coast ports with Europe through France, through more than 7,000 km of tracks along the axis Almería-Valencia/Algeciras/Madrid-Zaragoza/Barcelona-Marseille-Lyon-Turin-Milan-Verona- Padua/Venice-Trieste/Koper-Ljubljana-Budapest-Záhony.

The catalog of international paths of freight in this corridor is available on:

https://www.railfreightcorridor6.eu/RFC6/web.nsf/OnePager/index.html#offer

Documentation and Regulations:

All documentation relating to these Corridors, including Information Document Corridor and Capacity available for 2020 and 2021 for international freight trains, can be found on the Web pages www.corridor4.eu and www.railfreightcorridor6.eu. Both projects are co-financed by the European Union.

Regulation (EU) Nº. 913/2010 of the European Parliament and of the Council on a European rail network for a competitive freight transport, sets standards for the creation and organization of international rail freight corridors.

These standards create a body for each Corridor, called One-Stop Shop, set for applicants to request and receive responses in a single place and a single operation, concerning infrastructure capacity for freight trains crossing at least one border over the corridor.

One Stop Shop outstanding duties are:

- Construction and allocation of pre-established paths in corridors
- Supervision of capacities.
- Coordination with infrastructure managers.
- Facilitate infrastructure access to freight RUs.
- Transmit traffic management information provided by infrastructure managers.

Atlantic Corridor One Stop Shop is in Madrid and Mediterranean Corridor OSS is in Milan.

Request, management and allocation of Freight Corridors Capacity shall be made only through the Path Coordination System (PCS) software tool provided by RNE.

In accordance with Regulation (EU) No. 913/2010, every corridor will publish a Corridor Information Document (CID) with the following information:

- All information regarding the freight corridor listed in the Network Statements of every national network.
- List and characteristics of corridor terminals
- Information on Infrastructure Capacity Allocation, Applicants allowed, Traffic Management and Traffic Management in the event of disturbance.
- An implementation Plan that includes a description of corridor characteristics, essential elements to transport, market research, objectives set, capital expenditures, etc.

Traffic carried out in rail freight corridors are governed by respective relevant national standards. The sections in Adif managed Network on Atlantic and Mediterranean Corridors, shall be governed by the Rail Traffic Regulation and other regulations in force.

1.10 INTERNATIONAL COOPERATION BETWEEN DIFFERENT INFRASTRUCTURE MANAGERS

Adif is a member of RailNetEurope (RNE), which is an umbrella organisation of European railway Infrastructure Managers and Allocation Bodies (IMs/ABs). RNE facilitates international railway business by developing harmonised international business processes in the form of templates, handbooks, and guidelines, as well as IT tools (see chapter 10.1.2).

You can find more information about RNE on http://www.rne.eu/organisation/rne-approach-structure/

1.10.1. One Stop Shops (OSS) Directory

A network of One-Stop Shops (OSS) represents the IMs in international traffic. They constitute a single point of contact for the entire international route of a rail service, from the initial questions related to network access to international path requests and performance review after a train run. [IM name] also operates an OSS.

A list of OSS contact persons in Europe is available at: http://www.rne.eu/organisation/oss-c-oss/

OSS Directory

The list of OSS contact persons is available on:

RAIL NET EUROPE
Joint Office
Oelzeltgasse 3/8
1030 Vienna
AUSTRIA

Phone: +43 (0) 1 907 62 72 00
Fax: +43 (0) 1 907 62 72 90
E-mail: mailbox@rne.eu
Web : www.rne.eu

Europea One Stop (OSS)

Logo	Country Code	Company	Country
	AT	ÖBB Infrastruktur Ag Gerard Pfeiffer oss.austria@oebb.at	Austria
	AT/HU	RAABERBAHN/GYSEV Oskar Pichler oss@raaberbahn.at	Austria / Hungary
	BE	Infrabel Sonia Mancinelli oss-rne@infrabel.be	Belgium
	BG	NRIC Tihomir Trifonov t.trifonov@rail-infra.bg	Bulgaria
	CH	BLS AG Rudolf Achermann onestopshop@bls.ch	Switzerland
	CH	SBB Rudolf Achermann onestopshop@sbb.ch	Switzerland
	CH	trasse.ch Christoph Rüegg c.ruegg@trasse.ch	Switzerland
	CZ	SŽDC Marek Neustadt oss@szdc.cz	Czech Republic
	DE	DB Netz AG Daniel Thelen oss@deutschebahn.com	Germany
	DK	Banedanmark Alex S. Nielsen asn@bane.dk	Denmark
	ES/FR	Línea Figueras Perpignan, S.A. Jean-François PESCADOR jfpescador@lfpperthus.com	Spain/France
	ES	Adif Félix Bartolomé fbartolomea@adif.es	Spain
	FIN	FTA Kaisa-ElinaPorras Kaisa-elina.porras@fta.fi	Finland
	FR	RFF Patrice Laurent patrice.laurent@rff.fr	France
	HR	HZ Infrastruktura Biserka Keller biserka.keller@hznet.hr	Croatia

Europea One Stop (OSS)			
Logo	Country Code	Company	Country
	HU	VPE László Pósalaki oss@vpe.hu	Hungary
	IT	RFI Simona Garbuglia oss@rfi.it	Italy
	LU	ACF Claude Lambert claude.lambert@acf.etat.lu	Luxembourg
	NL	ProRail Jan Deeleman jan.deeleman@prorail.nl	Holland
	NL	Keyrail Marlies de Groot oss@keyrail.nl	Holland
	NO	Jernbaneverket Britt Jorun Overstad oss@jbv.no	Norway
	PL	PKP Polskie Linie Kolejowe S.A. Romano Stanczak oss@plk-sa.pl	Poland
	PT	IP Patricia Catarrinho patricia.catarrinho@infraestruturas-deportugal.pt	Portugal
	RO	CFR Lucian Barbu lucian.barbu@cfr.ro	Romania
	SE	TrafiKverket Hans Lindersson oss@trafikverket.se	Sweden
	SI	SŽ Marjan Dremelj marjan-dremelj@slo-zeleznice.si	Slovenia
	SI	Ažp Zdenko Zemljic zdenko.zemljic@azp.si	Slovenia
	SK	ŽSR Blanka Ondovcikova oss@zsr.sk	Slovakuia
	UK	HS1 Brian Blackwell brian.blackwell@highspeed1.co.uk	United Kingdom
	UK	Networkrail Ian Cleland ian.cleland@networkrail.co.uk	United Kingdom

Organized by country code. More information on http://www.rne.eu/organisation/oss-c-oss/

1.10.2. Computing Applications via RNE Web

RNE has developed a series of computing applications through the web to facilitate Capacity Allocation processes, information on charging system and supervision of rail traffic, mainly:

Path Coordination System (PCS)

PCS is an international path request coordination system for Railway Undertakings (RUs) and other Applicants, Infrastructure Managers (IMs,) Allocation Bodies (ABs) and Rail Freight Corridors (RFCs). The internet-based application optimises international path coordination by ensuring that path requests and offers are harmonised by all involved parties. Furthermore, PCS is the only tool for publishing the binding PaP and RC offer and for managing international path requests on RFCs.

Access to PCS is free of charge. A user account can be requested via the RNE PCS Support: support.pcs@rne.eu.

More information can be found on http://pcs.rne.eu.

Charging Information System (CIS)

The CIS is an infrastructure charging information system for Applicants provided by IMs and ABs. The web-based application provides fast information on indicative charges related to the use of European rail infrastructure and estimates the price for the use of international train paths. It is an umbrella application for the various national rail infrastructure charging systems.

Access to CIS is free of charge without user registration.

More information can be found on http://cis.rne.eu or can be requested via the RNE CIS Support: support.cis@rne.eu.

Train Information System (TIS)

TIS is a web-based application that supports international train management by delivering real-time train data concerning international trains. The relevant data are obtained directly from [IM name]'s systems and all the information from the different IMs is combined into one train run from departure or origin to final destination. In this manner, a train can be monitored from start to end across borders.

RUs and terminal operators may also be granted access to TIS and they can join the RNE TIS Advisory Board. All members of this Board grant all other members full access to TIS data if they are involved in the same train run. Without it, mutual agreements have to be signed between RUs and between RUs and terminal operators.

Access to TIS is free of charge. A user account can be requested via the RNE TIS Support:

support.tis@rne.eu.

More information can be found on http://tis.rne.eu.

1.11 GLOSARY

Glossary of terms used in the NS can be found in Annex F, including principal definitions and acronyms.

Material available in the glossary is for information purposes only; definitions are general in nature and not legally binding

Additionally, RNE has published a glossary of terms in English available on:

http://www.rne.eu/organisation/network-statements/

Access Conditions

Chapter 2

Network Statement 2020

adif

Access Conditions

Chapter 2

Network Statement 2020

adif

2.1 INTRODUCTION

This chapter describes the terms and conditions related to railway infrastructure access managed by the rail infrastructure manager.

These terms and conditions also apply to international rail freight transport corridors sections in the railway infrastructure managed by the railway infrastructure manager.

2.2 GENERAL ACCESS REQUIREMENTS

According to Rail Sector Act, Rail Undertakings with a valid Safety License and Certificate issued by the State Railway Safety Agency or by the competent authority of another Member State in the European Union may access the General Interest Rail Network managed by Adif under the conditions determined therein, to provide services of railway freight transportation; international for passengers; rail passenger transport with priority tourist purpose; and national passenger transport services, which are different to tourist services and to services subject to public service obligations as indicated in art. 59 Rail Sector Act, in accordance with the provisions of the first transitory provision and development standards.

RUs are entities holders of a Rail Undertaking License, with the main purpose of providing freight or passenger rail transport services under the terms set in Rail Sector Act. RUs shall, in any case, provide traction. RUs exclusively provide traction (Art. 48 Rail Sector Act and Art. 58, section 1 and 2 in Rail Sector Act).

RUs and other Applicants that intend to operate on Adif managed Network shall be registered in the Special Railway Register (Art. 61 Rail Sector Act and Art. 129 Rail Sector Act), dependent on the State Railway Safety Agency. They must also have the corresponding Contingency Plan, approved by the Ministerio de Transportes, Movilidad y Agenda Urbana.

Railway infrastructure managers, in accordance with standards and in order to protect their legitimate expectations regarding revenue and a future use of the infrastructure they manage, may impose requirements on Applicants, provided that these are adequate, transparent and non-discriminatory.

These requirements shall be specified in the network statement and shall exclusively refer to the suitability to submit tenders to obtain infrastructure capacity and to provide economic guarantees, which may not exceed an adequate maximum, proportional to the level of activity foreseen by the Applicant.

2.2.1. Requirements to Request Allocation of Infrastructure Capacity and Capacity at Service Facilities

2.2.1.1 Infrastructure Capacity Allocation

First, Rus that access the General Interest Rail network managed by Adif, shall comply with Rail Sector Act and its developing regulations.

A relevant requirement for these is to hold the following:

- RU License.
- Safety Certificate.
- Allocation of the necessary infrastructure capacity.
- Contingency Plan

On the other hand, they shall have the right to submit requests for infrastructure capacity in accordance with Law and Rail Sector Regulations:

1. Railway undertakings and international business groups of said Railway Undertakings.

2. Public administrations with powers in rail transportation and with a public service interest in capacity acquisition, and the consignees, shippers and those transport companies and transport operators, which are no considered railway undertakings but have a commercial interest in capacity acquisition, may also request infrastructure capacity in the form

and with the requirements provided for in the regulations. In these cases, applicants shall assign a railway undertaking in order to use infrastructure capacity, and shall communicate it to the infrastructure manager.

The right to use infrastructure capacity shall be assigned by the Rail Infrastructure Manager and, once assigned to an applicant, it may not be further assigned to another company. The use of capacity by a railway undertaking operating on behalf of a capacity grantee applicant other than a RU shall not be considered to be an award. In any case, any legal business with allocated infrastructure capacity is forbidden (Article 38 of Rail Sector Act and Article 47 of Rail Sector Regulation). The sale or assignment of shares or participations that result in a change of control over the awarded applicant shall be subject to the authorization of the railway infrastructure manager, in order to assess whether it implies a legal business upon railway infrastructure capacity.

In any case, the reserved infrastructure capacity shall be governed by the same regime as the allocated infrastructure capacity, as set by Directive 2012/34, Rail Sector Act and Commission Implementing Regulation 2016/545, of 7 April 2016, on procedures and criteria related to framework agreements on allocation of railway infrastructure capacity.

The request form for National Capacity is available in electronic form on NS link published on Adif Website, www.adif.es, see Annex C .The request form for International Capacity is available in electronic form on htpp.//www.rne.eu.

Moreover, and in any case, RUs are required to submit a certified copy of the Safety Certificate they hold, which certifies that the railway undertaking has established its own safety management system and is able to meet the requirements in the technical specifications and other relevant provisions of Community law and national safety rules in order to control risks and safely provide transport services on the network, and knows and complies with Safety Traffic rules, particularly Rail Traffic Regulations, RCF, and other regulations in force affecting them, see Annex E, and be up to date with payments arising from the economic obligations towards Adif and have existing civil liability insurance policies

2.2.1.2 Capacity Allocation at Service Facilities

The use of service facilities entail the relevant capacity request by the railway undertaking and other applicants to the railway infrastructure manager, which shall allocate these according to a transparent and non-discriminatory criteria. For every service facility requested and before starting the service provision, the railway undertaking and other applicants shall give their consent to the conditions the facility, in order to preserve the orderly, efficient and safe operation of facilities.

For this purpose, the railway infrastructure manager shall publish the criteria to allocate the capacity and use conditions of facilities in the Network Statement (See section 4.9, Provision 4, and the catalogue of descriptive files, of services and prices at service facilities in this paper).

However, should the railway undertaking require for rail transport services, apart from the use of the service facility, other spaces, equipment or means that the infrastructure manager can offer, these shall be regulated by the corresponding lease contract at a reasonable cost and with a duration equal to the period of allocation.

2.2.2. Conditions to Access Adif Rail Infrastructure

National and International Freight Traffic

According to the provisions of EU and Spanish law, freight transport is liberalized. Consequently, any Applicant based in Spain or another EU Member State, holding the appropriate RU license or authorization, may request Adif for Infrastructure Capacity Allocation in order to provide these transport services, following the established procedure.

Upon capacity assignment, RUs performing the transport shall also hold a Safety Certificate required in order to run with their rolling stock and driving personnel (who will be duly authorized therefore) on the requested route in accordance with the provisions of Royal Decree 810/2007 of 22 June.

International Passenger Traffic

In accordance with additional provision four in Law 38/2015, of 29 September on the railway sector, railway undertakings that hold a railway undertaking license granted by a member state of the European Union have free access to the Railway Network of General Interest to operate international passenger transport services.

For this purpose it is meant by international passenger service, passenger transport services where the train crosses at least one Spain border with the main purpose of transporting passengers to passenger stations located in different Member States; the train may be set and/or divided, and different parts in a train set may have different origins and destinations, as long as every car crosses at least one border. Transit means passing through Spanish territory without picking up or leaving passengers and/or without loading or unloading freight therein.

During international passenger transport service provision, railway undertakings may pick up or drop off passengers at any passenger transport stations located on the General Interest Railway Network, provided that such stops are ancillary in international journeys, with the following restrictions:

a) That the National Commission on Markets and Competition, upon request by the competent authorities or railway entities concerned, has previously determined that the main purpose of the international passenger rail transport service is to transport passengers to passenger transport stations in Spain and other Member States of the European Union.

b) It shall not be allowed to pick up and drop off passengers at stations different to origin and destination ones, when the National Commission on Markets and Competition, upon request by the Ministerio de Transportes, Movilidad y Agenda Urbana, the railway infrastructure manager or the company providing a pre-existing transport service subject to public service obligations, decides that it could compromise the economic balance of the conditions set to provide public services.

The National Commission on Markets and Competition shall perform an objective economic analysis with predefined criteria, consult all interested parties and decide within a maximum period of two months after receiving all relevant information.

The Commission shall state the reasons for their decision and specify within what period and conditions the competent authorities, the railway infrastructure manager, the railway undertaking performing the public service or the railway operator of the international transport service may request to review said decision.

The resolutions of the National Commission on Markets and Competition shall have executive effectiveness and shall be binding for entities acting in the railway field.

In accordance with Spanish Stock Exchange Market Commission Resolution approving the methodological principles and criteria applicable regarding the main target test of a new international passenger transport service, STP/DTSP/032/17, of 20 September 2017, at least 6 months before its commercial launch and, in any case, before requesting capacity to infrastructure managers, the applicant shall notify the Spanish Stock Exchange Market Commission about their intention to operate a new international passenger transport service, providing certain information and indicating, if any, the confidential parts thereof. To this end, a standardized form has been published that the applicant shall complete and send to the Spanish Stock Exchange Market Commission through their electronic site as follows:

https://www.cnmc.es/sites/default/files/editor_contenidos/Transportes/Ferroviario/201705_FORMULARIO%20ESTANDARIZADO_CANDIDATO.pdf

In accordance with Article 12.7, FOM Order 897/2015, a railway infrastructure manager shall be deemed to be informed of an Applicant's intention to request infrastructure capacity in order to operate an international passenger service, either if they receive a note directly from the Applicant, or if the Spanish National Commission of Markets and Competition hands over said Applicant's note - in compliance with the procedure set in Commission Implementing Regulation (EU) 869/2014 of 11 August 2014, on new rail transport services of passengers and according to the methodology and procedure approved by aforementioned regulatory body.

The standards set in this provision shall apply until 13 December 2020, in accordance with the transitory provision one in law 38/2015, of 29 September of the rail sector.

This provision shall apply to files on international passenger transport services that started before 14 December 2020.

National Passenger Traffic

Directive 2016/2370/EU approval by European Parliament and by the Council of 14 December, amending Directive 2012/34/EU, as regards opening the market for national passenger transport services by rail and the governance of railway infrastructure, that is, opening up to competition the operation of national rail passenger transport.

In accordance with transitory provision one in Law 38/2015, of 29 September, on the rail sector, section 1, opening to free competition of passenger transport by rail, as under section 2, article 47 in said law, shall apply as from 1 January 2019, in time to access infrastructure during the service hours that start on 14 December 2020.

This right may be limited in the event that public service contracts cover the same or an alternative route and the economic balance of these contracts is jeopardized. It is up to the regulatory body to decide whether or not the economic equilibrium of the contract is in danger.

Rail passenger transport for priority tourism purposes shall continue to be provided under a free competition regime until 13 December 2020, in accordance with Order FOM/1403/2013, of 19 July on rail transport services of Passengers with priority tourist purposes. As from 1 January 2021, in time for the service schedule to access infrastructure starting on 14 December 2020, rail passenger transport for priority tourism purposes shall be provided in accordance with Article 47.2, Law 38/2015, of 29 September on the railway sector.

2.2.3. Licenses and Approvals

The body granting RU licenses and approvals for Applicants other than RUs is the Government Rail Safety Agency, in accordance with Art. 49 in Law 38/2015 of 29 September of the Rail Sector.

Terms for granting these are in Section 4, Chapter 2 in Rail Sector Act and Section 3, Chapters 2 and 3 in Rail Sector Regulation (RD 2387/2004, of 30 December). For more information please contact.

Government Rail Safety Agency
Plaza de los Sagrados Corazones 7 - 28036 Madrid
http://www.seguridadferroviaria.es/

2.2.4. Safety Certificate

Every railway undertaking that intends to provide services passenger or freight rail transport on the railway network of general interest, shall obtain a safety certificate that sets the conditions to be met in terms of control, traffic and rail safety, knowledge and requirements of their staff regarding safety of rail traffic and technical characteristics of railway rolling stock used, and maintenance conditions, as well as others that may arise from this regulation and its implementing rules.

The body with capacity to issue, renew, modify or revoke Safety Certificates is the Government Rail Safety Agency, in accordance with Art. 65 of Law 38/2015 of 29 September of the Rail Sector. Before providing transport services on a particular line or section in the General Interest Rail Network, RUs must obtain the safety certificate.

Granting terms are in Royal Decree 810/2007, of 22 June.

For more information please contact:

Government Rail Safety Agency
Plaza de los Sagrados Corazones 7 - 28036 Madrid
http://www.seguridadferroviaria.es/

2.2.5. Civil Responsibility and Insurance

Applicant for a license must hold or commit to hold upon starting activities a license and during the performance, shall be insured against any civil liability arising, in particular, from damage caused to passengers, cargo, baggage, mail and to third parties. Similarly, the warranty shall cover liability for damage to railway infrastructure, and the Applicant shall hold the compulsory passenger insurance which shall cover the compensating amounts set in additional provision two of Royal Decree 627/2014, of July 18, to assist victims of railway accidents and their families, which sets the scale of compensation.

All this in accordance with Art. 53, Rail Sector Act, as well as in Art. 63, Rail Sector Act, according to the wording of Royal Decree 271/2018, 11 May. Specifically, Rail Sector Act sets the amount and conditions of Civil Liability coverage, depending on the nature of the services to be provided.

Similarly, Article 91 in Railway Sector Regulation specifies that carriers and consignees of freight delivering or accepting it at rail logistics facility must be authorized to enter into such a facility with suitable vehicles, provided that the corresponding insurance covers the civil liability that may arise for damages that could cause.

Furthermore, owners of freight wagons or passenger coaches who deliver these to railway undertakings for carriage, must have a liability insurance covering damage to people, rail infrastructure or others caused if they are involved in a train accident occurred for reasons attributable to them for their failure to comply with applicable regulation.

2.2.6. Plan of Assistance to Victims of Rail Accidents

In accordance with Art. 63 of Law 38/2015 of 29 September of the Rail Sector and with Royal Decree 627/2014, of 19 July, railway undertakings providing passenger transport services under state jurisdiction are required to have, at the time of start of their activities, a plan of assistance to victims of rail accidents and their families, including at least the assistance provided for in Articles outlined in Chapter III of the Royal Decree. This plan may be part of another, which the company has set for similar purposes.

The Directorate General of Land Transportation is the body responsible for approving the plans, of railway companies, to assist accident victims and their families, verifying that they satisfy the provisions of Royal Decree 627/2014 of 19 July, and that measures therein are sufficiently credited.

Moreover, managers of the rail infrastructure in the General Interest Railway Network shall have a plan of assistance to victims of serious rail accidents and their families. These plans shall consider, among the measures of assistance to victims of railway accidents and their families, those specified in said Royal Decree.

2.3 COMMERCIAL GENERAL CONDITIONS

2.3.1. Agreements to Provide Services

The railway infrastructure manager may conclude with RUs or any public or private entity, agreements/contracts on use regime of facilities or units of mutual interest, and may perform supplementary commercial activities in compliance with said agreement or as necessary for said purposes.

Adif along with RUs and other Applicants may establish, where appropriate, contracts to provide services for the full scope of contracted services (Basic, Supplementary and Ancillary Services which Access is required).

Contracts to provide services between RUs and Adif may include service request procedures, acceptance of terms, service suspension or termination terms, as well as obligations and duties arisen or others necessary to properly provide these services.

Signing aforementioned contracts shall not prevent Adif from providing services in favour of third parties similar to the ones defined in the contracts, without detracting from the quality levels agreed upon.

Furthermore, any Railway Undertaking with the corresponding license and safety certificate for a line, shall sign an agreement with ADIF- Alta Velocidad to provide traction power supply services and with Adif to provide fuel supply services.

Price amount for service provision by the rail infrastructure manager, payable by RUs or other Applicants shall be determined in a general manner, as indicated in Chapter 6 in this NS. However, the agreement may fix any specific circumstance, if applicable.

2.3.2. Access Agreements and Agreements with Applicants

Annex J includes different contract models, i.e.:

- Traction power supply
- For fuel supply
- To conclude Framework Agreements

2.3.3. Framework Agreements

Infrastructure Managers and Applicants may conclude framework agreements for capacity reserve that shall specify the characteristics of the infrastructure capacity requested and offered to the applicant for a period longer than one term of service hours.

Framework agreements shall not specify railway paths in detail, and shall not prevent the corresponding use of infrastructure by other Applicants or for other services, and these may be amended or restricted to enable a better use of the rail infrastructure.

Section 4.4.4 and Annex J includes the characteristics of the framework agreement.

As of 31 November 2019, no railway undertaking has requested setting a framework agreement.

2.4 TRAFFIC REGULATIONS

In accordance with Royal Decree 664/2015 only transitory provision of 17 July, approving the Rail Traffic Regulation, in section 5 "Adaptation to the new standard framework" from 19 January 2017 infrastructure and railway companies managers shall have adapted all operation activity, management and rail traffic operation to the contents of said Regulation, including the relevant training actions for personnel regarding the new regulatory framework and new procedures collected in its safety management systems, without prejudice to what is set regarding railway signals, which catalogue was published by Order FOM/2015/2016, of 30 December, approving the Official Catalogue of Railway Traffic Signals in the General Interest Rail Network.

The purpose of this regulation is to establish general operating rules for train traffic and shunting performed in a safe, efficient and timely manner, both in normal operating and degraded conditions, including effective recovery from service disruption. The document also provides a single regulatory framework for operating processes with a direct interface between the Infrastructure Manager (IM) and Railway Undertaking (RU), unifying the operating criteria of the various IM on different Network gauges.

According to the European Railway Safety Directive, liability for a safe operation of the railway system and associated risk control corresponds to the IM and RU. They are therefore obliged to define and implement the necessary risk control measures, and where appropriate, to cooperate with each other. Accordingly, Management Safety Systems (SGS) of IM and RUs shall establish internal rules, that comply with regulations, and necessary procedures to ensure compliance with the provisions of this Regulation and other European and national Safety Standards, including Common safety Methods and TSI on Operations.

The rail infrastructure manager has in its Management Safety System (SGS) a set of essential standards and provisions for train traffic and shunting, safely and efficiently performed. Staff involved in performing tasks related to traffic is bound to know them, in the part that affects them, in order to be able to apply them when performing their duties.

Atlantic and Mediterranean Rail Freight Corridors, shall be governed by regulation on traffic flow on every network of the various infrastructure managers where trains run. Consequently, routes along ADIF- Alta Velocidad owned Network shall be governed by national standards.

The full text of Railway Traffic Regulations is available. Rail Traffic Regulations in electronic format corresponding to the NS posted on Adif website,www.adif.es. This information is available for information purposes only, subject to possible updates, so its validity shall be verified in the Directorate of Traffic Safety of Adif.

2.5 EXCEPTIONAL TRANSPORTS

Exceptional transport (TE) is that which by load size, weight or distribution and conditioning is only allowed under certain technical and operating conditions. They require a viability study, which will also take into account the physical possibilities of the network and the impact of this traffic on the lines they will run on.

Standing orders on handling exceptional transport and cargo failures on route, specify the transport that in the field of General Interest Railway Network managed by Adif and ADIF- Alta Velocidad, are considered exceptional, and their processing.

By virtue of afore RUs that intend to perform Exceptional Transport should address the Corporate Directorate of Traffic Safety of the rail infrastructure manager, so that, through the Group of Exceptional Transport that chairs (hereinafter GTE), composed of DCSC and Adif technical areas affected, and after the appropriate technical study, issue the corresponding authorization, if applicable.

The Corporate Directorate of Traffic Safety shall communicate the possible restrictions included therein, as well as the transport conditions, to the affected Adif Directorates, Railway Undertaking or other affected organizations.

If a transport runs on two or more networks, the exceptional transport condition and its management shall be governed by determined international standards in force (UIC sheet 502-1).

See Section 4.7.1 and chapter 5 to this document. For more information check with the Corporate Directorate of Traffic Safety (Adif Directory section 1.8

2.6 TRANSPORT OF DANGEROUS GOODS

Royal Decree 412/2001, of 20 April, defines dangerous goods as substances or objects which transport by rail is forbidden, or authorized only under certain conditions established in the Regulations concerning International Carriage of Dangerous Goods by Rail (RID) and other specific legislation regulating such transport. See Annex E.

Only RUs that hold a License and Safety Certificate to perform this type of transport shall do it. For more details on the capacity allocation process to transport dangerous goods, see chapter 4.7.2 in this NS and for the corresponding services, see chapter 5 in this NS.

For additional information, please consult Corporate Directorate of Traffic Safety (Adif Directory section 1.8).

2.7 ROLLING STOCK TECHNICAL REQUIREMENTS

The criteria for approval and authorization of rolling stock, are described in Rail Sector Regulation, in Order FOM/167/2015 of 6 February, which governs the conditions to enter into service of structural subsystems, lines and rail vehicles developed by Articles 10 and 16 of Royal Decree 1434/2010, of 5 November, on Interoperability of the rail system of the General Interest Rail Network.

As for maintenance centers of rolling stock, the criteria for approving these are described in Order FOM/233/2006 which sets the approval regime of rolling stock centers and their operating conditions as stated in the first final provision of Order FOM/167/2015.

Technical Specifications for Approval (ETH) of railway rolling stock are in force since February 2010, see Annex E.

State Railway Safety Agency is in charge of authorizing the entry into service of structural subsystems that constitute the rail system and vehicles running on it, as well as checking that they keep their requirements.

Every vehicle, before commissioning or using it in the network, shall have an entity in charge of its maintenance and registered in the corresponding section of the National Vehicle Register (Special Railway Register). In the particular case of freight wagons, this entity shall be certified by the Rail Safety State Agency.

According to Article 2 of Royal Decree-Law 22/2012, of 20 July, laying down measures in infrastructure and rail services and eighty-ninth additional provision of Law 17/2012, of 27 December on General State Budget for 2013, all rail rolling stock which FEVE counted to 31 December 2012 has been integrated according to their nature and assignment to infrastructure or transport operations, in Adif or RENFE Operadora respectively, to satisfy the exercise of the own duties of every entity.

Also, rail rolling stock previously authorized to travel on the general interest railway network of meter-gauge operated by FEVE, before its extinction, is authorized to run on said network in the same terms as it was doing before 1 January 2013.

In particular, Order FOM/167/2015 of 6 February, laying down the conditions for entry into service of structural subsystems, lines and rail vehicles, defines the authorization process of entry into service of any rail vehicle running on lines and sections of the General Interest Rail Network with metric gauge. In compliance with the indications in the first transitional provision of the aforementioned Order was published in the Official Gazette of 26 November 2015, Resolution of 5 November 2015, of the State Rail Safety Agency, which publishes the Technical specification of metric gauge rolling stock and the Basic Standard of Rolling Stock Safety.

2.7.1. Inspection of Rolling Stock

Any possible breach detected due to a non-compliance, will result in initiating the corresponding disciplinary proceedings by virtue of Rail Sector Act. Title VII in Order FOM/167/2015, of 6 February governs the inspections, suspensions and revocations of the authorization for entry into service of structural subsystems and vehicles.

The authority in charge of railway safety may inspect the structural subsystems and vehicles that make up the rail system at any time, to check that they are operated and maintained in accordance with the essential requirements.

Regarding the rolling stock running in the General Interest Railway Network, the authority in charge of rail safety may at any time request the technical and operational assistance of the rail infrastructure manager to perform inspections listed in this article. The rail infrastructure manager on time and upon request shall provide the required means and conditions and shall establish said authority.

These inspections are part of the monitoring activities of safety management systems of rail infrastructure managers and railway undertakings, after their safety authorizations and safety certificates, respectively, have been issued.

Manufacturers of railway rolling stock, approved maintenance centers, entities in charge of rolling stock maintenance, owners of rail vehicles, operators of rail related services, shall be responsible for rolling stock provision, facilities, fittings, equipment and material provided, as well as for the services that they provide, in compliance with the requirements and conditions of use specified, so that railway undertakings or railway infrastructure managers can use them safely.

Art. 104.4 in Law 38/2015 of the Rail Sector indicates that rail infrastructure managers shall exercise police powers regarding rail traffic, use and protection of infrastructure, in order to ensure traffic safety, maintenance of infrastructure, facilities and material means of any kind, necessary for operation.

In the case of vehicles, should from the results of inspections be concluded that there is a risk to the safety of rail traffic, the authority responsible for rail safety may:

a) Order the owner of the vehicle inspected to perform timely maintenance operations within a specified period.

b) Order to immobilise the rolling stock, starting the procedure of suspension or revocation set forth in this order.

All this without prejudice to the capacity of the rail infrastructure manager to paralyze the traffic of a vehicle if it is established that it can create a safety hazard.

Moreover, transitory provision five of Order FOM/167/2015, specifies that whilst the authority responsible for rail safety does not develop its own inspection plan regarding first section in Article 25 of this order, and does not set the collaborative regime, in accordance with section two of that article, the public owned company Administrador de Infraestructuras Ferroviarias shall continue performing vehicle inspection as usual.

The results of vehicle inspection performed by the state owned company Administrador de Infraestructuras Ferroviarias shall be communicated to the responsible authority for rail safety with the frequency established, and failing that, every month. Nevertheless, upon any request by the authority responsible for rail safety, this public entity shall communicate the available information.

2.8 RAIL STAFF REQUIREMENTS

Rail Sector Act in its Article 69 and Rail Traffic Regulation in chapter 2 in book 3 provides that staff providing services in the rail sector shall have sufficient qualifications to perform rail services with due safety and efficiency guarantees.

2.8.1. Certification and Training

Rail infrastructure managers and rail undertakings are responsible, under current legislation, for training and qualifying their staff and other people performing a work that could possibly affect traffic safety.

Rail staff shall comply with Order FOM/2872/2010 of 5 November on the conditions to issue certificates that authorizes rail staff to perform certain duties regarding traffic safety; furthermore, aforementioned Order FOM determines the regime of approved medical and training centers for said staff. Furthermore, Resolution of 23 December 2015, of the State Railway Safety Agency, sets the basic training routes and minimum teaching hours of training programs for railway personnel qualifications, to be imparted in approved railway personnel training centres.

Also, by Order FOM/679/2015, dated 9 April, which amended Order FOM/2872/2010, the conditions to obtain qualifying titles that allow performing the functions of railway staff, related to traffic safety as well as the regime of approved training centers and medical examination of such personnel, are set.

Besides having the authorization certificates updated, the staff related to train traffic and shunting, should be familiar with Traffic Safety Standards, rail concepts, and basic technical and technological know-how within their scope.

In application of Additional Provision eighty-nine of Law 17/2012, of 27 December on General State Budget, metric gauge lines in State ownership shall be pursuant to the provisions applicable to the General Interest Railway Network regarding railway staff, medical centers and railway staff training. However, insofar as new technical standards specific for metric gauge rail system are not implemented, standards currently valid for that rail system shall apply.

2.8.2. Language

All communications regarding Traffic Safety on Adif Managed Network scope shall be in Spanish, in accordance with Royal Decree 810/2007 of 22 June. In this regard, by virtue of European Union Directives and Traffic Regulation for communications relating to traffic safety, rail staff who relate to Adif must fully understand Spanish and use this language correctly to communicate.

However, based on the provisions of Order FOM/1613/2016, of 4 October amending Order FOM/2872/2010, of 5 November, in sections between borders, and stations located in their proximity and assigned for cross-border operations, drivers may be exempted by the infrastructure manager from the obligation to comply with the language requirements, under the terms set in said ministerial order.

2.8.3. Adif Inspection of Staff

Any possible infringement detected, for breach of the rules, will lead to the initiation of the corresponding sanctioning file by the Railway Safety State Agency, in accordance with the LSF.

The railway company will be obliged to give all the facilities to Rail Infrastructure Manager for the inspection of the personnel, in accordance with article 104 in Rail Sector Act. The railway company does not have the right to claim for delays or economic damages, for this reason, in case of disqualification of personnel, even on a provisional basis. However, Rail Infrastructure Manager will try to ensure that the inspections cause the least possible disruption in the operations of the RUs. and other Candidates.

Description of the Rail Infrastructures

Chapter 3

Network Statement 2020

adif

Description of the Rail Infrastructures

Chapter 3

Network Statement 2020

adif

3.1 INTRODUCTION

This chapter describes the main characteristics of the railway infrastructures managed by the infrastructure manager. Railway infrastructure shall be understood, as determined in article 3 of Rail Sector Act, passenger transport stations and freight transport terminals and any item, which is part of main and service tracks, and branching for particulars, with the exception of tracks located inside workshops of rolling stock repair and deposits or garages of traction machines.

Passenger stations and freight terminals shall consist of:

a) Main and service lines, with the ground on which they are based and all items and ancillary facilities required to operate.

b) Freight and passenger platforms.

c) Access ways for passengers and freight, including access by road and for passengers arriving and departing on foot.

d) Buildings used by the infrastructure department.

e) Facilities for raising transport charges as well as those designed to address the needs of passengers.

The areas dedicated to exclusively commercial, logistical or industrial activities, shall not be considered as passenger transport stations and freight terminals, even if these fall within the scope of these activities.

Likewise, the items listed below shall be considered railway infrastructures, since these are linked to a rail service provision:

- Land.
- Operation works and track platforms, especially embankments, cuttings, drainages, reserves, masonry trenches, aqueducts, coating walls, slope protection plantations, etc.; walks and roads; closing walls, hedges and fences; protective bands against fire; devices for heating track devices; snow stoppers.
- Civil works: bridges, cuttings and other overpasses, tunnels, covered cuttings and other underpasses; support walls and protection works against avalanches and landslides, etc.
- Level crossings, including facilities designed to ensure the safety of road traffic.
- Superstructures, especially: rails, throat rails and check rails; sleepers and longitudinal ties, various fastening material, ballast, including gravel and sand; switch gears; turntables and traverses (with the exception of those exclusively reserved to traction machines).
- Safety, signalling and telecommunication installations on the track, station and shunting station, including the production, transformation and distribution of electric power facilities for signalling and telecommunications services; buildings assigned to said facilities; track brakes.
- Lighting facilities designed to guarantee vehicle traffic and the safety of said traffic.
- Transformation facilities and conduction of electric current for traction to trains: stations, supply lines between stations and contact sockets, catenaries and supports; third rail and supports.

3.2 SCOPE OF ADIF MANAGED NETWORK

Management of railway infrastructure and its construction shall correspond, within the scope of state competition, to one or more public entities attached to the Ministerio de Transportes, Movilidad y Agenda Urbana with their legal personality and full capacity to act for their purposes and own equity, and shall be governed by the provisions of Rail Sector Act, in its own statutes and in the budgetary legislation and other development regulations that apply to it.

In accordance with Article 1.7 in Royal Decree Law 15/2013, of 13 December, and the provisions of first additional provision in Rail Sector Act, Adif- High Speed Adif Alta Velocidad has entrusted Adif, amongst others, with the management of infrastructure capacity, control, traffic and safety systems.

All rail infrastructure as part of the general interest rail network shall be included in the Catalogue of rail infrastructures of the General Interest Rail Network, wherein the lines and sections according to an official code will be related, also expressing their origin and destination and a brief reference to their technical characteristics, as well as passenger stations and freight

terminals. Annex G to this NS includes the Catalogue of Lines and Sections in the General Interest Railway Network managed by Adif pursuant to Order FOM 710/2015 of 30 January and to Art. 4 in Law 38/2015 of 29 September of the Rail Sector.

Adif Managed Network primarily has combined traffic lines (Freight and Passengers). It has three lines with different gauges:

- Iberian gauge (distance between rails 1,668 mm).
- Standard gauge (distance between rails 1,435 mm).
- Metric gauge (1,000 mm).

Some line sections have the so-called third rail, i.e. sections are equipped with double gauge (Iberian and standard), these combined gauge tracks enable train traffic through both gauges with a single lock system. The main lines of the Network managed by Adif have double track.

Maps included have information on identification and location of the main stations and railway junctions of Adif Managed Network as well as on distances in kilometers between these, with details of different types of track (single track and double track, and electrified or non-electrified).

The contents of Annexes are for information purposes only. In case of discrepancy between the contents of these annexes and regulatory documentation, the latter shall prevail over Annexes.

There is a supplementary document to the NS called Capacity Manual that is sent by the Capacity Planning and Management Department under the General Directorate of Traffic and Capacity Management, to all RUs and Applicants, which perform rail traffic. This document details the specific capacity allocation rules applicable to a line in the Network, and a summary per line of this document is in AnnexH.

Integration of rail transport in Europe requires technical compatibility of infrastructure, rolling stock and signalling, as well as compatibility of operational and legal procedures throughout the European rail network to achieve the goal of rail system interoperability. In Spain there are currently 2,204.8 Km. lines operating with ERTMS, of which 157.4 Km. correspond to infrastructures owned by Adif.

3.2.1. Geographic Limits

See Maps, in a document attached to this Network Statement and the Axes and Lines catalog of the RFIG in Annex G.

3.2.2. Connections to other Networks

Adif owned Network is connected to the Portuguese network (IP), in general with Iberian gauge, through the border points of: Tuy/Valença do Miño, Fuentes de Oñoro/Vilar Formoso; and with the network of France SNCF Réseau for Iberian gauge through Irún/Hendaye, Portbou/Cerbere and Puigcerda/La Tour de Carol although the transit to the French network for these accesses requires to change the standard gauge of the trains. On the other hand, metric gauge network owned by Adif is connected to Euskadi Railway Infrastructure Manager network in Basurto Hospital and Irauregui. Furthermore, the Iberian gauge network owned by ADIF is connected to Euskadi (Euskal Trenbide Sarea) railway infrastructure manager metric network in Lutxana-Barakaldo.

In accordance with the seventeenth additional provision of the Railway Sector Act, border sections are rail infrastructures included in the General Interest Rail Network located on the borders with France and Portugal. These sections are identified as such in the catalogue of the General Interest Rail Network rail infrastructures, indicating the limiting stations. In order to facilitate cross-border rail traffic may be established exceptions to the rules applicable to the rest of the General Interest Rail Network on railway staff, rolling stock, rail traffic or safety certificates of railway undertakings that apply to traffic with origin or destination in the General Interest Rail Network delimiting the border section.

CROSS-BORDER SECTIONS					
CROSS-BORDER SECTIONS	BORDER STATIONS	RAIL INFRASTRUCTURE MANAGER	OPERATIONAL CONDITIONS		
			WIDTH	ELECTRIFICATION	STANDARD DOCUMENTATION
SPAIN / FRANCE	Irún - Hendaya	Adif - SNCF Resèau	1,668/1,435 (mm)	3 KV CC / 1,5 KV CC	Special Order C - 258 Special Order C - 259 Special Order CO - 400 Special Order CO - 419 Special Order CO - 523 Special Order CO - 646
	Portbou - Cerbère	Adif - SNCF Resèau	1,668/1,435 (mm)	3 KV CC / 1,5 KV CC	Special Order AO-582/ CO-885 Special Order CO - 498
	Puigcerdà - La Tour de Carol	Adif - SNCF Resèau	1,668/1,435 (mm)	3 KV CC / 1,5 KV CC	Special Order AO-263/ CO 244/SON°1
SPAIN / PORTUGAL	Tuy - Valencia do Minho	Adif - IP	1,668/1,668 (mm)	NO / NO	Special Order C - 38
	Fuentes de Oñoro - Vilar Formoso	Adif - IP	1,668/1,668 (mm)	NO / 25 KV CA	Special Order C - 38

3.3 DESCRIPTION OF THE NETWORK MANAGED BY ADIF

3.3.1. Geographic Identification

3.3.1.1. Track Typologies

Adif Owned Network is essentially made up of:

- Non-electrified single track.
- Electrified single track.
- Non-electrified double track.
- Electrified double track

See Maps which is available on the Adif website, as an annex to this NS.

3.3.1.2. Track Gauges

Annex G. The catalogue of Axes and General Interest Rail Lines RFIG and maps in the document annexed to this NS show the existing track types in Adif owned network, as described in section 3.2.

3.3.1.3. Passenger Stations and Logistics and Technical Freight Facilities

See Catalogue of Service Facilities Descriptive Files and Maps, which are included as documents attached to this NS.

3.3.2. Network Features

3.3.2.1. Gauge

In the State Official Gazette No. 185 of 4 August, Order FOM/1630/2015 of 14 July was published approving the "Gauge Railway Instruction". This Instruction is in order to define the gauges to be considered, both for the construction of vehicles (rolling stock gauge) and to set items next to the track (the structure gauge).

Load gauges in open wagons is further defined as well as the minimum distances that the cargo must keep to the side-walls or stanchions of freight wagons.

Fulfilling this Instruction ensures safety of rail traffic, by avoiding interference between vehicles, and between these and the infrastructure.

This Instruction has been drafted in line with gauge standard EN 15273:2013 and complies with the technical specifications for interoperability of infrastructure, rolling stock subsystems and energy of high-speed and conventional trans-European rail systems.

In the Instruction itself, amongst others the following concepts are defined:

Gauge: Reference profile, plus some associated rules for defining the maximum rolling stock construction profile, the cargo profile and the profile outside of which the fixed or temporary structures must be installed.

Rolling stock gauge: kinematic reference profile, plus some rules that define the reductions to apply to said profile. These reductions depend on the geometric characteristics of the rolling stock, the position of the section regarding the axles, the height of the point considered in relation to the running surface, construction clearances, the maximum anticipated wear and suspension elastic characteristics.

Structure gauge: Space around the track, which should not be invaded by any object or obstacle or by vehicles running on adjacent tracks, in order to preserve the safe operation.

Load gauge: Static reference profile plus some rules that define the reductions to apply to said profile. The resulting profile defines the space that neither the cargo nor the stanchions or sidewalls of wagons used for cargo must exceed.

3.3.2.2. Load Limits

/ Load per Axle and Linear Load

Railway Network of General Interest lines and sections with Iberian gauge owned by Adif are classified, for this purpose, into nine categories, with defining characteristics as shown in the following table, based on the maximum load per axle or per linear meter.

Type of line	Maximum load	
	Per Axle	Per Meter
A	16.0 t	5.0 t
B1	18.0 t	5.0 t
B2	18.0 t	6.4 t
C2	20.0 t	6.4 t
C3	20.0 t	7.2 t
C4	20.0 t	8.0 t
D2	22.5 t	6.4 t
D3	22.5 t	7.2 t
D4	22.5 t	8.0 t

At present most of the lines of the Network owned by Adif are Category D4. However, there may be some specific restrictions affecting certain points and lines.

On meter-gauge lines, maximum axle load is 15.0 t and per linear meter is 8.0 t.

Railway undertakings that have a license and safety certificate may request to access the General Interest Railway Network application, managed by the Traffic Safety Directorate, that gives access to ICL lines traffic information.

The information offered on ICL, among others, is the following:

- Gauges
- Hot axle detectors
- Maximum load per axle and meter on different lines and sections of the General Interest Railway Network
- Characteristic ramps
- Restrictions in tunnels
- Restrictions on Bridges/Viaducts
- Level crossing
- Tunnels, indicating location, name and length, specific information, footbridges, exit points, safe evacuation zones.
- Energy systems
- Power supply systems (voltage and frequency)
- Neutral zones without power (if they exist)
- Restrictions related to consumption (if they exist)
- Conditions regarding the regenerative brake (if any)

Line traffic information, ICL, is published on an annual and monthly basis

* Annual ICL

It will be published in December and applicable as from 1 January of the following year.

It is a unique document for the whole General Interest Rail Network in pdf format and is distributed through RGD.

Other publications may be made given substantial changes in their contents.

* Monthly ICL

It is published monthly on the working day closest to the 20th of every month. It is distributed in PDF format through RGD.

/ Towable Load Limit

It is the responsibility of the RU to indicate the maximum towable load for every locomotive in application of the Technical Specification for Interoperability Operations, according to the information provided by the rail infrastructure manager for every line or section to run on

In general, the maximum load is determined on the basis of considering two parameters:

- The characteristic worst gradient on the train route.
- The maximum load of the locomotives, depending on the characteristics of afore gradient.

Maximum load represents the load that a locomotive can technically carry if operating in extreme conditions.

The application of the maximum load to trains can result, especially in case of diesel locomotives, in low traffic speeds which may prove to be incompatible with exploitation or with a reasonable use of track capacity. Therefore, regardless of the maximum load established, Adif may set conditions or reject applications that result in unsuitable speeds due to the load given by Applicants for a particular request for Capacity

3.3.2.3. Characteristic Line Gradients

In the Maps show characteristic line gradients on the rail network most important sections, for both running directions.

3.3.2.4. Maximum Speeds

/ Types of Rolling Stock

For speed limits purposes, the rolling stock is classified by Types, in relation to the following determinants:

- The maximum authorized speed for each vehicle.
- Acceleration without compensation admitted by vehicles, according to the following five classes considered:

TYPES	N	A	B	C	D
Acceleration (m / s^2)	0.65	1	1.2	1.5	1.8

The resulting train type shall correspond to the worst "Type" for any vehicle in the train set.

/ Table of Maximum Speed

The "Table of Maximum Speeds and Permanent Information" is the official document outlining the maximum speeds authorized on each line. The main lines of the conventional network with Iberian gauge generally take speeds between 160 and 220 km/h.

Metric gauge lines take speeds between 50 and 100 km/h.

The maps attached to this NS include a summary of a maximum speed regime in every route.

3.3.2.5. Maximum Train Lengths

Track length at stations - as well as other operating conditions – is the basis to determine the maximum length of trains running on different lines. The maps are included in a document attached to this NS, with the maximum permitted train length on every line, different for passenger and freight traffic.

Within the framework of the Plan to Promote and Stimulate Freight Transport by Rail, Adif promotes management actions to enable and meet the demand for increased lengths of trains by RUs.

To-day Adif infrastructure allows for trains up to 750 m to run on routes in Barcelona - French Border and Madrid - Valencia.

In order to travel with a length greater than the maximum allowed on a line or section, special length, it is necessary to request express authorization to the Capacity Management Directory reporting to the Directorate of General Traffic and Capacity Management for Regular or Occasional trains and to Traffic Management (H24) for immediate trains.

3.3.2.6. Electric Power Supply

Adif Managed Network counts on 6,706.4 km electrified lines, with different gauges, using two different types of voltage:

Direct Current

In general, a nominal voltage of 3,000 V is used for Conventional Network and 1,500 V for Metric Gauge Network.

Alternate Current

Catenary supplies 25,000 V power at 50 Hz, normally confined its use to High Speed Network lines.

Electric power is limited to that available depending on the power supplied by the substation network. Adif Owned Network electrified sections, as well as the type of electrification available therein, are included in the documents attached to this NS.

3.3.3. Safety Systems, Communications and Traffic Control

Safe installation means the parts, equipment and systems or set of them approved, ground-based and on board of vehicles in order to increase the level of traffic safety.

Safety facilities, include the following:

- Rail signaling
- Interlocking
- Blocking
- Trains protection systems (ERTMS, LZB, EBICAB, ASFA, etc.)
- On board devices of: surveillance (dead man). Speed information, over-temperature detector on running gear and brakes.

- Ancillary detection systems on tracks: Hotbox detectors and jammed brakes; detectors of objects falling to the track; detectors of impact on track; crosswind detectors.
- Protection systems of crosslevels.

3.3.3.1. Safety Systems and Signaling

Adif owned Network has signaling and blocking systems of various technologies, and there is a tendency to use electronic interlocking (ENCE) with centralized remote control (CTC) at Control Stations and Regulation.

Interlocking

Interlocking is a set of physical and logical elements, that within the geographical area of a station or traffic unit, it automatically performs orders, monitoring and verification of shunting, detentions, releases and other actions necessary for the proper functioning of all railway signaling elements under their control, as well as ancillary systems which are to be considered case by case, pursuant to the functionality set out in the corresponding Operating Program.

Operations on interlocking can be done locally, from an operator station at an Office of Traffic and remotely from Centralized Traffic Control (CTC) systems.

Depending on the technology used, interlocking systems are classified into:

- Electronic interlocking (ENCE), based on microprocessors.
- Electric interlocking, using relay logics, and depending on the used architecture receive different names: geographic modules, free wiring, etc.
- Mechanical interlocking, which authorizations are based on the ratio of keys and levers, and the transmission of the signals and switch position is generally mechanical.

Train Detection

Track circuits (CDV)

Track circuit detects the occupation by a railway vehicle, of a certain track section. Every rolling stock entering the area protected by track circuit, it reports occupancy to the interlocking.

When the rail vehicle leaves the area protected by the track circuit, it safely reports to the interlocking that the area is vacant.

The physical configuration of track circuits is defined in the Operating Program of each interlocking.

Axle counters (CE)

Axle counter locates the train on a particular track section by counting axles that pass through the ends of the section. Interlocking safely receives information of occupancy / vacancy of the track section controlled by the counter.

The definition of the physical configuration of axle counters, as well as for track circuits, is made in the interlocking Exploitation Program.

Blocking

Automatic Control Block System (BCA)

Safety distance is kept regulating the train speed, never exceeding the speed limit that the driver continuously receives via cab signaling. There are various systems of BCA in Adif Managed Network. The section corresponding to safety systems shows the various systems available.

Side Signal Block System (BSL)

A safe distance between trains is ensured by signal indications. It is similar to the BA listed below, though specific of high-speed lines.

Automatic Release Block System (BLA)

This blocking system generally has one-block section between stations, which is protected automatically by signals and axle counter devices.

Depending on the track and signaling conditions, there are several types of Automatic Release Block System, similar to the Automatic Block System, described as follows.

Automatic Block System (BA)

It generally has intermediate block sections between stations, which are automatically protected by signals. Depending on the signaling and track conditions, there is a Single-Track Automatic Block System (BAU), a double track Automatic Block System (BAD), and an Automatic Pooled Block System (BAB).

Manual Electric Block (BEM)

It consists of electrically connecting the output signals of two collateral stations, through the systems of request and track allocation or track supply represented in the control panel of the stations, to prevent simultaneous access of two trains to the section.

Telephone Block (BT)

Blocking sections between two open stations is ensured by telephony transmission between Traffic Managers.

Maps annexed to this NS show existing blocking on lines.

3.3.3.2. Traffic Control and Management Systems

Da Vinci

Control and Management Platform that integrates and centralizes subsystems of signalling, electrification, communications, etc. enabling their remote monitoring and communication.

CTC, Centralized Traffic Control

A platform in a central control station centralizes interlocking and blocking of a line or area.

PRO, Regional Operations Office

Post to control the traffic on a zone of the line if necessary. The second level of line traffic control is considered after CTC, with the same functionality, although limited in its area of operation.

PLO, Operations Local Office

Post to perform the local control of a determined interlocking that can include one or more stations. The third line traffic control step of a line is considered to be after the PRO.

PM, Control Office

Specific center of the rail infrastructure manager in charge of managing and regulating traffic on real time.

3.3.3.3. Communication Systems

Train traffic on certain lines may require motor vehicles to be equipped with one of these systems, as indicated in the Capacity Manual.

Radio telephony

Communication mean between vehicle, station, Control Office and full track staff. It includes, apart from Train-Gound and GSM-R systems, those expressly determined by the Rail Safety State Agency.

GSM-R (Voice and Data)

It is a development of GSM technology, specific for communication and rail applications, with exclusive frequency bands to avoid any type of interference. As ERTMS subsystem it shall enable European rail interoperability. High speed lines already have GSM-R.

Train-Ground

Analogue radiotelephone system called Train-Ground that enables individual communications between trains and the Control Centre, which is installed on most Network main lines, in view of a gradual migration towards GSM-R system planned for the entire network. Radiotelephone system is mandatory for train traffic running on a single-agent regime.

3.3.3.4. Automatic Train Protection Systems

Trains running on certain lines may be required to be motor vehicles be equipped with one of the following systems, therefore it will be indicated in the Capacities Manual.

The lines provided with these systems are detailed in the maps attached to this NS.

ERTMS

Protection system that continuously monitors train speed and governs its running through cab signalling. It complies with European standards on interoperability. Currently in service v2.3.0d combining two systems: ETCS (European Traffic Control System focused on train protection and signalling), and GSM-R (Global System for Mobile Communications for Railways responsible for communications)..

LZB

Protection system that continuously monitors train speed and governs its running through cab signaling.

EBICAB

Protection system that continuously monitors train speed upon timely information of fixed signals received through the balises.

Train drivers shall always obey the order of fixed signals and perform in the cab the corresponding operations.

ASFA, Announcement of Signals and Automatic Braking.

Protection system that monitors train speed upon timely information of fixed signals received through the balises.

Train drivers shall always obey the order of fixed signals and perform in the cab the corresponding operations.

ASFA is installed on all major lines of the General Interest Rail Network owned by Adif. This system in its modern development is called Digital ASFA. The protection provided by ASFA Digital equipment includes the following controls:

a) speed start control;

b) maximum train speed;

c) of speed during approach to a signal;

d) of speed during approach and to a deviation and

e) of speed during approach to an unprotected railway crossing.

In accordance with Royal Decree 1513/2018, of 28 December amending the only transitory provision of Royal Decree 664/2015, of 17 July approving Rail Traffic Act:

Unique article: The only transitory provision of Royal Decree 664/2015, of 17 July has been amended.

a) Section 8 is worded as follows:

8. As from 1 January 2019 on Iberian and European standard gauge lines and as from 1 July 2021, on metric gauge network, trains with analogue ASFA system shall not be allowed, and the equipment with said system on board shall be replaced by digital ASFA system. As from the dates indicated above, "Transitory Specification 1" shall no longer apply to every network. Analogue signal and automatic braking (ASFA) announcement system "of the fifth book of Railway Traffic Regulation except in the situation below for Iberian and European standard gauge lines.

Until 30 June 2020, it shall be admitted that these can run with analogue ASFA system between transition point and the station with the closest stop, either before or after that, the trains that, with digital ASFA, do not make a dynamic transition between this system and other on-board protection systems that continuously monitor the train.

3.3.3.5. Protection and Safety

The mission of Adif Safety and Security a Department is to lead, coordinate and organize the actions of human and technical resources in order to safeguard resources of the company, security of persons and goods, as well as to direct civil protection policy and monitor compliance therewith.

Management of safety and security develops from Safety and Security Centers (CPS), which are geographically distributed and respond and manage immediately, alerts and alarms within their scope, activates necessary resources for processing and collects and transmits necessary information for a comprehensive management. Territorial CPS are coordinated by the Center for Self-Defense and Security (CASH24) integrated into the H24 Network Management Centre.

RFIG managed by Adif offers Self-protection Plans for infrastructures identified in the catalog I of the Basic Self-Protection Standard, where periodically maintenance of efficacy is performed through inspections of facilities, simulations, documentation reviews and audits of the entire system of self-protection. These Protection Plans are registered in the Autonomous Communities where powers are transferred in the field of civil protection.

Adif has a Master Emergency Actions Plan (PDAE) that provides an overall performance criteria in case of emergency.

3.4 TRAFFIC RESTRICTIONS

3.4.1. Specialized Lines

On Adif owned Network, there are currently no lines indicated as special to provide certain service types.

Given adequate alternative lines, the rail infrastructure manager, after consulting with the interested parties, may declare a specific railway infrastructure to be special to provide certain types of services.

Specialization of a railway infrastructure will not prevent its use to provide other services if there is capacity and the rolling stock meets the technical characteristics necessary to use the infrastructure.

Special railway infrastructures will be included in the network statement.

There are, however, certain lines more dedicated to passenger traffic whereon traffic may be restricted for some traffic types, and this restriction shall only have an effect on the priority assignment of capacities for determined traffic, requiring maximum times to run on sections of certain lines or train traffic standards.

3.4.2. Environmental Standards

Rail infrastructure manager and RUs shall comply with the provisions of Royal Decree-Law 11/2005 of 22 July, on the approval of urgent measures on forest fires.

The measures of the railway infrastructure manager aimed at preventing fire risk in forests are set in the Fire Prevention Plan on Tracks and its surroundings nationwide. This plan, drawn up in accordance with fire prevention standards, defines the responsibilities and actions to be developed by every actor participating in railway operation, and is annually reviewed and updated.

Network Management Center H24 of Adif coordinates RUs and the areas of infrastructure maintenance and traffic management to minimize the possibility of fire. In case of extreme weather risk (high temperatures and low humidity air) traffic of certain transport and trains on certain routes may be restricted.

Moreover, in case of accident or incident involving risk of affecting the soil and/or water by discharge of pollutants, the rail infrastructure manager, as owner of the land affected, shall communicate to the competent public authorities the fact and act according to their requirements and current legislation on contaminated soil, and can take the necessary measures regarding restrictions of train traffic. RUs shall be obliged to cooperate with the rail infrastructure manager to the extent they are concerned (either as cause of the accident and/or as carriers of the pollutant) to restore the initial situation.

As regards noise pollution, basic state legislation arises from Directive 2002/49/EC on Assessment and Management of Environmental Noise, which basic provisions were incorporated into Law 37/2003 of 17 November on Noise. This Law and the Royal Decree that partially implements it, 1513/2005, of 16 December, require the preparation of strategic noise maps and related action plans for major railway axles, defined as those railway sections that exceed 30,000 train traffic/year.

Later Royal Decree 1367/2007, of 19 October, completed the development of the Act, establishing methods and indexes for assessment of environmental noise, acoustic quality objectives for diversity of soil use and emission limit values for new infrastructure.

Moreover, the European Railway Agency (EUAR) establishes the Technical Specifications for Interoperability (TSI), which are the three requirements for every rail subsystem to enter the interoperable European network, amongst the Technical Specification is that of noise (TSI-NOISE), which provides -inter alia- the noise limit values for units stabled and their commissioning, their passing noise and cabin noise.

3.4.3. Transport of Dangerous Goods

Transport of dangerous goods on Adif owned Network is governed by Regulation concerning International Transport of Dangerous Goods by Rail, RID, valid at all times, as well as Royal Decree 412/2001, of 20 April, in which Article 4 reflects the general rules of circulation.

Major traffic restrictions covered are as follows:

- Prohibition to run on lines that pass through towns when there are alternatives to bypass these.
- In general stabling at inhabited stations shall not be planned.
- In general, detentions in tunnels over 100 meters long shall not be planned.

In case of failure, Adif may adopt appropriate measures for traffic or stabling of trains.

Traffic of dangerous goods on some sections will require that Adif specifically assess the risks associated with this type of transport in compliance with applicable regulations, specifically:

- Deviation from conventional line Zamora-A Coruña line around Km 112 to cross it at different levels with Madrid-Galicia high-speed line. L-822 Zamora-A Coruña PPKK 110 + 800 - 112 + 395 ", of 17 August 2018.
- North-Northwest High Speed Corridor. Madrid -Galicia HS line. Zamora-Lubián section. Zamora-La Hiniesta 2nd phase sub-section, l-822 Zamora-A Coruña. PPKK 0 + 484-9 +296 and l-884 BIF. Bolon-Changer of Zamora PPKK 233 + 117-233 + 288 ", of 3 August 2018.

Regarding Service Facilities, the Catalogue of Service Facilities Descriptive Files, incorporated as an annex to this NS, indicates whether the facility has the means to admit dangerous goods.

3.4.4. Restrictions in Tunnels

Restrictions on traffic in tunnels can come given for various reasons of a different nature, among others, the following:

- Dangerous Goods.
- Transport of swap bodies, non-movable bodies, semi-trailers and containers.
- Detectors of falling objects.
- > 5 km long trains running in tunnels.

For these cases and others that could impose some traffic restriction in tunnels, the rail infrastructure manager publishes the corresponding standards that govern the restrictions applicable at all times, in Line Traffic Information, ICL, which is available for Railway Undertakings in the Data General Register.

3.4.5. Restrictions in Bridges / Viaducts

The traffic restrictions on bridges and viaducts are usually related to the categories of the lines according to the maximum permissible mass per axis and linear meter.

For these cases and others that could impose some traffic restriction in tunnels, Adif publishes the corresponding standards that govern the restrictions applicable at all times, in Line Traffic Information, ICL, which is available for Railway Undertakings in the Data General Register. See section 3.3.2.2. Load limit.

3.5 INFRASTRUCTURE AVAILABILITY

Actual opening and closing periods of stations shall be available in the so-called Train Document where applicable.

Despite the general tendency to remotely control Adif owned Network main lines through CTC, there are still some parts that are open to traffic all day long, as well as some intermittent service stations "AC".

Adif is also entrusted with ongoing conservation efforts and investment in lines they own, whether through maintenance of infrastructures in service, or carrying out works to improve and expand their network.

In accordance with the provisions of Commission Delegated Decision (EU) 2017/2075 of 4 September 2017, replacing Annex VII of Directive 2012/34 / EU of the European Parliament and of the Council, by the establishing a single European railway area, Annexed to this Network Statement , is included the catalogue with capacity constraints in the RFIG, available at: http:// www.adif.es/es. This document will be updated periodically with the information of the TOC sessions, which are the ones that define and agree on the programming of actions and works in the infrastructure.

3.6 SERVICE FACILITIES

The following are service facilities, for the purposes of Law 38/2015 of the Railway Sector,

Passenger transport stations, as well as their buildings and associated facilities, including information panels on itineraries and trips and their own ticketing sites, technical and freight logistics facilities, train setting and marshalling yards, including shunting facilities, sidings, maintenance facilities for railway vehicles, with the exception of heavy maintenance facilities dedicated to high-speed trains or other types of rolling stock requiring specific facilities, washing and cleaning facilities, port facilities linked to railway activities, protection and relief facilities, supply and fuel supply facilities at said facilities and gauge and axle changers.

Basic services are provided at any service facility listed in this section.

Capacity Offer catalogue at service facilities related to tracks that the railway infrastructure manager makes available to RUs groups the facilities according to their functionality, describes their characteristics, detailing, among other data, the station code and - in the case of passenger transport stations - the category wherein they are classified. This catalogue is available as an annex to this NS and is periodically updated in SYACIS application.

Access conditions to service facilities connected to the infrastructure manager's network are specified in the Catalogue of Service Facilities Descriptive Data Files or in the Catalogue of Services and Prices, available on the web as annexes to this NS.

The Service Facilities Manager, GIS, is Adif body responsible for allocating capacity at different existing service facilities (tracks), in accordance with the procedure (section 4.9 of this NS) and Adif has developed an application for capacity request and allocation at service facilities (SYACIS), whereby railway undertakings and Applicants may reques for capacity allocation according to their needs. To make requests for capacity allocation on SYACIS application, it is necessary that interested parties previously request the corresponding access code to: soporte_syacis@adif.es

Capacity allocation at service facilities shall be done by the GIS in SYACIS application.

Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017, on access to service facilities and related rail services, was published in the Official Journal of the European Union, on 23 November 2017 and shall apply as of 1 2019, except for article 2 -Exemptions- which shall apply as of 1 January 2019.

This Regulation sets detailed rules on the procedure and criteria to access service facilities and services provided therein, which are included in sections 2, 3 and 4 of Annex II to Directive 2012/34/EU, as well as the basic procedures for processing and coordinating applications and the requirements to publish information.

In accordance with Article 4 of Implementing Regulation (EU) 2017/2177, operators of service facilities shall prepare a description of the service facilities and services for which they are responsible, which shall include the information cited in said Article.

Service facility operators shall publish, free of charge, a description of the service facilities on their web pages, communicating the corresponding link to the railway infrastructure manager to publish it in the Network Statement.

Also, in accordance with Article 2 in the Regulation - Exemptions - the operators of service facilities referred to in section 2, may request that they be exempted from the application of all or part of the provisions in the Regulation, with the exception of Article 4, section 2, a) ad) and m), in article 5.

Operators of service facilities used only for historical heritage purposes may request to be exempted from the application of every provision in the Regulation.

These requests shall be submitted duly justified to the National Commission of Markets and Competition.

The National Commission on Markets and Competition through Resolution STP/DTPS/118/18, of 23 January 2019, published the common decision-making principles to apply the criteria in section 2 under Article 2.

Following is a list of the service facilities, describing their main characteristics.

3.6.1. Passenger Transport Stations

Specialized railway infrastructures for passenger transportation.

In accordance with Rail Sector Act, passenger transport stations shall be classified into 6 categories according to their technical characteristics, the service provision supported and their intensity. The list of passenger transport stations owned by Adif and their category can be found in TABLE 3 "Classification of Stations" of Chapter 6

Service facilities (tracks) of Passenger Transport Stations made available to RUs are included in the service facilities Capacity Offer catalogue, available on Adif website, as an annex to this NS and in SYACIS application.

The types of passenger transport stations owned by Adif are listed below, according to their functionality.

3.6.1.1. Passenger Transport Stations

Main Passenger Transport Stations

Main stations, are seen as landmarks of the city, equipped with accessible spaces, functional, and environmentally friendly where customers can enjoy a variety of services related to railways and modal exchange, commercial offer and social and cultural activities.

Railway Infrastructure Manager priority is to design and construct rail stations with comprehensive sustainability criteria, considering the whole life cycle of the station and quality service provision based on the characteristics of each station, taking into account:

- Suitable dimensioning of spaces and equipment.
- A proper operation of facilities (cleaning, maintenance, conservation, conditioning, etc.).
- Creation of safe environments.
- A commercial offer geared to the needs of customers and the city.
- Information related to the station and services in it, in Spanish and, if necessary, in the official languages of the respective Autonomous Communities.

A model of stations marketing is offered to customers and cities by a diverse and attractive commercial offer, under the following brands:

vialia and tiendas de la estación

The Catalogue of Services and Prices and the Catalogue of Service Facilities Descriptive Files attached to this Network Statement include specific information on the services offered, their conditions and characteristics, among others:

- Stations that offer related services (basic and ancillary) and criteria used to define the offer.
- Summary table of the services available at every station.
- Information sheets, including description, requirements, priority criteria, provision and price conditions.
- The basic planimetry of every station with the location of the offered premises/spaces.
- The general access conditions to request services.
- Processing applications.
- The application models of basic and ancillary services.
- Scheme to process the allocation of spaces and services

Commuter Stations

Commuter stations provide public service in large urban and areas of influence, representing a sustainable public transport, efficient and with an attractive offer to mobility demands in this area. They aim to offer public service with criteria of quality, efficiency, innovation, and focus on clients, safety and sustainability, combining business criteria with those of state and territorial public interest.

Commuter hub providing services are: Asturias, Barcelona, Bilbao, Cadiz, Madrid, Malaga, Murcia/Alicante, San Sebastian, Santander, Sevilla, Valencia and Zaragoza.

Adif and RENFE-Operadora have signed an agreement entrusting RENFE Operadora with the integrated management and administration of these stations.

Other Passenger Transport Stations

Small or medium size stations, located in towns that are not provincial capitals but have a commercial passenger train stop

For more information, please see www.adif.es.

Information on Some Main Passenger Transport Stations	
DEPARTMENT OF CLIENT SERVICE MANAGEMENT Passenger Stations Department	Avenida Pío XII 110. Building 18. 28036 Madrid.

Stations on Metric Gauge Lines

These are stations with commuter and regional services that structure rail in Spanish territory. Adif and RENFE Operadora Group have signed an agreement by which RENFE-Operadora is entrusted with the integral management and administration of these stations.

3.6.1.2. Accessibility Plan of Adif Stations

In line with the commitment of the railway infrastructure manager on accessibility of stations and services provided therein, the Stations Accessibility Plan considers their adaptation, so as to allow the accessibility of people with reduced mobility to rail services, in accordance with the contents of Spanish Royal Decree 1544/2007, of 23 November, and Spanish Royal Decree 1/2013, of 29 November.

In general, the height of the platforms in Spain conforms to the provisions in the Commission Decision 2008/164/CE of 21 December 2007, published in DOUE of 07/03/2008, concerning the technical specification of interoperability relating to persons with reduced mobility in high speed and conventional Transeuropean rail systems.

On the platforms of the railway network, two nominal platform height values are permissible: 550 mm above the running surface for conventional traffic and 760 mm above the running surface for high-speed traffic.

Furthermore as stated in section 7.4. Specific cases, subsection 7.4.1.1. Platform height, under Technical Specification for Interoperability, on a permanent basis, a platform height of 680 mm above the running surface is authorized for platforms specifically designed for commuter or regional traffic.

In metric gauge stations, platforms are located at a nominal height of 1.05 m. (Royal Decree 1544/2007, of 23 November).

3.6.1.3. Adif Dialoga Service

It is a service designed by Adif -in the Plan of Accessible Services- to facilitate access to information and communication in railway environments to persons with deafness or hearing impaired, using the latest technologies in the market and meeting the commitments arising from the implementation of the Spanish Sign Language.

The service consists in the following action lines:

- Information via mobile and communication via texting.
- Insertion of pre-recorded Spanish sign language and text messages on information monitors at stations.
- Video-interpreting Service.
- Imparting courses of Spanish sign language to staff at Stations.

Stations where this service has been implemented are: A Coruña, Gijón, Oviedo, and Vigo Guixar.

3.6.1.4. Interactive Information Points

Adif has 4 Interactive Information Points at 3 stations (Intermodal Abando Indalecio Prieto, Salamanca and Valencia Estaçio del Nord), where station passengers and customers, interactively, can have the information concerning the station (services, shops and intermodality) and train traffic, and can also contact via video call to Adif telephone information service.

3.6.2. Freight Main Logistics Facilities

Freight transport terminals are railway infrastructures - connected to a line (track) - that enable to start, supplement or complete the rail freight transportation by a series of operations on the train and/or the transported freight.

These railway infrastructures are made up of main and service tracks. Among the first ones are acceptance/consignment tracks - that serve as a link to trains accessing from the general line (line), acting as a traffic regulator between the general track and the Freight Transport Terminal, if these need supplementary or ancillary services.

Service tracks are those other tracks on which the provision of services to rail freight transport are available.

According to their functionality, we can distinguish the following service facilities:

- Intermodal transport service facilities.
- Freight loading point service facilities.
- Service facilities to classify, set or perform train shunting.
- Service facilities for section/parking of rail stock.
- Service facilities for maintenance, cleaning, washing, etc.
- Refueling service facilities.

The Catalogue of Services and Prices and the Catalogue of Service Facilities Descriptive Files annexed to this Network Statement show specific information on Service Facilities as well as information of offered services, their conditions and characteristics.

3.6.2.1. Intermodal Freight Transport Terminals

These are service facilities for loading and unloading Intermodal Transport Units (ITU) on and from wagon (modal exchange) or between wagons (transfer). Containers, swap bodies and semi-trailers traveling on a platform-wagon are considered ITUs.

Railway undertakings, train loaders, combined transport operators and transport agents may make use this type of service facilities.

The Catalogue of Services and Prices and the Catalogue of Service Facilities Descriptive Files annexed to this Network Statement show specific information on Service Facilities as well as information of offered services, their conditions and characteristics.

3.6.2.2 Loading Points

These are service facilities for loading and unloading of freight that is not considered an ITU.

These facilities, in general, have an operating surface parallel to the track (beach) and a maximum width of 8 meters, which allows loading or unloading operations of freight.

Loading points may have other complementary equipment such as general lighting, Fire Protection Network (PCI), loading ramps, loading docks, unloading pits, etc. to facilitate loading and unloading operations which shall be performed: laterally at the ends of the train composition by using ramps or gravity by using unloading pits.

However, if rail transport service provision requires - in addition to using this type of service facility - other spaces (camps, storage beaches, sheds, ...) or ancillary means (cranes, trucks, mobile ramps, ...) offered by Adif, these shall be governed by means of the corresponding lease.

Railway undertakings, holders of rolling stock, train loaders, combined transport operators, and transport agents can use such service facilities.

The service facilities Capacity Offer catalogue - available on Adif website as an Annex to this NS – lists the Charging points. The Services and Prices Catalogue, and the Catalogue of Service Facilities Descriptive Files attached to this Network Statement indicate the Service Facilities specific information, as well as information on the services offered, their conditions and characteristics.

3.6.2.3 Marshalling tracks, train sets, shunting

These service facilities are designed to perform operations on the train.

These operations may include dividing or setting train compositions that involve individual wagon movements or remittances therefrom by performing shunting.

Also in these facilities, other operations are made associated with the train such as visual recognition, brake testing, as well as all kinds of action on rail material that allows sending it to other facilities, such as workshops, ports, private loading platforms, etc.

Said service facilities may also be used by railway undertakings and holders of railway rolling stock.

Marshalling tracks are included in the catalogue of capacity at service facilities available on Adif website as Annex to this NS.

In addition to service facilities described above within freight transport terminals and according to their functionality, the following facilities may also exist:

- Sidings
- Other facilities for refueling or washing and/or cleaning or minor maintenance to vehicles.

These facilities are common with other facilities managed by Adif, outside the environment of freight transport terminal and their characteristics shall therefore be defined for every section listed as follows.

3.6.3. Sidings

The rail infrastructure manager shall provide railway undertakings and holders of rolling stock, tracks at service facilities determined for the section of transport equipment linked to freight transport (locomotives, single wagons or sets of wagons) as well as the stock for passenger transport (locomotives, passenger coaches, self-propelled material).

Sidings are service facilities dedicated to put aside railway stock for a certain time, if the stock is in production, of for an uncertain period when the stock is out of the production cycle.

The priority of the siding shall be for the stock linked to the production cycle. The rail infrastructure manager shall allocate and encourage outside freight transport terminals and passenger transport stations, other service facilities with sidings especially suitable to place aside railway rolling stock for a long-term, that is, outside the production cycle.

Given prior express authorization from the infrastructure manager and in extraordinary cases, the stock that is different to the typical production cycle may be put aside at these service facilities, given sufficient capacity and if it does not alter the normal operation of the freight terminal or the passenger transport station.

Railway undertakings and railway rolling stock owners may use this type of service facilities.

Sidings are listed in the catalogue of the Capacity Offer at the service facilities, which is available on Adif website, as an Annex to this NS.

3.6.4. Facilities for Rolling Stock Maintenance

The list of Rolling Stock Maintenance Centres - whether or not they are connected to the General Interest Rail Network and which, in accordance with Order FOM 233/2006, of 31 January, have the approval of the Ministerio de Transportes, Movilidad y Agenda Urbana and the authorization provided by Adif Corporate Directorate of Traffic Safety (DCSC) - is available in the Catalogue of Descriptive Data Sheets of the Service Facilities available on Adif Web as an Annex to this NS.

In the list, for each center is provided, among others, the following data:

- Name.
- Facility Operator
- Type of Facility
- Web link to the service facility descriptive file

3.6.5. Other Facilities

In addition to these facilities, there are other technical facilities where different services can be provided, which are described below, specifying their use and location.

3.6.5.1. Rail Light Vehicle Maintenance Facilities

Service facilities that may or not have trenches, designed to carry out interventions on rail vehicles that do not require specific maintenance facilities.

The tracks assigned for this purpose by Adif at freight terminals, passenger transport stations and other stations, shall be primarily allocated to transport stock linked to the main activity, in order to prevent stock movement to other intervention points.

Railway Undertakings and owners of railway rolling stock may use this type of service facility. Light rail vehicles maintenance tracks, as well as any activities that may be performed thereon, are included in the catalogue of Capacity Offer at service facilities - available on the Adif website as an annex to this NS.

3.6.5.2. Ancillary Facilities

These are technical facilities linked to rolling stock where some of the following tasks can be performed: identification of damage to wheels, hot boxes, overloads, loading gauge control, cargo stowed etc. They are designed for traffic safety and have appropriate technologies to fulfill their mission.

There are a set of scales distributed throughout the General Interest Rail Network, which mission is to identify overweight cars, avoiding derailments and over-efforts on infrastructure. Specifically, there are 30 dynamic scales with automatic operation, all of them equipped with remote control. Please check their location in the maps attached to this NS, Adif - through the Systems and Operational Media Directorate attached to the Traffic and Capacity Management General Directorate - keeps the park of scales and wagons in accordance with current standards.

3.6.6. Fuel Supply Facilities

Facilities with adequate technical means for dispensing diesel to drive rail vehicles with appropriate safety measures.

There is a network of fixed points for fuel supply, managed directly by Adif as shown in the Maps, in an attached document to this NS.

Adif also offers railway undertakings a list of mobile supply points on request to the Fuels Management Department.

On certain tracks at freight terminals they may be fitted with the appropriate environmental, technical, and safety means to dispense diesel for traction.

The Catalogue of service facilities descriptive files - available on Adif website as an annex to this NS – indicates the facilities where this service is provided.

For additional information see www.adif.es or check with:

Fuels Management Department
C/ Agustín de Foxá,46 Edificio Comercial 3ª planta
Estación de Madrid Chamartín - 28036 Madrid

3.6.7. Facilities for Track Gauge Changes

There are currently two interoperable track gauges in Adif owned Network: Standard Gauge (1,435 mm) and Iberian Gauge (1,668 mm). In order to enable an internal connection between both gauges - as well as with other European networks - automatic facilities called Track Gauge Changers have been developed. At other traditional facilities the physical transition of gauge is allowed by changing axes or bogies, or with a physical transhipment of the freight.

Likewise, there are transhipment facilities for containers and freight at border points of Irún and Portbou. Their location is included in the Maps, in an attached document to this NS.

The Catalogue of Descriptive Data Files of Service Facilities, annexed to this Network Statement, shows the specific information of these Facilities.

3.6.7.1. Track Gauge Changers

These are facilities where track gauge necessarily changes in a rail vehicle to adapt it to a different track gauge. There are two systems:

- With TALGO technology
- With CAF technology

Furthermore, some of these facilities enable gauge changers in trains with both technologies. Gauge changing technology for trains with variable gauge enable rail traffic to pass through different networks, in a short time and without discomfort for passengers, key for a progressive extension of high-speed benefits.

Technology TALGO: Portbou , Irún , Zamora , Atocha ,

Technology CAF: Medina AV

Technology TALGO y CAF: Vilecha , Valdestillas , Villamuriel , León Clasificación

Chamartín , Plasencia Jalón , Zaragoza , Albacete , Valencia Alcolea ,

Majarabique , Antequera

Organized upon technology. These could be organized by line and detail their use in order to give more information to the Railway Undertaking, taking into account the liberalization.

For additional information consult:

High Speed Operations Department
General Directorate For Conservation And Maintenance
Calle Titán 4-6 4ª Planta. 28045 Madrid

Maps shows track gauge change facilities, along with information on the type of track gauge for each line.

3.6.7.2. Bogie and Axle Changers

These are wagon axle or bogie change facilities (currently, for freight traffic only) with a system of lifting the wagon and replacing the rolling by another with the corresponding gauge. Currently, the management at borders of axle change facilities is located in Hendaye and Cerberus (France) located facilities, and is performed by the company TRANSFESA.

Maps shows gauge and bogie changers, which is available on the Adif website, as an annex to this NS, Hendaya and Cerbère.

The Catalogue of Descriptive Data Files of Service Facilities - annexed to this Network Statement - shows specific information of these Facilities.

3.6.8. Protection and Refief Facilities

Set of systems available at Adif facilities to facilitate the evacuation, self-protection of people and the intervention of rescue services in emergency situations.

For further information, please consult:

Safety and Protection Department Office
Directorate General for Safety, Processes and Corporate Processes
Madrid Chamartín Train Station

3.6.9. Other Rail Infrastructures connected to RFIG Owned by Adif

3.6.9.1. Ports of General Interest with Connection Agreements to Adif Managed RFIG

Railway infrastructures owned by a port authority, which at every moment exist at service areas of General Interest Ports and are connected to the General Interest Railway Network, will be part thereof and shall be incorporated to the General Interest Railway Network infrastructure catalog.

Connection of afore rail infrastructures to the General Interest Railway Network shall be laid down in the Network Statement and governed by an agreement. Said agreement shall be signed together with the relevant port authority, the relevant rail infrastructure general manager and Puertos del Estado (State ports) for every general interest port, prior authorization by the Ministerio de Transportes, Movilidad y Agenda Urbana, laying down the rights and obligations of each party, by virtue of the following principles:

a) The infrastructure general manager and the Port Authority shall establish under guidelines established by the Ministerio de Transportes, Movilidad y Agenda Urbana, the standards for a physical and functional connection of railway infrastructures managed by every entity. For this purpose, the agreement shall define the connection lines of the port with the rest of the General Interest Rail Network.

b) Port Authorities shall set up regarding general interest ports and prior favorable report of the State Ports standards on design and operation of the existing network at each port, so as to not disrupt the proper functioning General Interest Rail Network managed by Adif.

The agreement shall include any network operation and the standards to be respected by the rail infrastructure manager for capacity allocation of the existing rail infrastructures in the area of General Interest Ports.

Currently 21 ports have connection to the General Interest Rail Network, see Maps, in a document attached to this NS.

The Catalogue of Descriptive Data Files of Service Facilities - annexed to this Network Statement - includes specific information of these Facilities.

3.6.9.2. Private-owned Rail Infrastructures (Loading Areas)

Private owned infrastructures are owned by particulars, individuals or collectively.

For the establishment or operation of private-owned rail infrastructure, the applicant must submit a project to establish or exploit the line that will include, at least, a report explaining the purpose of establishing or operating the infrastructure, with general and partial plans, as well as respective quotations, activities to be provided thereon, description of the works and technical circumstances for performance which must conform to the rules in safety and interoperability, established by regulation of the Ministerio de Transportes, Movilidad y Agenda Urbana.

On said private-owned rail infrastructure, rail transport may be exclusively performed on the owner's account, in addition to other main activities performed by the owner.

The connection of privately owned rail infrastructures outside the General Interest Railway Network, especially of loading areas, with the General Interest Railway Network, may only be made if expressly authorized by Adif. The owner of the privately owned rail infrastructure shall facilitate the connection on the terms specified in the authorization.

Loading areas are railway infrastructures state or privately owned, which consist of tracks in a facility for loading, unloading and stabling coaches with a link to a line by one or more switches in open track, which serve to complement the General Interest Rail Network owned by Adif, including the units dedicated to construct, repair or maintain railway stock, such as coaches, wagons, locomotives and track machinery privately owned.

Article 52 of Rail Industry Regulation sets out the conditions to connect private-owned rail infrastructure with the General Interest Rail Network, and construction and operation regime of private-owned items that complement state-owned rail infrastructures.

Since 1 January 2005, 51 privately owned railway infrastructure connections to Adif managed General Interest Rail Network have been authorized. As of 31 October 2019: 177 private branches for commercial operation on conventional lines and 9 on metric gauge lines.

The Catalogue of Descriptive Data Files of the Service Facilities - attached to this Network Statement includes a list of these Facilities specifying whether they are located on conventional gauge lines or on metric gauge lines, as classified based upon their use in:

- Private loading areas for public use
- Private loading areas

For more information, consult the Corporate Management and Presidency Office Directorate (Adif Directory, section 1.8).

3.7 SERVICE FACILITIES NOT MANAGED BY RAILWAY INFRASTRUCTURE MANAGERS

On November 23, 2017, the Commission's Implementing Regulation (EU) 2017/2177 of November 22, 2017, regarding access to service facilities and rail services was published in the Official Journal of the European Union related, which will be applicable from June 1, 2019, except Article 2 thereof, Exemptions, which will be applicable from January 1, 2019.

Said Regulation, in its Article 4.1, determines that the service facility operators shall prepare a description of the service installation and the services for which they are responsible.

Operators of service facilities that are not managed by the infrastructure managers will publish, for free a description of the service facilities on their Web pages, communicating to the railway infrastructure manager a link to be included in the Network Statement.

Operators of service facilities shall update the service facility description, and if necessary, shall promptly inform applicants who have already requested access or have subscribed to one or more services at the service facility of any change to the facility description.

3.8 INFRASTRUCTURE DEVELOPMENT

3.8.1. Actions Planned

List of the most significant actions to be performed and project wording on approval date of the Network Statement:

Mediterranean Corridor:

- Castellbisbal – Vilaseca: in progress.
- Valencia Sant Lluis – Allmussafes: in progress in 2020.
- Bobadilla – Algeciras: Bobadilla - Ronda: ongoing project. San Pablo – Almoraima: in progress. Almoraima – Algeciras: in progress
- Ramal de conexión Águilas (Murcia – Almería): ongoing project
- Almería – Granada: a functional study is being prepared
- New Access to Sagunto Port: in progress.

Atlantic Corridor:

- Salamanca Electrification - Fuentes de Oñoro: the work of the overhead contact line and substations is in progress.
- Madrid – Jaén: the of the section Castillejo-Villasequilla are in progress. Grañena-Jaén: pending authorization to put it to service. BAB Aranjuez – Alcázar de San Juan complete and pending authorization top ut it to service.
- Renovation works on Sevilla – Huelva line: Performing improvement actions on embankments and drainage works to the line. Project draft of actions in sidings for 750 meters trains on Huelva-Seville line, First Phase.
- New Access to Sevilla Port: in progress.

Northwest Corridor:

- Master plan to adapt and improve the Atlantic corridor: projects in a drafting and bidding phase of the first works
- Atlantic Axis (Coruña – Santiago): ERTMS in a testing phase.

North Corridor:

- Torrelavega – Santander track doubling: Santander – Muriedas in progress. Guarnizo – Renedo: in progress.
- Astigarraga – Irún: third track implementation works (infrastructure, track, electrification and facilities). San Sebastián station project drafted.
- Valladolid railway network. Valladolid East deviation: in progress.

Extremadura Corridor:

- Mérida – Puertollano: Castuera – Cabeza de Buey: in progress. Cabeza de Buey – Guadalmez: awarded. Guadalmez – Brazatortas: bidding the works.

Cantabrian - Mediterranean Corridor:

- Sagunto – Teruel – Zaragoza: sidings for 750 m trains in progress. The electrification and substation projects of the Zaragoza - Teruel section are being drafted.

Further actions:

- Sevilla – Cádiz. ERTMS N1 field works completed and testing phase started.
- Adaptation and improvement for Huesca-Canfranc Line international traffic: project drafting of 3 road renewal in progress, as well as BLAU with CTC implementation.
- Access to Bajo de la Cabezuela. The agreement to transfer in favour of Adif the municipal land necessary to construct the railway access branch to Bajo de la Cabezuela port facilities has been signed. (Puerto Bahía de Cádiz). A Replacement of affected services to execute the work is being agreed upon-
- Madrid Vicálvaro terminal. First phase Works to remodel the terminal to adapt it to intermodal traffic and to handling 750m trains has started. Expected end date: 2024.

3.8.2. Update of Adif owned General Interest Rail Network Assets

After publishing the previous edition of NS, the most important innovations to modernize Adif owned Network are the following:

Changes of Traffic Safety Systems and Traffic Management

- Line 420, Las Maravillas - Algeciras branching between San Roque - La Línea and Algeciras (13,6 kms.), Telephone blocking replacement by only track automatic blocking with centralized traffic control (BAU with CTC), axle counters , Ground-Train communication system and ASFA railway signalling system provision.

New sections in service

- Without activity

Sections that will be out of service

- On 13/01/2020 the new Mediterranean Corridor layout entered into service and puts out of service the former 600 line layout, between km 218,810 (around Vandellós) and Port Aventura, reducing by 32,314 km the automatic blocking on electrified single track with centralized traffic control (BAU with CTC), Train-Ground communication system and Automatic Train Control System.

Modified Sections

- On 13/01/2020 the new Mediterranean Corridor layout entered into service implementing the following changes on the previous 600 line layout:
  - Port Aventura - Tarragona 10.00 km Route equipped with electrified single track and with centralized traffic control, shall be re-named line 630.
  - Tarragona - S. Viçenc de Calders 24,871 km route is incorporated to 210 line, and shall be re-named Miraflores to S. Viçenc de Calders line.
- Other line Restructuring of beginnings and endings: 220, 222, 270, 276

Sections that are transferred to ADIF- Alta Velocidad Network

- On 13/01/2020 the new Mediterranean Corridor layout entered into service, and line 600 is defined as Valencia E. del Nord to La Boella Changer and completely assigned to Adif Alta Velocidad ownership.

Other:

- Line 102, Aranda Branching to Madrid-Chamartín, Aranda de Duero to Montecillo (Km. 184,600) section to Manzanares-Soto el Real (Km. 36,345), LINE WITH SUSPENSION OF TRAIN TRAFFIC FOR COMMERCIAL SERVICE.
- Sections provisionally without service:

  Bif. Tocón a Bif. La Chana and

  Bif. Riofrío a Antequera aguja Km.50.4.

Capacity Allocation

Chapter 4

Network Statement 2020

adif

Capacity Allocation

Chapter 4

Network Statement 2020

4.1 INTRODUCTION

The allocation of infrastructure capacity is the allocation by the rail infrastructure manager of time periods defined in the network statement, to the corresponding applicants in order for a train or rail vehicle to run between two points over a period of time. Capacity allocation entitles to access allocated infrastructure and associated track points and junctions of the infrastructure manager owned network and to be provided with train traffic control, including signaling.

Order FOM/897/2005, of 7 April regarding the NS and Railway Infrastructure Capacity Allocation procedure, as amended by Order FOM 642/2018, of 13 June, provides that NS shall detail

- Procedures and terms to govern the capacity allocation process.
- Principles governing the coordination procedure between applications.
- Procedures and criteria foreseen given the statement of congested railway infrastructure, in particular, such criteria shall reflect the difficulty of setting international railway tracks and the effects of any modification for other infrastructure managers.
- Existing railway infrastructures use restrictions.

Access conditions to service facilities related to the infrastructure manager network and to the services provided at said facilities

4.2 DESCRIPTION OF THE REQUEST PROCESS FOR INFRASTRUCTURE CAPACITY

4.2.1. Applicants Requesting Capacity

In accordance with Law and Rail Sector Act, requests for railway infrastructure capacity may be submitted by:

- RUs with valid license and International Business Groups that make up these companies.
- Likewise, they may request infrastructure capacity, in the manner and with the requirements as provided by regulation:

  Consignees, loaders, transport companies and transport operators that are not railway undertakings but have a commercial interest to request capacity.

  Public Administrations with rail transport capacity and with public service interest in acquiring capacity.

  In these cases, in order to use infrastructure capacity, it shall be necessary for Applicants to assign a railway undertaking and communicate it to the infrastructure manager.

All companies that prove their interest in obtaining a license for railway undertaking will be able to ask the railway infrastructure manager about the available capacity at any time.

4.2.2. Documentation for Capacity Requests

Railway infrastructure managers, in accordance with 2016/545 Implementing Regulation, FOM Order 897/2005 and Rail Sector Act, and in order to protect their legitimate expectations regarding income and future use of their managed infrastructure, may impose requirements on Applicants, provided these are adequate, transparent and non-discriminatory. These requirements shall be specified in the Network Statement and shall refer exclusively to the suitability to submit requests to obtain infrastructure capacity, and to provide economic guarantees.

For that purpose, requests for Capacity must be accompanied by the following data and documents:

Identification of Applicant and Representative

The Applicant making the request shall state duly accredited persons as proxy for this purpose, as well as the registered office to which the rail infrastructure manager will send timely notifications and submit a document certifying their registration in the Special Rail Register(art. 61 LSF).

Safety Certificate

Railway Undertakings shall present a certified copy of the relevant Safety Certificate which they hold (Art. 66 of Rail Sector Act and Article 10 of Order FOM 897/2005).

Guarantees of Transport of Dangerous Goods

When the capacity requested by the Applicant is to be used to transport dangerous goods, it shall be so declared in the request, and the Applicant shall guarantee the fulfillment of all requirements and standards governing such transport, to safeguard the safety of others and of infrastructures.

Concrete Determination of a Request for Capacity

The request data shall be like the standard form set out in Annex C.

The Capacity Manager, hereinafter CM, shall provide Applicants with various IT applications such as SIPSOR, SIGES or PCS. Should any Applicant lack of adequate computer connection, or if systems are out of service, requests shall be addressed by email to Adif OSS (One Stop Shop).

For greater efficiency and better service to Applicants, Adif offers the possibility of establishing an agreement to simplify procedures for Capacity Request. Such agreement will specify the system established between both parties to process requests.

If Capacity Allocation is for an Applicant other than RUs, the former shall communicate to the rail infrastructure manager the data of the RU that will use this capacity at least five days prior to their actual use (Article 14.2 in Order FOM/897 / 2005, of 7 April).

Capacity Requests in European Railway Freight Corridors

European Railway Freight Corridors, Atlantic and Mediterranean have established for each of them a body called Single Window, for Applicants to request and receive answers -at a single place and with only one procedure- regarding infrastructure capacity for freight trains that pass, at least, one border along any European Freight Corridor.

Request, management and path capacity allocation for international freight trains running on Atlantic and Mediterranean corridors will be through the Path Coordination System (PCS) software tool and in accordance with the processes set out in the respective Corridor Information Documents (CID) and in accordance with international procedures agreed upon within RNE framework.

You can find the offer of capacity of corridors in the form of pre-established paths, on the following websites:

www.corridor4.eu/es/oss-es

www.railfreightcorridor6.eu

4.2.3. Types of Path Requests

Adif Managed Network has established different types of paths, as transport needs are generated.

A. Allocated Train Paths with reserve

If capacity requests are made on time and adequately, Applicant may reserve paths, obtaining appropriate quality characteristics, priority in traffic and punctuality commitments from the rail infrastructure manager. Requests shall generally be through SIPSOR computer application, via terminals authorized for such purpose, except for Applicants who do not have the appropriate computer connection, in which case they may send the data in the capacity request form by email addressed to the rail infrastructure manager.

/ A.1 Regular Train Paths (ServiTren)

Paths requested for a significant traffic frequency within Timetable (about 40 days). These support trains running under a Transport Plan for each Applicant. The set of regular paths integrates the Timetable.

/ A.2 Occasional Train Paths (TrenDía)

These train paths are programmed to meet the specific demands of the RUs and Qualified Applicants that based on their limited running days and short notice of their request (up to 24 hours before the requested train start), are not included in the Transport Plan, TP.

B. Train Paths with no reserve

If it is not possible for the Applicant to reserve capacity on time, Adif has two modes of special trains.

/ B.1 Immediate Train Paths

These train paths are allocated upon specific request of RUs and Applicants as a result of unscheduled transport needs that normally arise less than one day in advance. Entry into service of trains on these paths must be exceptional and prompted by justified circumstances.

Requests shall be generally made on the computer application SIGES through authorized terminals. If an Applicant does not have the appropriate computer connection, it may send the Capacity request model data by email addressed to H24 Network Management Center, or to Traffic Area Management at train origin or to Adif High Speed Traffic Department, with a telephone confirmation of receipt of said request.

Adif's response to the request shall be made by the same means whereby the request was made, preferably through SIGES. This response may be negative in some cases, if the request is not technically feasible.

Trains generated under the concept of Immediate Paths shall run as trains without determined running. In addition, these shall be exempt from the regularity commitment of Adif.

/ B.2 Special Train Paths

These paths are assigned due to incidents or due to non-compliance with transport conditions programmed by RUs, or Applicants, usually upon proposal from Traffic Areas or from Adif Traffic Department.

4.2.4. Timetabling

Timetabling integrates all data relating to all train and rolling-stock movements that are planned to take place on the relevant infrastructure in a predetermined time period, between the second Sunday in December and the second Saturday in December the following year. Service Schedule shall be set once a year and shall enter into force at twelve at night on the second Saturday in December.

Train paths are assigned to Applicants and RUs exclusively for use during Timetabling for which they were requested.

In order to offer to RUs and Applicants a proper agility responding to opportunities offered by the market, with acceptable path quality levels, irrespective of when these are requested, Timetabling modifications are foreseen during its term. Prior to the entry into force of Timetabling, the rail infrastructure manager may schedule adjustment dates for Applicants to make changes in their Transport Plan. To schedule these dates, various Applicants shall be consulted.

These adjustments may be of two kinds:

Agreed Adjustments

They are designed for Applicants to perform most of the changes to their transport plan during Timetabling. In these settings, the Capacity Manager, may make technical adjustments in the mesh, as appropriate, and Applicants shall assume and guarantee that the implementation of those changes are communicated in due time.

The railway infrastructure manager fully exercises in these adjustments the capacity to coordinate between Applicants, given any interference on any Applicant path upon any commercial request of another Applicant.

Monthly Adjustments

It aims to facilitate a selective adaptation of the Transport Plan to each Applicant. Considering that the short periods of programming and the constrained framework of modifications of the mesh hinder the study of large variations in paths, the CM may refuse some requests for this reason, if planning deadlines are insufficient or requests involve a substantial change in the operation.

Modifications

By virtue of section 2 in Article 6 of Delegated Decision 2017/2075, the GC may re-program an allocated railway track if necessary to ensure the best possible match between all path requests and if the applicant that got the path, approves it.

Owing to extraordinary and justified reasons, the rail infrastructure manager may authorize:

- Adjustments made on dates other than those agreed upon.
- Application of periods different from those set.
- Modification or removal of paths on certain lines, without any restrictions, in exceptional cases.

Train paths will not be considered to be changed towards Applicants, if:

- Conditions of path orders do not vary.
- Timetable of commercial stops for passenger trains is not altered.
- For freight trains, business hours do not vary more than 15 minutes, on any point along their route.

In such circumstances, the Capacity Manager, may alter the paths at any time without prior consultation to Applicants, but must communicate such change when it involves any path code change or Service Timetable on any point of its route.

4.2.5. Application Procedure and Allocation of Regular and Occasional Train Paths

- Requests for Capacity Allocation shall be based on a confirmed commercial need and technical feasibility. Otherwise, the Applicant shall channel its queries by way of study with an email to the Capacity Manager. A capacity study shall in no case mean a reservation of the studied capacity.
- Applicants shall preferably use computer tools that Adif offers (SIPSOR and PCS). Those who request international train paths may also make their requests through Adif OSS or any One Stop Shop in the network of RNE and in the case of requests for freight they may also make them in OSS of European Freight Corridors.
- Requests made by Adif must be submitted at least five working days before the start of any path.
- The Applicant is obliged to update their request data. In particular, it shall communicate, as soon as possible, any suppression of paths or waiver of a request, without obligation to comply with other standards on use obligations of the allocated capacities apply.
- To facilitate the work to Applicants who agree with Adif in using SIPSOR, when the period of requests for new Hours of Service starts, the Capacity Manager will automatically generate a computer request in the system based on valid ordinary paths at given time. Applicants will be required to verify that in the system have been introduced all requests for paths for the new Timetabling and that all data is properly completed; and also have to be cancelled path requests that do not require new allocation.
- Capacity Manager shall timely notify in SIPSOR, or by their mean of request, allocated paths or path changes already allocated due to technical adjustments of the mesh. In the field "Remarks" those circumstances that condition the application of paths, shall be indicated.
- Applicants shall accept or refuse the movement of rail stock by the mean of request before the end of the claims period. Failing a receipt in due time of the Applicant acceptance of a path allocated, the Capacity Manager may freely dispose of the path.
- Upon accepting train running, the corresponding regulatory documents will be drawn up and data transfers from the transportation plans will be made, and this shall in no case be considered a breach of the confidentiality principle.
- The Applicant shall communicate to Capacity Manager, in due time, the final announcement of these movements. The announcement of trains means that the Applicant formally states the specific days for train traffic. Regarding occasional paths (Trendía), we shall proceed to announce these in terms of dates requested, once the path has been accepted.
- With the announcement of the train disappears the path confidentiality and the information is considered public.

4.2.5.1. Specific requirements to request and allocate regular and occasional paths for passenger trains in Coordinated Stations

A coordinated Station, is any passenger station with high quality service demand, and with expectations of a high demand for occupation and stabling on their tracks. These stations require a rational use of a stabling capacity programming, and need to intensify the information and general train coordination.

For these stations, Railway Undertakings and Applicants, upon fulfilling their capacity requests, shall expressly request to the Capacity Manager:

- the specific needs of track occupation times
- report the next train by graph rotation
- train length for which stabling is requested.

All this shall enable a better knowledge of RUs and Applicant needs and shall promote a more correct programming and organization of the station, to continue offering quality service levels appropriate to the type of trains.

The Capacity Manager, in accordance with transparent and non-discriminatory criteria, shall allocate station tracks capacity. Railway Undertakings and Applicants shall have the right to use said routes in accordance with the conditions previously allocated and accepted.

Requests for capacity allocation in Coordinated Stations shall be based on client's needs and on the technical feasibility to occupy tracks at the facility. These requests will be linked to requests for passenger trains included in the Transport Plan, in some cases, they may also be made together with occasional requests (TrenDía).

The stabling request as well as the train length shall be indicated on the fields set up for this purpose on SIPSOR and on the capacity request models included in Annex C to this Network Statement.

Railway Infrastructure Manager is authorized to modify tracks occupancy capacity in a Coordinated Station in order to allow scheduled maintenance operations or replacement or expansion of the assets linked thereto. These actions will be coordinated through TOC commissions, in accordance with section 4.5.

In order to facilitate traffic operations of the train set given any incident, delay, additional train, etc., the railway infrastructure manager may vary the previously assigned routes, ensuring that said changes are the smallest possible, and shall notify said changes as soon as possible.

If any RU requests to use stabling tracks at Coordinated Stations for stock sidings, especially at night, the capacity allocation shall be included in the track occupancy chart.

Should it not be possible to satisfy all requests, the following criteria would be applied in a reasoned manner:

- Priority will be for Railway Undertakings without stabling tracks for stock siding close to the Coordinated Station in question
- Available tracks and their operational possibilities
- Departure order of commercial traffic when service starts
- Percentage train distribution of every RU with origin or destination at the station
- System efficiency

In the network owned by Adif, there are currently no stations stated coordinated, except for three siding tracks that are planned to be in service at Sant Andreu Comtal station, directly related to the statement of Barcelona Sants coordinated station, owned by ADIF - Alta Velocidad.

4.3 CAPACITY REQUEST TIMETABLE (PATHS) SERVICE SCHEDULE

Within the path allocation process, compliance with programmed schedules is essential to ensure the product quality and to allow planning the logistics of various participants in the process, as well as for Applicant group to have available their final schedules in due time.

To respond to requests submitted after the deadline, the Capacity Manager will evaluate their scope, timely communicating to Applicants his/her decision as to term and may even deal with these in subsequent changes, eventually allocating the residual capacities to such requests.

4.3.1. Path Reserve Schedule

Regular Train Paths (ServiTren)

Adif offers Applicants a wide range of adjustments with appropriate deadlines to meet most transport needs.

However, if an Applicant intends to undertake changes in its Transport Plan that could substantially alter the existing exploitation schemes, it shall report it to the Capacity Manager in advance, who will evaluate whether to propose a broader programming timetable. Failing previous communication, Capacity Manager may refuse to implement it, proposing a date when it is technically feasible to study the adjustments proposed.

Any Applicant wishing to request infrastructure capacity in order to operate a passenger transport service with public service obligations, shall inform Adif and the National Commission on Markets and Competition with at least 18 months' notice regarding the entry into force of the service hours corresponding to the capacity request, in order to assess the possible economic effects on existing services (Art. 59.7 of Rail Sector Act).

Calendars listed below include the generic deadlines, where X is the date of the Service Change, to publish the ANNUAL SERVICE SCHEDULE. Calendar Capacity Allocation is included in Annex A with the specific dates for the Service Schedule in force for 2020 and 2021.

International Schedule	
Request presentation period begins	Sunday after the 2nd Saturday of December
Establish international train paths of catalogue	X-11 months
Capacity request deadline finish	X-8 months
Provisional Capacity Allocation (Communication of timetable project)	X-5.5 months
Claims	Between X-5.5 and X-4.5 months
Final communication of the Service Schedule	X-4 months
Announcement communication	X-1.5 months
Start of timetabling	Midnight to 2nd Saturday in December

National Schedule	
Request presentation period begins	Sunday after the 2nd Saturday of December
Capacity request deadline finish	July 3, 2020
Provisional Capacity Allocation (of the Service Schedule project communication)	X-4 months
Claims	Between X-4 and X-3 months
Final communication of the Service Schedule	X-2.5 months
Announcement communication	X-1.5 months
Start of timetabling	Midnight to 2nd Saturday in December

Agreed Adjustments

Standard periods that shall be basic to develop a schedule will be determined by the following deadlines chart, where M is the month of the Agreed Adjustment date:

Agreed Adjustments	
Receipt of Capacity requests	M - 4
Provisional Capacity Allocation	M - 3
Claims	15 days
Definitive disclosure of capacity	M - 2
Announcement communication	M - 1
Agreed Adjustment	M Midnight to 2nd Saturday in December

Annex A shows specific dates for every Agreed Adjustment for 2020 and 2021.

Capacity Manager may set deadlines when extraordinary circumstances converge requiring to extend the programming period, for the entire network or only for certain axles or ratios.

Monthly Adjustments

Below are general implementation periods. D is adjustment day, and deadlines will be:

Monthly Adjustments	
Receipt of Capacity proposals	D - 21 days
Provisional Capacity Allocation	D - 14 days
Claims	D -14 days to D - 10 days
Announcement communication	D - 10 days
Monthly Adjustment	D

Annex A shows specific dates for every Monthly Adjustment for 2020 and 2021.

Regarding the schedule of Monthly Adjustments, generic deadlines listed above shall apply without requiring any explicit communication, except in specific cases where it is desirable to establish specific deadlines to match periods like holidays. These specific schedules will be reported in the meeting called for that purpose, or in written to the Capacity Manager in due time.

Occasional Train Paths (TrenDía)

To be able to respond to requests of Applicants through the product Trendía, the request must be made with a minimum advance.

Occasional Train Paths (Trendía)	
Maximum response time	5 working days

For international paths, given no available catalogue paths that conform to the request, the Applicant shall be informed of that circumstance in this same period of five working days, and there is a maximum period of 30 days to establish a path to fit.

The Capacity Manager will require different deadlines for requests with a high volume of paths, for example, in the case of campaigns, or when circumstances coincide requiring a larger programming period. Response may also be delayed, if advance to request a path TRENDÍA is so long that the Capacity Manager considers the regular train service is not sufficiently consolidated to study occasional trains.

For exceptional and justified reasons Applicants may request paths in less than five working days. This service will be provided only in working days (Monday to Friday), applications shall be filed not later than 12 hours the day before the requested train departure. Answer will be notified before 18 pm the same day.

4.4 CAPACITY ALLOCATION

Differential Use of Infrastructure

Adif essential tool to define general guidelines of a differentiated use of infrastructure establish an estimation of the paths for each section and time period and every type of service, and this information is included in the Capacity Manual. "Path availability" shall mean path availability planned by Adif for each type of service. For this purpose, the service types considered are:

- Long Distance Passenger Transport Services.
- Commuters and Regional Passenger Services (Medium Distance).
- Freight Services.

Capacity Manual provides greater transparency to the process of Capacity Allocation and simplifies trains mesh because, in its final design, it can decisively influence aspects such as requested stops, technical features of trains, requested loads, etc. Therefore, the Capacity Manual provides this information for guidance purposes only, leaving the capacity to allocate paths to the CM on a per case basis, whilst maintaining the general spirit of availability expressed in the Capacity Manual.

Capacity Allocation Process

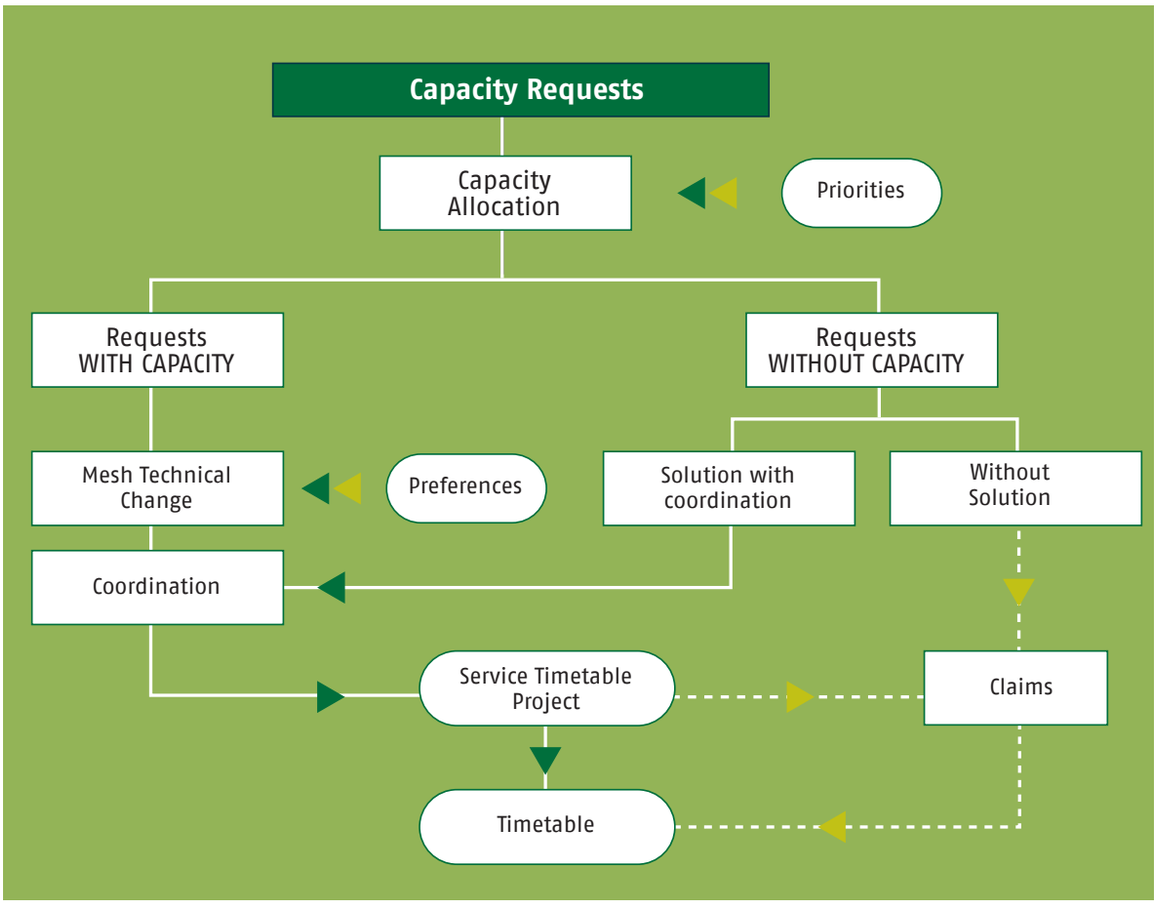
In the process of Capacity Allocation the Capacity Manager should ensure an access based on the principles of objectivity, transparency and equality, while ensuring that the technical quality of the paths is adequate.

The Capacity Manager will attend, as far as possible, all infrastructure capacity requests received. Should this not be possible, he/she shall apply the allocation criteria as in Order FOM/897/2005, of 7 April, and shall take into account all limitations that affect Applicants, i.e. economic effects on their business activity.

Capacity Manager is legally empowered to reserve Capacity for operations of scheduled maintenance, replacement or extension of the network to solve problems of congested infrastructure and to provide rail services in the public interest, according to Article 48 of Rail Sector Regulation.

Capacity allocation requests for maintenance work shall be submitted in the allocation procedure. Railway infrastructure manager shall take due account of the impact of reserving infrastructure capacity for maintenance work on applicant's activity and shall inform interested parties as soon as possible of unavailable infrastructure capacity due to unscheduled maintenance work.

Capacity Allocation process to prepare the Timetable (and similarly, its changes) will thus be developed according to the following flowchart.



Changes after preparing Capacity Allocation Timetable will preferentially be solved depending on residual capacities and through a technical insertion of the paths in the mesh, trying not to affect the existing paths.

For occasional paths, the Capacity Manager shall be limited to the available Capacities, establishing the priority order of receipt of applications.

The Capacity Manager is authorized to admit small incompatibilities between paths if he/she considers that these do not disturb the traffic of other trains.

/ Phase of Capacity Allocation to the Corresponding Paths

In this phase are assigned the requests that will obtain Capacity for the corresponding lines and time periods.

This process will be initially based on the estimated capacities available each line, depending on the type of traffic, as set out in the Capacity Manual. This document may be requested to the Department of Planning and Capacity Management (Madrid Chamartín Station, Edificio 23 C / Hiedra, 9; 28036 Madrid) by applicants holding a valid license Responding to demands by type of traffic, requests which did not obtain Capacity may get residual capacities of other traffic types, provided that this is technically feasible.

When allocation of capacity is for an Applicant other than RU, the former must notify Adif the data of the RU that will be using this Capacity at least five days prior to its effective use (Article 14.2 Order FOM/897/2005, of 7 April).

Allocation Priority Criteria

Adif will allocate the requested infrastructure capacity as follows (Art.11 Order FOM / 897/2005, as amended by Order FOM 642/2018):

a) If there is capacity available for all candidates, this will be allocated.

b) Given any request coincidence for the same path, the capacity shall be allocated with the coordination procedure indicated in this NS.

c) Should the network be stated as congested, the following allocation priorities shall be taken into account for the allocation, in descending order:

1. Given specialized infrastructures and if it is possible to meet requests for said infrastructures.
2. Public interest services.
3. International services.
4. Any framework agreement that provide for said capacity allocation request.
5. Request of an Applicant for the same path several days in the week or in successive weeks during the time period.
6. System efficiency.

For priority criteria application, services subject to public service obligations, as well as freight transport services, and especially those of an international nature, will receive due consideration.

Capacity Manager must ensure optimization and reasonable use of infrastructure capacity. In this sense:

- It shall be ensured that service hours are cadenced in lines or services for which it is possible, i.e. a better organization of the traffic both for the railway infrastructure manager as well as for Applicants' operation, as well as more commercial attractiveness for passengers.
- In this sense, some trains, due to their own technical features, could reduce the Capacity, or hinder operation. Therefore the CM may restrict the movement of certain trains based solely on technical operating criteria (lack of certain equipment on board, running times inadequate to the line characteristics, etc.).
- Likewise, upon request of a path by the Applicant if there is a less congested alternative route, the Capacity Manager may program the path to his/her initiative on the most appropriate route, in order to enable an increased availability of the Capacity for traffics that technically and economically need the saturated route. The Capacity Manager will reason in writing to the affected Applicant such situations.

Should these requirements be significant on a particular line, they shall be stated in the Capacity Manual.

/ Phase of Mesh Technical Change

After allocating capacity to orders starts the technical process of integration in the mesh. This process is subject to certain technical principles of path insertion and mesh adjustment.

The Capacity Manager is authorized to apply the following technical criteria:

Technical Adaptation of Train Paths

Capacity Manager may vary within reasonable parameters the schedule proposed by Applicants for technical reasons or to make compatible all requests from different Applicants. So may the Capacity Manager establish the running time or technical stops he/she deems appropriate to ensure the punctuality of trains, to reconcile different paths and to optimize track Capacity.

Cadenced Services

Requests made contemplating cadenced services may have a determined preference during the mesh technical change, in order to have an adequate cadenced service.

Specialized Lines

Given adequate alternative lines, the rail infrastructure manager - after consulting with the interested parties - may declare that a specific railway infrastructure is dedicated to the providing certain service types. See section 3.4.1 hereunder.

Specialization of a railway infrastructure will not prevent its use to provide other services if there is capacity and the rolling stock meets the technical characteristics necessary to use the infrastructure.

Accordingly, the capacity allocation process of the Capacity Manager may be performed giving a certain preference in the technical mesh adjustment to predominant services, in addition to the capacity allocation priority determined by Order FOM/897/2005.

Public Service Traffics

The Capacity Manager can give preference to services covering certain public services during mesh technical changes, especially at rush hour.

Long-Distance trains (Passenger or Freight)

Given the special technical complexity in constructing train paths with great length because these run on a large number of lines - particularly international - the Capacity Manager may give preference in the mesh to trains with a longer route.

Capacity Manager will ensure that given no objection, paths allocated in the preceding Timetable that obtain capacity in the new Timetabling, basically maintain their essential characteristics.

At the end of this process, the Capacity Manager will allocate to Applicants the corresponding paths. In the case of regular paths, this assignment will be provisional until the completion of a coordination phase and the period of claims.

4.4.1. Coordination Process

The coordination phase has been conceived to resolve conflicts that may, eventually, arise between different requests and allocations of infrastructure capacity for the best possible match.

In the event that the Capacity Manager detects during the period considered to prepare the project service hours incompatible requests or if the capacity allocated to the Applicant does not meet their needs and so states it in writing within the established deadlines, they will try to satisfy all requests through the coordination process.

To this end, the GC will seek to find alternative solutions that respond to the Applicants' requests, or resolve the conflicts by consulting the Applicants.

During this consultation, the infrastructure manager will provide candidates with the following information, free of charge and in writing:

a) Capacity allocation requested by other applicants for the same routes.

b) Capacity allocation previously granted to all other applicants on the same routes.

c) The allocation of alternative capacity proposed by the rail infrastructure manager.

d) Detailed information on the criteria applied in the capacity allocation process.

This information will be provided without disclosing the identity of other applicants, unless such candidates expressly agree that it is disclosed.

/ Procedure to resolve conflicts in requests

When preparing Service Hours or during the Agreed Adjustments, Applicants shall have ten working days after the Capacity Allocation proposal date, to accept or reject it, as well as to make the appropriate observations thereto. Said observations will have to be presented in writing and motivated. For the other cases, this term shall be three business days as from Capacity Allocation proposal date.

During the request coordinating process, the Capacity Manager may propose to applicants, within reasonable limits (± 60 minutes), infrastructure capacity allocations that differ from requests.

The Capacity Manager may make as many coordination rounds as considered appropriate to make satisfactory agreements.

Should it not be possible to achieve an acceptable solution for all Applicants after developing the coordination process, the Capacity Manager shall adopt the solution that best suits the rail system as a whole:

- When creating the Service Schedule, using the infrastructure will be optimized, avoiding an inefficient use that prevents from obtaining its maximum performance.
- As far as possible shall be offered alternatives enabling a coexistence of different Applicants in time periods, offering capacity allocations that may vary slightly from requested ones, considering that if these are offered within a 60-minute period, all requests could be fulfilled.
- On specialized lines or with predominant traffic (High Speed, Commuter, etc.) will have priority and/or preference those that correspond to this specialization, prioritizing the entire line use, upon those who use only part of it.
- Likewise, services subject to public service obligations, as well as that of freight transport and, especially, international ones shall receive due consideration.
- Services requested according to a Framework Agreement, or that are subject to cadenced or systematic services will also be preponderant.
- On infrastructures declared as congested, the Capacity Manager may modulate the strict criteria application for capacity allocation in order to guarantee, to the greatest extent possible, access to all applicants who requested capacity allocation.
- The Capacity Manager final decision may be subject to allegation, in accordance with the following section.

For more information see Annex K Conflict Resolution Procedures.

4.4.2. Claims Process

There is a deadline for submitting claims of at least 1 month after communicating the Applicant of the Service Schedule

In the case of requests for a Service Schedule submitted after the deadline or for paths assigned upon Service Schedule Adjustments, the allegation period shall be five working days after Capacity Allocation, and two working days for occasional paths.

Such claims shall be submitted in writing to the Capacity Allocation Head Office under the Capacity Management and Planning Department.

For further information see Annex K Dispute Resolution Procedures.

4.4.3. Congested Infrastructure

Directive 2012/34/EU, of the European Parliament and of the Council, setting a single railway area (consolidated text), defines congested infrastructures, as provided for in detail in national law, through FOM Order 897/2005, specifically in its art. 17:

After coordinating the requested time periods and consulting with the affected applicants, should it not be possible to attend, in due form, requests for railway infrastructure capacity, the railway infrastructure manager will declare as congested the affected infrastructure part. Given any infrastructure with a foreseeable insufficient capacity in the near future, it shall have said qualification.

An infrastructure declared as congested allows modulating the application of strict allocation criteria in order to guarantee, to the greatest extent possible, access to all applicants who requested capacity allocation.

If an infrastructure is declared congested, the railway infrastructure manager shall carry out a capacity analysis, unless a capacity increase plan is already in place.

Rules and criteria that, according to article 11.c of Order FOM 897/2005, as amended by Order FOM 642/2018, apply in case of congested infrastructure, for capacity allocation, are indicated in the NS.

The railway infrastructure manager, in case of congested infrastructure, may modulate the application of the strict award criteria provided for in article 11 of Order FOM / 897/2005.

There are several ways to analyse a congested infrastructure, in a first classification it can be studied by line segments or by terminals and, in both cases, a study must be done by time zones. Although there are some line sections that are quite congested because they are shared by different corridors, the truth is that, in terms of capacity allocation, the most restrictive aspect are stabling tracks at passenger transport stations.

Upon stating that an infrastructure is congested, the railway infrastructure manager shall request to cede the paths used less than the assigned rate set in the NS, ((approximately 80% in congested infrastructures, 50% in the rest), for a period of at least one month, unless this is due to non-financial reasons beyond the control of Applicants.

Likewise, in the case of congested infrastructures, the railway infrastructure manager may suppress the allocated capacity if, in a period of at least one month, it has been used below the quota set.

Currently, no infrastructure is declared as congested in the network owned by Adif.

4.4.4. Framework Agreements between Adif and Applicants

FRAMEWORK AGREEMENT AND FRAMEWORK CAPACITY GENERAL CONCEPT

Some Applicants, in order to invest in providing rail services, may need greater legal certainty in terms of infrastructure capacity available for a period longer than a service time, and infrastructure managers and applicants may conclude framework agreements to reserve capacity for a period exceeding the valid service hours. In said agreements, only the characteristics of the infrastructure capacity requested and offered to the applicant shall be specified.

The framework agreements will not determine the railway lines in detail, but will establish the characteristics of the infrastructure capacity requested and offered to the candidates; they will not prevent the use of the corresponding infrastructure by other candidates or for other services and may be modified or limited to allow a better use of the railway infrastructure.

In general, the framework agreements will have a maximum term of five years, renewable for equal periods. However, a period of more than five years may be agreed when justified by the existence of commercial contracts, specialized investments or risks. For services that use a specialized infrastructure that requires large-scale and long-term investments, duly justified by the candidate, framework agreements may be concluded for a period of validity of up to fifteen years.

In the case of congested infrastructures, the railway infrastructure manager may reduce the capacity reserved if, during a period of at least one month, it has been used below the quota set.

Infrastructure managers will motivate their decision to refuse, conclude or modify a framework agreement. The reasons shall be communicated in writing to the applicant who had requested the framework agreement conclusion or modification.

The rail infrastructure manager will communicate the framework agreements to the National Commission of Markets and Competition Competition for analysis and approval prior to signing between the parties.

The model National Framework Agreement is available in Annex J.

The infrastructure manager will reserve capacity for the annual procedure for preparing service hours. Consequently, the framework capacity will not exhaust the available capacity of the infrastructure in question, establishing an approximate threshold of 70% of capacity reserve for framework agreements, reserving the remaining capacity for rush hour or extraordinary traffic, other relationships or other candidates, including those that have formalized a framework agreement, capabilities that would be awarded through the ordinary service schedule processes.

Specific rules may be set to reserve framework capacity covering several networks.

For the purpose of estimating infrastructure capacities, the manager uses a methodology considering every homogeneous line segment, based on:

- The equipment of lines and trains (on-board equipment)
- Minimum succession times and average succession intervals.
- Traffic heterogeneity.
- Intermediate stations requested for trains.

As a guideline, reserve margins of capacity ranging between 20 and 40% are applied, according to the characteristics of the considered lines.

On Commuter lines, the stopping times at stations are specifically considered, and usually restrict the line capacity.

At large passenger terminals, the stabling capacity is determined by analysing:

- Available tracks and their operational possibilities
- Train percentage distribution, distinguishing between trains passing and trains that have origin or destination at the station
- Stopping or turn around times necessary to reasonably ensure operations

The infrastructure manager may decide with equity criteria and, when appropriate, with the approval of the regulatory body, not to offer framework agreements for lines that have been declared congested.

/ Procedures and criteria relating to framework agreements for capacity allocation

When entering into framework agreements, infrastructure managers shall optimize the use of available infrastructure capacity. EU Regulation 2016/545, dated 7 April 2016, sets the conditions under which framework agreements should be applied to capacity allocation processes.

In accordance with Article 3, the normal procedure will be the infrastructure manager statement of framework capacity on lines where this possibility is offered. Said statement shall indicate the available framework capacity, per line section and control period (usually for one-hour-periods).

Prior to said statement, infrastructure managers shall consult potential applicants to offer the framework capacity adapted as far as possible to their commercial needs.

Likewise, it shall indicate the frame capacity already allocated, as well as an estimate of the total infrastructure capacity.

According to the capacity offered in the Network Statement and in accordance with set deadlines, Applicants may make their requests for a framework agreement. Consequently, within set calendars, the rail infrastructure manager will examine all requests and resolve them simultaneously.

The criterion of maximum infrastructure capacity used shall be applied by infrastructure managers upon resolving (greater traffic volume during the period when the capacity is offered).

If the infrastructure manager encounters interference between existing framework agreements and requests for new or amended framework agreements, or between requests for new framework agreements, the principles of the capacity allocation coordination procedure shall apply, applying the coordination methodology set out in Article 9 of Regulation 2016/545 EU. The infrastructure manager may also promote a procedure for coordinating applications when there is a conflict with a framework agreement during the scheduling procedure of the Service Hours.

Infrastructure managers shall periodically re-examine the framework agreement with applicants in order to assess the framework capacity. Applicants shall inform the infrastructure manager without delay of any permanent intention not to use all or part of the framework capacity, even if they do not intend to use the framework capacity for more than one month, with at least one month in advance (Art. 11 Regulation 2016/545 EU).

Likewise, when in the railway infrastructure there are significant increases in capacity, as a result of improvement works in the network, and / or the infrastructure manager has additional capacity, for not using all or part of the framework capacity assigned to a Candidate, the infrastructure manager will offer this capacity, in accordance with current legislation.

This offer will be made to companies that are already operating, as well as to potential new candidates. A period will be established to receive all capacity requests and, if all requests can be made compatible, they will be awarded or, if not possible, a coordination phase will be established to accommodate all requests, prioritizing, if possible, new entrants. These increases may be incorporated into the framework agreements of companies that are already operating, or by establishing framework agreements with new candidates upon request.

The unjustified use of the capacity agreed by the Candidate will result in the application of the penalty clauses of the framework agreement, where appropriate, to the sanction referred to in article 107.2.3 of the Rail Sector Law and the capacity withdrawal, under the conditions specified in the framework agreement that has been signed. The application of economic sanctions in these cases does not have as main objective to guarantee the legitimate economic interests of the infrastructure manager, but to ensure that the requests for framework capacity by the Candidates are made according to real needs of services, especially when the The resolution of said award shows that another candidate has not been awarded the said capacity.

When agreeing upon a new framework capacity with an Applicant, the infrastructure manager will take into consideration any lack of framework use or path request capacity under a framework agreement and the reasons for that failure.

4.5 CAPACITY FOR MAINTENANCE AND WORKS ON ADIF OWNED NETWORK

Rail infrastructure manager has been entrusted with continuous efforts to preserve and invest in the lines managed, either by maintenance works on the infrastructure in service or carrying out works to improve and expand its network.

The realization of these works may entail inevitable traffic restrictions. When rail traffic is inevitably affected by these works, the railway infrastructure manager will strive to produce the minimum disruption and will promote infrastructure improvements that will result in a better service.

With regard to temporary capacity restrictions on railway lines, for reasons such as infrastructure works, which result in cancellation, re-routing or replacement by other modes of transport, the affected IMs (infrastructure managers) shall communicate it as soon as they know. If the impact on capacity is relevant, meetings shall be set to discuss the works, schedules of affected trains, and even alternative routes.

Amongst the information provided by the IM (infrastructure manager) about the temporary capacity restrictions, on the expected day, the restriction time duration, the period in the day, line segment affected, whether or not traffic deviations will be made by alternative routes, etc.

This information will be sent by the IM (infrastructure manager) to the applicants who make traffic on the line or lines affected by the temporary capacity restriction.

/ TOC Committees

Programming activities in infrastructure shall be channelled through TOC Committees, made up of managers appointed by General Directorate for Conservation and Maintenance, General Directorate for Traffic and Capacity Management and General Directorate for Construction. In these Commissions RUs are promptly informed of the work to be performed, attending as far as possible their suggestions whilst programming. The minutes of TOC sessions where these restrictions on capacity are analysed and agreed upon are sent to every RU participating in it.

There is a Central Committee and other Regional Committees. In every session, Regional Committees shall be responsible for performing the preparatory studies for the Central Committee to reach the final agreements. TOC Committees may be ordinary or extraordinary. The decisions taken therein shall be communicated to the Applicants and RUs and any matter raised by any of them shall be forwarded for their analysis and resolution.

TOC Committees determine in the annual regular meeting permanent times for works to be considered in paths for the following year's Timetable. In ordinary session are also programmed works on infrastructures permanently affecting train traffic. In particular, regular sessions establish or revise periods and conditions of Maintenance Bands. Works are considered to be permanent if these are relevant or if speed limitations have a continuous impact of three months or shorter, if consequences on traffic are significant. Programs will be set up to the end of the Timetable, drawing up a record of the meetings of every Committee.

Agreements will be announced to Applicants before the date of the official deadline to submit capacity requests for Timetable.

If during the Timetable are produced significant variations from the projections made in the ordinary annual session, it is foreseen to hold ordinary sessions of changes in January, July and October. Extraordinary sessions may be convened as well, for exceptional reasons, when it is necessary to agree works outside ordinary sessions.

Capacity Manager shall consider in the path allocation process the capacity orders arising in TOC Committees from programmed works. Applicants must assume in their trains the consequences (increased travel times, capacity reduction, etc.) when the rail infrastructure manager communicates these in good time, thus fixing a minimum period of two months. Adif head of operation may allow, for extraordinary reasons, implementing measures or different terms, without any right to compensation from Adif.

/ Maintenance Bands

Maintenance Bands is a capacity order the rail infrastructure manager for regular maintenance works of infrastructure and facilities.

Three to five hours per day shall be programmed per line, depending on characteristics and equipment. On double track, efforts will be made to make way for one of the two tracks except as otherwise provided by the rail infrastructure manager, for technical reasons. Therefore, the line capacity is restricted in the period of Maintenance Band when traffic is ensured only on one track.

Capacity Manual shall include the expected ranges for Maintenance Bands.

/ Extraordinary Works

If required to carry out works for an extended period on a range of works different to the Band of Maintenance, a record of the extraordinary range of works and normal maintenance interval shall be stated. These periods shall be programmed by TOC Committees.

Extra works with little relevance may be agreed upon directly by the rail infrastructure manager with RUs and Applicants concerned well in advance as deemed necessary.

4.6 PATH USE CONTROL

RUs and Applicants are required to use the capacity obtained under the conditions in which it was allocated. For congested infrastructure, non justified use of paths allocated may cause serious offense, if it is attributable to RU. (Art. 107 in Law 38/2015, of 29 September of the Railway Sector).

Capacity Manager shall monthly make an analysis of the use level of paths allocated. Without prejudice to the steps listed in Rail Sector Act and which the rail infrastructure manager may undertake in cases involving a significant breach to the efficient use of infrastructure, the Capacity Manager shall propose to RUs and Applicants the suppression or modification of paths when detecting the lack of systematic use, especially in the case of congested lines.

When use percentage is below, 80 % - approximately - in congested lines and 50% in the rest, for a continuous period of one month, the Capacity Manager may also modify the capacity allocation, without time restrictions, communicating in written said circumstance and justifying in a reasoned manner the decision taken. A period of allegations of 10 days is set in favour of the Railway Undertaking or Applicant.

4.7 EXCEPTIONAL TRANSPORT AND DANGEROUS GOODS

4.7.1. Exceptional Transport

Exceptional transport (TE) is that which by load size, weight or distribution and conditioning is only allowed under certain technical and operating conditions. These require a feasibility study which will also take into account the physical possibilities of the network and the impact of this traffic on the lines to run on.

For exceptional transport traffic, Adif specific authorization is required including the particular conditions of acceptance and transport provision and the corresponding traffic instructions are governed.

Standing orders on handling exceptional transport and cargo failures on route, specify the transport that in the field of General Interest Railway Network managed by Adif and ADIF- Alta Velocidad, are considered exceptional, and the processing procedure.

By virtue thereof, RUs wishing to perform Exceptional Transport should address to the Directorate of Traffic Safety of the rail infrastructure manager, so that, through the Group of Exceptional Transport (hereinafter GTE) that chairs, composed of DCSC and Adif technical areas affected, and after performing the relevant technical study, they can issue the relevant Authorization, if applicable.

The Directorate of Safety shall communicate the possible restrictions included therein, and the terms of transport, to the affected Directorates of Adif, to the Railway Undertaking and other bodies concerned.

If a transport runs on two or more networks, the exceptional transport condition and its management shall be governed by determined international standards in force (UIC sheet 502-1).

See also section 2.5 in this document. For more information, refer to the Directorate of Traffic Safety (Adif Directory section 1.8).

4.7.2. Transport of Dangerous Goods

RUs and Applicants shall indicate in their requests for Capacity Allocation that it is to be used for transport of dangerous goods, apart from requesting the stops necessary to perform it, in order to get it adequately covered in the programming process, in accordance with Article 47.5 of Rail Sector Act.

In the case of adding rolling stock to transport Dangerous Goods with trains not referred to in the transport plan, it is compulsory to request the rail infrastructure manager authorization prior to consignment.

In order to authorize a train on a regulated track, RUs must report actual data of the wagons carrying Dangerous Goods, order number in the train composition, type of goods transported, ONU No, name, quantity, origin and destination of the goods.

RUs and Applicants shall ensure compliance with all regulations and standards governing such operations, to protect the safety of others and of the infrastructures.

4.8 DISTURBANCES AND TRAFFIC CONTROL

Traffic control will be performed by Adif with the purpose that actual train operations fit the assigned maximum capacities.

In order to carry out this task effectively, RUs will be required to provide all information required to the rail infrastructure manager on time and form, prior to train departure and during the journey. If the train technical features do not match those shown on the order that resulted in the capacity allocation, the rail infrastructure manager may adopt deregulation measures and even prevent its movement.

In particular, between the rail infrastructure manager and RUs a traffic agreement shall be established appointing authorized persons or organizations which are able to quickly take operational decisions, particularly with respect to operations and traffic interruptions.

4.8.1. Criteria for Traffic Control

Traffic control should be based on transparent and non-discriminatory principles. Since its main purpose is to ensure maximum punctuality according to the allocated capacity, the rail infrastructure manager may apply, as it deems appropriate, the following regulatory criteria:

- Preference for trains with allocated capacity versus trains which have not ordered capacity.
- Preference for trains running in their path against those running behind schedule, with the purpose of minimizing the spread of delays in the mesh (mesh contamination).
- Preference in the event of disruptions in rail traffic due to a technical failure, accident or any other incident. In this case, appropriate measures shall be taken to restore a normal situation, as required by Article 37 in Law 38/2015 of 29 September of the Railway Sector.

4.8.2. Applicable Standards for Traffic Control

Punctuality is not the sole responsibility of the rail infrastructure manager. RUs play an important role to move trains (own or of other RUs) without delay. For this reason, the rail infrastructure manager will promote quality agreements with different RUs, to establish service quality goals and action commitments to fulfill these.

According to Article 37 in Law 38/2015 of 29 September of the Railway Sector and Article 8 of Traffic Safety Regulation on the General Interest Railway Network, approved by Royal Decree 810/2007, of 22 June, in case of disturbance in the rail traffic due to a technical failure, accident or any other incident, the rail infrastructure manager shall take all appropriate measures to restore normality.

State-owned company Adif, has prepared a document entitled "Contingency Plan" that has the approval of the Ministerio de Transportes, Movilidad y Agenda Urbana. The Contingency Plan is the set of alternative procedures to usual operations, which aim is to allow such operation - even if some of its functions or facilities stop it due to some incident either internal or outside the organization - and with the mission to create a general plan of action to manage and resolve any contingency that disrupts the normal development of rail traffic from preventive, predictive and corrective levels. It contains, among others, the general framework for action, the priority criteria in traffic regulation in case of contingencies, recommended actions, warning plans to agencies of the infrastructure manager and government agencies, risk maps, along with other plans and protocols that complement and expand the above Contingency Plan.

In order to complete their Safety Certificate, and according to the requirements of Annex II to Royal Decree 810/2007, RUs are required to establish a Contingency Plan agreed with the railway infrastructure manager. For more information on this topic, refer to Adif Directory section 1.8.

Under annex VII point 7 of Delegated Decision 2017/2075, in the case of trains crossing from one network to another which arrival will occur with a foreseeable delay of no more than ten hours, and, as from 14 December 2019, of eighteen hours, the infrastructure manager of the other network will neither consider the rail path as cancelled, nor will it request another rail path, even if it decides to assign a different railway path, unless the applicant notifies the infrastructure manager that the train will not cross to the other network.

In case of emergency, and where absolutely necessary due to temporary non use of infrastructure, the rail infrastructure manager may, without prior notice, cancel, divert or change the paths for a certain time as necessary to restore normality to the system and urgently perform the appropriate repairs, and report as soon as possible to RUs and Applicants for appropriate reasons. In this case, neither Applicants nor RUs will be entitled to any compensation or damages in accordance with Article 37 in Law 38/2015 of 29 September of the Railway Sector.

In accordance with Art. 37 of Rail Sector Act. railway undertakings shall make available to the rail infrastructure manager resources that they deem as appropriate and provide their cooperation upon request. In any case, the rail infrastructure manager as well as RUs shall act in mutual coordination and collaboration to ensure service and attention to customers in the most efficient way possible.

4.9 CAPACITY ALLOCATION AT SERVICE FACILITIES MANAGED OR OPERATED BY ADIF

The capacity allocation at service facilities is the assignment, by the railway infrastructure manager, of capacity at a service facility previously offered in the catalog available on Adif website as an annex to this NS.

Capacity allocation requests at service facilities will be made through SYACIS application, in accordance with transparent and non-discriminatory criteria.

For this purpose, there is a regulated process, applicable in the scope of the service facilities managed by railway infrastructure manager located at passenger transport stations, freight transport terminals and any other facility as determined by infrastructure managers outside the areas specified above.

Railway Undertakings and Applicants, owners of rolling stock, freight forwarders, loaders and transport operators shall make their requests and - upon allocation - shall be entitled to use them under the conditions indicated in the descriptive files of service facilities.

This process shall apply to capacity allocation requests to use:

Facility type	Tariff	Client type
Tracks with train stabling platform, for other operations.	C2	Railways Undertakings.
Sidings, shunting yards, shunting and train formation facilities, maintenance facilities, washing and cleaning, fuel supply.	D	Railway Companies and rolling stock owners.
Freight loading points.	E	Railway undertakings, rail rolling stock owners, transport agents, loaders and combined transport operators.

The list of tracks offered at service facilities owned by Adif are published in the Catalogue of Capacity Offer at Service Facilities of this NS and on the Web: www.adif.es. Authorized users may also access this information through SYACIS application.

In the catalogue and the SYACIS application appears the typology of service facilities, their characteristics and equipment.

Exceptionally capacity may be requested to use facilities, which are not included in said catalogue, and the Service Facility Manager, GIS, is not bound to any allocation. The GIS is authorized to adjust the capacity of a facility in order to perform scheduled maintenance operations, replacement or expansion of assets in it.

Any modification at these facilities shall be communicated to clients of the same, immediately included in the SYACIS application and published in the corresponding updates of the Network Statement.

4.9.1. Types of Requests

Capacity allocation requests, which shall be run on SYACIS application, shall be based on client's need and technical feasibility of the facility. These requests may be linked to trains in their Transportation Plan, or not linked if they cannot define a specific list of trains in their Transportation Plan, but know the need to use the service facility on a regular basis.

Service facility infrastructure managers and Applicants may enter into long-term agreements (over 4 years term) in order to reserve capacity in a service facility, as according to a framework agreement in compliance with Rail Sector Act, art. 38.3, on capacity reserves on the linear infrastructure (path). These agreements shall have the same characteristics as the framework agreement on capacity reserve on the linear infrastructure included in Rail Sector Act, arts. 38.4 and 38.5.

When requesting capacity, clients may choose amongst the following types:

A. With Capacity Reserve

/ A.1. For Periods of Continuous Use

Capacity reserve if the client requires it during 24 hours in a day, a usage for 30 calendar days or longer, and up to a maximum of 4 years.

/ A.2. For Occasional Use Periods

Capacity reserve in cases where the client demands using for hours or full day (from 00:00 hours to 24:00 hours) the facility, for a period between two dates, for consecutive days, intermittent or cadenced.

These requests shall be linked to a train.

B. Without Capacity Reserve

/ B.1. For Occasional Use Periods

Capacity request in cases where the client demands an occasional use of the facility either for a full day from 00:00 hours to 24:00 hours, or for hours.

Exceptionally, the client may require an immediate punctual use for hours, without the possibility of knowing precisely the service facility (concrete track) or the time of use.

These requests shall be linked to a train without certain running.

4.9.2. Allocation Calendar

Requests made to the Service Facility Manager (GIS), through the SYACIS application, shall be submitted with the following deadlines:

For Requests type A: with Capacity Reserve

The Service Facility Manager will make available to clients, every two months, service facilities available so that they can make this type of request.

In order to respond to requests submitted after the deadline and resulting in a a substantial alteration by the client of the operating schemes, the Service Facility Manager shall assess the extent of the needs, informing in due time of any provisional capacity allocation and, in any case, it shall be necessary to make a new request on the next allocation period.

For Requests Type B: Without Capacity Reserve

These requests shall be made at least seven calendar days in advance.

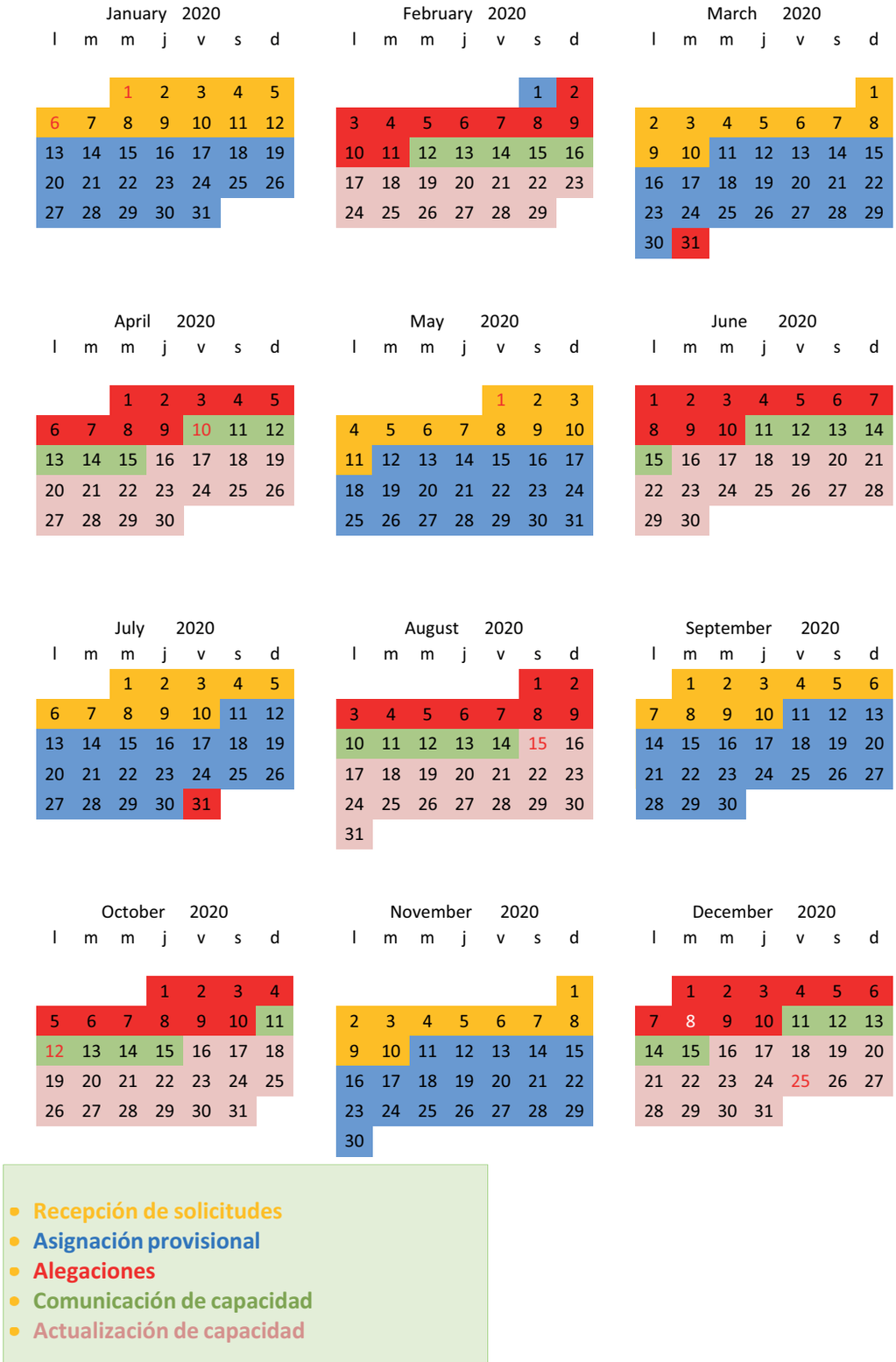
For exceptional and justified reasons, clients may request capacity for a service facility with less than seven calendar days in advance. Said type of requests can only be presented from Monday to Friday, before 12 o'clock on the day before train departure, and shall identify the train to which the request is linked. The response shall be notified before 18:00 on the same day.

Given immediate needs arisen less than a day in advance, GIS will process an eventual temporary capacity allocation according to the existing residual capacity, allowing the client to formalize subsequent adjustments based on the facility capacity actually used (track and time). Finally, GIS shall verify these adjustments in accordance with the verified effective use, validating or amending these, and shall inform the client of the final capacity allocation.

These requests shall be linked to the immediate/special path that the occupation at the service facility generates, leaving the GIS exempt from the commitment that guarantees capacity allocation at the facility

In the case of fuel supply at fixed and mobile points, the allocation of capacity is implicit in supply service provision and does not require a capacity allocation request.

The calendar for capacity allocation for 2020 is detailed below:



4.9.3. Phases of the Process

The Service Facility Manager shall analyze client requests, optimizing response times and the capacity of the facility.

The capacity allocation process is divided into the following phases:

4.9.3.1. Request Phase and Capacity Study

The client shall request capacity through SYACIS application, by means of the authorizations granted for said purposes. Exceptionally, given no computing connection, these shall be sent by any other written mean that guarantees receipt and record.

Formalizing a capacity request implies accepting the conditions of the service facilities.

Requests received are recorded by entry date and time.

Prior to the official request, the client may consult the GIS on available capacity through telematic means.

GIS will do the study of requests received and the allocation will proceed according to the following criteria:

a) Given available capacity for all Applicants, this shall be allocated.

b) If capacity requests coincide for the same period and for the same service facility, the allocation shall seek a maximum use of the facility and its technical characteristics, taking into account, in descending priority order, the following allocation criteria:

1. **Type of transport service**. The differentiated use of the facilities under the various types of transport services, for long distance passengers, commuters and medium distance or freight.
2. **Duration of use**. Priority shall be given to requests that encourage the continued use of the service facilities:
   - A1 type requests over A2, and within A1, the ones with the longest use period.
   - For A2, the ones with the most used requested period between two dates, taking into account the relationship between the number of days requested and the total days contained in the period.
3. **Funcionality.** Requested use compatibility with the facility functionality (training and shunting, siding, maintenance, ...) and its equipment. In the case of loading points, the following is additionally taken into account as subcriteria for allocation:
   - Other logistical needs, giving priority to applications that require other spaces adjacent to the cargo area, in order to promote and ensure the comprehensive logistics of the transport operation.
   - Loaders priority in capacity allocation processes over freight forwarders, in order to promote freedom to choose a railway undertaking.
4. **Request Order**. In case of equality in the above criteria, it shall be allocated according to the request entry order.

4.9.3.2. Coordination Phase and Interim Allocation Proposal

The coordination phase has been conceived to solve possible conflicts that may arise as to capacity allocations.

If it is not possible to initially attend the requests, GIS will offer alternatives on available capacity, to look for a coordinated solution with the client to resolve conflicts that may arise between requests and capacity allocations, as long as it is technically viable.

Upon completing the coordination process, GIS will communicate the proposal for provisional capacity allocation to the clients, and they will have to accept or refuse within the stipulated period through SYACIS application.. Upon deadline and given no client's acceptance of the provisional capacity proposal, the GIS may freely dispose of it.

For more information see Annex K Conflict Resolution Procedure.

4.9.3.3. Claim Phase

In this phase, clients may make claims on the proposal for provisional capacity allocation that GIS communicated. Requests, which are not possible to satisfy, will be duly communicated.

For more information see Annex K Conflict Resolution Procedure.

4.9.3.4. Communication Phase of Definitive Capacity Allocation

Finally, the GIS will communicate the definitive capacity allocation, through SYACIS application.

The Service Facility Manager will publish the accepted capacity, which shall not breach at any time the principle of confidentiality.

4.9.4. Special Measures in Case of Rail Traffic Disruptions

Should it be necessary during the transport process to segregate or remove material, due to incidents that occurred, in order to avoid problems with rail traffic, Adif traffic area may exceptionally allocate capacity, and the client is compelled to update this allocation on SYACIS application as soon as possible.

4.9.5. Monitoring and Control of the Actual Use of Allocated Capacity

Clients are obliged to use the capacity obtained at service facilities under the terms of use accepted and making optimal use thereof.

The unjustified unuse or lack of systematic use, attributable to the client, of a service facility, involving an important breach of an efficient use, may be a reason to modify or delete the capacity allocated by the Service Facility Manager.

The Service Facility Manager may perform analysis of the level of use of the service facilities as deemed appropriate with the information given by clients or available by the Service Facility Manager.

4.9.6. Cancellation of the Capacity Allocation

Clients may request to cancel the capacity allocation at service facilities subject to D and E modalities. Cancellation requests will be submitted by telematic means to the GIS. The request shall be analysed and afterwards the rail infrastructure manager shall inform the requesting client of the resolution in the terms and conditions set out in Art. 98.4 in Rail Sector Act.

For facilities with capacity reserve for a period of continuous use, or for a certain period of hours or full days, cancellations must be performed at least 30 calendar days in advance and:

- When 50% of the allocated period has not been used, a minimum amount equivalent to 50% total tariff shall be paid.
- When over 50% of the allocated period has been used, no penalties shall be payable.

For facilities without reserved capacity which have been requested for an occasional use period of a full day or hours:

- Any cancellation made with more than 24 in advance of the use of the facility, shall not be penalised.
- Any cancellation made less than 24 hours in advance of the facility use shall entail the payment of 100% tariff.

4.9.7. Maintenance and Exceptional Causes

Whenever required to perform maintenance work at service facilities, the Service Facility Manager may change on a temporary basis the allocated capacity prior communication with 30 days notice to the affected clients.

When for exceptional and duly justified reasons, some service facility has been temporarily unusable, the GIS reserves the right to a partial modification or cancellation of the allocated capacity, which will be communicated to the client with the alternatives that could be offered, derived from this circumstance. Affected clients shall not be entitled to claim compensation.

4.10 ALLOCATION OF TIME PERIODS FOR TESTING WITH BLOCK SECTION INSTALMENT

Adif shall allocate time intervals to test with their own rolling stock in the General Interest Rail Network, on commercial operation, according to transparent and non-discriminatory criteria.

4.10.1. Scope of Application

It shall, in general, apply to all testing requiring the BSI, and this requirement shall be determined in the Consignment Note that governs testing.

Specifically to requests to allocate time intervals for testing with the following block section instalment:

Type of Testing
Prototype testing of motor/towing stock
Validation tests of train changes
Type/series testing for motor/towing stock approval
Coverage and quality of service tests for GSM-R network
Approval/validation testing of on-board equipment ERTMS, ASFA Digital, etc.
Testing of other on-board equipment

Railway undertakings prior to performing testing and using the necessary time periods, shall have the technical documentation issued by the responsible bodies, AESF, Corporate Directorate of Traffic Safety, etc. mandatory for vehicle traffic with Block Section Instalment.

4.10.2. Process Description

How to submit the request

The requesting Applicant shall assign duly accredited persons for representation purposes, as well as the registered office to which the railway infrastructure manager shall send the appropriate notifications and, where appropriate, shall present a document proving their registration in the Railway Special Registry (Art. 61 Rail Sector Act)

Railway undertakings shall apply for testing times intervals to the relevant Traffic Regional Under-Directorate, using computing tools that the rail infrastructure manager has available or by email, specifying the time period of track occupation for every requested section, 10 working days before the testing.

Request classification and analysis

Requests received shall be ordered according to the date and time of receipt.

Adif shall analyse the requests, considering for an allocation the priority criteria - and shall try to satisfy every request received.

If there are time periods available for all clients, these shall be allocated.

If it is not possible to initially attend the requests for the same time period and track section, the allocation shall satisfy the maximum track use and their technical features, considering for the allocation, in descending order priority, the following:

Allocation priority criteria

1. Compatibility testing as a result of changing signalling systems if these affect approved trains, which already perform commercial service in the General Interest Rail Network (ASFA digital, ERTMS new versions, etc.).
2. Expanding tests of current Safety Certificates for lines in the General Interest Rail Network.
3. Evidence to obtain Safety Certificates for lines in the General Interest Rail Network.
4. Testing interoperability constituents.
5. Authorization testing to enter into service control/command and signalling subsystems.
6. Authorization testing to enter into service rolling stock subsystems.
7. Train changes validation testing.
8. Type/series testing for approval of motor/towing stock.
9. Prototype testing of motor/towing stock.

Coordination

Should Adif prove during the planned period that, upon application of allocation criteria set out afore, any request turns out to be incompatible, it shall appeal to try to solve it, therefore applying the coordination process under article 8 in Order FOM 897/2005 of 7 April, regarding the network statement and rail infrastructure allocation procedure.

To coordinate requests, Adif shall resolve conflicts, and may propose to Applicants alternative allocations of infrastructure time periods for testing that differ from the requested one. Applicants may accept or reject the proposal within 5 business days after receiving the notification. However, in order for the railway infrastructure manager's proposal to be performed, it is necessary to have transmitted to every participating Applicant the allocation of time periods and of the coordination phases.

Communication of time intervals for testing

Adif shall communicate the allocation to applicants of schedules for testing. Clients will notify, as soon as possible, any waiver of the provisional allocation to the allocated time interval.

Eventually, given any of the following cases:

- Given different applicants for the same time period; Adif will draw up an act to allocate time intervals for testing, to be determined and accepted by Applicants.
- Should there be only one Applicant; Adif shall communicate the allocated time intervals, ... by telematic means or by email.
-

4.10.3. MAINTENANCE AND EXTRAORDINARY CAUSES

Time periods for testing may be suspended or modified, prior notification to the affected clients, for unscheduled maintenance tasks or as a result of incidents, track auscultation, etc., without any type of liability or economic compensation payable by Adif to the successful awardee.

Any damage shall be the sole responsibility of the awardees, if caused as a result of testing on the railway infrastructure, as well as of any direct or indirect damage and loss caused to Adif or third parties.

4.10.4. CHARGES

The allocation of time periods to use railway lines in the General Interest Railway Network for testing with Block Section Instalment shall apply the tariffs set in Law 38/2015, of the Railway Sector, to the kilometre-trains included in the authorization that the railway infrastructure manager issues for said allocation.

Authorizing time periods for testing on Block Section Instalment means using all track kilometres capacity allocated and all kilometres on adjacent track, implies running on all authorized kilometres, with the use restriction of these Block Section Instalment during certain time periods in favour of third parties.

Trains - kilometre to which the tariffs apply shall be determined according to the following:

- Depending on the maximum line speed whereat tests are performed, the maximum distance - in km – that a train can run shall be determined for the time period allocated.
- As testing shall be performed on Block Section Instalment, according to traffic requirements determined in the Consignment Note published for this purpose, a blocking of adjacent track is required, and so the allocated kilometre-train shall be determined based on the distance that could be run, both ways, in the allocated time period, according to the line characteristics whereon testing shall be performed.
- The trains - kilometre to be run shall be determined calculating the distance that a train could run in the allocated time period, depending on the line characteristics where testing shall be performed.

The payable tariffs shall be calculated applying to the trains – kilometre -as described above- the unit charge in force at all times.

Should the railway undertaking - upon time period allocation for testing with block section Instalment - not use the whole time period allocated, for reasons attributable to the railway undertaking, the entire tariff corresponding to the allocated period would be invoiced.

Should it be necessary to perform testing, an extraordinary opening of stations shall apply the current charges - included in the Network Statement in force at all times, corresponding to the Supplementary Service SC-1, Exceptional Transport.

Services of Adif

Chapter 5

Network Statement 2020

Services of Adif

Chapter 5

Network Statement 2020

5.1 INTRODUCTION

RUs and other Applicants have the right to receive non-discriminatory access to infrastructure, including access by rail to the facilities and services provided thereon, as well as the minimum access package.

Law 38/2015, of 29 September, of the railway sector and the Railway Industry Regulation governing the provision of Basic, Supplementary and Ancillary services, determines both the regime applicable and parties entitled to provide such services.

The scope of services that the rail infrastructure manager may provide are as follows:

- Minimum Access Package.
- Basic services.
- Supplementary Services.
- Ancillary Services.

5.2 MINIMUM ACCESS PACKAGE

RUs and the rest of Applicants will be entitled to receive equal Minimum Basic Services to access RFIG, specifically, they will be entitled to:

- Proceed Rail Infrastructure Capacity Requests.
- Provision of allocated capacity.
- Use of railway infrastructure, including branching and deviations from the network.
- Train control, including signaling, regulation, shipping and the communication and provision of information on train traffic.
- Use of electrical supply equipment for traction currents, when available.
- Information on train traffic services and possible delays.
- Any other information required to implement or operate the service to which capacity has been allocated.

5.3 ACCESS AND PROVISION OF SERVICES IN FACILITIES

Access to service facilities and to service provision shall be as under Law 38/2015, of 29 September, of the Rail Sector, and Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017, on access to service facilities and related rail services.

5.3.1. Access to Service Facilities

Rail infrastructure managers and other operators of service facilities shall give access, in a non- discriminatory basis, to all railway undertakings and other applicants, including track access to such facilities and services provided therein.

Access to service facilities shall entail the relevant request for capacity to the operator that shall allocate it according to transparent and non-discriminatory criteria. For each requested service facility and prior to starting its use, the applicant shall consent to usage conditions of the facility, in order to preserve the orderly, efficient and safe operation of facilities.

Requests of railway undertakings and other applicants to access service facilities and services provided therein shall be answered by the operators within a maximum period of 1 month after the business day following the request receipt by the operator. The request shall be complete and shall contain all documentation required by the operator in the facility descriptive

document.

The previous term shall apply for service facilities access requests for a provision of all services (basic, supplementary and ancillary).

In the case of requests to access service facilities linked to a path in the "ad hoc" railway infrastructure, the maximum response time shall be 5 working days after receipt

Only applications may be denied if there are viable alternatives for railway undertakings to operate services of passenger or freight transportation on the same routes or alternative routes under economically acceptable conditions. However, this does not imply the obligation for the controller of the service facility to make investments in resources or equipment that were required to meet all the requests made.

The capacity allocation at service facilities is specified in section 4.9.

For more information on service facilities, see section 3.6, Annexes, Catalogues and Maps in this document.

Commission Implementing Regulation 2017/2177, of 22 November 2017, determines the obligation of service facilities operators to prepare and publish a descriptive document of the facility, where they shall provide information regarding access conditions, capacity allocation or service provision.

In accordance with article 5.1, section a) of Implementing Regulation 2017/2177 and with Resolution STP7DTSP/118/18 of National Commission on Markets and Competition of 23 January 2019, service facilities operators shall have a web page with the information required by Regulations for the facility descriptive document. This link shall be sent to the infrastructure manager to include it in the Network Statement.

5.3.1.1. Passenger Transport Stations

RUs shall be entitled to access these and to the services provided therein:

USE OF STATION

It includes passenger use of station common facilities, and the services available therein, i.e. lobbies, waiting rooms, access for passengers, etc. It also includes information related to train services with stop at the station and services specific to the stations, in Spanish and, where appropriate, in co-official languages of the respective Autonomous Communities. It includes an adequate operation of facilities and adequate maintenance conditions and cleaning of stations. The railway infrastructure manager shall provide taking into consideration the station category.

The catalogue of basic minimum services, by station category is available in table 4, section 6.2.6. under this NS.

USE OF TRACKS WITH PLATFORM

It includes trains stabling and use of platforms for commercial passenger services. Train stabling involves obtaining stabling Capacity, granted at the time of allocating train paths. The Applicant is required to request through SIPSOR, or any other known mean indicated in this NS, the stabling time required on station tracks.

It also includes platform tracks use, defined in the track occupancy chart, for operations other than stabling for commercial passenger services such as cleaning, loading and unloading services on board, etc. given any service facilities at stations to enable said provision. The use of tracks with platforms for other operations requires obtaining capacity at the facility to be requested by the interested party through SYACIS application. The rail infrastructure manager shall proceed to allocate it through the corresponding regulated allocation process.

Train maintenance operations are expressly excluded.

USING OTHER TRACKS

Tracks used for train sidings, washing and cleaning. They need to obtain capacity at the facility, as requested by the interested party through SYACIS application.

The catalogue of passenger transport stations with service facilities is available on the infrastructure manager's website, as Annex to this NS and on SYACIS application. In this application the characteristics and equipment of every service facility are collected.

The Railway Infrastructure Manager shall proceed to allocate it through the corresponding standard allocation process.

OTHER SERVICES

- The allocation of premises at stations for RUs provision of passenger ticketing services, information and help.
- The allocation of spaces for RUs to provide services related to passenger commercial operations or for their operative personnel.
- RUs provision of other services available according to the existing capacity and means at stations.

For more information see the following sections of this document. Chapter 3.6., 5.4, 5.6 and Maps which is available on the Adif website, as an annex to this NS.

The supply of tracks per station, their functionality and technical characteristics is included in the Catalogue of Service Facilities on telematic Service Facilities Capacity Allocation and Request application (SYACIS). Also, the Catalogue of Service Facilities is available on the website of the Railway Infrastructure manager as an attachment to this NS.

These services require planning the tracks that may be used according to the functional capacity of every station and according to its operational capacity, in accordance with received used requests. Use regulations, conditions and allocation procedure are included in this NS and in the services and price catalogue hereto attached.

The following service provision conditions apply:

SPECIFIC CONDITIONS FOR TRACKS WITH PLATFORM	It is a prerequisite to obtain the stabling capacity through SYACIS application. Track occupation graphics apply. This service enables performing authorized train operations and using intakes of existing facilities and supplies. The possible operations to be considered are the following: – Minimum cleaning of train interior and/or exterior (fronts and glass of doors and windows). – Operation of on board service loading and unloading, use of water inlets, use of fuel facilities, use of electrical outlets, use of WC emptying facilities and other similar facilities. Train maintenance operations are expressly excluded.
SPECIFIC CONDITIONS ON TRACKS WITHOUT PLATFORM	It is a prerequisite to obtain the stabling capacity through SYACIS application. This service enables, exclusively, to carry out authorized operations, allowing using the existing facilities and supplies.
GENERAL APPLICATION CONDITIONS	• Upon train operations, RUs shall comply with regulations related to traffic safety, applicable environmental regulations depending on the operation to be performed and the regulations to prevent occupational risks. • Upon train operations, RUs shall comply with the instructions and conditions set by the railway infrastructure manager in order to guarantee the proper use of the facilities, and in the specific case of interior and/or exterior cleaning operations, it shall imply that the Railway Undertaking cleans the tracks and platforms, in the scope of the waste generated thereon. • This service does not include supplies that can be used in train operations, so the consumption cost shall be payable by the Railway Undertaking.

The Catalogue of Services and Prices and the Catalogue of Descriptive Files of Service Facilities in this Network Statement show specific information on the services offered at Passenger Transport Stations, among others:

- Stations with a service offer and the criteria used for this.
- Service Descriptive Files, including requirements, priority criteria, provision conditions and price.
- Every station basic planimetry with the location of the spaces offered.
- General access conditions to request services.
- Processing applications.
- The application models of basic and ancillary services.
- Space allocation scheme.

5.3.1.2. Freight Transport Terminals

RUs shall be entitled to access these and to the services provided therein.

ACCESS TO THE TERMINAL SERVICE FACILITIES

Using tracks for train setting and shunting, as well as for freight loading points. To use these, it is necessary to obtain capacity at the facility upon request by the interested party on SYACIS application. The railway infrastructure manager shall proceed with the allocation through the corresponding regulated allocation process.

The Capacity Offer catalogue at service facilities is available on Adif website, as an Annex to this NS, and on SYACIS application.

The conditions to provide basic, supplementary and ancillary services shall be made available to the interested parties by the facility operator.

For more information, please consult the following sections hereunder: Chapters 5.4 and 5.6, as well as the catalogue of Capacity Offer at service facilities, the Service and Price Catalogue and the Catalogue of Descriptive Files of the Service Facilities Maps, as available on Adif website as an annex to this NS.

5.3.1.3. Axle and Gauge Changers

RUs shall be entitled to use Track Gauge Changers managed by the rail infrastructure manager, as far as rolling stock is adapted to the technical characteristics of these. The rail infrastructure manager ensures at all times the provision of this service associated with the path allocation to run on RFIG lines.

Stock technical operations, locomotive coupling, brake tests, defrosting, shunting or gauge change operations, as well as the responsibility for these, correspond to RUs.

RUs dedicated to freight transportation may request TRANSFESA to use axle changers located at the border of Hendaya and Cerbère, under the conditions determined by said undertaking.

For more information see the following sections in this document Chapter 3.6., The catalogue of Descriptive Files of the Service Facilities and Maps, as available on Adif website as an annex to this NS.

5.3.1.4. Sidings

Railway Undertakings, holders of railway rolling stock, transport employees, loaders and combined transport operators shall be entitled to use determined sidings at service facilities of the infrastructure manager.

For more information see Chapter 3.6. and the catalogue of Capacity Offer at service facilities of this NS as available on Adif website, as an Annex of this NS, and on SYACIS application.

5.3.1.5. Maintenance Facilities

The rail infrastructure manager shall grant access to all rail rolling stock maintenance facilities that are connected by rail to the RFIG.

The conditions of service provision therein shall be made available to the interested party by the facility operator.

For more information see the catalogue of descriptive files of the service facilities.

5.3.1.6. Port Facilities

RUs shall be entitled to access the existing railway infrastructures in areas of Maritime or Fluvial Ports, under the conditions set for this purpose between port authorities and the railway infrastructure manager.

The provision of basic, supplementary and ancillary services at service facilities located in the ports of general interest shall be adjusted to the provisions of port legislation.

For more information see the sections hereunder, Chapter 3.6., Maps and the catalogue of Descriptive Files of the Service Facilities, as available on Adif website as an annex to this NS.

5.3.1.7. Protection and Relief facilities

The set of systems available at Adif facilities to promote the evacuation, self-protection of people and intervention of rescue services in emergency situations.

For more information see Chapter 3.6

5.3.2. Service Provision

See the catalogue of Services and prices and the Catalogue of descriptive files of the service facilities as available on Adif website as an annex to this N.

5.3.3. Access Conditions to Service Provision

The conditions of access to basic, supplementary and ancillary services provided by all operators at the service facilities, as referred to in section 20, Annex I to Rail Sector Act, including opening and closing times, are available in the descriptive files of the service facilities, on Adif website as an annex to this NS.

5.3.3.1 Requests to Access Services

See Catalogue of descriptive files of the service facilities, available on Adif website as an annex to this NS.

5.3.3.2. Answer to the Requests

See Catalogue of descriptive files of the service facilities, available on Adif website as an annex to this NS.

5.3.3.3. Coordination Procedure

See Catalogue of descriptive files of the service facilities, available on Adif website as an annex to this NS.

5.3.3.4. Criteria of Priority

See Catalogue of descriptive files of the service facilities, available on Adif website as an annex to this NS.

5.4 BASIC SERVICES

Basic services are provided at any service facilities listed in Article 42, Law 38/2015, of 29 September, in Railway Sector Act.

Its provision is not mandatory and valid only if the service is offered by the service facility operator.

Basic services offered at all times by the railway infrastructure manager, through the Network Statement, shall be provided in a non-discriminatory manner to any railway undertaking or other applicant requesting them.

5.4.1. Service Offer, Definition and Description

According to the provisions hereunder Adif offers to Railway Undertakings and other applicants the provision of the services set out in the following classification,set forth according to their scope of application:

Basic Services

BASIC SERVICES	General Scope Description
SB-1	Capacity allocation at facilities that make up the Freight Transport Terminals and Passenger Transport Stations: Sidings, training, shunting, loading and unloading, for other commercial operations on tracks with platform and on tracks without platform, etc. (The conditions for capacity allocation, 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

SB-2	Fuel Supply
Description	This service involves fuel supply at facilities suitable for such supply.
Associated Operations	• Managing B diesel purchase for traction. • Maintenance of facilities associated with the service. • Dispensing diesel B for traction. • Inherent management to service provision.
Invoicing Unit	Cubic meters of gas oil dispensed.
Conditions of application	It includes the physical supply of fuel by own staff or third parties.

BASIC SERVICES	Scope of Terminals for Freight Transport Description
SB-3	Handling intermodal transport units.
SB-4	Trains shunting and operations (*)

(*) Adif specific commercial, regarding this service is included in the Catalogue of Train Shunting and Operations Basic Service, available on Adif website http://adif.es/es_ES/infraestructuras/doc/IyE_SSLL_Catgo_Serv_Maniobras.pdf.

BASIC SERVICES	Scope of Passenger Transport at Stations Description
SB-5	Access to buildings and platforms at Passenger Transport Stations (includes passenger use of station common facilities, access, lobbies, waiting areas, etc., as well as services of information, safety, comfort, maintenance, cleaning, etc. Section 6.2.2.5.2 of this Network Statement, includes prices (tariffs) for using passenger stations, depending on the station category, and in section 6.2.6. the matrix of minimum services by station category, Table 4.
SB-6	Use of information supports.
SB-7	Premises for ticket sales and information.
SB-8	Space for ticketing elements
SB-9	Premises for operating personnel on board services

Descriptive files of basic services provided in the field of **Freight Transport Terminals** and **Passenger Transport Stations**, and their provision and access conditions are available in the Catalogue of Services and Prices, and in the catalogue of descriptive files of service facilities, as available on Adif website as an annex to this Network Statement.

5.5 SUPPLEMENTARY SERVICES

Supplementary services at service facilities owned by Adif -to facilitate the operation of the rail system- shall be provided to Railway Undertakings and other Applicants in accordance with Art. 44 in Law 38/2015 of 29 September of the Rail Sector.

Supplementary services offered at all times by the rail infrastructure manager, through the Network Statement or equivalent document shall be supplied in a non-discriminatory manner to any railway company requesting these.

Supplementary Services may be, in accordance with Section 18 of Annex I to Law 38/2015, of 29 September on the Railway Sector, the following: :

- Traction current supply, the amounts paid for this concept shall be shown in the invoices separately from tariffs applied for using the railway infrastructures of electric power supply. (Service provided by ADIF- Alta Velocidad)
- Pre-heating passenger trains. (This service is neither offered by Adif nor ADIF- Alta Velocidad)
- Customized contracts for transport control of dangerous goods and assistance in traffic of special trains. (Service provided by Adif and ADIF- Alta Velocidad)

5.5.1. Offer of Services, Definition and Description

According to the provisions hereunder Adif offers to Railway Undertakings and other applicants the provision of the services set out in the following classification:

Supplementary Services General Scope	
SC-1	Exceptional Transports

SC-1	Exceptional Transports
Description	This service consists in performing all tasks necessary for safety and assistance to Exceptional Transport Traffic.
Associated Operations	• Research performed by Adif associated with the feasibility and safety of transport traffic. • Running plan. • Escort, transport assistance and traffic support vehicles. • Extraordinary opening of stations. • Support and safety services contracted.
Invoicing Unit	• Per Study • Per Running Plan • Per service
Conditions of application	These traffics are governed by national and international regulations in force for Exceptional Transports, Gauges Technical Instruction and UIC leaflet 502/1. Given any communication to suppress or change the running date of Exceptional Transport less than 72 hours in advance and given no force majeure, the R.U. shall pay 15% estimated costs value for the transport provision.

5.6 ANCILLARY SERVICES

Services that RUs may request to the rail infrastructure manager or other providers. The service facility operator shall not be obliged to provide such services, but should he offer these to a railway undertaking, it shall provide them in a non-discriminatory manner to any railway undertaking requesting these.

Ancillary service provision shall be performed under private law.

In accordance with Section 19 of Annex I, Law 38/2015, of 29 September of the Railway Sector, ancillary services may be the following:

- Access to telecommunication network.
- Provision of supplementary information.
- Rolling stock technical inspection.
- Ticketing services in passenger stations.
- Rolling stock heavy maintenance services require specific facilities to perform duties that are out of daily routine operations and require the vehicle to be removed from service.

The Railway Infrastructure Manager may provide the following ancillary services at Freight Transport Terminals and at Passenger Transport Stations:

Ancillary Services	Scope of Terminals for Freight Transport Description
SX-3	After-hours service provision

Ancillary Services		Scope of Passenger Transport at Stations Description
AREAS	SX-4	Areas for ephemeral: wherein RUs can install ephemeral elements counter type or similar.
	SX-5	Areas on platforms for mobile equipment of RUs intended for storage to facilitate operations on platforms.
EQUIPMENT	SX-6	Equipped boarding point
	SX-7	Last minute attention point
	SX-8	Lockers in shared changing rooms
	SX-9	Management of lost objects
	SX-10	VIP rooms

Descriptive files of ancillary services provided in the field of Freight Transport Terminals and Passenger Transport Stations, and their provision and access conditions are available in the Catalogue of Services and Prices, and in the catalogue of descriptive files of service facilities in this Network Statement.

Charging System

Chapter 6

Network Statement 2020

Charging System

Chapter 6

Network Statement 2020

6.1 INTRODUCTION

Law 38/2015, Rail Sector Act, of 29 September (LSF), modifies the structure of Railway Fees and Tariffs, as well as the Price to Provide basic, supplementary and ancillary services.

On 4 July 2018 was approved Law 6/2018 of 3 July, of General State Budgets for 2018, modifying the structure and amounts of Fees and Tariffs (Spanish official gazette No. 161 of 4 July 2018).

As for the prices to provide basic services (other than those under Article 98, Law 38/2015, Railway Sector), supplementary and ancillary, shall be approved by the service facility operator.

The provision of basic, supplementary and ancillary rail services is subject to paying fees, which are private prices.

According to Art. 102.1 in Rail Sector Act, the prices to use service facilities shall be paid to the service facility operator and shall be used to finance their activity.

6.2 RAILWAY FEES AND TARIFFS

6.2.1. Fees

Railway Fees satisfy taxable events such as the provision of services provided for in Rail Sector Act.

Following are the main Rail Fees, in force according to Rail Sector Act.

6.2.1.1. Fees for using assets in the public railway domain

The taxable event of the tax is the private use or special use of public domain railway assets made by concessions and authorizations.

The payment of the fee shall not be required to natural persons or legal persons, other than capital companies, when the private use or special use of public domain assets does not entail an economic profit for the concessionaire, authorized person or contractor, and even if said usefulness exists, the use includes conditions or considerations for the beneficiary that cancels it or renders it irrelevant. This circumstance shall be recorded in the specifications or clauses of the authorization or concession.

Railway infrastructure managers shall be exempt from this fee.

The accrual of the fee shall occur with the initial granting and annual maintenance of the concession, authorization or award and shall be demandable in the corresponding amount and under the terms indicated in the conditions of the concession, authorization or award.

Taxpayers are concessionaires, authorized persons or contractors or, if applicable, those who subrogate themselves in lieu thereof.

Below is detailed the fee.

Fee for using rail public property assets in an orderly or special manner	
Occupied surface	0.6799 € / sqm, per month or fraction.

Fee amount for ordinary or special use of public property assets as provided for in Title VI, Chapter I, Section V in Law 38/2015, of 29 September, of the Railway Sector is still in force in accordance with 2nd paragraph of Article 86 in Law 6/2018 on General State Budget for 2018 (State Official Gazette Nr. 161 of 4 July 2018) "Excepted from afore paragraph are fees that would have been created or are subject to specific update according to standards set in 2017".

The railway infrastructures manager shall pay this fee for natural years, with the exception of accruals for periods shorter than the calendar year, which shall be calculated for that fraction of the year.

The taxable amount shall be determined according to the occupied area measured in square meters.

6.2.1.2. Other Fees

The taxable event of these fees, the provision of the necessary services to grant approvals, certifications, issuance of certificates to railway personnel, issuance of Railway Undertaking Licenses, Safety Certificates to railway companies and Safety Authorizations to Railway infrastructure managers, by the State Railway Safety Agency.

These fees are:

- For granting, modifying or renewing the railway undertaking license, (Art. 76 of the Rail Sector Act).
- For granting the safety authorization of the railway infrastructure managers or the safety certificate of the railway undertaking, their issuance or modification, renewal or revision (Article 80 of the Rail Sector Act).
- For approving centres, certification of entities and rolling stock, granting titles and licenses and authorizations for entry into service (Art. 84 of the Rail Sector Act.)
- For the provision of services and activities in terms of railway safety (Article 88 of the Rail Sector Act.)

According to Rail Sector Act, the management and payment of these fees corresponds to the State Agency of Railway Safety.

6.2.2. Railway Tariffs

Railway Tariffs are collected by infrastructure managers from railway undertakings for using the General Interest Rail Network (RFIG) lines and passenger stations, freight terminals and other service facilities.

6.2.2.1. Framework of standards

Standards that apply to quantify rail tariffs and to set the corresponding rail tariffs are summarized below:

- Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 setting a single European railway area.
- Law 38/2015, of 29 September 29, of the Rail Sector.
- Commission Implementing Regulation (EU) 2015/909 of 12 June, concerning the methods for calculating costs directly attributable to railway service operation.
- Law 3/2013, of 4 June whereupon the National Commission of Markets and Competition is created (LCNMC).
- Law 6/2018 of 3 July 3 on General State Budgets

6.2.2.2. Quantification of tariffs for using the lines of the General Interest Rail Network and costs directly attributable to rail service operation

Rail tariffs are levied on the use of railway infrastructures and shall be fixed in accordance with the general principles of economic viability of infrastructures, their effective operation, market situation and financial equilibrium upon service provision, and in accordance with criteria of equality, transparency and non-discrimination between rail transport service providers.

In order to calculate the charges for using railway infrastructures, the costs directly attributable to rail service shall be considered.

Likewise, in order to calculate these charges, rail tariffs shall be considered, in accordance with the General Interest Rail Network effective operation, and these considerations shall mirror the infrastructure congestion level and a proper functioning thereof, the promotion of new rail transport services, as well as a need to favour using underutilized lines, guaranteeing, in any case, optimal competition between railway undertakings.

Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012, setting a single European railway area, establishes the applicable principles and procedures to determine and collect royalties to use infrastructures railways and to allocate their capacity. By means of Law 38/2015, of 29 September, Rail Sector Act, the standards contained in Directive 2012/34/EU are incorporated into Spanish Law.

Aforementioned directive states in article 31 that the minimum access tariff and access to infrastructure that connect with service facilities shall be equivalent to the cost directly attributable to rail service operation.

In order to define the methods to calculate the costs directly attributable to rail service operation and in order to set the minimum access tariffs and the ones to access infrastructures that connect to service facilities, the European Commission published the Implementing Regulation (EU) 2015/909 on methods to calculate costs directly attributable to rail service operation.

In order to determine costs directly attributable to Adif and ADIF- Alta Velocidad operation, there is a cost model with a structure and methodology to calculate tariff costs in a causal, objective and adapted way to Law 38/2015 and Implementing Regulation (EU) 2015/909.

Cost model allows identifying railway infrastructure managers:

- Costs underlying the fees to use of railway lines that make up the General Interest Rail Network:
  - Costs directly attributable to rail service provision and, therefore, eligible to determine tariffs as well as costs considered as ineligible to determine tariffs in accordance with RE 2015/909.
  - Costs to be received through the surcharges on the basic canon (additions) in compliance with the provisions of Law 38/2015, provided that the market can accept them, and with the aim of contributing to the economic sustainability of infrastructures they manage.
- Costs underlying the fees to use service facilities, in accordance with the criteria set for each modality in Law 38/2015.

Regarding the tariff to use General Interest Rail Network lines, RE 2015/909 sets in article 3 that direct costs of the whole network shall be calculated as the difference on the one part between the costs of providing the minimum access package services and the access to infrastructures that connect with service facilities and, on the other part, the non-eligible costs indicated in article 4 of the same regulation.

Aforementioned article also sets that asset values used to calculate the direct costs of the network as a whole shall be based on historical values or, in case the historical values are not available or the current values are lower, in the latter.

It also contemplates the possibility for the infrastructure manager to apply estimated values, current values or replacement values, provided that said values can be measured transparently, rigorously and objectively and duly justified before the regulatory body.

Adif and ADIF- Alta Velocidad cost model is based on the following bases:

1. Historical costs, using the data corresponding to the last closed year.

2. Identification of the costs incurred by the railway infrastructure manager to provide the services of minimum access package and access to infrastructures that connect with service facilities.

3. Identification, amongst afore, of non-eligible costs under the provisions of article 4 under RE 2015/909.

4. Cost identification that article 97 of Law 38/2015 considers recoverable by means of the addition contemplated for mode B) (art.97.5.2.b).

5. Setting costs directly attributable to the rail service based on the costs referred to in previous points.

Based on the accounting model described, the activity areas (hereinafter, divisions) of every manager directly linked to railway operation and to the service provision included in the minimum access package and access to infrastructures that connect with service facilities, and the underlying costs are defined for each tariff mode, deducting, if applicable, ineligible costs defined in the RE (EU) 2015/909.

Additionally, in order to determine the costs directly attributable to the rail service recoverable through different tariff modes, it is necessary to deduct costs borne by these divisions but corresponding to service facilities and which collection is provided for under Law 38/2015 through different tariff modes as set in article 98 (use tariffs of the service facilities owned by the railway infrastructure managers).

The general procedure scheme followed to determine underlying costs of the basic tariff (tariff modes without addition) is the following:

TOTAL COSTS activities linked to railway operation	-	NON-ELIGIBLE COSTS	+/-	RECOVERABLE COSTS BY OTHER TARIFFS

/ A. Capacity allocation tariff (Mode A).

According to section 5 of article 97 of Law 38/2015, this mode affects process costs for allocating capacity, traffic management, traffic safety and replacing safety facilities, traffic control, directly attributable to rail service operation.

In order to apply the described model, the expenses for Traffic, Traffic Safety and Capacity Management divisions are considered for tariff modes.

/ B. Tariff for using railway lines (Mode B).

In accordance with section 5, article 97 of Law 38/2015, this mode includes costs of maintenance and preservation of railway infrastructure directly attributable to rail service operation.

In order to apply the described model, for this tariff mode, the expenses of maintenance divisions are considered, except for electrification specialties and gauge changers.

Underlying costs.- Underlying costs of this tariff mode shall be the result of subtracting from eligible expenses those recoverable by modes C, D and E as tariff for use of facilities (Law 38/2015, article 98), since these correspond to infrastructure maintenance within service facilities (tracks with platforms for passengers to get on and off, tracks with no platform for trains or vehicles, routes for loading and unloading freight, etc.)

/ C. Tariff for using facilities to transform and distribute power (Mode C).

In accordance with section 5, article 97, Law 38/2015, this method affects maintenance and conservation costs of electrification facilities and replacement costs, directly attributable to rail service operation. Stations, including technical buildings, catenary, mobile stations and any other facility, equipment or item necessary to transform and distribute traction electric power, shall be considered as electrification facilities.

In order to apply the described model, this tariff mode includes the expenses for maintenance division power specialties.

Underlying costs.- Underlying costs of this tariff mode shall be the result of subtracting from eligible expenses those recoverable by modes C, D and E as tariff for use of facilities (Law 38/2015, article 98), since these correspond to traction power transformation and distribution facilities maintenance within service facilities (tracks with platforms for passengers to get on and off, tracks with no siding platform for trains or vehicles, tracks for loading and unloading freight, etc.)

6.2.2.3. Quantification of tariffs for using service facilities owned by the general managers of railway infrastructures and underlying costs, in accordance with the criteria set for each tariff mode in Law 38/2015.

Implementing Regulation (EU) 2015/909 does not apply to determine recoverable costs through tariffs for service facilities use as referred to in article 98 of Law 38/2015. These costs coincide with the ones set by Law 38/2015.

In order to fix underlying costs for different tariff modes, the cost model described in section 6.3.2.2 is used, to identify aforementioned costs for using different service facilities provided for in Law 38/2015.

/ A. Tariff for using passenger transport stations (Mode A).

In accordance with section 4, article 98, Law 38/2015, this tariff mode, will take on the expenses related to station - category 1 to 5- maintenance and preservation, replacement and minimum basic service provision therein, monitoring service, and access control of passengers and their luggage. Category 6 stations shall include total operating expenses, including replacement expenses and financial expenses.

In order to fix the costs based on tariff calculation for using stations, different services provided at stations are differentiated, using the "Activity-based Costs" method, which is good to measure the cost of necessary activities during service provision, and considering only the ones corresponding to the Basic Service.

/ B. Tariff for passing through gauge changers (Mode B.

In accordance with section 4,article 98, Law 38/2015, costs in this tariff mode for using service facilities are directly linked to maintenance and replacement of gauge changers.

Cost amount to be collected with this tariff mode is obtained from identifying -in the corresponding expenditure items- maintenance costs of gauge changing facilities and replacement.

/ C. Tariff for using tracks with platforms at stations for train stabling for commercial passenger services and other operations (Mode C).

In accordance with section 4, article 98, Law 38/2015, costs attributable to this tariff mode for using service facilities are those directly linked to maintenance and preservation of used facilities.

In order to determine underlying costs of this tariff mode, maintenance and preservation costs of tracks with platforms at passenger stations (C1 mode) are identified, and for C2 mode the costs directly linked to maintenance and preservation of used facilities.

/ D. Tariff for using tracks at other service facilities: siding, train setting and shunting, maintenance, washing and cleaning, fuel supply (Mode D).

In accordance with section 4, article 98, Law 38/2015, costs linked to this tariff mode for using service facilities are directly attributable to using tracks for maintenance and restocking of facilities.

Maintenance costs are related to preventive maintenance as well as small repairs to keep the asset in working order.

Replacement costs are calculated based on asset historical values or according to estimated values or restocking values, given no past ones.

/ E. Tariff for using loading points for freight (Mode E).

In accordance with section 4, article 98, Law 38/2015, costs linked to this tariff mode for using service facilities are directly attributable to using tracks for maintenance and restocking of facilities.

6.2.2.4. Quantification of underlying costs

a. Costs underlying the different tariff modes for using railway lines in the General Interest Rail Network (RFIG).

Law 38/2015 of the rail sector sets the criteria to objectively define every type of subnet considering the technical characteristics, maintenance needs, types of services supported and their intensity.

In order to analyse underlying costs linked to every tariff mode and setting the rates, the lines that make up the General Interest Rail Network are analysed, grouping them into two types of railway lines, high-performance **type A lines** -defined in section 7, article 97, Law 38 as lines that allow for a maximum speed over 200 km/hour in 2/3 of its length- and the rest of lines, or **lines NOT A**.

Starting from total managing costs in last year's General Interest Railway Network, which includes a full cost of traffic management activities, capacity management, traffic safety and infrastructure maintenance (except for financial expenses), those directly attributable to rail service operation are identified by using General Interest Rail Network lines, deducting ineligible costs - in application of RE (EU) 909/2015 and article 97 of Law 38/2015 - and recoverable costs through other tariff types, all broken down by high-performance lines (type A) and other lines.

Underlying costs, thus obtained, are distributed by every tariff mode, as under article 97 and by type of line, based on the definition in Rail Sector Act, which states that these tariff modes shall include capacity allocation, traffic management, traffic safety costs and restocking of safety and traffic control facilities (mode A); maintenance and preservation costs of railway infrastructure (mode B), and maintenance and preservation costs and restocking costs of electrification facilities (mode C), directly attributable to rail service operation.

Ineligible costs, financial costs, restocking costs for a platform, tunnels, bridges, track, buildings and means used for maintenance and preservation, as well as those necessary for a reasonable development of these infrastructures and all costs that enable rail infrastructure manager to achieve the financial support for infrastructures managed by him, provided that the market can accept it, by afore addition to the full tariff for using railway lines (mode B).

After the costs directly attributable to rail service provision have been obtained, underlying every tariff type by line type, these are distributed by service type according to weighting criteria differentiated by tariff mode.

Tariff for capacity allocation (Mode A)

Underlying costs are distributed by service type based on reserved train-km, understanding that the reserved train-km is the unit that best determines capacity allocating, traffic management and traffic safety costs.

Tariff for using rail lines (Mode B)

Underlying costs are distributed by service type, weighting the train-km ran according to Virtual Traffic Equivalent.

Virtual Traffic is an amount defined in UIC 714 R sheet that aims to quantify different traffic contributions to infrastructure deterioration, taking into account not only the accumulated tons but also their greater or lesser aggressiveness.

Variables that affect virtual traffic determination are, basically, accumulated tons and their concentration (load per axle), distribution and number of motor and towed axes, and traction and its dynamic effects (speed).

Tariff for using traction power transformation and distribution facilities (Mode C)

Underlying costs are distributed by service type, depending on train-km ran with electric traction on electrified railway lines for every service.

b. Costs underlying different tariff modes for using service facilities owned by the general managers of railway infrastructures.

Tariff for using passenger transport stations (Mode A)

From the data corresponding to the past year, costs linked to maintenance and preservation of stations, restocking and provision of stations basic minimum services, stations monitoring service and access control of passengers and their luggage are identified for stations of category 1 to 5. For category 6 stations, total operating costs are charged, including restocking costs and financial costs.

Other tariff modes for using service facilities, (Modes B, C, D and E)

From last year's data, costs linked to the usage of other service facilities are identified, in terms of maintenance and restocking of used facilities.

6.2.2.5. TARIFF AMOUNT

Railway Tariffs are collected by the infrastructure manager from railway undertakings for using General Interest Railway Lines and their owned service facilities. Specifically are as follows:

- Tariff for using lines of the General Interest Railway Network.
- Tariff for using service facilities owned by the railway infrastructure manager.

Based upon underlying costs to different tariff modes collected by the described procedure are calculated the amounts that, for a level of traffic estimated from the latest available data, would allow to balance underlying cost coverage for each mode.

RECAST Directive empowers the infrastructure manager to adapt gradually, in a period not exceeding four years, to modes for calculating costs directly attributable to rail service upon RE 2015/909 entry into force. Consequently, for passenger services with a relevant tariff increase to perform this adaptation is very significant, said adaptation period is recommended.

Separate consideration deserves the situation of freight transport in Spain and the need to boost its growth. Infrastructure managers are aware that the situation of rail freight transport sector makes it difficult to transfer to railway operators the costs directly attributable to this service. For this reason, and to keep on boosting and encouraging growth in terms of modal share in the national freight market, and the advantages that from a point of view both of reducing external costs and environmental sustainability presents rail transport, we understand that it is very difficult for the market to assume a tariff update in the terms indicated, so they propose a gradual adaptation in ten years.

Adapting to the amounts in aforementioned periods would be carried out based on an adaptation coefficient and assuming a cost and traffic stability during the years considered, so that said amounts shall be subject to traffic behaviour and to the evolution of underlying costs in the period in question.

With regard to tariffs for using facilities, in the case of tariff for using passenger stations, set tariffs enable collecting underlying costs.

Other tariffs for use of facilities, aim at two goals: collecting underlying costs and optimizing capacity availability at said facilities.

Below current Tariffs are detailed, as from 1 August 2018:

6.2.2.5.1. Tariff for using the General Interest Rail Network managed by Adif

Tariffs levy for using rail lines on RFIG owned by Adif as well as for providing services inherent to such use, in the following ways:

a) Tariff for capacity allocation (Mode A): for the allocation service of time periods, as defined in the network statement, to the corresponding applicants in order for a train to be able to run between two points for a certain period of time.

b) Tariff for using railway lines (Mode B): by the action and effect of using a railway line.

c) Tariff for using the facilities to transform and distribute traction electric power (Mode C): by the action or effect of using the electrification facilities of a railway line.

Railway companies that use or obtain the capacity to run through the General Interest Rail Network shall be taxable persons. Tariff taxable persons shall also be considered for the allocation of capacity, transport agents, shippers and combined transport operators who, without being considered as railway undertakings, obtain capacity allocation.

Accrual of the tariff shall occur at the time of capacity allocation in Mode A and when the rail line is used in Mode B and the electrification facilities in Mode C.

Railway infrastructure manager shall pay the modes of these tariffs for natural months.

/ Tariff for Capacity Allocation (Mode A)

Capacity Allocation Tariffs govern a general right of use of time periods, as defined in the network statement, assigned to the corresponding applicants in order for a train to be able to run between two points for a certain period of time.

The amount shall be determined by multiplying the unit rate for each train-kilometre allocated, distinguishing by type of line affected and type of service.

There are two types of tariffs set, one for the services performed on lines type A and another one for those performed on the other lines

Tariffs for Capacity Allocation (Mode A)						
Line type	Type of Service / Train					
	VL1	VL2	VL3	VCM	VOT	M
	Allocated Train-km /					
A	1.9275	0.9258	1.9275	0.9536	0.4850	0.4446
Other than A	0.5082	0.5133	0.5118	1.3851	0.4110	0.0724

Table 1 in "Reference Tables", in this chapter, indicates the lines classified according to their type, and Table 2 according to the characteristics of services and types of train.

ADDITION TO THE TARIFF FOR ALLOCATION OF CAPACITY, MODE A, for its inefficient use.

The amount shall be determined by multiplying the unit rate for each train/km of difference, in absolute value, between the number of trains-kilometres allocated and the number of trains-kilometres performed, by type of line and type of service:

- For passenger services, for every difference in train kilometre, in absolute value, between the capacity allocated and that used in a month by type of line and type of service, where said difference is over 2% of the capacity allocated and if it exceeds said percentage.
- For freight services, for every difference in train/ kilometre, in absolute value, between the capacity allocated and that used in a month by type of line, where said difference is over 15% capacity allocated and if it exceeds said percentage.

Additional Charges –Mode A						
Line type	Type of Service / Train					
	VL1	VL2	VL3	VCM	VOT	M
	€ / Train-km run in excess or in defect					
A	11.0201	3.9888	8.4803	4.4210	1.9850	1.7356
Other than A	1.4346	1.4492	1.4450	6.2700	1.1610	0.2043

The data recorded in the corresponding Adif traffic monitoring tools shall be taken into account for the purpose of determining the effective use of Capacities.

This addition to the full quota of the tariff is intended to optimize the rail network use, encouraging improvements in train programming processes by operators, and penalizing the difference between the allocated capacity and the actual capacity used;

It is intended to prevent an operator A from requesting paths to not use them and which therefore cannot be further allocated to another operator.

The request for special paths is also penalized outside the planning, as it interferes with the railway network capacity management by the infrastructure manager.

In both cases, Law 38/2015 sets margins to which the addition - 2% for passenger trains and 15% for freight trains - does not apply.

/ Tariff for the Use of Railway Lines (Mode B)

Tariff for using railway lines regulates the action and effect of using a railway line.

The amount shall be determined by multiplying the unit charge for each train-kilometre ran, distinguishing by type of line and type of service.

There are two types of tariffs set, one for the services performed on lines type A and another one for those performed on the other lines.

Tariff for the Use of Railway Lines (Mode B)						
Line type	Type of Service / Train					
	VL1	VL2	VL3	VCM	VOT	M
	Train-km Run / €					
A	4.7931	2.3017	4.7931	2.3707	1.2500	1.1055
Other than A	0.7247	0.7320	0.7299	1.9752	0.5865	0.1032

"Reference Tables", in this chapter, indicates the lines classified according to their type in Table 1 according to the characteristics of services and train types in Table 2.

ADDITION TO THE TARIFF FOR USING RAILWAY LINES, MODE B, for the use of high performance networks or the operation of variable gauge services or other situations of high traffic intensity in certain time periods.

With this addition, the financial expenses shall be paid back as well as the replacement costs corresponding to the platform, tunnels, bridges, track, buildings and means used for maintenance and conservation, as well as those necessary for a reasonable development of these infrastructures and all costs that allow the railway infrastructure manager to achieve the economic sustainability of the infrastructures managed by it.

The amount of the addition shall be that resulting from applying the unit rate according to the following criteria:

- Passenger Services by Type A Lines: The amount shall be the result of multiplying the unit rate per every square kilometre, calculated on the basis of the usage tariff per train kilometre and for all the seats of the train for each route, differentiated by every type A line and type of service.
- Passenger services out of A lines: The amount of the addition shall be that resulting from multiplying the unit rate for each train kilometre calculated in the usage tariff.

Additional Charges –Mode B						
Line type	Type of Service / Train					
	VL1	VL2	VL3	VCM	VOT	M
A	€/100 Seats -km Offered					
Línea Madrid-Barcelona-Border Line	1.7611	0.2317	0.3023	0.4959	0.0000	0.0000
Madrid-Toledo-Sevilla-Málaga Line	0.8647	0.1504	0.1962	0.3218	0.0000	0.0000
Other A lines	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other than A	Train-km/€					
	0.0000	0.0000	0.0000	2.3597	0.0000	0.0000

/ Tariff for using Traction Electric Power Conversion and Distribution Facilities (Mode C)

Tariff for using the facilities to transform and distribute traction electric power regulates the action or effect of using the electrification facilities of a railway line.

The amount shall be determined by multiplying the unit charge for each train-kilometre ran on electrified rail lines, distinguishing by type of line, type of service and traction type.

There are two types of charges set, one for the services performed on lines type A and another one for those performed on the other lines.

Tariff for using Traction Electric Power Conversion and Distribution Facilities (Mode C)						
Line type	Type of Service / Train					
	VL1	VL2	VL3	VCM	VOT	M
	€/Train-km					
A	0.8020	0.3835	0.8020	0.3950	0.2500	0.1855
Other than A	0.2018	0.2039	0.2033	0.5500	0.1635	0.0287

/ Bonus to boost the growth of rail transport

In order to encourage the efficient operation of the rail network and to promote new rail transport services in accordance with Art 97 in the Rail Sector Act, a bonus shall be applied to the charges for using the General Interest Rail Lines modes A and B for annual traffic increases, in accordance with the following criteria:

- For lines A it shall be applied for every individual line combination and type of service.
- On other B, C, D y E lines, it shall apply to every line and service type combination

In order to apply this bonus, the rail infrastructure manager shall annually establish in the Network Statement:

A) The reference traffic, **TREF**, measured in train/km, which shall be the traffic that the rail infrastructure manager considers ordinary, according to the pre-existing situation or its foreseeable evolution. See Table 6 of the "Reference Tables", section 6.2.6

B) The target traffic, **TOBJ**, measured in train/km, shall be the traffic that the infrastructure manager determines according to its market expectations of the infrastructures and services used. See Table 7 of the "Reference Tables", section 6.2.6

C) The target bonus percentage for incremental traffic, **BOBJ**, applicable to incremental traffic when target traffic is reached according to traffic growth expectations. If the increase corresponds to an intermediate value between the reference traffic and the target traffic, a bonus lower than the target bonus shall be applied, applying a progressive system. See Table 8 of the "Reference Tables", section 6.2.6

The bonus to encourage the rail transport growth shall only apply if the traffic actually performed in a year is above the reference traffic determined by the infrastructure manager for every line combination and service type, and shall be calculated based on the growing traffic compared to the reference traffic under the terms set by Rail Sector Act.

The bonus shall be calculated by applying the formula that for this purpose includes the Rail Sector Act in its article 97.6.

6.2.2.5.2. Tariffs for using service facilities owned by Adif.

Tariffs levy for using service facilities and infrastructures referred to under art. 98 in Rail Sector Act, as well as for providing services inherent to such use, as follows:

A Tariff for using passenger transport stations (Mode A).

B Tariff for running through gauge changers (Mode B).

C Tariff for using platform tracks at train parking stations for commercial passenger services and other operations (Mode C). For the purposes of this tariff, the following two ones are set:

C.1) For train parking for commercial passenger services without other operations

C.2) For train parking for other operations.

D Tariff for using tracks of other service facilities: sidings, train composition and shunting, maintenance, washing and cleaning, fuel supply (Mode D).

E Tariff for using loading points for freight (Mode E).

Railway undertakings using railway service facilities associated with tracks shall be considered as taxable persons in modes **A, B** and **C**.

In mode **D**, railway undertakings and owners of rail rolling stock that use the service facilities shall be subject to the levy.

In mode **E**, railway undertakings, railway rolling stock owners, transport agents, shippers and combined transport operators using freight loading points are taxable persons.

In order to use service facilities in **C2**, **D** and **E** modes, it shall be necessary to obtain capacity at the facility, as required by the taxpayer to Adif on SYACIS application, and the transfer to third parties of the allocated capacity shall be totally prohibited. Section 4.9 of this NS describes how to process capacity requests and their allocation at service facilities .

No Tariffs of this section include electric power, water, fuel, telephone or any other kind of supply or service, and the taxable person shall pay for the expenses for consumptions or supplies provided or by the rail Infrastructure manager.

Accrual shall occur when the railway installation is used for **A**, **B** and **C1** modes of the tariff and if the capacity of the installation is allocated for modes **C2**, **D** and **E**, unless the allocations include the use for periods longer than the calendar month for these modes **D** and **E,** in which case the accrual shall occur on the first day of the successive periods to be paid off.

The rail infrastructure manager shall pay the modes of this tariffs distributed in calendar months. However, in **D** and **E** modes, for periods of use shorter than the calendar month, this period shall be paid off; and for periods of use longer than one year, upon request of the taxable person, the rail infrastructure manager shall pay for modes **D** and **E** for anticipated annual periods by applying a bonus to be determined annually on the basis of the financing costs of the rail infrastructure manager and Included in the proposal for updating the amount of tariffs.

/ Tariff for using Passenger Transport Station , Mode A

With this tariff mode, the costs linked to maintenance and conservation of stations, to their replenishment and to the provision of the basic minimum services at stations, to the financial costs for stations classified in category 6, as well as to station monitoring services and access control of passengers and their luggages.

The amount of this tariff mode shall be calculated:

A.1) At stations of categories 1, 2, 3, 4 or 5 multiplying the unit tariff by the number of stops, considering the category of the station, the type of stop and the type of train.

The net tax shall be the result of applying over the previous full quota, an addition according to level of use of the sation facilities. Said addition shall be calculated from the number of passengers actually stepping on and off said stop at the station.

The charges for this type of tariff, when a station in categories 1 to 4 is affected by situations that prevent the provision of minimum basic services during the period of one month or longer, shall be modified over the period of the unusual situation as follows:

The applicable charge to a station for every passenger that steps on or off board, shall be the one corresponding to the category immediately below when the number of basic services provided is equal to or less than the number of basic services included in the lower category plus half of the difference up to the number of basic services in the higher category. After its classification in the lower category, the process shall be repeated if the number of services provided so determines.

If a basic service is not provided with the usual means but continues to be provided in a "degraded" situation, that is, in any case it is provided, it shall be counted in the number of basic services rendered.

The rail infrastructure manager shall notify to rail operators of this circumstance as soon as it is known.

The change in tariffs shall not apply to category 5, since this is the lower category.

In the case of services outside the opening hours of stations, the whole quota shall be determined in accordance with section A.3.

Tariff for using passenger transport stations – Mode A.1

Marshalling Yard	Type of stop	National/ International	Intercity	Commuter
		€/Train Stop		
1	DESTINATION	164.0000	33.7842	8.1082
	INTERMEDIATE	63.7800	13.1383	3.1532
	ORIGIN	182.2200	37.5380	9.0091
2	DESTINATION	78.1100	16.0904	3.8617
	INTERMEDIATE	30.3800	6.2574	1.5018
	ORIGIN	86.7900	17.8782	4.2908
3	DESTINATION	75.2111	15.0422	3.6101
	INTERMEDIATE	29.2487	5.8497	1.4039
	ORIGIN	83.5678	16.7136	4.0113
4	DESTINATION	33.4830	6.6966	1.6072
	INTERMEDIATE	13.0212	2.6042	0.6250
	ORIGIN	37.2034	7.4407	1.7858
5	DESTINATION	13.4793	2.6959	0.6470
	INTERMEDIATE	5.2419	1.0484	0.2516
	ORIGIN	14.9770	2.9954	0.7189

Table 3 in "Reference Tables", shows the Stations classified by categories.

A.2) In category 6 stations, applying to each commuter hub the tariff amounts resulting from operating costs of the group of stations in this category per commuter hub.

The tariff is set by line or commuter hub and year, distributing the payment in twelve monthly instalments as follows:

Tariff for using passenger transport stations Category 6 – Mode A.2	
Hub	**Monthly amount Euro**
Asturias	12,851
Barcelona	146,857
Bilbao	29,945
Cádiz	1,228
Madrid	358,874
Málaga	21,413
Murcia	1,282
San Sebastián	24,542
Santander	1,630
Sevilla	9,498
Valencia	13,127
Asturias (RAM)	16,982
Murcia (RAM)	9,254
Cantabria (RAM)	10,160
Vizcaya (RAM)	1,854
León (RAM)	5,995
Total Mensual	**665,491**

A.3) For services outside the timetable of stations, multiplying the unit rate by the number of hours or fraction of extraordinary opening of stations, by station category. List of Passenger Transport Stations owned by Adif detailing the opening and closing times for each of them, is available on the website, as an annex to this NS.

This mode shall apply in cases of special passenger train traffic, stopping at stations outside their opening and closing hours originating the need for an extraordinary opening thereof.

The applicable amounts per hour and fraction are:

Charge Fee for Extraordinary Opening of Stations – Modality A.3	
Station Category	€ / Hour
1	632
2	108
3	51
4	23
5	10
6	7

Table 3 in "Reference Tables", shows the Stations classified by categories.

/ Tariff for running through gauge changers (Mode B)

The amount of this mode shall be that which results from multiplying the unit rate with the number of trains running through a gauge changer in any direction.

Charge Tariff for Running through Gauge Changers – Mode B	
€ / For running through a Changer	€ 134.8211

/ Tariff for using platform tracks at train parking stations for commercial passenger services and other operations (Mode C)

For the purposes of this tariff, the following two tariffs are set:

- **C.1)** For train parking for commercial passenger services without other operations:

In general, a period of 15 minutes is established during which the fee shall not apply.

For the purposes of calculating the time of parking on platforms, intermediate stops in a commercial route shall not be considered, neither those where the railway infrastructure manager decides the permanence of the train on the stabling tracks.

The tariff amount shall be that resulting from applying to each train the unit charge for the stabling time according to the station category.

Charges Tariff for Train Parking for Commercial Services without other operations – Mode C.1			
Station Category	Type of Parking		
	A	**B**	**C**
	Train/€		
1	2.2458	3.3688	4.4917
2	1.1229	1.6998	2.2458

Table 3 in "Reference Tables", shows the Stations classified by categories.

Type of Parking	
A	For every additional 5 minutes or fraction between 15 min. and 45 min.
B	For every additional 5 minutes or fraction between 45 min. and 120 min.
C	For every additional 5 minutes or fraction from 120 min.

- **C.2)** Train parking for other operations. (Minimum internal and/ or external cleaning of the train, loading and unloading of on-boar services, use of water intakes, use of fuel installations, use of electrical outlets, use WC outlet systems and other similar ones).

The tariff amount shall result from applying the unit charge, determined according to the station category and operation type to be performed on the train, to the number of operations of each type performed over the parking period.

It is independently applied to charge C.1 for carrying out operations to trains during the parking period.

The operations performed on the train shall be classified into the following two types:

Type A: Minimum internal and/or external cleaning of the train (front and window and door glasses).

Type B: For loading and unloading on-board services, use of water intakes, use of fuel installations, use of electrical outlets, use WC outlet systems and other similar ones).

Charges Tariff for Train parking for Commercial Services without other operations – Mode C.2			
	Station Category	Operation	Euro
Type A	1 -2	Train cleaning	0.6818
	Others	Train cleaning	0.5681
Type B	1 -2	Loading and unloading on board of the train	0.6722
	Others	Loading and unloading on board of the train	0.5601
For other operations			0.3947

Table 3 in "Reference Tables", shows the Stations classified by categories.

A 100% bonus is set for tariffs modes C1 and C2 for using service facilities, which will remain in force during the term of the contracts in force between the Administrations and RENFE Operadora for providing public passenger transport services by rail, i.e. "Commuter", "Medium Distance" and "Metric Gauge" subject to public service obligations. (transitory provision three in Rail Sector Act).

/ Tariff for using tracks at other service facilities: sidings, train composition and shunting, maintenance, washing and cleaning, fuel supply (Mode D)

These are set according to the periods when service facilities are used, with their basic components, such as track, overheadline, switches and additional equipment.

The amount of this mode shall be the result of calculating the amount for using the full authorized track, the amount associated with the equipment provided in that route and the amount of optional equipment requested, applying the unit amount of each concept by the corresponding units, apportioned for the requested period and affected by the coefficient of performance set in article 98. 4. D) of Law 38/2015.

Tariff For Using Sidings And Others – Mode D	
Base components	
C track	5.402 euro/m of track-year
C overheadline	1.826 euro/m of overheadline-year
C switch I type (manual)	564.755 euro/unit year
C switch II type (telecommanded)	2,165.954 euro/unit year
Components of equipment associated to track	
C track gauge corridor	1.191 euro/m of track-year
C track lighting	1.368 euro/m of track-year
C shunting yard lighting	2.026 euro/m of track-year
C Fire protection network	5.953 euro/m of track-year
C Loading/unloading platform	52.490 euro/m of track-year
Optional equipment components	
C grease collection trays	521.516 euro/unit year
C fuel collection tray	820.049 euro/unit year
C Cab Access Stairs	20.945 euro/unit year
C Unloading pit	118.050 euro/unit year
C Maintenance pit (without outlets)	188.388 euro/unit year
C Loading/unloading platform	602.613 euro/unit year
C Water, electric or compressed air intake	43.750 euro/unit year

Also, Art 98.4.D) in Rail Sector Act, provides for the application of the following minimum amounts:

- The minimum amount for use of refuelling service facilities for all fixed and mobile Adif fuel supply points shall be € 3.75
- The minimum amount for using other service facilities subject to this mode, shall be the equivalent of a minimum period of 4 hours use of each service facility.

Likewise, bonuses per concurrence are set, if an installation is used by a prime contractor and one or more secondary contractors, as well as bonuses for long-term siding of stock, as determined in Rail Sector Act.

As well as Additions or Penalties for taxable persons who - after obtaining an allocation of capacity for a given installation and period - cancel said reservation before the end of the period awarded, as determined in Rail Sector Act

/ For using loading points for freight (Mode E)

In order to determine the amount of this mode, the same elements, criteria, bonuses and penalties shall be applied as in mode D, however, the calculation shall include a basic item linked to the use of a surface path parallel to the track (shunting yard), which shall serve to transfer freight (maximum 8 m), and the amount shall vary depending on its finishing.

This mode shall not apply to freight transport intermodal terminals owned by the railway infrastructure manager, which are operated directly by it or other operators, and if thereon are performed loading and unloading services of Intermodal Transportation Units (ICUs) on and from wagon.

However, if railway undertakings require in addition to the use of the loading point, other spaces, ancillary services, equipment or means that the infrastructure manager may offer, these shall be regulated by means of the corresponding lease contract.

The amount of this mode shall be the result of calculating the amount for using the full authorized track, the amount linked to using the surface path parallel to the track (marshalling yard), the amount linked to the equipment provided in that track and the amount of optional equipment requested, applying the unit amount of each concept by the corresponding units, apportioned for the requested period and affected by the coefficient of performance set in article 98.4. E) in Rail Sector Act.

The minimum amount of the fee for this mode E shall be the equivalent of a minimum period of 8 hours use.

Tariff for using loading points for freight – Mode E	
Base components	
C track	5.402 euro/month-year
C overheadline	1.826 euro/month-year
C switch I type (manual)	564.755 euro/month-year
C switch II type (telecommanded)	2,165.954 euro/month-year
C Marshalling Yard Type I (concrete/paving stone)	19.340 euro/month-year
C marshalling yard II type (conglomerate)	11.232 euro/month-year
C Marshalling yard II type (layers)	5.191 euro/month-year
Components of equipment associated to track	
C track gauge corridor	1.191 euro/m of track-year
C track lighting	1.368 euro/m of track-year
C shunting yard lighting	2.026 euro/m of track-year
C Fire protection network	5.953 euro/m of track-year
C Loading/unloading platform	52.490 euro/m of track-year
Optional equipment components	
C Grease collection trays	521.516 euro/unit/year
C fuel collection tray	820.049 euro/unit/year
C Cab Access Stairs	20.945 euro/unit/year
C Unloading pit	118.050 euro/unit/year
C Maintenance pit (without outlets)	188.388 euro/unit/year
C Loading/unloading platform	602.613 euro/unit/year
C Water, electric or compressed air intake	43.750 euro/unit/year

6.2.3. Update or Modification of Rail Fees and Tariffs

Rail Sector Act determines that the general managers of railway infrastructure shall, among other functions, determine, review and collect the tariffs for using the railway infrastructures, according to the legal and regulatory applicable regime.

The proposal to modify or update the tariffs for rail infrastructure use shall be made by the rail infrastructure manager together with the corresponding economic and financial report on the cost or value of the resource or activity in question and justification for proposed price, which shall conform to Article 20.1 of Law 8/1989, of 13 April, on Public Prices and Fees

Said proposal shall be forwarded to railway undertakings for consultation and report of the National Commission on Markets and Competition and shall establish the specific values of tariffs specified in each case, and for every line, network element or periods of application.

Without prejudice to the competences of the Competition and Markets National Commission, the values so obtained shall be forwarded to the Ministerio de Transportes, Movilidad y Agenda Urbana to include these in the draft of General State Budget.

6.2.4. Payment Method of Rail Fees and Tariffs

Fees for using assets in the public railway domain (article 93 Law 38/2015). The rail infrastructure manager shall pay this fee for natural years, with the exception of accruals for periods shorter than the calendar year, which shall be calculated for that fraction of the year.

Regarding Rail Tariffs, the modes described may be liquidated either individually or jointly, under the terms of Law 38/2015 of 29 September ruling the payment terms and means of amounts due. The income from Tariffs for using rail infrastructures shall be paid by RUs or Authorized Applicants - for Modes D and E also rail rolling stock owners- upon a corresponding payment receipt, under the terms, periods and other conditions indicated in Rail Sector Act.

Regarding payable amounts, indirect taxes on service provision subject to tax shall apply under the terms established in the current legislation.

Questions that are not covered in this section shall be governed by Rail Sector Act and General State Budget Law fixing the prices of Rail Tariffs.

6.2.5. Performance Scheme

In accordance with Art. 96, Rail Sector Act, the tariff system shall encourage rail undertakings and also the railway infrastructure manager to minimize disturbances and improve the operation of the General Interest Railway Network. The basic principles of this incentive system shall apply to the whole network.

11 February 2015, Order FOM 189/2015 was published in the Official Gazette (updated by Order FOM 642/2018, of 13 June), which develops the basic incentive application principles in the system of tariffs for using railway infrastructures.

The performance scheme shall ensure a non-discriminatory treatment, transparency, objectivity based on facts and events that can be quantified, checked and verified, consequently it shall be a truthful, reliable and auditable system that guarantees the integrity of all system data, whilst sharing the operational information between the railway infrastructure manager and the RU.

This system includes the taxation of penalties (malus) for actions, which disrupt the operation of the network, granting compensation (bonus) to entities, which suffer from disruption, and granting premiums to obtain better results than expected.

In accordance with afore, Adif agreed with the Railway Undertaking and Applicants the main incentive system (PPSI) parameters. In compliance with aforementioned FOM Order the values are indicated as follows:

- Table 1.- P. P. S. I indicators for trains per product:

Table 1 P. P. S. I indicators for trains by products

Product	Punctuality margin	Observations
HS Long distance	15′	
HS Medium distance	15′	
Long distance not HS	30′	
Medium distance not HS	30′	
Commuter	20′	
Freight	100′	With the parameter of Adjusted Offer and Net Delay

For every running, the railway infrastructure manager shall determine the arrival delay at destination, based on the following data:

- **PASSENGER TRAINS**.- If the delay on arrival (RLL) of each train exceeds P.P.S.I indicator (Ip), it shall be considered an unpunctual train:

RLL > Ip = Unpunctual train

The difference, measured in minutes, between the delay on arrival (RLL) and P.P.S.I indicator (Ip) determines the Computational Delay (Rc):

Rc= RLL- Ip

- **FREIGHT TRAINS**.- If the net delay (Rn) of each train exceeds P.P.S.I indicator (Ip), it shall be considered an unpunctual train.

Rn > Ip = Unpunctual train

The difference, measured in minutes, between the net delay (Rn) and P.P.S.I indicator (Ip) determines the Computable Delay (Rc):

Rc= Rn- Ip

- Table 2.- Suppressed trains shall generally be unpunctual for the purposes of the performance scheme. In order to determine the value of the computable delay for suppressed trains, these shall be considered to have reached destination with a computable delay equivalent to:

Indicator delay value for suppressed trains

Product	Minutes delay value	Observations
HS Long distance	30	
HS Medium distance	30'	
Long distance	40'	
Medium distance	40'	
Commuter	20'	
Freight	90'	Trains suppressed by EFs at origin shall neither be considered or changes at the planned destination.

- Unit value (V) of every minute of delay attributable to Phase 2 (Service Schedule 2018/ 2019)) shall be the following:

	Train itself (bonus for Adif)	HS trains other Applicant	Other trains of another applicant
Delay caused by Adif	-	10 €/min	1 €/min
Delay caused per HS train	10 €/min	10 €/min	1 €/min
Delay caused by non-HS train	1 €/min	1 €/min	1 €/min

Incentive Program Evaluation

In order to achieve an adequate level of results, analysing such implementation and enriching it with the experience of the railway system, the railway infrastructure manager has developed the performance scheme progressively, in the following phases:

PHASE 1.- Implemented in 2018 and exclusively applicable to high-speed passenger trains.

PHASE 2.- Implemented in 2019, it extended the system application to the set of trains in the General Interest Railway Network, except for commuter trains. The results are as follows.

INCENTIVE SYSTEM. BALANCE Year 2019 (Figures in minutes)			
Railway Undertaking	Bonus	Malus	Saldo
Railway Undertaking 1	10	153	-143
Railway Undertaking 2		274	-274
Railway Undertaking 3	3,224	20,316	-17,092
Railway Undertaking 4	2,830	18,613	-15,784
Railway Undertaking 5		136	-136
Railway Undertaking 6	385	949	-564
Railway Undertaking 7	35	1,107	-1,071
Railway Undertaking 8	128	247	-120
Railway Undertaking 9	27,284	79,444	-52,160
Railway Undertaking 10	43,342	151,623	-108,280
Railway Undertaking 11	336	870	-534
Railway Undertaking 12	594	3,320	-2,727
Railway Undertaking 13		329	-329
TOTAL	78,169	277,382	-199,213
Administrador	Bonus	Malus	Saldo
Adif	263,673	64,460	199,213

INCENTIVE SYSTEM. Economic balance 2019 (Figures in Euro)		
	Railway Undertakings	Adif
Balance	-199,213.00	199,213.00

Summary of the information related to the disaggregation by type of delay:

Incentive System Groups		Year 2019			
		Trains		Minutes	
		Total	%	Total	%
A.3	Errors in operating procedures.	24.08	0.26%	1,293.79	0.38%
A.5	Personnel.	3.18	0.03%	189.77	0.06%
A.6	Other reasons.	36.24	0.39%	2,263.85	0.66%
B.1	Signalling facilities.	866.43	9.42%	26,484.95	7.71%
B.2	Signaling facilities in level crossings	28.19	0.31%	911.60	0.27%
B.3	Telecommunication facilities.	9.32	0.10%	366.38	0.11%
B.4	Power supply equipment.	345.70	3.76%	18,799.95	5.47%
B.5	Track.	56.09	0.61%	2,083.23	0.61%
B.7	Personnel.	1.00	0.01%	43.00	0.01%
C.1	Planned construction work.	115.95	1.26%	4,491.46	1.31%
C.2	Irregularities upon executing construction works.	166.98	1.81%	5,452.85	1.59%
C.3	Speed restrictions due to faulty tracks.	130.40	1.42%	2,034.08	0.59%
F.5	Problems affecting coaches, locomotives and rail cars.	1.30	0.01%	45.21	0.01%
	ADIF	1,784.85		64,460.13	
E.1	Stop Time Overrun.	177.90	1.93%	1,879.37	0.55%
E.2	Railway Undertaking Request.	2,404.71	26.13%	83,518.41	24.31%
E.3	Loading operations.	0.54	0.01%	51.52	0.01%
E.4	Irregularities in the load.	104.53	1.14%	3,854.01	1.12%
E.5	Commercial train preparation.	93.75	1.02%	5,624.43	1.64%
E.6	Personnel.	37.71	0.41%	2,246.29	0.65%
F.1	Registry planning / replanning.	62.59	0.68%	1,679.10	0.49%
F.2	Train setting by the railway undertaking.	794.96	8.64%	24,239.89	7.06%
F.3	Problems affecting coaches (passenger transport).	34.34	0.37%	1,430.32	0.42%
F.4	Problems affecting wagons (freight transport).	165.07	1.79%	12,490.30	3.64%
F.5	Problems affecting coaches, locomotives and rail cars.	3,132.21	34.04%	127,136.00	37.01%
F.6	Personnel.	352.86	3.83%	13,233.63	3.85%
	RAILWAY UNDERTAKING	7,361.16		277.383,28	
D.1	Caused by the previous infrastructure manager.	1.84	0.02%	71.40	0.02%
E.1	Stop Time Overrun.	0.65	0.01%	4.83	0.00%
E.2	Railway Undertaking Request.	1.42	0.02%	130.55	0.04%
F.2	Train setting by the railway undertaking.	0.72	0.01%	17.92	0.01%
F.5	Problems affecting coaches, locomotives and rail cars.	1.45	0.02%	13.39	0.00%
F.6	Personnel.	0.35	0.00%	86.51	0.03%
H.1	Strikes.	0.48	0.01%	17.40	0.01%
H.3	External influences..	9.78	0.11%	193.81	0.06%
H.4	Effects of time and natural causes..	28.27	0.31%	806.81	0.23%
H.6	Other reasons.	4.88	0.05%	78.52	0.02%
I.1	Dangerous incidents, accidents and dangers.	5.45	0.06%	219.84	0.06%
I.6	Need for further investigation.	0.17	0.00%	4.50	0.00%
	OTHER	55.46		1,645.47	
	GENERAL TOTAL	9,201.48		343,488.88	

PHASE 3.- During 2020 the necessary developments to incorporate commuter trains to the incentive system are expected to be complete.

Incentive System Monitoring Committee.

The Incentive Monitoring Committee - as prescribed by OM FOM/189/2015 is made up of the railway infrastructure manager and railway undertakings, with the participation of the National Stock Exchange Commission (CNMC).

In 2018 it was constituted and by the end of the year the undertakings that operated in the General Interest Rail Network were incorporated. Ever since, any new undertaking that starts operating in the General Interest Rail Network is automatically incorporated into this committee.

6.2.6. Tariff Application Reference Tables

The following tables for tariff application are pursuant to Law 38/2015, of 29 September in Rail Sector Act.

Article 97 section 7 in the Rail Sector Act establishes the classification criteria of lines considering their technical characteristics, maintenance needs, types of services provided and intensity of these, this classification is detailed as follows.

Table 1	Classification of Railway Lines
Type of Line	Characteristics
A	All lines and their links and bypass that allow a maximum speed over 200 kilometres/hour on 2/3 length.
B1	It includes intercity routes, and their links and bypass, which are mainly used by or are essential for passenger services. Lines B1 are those that allow a speed over 160 kilometres per hour and less than or equal to 200 kilometres per hour in 2/3 of its length.
B2	It includes intercity routes, and their links and bypass, which are mainly used by or are essential for passenger services. B2 shall be considered for routes that are not classified in types A, C or B1 whereon at least one of the following conditions exists: ♦ That passenger traffic is a majority and supposes at least 10 running per day. ♦ It corresponds to a link with border. ♦ It corresponds to the access to a Train Treatment Centre (CTT). ♦ It corresponds to a link between paths classified as B.
C1	These are routes that make up commuter hubs. C1 are hubs with a traffic density per line kilometre equal to or over 80 running per day.
C2	These are the routes that make up commuter hubs. The other commuter hubs shall be classified as C2.
D	Routes that are not classified as A, B or C where at least one of these circumstances occurs: ♦ That freight traffic is a majority and supposes at least 2 running per day. ♦ These are links and accesses to facilities associated to the transport of freight (sidings, ports, freight logistics facilities and private referrals). ♦ There is an alternative line for the transport of passengers category A
E	Those not included in the previous types of line.

According to these parameters, the classification of the lines owned by Adif has been made, which are included in Anexo I of this Network Statement. The kilometre summary of every existing line type is shown below.

Line type	Length	
Adif Ownership	Kms. Line	%
A	84,1	0.7%
B1	398.3	3.3%
B2	4,221.8	35.4%
C1	1,062.1	8.9%
C2	1,548.0	13.0%
D	1,613.1	13.5%
E	3,006.8	25.2%
TOTAL	11,934.3	100%

Table 2		Characteristics of the Services and Types of Train
Class	Type	Características
Passengers	**VL**	Long-distance passenger services, distinguishing the following sub-types: • **VL1.--** Long-distance services and tourist trains(*), except for those designated as VL2, VL3 and VOT. • **VL2.-** Long-distance services in variable gauge lines, provided that at least 10% their total route runs on Iberian-gauge lines, excluding those designated as VL3. • **VL3.-** Long distance services in long transversal lines: routes over 700 km that have no origin, destination or intermediate stop in Madrid or its branch lines.
	VCM	Commuter, city and intercity passenger services. • Urban or suburban services: those that run entirely within a commuter hub • Intercity services: those that are not commuter or intercity with routes shorter than 300 kilometres. International trains and long-distance branch lines are excluded. • Services declared as public service obligations.
	VOT	Trains and passenger material without passengers, including isolated machines, empty train movement, composition and testing.
Freight	**M**	All freight services, including loaded, empty, isolated machines and testing.

Testing services shall be trains running for the technical adjustment and calibration of newly manufactured railway vehicles, or of new or existing vehicles, which require authorization for their entry into service, as well as for the calibrating some of those components.

(*) The services of rail passenger transport with priority tourist purpose will be considered type of service VL1, (Final provision thirty sixth in Law of General State Budget 6/2018, for the year 2018).

The type of traction shall differentiate:

- **E**: trains with electric traction
- **D**: trains with diesel.

In accordance with the provisions of Rail Sector Act, the following is the nominal classification by category of stations and types of train for the purposes of Mode A.1

Nominative Classification Station

Table 3 Nominative Classification of Stations (in force since 01/01/2020)			
Category 2			
A CORUÑA	FIGUERES	MADRID-ATOCHA CERCANIAS	VALENCIA-ESTACIO DEL NORD
BARCELONA-ESTACIO DE FRANÇA	INTERMODAL ABANDO INDALECIO PRIETO	TARRAGONA	

Table 3 Nominative Classification of Stations (in force since 01/01/2020)

Category 3

ALCALA DE HENARES	CASTEJON DE EBRO	LEGANES	SAN BERNARDO
ALCAZAR DE SAN JUAN	CASTELLDEFELS	L'HOSPITALET DE LLOBREGAT	SAN FERNANDO-BAHIA SUR
ALMERIA	CERDANYOLA DEL VALLES	LOGROÑO	SANT ANDREU ARENAL
ARANJUEZ	FLAÇA	MADRID-NUEVOS MINISTERIOS	SANT CELONI
ARC DE TRIOMF	FUENLABRADA	MEDINA DEL CAMPO	SANT VICENÇ DE CALDERS
AVILA	GAVA	MERIDA	SANTANDER
BADAJOZ	GIJON-SANZ CRESPO	MIRANDA DE EBRO	SILS
BARCELONA-CLOT-ARAGO	GRANOLLERS-CENTRE	OVIEDO	TUDELA DE NAVARRA
BARCELONA-PASSEIG DE GRACIA	GUADALAJARA	PAMPLONA	VIGO-GUIXAR
BENICARLO-PEÑISCOLA	HUELVA	PLAÇA DE CATALUNYA	VILANOVA I LA GELTRU
BURGOS ROSA DE LIMA	HUESCA	PORTBOU	VILLALBA DE GUADARRAMA
CADIZ	IRUN	PUERTO DE SANTA MARIA	VILLAVERDE BAJO
CALDES DE MALAVELLA	JEREZ DE LA FRONTERA	REUS	VINAROS
CAMBRILS (1)	LA SAGRERA-MERIDIANA	SALAMANCA	VITORIA/GASTEIZ
CAMPUS UNIVERSITARIO DE RABANALES	L'ALDEA-AMPOSTA-TORTOSA	SALOU (2)	

(1) CAMBRILS (65422) apertura al tráfico comercial de viajeros desde 13/ENE/2020
(2) SALOU (65410) sin tráfico comercial de viajeros desde 13/ENE/2020

Table 3 Nominative Classification of Stations (in force since 01/01/2020)

Category 4

AEROPUERTO DE JEREZ	BENICASSIM	CULLERA	LA ENCINA
ALBUIXECH	BENIEL	CUNIT	L'AMETLLA DE MAR
ALDAIA	BETANZOS-INFESTA	DOS HERMANAS	L'AMPOLLA-PERELLO-DELTEBRE
ALGECIRAS	BILBAO-LA CONCORDIA	EL BERRON	L'ARBOÇ
ALHAMA DE MURCIA	BOBADILLA	EL ESCORIAL	LEBRIJA
ALMANSA	BUÑOL	EL PRAT DE LLOBREGAT	LEGAZPI
ALORA	BURRIANA-ALQUERIAS DEL NIÑO PERDIDO	EL PUIG	LEZO-RENTERIA
ALTAFULLA-TAMARIT	CABEZON DE LA SAL	EL VENDRELL	L'HOSPITALET DE L'INFANT (2)
ALTSASU	CALAFELL	ELDA-PETRER	L'HOSPITALET DE L'INFANT (1)
ALZIRA	CALAHORRA	ELX-CARRUS	LINARES-BAEZA
AMETZOLA	CALLOSA DE SEGURA	ELX-PARC	LLAMAQUIQUE
AREVALO	CALZADA DE ASTURIAS	ESTADIO	LLANÇA
ASTILLERO	CAMBRILS (2)	FERROL	LLODIO
BALMASEDA	CANFRANC	GANDIA	LORA DEL RIO
BALSICAS-MAR MENOR	CARTAGENA	GROS	LORCA-SUTULLENA
BARBERA DEL VALLES	CARTAMA	ILLESCAS	LOS ROSALES
BARCELONA-SANT ANDREU COMTAL	CASTELLNOU DE SEANA	IRAUREGI	LUGO
BEASAIN	CERCEDILLA	JAEN	MAÇANET-MASSANES
BELLAVISTA	CHESTE	LA CANTABRICA	MALIAÑO LA VIDRIERA
BELLVITGE	CUBELLES	LA CORREDORIA	MANRESA

(2) CAMBRILS (65409) y L'HOSPITALET DE L'INFANT (65407) sin tráfico comercial de viajeros desde 13/ENE/2020
(1) L'HOSPITALET DE L'INFANT (65420) apertura al tráfico comercial de viajeros desde 13/ENE/2020

Table 3 Nominative Classification of Stations (in force since 01/01/2020)

Category 4 (continuation)

MANZANARES	POLA DE LENA	SILLA	VALDEPEÑAS
MARCHENA	POLA DE SIERO	SITGES	VALENCIA SANT ISIDRE
MIERES-PUENTE	PONFERRADA	SOCUELLAMOS	VALENCIA-CABANYAL
MIRAFLORES	PORT AVENTURA	SODUPE	VALENCIA-LA FONT DE SANT LLUIS
MONFORTE DE LEMOS	POSADAS	SORIA	VALLE REAL
MONFRAGÜE	PUÇOL	TAFALLA	VALLS
MONTCADA I REIXAC-MANRESA	PUENTE SAN MIGUEL	TALAVERA DE LA REINA	VENTA DE BAÑOS
MONTCADA I REIXAC-SANTA MARIA	PUERTO REAL	TERRASSA	VILADECANS
MONTCADA-BIFURCACIO	QUEREÑO	TERRASSA EST	VILAMALLA
MORA LA NOVA	REDONDELA	TERUEL	VILA-REAL
NULES-VILLAVIEJA	RENEDO	TOLOSA	VILA-SECA
O CARBALLIÑO	RONDA	TORRE DEL BARO	VILLACAÑAS
ORDIZIA	SABADELL CENTRE	TORREDEMBARRA	VILLARROBLEDO
ORIHUELA MIGUEL HERNANDEZ	SABADELL NORD	TORRELAVEGA	VILLENA
ORPESA	SABADELL SUD	TORRELAVEGA-CENTRO	VIRGEN DEL ROCIO
OSUNA	SAGUNT	TORRIJOS	XATIVA
PALMA DEL RIO	SANT VICENÇ DE CASTELLET	TORTOSA	ZALLA
PASAIA	SARRIA	TOTANA	ZARAGOZA-GOYA
PEDRERA	SEGOVIA	UTEBO	ZUMARRAGA
PIZARRA	SEGUNDA AGUADA	UTRERA	
PLASENCIA	SEGUR DE CALAFELL	VALDECILLA LA MARGA	

Table 3 Nominative Classification of Stations (in force since 01/01/2020)

Category 5

A CUQUEIRA	ANDUJAR	BARREIROS	CALAÑAS
A FRIELA-MASIDE	ANGLESOLA	BARRIENTOS	CALATORAO
A GUDIÑA	ANTEQUERA	BASURTO HOSPITAL	CALDEARENAS-AQUILUE
A RUA-PETIN	ANZANIGO	BECERRIL	CALDELAS
ABEJERA	APALLA	BEIFAR	CAMALLERA
ACES	ARAHAL	BELL-LLOC D'URGELL	CAMANGO
AGONCILLO	ARAIA	BELLPUIG	CAMARLES-DELTEBRE
AGRES	ARANGUREN	BELMONTE	CAMBRE
AGUILAR DE CAMPOO	ARANGUREN-APEADERO	BELMONTE DE PRIA	CAMINREAL-FUENTES CLARAS
AGUILAR DE SEGARRA	ARAÑALES DE MUEL	BEMBIBRE	CAMPANARIO
AGUILAS	ARBO	BENACAZON	CAMPILLO
AGULLENT	ARCADE	BENALUA DE GUADIX	CAMPILLOS
AGURAIN/SALVATIERRA DE ALAVA	ARCHENA-FORTUNA	BENAOJAN-MONTEJAQUE	CAMPO DE CRIPTANA
ALAGON	ARCOS DE JALON	BENIGANIM	CAMPOMANES
ALAR DEL REY	AREAS	BERANGA	CAMPORROBLES
ALBAIDA	ARGUISUELAS	BERCEDO-MONTIJA	CAMP-REDO
ALCALA DE CHIVERT	ARIJA	BETANZOS-CIDADE	CANABAL
ALCANADRE	ARIZA	BIDUEIROS	CANERO
ALCOI	ARLA BERRON	BINEFAR	CANGAS DE FOZ
ALCOLEA DE CORDOBA	ARRIATE	BOÑAR	CANTALAPIEDRA
ALCOVER	ARRIONDAS	BORDILS-JUIA	CAÑADA DEL HOYO
ALDEALENGUA	ARROYO DE MALPARTIDA	BRAÑUELAS	CAÑAVERAL
ALEGRIA-DULANTZI	ARTZENTALES	BRAZATORTAS-VEREDAS	CAPÇANES
ALFARO	AS NEVES	BRIVIESCA	CARANCOS
ALGIMIA-CIUDAD	ASCO	BUBIERCA	CARBAJALES DE ALBA
ALHAMA DE ARAGON	ASTORGA	BUFALI	CARBONERAS DE GUADAZAON
ALJUCEN	ATECA	BURELA	CARDEÑOSA DE AVILA
ALMADENEJOS-ALMADEN	AYERBE	BUSDONGO	CARIÑENA
ALMAGRO	BAAMONDE	CABANAS	CARRASCOSA DE HENARES
ALMARGEN-CAÑETE LA REAL	BABILAFUENTE	CABAÑAS DE ALISTE	CARRION DE LOS CESPEDES
ALMASSORA	BADULES	CABAÑAS DE EBRO	CARTAVIO
ALMAZAN-VILLA	BAIDES	CABAÑAS DE VIRTUS	CASAS DE MILLAN
ALMENARA	BALLOTA	CABEZA DEL BUEY	CASATEJADA
ALMENDRALEJO	BALMORI	CABEZON DEL PISUERGA	CASETAS
ALMONASTER-CORTEGANA	BARALLOBRE	CABRA DEL SANTO CRISTO Y ALICUN	CASPE
ALMORAIMA	BARBANTES	CADAGUA	CASTIELLO-PUEBLO
ALMORCHON	BARCENA	CADAVEDO	CASTILLEJO DEL ROMERAL
ALMURADIEL-VISO DEL MARQUES	BARCIA	CALAF	CASTILLEJO-AÑOVER
ALTSASU-PUEBLO	BARRA DE MIÑO	CALAMOCHA	CASTREJON DE LA PEÑA
AMUSCO	BARRACAS	CALAMONTE	CASTROPOL

Table 3 Nominative Classification of Stations (in force since 01/01/2020)

Category 5 (continuation)

CASTUERA	CUDILLERO	FABARA	GUADALCANAL
CATOIRA	CUENCA	FAIO-LA POBLA DE MASSALUCA	GUADALMEZ-LOS PEDROCHES
CAUDETE	CUENCABUENA	FAZOURO	GUADIANA
CAUDIEL	CUEVAS	FECULAS-NAVARRA	GUADIX
CAZALLA-CONSTANTINA	CUEVAS DE VELASCO	FERRERIAS	GUALBA
CECEBRE	CUMBRES MAYORES	FERRERUELA	GUARDO
CECEDA	CURTIS	FERRERUELA DE TABARA	GUARDO-APEADERO
CELLA	DAIMIEL	FILGUEIRA	GUAREÑA
CELORIO	DON BENITO	FIÑANA	GUDILLOS
CELRA	DOSANTE CIDAD	FLIX	GÜEÑES
CERCEDA-MEIRAMA	DUEÑAS	FOLGUEIRO	GUILLAREI
CERDIDO	DUESAIGÜES-L'ARGENTERA	FONCIELLO	GUIMORCONDO
CEREZAL DE LA GUZPEÑA	EL BARCENAL	FORNELLS DE LA SELVA	GUITIRIZ
CERVERA	EL BURGO RANERO	FOZ	HARO
CESANTES	EL CARPIO	FREGENAL DE LA SIERRA	HELLIN
CESURAS	EL CARRION	FRESNO EL VIEJO	HERAS
CETINA	EL CHORRO-CAMINITO DEL REY	FRIEIRA	HERRADON-LA CAÑADA
CHILCHES	EL COBUJON	FROMISTA	HERRERA DEL PISUERGA
CHILLARON	EL ESPINAR	FUENTE DEL ARCO	HOSTALRIC
CHIVA	EL HIGUERON	FUENTE SANTA DE NAVA	HOZ DE ANERO
CICERO	EL PEDROSO DE LA ARMUÑA	FUENTES	HUERCAL-VIATOR
CIEZA	EL PIMPOLLAR	FUENTES DE EBRO	HUETE
CILLAMAYOR	EL REMEDIO	FUENTES DE OÑORO	HUMANES DE MOHERNANDO
CINCO CASAS	EL ROMERAL	GADOR	INFIESTO
CIRCUIT RICARDO TORMO	EL TAMUJOSO	GALLUR	INFIESTO-APEADERO
CISNEROS	ELS GUIAMETS	GAMA	IZNALLOZ
CISTIERNA	ELVIÑA-UNIVERSIDADE	GARROVILLA-LAS VEGAS	JABUGO-GALAROZA
CIUDAD RODRIGO	EMBID DE JALON	GAUCIN	JACA
COCENTAINA	ENCINACORBA	GENOVES	JADRAQUE
COLERA	ENTRAMBARRIAS	GERGAL	JERICA-VIVER
COLLOTO	EPILA	GIBAJA	JIMENA DE LA FRONTERA
COLOMBRES	ERUSTES	GIBRALEON	JIMERA DE LIBAR
CORCOS-AGUILAREJO	ESCACENA	GILET	JODAR-UBEDA
CORTES DE LA FRONTERA	ESPASANTE	GOLMES	JUNEDA
CORTES DE NAVARRA	ESPELUY	GOMECELLO	KARRANTZA
COVAS	ESPINOSA DE HENARES	GRADO	LA ALAMEDILLA
COVAS DE VIVEIRO	ESPINOSA DE LOS MONTEROS	GRAJAL	LA ARGAÑOSA-LAVAPIES
CRESPOS	ESPINOSA DE VILLAGONZALO	GRAÑEN	LA ASUNCION UNIVERSIDAD
CREVILLENTE	ESTEIRO	GRIJOTA	LA CARIDAD
CUBILLAS DE SANTA MARTA	ETXARRI-ARANATZ	GRISEN	LA CARRERA DE SIERO

Table 3 Nominative Classification of Stations (in force since 01/01/2020)

Category 5 (continuation)

LA ERCINA	LLANES	MIRABEL	NUEVA
LA ESPINA	LLANO	MOECHE	NUEVA MONTAÑA
LA FLORESTA	LLERENA	MOLLERUSSA	NULLES-BRAFIM
LA GINETA	LLOVIO	MONREAL DE ARIZA	O ALTO DO CASTIÑEIRO
LA GRANJA	LOIBA	MONREAL DEL CAMPO	O BARCO DE VALDEORRAS
LA LLAMA DE LA GUZPEÑA	LONGARES	MONTABERNER	O BARQUEIRO
LA MAGDALENA	LORIGUILLA-REVA	MONTBLANC	O BURGO-SANTIAGO
LA PALMA DEL CONDADO	LOS ANGELES DE SAN RAFAEL	MONTEARAGON	O IRIXO
LA PLANA-PICAMOIXONS	LOS BARRIOS	MONTEFURADO	O PONTO
LA POBLA DEL DUC	LOS CABOS	MONTES CLAROS	O PORRIÑO
LA POLA DE GORDON	LOS CARABEOS	MONTIJO	O VICEDO
LA PUEBLA DE ARGANZON	LOS CORRALES DE BUELNA	MONTIJO-EL MOLINO	OCAÑA
LA PUEBLA DE HIJAR	LOS CORROS	MONT-ROIG DEL CAMP (2)	OLITE/ERRIBERRI
LA RIBA	LOS MILANOS	MONZON DE CAMPOS	ONTIGOLA
LA ROBLA	LOS SANTOS DE MAIMONA	MONZON-RIO CINCA	ONTINYENT
LA RODA DE ALBACETE	LOZA	MORA DE RUBIELOS	ORDES
LA SELVA DEL CAMP	LUARCA	MORATA DE JALON	OREJO
LA VECILLA	LUCENI	MOREDA	OROPESA DE TOLEDO
LA ZAIDA-SASTAGO	MADEIRO	MORES	ORTIGOSA DEL MONTE
LABACENGOS	MAGAZ	MORISCOS	ORTIGUEIRA
LAGO	MALIAÑO	MOSENDE	OS CASTROS
LALIN	MANZANOS	MUROS DE NALON	OS PEARES
LAMAS	MARÇA-FALSET	NANCLARES-LANGRAIZ	OSEBE
LAS CABEZAS DE SAN JUAN	MARCILLA DE NAVARRA	NARROS DEL CASTILLO	OSORNO
LAS CAMPAS	MARIA DE HUERVA	NAVA	OTERO-HERREROS
LAS CAMPAS DE CASTROPOL	MARRON	NAVA DEL REY	OTUR
LAS CUEVAS	MARZAN	NAVAJAS	OURENSE-SAN FRANCISCO
LAS MAZAS	MATALLANA	NAVALMORAL DE LA MATA	OZA DOS RIOS
LAS MELLIZAS	MATAPORQUERA	NAVALPERAL	OZANES
LAS NAVAS DEL MARQUES	MATAPOZUELOS	NAVARRETE	PADRON
LAS ROZAS DE VALDEARROYO	MATILLAS	NAVAS DE RIOFRIO-LA LOSA	PADRON BARBANZA
LECHAGO	MAVE	NAVIA	PALANQUINOS
LES BORGES BLANQUES	MEDAL	NEDA	PANCORBO
LES BORGES DEL CAMP	MEDINACELI	NIEBLA-PUERTA DEL BUEY	PARACUELLOS-SABIÑAN
L'ESPLUGA DE FRANCOLI	MENGIBAR-ARTICHUELA	NISTAL	PAREDES DE NAVA
LIERES	MERCADILLO-VILLASANA	NOBLEJAS	PARGA
LIMPIAS	MERES	NOIS	PARQUE PRINCIPADO
LINAREJOS-PEDROSO	MIMETIZ	NONASPE	PEDRELO-CELTIGOS
LINARES-CONGOSTINAS	MINAYA	NOVELDA-ASPE	PEDROLA
LLAMES	MIÑO	NOVELLANA	PEDROSA

(2) MONT-ROIG DEL CAMP (65408) sin tráfico comercial de viajeros desde 13/ENE/2020

Table 3 Nominative Classification of Stations (in force since 01/01/2020)

Category 5 (continuation)

PEDROSO	QUERO	SALVATERRA	SANTA MARIA DE GRADO
PEDROSO DE NARON	QUINTANA DE LOS PRADOS	SAMPER	SANTA MARIA DE HUERTA
PENDUELES	QUINTANA DEL PUENTE	SAN ANTONIO DE REQUENA	SANTA MARIA DE MERA
PEÑAFLOR	QUINTANA REDONDA	SAN CIBRAO	SANTA MARIA Y LA PEÑA
PEÑAFLOR DE GRADO	QUINTANA-RANEROS	SAN CLAUDIO	SANTA MARINA
PEÑARANDA DE BRACAMONTE	QUINTANILLA DE LAS TORRES	SAN CLODIO	SANTAS MARTAS
PERBES	QUINTO	SAN CLODIO-QUIROGA	SANTIANES
PERLIO	RABADE	SAN COSME	SANTIBAÑEZ DE LA PEÑA
PESUES	RAJADELL	SAN CRISTOBAL	SARIÑENA
PINTUELES	REDONDELA-AV	SAN ESTEVO DO SIL	SARRACIN DE ALISTE
PIÑA	REDONDELA-PICOTA	SAN FELIZ	SARRION
PIÑEIROS	REDONDO	SAN ISIDRO-ALBATERA-CATRAL	SAX
PIÑERA-VILLAORIL	REINANTE	SAN JUAN DEL PUERTO	SEBARES
PIÑOI	REINOSA	SAN MARTIN DE LUIÑA	SEDES
PITIEGUA	REQUENA	SAN MIGUEL DE LAS DUEÑAS	SEGORBE-ARRABAL
PLASENCIA DE JALON	RIBADAVIA	SAN MORALES	SEGORBE-CIUDAD
PLASENCIA DEL MONTE	RIBADEO	SAN PABLO	SEGUERS-SANT PERE SALLAVINERA
POBRA DE BROLLON	RIBADESELLA	SAN PEDRO DEL ARROYO	SELA
POLICLINICO	RIBAFORADA	SAN PEDRO DO SIL	SENRA
PONTE MERA	RIBA-ROJA D'EBRE	SAN PEDRO NORA	SETENIL
PONTECESURES	RICLA-LA ALMUNIA	SAN RAFAEL	SIGÜENZA
PONTEDEUME	RIELLS I VIABREA-BREDA	SAN ROMAN	SOBRADELO
PONTEVEDRA-UNIVERSIDAD	RIGLOS	SAN ROQUE DEL ACEBAL	SONCILLO
POO	RIGLOS-CONCILIO	SAN ROQUE-LA LINEA	SONEJA
PORQUEROS	RINCON DE SOTO	SAN SADURNIÑO	SORRIBA
PORTELA	RINLO	SAN SALVADOR	SOTO DE DUEÑAS
POSADA	RIUDECANYES-BOTARELL	SAN VICENTE DE ALCANTARA	SOTO DE LUIÑA
POUSA-CRECENTE	RIUDELLOTS	SAN VICENTE DE LA BARQUERA	SOTO UDRION
POZALDEZ	ROBREDO AHEDO	SAN XOAN	SOTOSCUEVA
PRADELL	RODA DE BARA	SANDICHE	TABLADA
PRADO DE LA GUZPEÑA	RODA DE MAR	SANT GABRIEL	TABLIZO
PRAVIA	ROIZ	SANT GUIM DE FREIXENET	TAPIA
PUEBLA DE SANABRIA	RUBIELOS DE MORA	SANT JORDI DESVALLS	TARANCON
PUEBLA DE VALVERDE	RUEDA DE JALON-LUMPIAQUE	SANT MARTI SESGUEIOLES	TARDELCUENDE
PUENTE AGÜERO	SABIÑAN	SANT MIQUEL DE FLUVIA	TARDIENTA
PUENTE ALMUHEY	SABIÑANIGO	SANTA CRUZ DE LA ZARZA	TARREGA
PUENTE DE LOS FIERROS	SAHAGUN	SANTA CRUZ DE MUDELA	TEIXEIRO
PUERTO ESCANDON	SALILLAS DE JALON	SANTA EULALIA DEL CAMPO	TEMBLEQUE
PUIGVERD DE LLEIDA-ARTESA DE LLEIDA	SALINAS DE PISUERGA	SANTA ICIA	TERRER
PURROY	SALOMO	SANTA LUCIA	TOCINA

Table 3 Nominative Classification of Stations (in force since 01/01/2020)

Category 5 (continuation)

TOL	VALDREDO	VILLANUA-LETRANZ	ZARAGOZA PORTILLO
TORAL DE LOS VADOS	VALENCIA DE ALCANTARA	VILLANUEVA DE GALLEGO	ZARAMILLO
TORAÑO	VALLADOLID UNIVERSIDAD	VILLANUEVA DE LA SERENA	ZORROTZA-ZORROZGOITI
TORO	VALLE DE LAS CASAS	VILLANUEVA DEL RIO-MINAS	
TORRALBA	VALLOBIN	VILLAPEDRE	
TORRE DEL BIERZO	VEGA DE ANZO	VILLAQUIRAN	
TORREBLANCA	VEGADEO PUEBLO	VILLAR DE GALLIMAZO	
TORRELLANO	VEGA-MAGAZ	VILLARRASA	
TORRE-PACHECO	VEGUELLINA	VILLARREAL DE HUERVA	
TORRIJO DEL CAMPO	VIANA	VILLARRUBIA DE CORDOBA	
TRASLAVIÑA	VIDIAGO	VILLARRUBIA DE SANTIAGO	
TRECEÑO	VILABELLA	VILLASEQUILLA	
TRETO	VILAJUIGA	VILLAVERDE DE PONTONES	
TRUBIA	VILAMARTIN DE VALDEORRAS	VILLAVERDE DE TRUCIOS	
TUI	VILAVEDELLE	VILLAVERDE TARILONTE	
UDALLA	VILAVERD	VILLORA	
UHARTE-ARAKIL	VILCHES	VIMBODI I POBLET	
UJO	VILLA DEL RIO	VINAIXA	
ULLDECONA-ALCANAR-LA SENIA	VILLABANTE	VIRXE DO MAR	
UNGO NAVA	VILLADA	VIVEIRO	
UNQUERA	VILLADEMAR	VIVEIRO-APEADERO	
UTIEL	VILLADEPALOS	XIRIVELLA-ALQUERIES	
UXES	VILLADOZ	XOVE	
VADO-CERVERA	VILLAFRANCA DE LOS BARROS	XOVE-POBO	
VAL DE PILAS	VILLAFRANCA DE NAVARRA	XUANCES	
VALCUENDE	VILLAFRANCA DEL CAMPO	XUVIA	
VALDECILLA	VILLAHERMOSA	YEMEDA-CARDENETE	
VALDELAMUSA	VILLAHORMES	YUNQUERA DE HENARES	
VALDESTILLAS	VILLAMANIN	ZAFRA	
VALDETORRES	VILLAMAYOR	ZAFRA FERIA	

Table 3 Nominative Classification of Stations (in force since 01/01/2020)

Category 6

ABAROA-SAN MIGUEL	AVILES	CARBAYIN	EL MASNOU
ABLAÑA	AVILES-APEADERO	CARCAIXENT	EL PAPIOL
ABOÑO-APEADERO	AZUQUECA	CARDEDEU	EL PARADOR
ABREVADERO	BADALONA	CARROCERA	EL PINILLO
ADARZO	BAIÑA	CARTAGENA-PLAZA BASTARRECHE	EL PITO PIÑERA
AEROPORT	BAKIOLA	CARTUJA	EL POZO
AEROPUERTO	BALENYA-ELS HOSTALETS	CARVAJAL	EL REBOLLAR
AEROPUERTO T-4	BALENYA-TONA-SEVA	CASAR DE PERIEDO	EL ROMANI
AGUDA	BARREDA	CASTELLBELL I EL VILAR-MONISTROL DE MONTSERRAT	ELS MONJOS
AGUILAS-EL LABRADORCICO	BARREDOS	CASTELLBISBAL	EMBAJADORES
ALCALA DE HENARES-UNIVERSIDAD	BARRILLOS	CATARROJA	ESTADIO OLIMPICO
ALCANTARILLA-LOS ROMANOS	BARRIO DE LAS OLLAS	CAUDALIA	ESTIVELLA-ALBALAT DELS TARONGERS
ALCOBENDAS SAN SEBASTIAN DE LOS REYES	BARROS	CAZOÑA	FANJUL
ALCOLEA DEL RIO	BASAURI	CECEÑAS	FERROÑES
ALCORCON	BENALMADENA-ARROYO DE LA MIEL	CENTELLES	FIGAREDO
ALEGIA	BENDICION	CENTRO DE TRANSPORTES	FIGARO
ALFAFAR-BENETUSSER	BENIFAIO	CERDANYOLA UNIVERSITAT	FUENCARRAL
ALGEMESI	BEZANA	CIAÑO	FUENGIROLA
ALJAIMA	BIDEBIETA-BASAURI	CIAÑO-ESCOBIO	FUENTE DE LA MORA
ALMENDRICOS	BILLABONA-ZIZURKIL	CIEMPOZUELOS	GALAPAGAR-LA NAVATA
ALPEDRETE	BLANES	COLEGIO	GALINDO
ALTAMIRA	BLIMEA	COLLADO MEDIANO	GALLARTA
ALUCHE	BOO	COLLANZO	GANZO
ALUMBRES	BOO DE PIELAGOS	COLMENAR VIEJO	GARRAF
AMURRIO	BORGONYA	CORIGOS	GARRAFE
AMURRIO IPARRALDE	BRENES	CORNELLA	GELIDA
ANDOAIN	BRINKOLA	CORTADURA	GETAFE-CENTRO
ANDOAIN-CENTRO	CABAÑAQUINTA	COSLADA	GETAFE-INDUSTRIAL
ANOETA	CABORANA	CRISTALERIA	GETAFE-SECTOR 3
ARAKALDO	CABRERA DE MAR-VILASSAR DE MAR	CUATRO VIENTOS	GOLBARDO
ARAVACA	CALDES D'ESTRAC	CURUXONA	GORNAZO
ARBIDE	CALELLA	DELICIAS	GRANOLLERS-CANOVELLES
ARENAS DE IGUÑA	CAMAS	DESERTU-BARAKALDO	GUADAJOZ
ARENYS DE MAR	CAMPANILLAS	DOCE DE OCTUBRE	GUADALHORCE
ARETA	CAMPDEVANOL	EL BARRIAL-CENTRO COMERCIAL-POZUELO	GUARNIZO
ARRANKUDIAGA	CAMPOHERMOSO	EL CALEYO	GUDIN LAMINACION
ARRIGORRIAGA	CANCIENES	EL CAÑAMO	HERNANI
ARTXUBE	CANDAS	EL CASAR	HERNANI-CENTRO
ASAMBLEA DE MADRID-ENTREVIAS	CANDAS-APEADERO	EL ENTREGO	HERRERA
ATEGORRIETA	CANET DE MAR	EL ENTREGO-LA OSCURA	HOSPITAL
AUTONOMIA	CANTAELGALLO	EL ESTRECHO	HUMANES
AVIADOS	CANTILLANA	EL GOLOSO	IBARRA

Table 3 Nominative Classification of Stations (in force since 01/01/2020)

Category 6 (continuation)

IKAZTEGIETA	LAMBARRI	MADRID-PRINCIPE PIO	NAREDO
INTXAURRONDO	LANTUENO-SANTIURDE	MADRID-RECOLETOS	NOREÑA
IÑARRATXU	LAS AGUILAS	MAJADAHONDA	NUBLEDO
ITSASONDO	LAS ALETAS	MALAGA-CENTRO ALAMEDA	NUEVA MONTAÑA
JARAVIA	LAS CALDAS DE BESAYA	MALGRAT DE MAR	OCATA
JARDINES DE HERCULES	LAS FRAGUAS	MANLLEU	OLABEAGA
KASTREXANA	LAS MARGARITAS	MANZANEDA	OLLARGAN
LA CALZADA	LAS MATAS	MAR	OLLONIEGO
LA CAVADA	LAS RETAMAS	MARTORELL	ONTORIA
LA COBERTORIA	LAS ROZAS	MARTUTENE	ORCASITAS
LA COLINA	LAS SEGADAS	MASSALFASSAR	ORDUÑA
LA DEVESA	LAS ZORRERAS-NAVALQUEJIGO	MASSANASSA	ORMAIZTEGUI
LA ESPERANZA	LAVERN-SUBIRATS	MATARO	ORTUELLA
LA FARGA DE BEBIE	LAVIANA	MATUECA	OTERO
LA FELGUERA	LEGORRETA	MECO	OYANCO
LA FELGUERA-VEGA	L'ENOVA-MANUEL	MEDIA LEGUA	PADRE PIO-PALMETE
LA FLORIDA	LES FRANQUESES DEL VALLES	MENDEZ ALVARO	PALACIO DE CONGRESOS
LA FRECHA	LES FRANQUESES-GRANOLLERS NORD	MENDEZ ALVARO	PALAUTORDERA
LA GARENA	LES VALLS	MIERES VASCO	PALAZUELO
LA GARRIGA	LEVINCO	MIRASIERRA - PACO DE LUCÍA	PARBAYON
LA GRANADA	LIBRILLA	MIRIBILLA	PARDAVE
LA HERRERA	LIERGANES	MOGRO	PARETS DEL VALLES
LA HOYA	LLANO DEL BEAL	MOIXENT	PARLA
LA IBERIA	LLARANES	MOLINS DE REI	PARQUE POLVORANCA
LA LLAGOSTA	LLINARS DEL VALLES	MOLLEDO-PORTOLIN	PEDRUN
LA LLOSA	LOIOLA	MOLLET-SANT FOST	PEÑA RUBIA
LA LOSILLA	LOMBERA	MOLLET-SANTA ROSA	PEÑAULLAN
LA MATA DE LA RIBA	LORCA-SAN DIEGO	MONCOFAR	PEÑOTA
LA MOLINA	LOS ALAMOS	MONTCADA I REIXAC	PERLORA
LA PEÑA DE BILBAO	LOS BOLICHES	MONTCADA-RIPOLLET	PESQUERA
LA PEREDA-RIOSA	LOS CAMPOS	MONTEANA	PIEDRAS BLANCAS
LA POBLA LLARGA	LOS COTOS	MONTEMAR ALTO	PINAR DE LAS ROZAS
LA QUADRA	LOS MOLINOS-GUADARRAMA	MONTESA	PINEDA DE MAR
LA RAYA	LOS NEGRALES	MONTGAT	PINTO
LA RINCONADA	LOS NIETOS	MONTGAT-NORD	PINZALES
LA ROCICA	LOS NIETOS-PESCADERIA	MONTMELO	PIÑERES
LA SERNA-FUENLABRADA	LOS NIETOS-VIEJOS	MOREDA DE ALLER	PIRAMIDES
LA UNION	LOS PRADOS	MORTERA	PITIS
LA UNION VIEJA	LUGO DE LLANERA	MOSTOLES	PLANOLES
LA VALCUEVA	LUGONES	MOSTOLES-EL SOTO	PLATJA DE CASTELLDEFELS
LAGUNA	LUIAONDO	MURIEDAS-BAHIA	PLATJA I GRAU DE GANDIA
L'ALCUDIA	LUTXANA-BARAKALDO	MUSKIZ	PLAZA MAYOR

LUTXANA-BARAKALDO, a joint-ownership station with the Euskadi Railway Infraestructura Manager

Table 3 Nominative Classification of Stations (in force since 01/01/2020)

Category 6 (continuation)

PORTUGALETE	SAN SEVERIANO	SUECA	VENTAS DE IRUN
POZUELO	SAN VICENTE	TAVERNES DE LA VALLDIGNA	VERIÑA
PREMIA DE MAR	SAN YAGO	TOLOSA-CENTRO	VIC
PUENTE ALCOCER	SANLUCAR LA MAYOR	TORDERA	VICALVARO
PUENTE BURACOS	SANT ADRIA DE BESOS	TORELLO	VICTORIA KENT
PUERTO DE NAVACERRADA	SANT ANDREU DE LLAVANERES	TORREBLANCA	VIERNOLES
PUERTO LUMBRERAS	SANT CUGAT DEL VALLES	TORREJON DE ARDOZ	VILADECAVALLS
PUIGCERDA	SANT FELIU DE LLOBREGAT	TORRELODONES	VILAFRANCA DEL PENEDES
PUJAYO	SANT JOAN DESPI	TORREMOLINOS	VILASSAR DE MAR
PULPI	SANT MARTI DE CENTELLES	TORREMUELLE	VILLA ROMANA
PUTXETA	SANT MIQUEL DE GONTERES	TOSES	VILLABONA DE ASTURIAS
RAICES	SANT POL DE MAR	TRAPAGA	VILLABONA TABLADIELLO
RAMON Y CAJAL	SANT QUIRZE DE BESORA-MONTESQUIU	TRASONA	VILLALEGRE
REGUERAL	SANT SADURNI D'ANOIA	TREMAÑES-CARREÑO	VILLALLANA
REQUEJADA	SANT VICENT CENTRE	TREMAÑES-LANGREO	VILLANUEVA DEL ARISCAL Y OLIVARES
RIBERAS	SANTA AGUEDA	TRES CANTOS	VILLAQUILAMBRE
RIBES DE FRESER	SANTA ANA-SOTO	TUDELA-VEGUIN	VILLASINTA
RIO EBRO	SANTA CRUZ	TUILLA	VILLAVERDE ALTO
RIPOLL	SANTA CRUZ DE IGUÑA	UGAO-MIRABALLES	VIOÑO
ROBLEDO DE CHAVELA	SANTA CRUZ DE LLODIO	UJO TARUELO	VIRGEN DE LA PEÑA
ROBLES	SANTA EUGENIA	UNIVERSIDAD DE ALICANTE	VISTA ALEGRE
ROCA-CUPER	SANTA EULALIA DE MANZANEDA	UNIVERSIDAD DE CADIZ	XERACO
RUBI	SANTA ISABEL DE QUIJAS	UNIVERSIDAD PONTIFICIA DE COMILLAS	XIRIVELLA-L'ALTER
SAGRADA FAMILIA	SANTA MARIA DE LA ALAMEDA-PEGUERINOS	UNIVERSIDAD-CANTOBLANCO	XIVARES
SALBIO	SANTA PERPETUA DE MOGODA	URIOSTE	XIXUN
SALINAS	SANTA SUSANNA	URNIETA	YUGUEROS
SALTERAS	SANTIAGO DEL MONTE	URTX-ALP	ZABALBURU
SAMA	SANTULLANO	VACARISSES	ZANZABORNIN
SAMA-LOS LLERONES	SANTURTZI	VACARISSES-TORREBLANCA	ZARZALEJO
SAN ANTONIO	SERIN	VALDEBEBAS	ZARZAQUEMADA
SAN CRISTOBAL DE LOS ANGELES	SESTAO	VALDELAGRANA	ZORROTZA
SAN CRISTOBAL INDUSTRIAL	SIERRA MINERA	VALDELASFUENTES	ZURITA
SAN ESTEBAN	SIERRAPANDO	VALDEMORO	
SAN FERNANDO DE HENARES	SIETE AGUAS	VALDEPIELAGO	
SAN FERNANDO-CENTRO	SOL	VALDERILLA	
SAN JERONIMO	SOLARES	VALDESOTO	
SAN JOSE DE VALDERAS	SOLLANA	VALENCINA-SANTIPONCE	
SAN JUAN DE NIEVA	SOTIELLO	VALLADA	
SAN MAMES	SOTO DE REY	VALLE DE TRAPAGA/TRAPAGARAN	
SAN MARTIN	SOTO DEL BARCO	VALLECAS	
SAN PEDRO DE RUDAGÜERA	SOTO DEL HENARES	VEGARROZADAS	
SAN RANON	SOTRONDIO	VENTA MINA-SIETE AGUAS	

Table 4 Minimum basic services of passenger transport stations

The railway infrastructure manager shall publish annually in the NS the catalogue of minimum basic services according to the category of passenger transport station. The matrix of services by station category shall be included as follows, this matrix refers to a situation of minimum services common to all stations of the same category, certain stations in a category may have higher category services.

SERVICES	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6	OBSERVATIONS
Civil protec-tion	Protection means accord-ing to stand-ards, self-protection plan or emer-gency plan.	Protection means accord-ing to stand-ards, self-protection plan or emer-gency plan.	Protection means accord-ing to stand-ards, self-protection plan or emer-gency plan.	Protection means ac-cording to standards, emergency plan or emer-gency measures	Protection means ac-cording to stan-dards. Safety measures	Protection means ac-cording to standards, emergency plan or emer-gency measures	
Accessibility	According to standards	According to standards	According to standards	According to standards	According to standards	According to standards	
Illumination	In accesses, platforms, and open areas in the passenger building.	In accesses, platforms, and open areas in the passenger building.	In accesses, platforms, and open areas in the passenger building.	In accesses, platforms, and open areas in the passenger building.	On platforms, in open public areas	In accesses, on platforms, in open public areas	In station commercial opening hours.
Signaling	to direct, iden-tify services and areas	to direct, iden-tify services and areas	to direct, iden-tify services and areas	to direct, identi-fy ser-vices and areas	To Identify platforms	to direct, identi-fy ser-vices and areas	It also includes station identi-fication in all categories.
Furniture for clients	Benches, bins	Benches, bins	Benches, bins	Benches, bins	-	Benches, bins	
Information on train sched-ules	App "Adif on your mobile", showcases, S.I.V	App "Adif on your mobile", showcases, S.I.V	App "Adif on your mobile", showcases, S.I.V	App "Adif on your mobile", showcases, S.I.V	App "Adif on your mobile"	App "Adif on your mobile", showcases, S.I.V	SIV = Passen-ger infor-mation sys-tem, includes screens and/ or indica-tor screens
Protection aga-inst in-clement weather	Lobby and marquee	Lobby and marquee	Lobby and marquee	Marquee or shelter	-	Marquee or shelter	
Chronometry	On platforms and hall	On platforms and hall	On platforms and hall	On platforms	-	On platforms	
Information on trains in traffic	App "Adif on your mobile", PA system, S.I.V	App "Adif on your mobile", PA system, S.I.V	App "Adif on your mobile", PA system, S.I.V	App "Adif on your mobile", PA system, S.I.V	App "Adif on your mobile"	App "Adif on your mobile", PA system, S.I.V	SIV = Passen-ger infor-mation sys-tem, includes screens and/ or indica-tor screens
Information about the station	App "Adif on your mobile", showcases, loudspeakers, in-teractive points	App "Adif on your mobile", showcases, loudspeaker	App "Adif on your mobile", showcases, loudspeaker	App "Adif on your mobile", showcases, loudspeaker	-	App "Adif on your mobile", showcases	
Customer service	Claims, com-plaints and suggestions on the web "www.adif.es"	Claims, com-plaints and suggestions on the web "www.adif.es"	Claims, com-plaints and suggestions on the web "www.adif.es"	Claims, com-plaints and suggestions on the web "www.adif.es"	Claims, com-plaints and suggestions on the web "www.adif.es"	Claims, com-plaints and suggestions on the web "www.adif.es"	
Toilets	Male, female, adapted to PRM	Male, female, adapted to PRM	Male, female, adapted to PRM	-	-	-	Free public toilets at ac-cess restrict-ed for passen-gers can coex-ist with paid toilets in pub-lic areas of free access.
Waiting areas	Air condi-tioned space in the lobby and/ or depar-ture lounge	Air condi-tioned space in lobby	Air condi-tioned space in lobby	-	-	-	Boarding room includes ac-cess control, furniture and information equipment for comfort im-provement.

SERVICES	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6	OBSERVATIONS
Air conditioning	Areas in the hall with heat-ing and cooling	Areas in the hall with heat-ing and cooling	-	-	-	-	Level of spe-cial orders according to energy effi-ciency regula-tions.
Vertical means of transport	Elevators, stairs or me-chanical ramps	Elevators, stairs or me-chanical ramps	-	-	-	-	Applies only to stations with different height levels.
Intermodality	Reserved spaces bus, taxis, other transport means, clients getting on/off	Reserved spaces for bus, taxis, other transport means, clients getting on/off	Reserved spaces for bus, taxis, clients getting on/off	Reserved spaces for bus, taxis, clients get-ting on/off	-	-	In categories 1 and 2 parking is available for a fee. In inter-modal stations it includes exchange areas with other transport means
Other equip-ment	Luggage trol-leys	-	-	-	-	-	

Trains shall be classified for the purposes of tariffs A-1 Mode for using passenger transport stations, mode A. 1, as follows

Table 5 Types of Train for the purposes of Tariff Passenger Stations (Mode A.1)

Type	Characteristics
Long distance	Trains with origin-destination routes over or equal to 300 km. International trains and long-distance branch lines with routes less than 300 km are excluded.
Intercity	Trains with origin-destination routes shorter than 300 kilometres, and at least part of their route runs outside a suburban nucleus. International trains and long-distance branch lines are excluded.
Commuter or intercity	Trains with a route that runs entirely within a commuter hub.

Table 6_ 2020 Reference Traffic in, TREF (in force since 01/01/2020)							
			Types of service				
		Length (km)	VL1	VL2	VL3	VCM	M
Axle lines 16-A.V. Olmedo- Medina- Zamora- Galicia							
082	Bif. Coto Da Torre (Ourense) - Bif A Grandeira (Santiago)	84.1	N/A	97,823	37,505	364,206	N/A
	Subtotal	84.1	0	97,823	37,505	364,206	0

Table 7_ Target Traffic 2020, TOBJ (in force since 01/01/2020)							
			Types of service				
		Length (km)	VL1	VL2	VL3	VCM	M
Axle lines 16-A.V. Olmedo- Medina- Zamora- Galicia							
082	Bif. Coto Da Torre (Ourense) - Bif A Grandeira (Santiago)	84.1	0	98,312	37,693	366,027	0
	Subtotal	84.1	0	98,312	37,693	366,027	0

Target traffic was established for every line combination/service type specified in table 6 in reference traffic applying to these values +0,5% increase

Table 8_ 2020 Target Bonus, BOBJ (in force since 01/01/2020)						
		Types of service				
		VL1	VL2	VL3	VCM	M
Axle lines 11-A.V. Madrid Chamartín - Valladolid - Bif. Vta. Baños						
082	Bif. Coto Da Torre (Ourense) - Bif A Grandeira (Santiago)	N/A	50%	50%	10%	N/A

The target bonus has been set for each line combination/Type of service VL1, VL2, VL3, VCM and M, that is applicable.

6.3 2020 SERVICES PROVISION PRICES OF ADIF FACILITIES

The Prices for 2020 detailed in this document shall only apply to the Services provided at service facilities of the General Interest Railway Network, and in railway service areas managed by Adif.

These prices shall apply as from 1 January 2020: Basic services of shunting and operations on the train and ITU handling shall apply until 31 December, 2021. The basic fuel supply service shall apply until 31 December 2020, and supplementary services of exceptional transports until 31 December 2020 or until new prices are published.

6.3.1. Legal System

The provision of Basic, Supplementary and Ancillary Services is governed by current Law 38/2015, of 29 September, Railway Sector Act, (RD 2387/2004, of 30 December), given no opposition by the latter to aforementioned law.

6.3.2. Economic Regime

The provision of the Basic (except as governed by Article 98 of Law 38/2015, Railway Sector Act), Supplementary and Ancillary Railway Services, is subject to paying charges, which are private prices.

According to Art. 101, Law 38/2015, of 29 September, Railway Sector Act, the prices of basic services may not exceed the cost of their provision plus a reasonable profit.

Supplementary and ancillary services provided at service facilities will be subject to prices freely agreed between the parties. However, if a single supplier provides said services, these prices may not exceed the provision cost plus a reasonable profit.

No fees or prices shall accrue for activities and services subject to paying rail tariffs governed in Title VI, Law 38/2015 of the Railway Sector.

Price setting and application shall always be governed by the principles of objectivity, transparency, equal access and non-discrimination to Railway Undertakings and Applicants.

Prices approved for providing Intermodal Transport Unit (ITUs) Handling basic services shall be considered as maximum reference prices, allowing discounts or incentives thereon, at specific facilities, for certain services and under previously set conditions seeking facilities operation in satisfactory conditions of quality, competition and permanence.

For this purpose shall be established objective criteria justifying such deductions in maximum prices based on parameters and applicable conditions duly explicit and, where appropriate, specific agreements shall be established.

In order for Adif customers to know well in advance of a service request, that there are reduced prices and necessary objective conditions for their application, Adif shall include this information on their website, www.adif.es, and any subsequent updates of the Network Statement.

These conditions of application shall indicate the Main Logistics Facility (or set thereof) and the specific service subject to discount. Similarly shall be fixed, at least, mechanisms to adjust prices, validity period, and commitments to be met by beneficiaries.

Discounts/incentives on prices shall apply in an objective, transparent and non-discriminatory way, ensuring equal treatment to all customers who meet the application conditions.

Prices for services provided by Adif, shall be paid to them and used to finance their activities, tending to ensure the financial equilibrium.

Charging policy will tend to create a dynamic that favors contention of operating costs, adapting investments to actual demand requirements, avoiding overcapacity or congestion problems.

6.3.3. Prices for 2020 Basic Service Provision

Prices for basic service provision in the field of service facilities for passengers as well as for freight transport are specified in the Catalogue of Prices and Services and in the catalogue of Descriptive Files of Service Facilities, as available on Adif website, as an annex to this Network Statement on the Network.

The prices for providing basic services in the General Scope are specified as follows:

General Scope – Basic Services			
SB-2	FUEL SUPPLY	INVOICING UNIT	PRICES FROM 01/01/2020 UP TO 31/12/2020 (1)
	Fuel	Cubic meter (m^3)	Actual cost
	Management cost (Amount over a total m^3 of supplied product)	Cubic meter (m^3)	21 €/m^3
	Cost for dispensing	Cubic meter (m^3)	21 €/m^3
Amounts resulting from both fuel costs, management and dispensing shall be adjusted at year-end according to the expenses actually incurred in each component.			

(1) Prices valid until December 31, 2020, in accordance with the resolution adopted by the Board of Directors of the public business entity ADIF, in its session of June 30, 2020.

6.3.4. Prices for Providing Supplementary Services 2020

Prices for providing ancillary services in the field of service facilities at Freight Transport Terminals are specified in the Catalogue of Services and Prices and in the catalogue of Descriptive Files of Service Facilities as available on Adif website, as an annex to this Network Statement.

General Scope – Supplementary Services			
SC-1	EXCEPTIONAL TRANSPORT	INVOICING UNIT	Price Year 2020
	Studies by Adif associated with the viability and safety of transport traffic.	BY STUDY	85 € / h /agent
	RUNNING PLAN		
	Itinerary A territorial operating area (*)	RUNNING PLAN	800 €
	Itinerary TWO or more operational territorial areas (*)	RUNNING PLAN	1,300 €
	Transport escort and assistance	SERVICE BORROWED	62 € / h /agent
	Vehicles supporting traffic (**)	SERVICE BORROWED	294 €/100 Km. and 3 €/Km. when it exceeds the initial 100 Km.
	Extraordinary opening of Stations	SERVICE BORROWED	62 € / h /agent
	Contracted support and safety services	SERVICE BORROWED	Service cost

(*) Operating territorial areas are those that appear annually in the maps of the Network Statement.
(**) Traffic of trucks and other necessary equipment before or after Exceptional Transport.

6.3.5. Prices for Providing Ancillary Services 2020

Prices for providing ancillary services, within the scope of Passenger Transport and Freight Transport service facilities are specified in the Catalogue of Services and Prices, and in the Catalogue of Descriptive Files of the Service Facilities as available on Adif website, as an annex to this Network Statement.

6.3.6. Publication of the Prices and Access Conditions for Basic, Supplementary and Ancillary Service Provision

In accordance with article 102, Law 38/2015, of 29 September, Railway Sector Act, the prices and conditions of access to basic, supplementary and ancillary services, provided by all operators at the service facilities, referred to in section 20 of Annex I, of aforementioned Law, shall be communicated to the Railway Infrastructure Manager, who shall publish them in the network statement or indicate a website where this information can be obtained free of charge in electronic format.

6.3.7. Billing for Basic, Supplementary and Ancillary Service Provisions

Economic considerations shall be required upon service request, activity performance or the use in question, and shall be made effective under the conditions set when these are fixed or updated.

Prices shall be payable by the Railway Undertaking or other Applicants that requested services from Adif.

Action to request payment of prices for services provided directly by Adif shall prescribe five years after service provision.

Adif may suspend the service provision given non-payment of the corresponding prices, prior express communication addressed to the obligor to pay. Service suspension will remain until the debt is paid or sufficiently guaranteed. Likewise, Adif may request deposits, guarantees, payments on account or any other sufficient guarantee to collect the amount of Charges for the services provided.

The ordinary jurisdiction is responsible for resolving any controversy that may arise related with determining or paying the Prices, without enforcing procedures set for non-payment cases in the General Collection Regulation, approved by Royal Decree 939/2005, of 29 July and without prejudice to the corresponding competences of the National Commission of Markets and Competition, in accordance with Law 3/2013, of 4 June.

6.3.8. Embarked Energy Measure

The embarked energy measuring system (EMS) and its communication with ground data collection system (DCS) are part of the Railway Interoperability Directive 2016/797.

The most recent regulation has been published in Commission Implementing Regulation (EU) 2018/868 of 13 June 2018, amending Regulation (EU) No. 1301/2014 and Regulation (EU) No. 1302/2014 as regards the energy measurement system and the data collection system. This regulation requires:

- A communication protocol between EMS and DCS as defined in EN 50463-4:2017.
- On 1 January 2022 every Member State shall have a DCS capable of receiving data according to afore protocol.
- All Member States will have a settlement system on 4 July 2020 of controversies arisen.

The EN50463-4: 2017 standard has been transposed into the Adif standard in NAT 760 "Communication of on-board energy measurement" published in January 2020. This standard establishes the optional parts of EN50463-4: 2017 that will be applied in the RFIG.

This standard is included in the ADIF Technical Regulations catalog, which is published on the Adif website:

- http://descargas.adif.es/ade/u18/GCN/NormativaTecnica.nsf/v0/8E45B162345831BCC12584FF003F934D?OpenDocument&tDoc=F

Annexes

Network Statement 2020

June 4, 2020 edition

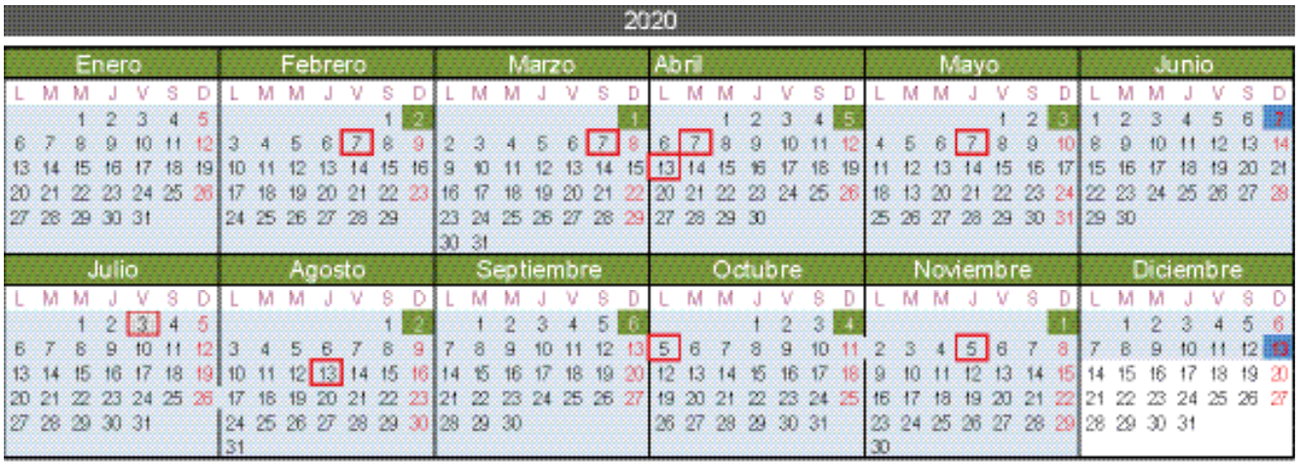
Annexes

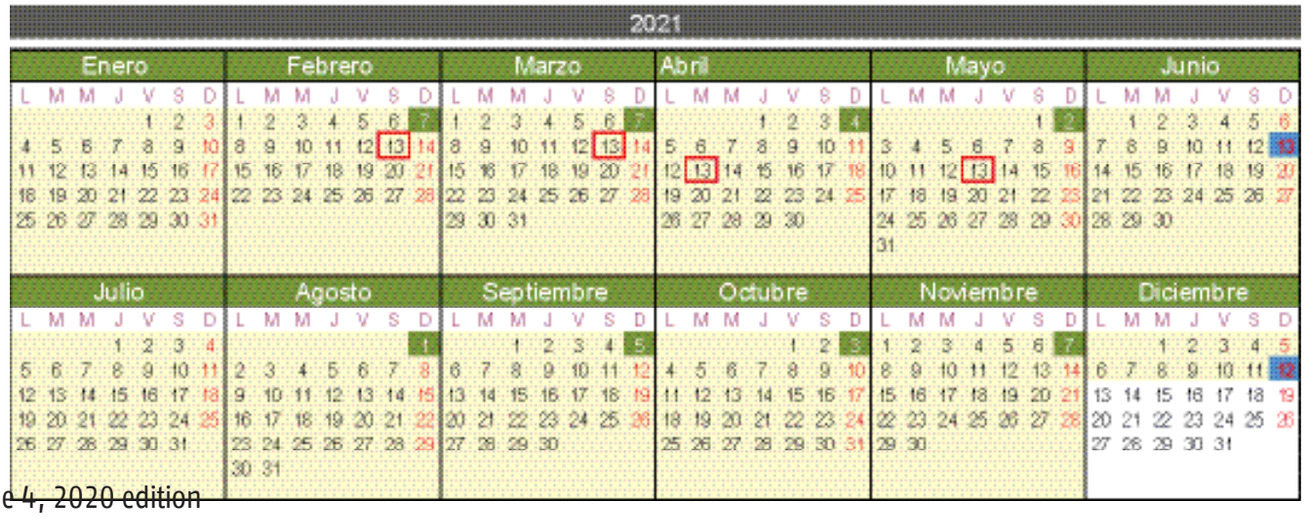
Network Statement 2020

June 4, 2020 edition

ANNEX A WORKING TIMETABLE 2019/2020 Y 2020/2021

* On Sunday 15 December 2019 starts the new Service Timetable for 2020, which shall end on Saturday 12 December 2020.
* On Sunday 13 December 2020 starts the new Service Timetable for 2021, which shall end on Saturday 11 December 2021.
* The Service Timetable marks the effective deadlines that shall be met during the Infrastructure Capacity Allocation procedures pursuant to RSA and Order FOM 897/2005, as described in Chapter 4 of this NS.





June 4, 2020 edition

Main Milestones

Working Timetable 2020/2021		Schedule Agreed Adjustment			Monthly Adjustments	
		2020		2021	2020	2021
13-dic-20	Start service timetable 2020/21	07-jun-20	Agreed Adjustment	13-jun-21	02-feb	07-feb
13/04/20	International Requests	07-feb-20	Requests	13-feb-21	01-mar	07-mar
03/07/20	National Requests	07-mar-20	Provisional Capacity Allocation	13-mar-21	05-apr	04-apr
13/08/20	Provisional capacity allocation	07-apr-20	Final Capacity Allocation	13-abr-21	03-may	02-may
05/10/20	Final capacity Allocation	07-may-20	Train announcement communication	13-may-21	02-ago	01-ago
05/11/20	Train announcement communication				06-sep	05-sep
					04-oct	03-oct
					01-nov	07-nov

Note: Other dates may be defined for Agreed Adjustments when new facilities become operational. These dates will be communicated in good time.

ANEXO B

CATÁLOGOS DE SURCOS INTERNACIONALES DE MERCANCÍAS 2020/2021

SURCOS DEL CORREDOR: HENDAYA-IRÚN-MADRID-ALGECIRAS / FUENTES DE OÑORO-VILAR FORMOSO (CORREDOR ATLÁNTICO)

Nº DE SURCO	Madrid-Abroñigal	Grisén	Irún	Conexiones	Carga, Longitud Locomotora Tipo
40166/7 (1)	23:05	04:45	10:05	Ludwigshafen	1130tn 450m Loc 253
Nº DE SURCO	**Conexiones**	**Irún**	**Grisén**	**Madrid-Abroñigal**	**Carga, Longitud Locomotora Tipo**
40908/9 (1)	Forbach/Ludwigshafen	12:54	18:16	23:40	1080t 450m Loc 253

Nº DE SURCO	Algeciras	Madrid-Abroñigal	Irún	Conexiones	Carga, Longitud Locomotora Tipo
40197/6 (1)	17:04	09:30	21:03	Tourcoing/Amberes	1060t, 450m, Loc 335/253 1130t, 450m, Loc 253
Nº DE SURCO	**Conexiones**	**Hendaya**	**Ciempozuelos**	**Algeciras**	**Carga, Longitud Locomotora Tipo**
40614/5	Einsiedlerhof	22:05	08:20	08:40 (+1)	1080t, 450m, Loc 253 1020t, 450m, Loc 335/253

Nº DE SURCO	Vicalvaro Cl.	Miranda de Ebro	Hendaya	Conexiones	Carga, Longitud Locomotora Tipo
40161/0	23:50	07:21	10:30	Forbach/Ludwigshafen	1080t 450m Loc 253
Nº DE SURCO	**Conexiones**	**Irún**	**Grisén**	**Madrid-Abroñigal**	**Carga, Longitud Locomotora Tipo**
40194/5 (1)	Mouscron/Amberes	09:20	14.33	18.45	1080t 450m Loc 253

Nº DE SURCO	Villafría	Miranda de Ebro	Hendaya	Conexiones	Carga, Longitud Locomotora Tipo
40661/0	12:21	13:30	16:53	Lyon Sibelin	1080 t 450m Loc 253
Nº DE SURCO	**Conexiones**	**Hendaya**	**Miranda de Ebro**	**Villafría**	**Carga, Longitud Locomotora Tipo**
40668/9	Lyon Sibelin	19:55	23:00	00:12	1080 t 450m Loc 253

Nº DE SURCO	Grisén	Pamplona	Hendaya	Conexiones	Carga, Longitud y Locomotora Tipo
40831/0	15:09	17:46	20:39	Mannheim	1080 t 450m Loc 253
Nº DE SURCO	**Conexiones**	**Hendaya**	**Altsasu**	**Zuera**	**Carga, Longitud y Locomotora Tipo**
40950/1	Saarbrucken	11:15	13:25	18:47	1080 t 450m Loc 253

(1) Surcos que circulan parcialmente por el Corredor Mediterráneo entre Madrid y Grisén.

SURCOS DEL CORREDOR: HENDAYA–IRÚN–MADRID–ALGECIRAS / FUENTES DE OÑORO–VILAR FORMOSO (CORREDOR ATLÁNTICO)

Nº DE SURCO	Pamplona	Altsasu	Hendaya	Conexiones	Carga, Longitud y Locomotora Tipo
40961/0	12:45	13:34	15:35	Forbach/Mannheim	1080t 450m Loc 253
Nº DE SURCO	**Conexiones**	**Hendaya**	**Valladolid**	**Ciempozuelos**	**Carga, Longitud y Locomotora Tipo**
40612/3	Einsiedlerhof	18:45	00:52	06:35	1080t 450m Loc 253

Nº DE SURCO	Bilbao	Miranda de Ebro-	Hendaya	Conexiones	Carga, Longitud y Locomotora Tipo
40662/3	13:24	16:06	19:30	Forbach / Mannheim	1240t 450m Loc 253
Nº DE SURCO	**Conexiones**	**Hendaya**	**Miranda de Ebro**	**Bilbao**	**Carga, Longitud y Locomotora Tipo**
40610/1	Saarbrucken	16:09	19.35	22:25	1080t 450m Loc 253

Nº DE SURCO	Vilar Formoso	Medina del Campo	Hendaya	Conexiones	Carga, Longitud y Locomotora Tipo
40962/3	01:30	04:46	12:07	Lisboa, Leixoes, Forbach, Valenton	1200t, 450m, Loc 335 1200t, 450m, Loc 253
Nº DE SURCO	**Conexiones**	**Hendaya**	**Medina del Campo**	**Vilar Formoso**	**Carga, Longitud y Locomotora Tipo**
40814/5	Lisboa, Leixoes, Forbach, Valenton	19:50	02:55	06:28	1080t, 450m, Loc 253 1080t, 450m, Loc 335

Nº DE SURCO	Vilar Formoso	Medina del Campo	Madrid Abroñigal	Conexiones	Carga, Longitud y Locomotora Tipo
40206/7	02:40	06:49	11:49	Entroncamento/Lisboa	1060t 480m Loc 333
Nº DE SURCO	**Conexiones**	**Madrid Abroñigal**	**Medina del Campo**	**Vilar Formoso**	**Carga, Longitud y Locomotora Tipo**
40023/2	Entroncamento/ Lisboa	16:45	22:15	01:37	1060 t 480 m Loc 333

SURCOS DEL CORREDOR: BADAJOZ–MÉRIDA (CORREDOR ATLÁNTICO)

Nº DE SURCO	Badajoz	-	Mérida	Conexiones	Carga, Longitud Locomotora Tipo
40037	10:19	-	11:09	Lisboa	1410 t 400 m Loc 335
Nº DE SURCO	**Conexiones**	**Mérida**	**-**	**Badajoz**	**Carga, Longitud Locomotora Tipo**
40304	Lisboa	15:58	-	16:48	1410 t 400 m Loc 335

SURCOS DEL CORREDOR: CERBERE–PORTBOU–BARCELONA–ALGECIRAS–ALMERÍA / MADRID (CORREDOR MEDITERRANEO)

Nº DE SURCO	Granollers	-	Portbou	Conexiones	Carga, Longitud Locomotora Tipo
40105	21:40	-	23:47	Lyon y Forbach	960 t 500 m Loc 253
40893	20:23	-	22:46	Lyon y Forbach	1240 t 500 m Loc 253
Nº DE SURCO	**Conexiones**	**Portbou**	**-**	**Granollers**	**Carga, Longitud Locomotora Tipo**
40890	Lyon y Forbach	03:10	-	05:39	960 t 500 m Loc 253
40112	Lyon y Forbach	04:15	-	06:20	960 t 500 m Loc 253

Nº DE SURCO	Constantí	Gerona	Portbou	Conexiones	Carga, Longitud Locomotora Tipo
40117/6	19:45	23:43	00:41	Lyon y Forbach	960 t 450 m Loc 253
Nº DE SURCO	**Conexiones**	**Portbou**	**Gerona**	**Constantí**	**Carga, Longitud Locomotora Tipo**
40110/1	Lyon y Forbach	04:40	05:47	11:06	960 t 450 m Loc 253

Nº DE SURCO	Grisén	Tarragona	Cerbere	Conexiones	Carga, Longitud Locomotora Tipo
40882/3	20:45	02:53	06:56	Lyon y Forbach	960 t 450 m Loc 253
Nº DE SURCO	**Conexiones**	**Cerbere**	**Tarragona**	**Grisén**	**Carga, Longitud Locomotora Tipo**
40586/7	Lyon y Forbach	00:55	05:10	10:57	960 t 450 m Loc 253

Nº DE SURCO	Algeciras	Vicálvaro Cl.	Cerbere	Conexiones	Carga, Longitud Locomotora Tipo
40152/3 (2)	17:04	12:30	03:52	Lyon y Modane	1060 t, 450 m, Loc 335/253 960 t 500 m Loc 253
Nº DE SURCO	**Conexiones**	**Cerbere**	**Vicálvaro Cl.**	**Algeciras**	**Carga, Longitud Locomotora Tipo**
40512/3 (2)	Lyon y Modane	22:55	14:45	08:40	1080 t, 450 m, Loc 253 1080 t, 450 m, Loc 253/335

SURCOS DEL CORREDOR: CERBERE-PORTBOU-BARCELONA-ALGECIRAS-ALMERÍA / MADRID (CORREDOR MEDITERRANEO)

Nº DE SURCO	Almería	Vicálvaro Cl.	Cerbere	Conexiones	Carga, Longitud Locomotora Tipo
40459 (2)	19:30	12:30	03:52	Lyon y Modane	750 t, 430 m, Loc 335 960 t, 450 m, Loc 253
Nº DE SURCO	Conexiones	Cerbere	Vicálvaro Cl.	Almería	Carga, Longitud Locomotora Tipo
40546 (2)	Lyon y Modane	22:55	14:45	10:40	1080 t, 450 m, Loc 253 960 t 430 m Loc 335

Nº DE SURCO	Murcia	Silla	Cerbere	Conexiones	Carga, Longitud Locomotora Tipo
40492/3	06:45	13:57	00:06	Lyon, Forbach	960 t 450 m Loc 335 960 t 450 m Loc 253
40248/9	-	14:50	00:45	Lyon, Forbach	960 t 450 m Loc 253
Nº DE SURCO	Conexiones	Cerbere	Silla	Murcia	Carga, Longitud Locomotora Tipo
40846/7	Lyon, Forbach	2:15	11:02	16:33	960 t 450 m Loc 253 960 t 450 m Loc 335
40844/5	Lyon, Forbach	12:35	22:15	-	960 t 450 m Loc 253

(2) Surcos compartidos con el 40197 y el 40194/5 del corredor Atlántico.

SURCOS DEL CORREDOR: FIGUERES V.-BARCELONA (CORREDOR MEDITERRÁNEO)

Nº DE SURCO	Barcelona M.	Figueras V.	Lím. Adif-TP Ferro	Conexiones	Carga, Longitud Locomotora Tipo
49107	10:40	14:38	14:43	Lyon, Modane, Forbach, Somain	1500 t 750 m Loc 252 (doble tracción)
49167	12:46	15:38	15:43	Lyon, Modane, Forbach, Somain	1500 t 750 m Loc 252 (doble tracción)
49117	3:41	6:31	6:36	Lyon, Modane, Forbach, Somain	1500 t 750 m Loc 252 (doble tracción)

Nº DE SURCO	Conexiones	Lím. Adif-TP Ferro	Figueras V.	Barcelona M.	Carga, Longitud Locomotora Tipo
49184	Lyon, Modane, Forbach, Somain	09:05	09:12	12:08	1500 t 750 m Loc 252 (doble tracción)
49154	Lyon, Modane, Forbach, Somain	11:15	11:22	15:18	1500 t 750 m Loc 252 (doble tracción)
49104	Lyon, Modane, Forbach, Somain	5:57	06:04	09:12	1500 t 750 m Loc 252 (doble tracción)

ANNEX C TRAIN PATH REQUEST FORMS

National Infrastructure Path Capacity Request Form

Available on www.adif.es

adif

Candidato o Representante: _____

Domicilio (a efectos de notificaciones): _____

Registro Especial Ferrovario: _____

Fecha de Petición: _____

Fecha de Aceptación: _____

N.º de Ficha: _____

Fecha de Asignación: _____ Capacidad Asignada: _____

Origen: _____ Destino: _____

Corredor: _____ Ruta: _____

Días de Circulación: _____

Periodo de Circulación: _____ del _____ al _____

Denom. Comercial: _____ Longitud: _____

Horario Solicitado (S/L/P): _____ a las _____ Estación: _____

Materias Peligrosas: _____ Prescrip. Especiales: _____

Observaciones: _____

CAMBIOS DE TRACCIÓN

Hasta	Tipo	Peso	Locomotora	Número

Observaciones: _____

PARADAS

Estación	Minutos	Tipo	Descripción

Observaciones: _____

Model of Request for Capacity in Service Facilities

adif

SOLICITUD DE CAPACIDAD EN INSTALACIONES DE SERVICIO

CLIENTE

Fecha:

LOCALIZACIÓN

Comunidad Autónoma:
Provincia:
Estación/Terminal
Vía

SERVICIO

Funcionalidad
☐ Viajeros
☐ Mercancías
☐ Operaciones en vías con andén

Apartado/Maniobras ☐
Limpieza/Mantenimiento ☐
Punto de Carga ☐
☐ Limpieza
☐ Carga/Descarga
☐ Otras

Tipo de Material
☐ Sí
☐ No
Materias Peligrosas

PERIODO

Reserva
☐ Sí
☐ No
☐ Uso Continuado
☐ Uso Puntual
Nº de Tren

Fecha desde:
Fecha hasta:

Lunes ☐
Martes ☐
Miércoles ☐
Jueves ☐
☐ Viernes
☐ Sábado
☐ Domingo

Hora desde:
Hora hasta:

OBSERVACIONES

International Infrastructure Path Capacity Request Form

Available on http://www.rne.eu/tl_files/RNE_Upload/Timetabling/Path_Request%20_Form.doc

The rest of International capacity request forms.

INTERNATIONAL STUDY / PATH REQUEST FORM

Leading Applicant		Nb		Freight traffic		Passenger traffic	

Timetable period		Meeting name, date, place	

Date : (Last PF version date)	

Path Study	
Path order	
Path offer	
Detailed name of Appendices	

Type of file	
New request	
Change in course of the timetable construction	

Dossier Name	
PCS Version Nb	PCS Status
Train route	

Comments

1) Please give a reference number.

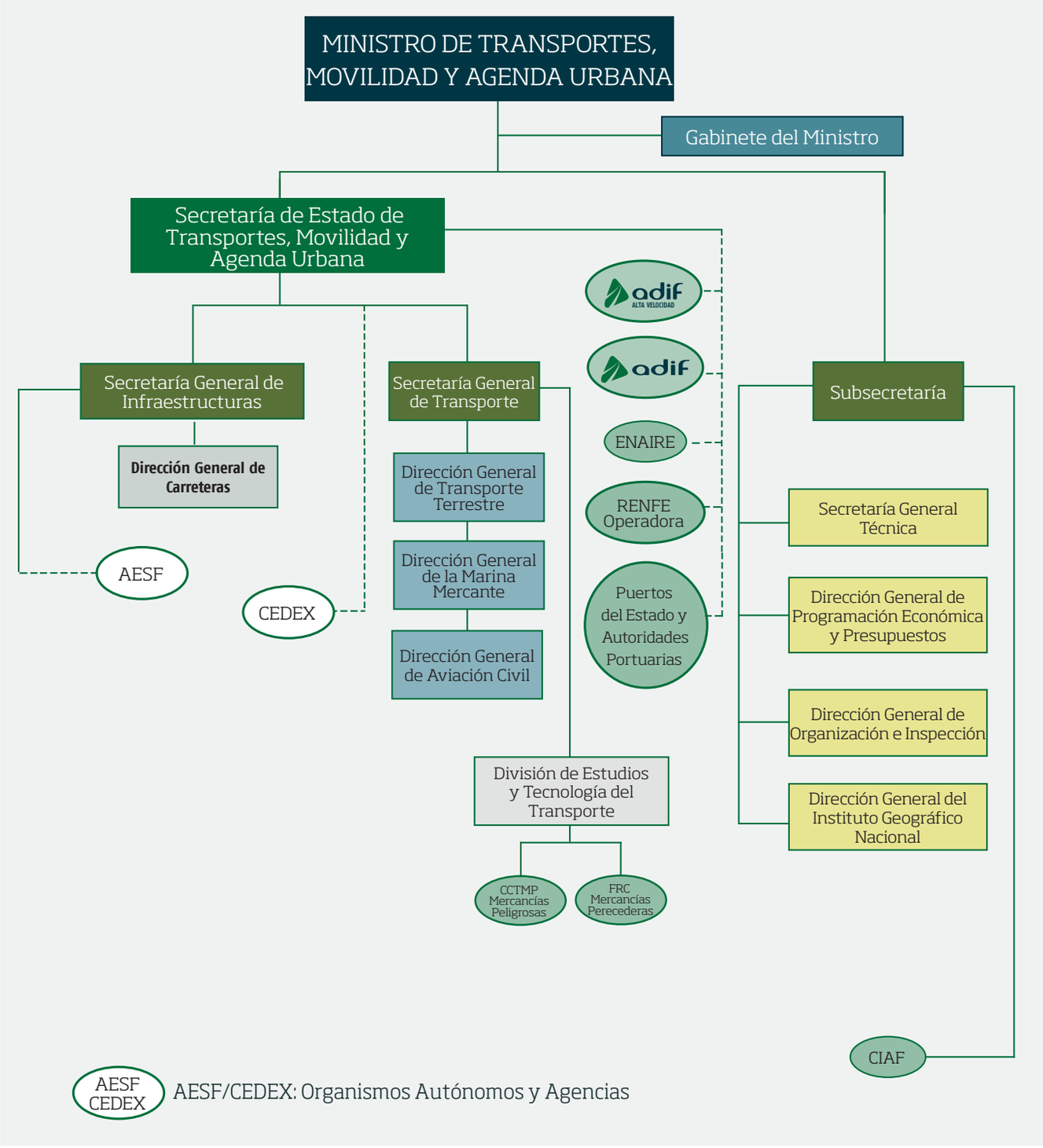
2) Please attach the relevant documentation to the front page.

For details on completing this form please check the "Customer Handbook for processes for international timetabling"
http://www.rne.eu/timetabling-documents.html

RNE 2013

ANNEX D MINISTERIO DE TRANSPORTES, MOVILIDAD Y AGENDA URBANA

Updated on: www.mitma.gob.es



ANNEX E REFERENCE DOCUMENTATION

Updated to September 30, 2019

International Law

International Agreement Concerning, International Carriage by Rail (COTIF), signed in Berne on 9 May 1980. OFFICIAL STATE GAZETTE 16 of 18 January 1986. Corrigendum Official State Gazette 125 of 26/05/1986 (updated version). mended by Vilna Protocol of 3 June 1999.
OFFICIAL STATE GAZETTE 149 of 23 June, 2006.
Amendments to the Convention concerning International Carriage by Rail (COTIF) and Annexes, signed in Bern on 14 June 2017 at the 10th meeting of the Committee of Intergovernmental Organization of Technical Experts for International Carriage by Rail (OTIF).
State Official Gazette 40 of 15 February 2019.
Amendments to the Regulations on International Carriage of Dangerous Goods by Rail (RID 2019), Appendix C of the Convention on International Rail Transport (COTIF), signed in Bern on 9 May 1980 by the Committee of Experts on transport of dangerous goods at their 55th session held in Bern on 30 May 2018.
State Official Gazette 145, of 18 June 2019.

International agreements.- Information on the entry into force of the agreement on 1 July, 2011, between the European Union and Intergovernmental Organization for International Carriage by Rail of adhesion in the European Union to the Convention concerning International Carriage by Rail (COTIF) of 9 May 1980, as amended by Vilnius Protocol of 3 June 1999. Information on the entry into force as of 1 July 2011. OFFICIAL JOURNAL OF THE EUROPEAN UNION, of 13 July 2011.
OFFICIAL JOURNAL OF THE EUROPEAN UNION, 13 July 2011.

International Convention on the Harmonization of Frontier Controls of Freight Goods (Harmonization Convention), Geneva 21 October 1982, amending Annex 9 "Streamlining border crossing procedures for international rail freight transport".
Amendment to the OFFICIAL JOURNAL OF THE EUROPEAN UNION, of 30 November 2011.

European Regulation

Regulation

Regulation (EEC) Nr. 1108/1970, of the Council of 4 June 1970,
On an accounting of costs related to infrastructures of transport by rail, road and inland waterways.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 130 of 15 de June 1970.

Regulation (EC) 332/2007 of the Commission of 27 March 2007.
On the technical arrangements for transmission of statistics on rail transport.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 56 of 29 February 2008.

Regulation (EC) 1370/2007 of the European Parliament and of the Council, of 23 October 2007.
Regarding public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos.1191/69 and (EEC) 1107/70.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 315, of 3 December 2007.
M1 Regulation (EU) Nr 2338/2016 of the European Parliament and the Council of 14 December 2016.

Regulation (EC) 1371/2007 of the European Parliament and of the Council, of 23 October 2007.
Regarding the rights and obligations of railway passengers.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 315, of 3 December 2007

Regulation (EC) 451/2008 of the European Parliament and of the Council of 23 April 2008, setting a new statistical classification of products by activity (CPA), and repeals (EEC) Regulation No 3696 / 93 of the Council.7.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 145, of 4 June 2008.

European Regulation

Regulation

Regulation (EC) 169/2009 of the Council, of 26 February 2009,
Applying the rules of competition to rail, road and inland waterway transport sectors.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 61/1 of 5 March 2009.

Regulation (EU) 36/2010 of the Commission, of 3 December, 2009.
Regarding European Community train driving license models, supplementary certificates, certified copies of supplementary certificates and application forms for train driving licenses, pursuant to Directive 2007/59/ EC of the European Parliament and Council.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 13/1 of 19 January, 2010.
Amended by:
M1 REGULATION (EU) Nr. 519/2013 OF THE COMMISSION of 21 February, 2013.
Corrected by:
C1 Corrigendum OJ L 286, 4.11.2010, p.22 (36/2010).

Regulation (EU) No. 913/2010 of the European Parliament and Council, of 22 September, 2010
Regarding a European rail network for a competitive freight transport.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 276/22 of 20 October 2010.
Amended by:
M1 REGULATION (EU) Nr. 1316/2013 of the European Parliament and the Council of 11 December 2013.

Regulation (EU) No. 201/2011 of the Commission, of 1 March, 2011.
Regarding conformity statement form with an authorized type of rail vehicle.
Repealed by 2019/250 Execution Regulation of 12 February - regarding the templates for «CE» certificates and statements of railway interoperability constituents and subsystems - into a statement model in accordance with an authorized type of railway vehicle and "EC" verification procedures for subsystems in accordance with Directive (EU) 2016/797 of the European Parliament and of the Council, repealing Commission Regulation (EU) No 201/2011, though the Annex applies until 16 June 2020.
OFFICIAL JOURNAL OF THE EUROPEAN UNION, of 2 March 2011.

Regulation (EU) No. 454/2011 of the Commission of 5 May, 2011.
Regarding the technical specification for interoperability for the subsystem "telematics applications for passenger services" of trans-European rail system.
OFFICIAL JOURNAL OF THE EUROPEAN UNION, of 12 May, 2011.
Amended by:
M1 Regulation (EU) Nr. 665/2012 of the Commission of 20 July 2012
M2 Regulation (EU) Nr. 1273/2013 of the Commission of 6 December 2013.
M3 Regulation (EU) 2015/302 of the Commission of 26 February 2015.
M4 (UE) 2019/775 Commission Execution Regulation of 16 May 2019

Regulation (EU) No. 1078/2012 of the Commission, of 16 November 2012.
Regarding a common safety method in terms of surveillance which shall be implemented by Railway Undertakings and Infrastructure Managers who have obtained a safety certificate or safety authorization, as well as entities responsible for maintenance.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 17 November 2012.

Regulation (EU) N º 321/2013 of the Commission of 13 March 2013.
On technical specification for interoperability relating to the subsystem "rolling stock - freight wagons" of the rail system in the European Union and that repeals Decision 2006/861/EC.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 12 April 2013.
Amended by:
M1 Regulation (EU) 1236/2013 of the commission of 2 December 2013.
M2 Regulation (EU) 2015/924 of the Commission of 17 June 2015.
M3 2019/776 Commission Execution Regulation (EU) of 16 May 2019.

Implementing Regulation (EU) No 402/2013 of the Commission of 30 April 2013.
On the adoption of a safety method to evaluate and assess the risk repealing Regulation (EC) No 352/2009.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 3 May 2013.
Amended by:
M1 Implementing Regulation (EU) 2015/1136 of the Commission of 14 July 2015.

European Regulation

Regulation

Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on the Union guidelines to develop the Trans-European Transport Network, and repeals Decision No 661/2010/EU.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 20 December 2013.

Regulation (EU) No. 642/2014 of the Council of 16 June 2014.
Whereby the Joint Undertaking Shift2Rail is established.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 17 June 2014.

Implementing Regulation (EU) Nr. 869/2014 of the Commission of 11 August 2014.
On new passenger rail services
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 12 August 2014.

Regulation (EU) Nr. 1299/2014 of the Commission of 18 November 2014.
On technical specifications for interoperability of "infrastructure" subsystem in the European Union rail system.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 12 December 2014.
M1 2019/776 (EU) Commission Execution Regulation of 16 May 2019.

Regulation (EU) Nr. 1300/2014 of the Commission of 18 November 2014.
Concerning the interoperability technical specification relating to the accessibility of the rail system in the Union for disabled persons and persons with reduced mobility.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 12 December 2014.
M1 Commission Execution Regulation (EU) 2019/772 of 16 May 2019, amending Regulation (EU) Nr 1300/2014 regarding the inventory of assets, in order to identify obstacles to accessibility, provide information to users and monitor and evaluate advances in accessibility. (Amendment to TSI of people with reduced mobility). OFFICIAL JOURNAL OF THE EUROPEAN UNION of 27 May 2019

Regulation (EU) Nr. 1301/2014 of the Commission of 18 November 2014.
On technical specifications for interoperability of the subsystem "energy" of the rail system in the European Union
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 12 December 2014.
M1 Commission Execution Regulation (UE) 2018/868 of 13 June 2018.
M2 2019/776 (EU) Commission Execution Regulation of 16 May 2019.

Regulation (EU) Nr. 1302/2014 of the Commission of 18 November 2014.
On the technical specification for interoperability of the rolling stock subsystem "locomotives and passenger rolling stock" of the rail system in the European Union.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 12 December 2014.
M1: Commission Execution Regulation (EU) 2018/868 of 13 June 2018. OFFICIAL JOURNAL OF THE EUROPEAN UNION of 14 June 2018.
M2 2019/776 (EU) Commission Execution Regulation of 16 May 2019

Regulation (EU) Nr. 1303/2014 of the Commission of 18 November 2014.
On technical specification for interoperability relating to "safety in railway tunnels" in the rail system in the European Union.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 12 December 2014.

European Regulation

Regulation

Regulation (EU) No. 1304/2014 of the Commission of 26 November 2014.
On the technical specification for interoperability applicable to subsystem rolling stock-noise-amending decision 2008/232/EC and repealing decision 2011/229/EU.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 359 of 12 December 2014.
M1 Commission Execution Regulation (EU) 2019/774 of 16 May 2019.
M2 2019/776 (EU) Commission Execution Regulation of 16 May 2019.

Regulation (EU) Nr. 1305/2014 of the Commission of 11 December 2014.
On the technical specification for interoperability relating to telematics applications subsystem for the transport of freight in the European Union repealing Regulation (EC) No 62/2006.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 12 December 2014.
M1: Commission Execution Regulation (UE) 2018/278 of 23 February 2018: amending annex to Regulation.

Implementing Regulation (EU) Nr. 10/2015 of the Commission of 6 January 2015.
On criteria for applicants to obtain railway infrastructure capacity, repealing Implementing Regulation (EU) Nr. 870/2014.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 7 January 2015.

Implementing Regulation (EU) Nr. 171/2015 of the Commission of 4 February 2015.
On certain aspects of the procedure to grant licenses to railway undertakings.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 5 February 2015.

Regulation (EU) Nr 302/2015 of the Commission of 25 February 2015.
Amending Regulation (EU) Nr. 454/2011 on the technical specification for interoperability corresponding to the subsystem "telematics applications for passenger services" of the rail system.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 26 February 2015.

Implementing Regulation (EU) Nr 909/2015 of the Commission of 12 June 2015.
Laying down rules for calculating the costs directly attributable to operating the train service.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 13 June 2015.

Regulation (EU) Nr 995/2015 of the Commission of 8 June 2015.
Amending the decision 2012/757/EU on the technical specification for interoperability relating to the " traffic operation and management", of the rail system in the European Union.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 30 June 2015.

Implementing Regulation (EU) Nr 1100/2015 of the Commission of 7 July 2015.
On reporting obligations of Member States as part of the supervision of the railway market.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 9 July 2015.

Implementing Regulation (EU) Nr 545/2016 of the Commission of 7 April 2016.
On procedures and criteria for framework agreements on allocation of railway infrastructure capacity.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 8 April 2016.

Regulation (EU) No 796/2016 of the European Parliament and the Council of 11 May 2016.
On the Rail Agency on the European Railway Agency whereby Regulation (EC) No 881/2004 is repealed.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 138 of 26 May 2016.

Regulation (EU) No 919/2016 of the Commission of 27 May 2016.
On the technical specification for interoperability relating to subsystems of control, command, signaling of the railway system in the European Union.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 158 of 15 June 2016.
Amended by 2019/776 Execution Regulation of 16 May 2019.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 27 May 2019.

European Regulation

Regulation

Regulation (EU) No 2337/2016 of the European Parliament and of the Council, of 14 December 2016.
Repealing Council Regulation (EEC) No 1192/69 on common rules for the standardization of accounts of railway undertakings.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 23 December 2016.

Implementing Regulation (EU) 2017/6 of the Commission of 5 January 2017
On the European Deployment Plan of the European Rail Traffic Management System.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 6 January 2017.

Implementing Regulation 2017/2177 of the Commission of 22 November 2017
On access to service facilities and related rail services.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 23 November 2017.

Commission Implementing Regulation (EU) 2018/545 of 4 April 2018,
Laying down the practical arrangements to authorize railway vehicles and the process to authorize the type of railway vehicles in accordance with Directive (EU) 2016/797 of the European Parliament and of the Council (relevant text for the purposes of EEE.)
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 6 April 2018.

Regulation (EU) 2018/643 of the European Parliament and of the Council of 18 April 2018
Relative to statistics on rail transport.
Regulation (EC) 91/2003 of 16 December 2002 is repealed.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 2 May 2018.

Commission Delegated Regulation (EU) 2018/761 of 16 February 2018,
Setting common safety methods for national safety authorities to supervise following the issuance of a single safety certificate or a safety authorization in accordance with Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Regulation (EU) No 1077/2012 of the Commission
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 25 May 2018.

Commission Delegated Regulation (EU) 2018/762 of 8 March 2018,
Setting common safety methods on safety management system requirements in accordance with (EU) 2016/798 Directive of the European Parliament and of the Council, and repealing (EU) nr 1158/2010 and (EU) 1169/2010 Commission Regulations.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 25 May 2018.

Commission Implementing Regulation (EU) 2018/763 of 9 April 2018,
Laying down the practical arrangements to issue single safety certificates to railway undertakings in accordance with Directive (EU) 2016/798 of the European Parliament and of the Council, and repeals Regulation (EC) No. 653/2007 of the Commission.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 25 May 2018.

Commission Implementing Regulation (EU) 2018/764, of 2 May 2018,
About the fees and tariffs payable to the Railway Agency of the European Union and payment terms.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 25 May 2018.

Commission Implementing Regulation (EU) 2018/867 of 13 June 2018,
Providing for the internal regulation of the European Union Railway Agency resources Room(s).
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 14 June 2018.

Commission Implementing Regulation (EU) 2018/1602 of 11 October 2018,
Amending Annex I to Council Regulation (EEC) No 2658/87 concerning the tariff and statistical nomenclature and the Common Customs Tariff.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 31 October 2018.

Commission Implementing Regulation (EU) 2019/250 of 12 February 2019
Concerning the templates for statements and "EC" certificates of railway interoperability constituents and subsystems, the model statement of conformity with an authorized type of railway vehicle and "EC" verification procedures for subsystems in accordance with Directive (EU) 2016/797 of the European Parliament and of the Council, and repealing Commission Regulation (EU) No 201/2011.
Official Journal of the European Union of 13 February 2019.

European Regulation

Regulation

Implementing Regulation (EU) 2019/773 of the Commission of 16 May 2019
Concerning the technical specification of interoperability corresponding to the subsystem "traffic operation and management" of the European Union railway system and repealing Decision 2012/757/EU. (New TSI - OPERATIONS).
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 27 May 2019.

Commission Implementing Regulation (EU) 2019/777 of 16 May 2019
On common specifications of the railway infrastructure register and repealing Implementing Decision 2014/880/EU. (New RINF specifications).
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 27 May 2019.

Commission Implementing Regulation (EU) 2019/778 of 16 May 2019
Amending Regulation (EU) No. 1305/2014 as regards change management. (Modification TSI - Telematic Applications for Freight).
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 27 May 2019.

Commission Implementing Regulation (EU) 2019/779 of 16 May 2019
On detailed provisions concerning a certification system for Entities responsible for vehicle maintenance in accordance with Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Regulation (EU) No 445/2011 of the Commission.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 27 May 2019.

Commission Recommendation (EU) 2019/780 of 16 May 2019,
On practical provisions for issuing safety authorizations to infrastructure managers.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 27 May 2019.

Directives

Council Directive 1992/106/EEC of 7 December 1992 on setting common standards for certain combined transport of goods between Member States.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 17 December 1992.

Directive 2004/49/EC of the European Parliament and of the Council, of 29 April 2004.
Regarding safety of the Community's railways and amending Council Directive 95/18/EC on licensing Railway Undertakings and Directive 2001/14/EC on the allocation of Rail Infrastructure Capacity, application of tariffs for using it and safety certification.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 164, of 30 April, 2004, L 220 of 21 June, 2004, L313/65 of 28 November, 2009.
Amended by:
M1 Directive 2008/57/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL, of 16 December. Applicable text for the purpose of EEE, of 17 June 2008.
M2 Directive 2008/110/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL, of 16 December. Applicable text for the purpose of EEE, of 16 December 2008.
M3 Directive 2009/149/EC OF THE COMMISSION Applicable text for the purpose of EEE, of 27 November 2009
M4 DIRECTIVE 2012/34/EU OF THE EUROPEAN PARLIAMENT AND COUNCIL Text with EEA relevance of 21 November 2012
M5 DIRECTIVE 2014/88/EU of Text with EEA relevance of 9 July 2014.
M6 2016/797 DIRECTIVE OF THE EUROPEAN PARLIAMENT AND THE COUNCIL, of 11 may 2016.
Corrected by.
C1 Corrigendum. OJ L 220, 21.6.2004, p.16 (2004/49).

Directive 2005/47/EC of the Council, of 18 July, 2005.
Regarding the Agreement between the Community of European Railways (CER) and the European Transport Workers' Federation (ETF) on certain aspects of working conditions for mobile workers who carry out cross border interoperability services in the railway sector.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 195, of 27 July 2005.

European Regulation

Directives

Directive 2007/59/EC of the European Parliament and of the Council, of 23 October 2007
Regarding certification of train drivers operating locomotives and trains in the Community rail system.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 315, of 3 December 2007.
Amended by:
M1 DIRECTIVE 2014/82/EU OF THE COMMISSION. Text with EEA relevance of 24 June 2014.
M2 DIRECTIVE 2016/82/EU OF THE COMMISSION Text with EEA relevance of 1 June 2016.
M3 2019/554 (EU) Commission Regulation of 5 April 2019, amending annex 6 to 2007/59/EC Directive of the European Parliament and the Council on the certification of locomotive and train drivers in the Community's rail system

Directive 2008/68/EC of the European Parliament and of the Council, of 24 September 2008
Regarding land transport of dangerous goods.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 260, of 30 September 2008.
Amended by:
M1 COMMISSION DECISION of 4 March 2009
M2 COMMISSION DECISION of 25 March 2010.
M3 DIRECTIVE 2010/61/EU DE LA COMISIÓN Applicable text for the purpose of 2 September 2010.
M4 COMMISSION DECISION of 14 January 20114
M5 IMPLEMENTING COMMISSION DECISION of 4 April 2012
M6 COMMISSION DIRECTIVE 2012/45/EU Applicable text for the purpose of EEE of 3 December 2012
M7 IMPLEMENTING COMMISSION DECISION of 6 May 2013.
M8 DIRECTIVE 2014/103/EU OF THE COMMISSION Text with EEA relevance of 21 November 2014.
M9 IMPLEMENTING DECISION (EU) 2015/217 OF THE COMMISSION of 10 April 2014.
M10 IMPLEMENTING DECISION (EU) 2015/974 OF THE COMMISSION of 17 June 2015.
M11 IMPLEMENTING DECISION (EU) 2016/629 DECISION of 20 April 2016.
M12 COMMISSION DIRECTIVE 2016/2309/EU of 16 December**.**
M13 2017/695 (EU) Commission Execution Regulation of 7 April.
M14 2018/217/EU COMMISSION DIRECTIVE of 31 January
M15 2018/936 (EU) commission execution decision of 29 june.
M16 DIRECTIVA 2018/1846 COMMISSION DIRECTIVE of 23 November 2018.
M17 2019/1094 COMMISSION EXECUTION REGULATION of 17 June.

Directive 2012/34/EU of the European Parliament and of the Council of, de 21 de November de 2012.
Establishing a single European railway area.
OFFICIAL JOURNAL OF THE EUROPEAN UNION , de 14 de December de 2012.
C1 Corrigendum, DO L 067, 12.3.2015, p. 32 (Directive 2012/34/UE).
M1 DIRECTIVE 2016/2370/EU of the European Parliament and of the Council of, de 14 de December de 2016
M2 DELEGATED DECISION (EU) 2017/2075 COMMISSION de 4 de September de 2017.

Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the implementation of an infrastructure for alternative fuels.
OFFICIAL JOURNAL OF THE EUROPEAN UNION, of 28 October 2014.

Directive 2016/797/EU of the European Parliament and of the Council of 11 May 2016.
On interoperability of the rail system within the European Union.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 138 of 26 May 2016.

European Regulation

Directives

Directive 2016/798/EU of the European Parliament and of the Council of 11 May 2016.
On railway safety.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 138 of 26 May 2016.

Directive (EU) 2016/1148 of the European Parliament and of the Council of 6 July 2016 on measures to ensure a high common level of safety of networks and information systems in the Union.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 19 July 2016.

Execution Decisions

COMMISSION EXECUTION DECISION 2011/665/EU of 4 October 2011 on the European Register of Authorized Types of Rail Vehicles OFFICIAL JOURNAL OF THE EUROPEAN UNION, of 8 October 2011.
M1 Commission Execution Regulation 2019/776 of 16 May 2019.

COMMISSION DELEGATED DECISION (EU) 2017/1474 of 8 June 2017
Completing (EU) 2016/797 Directive of the European Parliament and of the Council as regards the specific purposes of drafting, adoption and review of interoperability technical specifications.
OFFICIAL JOURNAL OF THE EUROPEAN UNION of 15 August 2017.
M1 Commission Implementing Regulation 2019/776 of 16 May 2019.

Government Regulation

Rules with Law Status

Law 15/2009, **of 11 November** on contracts of land transport of freight.
Official State Gazette of 12 November 2009.

Royal Decree-Law 22/2012, of 20 July on measures to adopt in the field of infrastructure and rail services
Official State Gazette of 21 July 2012.

Law 3/2013 of 4 June, to create the National Commission for Markets and Competition
Official State Gazette of 5 June 2013.
M1 Royal Decree-Law 23/2018, of 21 December on transposing directives on trademarks, rail transport and combined travel and related travel services. STATE OFFICIAL GAZETTE of 27 December 2018.
M2 Royal Decree-Law 1/2019, of 11 January on urgent measures to adapt the powers of the National Commission of the Markets and Competition to the requirements arising from Community law with regard to Directives 2009/72/EC and 2009/73/EC of the European Parliament and of the Council of 13 July 2009 on common rules for the internal market of electricity and natural gas. STATE OFFICIAL GAZETTE of 12 January 2019.

Royal Decree-Law 15/2013, of 13 December on restructuring the public business entity "Administrador de infraestructuras ferroviarias" (ADIF) and other urgent measures in the economic order.
Official State Gazette of 14 December 2013.

Royal Legislative Decree 1/2013, of 29 November approving the Consolidated Text of the General Law on rights of people with disabilities and their social inclusion.
Official State Gazette of 31 December 2013.

Law 38/2015, of 29 September, of the Rail Sector.
Official State Gazette of 30 September 2015.
M1 Real Decreto-ley 23/2018, de 21 de diciembre, de transposición de directivas en materia de marcas, transporte ferroviario y viajes combinados y servicios de viaje vinculados. BOE de 27 de diciembre de 2018.

Rules with Royal Decree Status

Royal Decree 387/1996, of 1 March.
Approving the Basic Guideline of Civil Protection Planning toward a risk of accident carrying dangerous goods by road and rail.

Royal Decree 1566/1999 of 8 October.
On safety advisers for transport of dangerous goods by rail or inland waterways.

Royal Decree 412/2001 of 20 April.
Regulating several aspects related to the transport of dangerous goods by rail.
Official State Gazette of 8 May 2001.
AMENDED are annexes 2 and 3 and Annex 1 IS REPLACED, by Order ITC/254/2007, of 1 February.

Royal Decree 1256/2003 of 3 October.
Determining the competent authorities of the State General Administration on transport of dangerous goods and governing the commission to coordinate such transport.

Government Regulation

Rules with Royal Decree Status

Royal Decree 2387/2004, of 30 December.
Approving Rail Industry Regulation.
Official State Gazette, of 31 December, 2004.
Transitional Provision 1.1 is DELETED by virtue of Royal Decree 664/2015, of 17 July.
AMENDED IS 11 additional provision by Royal Decree 623/2014, of 18 July.
REPEALED are Title VI, by Royal Decree 657/2013, of 30 August.
AMENDED is art. 56, by Royal Decree 641/2011, of 9 May.
AMENDED are:
- Arts. 129 and 134, by Royal Decree 1434/2010, of 5 November.
- Arts. 54 to 56 and 78.2.f) and additional provision 10 is DELETED, by Royal Decree 100/2010, of 5 February.
- Article 134 of Royal Decree 1006/2015, of 6 November.

REPEALED are Chapters V and VI of Title III and arts 16.1, 27.2, 35.2, 63.2 and 3, 82, 88, 133, 134.2 and Annex are AMENDED by Royal Decree 810/2007 of 22 June.
REPEALED are 14 additional provision and AMENDED are certain provisions, by Royal Decree 354/2006, of 29 March.
AMMENDED: arts. 45.2, 63 indicated references and ADDED a sole additional provision and DELETED transitory provision 5 of Royal Decree 2387/2004, of 30 December by Royal Decree 271/2018, of 11 May (Ref. STATE OFFICIAL GAZETTE-A-2018 -6372).

Royal Decree 2395/2004, of 30 December.
Approving the Statute of state-owned Administrador de Infraestructuras Ferroviarias.
Official State Gazette, of 31 December 2004.
AMENDED are arts. 1, 3, 4, 6, 9, 11, 13, 16, 17, 23, 27, 30, 31, 33, 34 and 40, by Royal Decree 1044/2013, of 27 December.
AMENDED ARE:
- Art. 15.1, by Royal Decree 104/2011, of 28 January.
- Arts. 3.1 and 16.1.p), by Royal Decree 458/2010, of 16 April.

CORRECTION of errors in Official State Gazette num. 23 of 27 January 2005.

Royal Decree 810/2007, of 22 June.
Approving Traffic Safety Regulation in the General Interest Railway Network. It transposes Directive 2004/49/EC.
Official State Gazette, of 7 July 2007.
Section 1 IS DELETED and sections 2-4 of Additional Provision 4 shall be numbered from 1 to 3, Articles 6 and 7 of the Regulation and additional provision 2 are AMENDED, and final provision 5 is ADDED by virtue of Royal Decree 664/2015, of 17 July.
REPEALED are:
- Title III and Annex V and AMENDED as indicated and arts. 1 and 4.2 of the Regulation and REPEALED are paragraphs 6 and 7 of additional provision 3, by Royal Decree 623/2014, of 18 July.
- Art. 5 of the Regulations, by Royal Decree 776/2011, of 3 June.
- Additional provision 5 and transitory 4, and Annex I is amended by Royal Decree 1006/2015, of 6 November.

ADDED is title V and arts AMENDED are arts. 2, 3, 4 and 16 of the Regulation and additional provision 4 by Royal Decree 641/2011, of 9 May.
AMENDED IS art. 4, of 4 additional provision, additional provision 8 is ADDED and Annex I IS REPLACED, by Royal Decree 918/2010, of 16 July.
CORRIGENDUM of errors in Official State Gazette. 220, of 13 September 2007.
AMENDING Safety Regulation on traffic safety of the Railway Network of General Interest, by Royal Decree 1006/2015, of 6 November.

Royal Decree 1544/2007, of 23 November.
Which governs access basic conditions and non-discrimination to access and use transport modes for people with disabilities.
Official State Gazette, of 4 December 2007.
AMENDED ARE Annexes I and IX, by Royal Decree 1276/2011, of 16 September.
CORRIGENDUM of errors in Official State Gazette Nr. 55, of 4 March 2008.

Royal Decree 1579/2008, of 26 September.
Amending Royal Decree 1561/1995, of 21 September, regarding special working days and regulating certain aspects of working conditions for mobile workers who carry out cross border interoperability services in the rail transport industry.
Official State Gazette, of 4 October 2008.

Government Regulation

Rules with Royal Decree Status

Royal Decree 1434/2010, of 5 November.
On rail system interoperability of General Interest Rail Network.
Official State Gazette of 6 November 2010.
AMENDED ARE:
- Annex III, by Order FOM/22/2015, of 19 January.
- Annex III, by Order FOM/421/2014, of 13 March.
- Annexes II, V and VI, by Order FOM/3218/2011, of 7 November
- Annexes I, V y VI, by Order FOM/2437/2015, of 13 November .

REPEALING:
Transitory provision 5, amending the heading of Chapter VII and Article 19 by Royal Decree 1006/2015, of 6 November.

Royal Decree 626/2013 of 2 August.
Setting up six certificates of professionalism of the professional family Transport and maintenance of vehicles included in the National Repertoire of certificates of professional competence and updating certificates of professional competence set out as Annex V to Royal Decree 723/2011 of 20 May and annex V to Royal Decree 1539/2011, of 31 October.
Official State Gazette of 18 September 2013.

Royal Decree 657/2013 of 30 August.
Approving the Organic Statute of the National Commission on Markets and Competition
Official State Gazette of 31 August 2013.

Royal Decree 1044/2013 of 27 December.
Approving the Statutes of state-owned ADIF-Alta Velocidad
Official State Gazette of 28 December 2013.

Royal Decree 623/2014 of 18 July.
Governing railway accidents and incidents investigation and the Commission of Investigation of Railway Accidents.
Official State Gazette of 19 July 2014.

Royal Decree 627/2014, of 18 July.
On assistance to victims of railway accidents and their families.
Official State Gazette of 19 July 2014.

Royal Decree 1072/2014, of 19 December.
Whereby the Rail Safety Government Body is created and their Statutes approved.
Official State Gazette of 23 December 2014.

Royal Decree 664/2015 of 17 July.
Approving Railway Traffic Regulation.
Official State Gazette of 18 July 2015.
Amended by Royal Decree 292/2016 of 15 July, which amends the single transitory provision of Royal Decree 664/2015 of 17 July, approving Rail Traffic Regulations.
Amended by Royal Decree 1011/2017, of 1 December, amending Royal Decree 664/2015, of 17 July approving Rail Traffic Regulation.
Amended by Royal Decree 695/2018, of 29 June, which amends Royal Decree 664/2015, of 17 July, and Royal Decree 1011/2017, of 1 December.
Modificado por Real Decreto 1513/2018, de 28 de diciembre, por el que se modifica la disposición transitoria única del Real Decreto 664/2015, de 17 de julio, por el que se aprueba el Reglamento de Circulación Ferroviaria.

Royal Decree 953/2018, of 27 July
on development of the ministry of public Works basic organic structure.

Royal Decree 1434/2018, of 7 December,
to transfer to the Autonomous Community of the Basque Country, the functions and services of State Administration regarding railways and rail transport linked to Basurto Hospital-Ariz and Irauregi-Lutxana-Barakaldo railway lines.
State Official Gazette of 14 December 2018.

Government Regulation

Ministerial Orders

Order FOM/605/2004 of 27 February.
On vocational training of safety advisers for the transport of dangerous goods by road, rail or inland waterways.

Order INT/3716/2004 of 28 October.
To publish intervention files for the performance of operational services in emergency accidents in the transport of dangerous goods by road and rail.
Official State Gazette of 16 November 2004.

Order FOM/32/2005 of 17 January.
Creating the Coordination Committee of Railway Activities.
Official State Gazette of 21 January 2005.

Order FOM/897/2005 of 7 April.
Regarding the Network Statement and the procedure to Allocate Rail Infrastructure Capacity.
Official State Gazette of 9 April 2005.
AMENDED BY:
- AMENDING:
  - certain precepts, and art. 5 bis per Order FOM/642/2018, of 13 June.
  - art. 10, by Order FOM/1977/2015, of 29 September.
  - art. 11.b), by Order FOM/420/2014, of 7 March.

Additional single provision ADDED by Order FOM/189/2015.

Order FOM/898/2005 of 8 April.
Setting the prices of rail tariffs established in articles 74 and 75 under Law 39/2003, of 17 November, of the Rail Industry.
Official State Gazette of 9 April 2005.
AMENDED ARE:
- Art. 1 and annexes I, II and III, by Law 1/2014, of 28 February
- Arts. 1 and 2, by Law 22/2013, of 23 December.
- Art. 1.1.a) and d) and Annexes I to III, by Royal Decree-Law 11/2013, of 2 August.
- Arts. 1 and 2 and Annexes I, II, IV and V, by Order FOM / 2336/2012, of 31 October.

Order FOM/2336/2010, of 13 December, Official State Gazette 15 December 2010.
Annexes II and V, by Order FOM/3417/2011, of 1 December.
Annexes II and V, by Order FOM/3852/2007, of 20 December.

Order FOM/233/2006 of 31 January.
Regulating approval conditions of rail rolling stock and maintenance depots and setting the fee prices to certificate said rolling stock.
Official State Gazette, of 8 February, 2006.
REPEALED are arts. 3, 4, 15, 16, 18 and 19, Titles II to IV and VII and additional provisions, AMENDED are the title, and art. 1 and indications, and added are the new additional provisions 1 to 3, by Order FOM/167/2015, of 6 February.

Order FOM/1269/2006, of 17 April.
Approving Chapters 6 ballast and 7 Subballast, of the general technical specifications of railway stock.
Official State Gazette 1 May 2006.

Order FOM/2909/2006 of 19 September.
Determining the assets, obligations and rights of RENFE Operadora.
Official State Gazette, of 22 September, 2006.
Resolution of 27 March 2014, of the State Secretariat for Infrastructure, Transport and Housing.
Official State Gazette 28 March 2014.

Order FOM/2924/2006, of 19 September.
Governing the minimum content of the annual report for the transport of dangerous goods by road, rail or inland waterways.

Order FOM / 3671/2007, of 24 September.
Approving the Instruction on actions to be considered in the Project of railway bridges (IAPF-07).
Official State Gazette of 17 December 2007
Corrigendum Official State Gazette 1 November 2008.

Government Regulation

Ministerial Orders

Order FOM/2257/2010, of 2 August.
Setting the date when the Railway Infrastructure General Department will assume responsibility for safety certificates under Regulation on Traffic Safety in General Interest Rail Network.
Official State Gazette, of 23 August 2010.

Order FOM/2872/2010, of 5 November.
Establishing the conditions to obtain approval certificates that allow staff to perform functions related to rail traffic safety, as well as of the regime of approved training centers and of staff medical examinations.
Official State Gazette, of 9 November, 2010.
Corrigendum Official State Gazette of 11 February 2011.
Amended by Order FOM/679/2015 of 9 April, Official State Gazette of 20 April 2015.
Amended by Order FOM/1613/2016, of 4 October, State Official Gazette of 8 October 2016.

Order FOM/3317/2010, of 17 December.
Approving the Instruction on specific measures to improve efficiency carrying out public works of railway infrastructure, roads and airports of the Ministry of Public Works.
Official State Gazette of 23 December 2010.

Order FOM/2818/2012 of 28 December.
Setting the criteria to segregate assets and liabilities of state-owned company Ferrocarriles Españoles de Vía Estrecha (FEVE) between the Rail Infrastructure Manager (Adif) and RENFE-Operadora.
Official State Gazette of 31 December 2012.

Order ECD/101/2013 of 23 January.
That sets the curriculum of intermediate level education corresponding to the Engineering Degree in Maintenance of Rolling Stock.
Official Sate Gazette of 1 February 2013.

Order PRE/2443/2013 of 27 December.
On definition of assets and liabilities of state-owned company Administrador de Infraestructuras Ferroviarias that pass to the ownership of state-owned company ADIF-Alta Velocidad.
Official State Gazette of 28 December 2013.
Resolution of 27 March 2014, of the State Secretariat for Infrastructure, Transport and Housing.
Official State Gazette of 28 March 2014.

Order FOM / 167/2015, of 6 February.
Regulating the conditions for structural subsystems, lines and rail vehicles to enter into service.
Official State Gazette of 10 February 2015.

Order FOM/189/2015, of 11 February.
Developing basic principles to apply incentives in the system of tariffs for the use of railway infrastructure, set out in Art.73 of Law 39/2003 of 17 November, of the Railway Sector.
Official State Gazette of 12 February 2015.

Order FOM/710/2015, of 30 January.
Approving the Catalogue of Lines and Sections of the General Interest Rail Network.
Spanish Official Gazette of 23 April 2015.
AMENDED, by Order FOM/925/2018, of 10 September.

Order FOM/1630/2015 of 14 July.
Approving the "Rail Gauge Instruction".
Official State Gazette of 4 August 2015.

Order FOM/1631/2015 of 14 July.
Approving the Instruction for the design and construction of railway projects IF-3. Ballasted track. Calculation of coating thicknesses on the cross section.
Official State Gazette of 4 August 2015.

Order FOM/1613/2016, of 4 October.
Amending Order FOM/2872/2010 Order of 5 November, which sets the conditions to obtain the certifications that allow for exercising the functions of railway staff related to traffic safety are determined, as well as the regime of approved training centers and medical examination of such staff.
State Official Gazette of 8 October 2016.

Government Regulation

Order FOM/2015/2016, of 30 December.
Approving the Official Catalogue of Rail Traffic Signals in the General Interest Railway Network.
State Official Gazette of 19 January 2017.

Resolutions of Ministry of Public Works

Resolution of 10 July, 2009, of the General Department of Rail Infrastructure.
Approving the "Technical Specification to approve Railway Rolling Stock: Locomotives".
Official State Gazette, of 13 August 2009.
Corrigendum in Official State Gazette, of 1 December, 2009.

Resolution of 10 July 2009, of the General Department of Rail Infrastructure.
Approving the "Technical Specification to approve Railway Rolling Stock: Wagons".
Official State Gazette, of 14 August, 2009.
Correction of Errors in Official State Gazette, of 3 December, 2009.

Resolution of 10 July, 2009, of the General Department of Rail Infrastructure.
Approving the "Technical Specification to approve Railway Rolling Stock: Self-propelled units".
Official State Gazette, of 15 August 2009.
Correction of Errors in Official State Gazette, of 3 December, 2009.

Resolution of 10 July, 2009, of the General Department of Rail Infrastructure.
Approving the "Technical Specification to approve Railway Rolling Stock: Coaches".
Official State Gazette, of 17 August 2009.
Correction of Errors in Official State Gazette, of 3 December, 2009..

Resolution of 10 July, 2009, of the General Department of Rail Infrastructure.
Approving the "Technical Specification to approve Railway Rolling Stock: Ancillary Rolling Stock".
Official State Gazette, of 19 August 2009.
Correction of Errors in Official State Gazette, of 4 December, 2009.

Resolution of 22 March 2010, of the General Department of Land Transport.
Publishing the Agreement by the Council of Ministers of 5 March, 2010, to adapt to the current situation of rail transport the Regulation (EC) No. 1371/2007, of the European Parliament and the Council, of 23 October 2007, on the rights and obligations of rail passengers.
Official State Gazette, of 1 May, 2010.

Resolution of 2 June 2010 of Administrador de Infraestructuras Ferroviarias.
Creating the Electronic Site of Administrador de Infraestructuras Ferroviarias.
Official State Gazette, of 5 October, 2010.

Resolution of 24 November 2010 of Administrador de Infraestructuras Ferroviarias.
Creating the Electronic Register of Administrador de Infraestructuras Ferroviarias.
Official State Gazette of 27 December 2010.

Resolution of 29 July 2011, of the Sub-Secretariat of Public Works
Establishing the procedure to present reverse charge and payment conditions via telematics of different fees corresponding to the Ministry of Public Works
Official State Gazette of 16 July 2011.

Resolution of 11 June 2013, of the State Secretariat of Infrastructure, Transport and Housing,
That publishes the agreement of Administrador de Infraestructuras Ferroviarias Board of Directors, that approves the Resolution of 31 May 2013, of the President of Adif on delegation of powers.
Official State Gazette of 25 June 2013.

Resolution of 11 June 2013, of the State Secretariat of Infrastructure, Transport and Housing,
That publishes the agreement of Administrador de Infraestructuras Ferroviarias Board of Directors, by which certain powers are delegated to Adif President and internal bodies of the Company.
Official State Gazette of 25 June 2013.

Resolution of 28 January 2014, of the State Secretariat for Infrastructure, Transport and Housing,
That publishes the Agreement of the Board of Directors of Adif-Alta Velocidad that orders the execution of certain tasks to the state-owned company Administrador de Infraestructuras Ferroviarias (Adif)
State Official Gazette of 11 February 2014.

Government Regulation

Resolutions of Ministry of Public Works

Resolution of 28 January 2014, of the State Secretariat for Infrastructure, Transport and Housing,
That publishes the Agreement of the Board of Directors of Adif-Alta Velocidad on the creation, composition and functions of the contracting board for contracts in the scope of the Board of Directors of the Entity.
State Official Gazette of 13 February 2014.

Resolution of 28 January 2014, of the State Secretariat for Infrastructure, Transport and Housing.
Resolution of 31 December 2013 of ADIF-Alta Velocidad President that lays down the organization and functions of the trading desk for contracts within their competence.
State Official Gazette of 13 February 2014.

Resolution of 3 April 2014, of the State Secretariat for Infrastructure, Transport and Housing,
That publishes the Publishing the Agreement of the Board of Directors of ADIF-Alta Velocidad, by which the performance of certain tasks is ordered to the state-owned company Administrador de Infraestructuras Ferroviarias.
State Official Gazette of 26 April 2014

Resolution of 27 June 2014, of the State Secretariat for Infrastructure, Transport and Housing,
Publishing the Agreement of the Council of Ministers of 13 June 2014, determining the number and period of authorization certificates laying down the number and validity of the approval certificates for the provision of rail passenger transport services based on competition on certain lines and sections of the Railway Network of General Interest.
State Official Gazette of 4 July 2014.

Resolution of 5 November 2015, of the State Railway Safety Agency.
Publishing the Technical Specification for rolling stock with metric gauge and the Basic Standard for Stock Safety.
State Official Gazette of 26 November 2015.

Resolution of 23 December 2015, of the State Railway Safety Agency.
On basic training routes and minimum training programs to obtain certifications for railway staff, taught at approved training centers for railway staff.
State Official Gazette of 27 January 2016.

Resolution of 10 December 2018, of the General Secretariat for Infrastructure
To publish the Agreement of the Council of Ministers of 7 December 2018, by which Basurto Hospital-Ariz and Irauregi-Lutxana-Barakaldo railway lines are transferred to the Autonomous Community of the Basque Country.
STATE PFFICIAL GAZETTE of 14 December 2018.

Resolution of 22 January 2019, of Infrastructure, Transport and Housing state secretariat.
to publish the Agreement of the Board of Directors of Administrador de Infraestructuras Ferroviarias State Owned Company on delegation of powers.
STATE OFFICIAL GAZETTE of 27 february 2019.

Resolution of 22 January 2019, of Infrastructure, Transport and Housing state secretariat.
To publish the to publish the Agreement of the Board of Directors of Administrador de Infraestructuras Ferroviarias State Owned Company on delegation of powers.
STATE OFFICIAL GAZETTE of 27 february 2019.

Resolution of 22 January 2019, of Infrastructure, Transport and Housing state secretariat.
to publish the Agreement of the Board of Directors of Adif-Alta Velocidad State Owned Company on delegation of powers thereby approving the Entity's President Resolution to delegate certain powers to Internal Bodies.
STATE OFFICIAL GAZETTE of 27 february 2019.

Resolution of 16 April 2019 of Infrastructure, Transport and Housing state secretariat.
to publish the Agreement of the Board of Directors of Adif-Alta Velocidad State Owned Company on delegation of specific powers.
STATE OFFICIAL GAZETTE of 24 april 2018.

Resolution of 9 July 2019 of Administrador de Infraestructuras Ferroviarias State Owned Company .
to publish Adif-Alta Velocidad state-owned company Management Entrustment Agreement to execute material or technical activities.
State Official Gazette of 8 August 2019.

Basic Operating Rules Applicable to Adif

Regarding the Basic Traffic Regulations, the respective valid editions shall apply. To keep this information up-to-date, consult with Adif Corporate Traffic Safety Department.

General Rules

Railway Traffic Regulation (RCF).

Approved by Royal Decree 664/2015, of 17 July.

State Official Gazette of 18 July 2015.

Royal Decree 292/2016, of 15 July amending the transitory provision of Royal Decree 664/2015, of 17 July approving Rail Traffic Regulation.

Royal Decree 1011/2017, of 1 December amending Royal Decree 664/2015, of 17 July to approve Rail Traffic Regulation.

Royal Decree 695/2018, of 29 June amending Royal Decree 664/2015, of 17 July to approve Rail Traffic Regulation.

RCF Supplementary Standards

In order to accurately determine the operating conditions of the railway infrastructure, the European Rail Safety Agency, the IMs and the RUs, may issue regulatory documentation to supplement the RCF, in order to:

a) Set criteria to facilitate its application.

b) Adapt its application to specific cases.

c) Identify and reduce risks, minimizing their consequences.

Based on these criteria, the basic regulatory documentation, supplementing the Regulation of Railway Traffic, prepared by Adif, shall consist, mainly, of the following documents:

- Slogans.
- Notices.
- Train schedules.

The regulatory traffic documentation, updated at all times, is available through the computer application General Registry of Regulatory Documents.

Further applicable legal or regulatory regulations shall be considered as reference documentation.
Adif will have at the disposal of RUs and Qualified Applicants a copy of the reference technical regulations and will facilitate a reproduction thereof at strict cost price.

ANNEX F

GLOSSARY: ACRONYMS AND DEFINITIONS

Acronyms	
Adif	Administrador de Infraestructuras Ferroviarias - Spanish Rail Infrastructure Manager
AESF	State Agency for Rail Safety
ASFA	Automatic Brake and Signal Warning
ATP	Automatic Train Protection
BA	Automatic Block System
BAB	Two Way Automatic Block System
BAD	Double Track Automatic Block System
BAU	Single track Automatic Block System
BCA	Automatic Control Block System
BEM	Manual Electric Block System
BLA	Automatic Release Block System
BSL	Side Signal Block System
BT	Telephone Block System
CE	European Commission
CCR	Radio Traffic Control
CIAF	Commission of Rail Accident Investigation
CNMC	National Commission on Markets and Competition
CTC	Centralized Traffic Control
DGTT	General Department for Land Transport. Ministry of Transportes, Movilidad y Agenda Urbana
DR	Network Statement
RU/RUs	Rail Undertaking / Rail Undertakings

Acronyms	
ETH - TSA	Technical Specifications for Approval
ETI - TSI	Technical Specification for Interoperability
ERTMS	European Rail Traffic Management System
ETCS	European Train Control System
GC	Capacity Manager
GSM-R	Group Special Mobile for Railways
H24	H24 Network Management Centre
LSF	Rail Sector Act
LZB	Linien Zug Beeinflussung
OSS	One Stop Shop
PAT	Alternative Transport Plan
PM	Control Centre
PT	Transport Plan
RCF	Reglamento de Circulación Ferroviaria
REF	Special Railway Register
RFIG	General Interest Rail Network
RNE	Rail Net Europe
RSF	Rail Sector Regulation
SIGES	Special Train Management System
SIPSOR	Computer System for Request of Occasional and Regular Train paths
SYACIS	Capacity Request and Allocation at Service Facilities
TEN-T/RTE-T	Trans European Network-Transport
TERFN	Trans European Rail Freight Network
TEU	Twenty-foot Equivalent Unit (Container)
EU	European Union
UIC	Unión Internacional de Chemins de Fer (International Union of Railways)
UTI	Intermodal Transport Unit

Definitions

Agreed Service Adjustment: Service adjustment where general changes to the Transport Plan are introduced.

Allocation: the rail infrastructure manager grants the right to serve railway infrastructure.

Allocation Factor (Fi).- Percentage of responsibility for the unpunctuality assigned to every management area.

Alternative Transport Plan (TAP): Temporal variation of the base or master planning to an Applicant by railway infrastructure manager on a particular line due to traffic incidents or significant variations in track capacity, even on a schedule (works, for example).

Alternative Route: Route between the same origin and same destination, provided that both routes may be substituted for the railway undertaking to operate these for passenger or freight transport service concerned.

Ancillary Rolling Stock: Ancillary rolling stock are rail vehicles specifically equipped for supervisory, examination and maintenance duties of tracks and its permanent facilities, including, among others, track machinery, and rail-road vehicles (bimodal), as well as those for workshop trains, and aid.

Application for Capacity Request and Allocation at Service Facilities (SYACIS): It is the computer application that railway infrastructure manager makes available to RUs and other Applicants (owners of rolling stock, transport actors, shippers, and transport operators) in the process of capacity allocation at service facilities

Applicant: Railway Undertakings and international business groups setting up such undertakings. Also, public administrations with transport service powers to provide rail transport services that have a public interest in capacity allocation or consignees, loaders and transport companies and operators, which are not considered as railway undertakings but are interested in capacity allocation.

Approval: Document entitling the holder to perform some functions based on his/her capacity as accredited after completing formal training, according to RD 664/2015 RCF.

Authorization for Exceptional Transport: It is a document established by CPCTE, chaired by Traffic Safety Department, which, arising from a Viability Study, establishes the conditions of transport and traffic requirements to be fulfilled for said transport. If necessary, we can determine, among other requirements, the need for staff to accompany track, electrification and others.

Authorization to run train vehicles: Conducting testing, or transfers on the Railway Network of General Interest require that the rail vehicle performing these has a provisional authorization to run granted by the rail infrastructure manager. The applicant must inform the head of the railway safety authority about traffic appropriate temporary authorizations.

Basic service: Service supplied at any service facility listed in section 2, Annex II to Directive 2012/34/EU.

Block Systems: System or process aimed at ensuring that the trains running on the same route and in the same direction, do it separately at a distance that prevents these from reaching, and that when a train runs on a track, does not run another in the opposite direction on the same tracks.

Capacity Increase Plan: The measure or set of measures, accompanied by an application calendar, are proposed to mitigate capacity limitations that have motivated qualifying a section as congested infrastructure.

Capacity Manager: Department of railway infrastructure manager that has the duty to receive infrastructure capacity requests from Applicants and to plan and allocate the capacity in the Rail Network of General Interest managed by Adif and ADIF Alta Velocidad. In Adif it is part of the Department Office for Capacity Planning and Management reporting to the Department of Network Management and Innovation.

Capacity Manual: Document supplementing NS that gives details on specific Capacity Allocation rules applying to every network line.

Capacity Reserve: if the rail infrastructure manager after assessing does not make it available to authorized applicants in the allocation process prior to texting the final service schedule, it is in order to respond quickly to requests for specific capacity. This shall also apply to cases of congested infrastructure.

Certification Bodies: Bodies accredited by the National Accreditation Organization (ENAC), according to harmonized standards in UNE 66500 series (EN 45000), responsible for validating compliance with TSA by rolling stock.

CIS (Charging Information System): Charging information system for Rail Net Europe.

Commissioning Authorization: All railway vehicles that are going to run on RFIG shall have this authorization (first or second level), granted by the DGF.

Computable Delay (Rc): For every train, delay time measured in minutes exceeding the punctuality threshold established for it in the performance scheme.

Computing System for Occasional and Regular Path Requests (SIPSOR): A computing system that railway infrastructure manager makes available to RUs and other Authorized Applicants in Capacity Allocation process to request regular paths (SERVITREN) and occasional paths (TRENDIA).

Congested Infrastructure: Element of infrastructure for which the demand for capacity cannot be fully satisfied during certain periods, even after coordination of all the requests for capacity.

Contingency Plan: A document issued by the rail infrastructure manager that contains, a list of Administrations, bodies and public bodies that must be informed in the event of a major incident or serious disturbance to rail traffic. It must conform to the provisions of state law on civil protection, and take account of regional powers in this area.

Control Centre (CC): Railway infrastructure manager Specific department that manages and governs real time traffic.

Coordination Process: The process by which Capacity Manager and Applicants try to solve disputes over train path requests.

Dangerous Goods: Stock and objects which transport is forbidden by RID (international regulation on the transport of dangerous goods by rail) or authorized only under certain conditions, since these are substances/items with hazardous properties that may cause injury to persons, and damage to the environment, property and other assets, unless properly handled during transport - including movement, loading, unloading, storage and other handling. For example, explosive substances, gases, flammable liquids, toxic substances, radioactive materials.

Delay on Arrival (RLL): Elapsed time, measured in minutes, between the actual time of arrival at destination and the scheduled time.

Development of railway infrastructure: network planning, financial and investment planning and infrastructure construction and improvement

Entity in charge of maintenance: Entity responsible for maintenance of rail vehicles, registered as such in the Special Railway Registry that is responsible for the following maintenance functions: management, development of maintenance, maintenance management of the fleet, and performing maintenance.

Essential functions of infrastructure management: decision-making on railway infrastructure capacity, which includes the availability and allocation definition and assessment of individual railway tracks, setting tariffs to use railway infrastructure, setting and collecting tariffs in accordance with tariff framework and capacity allocation framework as set in Rail Sector Act.

European Railway Agency (ERA): Agency created by EU in order to progressively unite national safety and technical standards in Member States and to set common safety goals for all European railways.

Feasible alternative: access to another service facility, acceptable from an economic point of view for the railway undertaking, which allows to operate the concerned passenger and freight transport services.

Framework Agreement: Agreement signed between the rail infrastructure manager and an Applicant for a longer period than the Service Timetable and which sets out the characteristics of the infrastructure capacity requested and offered to the Applicant, the procedure to satisfy their legitimate needs without reducing the rights of other Applicants and which may set out collaboration guidelines to improve the quality of the services offered.

General Interest Railway Network (RFIG): General Interest Rail Network is made up of rail infrastructures that are essential to ensure a common rail transport throughout country territory, or if their joint management is necessary for a proper operation of such a common transport system, i.e if linked to international traffic routes, if joining different autonomous regions and their connections and accesses to major population and transport centers or to essential facilities for national defense or economy, according to Art. 4 in Rail Sector Act. Annex I to this NS includes a Catalogue of Lines and Sections that are part of the General Interest Rail Network, according to article 38 in Law 11/2013 of 26 July.

GTRENES: Railway infrastructure manager application, designed for train management regarding train sets and characteristics, as well as any alteration they may suffer in their routes according to the transport plans in periods of less than a day. It is available for all RUs, by telematics and using safe connection protocols.

H24 Network Management Center: Adif division with the main duty of coordinating rail traffic management with various Traffic Offices and High Speed Network Regulation and Control Centers, as well as providing RUs with alternative solutions to traffic scheduling changes, and any other solutions that help to maintain traffic regularity and normality. If required by operating conditions, it will also establish alternative transport plans for the various contingencies and incidents that may occur in the Network.

Halt: Rail infrastructure where passengers can get on and off the train.

Infrastructure Capacity: Capacity to program rail paths requested for an infrastructure segment for a given period..

Infrastructure Capacity Allocation: Assignment by railway infrastructure manager of time periods to the corresponding Applicants in order for a train to be able to run between two points for a certain period.

Infrastructure Capacity Allocation Schedule: Schedule that a RU or Entitled Applicant shall follow to request infrastructure Capacity Allocation.

Infrastructure Manager: any body or company responsible for the operation, maintenance and renewal of railway infrastructure in a network, and equally responsible for participating in its development in accordance with the standards set by the Member State within the framework of its general policy on infrastructure development and financing. (Directive (EU) 2016/2370 of the European Parliament and of the Council).

International Business Association: Any association of at least two railway undertakings established in different Member States of the European Union, with the purpose of providing international transport services between Member States.

International Freight Transport Service: Any transport service with the train crossing at least one Spanish border. The train can be set or divided, or both, and different sections may have different origins and destinations, as long as all cars cross at least one border.

International Passenger Transport Service: Any transport service with the train crossing at least one Spanish border and if the main purpose is to transport passengers between stations located in different States. The train can be set or divided, or both, and the different parts can have different origins and destinations, as long as all the cars cross at least one border.

Line: Part of the rail infrastructure that links two particular points and which is made up of the following parts: track platforms, track superstructures, including ballast and track material such as sleepers, fastening equipment, tracks, deviations and switch gears) civil engineering such as bridges, crossovers and tunnels, all electrification facilities (including posts, contact overhead-lines, electric transformer stations and electric stations) and safety, signaling, and track telecommunications facilities, and items that allow lighting. Passenger transport stations and freight transport terminals or other buildings or facilities for Passenger Services are not included in this concept.

Maintenance Band: Track capacity reserve necessary for ordinary maintenance of the infrastructure.

Maintenance Center Approval: Authorization grantedby the State Agency for Rail Safety to a maintenance center of rolling stock, which shows that it meets regulatory, technical and operating conditions required to perform their activity.

Maintenance Center Certification: Authorization granted by the railway infrastructure manager empowering a maintenance center of rolling stock holder thereof, to perform any maintenance work or set of maintenance operations on a particular type or class of railway vehicle.

Mallas-Mesh: Railway infrastructure manager computer system for programming capacities.

Monthly Service Adjustment: Limited service adjustment of the Operator Transport Plan. It usually takes place once a month. It has more restrictive conditions on changes and train path creation.

Network Statement (NS): Document outlining the features of the infrastructure made available to RUs and access conditions to it. It outlines the general rules, periods, procedures and criteria relating to tariffs and capacity allocation Systems. It also contains further information necessary to request a train path or Service Facilities.

Notified Bodies: Bodies responsible for assessing conformity or suitability for use of interoperability components or performing "EC" subsystem verification processes.

One Stop Shop (OSS): National point of contact that infrastructure managers provide to Applicants for requesting access information and capacity to infrastructures in all integrated networks.

Operation of the railway infrastructure: allocation of railway tracks, traffic management and setting tariffs to use the infrastructure.

Operator of the service facility: The private or public entity responsible for managing one or more service facilities specified in article 42, Rail Sector Act, or for providing to railway undertakings one or more services at said facilities, and supplementary and ancillary services as defined in Rail Sector Act.

Path: Infrastructure capacity needed to run a train between two places over a given time-period.

PCS (Path Coordination System): Web application made available by RNE for Infrastructure Managers, Capacity Allocation Bodies and Applicants to manage and coordinate processes of Capacity Allocation.

Provisional Operating Permission: To carry out trials, tests or transfers, a rail vehicle shall have previously obtained Provisional Operating Permission granted by railway infrastructure manager.

Punctuality threshold (Up): For the incentive system, margin of time, measured in minutes, to consider a delayed train arrival at destination as non-punctual.

Rail Net Europe (RNE): European organization with the purpose of quickly and efficiently allocating capacity for all types of international rail traffic, in accordance with national laws and regulations, and of the European Union.

Railway Traffic Regulations (RCF): Document setting traffic rules on the General Interest Rail Network and the conditions necessary for train traffic, incorporating the principles governing the organization of traffic, the basic technical vocabulary, mandatory documents, the meaning of signals, standards to be met for trains to run in the General Interest Rail Network, their entry, departure and running through stations, types of blocking and interlocking, rules for train composition and braking, shunting ways, etc.

Railway Undertaking (RU): Railway undertakings are entities, licensees of railway undertakings, which main business is to provide services for passengers or freight by rail, in the terms established in this law. Railway undertakings shall, in any case, provide traction. Also those providing traction only, shall be considered to be considered railway undertakings.

Rail Undertaking License: Authorization granted by a State to an undertaking, by which its capacity as a Railway Undertaking is recognized and which may be limited to supplying certain types of transport services.

Railway Vehicle Maintenance Plan: A document that outlines a set of maintenance operations established for each maintenance intervention that shall be performed on a railway vehicle and their frequency during its useful life in order to keep it in the condition required during its validation, required technical characteristics in terms of safety, reliability, technical compatibility, healthiness, environmental protection and, where appropriate, interoperability, in accordance with TSA .

Reasonable Profit: A rate of remuneration of own capital that takes into account the risk, including the risk that affects revenue, or the absence of risk, of the service facility operator and in line with the registered average rate in the Sector in recent years.

Related railway service: Basic, supplementary or ancillary service included in points 2, 3 and 4 of Annex II to Directive 2012/34/EU.

Regulation on Traffic Safety in the Network Managed by Adif: It is developed in Royal Decree 810/2007, of 22 June published in State Official Gazette of 7 July 2007. Updated in Annex 1, Common Safety Indicators through Royal Decree 918/2010, of 16 July as published in State Official Gazette of 5 August 2010. Amended the section of entity responsible for maintenance by Royal Decree 641/2011 of 9 May.

Renewal of railway infrastructures: large-scale substitution works on existing infrastructures that do not change their overall performance.

Rolling Stock Maintenance Center: Organization designed to carry out maintenance interventions and their operations, outlined in the maintenance plan of every rail vehicle, in accordance with that set forth in Order FOM 233/2006 of 31 January. In order to carry out these functions, all maintenance centers shall be approved by the DGF and hold a specific authorization for each type of maintenance intervention be carried out and in accordance with the characteristics of the rail vehicle subject to maintenance, granted by railway infrastructure manager.

Rolling Stock Validation: Process for approving rolling stock referred to in article 58 under Rail Sector Act, which ensures that rolling stock complies with applicable TSA.

Route: A line of railroad track to be taken from a starting point to a point of destination.

Safety Certificate: The safety certificate proves that the railway undertaking has established its own safety management system and is able to meet the requirements regarding control, traffic and safety systems, knowledge and staff requirements related to rail traffic safety and technical characteristics of rolling stock that will be used and maintenance conditions, in order to control risks and operate on the network in a safe way.

Safety Responsible Authority: It is the national agency responsible for functions relating to safety in rail traffic or any binational body to whom Member States have entrusted these functions to ensure a unified safety regime in relation to specialized cross-border infrastructure.

Section: A block section is the track part or a part of each track on which under normal traffic conditions there may be only one train at a time. Depending on the block system, it can be between two collateral stations or two block warning signs.

Service Adjustment: Date set by the rail infrastructure manager to adjust the transport plan (TP).

Service Facility Capacity: Service facility use and potential service provision over a given period, taking into account the time necessary to access the service facility or to leave it.

Service Facility Description: Document that sets in detail the information necessary to access service facilities and related rail services.

Service Timetable: Document that includes all details determining planned movements of trains and rolling stock that will take place on a particular infrastructure in the period of said Timetable.

Shunting: Movement to add or segregate vehicles from a train. Set or unset a train. Sort vehicles or material cuts. Classify vehicles in the same way or from one to another within shunting limits. Perform the necessary movements to change on gauge changers train gauge when these are equipped with the necessary technology. Bring or carry stock from/to open track facilities lacking a remote protection signal from the station or the CTC. Perform stock movements between collateral facilities that complement each other forming a logistic railway complex.

Siding: State or private owned rail infrastructure consisting of a track facility for wagon load, unload and stabling, with connections to a line through one or more switches on open line, and which is used to complement RFIG.

Special Railway Register (REF): A mandatory registration of entities, legal and natural persons whose activity is related to the rail sector and who require, to exercise this activity, the corresponding rail undertaking license or authorization, pursuant to Rail Sector Act, Regulation and other implementing rules. Amongst the duties of the State Agency for Rail Safety are organizing and managing this register.

Special Train Management System (STMS): This is the computer system that manages immediate train path requests. These paths are usually requested with at least one day's notice and for exceptional reasons. It is available of all RUs, via telematics or through safe connection protocols.

Specialist Line: Statement concerning certain network sections where one type of traffic will be preferred by railway infrastructure manager in certain time periods.

Subgrade: The strip of land where natural topography of the ground has changed and where the railway line is constructed, its functional elements are arranged and facilities are located.

Suppressed Train: Train that is suppressed at departure or at any point of its route, out of programme, because of incidents

in the railway operation or upon request of the railway undertaking. This train is considered unpunctual.

Technical Specifications for Approval (TSA): Series of technical standards, requirements and terms that all rail vehicles shall satisfy with regard to safety, reliability, technical compatibility, health, environment protection and, where appropriate, interoperability, in order to obtain service entry and traffic licenses.

Technical Specifications for Interoperability (TSI): A specification adopted in accordance with Community regulations of which the object is every subsystem or part of a subsystem in order to meet the essential requirements and ensure interoperability of the rail system.

Time period: Infrastructure capacity needed for a train to run between two points in a given time period.

TOC Committees: These determine and agree on scheduling of actions and works on infrastructure permanently affecting train traffic and the circumstances that have to be considered in paths assigned to operators. Made up of Adif staff of Infrastructure maintenance, infrastructure construction and running.

Traffic Safety Regulation on Adif Managed Network (TSR): Implemented by Royal Decree 810/2007 of 22 June, published in Official State Gazette of July 7, 2007. Update in Annex 1, Common Safety Indicators by Royal Decree 918/2010, of 16 July, published in Official Gazette of 5 August 2010. Amended paragraph of entity responsible for maintenance by Royal Decree 641/2011 of 9 May.

Train Announcement: Formal statement by RUs regarding specific days for train movement.

TIS (Train Information System): Web application easy to use that allows monitoring European rail traffic via Internet, providing centralized real-time information.

Transport Plan (TP): Set of operations steadily planned by a RU or other Applicants, aimed at supplying transport services and linked to train paths allocation and technical and human resources.

Unpunctual Train: Train arriving at programmed destination with a delay exceeding the established threshold.

NOTE: Glossary terms are for information purposes only; the definitions are general in nature and it is not legally binding.

ANNEX G

CATALOGUE OF LINES AND SECTIONS ON THE GENERAL INTEREST RAILWAY NETWORK OWNED BY ADIF

Part of the General Interest Railway Network are the following lines and sections, ordered by axles, update 01/01/2020:

Line	Origin	Destination	Track Width (mm)	Electrification
Axle 01 Madrid Chamartín - Irún / Hendaya				
100	FRONTERA HENDAYA/IRÚN (P.K. 641,181) (desde Hernani)	MADRID-CHAMARTÍN	1668	3 KV CC
102*	BIF. ARANDA	MADRID-CHAMARTÍN	1668	NO / 3 KV CC
104	ALCOBENDAS- SAN SEBASTIÁN DE LOS REYES	UNIVERSIDAD- CANTOBLANCO	1668	3 KV CC
106	FRONTERA HENDAYA/IRÚN (P.K. 641,181)	IRÚN	1668	3 KV CC
108	VALLADOLID-CAMPO GRANDE	LA CARRERA (CGD)	1668	3 KV CC
110	SEGOVIA	VILLALBA DE GUADARRAMA	1668	3 KV CC
112	BIF. LÍNEA MADRID-HENDAYA	VALLADOLID-ARGALES	1668	3 KV CC
116	LOS COTOS	CERCEDILLA	1000	1,5 KV CC
120	FRONTERA VILAR FORMOSO (P.K. 124,235) /FUENTES DE OÑORO	MEDINA DEL CAMPO	1668	NO / 25 KV CA/ 3 KV CC
122	SALAMANCA	ÁVILA	1668	NO
124	SALAMANCA	VALDUNCIEL (CGD)	1668	NO
156	BIF. VILLAMURIEL DE CERRATO	CAMBIADOR DE VILLAMURIEL	1668	3 KV CC
164	PALENCIA ARROYO VILLALOBÓN	MAGAZ	1668	3 KV CC
166	BIF. RUBENA	VILLAFRIA	1668	3 KV CC
168	VILLAFRIA	BIF. RUBENA-AG. KM. 377,3	1668	3 KV CC
172	CAMBIADOR MADRID-CHAMARTÍN	MADRID-CHAMARTÍN	1668	3 KV CC
176	VALDESTILLAS	CAMBIADOR VALDESTILLAS	1668	3 KV CC
188	BIF. ARROYO DE LA GOLOSA	CAMBIADOR DE MEDINA AV	1668	25 KV CA
700	INTERMODAL ABANDO IND. PRIETO	CASETAS	1668	3 KV CC

Line 102 *, LINE WITH SUSPENSION OF TRAFFIC OF TRAINS WITH COMMERCIAL SERVICE Aranda de Duero- Montecillo route (Km. 184.600) to Manzanares-Soto el Real (Km. 36.345).

Line	Origin	Destination	Track Width (mm)	Electrification
704	BIF. RIOJA	BIF. CASTILLA	1668	3 KV CC
710	ALTSASU	CASTEJÓN DE EBRO	1668	3 KV CC
712	BIF. KM. 534,0	BIF. KM. 231,5	1668	3 KV CC
720	SANTURTZI	INTERMODAL ABANDO IND. PRIETO	1668	3 KV CC
722	MUSKIZ	DESERTU-BARAKALDO	1668	3 KV CC
724	BILBAO MERCANCÍAS.	SANTURTZI	1668	3 KV CC
726	BIF. LA CASILLA	AGUJA DE ENLACE	1668	3 KV CC
904	BIF. FUENCARRAL	FUENCARRAL AG. KM. 4,5	1668	3 KV CC
910	MADRID-ATOCHA CERCANÍAS	PINAR DE LAS ROZAS	1668	3 KV CC
912	LAS MATAS	PINAR DE LAS ROZAS	1668	3 KV CC
914	BIF. CHAMARTIN	BIF. P. PÍO	1668	3 KV CC
Axle 02 Madrid Chamartín - Zaragoza - Lleida - Barcelona - Portbou / Cerbere				
200	MADRID-CHAMARTÍN	BARCELONA-EST. DE FRANÇA	1668	3 KV CC
202	TORRALBA	SORIA	1668	NO
204	BIF. CANFRANC	CANFRANC	1668	NO
206	LLEIDA-PIRINEUS	P.K. 1,927 (LLEIDA-PIRINEUS)	1668	NO
208	SAN JUAN DE MOZARRIFAR	SAN GREGORIO	1668	3 KV CC
210	MIRAFLORES	S. VICENC DE CALDERS	1668	3 KV CC
212	HOYA DE HUESCA-AGUJA KM. 2,3	BIF. HOYA DE HUESCA	1668	NO
214	C.I.M. DE ZARAGOZA	LA CARTUJA	1668	3 KV CC
216	BIF. PLAZA- AG. KM. 1,4	BIF. PLAZA- AG. KM. 8,9	1668	3 KV CC
218	BIF. PLAZA	ZARAGOZA-PLAZA	1668	3 KV CC
220	LLEIDA- PIRINEUS	BIF. VILANOVA	1668	3 KV CC
222	FRONTERA LA TOUR DE CAROL-ENVEIGT (P.K. 50,707)/PUIGCERDÁ	BIF. AIGÜES	1668	3 KV CC
224	CERDANYOLA UNIVERSITAT	CERDANYOLA DEL VALLES	1668	3 KV CC
230	LA PLANA- PICAMOIXONS	REUS	1668	3 KV CC
234	REUS	CONSTANTI	1668	3 KV CC

Line	Origin	Destination	Track Width (mm)	Electrification
238	CASTELLBISBAL- AGUJAS LLOBREGAT	BARCELONA- MORROT	1435 /1668	3 KV CC
240	SANT VICENÇ DE CALDERS	L'HOSPITALET DE LLOBREGAT	1668	3 KV CC
242	MARTORELL- SEAT	AGUJA KM. 71,185	1668	3 KV CC
244	AGUJA KM. 70,477	AGUJA KM. 0,500	1668	3 KV CC
246	MOLLET-SANT FOST	CASTELLBISBAL-AGUJAS RUBI	1435 / 1668	3 KV CC
250	BELLVITGE AGUJA KM.674,8	L'HOSPITALET DE LLOBREGAT	1668	3 KV CC
254	AEROPORT	EL PRAT DE LLOBREGAT	1668	3 KV CC
260	FIGUERES-VILAFANT	VILAMALLA	1435 / 1668	3 KV CC
270	FRONTERA CERBERE (P. K. 274,305)/ PORTBOU	BIF. ARAGÓ	1435 / 1668	3 KV CC
274	FRONTERA CERBERE (P. K. 274,305)/ PORTBOU	PORTBOU	1668	3 KV CC
276	MAÇANET-MASSANES	L´HOSPITALET DE LLOBEGAT	1668	3 KV CC
278	LA LLAGOSTA	BIF. NUDO MOLLET	1668	3 KV CC
282	CAMBIADOR PLASENCIA-DE JALÓN	CAMBIADOR PLASENCIA AG. KM.308,6	1668	3 KV CC
284	CIM- AGUJA KM. 337,1	CIM- AGUJA KM. 0,7	1668	3 KV CC
286	LA CARTUJA-AGUJA KM. 23,3	LA CARTUJA-AGUJA KM. 351,1	1668	3 KV CC
288	MIRAFLORES- AGUJA KM. 345,6	MIRAFLORES- AGUJA KM. 0,9	1668	3 KV CC
290	CIM- AGUJA KM. 337,1	CAMBIADOR ZARAGOZA-DELICIAS	1668	3 KV CC
294	RODA DE BARÁ-CAMB. DE ANCHO	RODA DE BARÁ	1668	3 KV CC
610	SAGUNT	BIF. TERUEL	1668	NO
612	SAGUNT-AGUJA KM. 32,3	SAGUNT-AGUJA KM. 268,8	1668	NO
622	AGUJA CLASIF. KM. 272,0	TARRAGONA MERCADERIES	1668	3 KV CC
624	AGUJA CLASIF. KM. 100,4	TARRAGONA	1668	3 KV CC
630	PORT AVENTURA	TARRAGONA	1668	3 KV CC
702	CABAÑAS DE EBRO	GRISÉN	1668	3 KV CC
902	PITIS	HORTALEZA	1668	3 KV CC
906	FUENCARRAL-COMPLEJO	MADRID-CHAMARTÍN	1668	3 KV CC

Line	Origin	Destination	Track Width (mm)	Electrification
908	HORTALEZA	AEROPUERTO -T4	1435 / 1668	3 KV CC
930	MADRID-ATOCHA CERCANÍAS	SAN FERNANDO DE HENARES	1668	3 KV CC
932	MADRID-ATOCHA CERCANÍAS	MADRID-SANTA CATALINA	1668	3 KV CC
938	MADRID-ATOCHA CERCANÍAS	ASAMBLEA MADRID-ENTREVÍAS (APD)	1668	3 KV CC
940	O'DONNELL	VICÁLVARO MERCANCÍAS	1668	3 KV CC
942	VILLAVERDE BAJO	VALLECAS-INDUSTRIAL	1668	3 KV CC
944	VICÁLVARO	VICÁLVARO MERCANCÍAS	1668	3 KV CC
948	VICÁLVARO-MER.AGUJA KM. 3,007	BIF. VICÁLVARO MERCANCÍAS	1668	3 KV CC
	Axle 03 Madrid Chamartín - Valencia - San Vicente de Calders			
300	MADRID-CHAMARTÍN	VALENCIA-ESTACIÒ DEL NORD (hasta Km. 5,900)	1668	3 KV CC
300	MADRID-CHAMARTÍN (desde Xátiva - Aguja Km. 47,0)	VALENCIA-ESTACIÒ DEL NORD	1668	3 KV CC
302	AGUJA KM. 146,1	ALCÁZAR DE SAN JUAN	1668	3 KV CC
304	ALFAFAR-BENETUSSER	VALENCIA LA FONT DE SANT LUIS	1668	3 KV CC
310	ARANJUEZ	VALENCIA - LA FONT DE SANT LLUIS	1668	NO
312	CASTILLEJO- AÑOVER	ALGODOR	1668	3 KV CC
314	XIRIVELLA-L'ALTER (APD)	VALENCIA - SANT ISIDRE	1668	NO
318	CAMBIADOR ALBACETE.	ALBACETE- AGUJA KM. 279,4	1668	3 KV CC
320	CHINCHILLA MONTEAR. AG.KM. 298,4	CARTAGENA (hasta Murcia del Carmen-aguja KM. 462,5)	1668	NO
322	AGUILAS	MURCIA MERCANCÍAS	1668	NO
330	LA ENCINA	ALACANT-TERMINAL	1668	3 KV CC
332	LA ENCINA AGUJA KM. 2,963	CAUDETE	1668	3 KV CC
336	EL REGUERÓN AGUJA KM. 463,9	ALACANT-TERMINAL	1668	NO
338	CAMBIADOR VALENCIA	VALENCIA-JOAQUIM SOROLLA	1668	3 KV CC
340	MOIXENT	XATIVA- AGUJA KM. 47,0	1668	3 KV CC
342	ALCOI	XATIVA	1668	NO
344	GANDIA	SILLA	1668	3 KV CC

Line	Origin	Destination	Track Width (mm)	Electrification
346	GANDIA-PORT	GANDIA MERCADERIES	1668	3 KV CC
348	FORD (hasta límite PK 3,251)	SILLA	1668	3 KV CC
350	BIF. BENALÚA	BIF. ALACANT	1668	NO
602	BIF. PUERTO CABANYAL	VALENCIA PUERTO NORTE (Hasta límite PK 6,7)	1668	NO
604	LES PALMES	PORT DE CASTELLO	1668	NO
606	BIF. PUERTO F.S.L.	VALENCIA PUERTO SUR (Hasta límite PK 7,1)	1668	NO
608	VALENCIA-F.S.L. MERCANCÍAS	VALENCIA F.S.L. - AG. KM. 5,8	1668	NO
614	BIF. JOAQUIN SOROLLA-IBÉRICO	VALENCIA-JOAQUÍN SOROLLA	1668	3 KV CC
620	TORTOSA	L'ALDEA-AMPOSTA-TORTOSA	1668	3 KV CC
900	MADRID-CHAMARTÍN	MADRID-ATOCHA CERCANÍAS (Vía Recoletos)	1668	3 KV CC
916	BIF. SANTA CATALINA	MADRID-SANTA CATALINA	1668	3 KV CC
934	MADRID-ABROÑIGAL	BIF. REBOLLEDO	1668	3 KV CC
936	SAN CRISTOBAL INDUSTRIAL	VILLAVERDE BAJO	1668	3 KV CC
946	MADRID-SANTA CATALINA	VILLAVERDE BAJO	1668	3 KV CC
Axle 04 Alcázar de San Juan - Córdoba - Sevilla - Cádiz				
400	ALCÁZAR DE SAN JUAN	CÁDIZ	1668	3 KV CC
402	ESPELUY- AGUJA KM. 340,1	JAEN	1668	3 KV CC
404	ESPELUY- AGUJA KM. 338,8	ESPELUY- AGUJA KM. 150,5	1668	3 KV CC
406	LAS ALETAS	UNIVERSIDAD DE CÁDIZ (APD)	1668	3 KV CC
408	ALCOLEA- AGUJA KM. 431,9	CAMBIADOR ALCOLEA	1668	3 KV CC
410	LINARES- BAEZA	ALMERÍA	1668	NO / 3 KV CC
412	MINAS DEL MARQUESADO	HUENEJA-DOLAR	1668	3 KV CC
414	BIF. ALMERÍA	BIF. GRANADA	1668	NO
416	MOREDA	GRANADA	1668	NO
418	ANTEQUERA- STA.ANA-AGJ.KM.50,4	ANTEQUERA- STA.ANA-AGJ. KM.48,3	1668	3 KV CC
420	BIF. LAS MARAVILLAS	ALGECIRAS	1668	NO

Line	Origin	Destination	Track Width (mm)	Electrification
422	BIF. UTRERA	FUENTE DE PIEDRA	1668	NO
428	CAMBIADOR ANTEQUERA	ANTEQUERA- S. ANA-AGUJA KM. 50,4	1668	NO
430	BIF. CÓRDOBA MERCANCÍAS	LOS PRADOS	1668	3 KV CC
432	CÓRDOBA	EL HIGUERÓN	1668	3 KV CC
436	FUENGIROLA	MÁLAGA-CENTRO ALAMEDA (APD)	1668	3 KV CC
440	BIF. LOS NARANJOS	HUELVA	1668	3 KV CC
442	CAMBIADOR MAJARABIQUE	BIF. LOS NARANJOS	1668	3 KV CC
444	BIF. TAMARGUILLO	LA SALUD	1668	3 KV CC
446	BIF. CARTUJA	CARTUJA	1668	3 KV CC
450	BIF. LA NEGRILLA	BIF. S. BERNARDO	1668	3 KV CC
452	PUERTO DE SEVILLA (Desde límite PK 1,717)	LA SALUD	1668	NO
454	CAMBIADOR MAJARABIQUE	BIF. SAN JERÓNIMO	1668	3 KV CC
456	LA SALUD-AGUJA KM. 6,2	LA SALUD-AGUJA KM. 10,2	1668	3 KV CC
458	MAJARABIQUE- ESTACION	BIF. SAN JERÓNIMO	1668	3 KV CC
460	BIF. RÍOFRIO	FUENTE DE PIEDRA	1668	NO
464	BIF. TOCÓN	BIF. LA CHANA	1668	NO
508	BADAJOZ	KM. 517,6 (FRONTERA)	1668	NO
512	ZAFRA	HUELVA-MERCANCÍAS	1668	NO
514	ZAFRA	JEREZ DE LOS CABALLEROS (CGD)	1668	NO
516	MÉRIDA	LOS ROSALES	1668	NO
520	CIUDAD REAL	BADAJOZ (Hasta Mérida)	1668	3 KV CC / NO
522	MANZANARES	CIUDAD REAL	1668	3 KV CC
524	CIUDAD REAL- MIGUELTURRA	BIF. POBLETE	1668	3 KV CC
528	ALMORCHÓN	MIRABUENO	1668	NO
Axle 05 Madrid Atocha - Cáceres - Valencia de Alcántara				
500	BIF. PLANETARIO	VALENCIA DE ALCÁNTARA (hasta Monfragüe)	1668	NO/3 KV CC

Line	Origin	Destination	Track Width (mm)	Electrification
500	BIF. PLANETARIO (desde Cáceres)	VALENCIA DE ALCÁNTARA	1668	NO
502	VALENCIA DE ALCÁNTARA	PK 428,5 (FRONTERA)	1668	NO
504	VILLALUENGA-YUNCLER	ALGODOR	1668	NO
920	MÓSTOLES - EL SOTO	PARLA	1668	3 KV CC
	Axle 06 Venta de Baños - León - Ourense - Vigo			
130	GIJÓN-SANZ CRESPO	VENTA DE BAÑOS (Hasta La Robla)	1668	3 KV CC
130	GIJÓN-SANZ CRESPO (Desde León)	VENTA DE BAÑOS	1668	3 KV CC
132	BIF. TUDELA-VEGUIN	ABLAÑA	1668	3 KV CC
134	LEON-CLASIFICACIÓN	BIF. QUINTANA	1668	3 KV CC
138	BIF. GALICIA	BIF. BASE LEÓN	1668	3 KV CC
140	BIF. TUDELA-VEGUIN	EL ENTREGO	1668	3 KV CC
142	SOTO DE REY	BIF. OLLONIEGO	1668	3 KV CC
144	SAN JUAN DE NIEVA	VILLABONA DE ASTURIAS	1668	3 KV CC
146	BIF. VIELLA	BIF. PEÑA RUBIA	1668	3 KV CC
148	TRASONA (Desde límite PK 0,450)	NUBLEDO	1668	3 KV CC
150	ABOÑO	SERIN	1668	3 KV CC
152	GIJÓN-PUERTO	VERIÑA	1668	3 KV CC
154	LUGO DE LLANERA	TUDELA-VEGUIN	1668	3 KV CC
160	SANTANDER	PALENCIA	1668	3 KV CC
162	SOLVAY FACTORIA (CGD)	SIERRAPANDO (APD)	1668	NO
182	CAMBIADOR CLASIFICACIÓN	BIF. CLASIFICACIÓN	1668	3 KV CC
184	BIF. RÍO BERNESGA	CAMBIADOR DE VILECHA	1668	3 KV CC
800	A CORUÑA	LEÓN	1668	NO/ 3KV CC
802	TORAL DE LOS VADOS	VILLAFRANCA DEL BIERZO (CGD)	1668	NO
804	BETANZOS-INFESTA	FERROL	1668	NO
806	LA BAÑEZA	ASTORGA	1668	NO
810	BIF. CHAPELA (desde Redondela)	MONFORTE DE LEMOS	1668	3 KV CC

Line	Origin	Destination	Track Width (mm)	Electrification
814	GUILLAREI	FRONTERA VALENCA DO MINHO (km. 5,3) /TUI	1668	NO
816	GUILLAREI- AG. KM. 141,6	GUILLAREI-AG. KM. 0,9	1668	NO
820	ZAMORA	MEDINA DEL CAMPO	1668	NO
822	ZAMORA	A CORUÑA (hasta Taboadela)	1668	NO
822	ZAMORA (desde Ourense)	A CORUÑA (hasta Bif. Coto da Torre)	1668	3 KV CC
822	ZAMORA (desde Bif. Coto da Torre)	A CORUÑA (hasta Bif. A Grandeira Ag. Km. 85,0)	1668	NO
822	ZAMORA (desde Bif. A Grandeira Ag. Km. 85,0)	A CORUÑA	1668	3 KV CC / 25 KV CA
826	CENTRAL TERMICA DE MEIRAMA (Desde límite PK 6,135)	CERCEDA-MEIRAMA	1668	NO
828	BIF. SAN AMARO	PORTAS	1668	NO
830	BIF. UXES	BIF. SAN CRISTOBAL	1668	NO
832	AGUJA KM. 545,4	BIF. SAN DIEGO	1668	NO
834	A CORUÑA-SAN DIEGO	BIF. EL BURGO	1668	NO
836	BIF. LEÓN	BIF. RIO BERNESGA	1668	3 KV CC
838	BIF. TORNEROS	BIF. QUINTANA	1668	3 KV CC
840	CERCEDA-MEIRAMA-AG. KM. 0,729	MEIRAMA-PICARDEL	1668	NO
842	BIF. RÍO SAR	BIF. A GRANDEIRA AG. KM. 376,1	1668	NO
884	BIF. EL BOLÓN	CAMBIADOR DE ZAMORA	1668	3 KV CC
Axle 08 Red de Ancho Metrico (Excepto Línea Cercedilla Los Cotos)				
360	LOS NIETOS	CARTAGENA PLAZA BASTARRECHE	1000	NO
740	PRAVIA	FERROL	1000	1,5 KV CC / NO
750	GIJON- SANZ CRESPO	PRAVIA	1000	1,5 KV CC
752	LAVIANA	GIJON- SANZ CRESPO	1000	1,5 KV CC
754	SOTIELLO	PUERTO EL MUSEL	1000	NO
756	AGUJA ENLACE SOTIELLO	AGUJA ENLACE VERIÑA	1000	NO
758	LA MARUCA MERCANCÍAS	PUERTO AVILÉS	1000	NO
760	OVIEDO	TRUBIA	1000	1,5 KV CC

Line	Origin	Destination	Track Width (mm)	Electrification
762	TRUBIA	SAN ESTEBAN DE PRAVIA	1000	1,5 KV CC
764	TRUBIA	COLLANZO	1000	NO
770	SANTANDER	OVIEDO	1000	1,5 KV CC / NO
772	LIÉRGANES	OREJO	1000	1,5 KV CC
774	MALIAÑO LA VIDRIERA	PUERTO DE RAOS	1000	NO
776	RIBADESELLA PUERTO	LLOVIO	1000	NO
780	BILBAO LA CONCORDIA	SANTANDER	1000	1,5 KV CC / NO
790*	ARANGUREN	LA ASUNCIÓN UNIVERSIDAD/ LEÓN	1000	1,5 KV CC / NO
792	MATALLANA	LA ROBLA	1000	NO
Axle 12 Madrid Atocha - Barcelona - Frontera Francia				
070	BIF. HUESCA	HUESCA	1435 / 1668	25 KV CA
Axle 16 Olmedo - Medina - Zamora - Ourense - Santiago de Compostela				
082	BIF. A GRANDEIRA AG. KM. 85,0	BIF. COTO DA TORRE	1668	25 KV CA

Origin and destination of every line has been specified according to PAR traffic direction.

* Line 790, suspended traffic between Asunción University and Leon.

Sections provisionally without service: Bif. Tocón a Bif. La Chana and Bif. Riofrío a Antequera aguja Km.50.4.

In accordance with Order FOM/925/2018, of 10 September amending the Catalogue of lines and sections in the General Interest Rail Network, approved by Order FOM/710/2015, of 30 January. Lines: 08-782-Basurto Hospital-Ariz and 08-784-Irauregui-Lutxana-Barakaldo are excluded from the Catalogue of lines and sections in the General Interest Railway Network.

Likewise, article 2.2., indicates that, up to the transfer of the railway infrastructures to the Autonomous Community of the Basque Country, management thereof - with the content and scope foreseen in article 19 of Law 38/2015 - shall continue to be performed by the state-owned entity, Administrador de Infraestructuras Ferroviarias.

Resolution of 10 December 2018, of the General Secretariat for Infrastructure. To publish the Agreement of the Council of Ministers of 7 December 2018, on the transfer of Basurto Hospital-Ariz and Irauregi-Lutxana-Barakaldo railway lines to the Autonomous Community of the Basque Country. State Official Gazette of 14 December 2018.

Royal Decree 1434/2018, of 7 December, to transfer to the Autonomous Community of the Basque Country, the functions and services of State Administration regarding railways and rail transport linked to Basurto Hospital-Ariz and Irauregi-Lutxana-Barakaldo railway lines. State Official Gazette of 14 December 2018.

ANNEX H AVERAGE CAPACITY OF ADIF MAIN LINES

September 2019 Capacity data

Line	Capacity (1)	Current Traffic (2)	Available Paths	Saturation
070 BIF. HUESCA-HUESCA	56	6	50	11%
082 BIF. COTO DA TORRE-BIF. AGRANDEIRA AG.KM.85.0	180	22	158	12%
100 MADRID CHAMARTIN-IRUN (M.CHAMARTIN-HERNANI)	200	67	133	34%
102 MADRID CHAMARTIN-BIF. ARANDA	59	18	41	31%
104 UNIVERS. CANTOBLANCO-ALCOBENDAS-S.S.REYES	518	136	382	26%
110 VILLALBA DE GUADARRAMA-SEGOVIA	74	19	55	26%
116 LOS COTOS-CERCEDILLA	28	10	18	36%
120 VILAR FORMOSO-MEDINA DEL CAMPO	41	17	24	41%
122 SALAMANCA-AVILA	35	14	21	40%
130 VENTA DE BAÑOS-GIJON-SANZ CRESPO	147	60	87	41%
140 BIF. TUDELA VEGUIN-EL ENTREGO	126	46	80	37%
144 S. JUAN DE NIEVA-VILLABONA DE ASTURIAS	214	85	129	40%
154 LUGO LLANERA-TUDELA VEGUIN	70	24	46	34%
160 PALENCIA-SANTANDER	78	41	37	53%
164 MAGAZ-PALENCIA ARROYO VILLALOBON	246	28	218	11%
200 MADRID CHAMARTIN-BARNA-FRANÇA	157	74	83	47%
202 TORRALBA-SORIA	16	4	12	25%
204 BIF. CANFRANC-CANFRANC	12	6	6	50%
210 MIRAFLORES-TARRAGONA	97	36	61	37%
214 C.I.M. DE ZARAGOZA-LA CARTUJA	189	40	149	21%
220 LLEIDA-PIRINEUS-L'HOSPITALET-LLOBREGAT	175	81	94	46%
222 MONTCADA-BIF.-LA TOUR DE CAROL-ENVEIGT	67	40	27	60%

Line	Capacity (1)	Current Traffic (2)	Available Paths	Saturation
224 CERDANYOLA VALLES-CERDANYOLA UNIV.	100	74	26	74%
230 PLANA-PICAMOIXON-REUS	78	27	51	35%
238 CASTELLBISBAL-AG.LLOBREGAT-BARNA MORROT	280	64	216	23%
240 S.VICENÇ CALDERS-L'HOSPITALET-LLOBREGAT	413	162	251	39%
246 MOLLET-SANT FOST-CASTELLBISBAL-AG. RUBI	302	58	244	19%
254 AEROPORT-EL PRAT DE LLOBREGAT	102	74	28	73%
268 BIF. ARAGO-BIF. SAGRERA	372	192	180	52%
270 BIF. SAGRERA-CERBERE	287	113	174	39%
276 MAÇANET-MASSANES-BIF. SAGRERA	246	133	113	54%
300 MADRID CHAMARTIN-VALENCIA-NORD	282	95	187	34%
304 ALFAFAR-BENETUSSER-VALENCIA-LA FONT S.L.	236	28	208	12%
310 ARANJUEZ-VALENCIA-LA FONT S.L.	26	13	13	50%
320 CHINCHILLA.MONT AGKM298.4-CARTAGENA	48	18	30	38%
322 MURCIA MERCANCÍAS-AGUILAS	27	21	6	78%
330 LA ENCINA-ALACANT-TERMINAL	82	40	42	49%
332 LA ENCINA AGUJA KM. 2,963-CAUDETE	124	22	102	18%
336 EL REGUERON AG. KM. 463.9-ALACANT-TERMINAL	70	55	15	79%
340 MOIXENT-XATIVA-AGUJA K.M. 47	60	36	24	60%
342 ALCOI-XATIVA	12	8	4	67%
344 GANDIA-SILLA	256	85	171	33%
400 ALCAZAR SAN JUAN-CADIZ	179	50	129	28%
402 JAEN-ESPELUY-AG.340.1	26	16	10	62%
410 LINARES BAEZA-ALMERIA	73	9	64	12%
416 MOREDA-GRANADA	84	8	76	10%
420 BIF. MARAVILLAS-ALGECIRAS	39	13	26	12%
422 BIF. UTRERA-FUENTE DE PIEDRA	38	20	18	53%
430 BIF. CORDOBA MERCANCÍAS-LOS PRADOS	52	11	41	21%

Line	Capacity (1)	Current Traffic (2)	Available Paths	Saturation
436 MALAGA-CENTRO ALAMEDA-FUENGIROLA	155	111	44	72%
440 BIF. LOS NARANJOS-HUELVA	63	29	34	46%
444 BIF. TAMARGUILLO-LA SALUD	250	50	200	20%
460 BIF. RIOFRIO-FUENTE DE PIEDRA	36	0	36	0%
464 BIF. TOCÓN-BIF. LA CHANA	36	0	36	0%
500 BIF. PLANETARIO-VALENCIA ALCANTARA	58	29	29	50%
512 HUELVA MERCANCÍAS-ZAFRA	10	4	6	40%
516 MERIDA-LOS ROSALES	23	8	15	35%
520 CIUDAD REAL-BADAJOZ (CIUDAD REAL-MERIDA)	17	9	8	53%
522 MANZANARES-CIUDAD REAL	94	15	79	16%
600 VALENCIA-NORD-S.VICENÇ CALDERS (VANDELLOS-S.V.CALDERS)	212	104	108	49%
610 SAGUNT-BIF. TERUEL	32	11	21	34%
620 L'ALDEA - AMPOSTA - TORTOSA-TORTOSA	120	30	90	25%
700 INTERMODAL ABANDO I. P.-CASETAS	151	52	99	34%
702 GRISEN-CABAÑAS DE EBRO	250	21	229	8%
710 ALTSASU-CASTEJON DE EBRO	73	33	40	45%
720 SANTURTZI-INTERMODAL ABANDO I. P.	370	172	198	46%
722 MUSKIZ-DESERTU-BARAKALDO	130	90	40	69%
800 LEON-A CORUÑA	49	18	31	37%
804 BETANZOS-INFESTA-FERROL	32	16	16	50%
810 MONFORTE LEMOS-BIF. CHAPELA (MONFORTE-REDONDELA)	73	26	47	36%
814 GUILLAREI-VALENCA DO MINHO	72	14	58	19%
820 ZAMORA-MEDINA DEL CAMPO	48	3	45	6%
822 ZAMORA-A CORUÑA	70	18	52	26%
900 MADRID CHAMARTIN-MADRID ATOCHA CERCANIAS	605	0	605	0%
902 PITIS-HORTALEZA	164	19	145	12%

Line	Capacity (1)	Current Traffic (2)	Available Paths	Saturation
908 HORTALEZA-AEROPUERTO-T4	352	145	207	41%
910 MADRID ATOCHA CERCANIAS-PINAR LAS ROZAS	386	197	189	51%
916 BIF. SANTA CATALINA-MADRID SANTA CATALINA	47	8	39	17%
920 PARLA-MOSTOLES-EL SOTO	569	303	266	53%
930 MADRID ATOCHA CERC.-S. FERNANDO HENARES	630	235	395	37%
942 VILLAVERDE BAJO-VALLECAS-INDUSTRIAL	264	55	209	21%

(1) Daily average capacity available in both directions for a standard day and referred to all types of traffic.

(2) Daily average traffic in both directions for a standard day.

The average daily capacity of the line and its saturation can vary by journeys and time periods.

On lines with origin / destination to / from large passenger transport stations, if these will be declared congested, such capacity could be significantly reduced.

ANNEX I CLASSIFICATION OF LINES BY TYPES

Updated to October 1, 2020

Line	Origin	Destination	Urban Areas	Line Type	Length (Kms.)
070	Bif. Huesca	Huesca		B1	78,9
082	Bif. A Grandeira Ag. Km. 85,0	Bif.Coto da Torre		A	84,1
100	Hendaya (desde Hernani)	Madrid Chamartin (hasta Brinkola)	S. Sebastián	C1	57,3
100	Hendaya (desde Brinkola)	Madrid-Chamartin (hasta Sta. María Alameda)		B2	484,1
100	Hendaya (desde Sta. María Alameda)	Madrid-Chamartin	Madrid	C1	72,4
102	Bif. Aranda	Madrid Chamartin (hasta Colmenar Viejo)		E	254,7
102	Bif. Aranda (desde Colmenar Viejo)	Madrid-Chamartin	Madrid	C1	26,2
104	Alcobendas-San Sebastian de los Reyes	Universidad Cantoblanco	Madrid	C1	6,9
106	Pk. 641,181 (Frontera)	Irun (vía cambiador)		B2	1,8
108	Valladolid-Campo Grande	La Carrera		D	5,5
110	Segovia	Villalba de Guadarrama (hasta Cercedilla)		D	42,9
110	Segovia (desde Cercedilla)	Villalba de Guadarrama	Madrid	C1	19,8
112	Bif. Línea Madrid-Hendaya	Valladolid-Argales		D	3,6
116	Los Cotos	Cercedilla	Madrid	C1	18,2
120	Pk. 124,235 (Frontera)	Medina Del Campo		B2	200,8
122	Salamanca	Ávila		B2	111,1
124	Salamanca	Valdunciel		E	12,4
130	Gijón-Sanz Crespo	Venta de Baños (hasta Pte. Los Fierros)	Asturias	C2	74,9
130	Gijón-Sanz Crespo (desde Pte. Los Fierros)	Venta de Baños (hasta La Robla)		B2	70,9
130	Gijón-Sanz Crespo (desde León)	Venta de Baños		B2	134,5

Line	Origin	Destination	Urban Areas	Line Type	Length (Kms.)
132	Bif. Tudela-Veguín	Ablaña	Asturias	C2	5,3
134	León Clasificación	Bif. Quintana		D	2,1
138	Bif. Galicia	Bif. Base León		D	1,4
140	Bif. Tudela - Veguín	El Entrego (hasta Bif. Olloniego)		D	0,8
140	Bif. Tudela - Veguín (desde Bif. Olloniego)	El Entrego	Asturias	C2	19,2
142	Soto del Rey	Bif. Olloniego	Asturias	C2	2,0
144	San Juan de Nieva	Villabona de Asturias	Asturias	C2	20,8
146	Bif. Viella	Bif. Peña Rubia		D	0,5
148	Trasona (desde límite PK 0,450)	Nubledo		D	0,5
150	Aboño	Serín		D	9,0
152	Gijón-Puerto	Veriña		D	4,6
154	Lugo de Llanera	Tudela-Veguín		D	14,1
156	Bif. Villamuriel de Cerrato	Cambiador Villamuriel		B2	0,4
160	Santander	Reinosa	Santander	C2	88,1
160	Reinosa	Palencia		B2	129,1
162	Solvay Factoría	Sierrapando		D	5,6
164	Palencia Arroyo Villalobón	Magaz		B2	7,5
166	Bif. Rubena	Villafría		D	3,7
168	Villafría	Bif. Rubena-Aguja Km. 377,3		D	3,6
172	Cambiador Madrid-Chamartín	Madrid-Chamartin		B2	0,7
176	Valdestillas	Cambiador Valdestillas		B2	0,8
182	Cambiador Clasificación	Bif. Clasificación		B2	0,4

Line	Origin	Destination	Urban Areas	Line Type	Length (Kms.)
184	Bif. Río Bernesga	Cambiador de Vilecha		B2	0,4
188	Bif. Arroyo de la Golosa	Cambiador Medina del Campo AV		B2	3,0
200	Madrid-Chamartín	Barcelona-Estació de França (hasta Guadalajara)	Madrid	C1	54,5
200	Madrid-Chamartín (desde Guadalajara)	Barcelona-Estació de França (hasta Casetas)		D	269,0
200	Madrid-Chamartín (desde Casetas)	Barcelona-Estació de França (hasta Miraflores)	Zaragoza	C1	16,6
200	Madrid-Chamartín (desde Miraflores)	Barcelona-Estació de França (hasta S. Vicenç de Calders)		D	292,6
200	Madrid-Chamartín (desde S. Vicenç de Calders)	Barcelona-Estació de França	Barcelona	C1	67,4
202	Torralba	Soria		E	93,9
204	Bif. Canfranc	Canfranc		E	138,4
206	Lleida-Pirineus	Pk. 1,927 (Lleida)		E	1,9
208	S. Juan Mozarrifar	San Gregorio		E	3,5
210	Miraflores	San Vicenç de Calders (hasta Tarragona)		D	251,0
210	Miraflores (desde Tarragona)	San Vicenç de Calders		B2	24,9
212	Hoya de Huesca-Aguja Km. 2,3	Bif. Hoya de Huesca		E	1,7
214	C.I.M. de Zaragoza	La Cartuja		D	25,5
216	Bif. Pza. Ag. Km. 1,4	Bif. Pza. Ag. km. 8,9		D	2,0
218	Bif. Plaza	Zaragoza-Plaza		D	4,5
220	Lleida-Pirineus	Bif. Vilannova (hasta Manresa)		E	118,0
220	Lleida-Pirineus (desde Manresa)	Bif. Vilanova	Barcelona	C1	63,7
222	P.k. 50,707 - Frontera Puigcerdá/La Tour de Carol-Enveigt	Bif. Aigües	Barcelona	C1	149,7
224	Cerdanyola Universitat	Cerdanyola del Vallés	Barcelona	C1	3,6
230	La Plana-Picamoixons	Reus		D	20,9
234	Reus	Constanti		D	6,2
238	Castellbisbal-Agujas Llobregat	Barcelona-Morrot		D	25,7

Line	Origin	Destination	Urban Areas	Line Type	Length (Kms.)
240	L'Hospitalet de Llobregat	S. Vicenç de Calders	Barcelona	C1	71,0
242	Martorell-Seat	Aguja Km. 71,185		D	2,5
244	Aguja Km. 70,477	Aguja Km. 0,500		D	0,5
246	Mollet-Sant Fost	Castellbisbal-Agujas Rubí	Barcelona	C1	23,5
250	Bellvitge Aguja Km. 674,835	L'Hospitalet de Llobregat		E	1,7
254	Aeroport	El Prat de Llobregat	Barcelona	C1	6,7
260	Figueres-Vilafant	Vilamalla		E	6,4
270	P.k. 274,305 - Frontera Portbou/ Cerbere	Bif. Aragó (hasta Maçanet-Massanes)		B2	98,3
270	P.k.274,305 - Frontera Portbou/ Cerbere (desde Maçanet-Massanes)	Bif. Aragó	Barcelona	C1	67,8
274	P.k.274,305 - Frontera Portbou/ Cerbere	Portbou (vía cambiador)		B2	1,1
276	Maçanet-Massanes	L´Hospitalet de Llobregat	Barcelona	C1	85,1
278	La Llagosta	Bif. Nudo Mollet		D	2,3
282	Cambiador Plasencia de Jalón	Cambiador Plasencia-Ag. Km.308,6		B2	1,4
284	C.I.M.-Aguja Km.337,1	C.I.M.-Aguja Km.0,7		B2	0,7
286	La Cartuja-Ag. Km. 23,3	La Cartuja-Ag. Km. 351,1		D	1,1
288	Miraflores-Ag. Km. 345,6	Miraflores-Ag. Km. 0,9		D	0,9
290	C.I.M.-Ag. Km. 337,1	Cambiador Zaragoza-Delicias		B2	0,3
294	Roda de Bará-Cambiador de ancho	Roda de Bará		E	0,2
300	Madrid-Chamartin	Valencia-Estación del Nord (hasta Aranjuez)	Madrid	C1	57,0
300	Madrid-Chamartin (desde Aranjuez)	Valencia-Estación del Nord (hasta La Encina)		B2	327,1
300	Madrid-Chamartin (desde La Encina)	Valencia-Estación del Nord (hasta Km. 5,900)		B1	5,9
300	Madrid-Chamartin (Xátiva - Aguja Km. 47,0)	Valencia-Estación del Nord	Valencia	C2	57,4
302	Aguja Km. 146.1	Alcázar San Juan		D	2,0
304	Alfafar-Benetusser	Valencia - La Font de Sant Lluis		D	3,5

Line	Origin	Destination	Urban Areas	Line Type	Length (Kms.)
310	Aranjuez	Valencia - La Font de Sant Lluis (hasta Utiel)		E	266,1
310	Aranjuez (desde Utiel)	Valencia - La Font de Sant Lluis	Valencia	C2	88,7
312	Castillejo-Añover	Algodor		E	11,6
314	Xirivella-L'Alter	Valencia-Sant Isidre	Valencia	C2	1,9
318	Cambiador Albacete	Albacete-Aguja Km. 279,4		B2	0,3
320	Chinchilla de Montearagón-Aguja Km. 298,4	Cartagena (hasta Murcia Mercancías)		E	140,6
320	Chinchilla de Montearagón-Aguja Km. 298,4 (desde Murcia Mercancías)	Cartagena (hasta Murcia del Carmen-Aguja Km. 462,5)	Murcia	C2	8,2
322	Águilas	Murcia Mercancías	Murcia	C2	113,6
330	La Encina	Alacant-Terminal (hasta San Vicent Centre)		B2	71,0
330	La Encina (San Vicent Centre)	Alacant-Terminal	Murcia	C2	7,3
332	La Encina Aguja Km. 2,963	Caudete		B2	5,9
336	El Reguerón -Aguja Km. 463,9	Alacant-Terminal	Murcia	C2	73,7
338	Cambiador Valencia	Valencia-Joaquín Sorolla		B2	0,5
340	Moixent	Xátiva-Aguja Km. 47 ,0	Valencia	C2	24,0
342	Alcoi	Xátiva		E	63,7
344	Gandia	Silla	Valencia	C2	50,8
346	Gandía Port	Gandia Mercaderíes (hasta Platja I Grau de Gandía)		D	0,5

Line	Origin	Destination	Urban Areas	Line Type	Length (Kms.)
346	Gandia Port (desde Platja I Grau de Gandía)	Gandía-Mercaderíes	Valencia	C2	2,5
348	Ford (hasta límite P.k. 3,251)	Silla		D	3,3
350	Bif. Benalua	Bif. Alacant	Murcia	C2	2,2
360	Los Nietos	Cartagena-Plaza Bastarreche	RAM Murcia	C2	19,6
400	Alcázar San Juan	Cádiz (hasta Lora del Río)		B2	367,8
400	Alcázar San Juan (desde Lora del Río)	Cádiz (hasta Utrera)	Sevilla	C2	86,7
400	Alcázar San Juan (desde Utrera)	Cádiz (hasta Jerez Frontera)		B1	72,4
400	Alcázar San Juan (desde Jerez Frontera)	Cádiz	Cádiz	C2	48,9
402	Espeluy-Aguja Km. 340,1	Jaén		B2	32,8
404	Espeluy-Aguja Km. 338,8	Espeluy-Aguja Km. 150,5		B2	0,9
406	Las Aletas	Universidad de Cádiz	Cádiz	C2	2,4
408	Alcolea-Aguja Km. 431,9	Cambiador Alcolea		B2	0,4
410	Linares-Baeza	Almería (hasta Moreda)		E	117,2
410	Linares-Baeza (desde Moreda)	Almería		B2	123,6
412	Minas del Marquesado	Huéneja-Dólar		D	14,4
414	Bif. Almería	Bif. Granada		B2	0,7
416	Moreda	Granada		B2	56,6
418	Santa Ana-Aguja Km. 50,4	Santa Ana-Aguja Km. 48,3		B2	2,3
420	Bif. Las Maravillas	Algeciras		B2	179,5
422	Bif. Utrera	Fuente de Piedra		B2	111,6
428	Cambiador Antequera	Santa Ana-Aguja Km. 50,4		B2	0,6
430	Bif. Córdoba Mercancías	Los Prados (hasta Fuente de Piedra)		D	113,3
430	Bif. Córdoba Mercancías (desde Fuente de Piedra)	Los Prados (hasta Álora)		B2	43,4
430	Bif. Córdoba Mercancías (desde Álora)	Los Prados	Málaga	C2	33,5
432	Córdoba	El Higuerón		D	6,5
436	Fuengirola	Málaga-Centro Alameda	Málaga	C2	30,7

Line	Origin	Destination	Urban Areas	Line Type	Length (Kms.)
440	Bif. Los Naranjos	Huelva (hasta Benacazón)	Sevilla	C2	29,6
440	Bif. Los Naranjos (desde Benacazón)	Huelva		E	81,1
442	Cambiador Majarabique	Bif. Los Naranjos		B2	1,8
444	Bif. Tamarguillo	La Salud	Sevilla	C2	11,2
446	Bif. Cartuja	Cartuja	Sevilla	C2	2,2
450	Bif. La Negrilla	Bif. San Bernardo	Sevilla	C2	0,6
452	Puerto de Sevilla (desde limite P.K. 1'717)	La Salud		D	5,5
454	Cambiador Majarabique	Bif. San Jerónimo		B2	1,4
456	La Salud-Aguja Km. 6,2	La Salud-Aguja Km. 10,2	Sevilla	C2	0,8
458	Majarabique-Estación	Bif. San Jerónimo		D	2,0
460	Bif. Ríofrio	Fuente de Piedra		B2	68,4
464	Bif. Tocón	Bif. La Chana		B2	32,1
500	Bif. Planetario	Valencia Alcántara (hasta Humanes)	Madrid	C1	21,9
500	Bif. Planetario (desde Humanes)	Valencia Alcántara (hasta Monfragüe)		B2	228,8
500	Bif. Planetario (desde Cáceres)	Valencia Alcántara		E	88,0
502	Valencia Alcántara	Km.428,5 (Frontera)		E	9,0
504	Villaluenga-Yuncler	Algodor		E	16,3
508	Badajoz	Km 517,6 Frontera		B2	5,3
512	Zafra	Huelva Mercancías		E	180,8
514	Zafra	Jerez de Caballeros		E	46,7
516	Mérida	Los Rosales (hasta Cazalla-Constantina)		E	155,2
516	Mérida (desde Cazalla-Constantina)	Los Rosales	Sevilla	C2	48,9
520	Ciudad Real	Badajoz (hasta Puertollano-Mercancías)		D	42,5
520	Ciudad Real (desde Puertollano-Mercancías)	Badajoz (hasta Mérida)		E	236,0
522	Manzanares	Ciudad Real		B2	64,5

Line	Origin	Destination	Urban Areas	Line Type	Length (Kms.)
524	Ciudad Real-Miguelturra	Bif. Poblete		D	1,9
528	Almorchón	Mirabueno		E	130,1
602	Bif. Puerto Cabanyal	Valencia-Pto Norte (hasta límite P.k. 6,7)		D	0,8
604	Les Palmes	Port de Castelló		D	6,8
606	Bif. Puerto F.S.L.	Valencia-Pto Sur (hasta límite P.k. 7'1)		D	1,1
608	Valencia-F.S.L. Mercancías	VFSL-Aguja Km. 5,8		D	1,2
610	Sagunt	Bif. Teruel (hasta Caudiel)	Valencia	C2	51,9
610	Sagunt (desde Caudiel)	Bif. Teruel (hasta Teruel)		E	85,9
610	Sagunt (desde Teruel)	Bif. Teruel		B1	177,1
612	Sagunt-Aguja Km. 32,3	Sagunt-Aguja Km. 268,8		D	0,6
614	Bif. Joaquín Sorolla Ibérico	Valencia-Joaquín Sorolla		B2	0,7
620	Tortosa	L'Aldea-Amposta-Tortosa		B2	12,0
622	Aguja Clasif. Km. 272	Tarragona Mercaderies		D	1,1
624	Aguja Clasif. Km. 100.4	Tarragona		D	3,1
630	Port Aventura	Tarragona		B2	10,0
700	Intermodal Abando Indalecio Prieto	Casetas (hasta Orduña)	Bilbao	C1	40,3
700	Intermodal Abando Indalecio Prieto (desde Orduña)	Casetas (hasta Logroño)		D	131,9
700	Intermodal Abando Indalecio Prieto (desde Logroño)	Casetas		B2	154,7
702	Cabañas de Ebro	Grisén		B2	5,8
704	Bif. Rioja	Bif. Castilla		D	1,6
710	Altsasu	Castejón de Ebro		B2	139,2
712	Bif. Km. 534,0	Bif. Km. 231,5		B2	2,5
720	Santurtzi	Intermodal Abando Indalecio Prieto	Bilbao	C1	13,6
722	Muskiz	Desertu-Barakaldo	Bilbao	C1	13,1

Line	Origin	Destination	Urban Areas	Line Type	Length (Kms.)
724	Bilbao Mercancías	Santurtzi		D	3,3
726	Bif. La Casilla	Aguja de Enlace		D	2,0
740	Pravia	Ferrol (hasta Cudillero)	RAM Asturias	C2	13,4
740	Pravia (desde Cudillero)	Ferrol (hasta Ortigueira)		E	203,3
740	Pravia (desde Ortigueira)	Ferrol	RAM Galicia	C2	52,6
750	Gijón-Sanz Crespo	Pravia	RAM Asturias	C2	50,9
752	Laviana	Gijón-Sanz Crespo	RAM Asturias	C2	48,9
754	Sotiello	Puerto de El Musel		D	8,9
756	Aguja Enlace Sotiello	Aguja Enlace Veriña		D	0,7
758	La Maruca Mercancías	Puerto de Aviles		D	1,8
760	Oviedo	Trubia	RAM Asturias	C2	12,1
762	Trubia	San Esteban de Pravia	RAM Asturias	C2	38,9
764	Trubia	Collanzo	RAM Asturias	C2	54,8
770	Santander	Oviedo (hasta Cabezon de La Sal)	RAM Cantabria	C2	45,6
770	Santander (desde Cabezon de La Sal)	Oviedo (hasta Infiesto Apd.)		E	122,2
770	Santander (desde Infiesto Apd.)	Oviedo	RAM Asturias	C2	49,1
772	Liérganes	Orejo	RAM Cantabria	C2	9,7
774	Maliaño-La Vidriera	Puerto de Raos		D	2,5
776	Ribadesella-Puerto	Llovio		D	2,6
780	Bilbao-La Concordia	Santander (hasta Aranguren)	RAM Bilbao	C2	23,5
780	Bilbao-La Concordia (desde Aranguren)	Santander (hasta Orejo)		E	77,9
780	Bilbao-La Concordia (desde Orejo)	Santander	RAM Cantabria	C2	17,1
790	Aranguren	La Asunción-Universidad (hasta La Calzada)	RAM Bilbao	C2	9,7

Line	Origin	Destination	Urban Areas	Line Type	Length (Kms.)
790	Aranguren (desde La Calzada)	La Asunción-Universidad (hasta Guardo Apd.)		E	184,7
790	Aranguren (desde Guardo Apd.)	La Asunción-Universidad (León)	RAM León	C2	113,9
792	Matallana	La Robla		E	10,9
800	A Coruña	León		B2	427,0
802	Toral de Los Vados	Villafranca del Bierzo		D	9,1
804	Betanzos-Infesta	Ferrol		B2	42,8
806	La Bañeza	Astorga		E	21,9
810	Bif. Chapela (desde Redondela)	Monforte Lemos		B2	166,6
814	Guillarei	Frontera (Km. 5.3) Valença do Minho / Tuí		B2	5,3
816	Guillarei-Aguja Km. 141,6	Guillarei-Aguja Km. 0,9		B2	1,0
820	Zamora	Medina del Campo		E	89,7
822	Zamora	A Coruña (hasta Taboadela)		B2	234,6
822	Zamora (desde Ourense)	A Coruña (hasta Bif.Coto da Torre)		B2	1,0
822	Zamora (desde Bif.Coto da Torre)	A Coruña (hasta Bif. A Grandeira Aguja Km. 85,0)		D	125,8
822	Zamora (desde Bif. A Grandeira Aguja Km. 85,0)	A Coruña		B1	64,0
826	C. Térmica Meirama (desde límite P.k. 6,135)	Cerceda-Meirama		D	5,8
828	Bif. San Amaro	Portas		E	12,1
830	Bif. Uxes	Bif. San Cristóbal		D	0,7
832	Aguja Km. 545,4	Bif. San Diego		D	0,5
834	A Coruña San Diego	Bif. El Burgo		D	2,2
836	Bif. León	Bif. Río Bernesga		B2	3,2
838	Bif. Torneros	Bif. Quintana		B2	3,1
840	Cerceda-Meirama-Ag. Km. 0,729	Meirama-Picardel		D	1,2
842	Bif. Rio Sar	Bif. A Grandeira Ag. Km. 376,1		B2	1,1
884	Bif. El Bolón	Cambiador de Zamora		B2	0,2

Line	Origin	Destination	Urban Areas	Line Type	Length (Kms.)
900	Madrid-Chamartín	Madrid Atocha Cercanias (Vía Recoletos)	Madrid	C1	7,9
902	Pitis	Hortaleza		D	9,7
904	Bif. Fuencarral	Fuencarral-Aguja Km. 4,5		D	0,6
906	Fuencarral-Complejo	Madrid-Chamartín		B2	1,3
908	Hortaleza	Aeropuerto-T4	Madrid	C1	5,3
910	Madrid Atocha Cercanias	Pinar de Las Rozas	Madrid	C1	27,7
912	Las Matas	Pinar de Las Rozas		B2	3,6
914	Bif. Chamartín	Bif. P. Pío	Madrid	C1	1,3
916	Bif. Santa Catalina	Madrid-Santa Catalina		D	2,8
920	Móstoles-El Soto	Parla	Madrid	C1	45,5
930	Madrid Atocha Cercanías	San Fernando de Henares	Madrid	C1	18,2
932	Madrid Atocha Cercanías	Madrid-Santa Catalina		E	5,4
934	Madrid-Abroñigal	Bif. Rebolledo		D	3,2
936	San Cristóbal Industrial	Villaverde Bajo		D	3,0
938	Madrid Atocha Cercanías	Asamblea de Madrid-Entrevías		B2	3,7
940	O'Donnell	Vicálvaro-Mercancías		D	3,9
942	Villaverde Bajo	Vallecas Industrial		D	7,2
944	Vicálvaro	Vicálvaro-Mercancías		D	2,1
946	Madrid-Santa Catalina	Villaverde Bajo		D	2,8
948	Vicálvaro-Merc. Aguja Km.3,007	Bif. Vicálvaro-Mercancías		D	1,5

ANNEX J CONTRACTUAL MODELS

AGREEMENT TO PROVIDE TRACTION FUEL SUPPLY SERVICE TO: (Railway Undertaking) , BY THE STATE-OWNED ENTITY ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS

Madrid, __, _____, 20XX

Together:

On the one part, Mr. _____, (Position) _____, who acts on behalf of the state-owned entity Administrador de Infraestructuras Ferroviarias, hereinafter Adif E.P.E, with address in Calle Sor Ángela de la Cruz, 3, 28020 Madrid, with Tax Identification No. _____, a state-owned entity governed by their statute as approved by Royal Decree 2395/2004, of 30 December 2004, Law 40/2015, of 1 October, on Legal Regime of the Public Sector, their implementing standards, Law 38/2015, Rail Sector, of 29 September, in the budgetary law and other applicable standards.

And on the other, Mr. _____, with Spanish Identification Number _____, (Position)_____, acting on behalf of (Railway Undertaking) _____ with registered office in C / _____ Nr. __ PC_____ (City) _____ and Tax Identification _____, by virtue of of the deed granted before the Notary Public of _____, Mr. _____, on __ _____ _____, with protocol number _____.

The parties who sign this agreement recognize their legal capacity to sign and grant this Agreement, and for that purpose

State:

In accordance with article 22 of Law 38/2015, of 29 September, of the Rail Sector, the railway infrastructure management and its construction shall correspond, within the scope of state competition, to one or several public business entities attached to the Ministerio de Transportes, Movilidad y Agenda Urbana that, amongst their competences, and according to article 23.1.i), in aforementioned Law 38/2015, includes the provision of basic, supplementary and ancillary services to the rail transport service, amongst which are traction fuel basic services of supply at fix facilities.

In accordance with Royal Decree 2395/2004, of 30 December, approving the statute of the state-owned Entity Administrador de Infraestructuras Ferroviarias, Royal Decree-Law 15/13 of 13 December, on restructuring the state-owned entity "Administrador de Infraestructuras Ferroviarias" (Adif) and other urgent economic measures, Order PRE/2443/2013, of 27 December, by which the assets and liabilities of the state-owned Administrador de Infraestructuras Ferroviarias which ownership shall be taken on by ADIF-Alta Velocidad, and Adif Network Statement and ADIF Alta Velocidad, said service is offered by Adif E.P.E.

On the other hand, in accordance E.P.E Adif Network Statement, every railway undertaking, owner of the corresponding license and with a safety certificate according to the line, shall sign an agreement with Adif EPE to obtain traction fuel supply, a service offered by Adif EPE

(Name) _____, a railway undertaking owner of the corresponding license and safety certificate, wants to be provided with fuel traction supply service by Adif EPE since (month) 20xx, so both entities have agreed upon terminating this Agreement, intended to determine the provision conditions, of this basic service by Adif EPE, through their Fuel Management Under-Directorate in favour of (Railway Undertaking) _____.

This Agreement sets the conditions to provide aforementioned services in accordance with valid private prices approved by Adif Board of Directors, and with afore section on traction fuel supply hereunder, in Adif Network Statement.

And by virtue of the foregoing, the parties sign this Agreement, based on the following provisions, and therefore:

Agree

I. Purpose

The purpose of this Agreement is to set the conditions and procedures under which Adif EPE undertakes and obliges itself to provide to (Railway Undertaking) _____, as from its signature, necessary traction fuel supply to said railway entity, as well as to receive the payment for such service, in accordance with the general criteria mentioned in the exhibition subject to the private prices approved by Adif EPE and in accordance with Adif EPE Network Statement in force at all times.

II. Service Provision Conditions

Adif EPE will provide the services included in this Agreement to (Railway Undertaking) _____, complying with the sections, conditions and prices set in the Network Statement, as indicated in Annex I.

III. Without prejudice to Law 38/2015 of the Rail Sector, and its implementing regulations, for whatever is not included hereunder, private sector law shall apply .

III. Condition to use fuel supply facilities, bonded warehouse type, to supply exempt diesel fuel type b to rail vehicles.

(Railway Undertaking) ___ shall provide the necessary documentation (Railway Undertaking License, Company Tax ID, Exemption Agreement, valid Activity and Establishment Code card and Diesel B final consumer letter) to register it in Adif computer system and to justify your authorization to use exempt B diesel.

(Railway Undertaking) _____ shall provide UIC numbering of all vehicles available at the time of registration, notifying variations as may occur, as well as rented vehicles, indicating the start and end dates of the rental, during the term of this contract.

Should ___ (Railway Undertaking) not communicate that they are no longer owners of any vehicle that was supplied, the invoice shall be issued to _____ Railway Undertaking____, that shall pay to Adif said invoice. ___Railway Underatking shall liquidate said payment with the corresponding owner without Adif participation.

(Railway Undertaking) __ shall hand over to Adif Exemption Agreements and Activity Establishment Code cards renewals in due time to update the computer system and notify the supplier.

(Railway Undertaking) __ shall notify Adif all bonded warehouses wherein their vehicles will be supplied, before accessing them to avoid possible supply problems.

Should an accident occur at the facility due to bad performance of (Railway Undertaking) _____ during diesel supply, all expenses incurred by Adif to repair it shall be paid by the former.

If, as a result of a bad performance of (Railway Undertaking) during the diesel supply, a spill occurs, all expenses incurred by Adif including cleaning the facility and the whole contaminated land shall be borne by the former.

IV. Invoicing and Payment Conditions

Prices referred to in this Agreement are without VAT.

Payments shall be monthly, for expired calendar months, by transfer or deposit into Adif bank accounts open in Banks _____: IBAN _____ and _____: IBAN _____, thirty days after invoice date. Adif EPE is obliged to send the invoice, including all charges to be met by (Railway Undertaking) _____, corresponding to the monthly accrual before day 10 of the month following invoice date. Delays in paying submitted invoices, and without prejudice to any other relevant right, will generate a late interest charge to be calculated according to Article 7, Law 3/2004, of 29 December, by which anti-delinquency measures are set in commercial operations.

Likewise,standards set forth in articles 101 and 102 of Rail Sector Law and other relevant standards shall apply.

V. Agreement Term

This Agreement shall enter into force on the signature date and its validity shall be until (one year) _____, with tacit extensions for annual periods, and may be denounced by either party at least six months in advance.

The Agreement shall be tacitly extended if neither party communicates to the other its intention to terminate it six months before it expires.

VI. Reasons to terminate the Agreement

This Agreement shall be considered terminated given any following reason:

1. Upon mutual agreement of the parties.
2. By written complaint of any party within a notice period of six months, under the terms provided for in this Agreement.
3. Given non-compliance of any party.

Given non-compliance due to non-payment by (Railway Undertaking) _____ of the amounts owed to provide the service and without prejudice to concluding this Agreement, ADIF EPE may proceed to suspend the service, prior Express notice to the railway undertaking. Service suspension shall continue insofar as the payment is not due or until the debt is sufficiently guaranteed.

Upon Agreement termination for whatever reason, all rights and obligations applicable before this termination shall be settled and by both parties, without prejudice to the rights and obligations arising from such termination, in accordance with Law and with this Agreement.

VII. Cession to Third Parties

This Agreement may not be assigned to third parties by no party without a prior and written consent of the other party. Any assignment made in breach of this clause shall be deemed not made, and the duties of the parties assumed hereunder shall remain in application.

Adif EPE may contract with third parties the services to which it is bound by this Agreement.

VIII. Notifications

For notification purposes, the parties may direct communication, by any means admitted by Law that sufficiently accredits their reception by the addressee, with the following persons designated as interlocutors by the signatory entities:

By Adif: /Ms. _____, (Position) _____..

By (Railway Undertaking) _____ : Mr/Ms. _____, (Position) _____

IX. Applicable Law and Jurisdiction

The supply object of this Agreement shall be governed and interpreted by Railway Sector standards and by Private Law. In accordance with article 44.4 of Law 38/2015, of 29 September, of the rail sector, the National Commission on Markets and Competition shall be competent to hear and resolve complaints made by railway undertakings and other applicants if understood that the principle of non-discrimination has been breached upon providing supplementary services. This is without prejudice to any dispute resolution by the ordinary jurisdiction arising from setting or paying the prices.

For these purposes, the parties shall be subject to the Court of Madrid, waiving any other jurisdiction as may correspond.

X. Confidentiality and Data Protection

The Contractor commits to keep secret all the information and data provided by Adif concerning the agreement purpose, keeping all this information confidential and secret and shall not reveal it in any way, neither in whole nor in part, to any physical or legal person that is not a party to the agreement.

Personal data shall be processed by the state-owned Entity Administrador de Infraestructuras Ferroviarias (Adif), in order to manage and maintain the service. The legal basis is the service provision. Your data shall be kept for the time set by applicable Law and shall not be transferred to third parties except given any legal obligation.

You can access your data, rectify or delete it, oppose to processing it and request your limitation by directing your request to the address: email of the delegate dpd.adif@adif.es or by postal mail to Calle Sor Ángela de la Cruz, 3-7 Planta, 28020 - Madrid accompanying a photocopy of your ID or passport.

And in proof of conformity sign this Agreement, in two copies, in the place and date indicated in the heading

By (Railway Undertaking)	By Adif
Signed:	Signed:
Mr.:_____	Mr.:_____
[Position]	[Position]:
_____	_____

ANNEX I

SUPPLY POINTS

- In accordance with Adif Network Statement.

SERVICE PROVISION

- Services shall be provided as determined in the "service offer, definition and description" corresponding to the basic service **SB-2** published in Adif Network Statement.

PRICES FOR SERVICE PROVISION

- Applicable privates prices shall be the ones in force at any time for Basic Service provision **SB-2** published in Adif Network Statement.
- The management cost set in the Network Statement will be added to the real cost/m3, and, if applicable, dispensing costs, set out also in Adif Network Statement, would also apply.

SERVICE AGREEMENT TO SUPPLY TRACTION POWER TO: (Railway Undertaking) , BY THE STATE-OWNED ENTITY ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS ADIF ALTA VELOCIDAD

Madrid, __ , _____, 20XX

Together:

On the one part Mr./Ms (Name) _____ (Position) _____ of the state-owned entity ADIF - Alta Velocidad, acting on behalf of ADIF - Alta Velocidad EPE, hereinafter ADIF - Alta Velocidad, with address in C/ Sor Ángela de la Cruz, Nr. 3, CP 28020 - Madrid, with Tax Identification Nr. _____ , state-owned entity governed by Royal Decree Law 15/2013, of 13 December, Law 40/2015, of 1 October, Legal Regime of the Public Sector, under development standards of both, in their Statutes, as approved by Royal Decree 1044/2013, of 27 December, in the budgetary law and other applicable standards .

And on the other, Mr./Ms (Name) _____, with Tax Id No. _____, (Position) _____, who acts on behalf of (Railway Undertaking) _____, with registered office in _____ with Tax Identification Nr. _____, by virtue of the deed granted before the Notary Public in _____ Mr./Ms _____, on __ _____ 20__, with protocol number ____.

The parties hereof recognize their mutual legal capacity to sign and grant this Agreement, and for this purpose:

State:

That on 14 December 2013, Royal Decree Law 15/2013 of 13 December was published in the Official State Gazette on restructuring the state-owned entity "Administrador de infraestructuras Ferroviarias" (Adif) and other urgent economic measures to create the entity ADIF - Alta Velocidad, and its additional provision 3 provides for the application to ADIF - Alta Velocidad of article 40.3.a), Law 39/2003, of 17 November of the Rail Sector, on the obligation of the Railway Infrastructure Manager to provide supplementary services to supply electric power in railway infrastructures integrated in the General Interest Railway Network to the railway undertakings that request it.

That on 30 September 2015, Law 38/2015, of 29 September, on the rail sector was published in the Official State Gazette. In accordance with Article 22 in said Law railway infrastructures management and construction shall correspond, within the scope of state competence, to one or several public business entities attached to the Ministerio de Transportes, Movilidad y Agenda Urbana, among its powers under Article 23.1 .i of Law 38/2015, includes the provision of supplementary and ancillary services to rail transport service, amongst which is the supplementary supply service of traction power, defined as such by articles 44 and following ones, under said Law related with Annex I to said standard.

On the other hand, and in accordance with ADIF - Alta Velocidad Network Statement, every railway undertaking, with the corresponding license and with Safety Certificate according to Line, shall sign an agreement with ADIF - Alta Velocidad in order to obtain traction power supply, a supplementary service offered by ADIF - Alta Velocidad.

(Railway Undertaking)_____, a railway undertaking with the corresponding license and safety certificate, wants to be provided with traction power supply service by ADIF - Alta Velocidad, reason why both entities have agreed hereupon, in order to determine the conditions to provide this supplementary service by ADIF - Alta Velocidad, by means of their Directorate of Energy and Network Fiber, in favor of (Railway Undertaking) _____.

This Agreement determines the conditions to provide aforementioned service in accordance with the prices in force at all times, as approved by ADIF - Alta Velocidad Board of Directors, in compliance with aforementioned ADIF - High Speed Network Statement in this traction power supply section.

And by virtue of the foregoing, the parties sign this Agreement, based on the following provisions, and therefore:

Agree

I. Purpose

The purpose of this Agreement is to set the conditions and procedures under which ADIF - Alta Velocidad undertakes and obliges to provide to (Railway Undertaking) _____, the necessary traction power supply to said railway entity, as well as the payment for such service, in accordance with the general criteria indicated in the paper subject to the prices approved by ADIF - Alta Velocidad and in accordance with ADIF - Alta Velocidad Network Statement in force at all times.

II. Service Provision Conditions

Services included in this Agreement will be provided by ADIF - Alta Velocidad to (Railway Undertaking) _____ _____, in lines, conditions and prices, as indicated in Annex I.

Without prejudice to Law 38/2015 of the Rail Sector, and its implementing regulations, for whatever is not included hereunder, private sector law shall apply.

III. Invoicing and Payment Conditions

The prices in this agreement do not include the applicable VAT.

Payments will be made monthly, for calendar months due, by transfer or deposit to ADIF - Alta Velocidad bank accounts open in Banks _____, with IBAN _____ and _____, with IBAN _____ thirty days before invoice. ADIF - Alta Velocidad undertakes to remit the invoice, comprehensive of all charges to be met by (Railway Undertaking) _____, corresponding to the monthly accrual before day ten in the month following the invoice date. Delays in paying submitted invoices, and without prejudice to any other right that corresponds, will generate a late interest charge calculated according to Article 7, Law 3/2004, of 29 December, by which anti-delinquency measures are set in commercial operations.

Likewise, standards set forth in article 102 of Rail Sector Law and other applicable standards shall apply.

Determination of affected traffic shall be set with the official documentation provided by ADIF - Alta Velocidad.

IV. Agreement Term

This Agreement will enter into force on the signature date and shall be valid until (date) _____, with tacit extensions for annual periods, and may be denounced by any party at least six months in advance.

The Agreement shall be tacitly extended if neither party communicates to the other its intention to terminate it six months before it expires.

V. Reasons to terminate the Agreement

This Agreement shall be considered terminated given any following reason:

1. Upon mutual agreement of the parties.
2. By written complaint of any party within a notice period of six months, under the terms provided for in this Agreement.
3. Given non-compliance of any party.

Given non-compliance caused by non-payment by (Railway Undertaking) _____ of the amounts owed upon service provision and without prejudice to concluding this Agreement, ADIF EPE may proceed to suspend the service, prior Express notice to the railway undertaking. Service suspension shall continue insofar as the payment is not due or until the debt is sufficiently guaranteed.

After the Agreement is extinguished for any reason, all rights and obligations applicable before its termination shall be liquidated and fulfilled by both parties, without prejudice to the rights and obligations resulting from such termination, in accordance with Law and with this Agreement.

VI. Cession to Third Parties

This Agreement may not be assigned to third parties by no party without a prior and written consent of the other party. Any assignment made in breach of this provision shall be void, and therefore the parties shall keep with their duties under this Agreement.

ADIF - Alta Velocidad may contract with third parties the services to which it is bound by this Agreement.

VII. Notifications

For notification purposes, the parties may direct communication, by any means admitted by Law that sufficiently accredits their reception by the addressee, with the following persons designated as interlocutors by the signatory entities:

Signature ADIF - Alta Velocidad, (Name) _____, (Position) _____.

Signature (Railway Undertaking) _____ (Name) _____, (Position) _____.

VIII. Applicable Law and Jurisdiction

The supply object of this Agreement shall be governed and interpreted by Railway Sector standards and by Private Law. In accordance with article 44.4 of Law 38/2015, of 29 September, Railway sector, the National Commission on Markets and Competition shall be competent to hear and resolve complaints made by railway undertakings and other applicants if understood that the principle of non-discrimination has been breached upon supplementary service provision. This is without prejudice to any dispute resolution by the ordinary jurisdiction arising from setting or paying the private prices.

For these purposes, the parties shall be subject to the Court of Madrid, waiving any other jurisdiction as may correspond.

IX. Confidentiality and Data protection

Contractor shall undertake to keep secret all data and information provided by ADIF - Alta Velocidad concerning this Agreement, and shall keep this information confidential and secret and shall not reveal it in whole or in part, to any individual or legal entity that is not part of the contract.

The Public Business Entity ADIF - Alta Velocidad for service provision management and maintenance, shall process personal data. The legal basis is the service provision. Your data shall be kept for the time set by applicable Law and shall not be transferred to third parties except given any legal obligation.

You can access your data, rectify or delete it, oppose to processing it and request your limitation by directing your request to the address: email of the delegate dpd.adif@adif.es or by postal mail to Calle Sor Ángela de la Cruz, 3-7ª Planta, 28020 - Madrid accompanying a photocopy of your ID or passport.

And in proof of compliance, the parties sign this Agreement, in two copies and in the place and date in the heading.

By (Railway Undertaking)	By ADIF - Alta Velocidad
Signature(Name):	Signature(Name):
_____	_____
[Position]	[Position]:
_____	_____

ANNEX I

PLACE AND MODE OF SUPPLY

- ADIF High Speed and ADIF Network Statement maps show the electrified lines of both managers.
- Services shall be provided according to the description of supplementary service **SC-2** published in ADIF - Alta Velocidad Network Statement.
- Private prices shall be valid at every moment of the supplementary service **SC-2** published on ADIF - Alta Velocidad Network Statement.

FRAMEWORK AGREEMENT TO RESERVE CAPACITY

Madrid, __ _____ de 20XX

Together:

On the one side, [NAME] _____, [POSITION] _____, on behalf of ADIF with Spanish Tax Identification Nr.: Q2801660H and address in Madrid, Calle Sor Ángela de la Cruz, 3 - 28020 Madrid.

On the other, [NAME] _____, [POSITION] _____, with Spanish Identity Card Nr. _____ on behalf of the railway undertaking or applicant _____ Spanish Identification Nr.:_____ with address in _____ _____, in his capacity granted before the Notary Public of _____ [NAME] _____, on _____

Both parties recognize competence and capacity, respectively, to sign this Framework Agreement.

Statements:

a) The railway infrastructure manager has the power - under Article 38, section 3 in Law 38/2015, of 29 September, of the Rail Sector - to sign with railway undertakings or applicants framework agreements on capacity reserve specifying therein the characteristics of the requested infrastructure capacity and offered to the applicant for a period longer than one term of service hours.

Signing framework agreements provides transparency, objectivity and non-discrimination to the railway system as well as an effective use of the available capacity. Thus it ensures that transport projects of applicants have a legal certainty for availability of capacity over time, according to their legitimate commercial expectations and investments.

b) Therefore the applicant has requested to the rail infrastructure manager on __/__/_____, to sign a framework agreement to reserve capacity

c) As reason for the request, the applicant annexes the following documentation:

- Commercial agreements
- Business Plan
- Rolling Stock
- Documentation accrediting compliance with the requirements set in article 58, Rail Sector Act
- .....

By virtue hereof, the following has been agreed upon:

Clause 1 - Purpose

1) This framework agreement sets out the rights and mutual obligations of the applicant and rail infrastructure manager regarding the request process of capacity on their lines for the transport service requested.

2) These services will run on the lines of the Railway Network of General Interest (RFIG) managed by the rail infrastructure manager and tariffs shall be paid for using the relevant railway infrastructure.

Clause 2 - Commitments of the Rail Infrastructure Manager

1) The railway infrastructure manager commits to provide the Applicant for every service hour scheduled during this framework agreement term, the capacity described in Annex 3 to this framework agreement, with an annual margin of 10% for possible adjustments in manager's programming.

To this end, the railway infrastructure manager shall annually allocate the corresponding capacity, according to Applicant's requests made for every service timetable and with the margin referred to in the previous paragraph, with the usual procedures and channels, described in the valid Network Statement.

2) Rail infrastructure manager guarantees to proceed framework agreement requirements with objective and non-discriminatory criteria, and in the periods required for service operation. It shall also take into account the framework agreements already signed, so that the legitimate rights of applicants and efficient operation of the railway infrastructure are guaranteed.

3) In case of non-compliance with the capacity reserve commitments set out in Annex 3, with the annual margin indicated above, for reasons strictly attributable to the infrastructure manager, the latter shall compensate with an amount equivalent to the costs, direct losses and expenses (including loss of earnings), which the Applicant has incurred and these shall be duly justified.

4) This capacity offered by this framework agreement shall take into account:

- The status and infrastructure developments known on the date of signing this framework agreement, as specified in Annex 1.
- Planning maintenance works and investment in network lines, as specified in Annex 1.
- The characteristics and technical performance of trains, as reported by the applicant and described in Annex 2.
- Existence of specialized lines.
- The existence of a congested infrastructure, if appropriate.
- Capacity needs of international freight corridors.
- Priorities of transport of passengers and freight as well as state investment and public or private entities.

According to Article 38, section 4 in Law 38/2015, of 29 September, of the Rail Sector, this framework agreement shall not preclude the use of the relevant infrastructure by other applicants or other services.

Clause 3 - Commitments of Applicants

1) The applicant agrees to request capacity for every service timetable, according to the timetable and deadlines established in the Network Statement valid at all times, on the terms contained in this framework agreement, see Annex 4.

The rolling stock used by the applicant must respect the characteristics (stock, maximum speed, stops, stablings etc.) described in Annex 2 for the period of this framework agreement. Any change in these characteristics shall be previously requested and accepted by the rail infrastructure manager.

2) The Applicant commits to request the infrastructure capacity agreed upon and described in Annex 3, contemplating a annually reduction margin of up to 10% for possible program adjustments.

3) Without prejudice to Provision 8 hereunder and - except for the cases provided for in provision 4 – in accordance with article 13 of COMMISSION EXECUTION REGULATION (EU) 2016/545 of 7 April 2016 on the procedures and criteria related to infrastructure capacity allocation framework agreements, should the Applicant not request the capacity agreed upon for the following service hours - in accordance with the schedule and deadlines set in the Network Statement - the infrastructure manager shall penalize the Applicant with the costs, direct losses and expenses (including lost profits), which ADIF actually incurred. The provisions of afore paragraph shall not apply to cases expressly provided for in Commission Implementing Regulation EU2016 / 545 or any replacing one.

In order to guarantee the compensation set in the previous paragraph, and in accordance with Commission Implementing Regulation (EU) 2015/10 of 6 January 2015, the railway infrastructure manager may require to form a bank guarantee, which shall be set prior signature hereof. The proof of aforementioned financial guarantee, if applicable, is hereto attached as Annex 5.

Should the Applicant not fulfil their traffic commitments as set in this framework agreement for longer than a month, the infrastructure manager may execute the financial guarantee referred to in afore paragraph.

4) The applicant shall also be jointly responsible for the liability incurred by the railway undertaking, which provides services.

5) The infrastructure manager shall not request payment of a compensation in the following cases:

a) If the agreement has been amended or cancelled for reasons beyond applicant's control and was duly communicated and without delay to the infrastructure manager;

b) If the applicant has been denied a supplementary request for framework capacity whereon the viability of the planned rail service depended;

c) When the infrastructure manager has been able to re-allocate the paths and the framework capacity is such that the losses resulting from amending or terminating the framework agreement are already covered.

Clause 4 - Exceptions to the Commitments by the Parties

1) The commitments expressed in 2 and 3 provisions shall not apply in the following circumstances:

a) Force majeure, defined as any event that is not attributable to a part of the framework agreement and that can not be foreseen or avoided, such as the following events:

- Criminal or terrorist acts, war (declared or not), the threat of war, revolution, rebellion, insurrection, civil commotion or sabotage.
- Acts of vandalism.

- Disasters or natural hazards, including extreme weather or environmental conditions (such as, but not limited to: lightning, earthquakes, hurricanes, storms, fires, floods, droughts or accumulation of snow or ice).
- Nuclear, chemical or biological contamination.
- Pressure waves caused by devices that travel at supersonic speeds.
- Discovery of fossils, antiquities or unexploded bombs.
- And strikes or similar actions if recognized by law or court and these occur under their conditions.
- Any other that is considered force majeure by law.

b) The decision of a public authority with an impact on the allocation of capacity and paths, for example, the application of the priority standards or previous requests for the needs of defense and civil safety.

2) If any service under this framework agreement cannot be provided due to incidents in the railway network, whether caused by railway infrastructure managers, or by the Applicant, or third parties and/or others, the Applicant rights or that of the railway infrastructure managers shall be subject to the Railway Sector legislation and to the Network Statement of the railway infrastructure manager in force at all times.

3) The standards in force concerning infrastructure works involving alterations in capacity subject to this framework agreement shall also apply, prevailing the Rail Sector Act and Network Statement

Clause 5 - Rail Infrastructure Use Tariffs

The payment of relevant tariffs for using infrastructure of the rail infrastructure manager shall be in accordance with standards established in the Law 38/2015, of 29 September of the Rail Sector and on the Network Statement of the rail infrastructure manager in force every year during the term of the framework agreement.

Clause 6 - Framework Agreement Term

1) This framework agreement will enter into force on the date of its signature.

2) Notwithstanding the foregoing, the Applicant may request to initiate the framework capacity allocated in accordance with the framework agreement any time, in any case within five years after the request date. In these cases, the framework agreement term shall be calculated when the effective use of capacity starts.

The infrastructure manager shall not reject this request when the period required to assume the service is justified for any following reason:

a) That this framework agreement is a pre-requisite to finance the rolling stock necessary for a new service;

b) It is necessary to process the rolling stock authorization as referred to in letter a);

c) The program to start the operations at shipping or loading terminal points, or opening an infrastructure connection section.

d) Investments are necessary to increase infrastructure capacity.

e) Any provision of a current public service agreement.

The applicant may request to extend said term to the National Commission for Stock Exchange Markets, which may give their approval for reasons other than those set in sections a) - e) of afore paragraph. The capacity allocated by virtue of the framework agreement, which is not used as a result of the time required to assume the service shall remain available to other Applicants.

3) Applicants may request to renew the Framework Agreement and the infrastructure manager may satisfy said request provided if the Applicant has fulfilled the commitments upon signing the Framework Agreement, justifying any investment in their initial business plan pending amortization and - if committed in the request for framework capacity - has implemented a carbon footprint reduction plan since the Framework Agreement started, which results, upon completion, can be verified by a duly accredited independent entity.

Applicant may request to conclude the framework agreement in accordance with Provision 8 hereunder.

Clause 7 - Amendments or limitations to the terms of the Framework Agreement

1) Any change in the conditions of this framework agreement is authorized given any of the following reasons:

a) Upon request by any party as accepted by the other one.

b) Given any new legal or regulatory measure affecting - in whole or in part - the provisions in this framework agreement.

c) Due to any substantial increase by the railway infrastructure manager of railway tariffs.

These amendments shall be agreed upon as an amendment to the document, signed by the parties.

2) In the margins of the previous assumptions, the rail infrastructure manager may modify or limit the terms of this Framework Agreement, following a report to the National Commission of Markets and Competition and communicating it well before the Applicant, as a result of adopting measures to support the most efficient use of rail infrastructure, such as improvements in safety, gauge changes or other, and if there is no other reasonable mean to achieve this objective.

Amendments may affect the capacity offered by the rail infrastructure manager described in Annex 3, adapting the characteristics of the capacities (e g, travel times or train schedules), and even when necessary, propose capacity for alternative routes on which the railway undertaking is legally authorized to run its trains. It may also reduce the capacity offered in these situations when no other reasonable possibility. In said cases, compensation equivalent to the direct costs reasonably incurred by the applicant and duly justified shall accrue in favour of the applicant.

3) The rail infrastructure manager shall weigh the legal commercial interests of the Applicant, with those of other applicants, when modifications or limitations occur to the terms contained in this framework agreement.

4) The rail infrastructure manager may reduce the committed capacity if, during the annual programming, the applicant does not request paths on the basis of this framework agreement, unless the applicant justifies that the fact and the reasons given are beyond their control.

The Railway Infrastructure Manager shall communicate in writing to other potential applicants, the intention to modify or limit the terms of this framework agreement, granting them a period of one to four months to respond. The rail infrastructure manager reserves the right not to inform other potential applicants if amendments to the framework agreement are minimal or do not affect other frameworks agreements

Clause 8 - Termination of Framework Agreement

1) This framework agreement shall be terminated immediately, without prejudice to any compensation by the rail infrastructure manager and without the right to claim by the applicant, in the following cases:

- a) Revocation of the applicant approval or railway undertaking license.
- b) Remove the safety certificate of the railway undertaking providing services. In case of partial withdrawal, the provisions of the framework agreement are maintained for the capacity that has not been affected by such decision.
- c) Applicant's declaration of bankruptcy.
- d) The conditions used by the applicant in section c) in the exhibit required to sign it have ended.
- e) Non-compliance of applicant's trains with the technical characteristics (stock, maximum speed, stops, stablings etc.) for which capacity is requested in the framework agreement.

2) The Applicant may terminate this framework agreement in writing, with a period of twelve months' notice prior to the service hours of the offered capacity.

3) The Rail Infrastructure Manager may terminate this framework agreement, without prejudice to the compensation as may correspond and without the right to claim of the applicant, in the following cases:

- a) No capacity request has been submitted in a timely manner as described in Annex 3 for the next service hours without duly justified reasons.
- b) Lack of payment by the applicant of tariffs, fees and prices to the rail infrastructure manager.
- c) Given failure of the Applicant to assign the railway undertaking that has to provide their services, within the period specified in the Railway Sector Act and in the Railway Network Manager's Statement in force at all times.
- d) The lack of use by the Applicant for over one month, and without notice - according to Article 11.3 under 2016/545 EU Implementing Regulation - of the framework capacity or, with a threshold lower than 70 % compared to the offer agreed upon in Annex 3.
- e) A serious breach and for reasons attributable to the Applicant of the commitments signed in the letters of commitment issued to resolve the offered capacity allocation process, in terms of carbon footprint, temporary contracts and percentage of women and disabled in the workforce.

Clause 9 - Other Provisions

1) When the specific capacity needs are greater than those described in Annex 2 for all or part of the service timetable, the applicant shall submit specific requests for additional paths in accordance with the standard procedures for capacity allocation process.

2) The applicant may not transfer the rights and obligations arising from this framework agreement to another applicant.

Clause 10 - Conflicts

1) All disputes between the rail infrastructure manager and the applicant that may arise in connection with the implementation of this framework agreement, in particular regarding the capacity offered, as well as claims to be made, shall apply to the provisions of Rail Sector Act and valid Network Statement of the rail infrastructure manager.

2) Also, the applicant shall, with regard to the actions and decisions of the rail infrastructure manager, submit a claim before the National Commission for Markets and Competition (CNMC), always using the channels and deadlines provided for in Rail Sector Act, in the Law 3/2013, of 4 June, on Creation of the National Commission Markets and Competition and Network Statement of the rail infrastructure manager valid at all times.

Clause 11 - Confidentiality

The railway infrastructure manager shall treat as confidential all commercial and business information entrusted upon requirement. Under the terms provided by law they shall not disclose any confidential information that was communicated or discovered: and shall not make improper use of the information provided. They commit to treat with discretion any information or documents disclosed or prepared upon execution - or as a result - of this Framework Agreement and that shall only be used for the purposes hereunder without disclosing it to any third party outside the procedure.

Notwithstanding the foregoing and in order to ensure transparency, the Railway Infrastructure Manager shall communicate this framework agreement to the National Commission of Markets and Competition, confidentially treating the data with commercial or business relevance, and shall inform other Applicants - upon requirement - of this Framework Agreement general guidelines.

Clause 12 - Final Provisions

1) In case of doubt as to interpreting the provisions in this framework agreement, the parties shall be subject to Law 38/2015, of 29 September of the Rail Sector and its development regulations, to the Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on the procedures and criteria related to framework agreements for railway infrastructure capacity allocation and to the Network Statement, in force at all times.

Also, for any questions or dispute that arises concerning the interpretation, implementation and enforcement of this framework agreement, the parties shall address the National Commission for Markets and Competition (CNMC).

2) Amendments and additions to this agreement shall be in writing in consultation and agreement between the parties, and shall be included as annexes to this framework agreement.

3) If any party wishes to request cancellation of the agreement in the cases referred to hereunder, it shall inform the other party in writing in a timely manner.

Clause 13 - Data Protection

Personal data shall be processed by ADIF Public Business Entity with the purpose of "Managing ADIF contracting files" - Manage and maintain this framework agreement.

The legal basis for afore is: GDPR 6.1.c), GDPR: 6.1.b), Law 38/2015, of 29 September, Rail Sector Act. The data will be kept as necessary to fulfill the purpose of the data collected and to determine the possible responsibilities that may arise from said purpose and data processing. The provisions of the files and documentation regulations shall apply.

You may access your data, rectify or delete it, oppose to the processing and request a restriction by addressing a request to ADIF. Postal Address: Avenida Pio XII, 97 bis, 28036 (Madrid), accompanying a photocopy of your ID or passport. You may also contact our Data Protection Delegate, if you wish to clarify any aspect related to your data processing, through the email account: dpd.adif@adif.es or by mail to Avenida Pio XII, 97 bis, 28036 (Madrid).

For more information on Transparency and Data Protection section of ADIF business public entity see:

http://www.adif.es/es_ES/compromisos/ciudadano/transparencia_proteccion_datos/derechos_arco/derechos_arco.shtml.

Signed.:	Signed.:
_____	_____
[POSITION]	[POSITION]:
_____	_____
ADIF	[COMPANY]:
_____	_____

ANNEX 1 – Lines Affected by the Framework Agreement

Described in the framework capacity and updated on the Network Statement.

ANNEX 2 – Technical and Operational Parameters

The contents of this appendix shall be defined by case.

However some of the following contents shall be included:

1.	**Technical Parameters:**
1.1	Rolling Stock
1.2	Weight of trains
1.3	Maximum speed
1.4	Gauge
1.5	Length
1.6	Percentage of braking
1.7	On board systems
1.8	Other restrictions (hazardous material, exceptional transport, etc.)
2.	**Operation**
2.1	Frequency and running days
2.2	Connections
2.3	Stops
2.4	Approximate travelling times
2.5	Rotations
2.6	Stabling
2.7	Type of offer (cadenced)

ANNEX 3 – Framework Capacity agreed upon

The contents of this appendix shall be defined by case.

ANNEX 4 –Service schedule and periods

The contents of this appendix shall be defined by case.

ANNEX K DISPUTE RESOLUTION PROCEDURE

RESOLUTION PROCEDURES FOR CONFLICT AND RESOURCES REGARDING REQUESTS TO ACCESS INFRASTRUCTURE, REQUESTS TO ACCESS SERVICE PROVISION, RAILWAY SERVICE PROVISION AND THE INCENTIVE SYSTEM

Introduction

This annex gives information on different procedures that Rail Sector Act and this Network Statement provide to solve the disputes and proceedings brought against the capacity allocation process, rail service provision and incentive system.

In addition, information about the procedure to follow in the claims submitted by railway undertakings and other applicants in connection with the performance of the rail infrastructure manager, railway undertakings and the other applicants concerning questions on the application of this Network Statement, procedures to allocate capacity and performance thereof, tariffs for using railway infrastructure, issues of discrimination to access rail infrastructure or services linked thereto, claims that relate to the provision of services on international rail freight corridors.

Procedures

1. Coordination Procedure in the Scope of Infrastructure Capacity Allocation Process

The coordination phase has been conceived to resolve conflicts that may, eventually, arise between different requests and allocations of infrastructure capacity for the best possible match.

In the event that the railway infrastructure manager detects that during the period considered to prepare the service hours project, certain requests are incompatible with each other, or if the capacity allocated to the Applicant does not respond to the needs and the latter expresses it in writing within the deadlines, they will try to satisfy all requests through the coordination process. (Art. 8 Order FOM 897/2005).

To this end, the railway infrastructure manager will try to find alternative solutions that respond to Applicants requests, or to resolve the conflicts by consulting applicants.

During this consultation, the following information will be provided, free of charge and in writing:

a) The allocation of capacity requested by other applicants for the same routes.

b) The allocation of capacity previously allocated to all other applicants for the same routes.

c) The allocation of alternative capacity proposed by the rail infrastructure manager.

d) Detailed information on the criteria applied in the capacity allocation procedure.

This information shall be provided without disclosing the identity of other applicants, unless said applicants agree upon disclosing it.

Procedure to resolve conflicts in requests

When preparing the Service Schedule or during the Agreed Adjustments, Applicants will have ten working days after the Capacity Allocation proposal date, to accept or reject it, as well as to make the appropriate notes. Said observations will have to be presented in writing and motivated. This term shall be of three business days as from the date of the Capacity Allocation proposal, for the other cases.

During the request coordination process, the railway infrastructure manager may propose to applicants, within reasonable limits (± 60 minutes), infrastructure capacity allocations that differ from the requested ones.

The railway infrastructure manager may make as many coordination rounds as considered appropriate in order to reach satisfactory agreements.

Should it not be possible to reach an acceptable solution for all applicants after developing the coordination process, the railway infrastructure manager shall adopt the solution that best suits the rail system as a whole:

- When creating the Service Schedule, the infrastructure use shall be optimized, in order to avoid any inefficient use that prevents from making the most of it.
- As far as possible shall be offered alternatives to allow the coexistence of different Applicants in time periods, offering capacity allocations that may vary slightly from requested ones, considering that whenever they are delivered within a 60-minute period, all requests would be satisfied.
- In specialized lines or with predominant traffic (High Speed, Commuter, etc.) traffic that corresponds to this specialization shall have priority, giving value to traffic that uses the whole line over that, using only part of it.
- Likewise, services subject to public service obligations, as well as that of freight transport and, especially, international ones, shall receive due consideration.
- Services requested according to a Framework Agreement, or that are subject to rhythmical or systematic services will also have priority.
- On infrastructures declared as congested, the railway infrastructure manager may modulate the application of strict capacity allocation criteria in order to guarantee, to the maximum extent possible, access to every applicant who requested the capacity allocation.
- The railway infrastructure manager final decision may be subject to allegation, according to the following section.

2. Allegations to the Service Schedule Project Proposal

The deadline to present allegations is at least 1 month after communicating the service hours project to the applicants.

Given any application for service hours presented after the deadline or for paths allocated in service schedule adjustments, the period of allegation will be five working days after capacity allocation and two working days for occasional paths.

The infrastructure manager agrees to give written response to complaints by RUs in accordance with the provisions of Law 39/2015, of 1 October, on the Common Administrative Procedure of Public Administration.

3. Coordination Procedure to Access Railway Services Provision

The procedure indicated below shall apply at service facilities owned by the infrastructure manager related to rail transport in the General Interest Rail Network, where ADIF is the service operator.

If the service facility operator receives an access request and this is incompatible with another request or coincides with a time period already allocated, he/she will try to make all requests compatible negotiating and coordinating with the affected applicants. Any amendment to access rights already granted shall be subject to the Applicant's agreement.

The service facility operator shall neither reject requests to access a service provision, nor propose viable alternatives to the applicant, given available capacity to satisfy the needs, or if expected, in the coordination procedure, or as a result thereof, the available capacity.

The service facility operator shall study different options to reconcile incompatible requests to access service provision at the facility. These options shall include, if applicable, measures to maximize the facility available capacity, provided it does not entail additional investments in resources or equipment. Amongst such measures are likely to be the following:

a) Suggest a different time period or modify the path already allocated to another applicant, should the latter accept it,

b) Propose changes in opening hours or in the work organization, if possible,

c) In the case of basic, supplementary and ancillary services, if the service operator expressly authorizes it, allow access to the facility for a self-provision of these services.

The different applicants and the service facility operator may jointly request the governing body to participate as an observer in the coordination procedure.

To allow candidates access to self- service provision and in order to preserve an orderly, efficient and safe operation at facilities, these shall be previously authorized by the railway infrastructure manager, based on compliance with their railway safety requirements, i.e. in traffic safety management system and, where appropriate, in the specific procedure to this end.

In the authorization regarding the service facility operational scope it shall be guaranteed that the staff has:

a) Knowledge of the regulatory documentation related to safety facilities, as well as characteristics of the unit and the specific operations to be performed;

b) Knowledge of the operation special orders, and if these are not present, at least know the duties and responsibilities assignment and what, when and how the information is exchanged amongst railway personnel involved;

c) Qualifications of involved railway personnel;

d) Knowledge of Occupational Risk Prevention Requirements.

Priority criteria

If, despite the coordination procedure, requests to access services remain incompatible, the facility operator shall apply objective and non-discriminatory priority criteria, taking into account the facility purpose, the object and nature of rail transport services for an efficient use of available capacity.

The applicable priority criteria is as follows:

At Freight Transport Terminals.

a) Service requests related to Transport Plan trains with a Quality Agreement (Convenio de Calidad Contertada CQC),

b) Requests for services related to Transport Plan trains that have Service Grouping agreements by train,

c) Requests for services related to Transport Plan trains with a coordinated path with other service facilities or with providers of other services,

d) Requests for services related to Transport Plan trains not included in the previous cases,

e) Requests for occasional services not included in the Transport Plan.

f) For other applications, these shall be addressed by application entry order.

At Passenger Transport Stations.

a) Proportionality regarding the number of trains with commercial stop at the station.

b) Proximity to train arrival or departure time to/from the station

c) For other requests, these shall be addressed by request entry order.

4. Requests, claims and complaints regarding the provision of railway services by the Manager of Rail Infrastructures

There will be requests to the rail infrastructure manager in the entity area of competence, as well as arguments that may be submitted in the proceedings initiated by it, and submit claims which must resolved by the rail infrastructure manager, as well as those which shall be resolved by the rail infrastructure manager, as well as those that shall be responsibility of this entity, if the services provided by the rail infrastructure manager do not conform this Network Statement, or the quality levels set in the service provision.

The rail infrastructure manager shall not be considered responsible for damages (losses, breakdowns and delays) suffered by the freight during transport, or damages to rail vehicles, except if the railway undertaking conclusively proofs that such damages are attributable to the rail infrastructure manager.

Claims are not accepted if raised against any lack of traction electric energy supply, or if due to a failure caused by a railway undertaking, or as a result of Works or maintenance operations duly programmed. In case of lack of traction power supply for reasons attributable to energy supply companies, the maximum compensation amount shall be established by the current laws of the Electric Sector, and shall therefore be addressed to the Directorate of Energy and Fiber Network of ADIF Alta Velocidad.

The Rail Infrastructure Manager shall not be liable toward Rail Undertakings for any damages caused during service provision when these are the result of situations of force majeure, vandalism or by third parties unrelated to railway infrastructure manager.

Railway undertakings or third parties shall be liable toward the rail infrastructure manager for damages caused to people and/or things, as well as to their facilities, machinery, railway infrastructure, etc.

The infrastructure manager agrees to give written response to the complaints by RUs in accordance with the provisions of Law 39/2015, of 1 October, on the Common Administrative Procedure of Public Administrations, notwithstanding that private law relationships other terms may be agreed upon.

Railway undertakings shall have procedures in their SGS to define and control operations related to rail services as required to satisfy their transportation needs.

5. Procedure to Assign Delays and Conflict Resolution when imposing Liabilities within the Incentive System Field

Adif has implemented the Performance Scheme, which includes the process of allocating attributable delays and conflict resolution, in accordance with Law 38/2015, of 29 September of the Railway Sector and Order FOM/189/2015, of 11 February, on the basic implementation principles of a performance scheme in the tariff system for using rail infrastructures, as indicated in section 6.2.5., Chapter 6 in the Network Statement. This process unfolds in three phases:

Communication of allocation of imputable delays

- Adif shall communicate to RUs, on the following business day after the train has run, the provisional daily list for each train, the computable delays, the corresponding imputation factor and the delays attributable to every RU.
- RUs, given any disagreement, shall have a maximum period of two working days to request to Adif the supporting documentation regarding the allocation of delays and liabilities, especially the information included in the incident management system.
- Adif shall have two working days to send the requested documentation and information to RUs.
- RUs after receiving the documentation and information requested to Adif, shall have two working days to make their observations on this information after receiving it. Adif may also request RUs to clarify or document the relevant justification in said cases.

Publication of the final allocation of imputable delays

- After analysing these observations, Adif shall publish the final list of eligible delays, the allocation factor and delays attributable within nine working days after the train has run.

Conflict resolution in liabilities allocation

- RUs, given any disagreement, may complain to the Performance Scheme Surveillance Committee within fourteen business days after the train has run.
- In the previous case, aforementioned Committee shall have a period of ten working days to communicate the final result of the allocation of delays.
- In case of discrepancy with the resolution adopted by the Incentive Monitoring Committee and if two months after starting the procedure it is not possible to reach an agreement between Adif and RUs, the National Commission of Markets and Competition shall be the body in charge of resolving.

Telematic means shall be used in every communication between Adif and RUs, related to the Performance Scheme.

6. Procedure of coordination in the field of Capacity Allocation Process at Service Facilities

The coordination procedure is designed to resolve conflicts that may arise qhen requesting capacity allocation at service facilities.

For requests type A: with reserve capacity.

GIS shall study the requests received and based on allocation criteria indicated in section 4.9.3.1 of this Network Statement, should capacity requests coincide in the same use period and for the same service facility they shall communicate a provisional capacity allocation, at most, 30 days before the scheduled use date of the service facility, and applicants will have 10 calendar days to accept/reject it, or to make allegations as they deem appropriate.

GIS will have 5 calendar days to analyse these allegations and communicate the final capacity allocation. Given no receipt of client's acceptance of the allocated capacity after set deadline, GIS may freely dispose of it.

For type B requests: without capacity reservation.

Requests shall be made at least 7 calendar days in advance, through SYACIS application.

GIS shall study the requests received according to the allocation criteria indicated in this NS, section 4.9.3.1, given any coincidence of capacity requests, in the same period of use and for the same service facility, it will communicate a provisional capacity allocation that the client shall accept or reject.

Given no client's acceptance of the allocated capacity upon deadline GIS will freely dispose of it.

For exceptional and justified reasons, clients may request capacity for a service facility, less than 7 calendar days in advance. Said type of requests may only be presented from Monday to Friday, before 12 o'clock the day before train departure and shall identify to GIS the train to which the application is linked. The answer shall be notified before 18 h. of the same day.

In case of fuel supply at fixed and mobile points, capacity allocation shall be included in service supply.

7. Procedures before the National Commission for Markets and Competition

In the rail sector, according to Law 3/2013, of 4 June, on creation of the National Commission for Markets and Competence, it corresponds to the National Commission for Markets and Competence to know and resolve the claims presented by the railway undertakings and other applicants regarding acts of the rail infrastructure manager, railway undertakings and other applicants on:

1. The content and implementation of network statements.
2. The capacity allocation procedures and their results.
3. The size, structure or application of fees and charges as required.
4. Any discrimination to access infrastructure or services linked thereto by reason of acts performed by other railway undertakings or applicants.
5. The provision of services on international rail freight corridors.
6. The National Commission for Markets and Competition shall cooperate with standardization bodies of the railway market in other Member States of the European Union for claims or research relating to an international train path

Claims shall be submitted one month after the corresponding fact or decision takes place.

For solving the referred conflicts, the commission shall solve any denounce and shall adopt, upon request by any party, a resolution to solve the conflict as soon as possible, and, anyway, in a maximum time period of 6 weeks after receiving all information.

The resolution adopted by the National Commission for Markets and Competence shall be binding for the parties without prejudice to the remedies in accordance with article 36 in Law 3/2013 of 4 June on creation of the National Commission for Markets and Competence.

Depending on the nature of communication, Railway Undertakings and other Applicants may contact the following addresses of the Rail Infrastructure Manager:

Capacity Allocation

General Directorate of Traffic and Capacity Management
Calle Agustín de Foxá, 56 estación de Madrid Chamartín, edificio 22. 28036 Madrid.

Traffic Management

H24 Network Management Centre Traffic Department
Calle Méndez Álvaro, 1. 28045 Madrid.

Services at Passenger Transport Stations

Direction of Passenger Stations
Avenida Pío XII, 110. Edificio 18. 28036 Madrid.

Services at Freight Transport Terminals.

Direction of Logistc Services
Estación de Madrid Chamartín. Andén 1. Agustín de Foxá, 46. 28036 Madrid.

Traction Fuel Supply Services

Department of Fuel Management
Avda. Pio XII, 97 - 1ª planta. 28036 Madrid.

Acts of Adif on Payment and Management of Rail Fees and Tariffs

Directorate of Treasury and Accounting
Calle Hiedra, 9 estación de Madrid Chamartín, edificio 23. 28036 Madrid.

Requests for Compensation for Patrimony Responsibility Arising from Damage Caused by Normal or Abnormal Public Service Provided by Adif

General Secretary
Calle Sor Ángela de la Cruz, 3. 28020 Madrid.

Other Requests or Claims Arising from the exercise of Public Powers exercised by Adif

General Secretary
Calle Sor Ángela de la Cruz, 3. 28020 Madrid.

Services pf Traction Electric Energy Supply

ADIF- Alta Velocidad Directorate
Department of Electric Energy Management
Avda. Pio XII, 97 - 1ª planta. 28036 Madrid.

Maps

Network Statement 2020

Updated to March 2020

adif

Maps

Network Statement 2020

Updated to March 2020

MAPS RFIG

Map RFIG

- Rail Network of General Interest, RFIG.

Map 1

- Passenger transport stations, Maximum length of passenger trains, Commuter Hubs and Distances in Kilometers.

Map 2

- Main Freight Transport Terminals, Fuel Supply Fix Points, Maximum Length of Freight Trains, Dynamic Weighbridges, characteristic Ramps in thousandths and Ports of General Interest with Connection Agreement to the General Interest Rail Network

Map 3

- Maximum Speeds, Types of Electrification and Catenaries

Map 4

- Safety and Blocking Systems

Map 5

- Private Loaders with connection to the General Interest Rail Network

Map 1 RAM

- Lines and Passenger Transport Stations

Map 2 RAM

- Maximum speeds

Map 3 RAM

- Passenger trains maximum length

Map 4 RAM

- Maximum Length of Freight Trains

Map 5 RAM

- Distances in Kilometers

Map 6 RAM

- Characteristic Ramps in thousandths

Map 7 RAM

- Types of Electrification and Catenaries

Map 8 RAM

- Safety and Blocking Systems

Map 9 RAM

- Private Loaders with connection to the General Interest Rail Network

These maps are available in attached document on the Adif Web, in interactive Pdf format that allow to add and disaggregate layers to individually visualize and print, the contents of each.

Maps

Catalogue of Basic, Supplementary, Ancillary Services and Prices

adif

Catalogue of Basic, Supplementary, Ancillary Services and Prices

adif

BASIC, SUPPLEMENTARY AND ANCILLARY SERVICES CATALOG WITH PRICES

Catalogue of Service Facilities Descriptive Files

Updated to March 2020

adif

Catalogue of Service Facilities Descriptive Files

Updated to March 2020

adif

CATALOGUE OF SERVICE FACILITIES DESCRIPTIVE FILES

TYPE OF FACILITIES

- Passenger transport stations
- Passenger transport stations (cercanías and RAM)
- Freight Transport Terminalss
- Port facilities connected to railway activities
- Railway Material Maintenance Facilities
- Private Loaders with connection to the General Interest Rail Network RFIG
- Track Gauge Changers

Capacity Offer at Service Facilities Catalogue

adif

Capacity Offer at Service Facilities Catalogue

adif

CAPACITY OFFER AT SERVICE FACILITIES CATALOGUE

CONTENTS

NOTE:

This catalogue is updated periodically, it is available as an attachment on the Adif website and also in the SYACIS application, for authorized users.

Capacity Offer at RAM Service Facilities Catalogue

Network Statement 2020

adif

Capacity Offer at RAM Service Facilities Catalogue

Network Statement 2020

adif

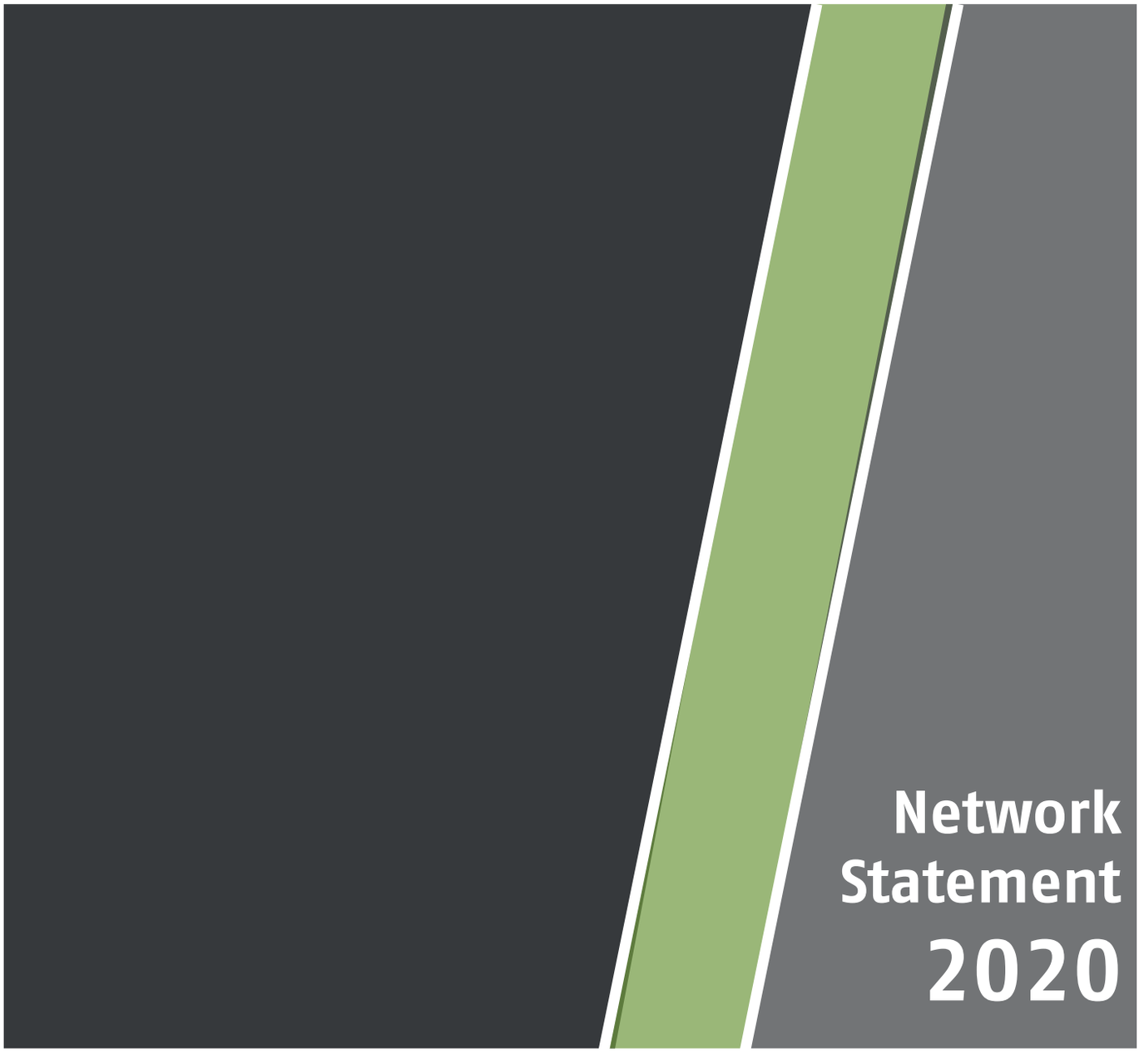
CAPACITY OFFER AT SERVICE FACILITIES METRIC GAUGE

CONTENTS

NOTE:

This catalogue is updated periodically, it is available as an attachment on the Adif website and also in the SYACIS application, for authorized users.

Catalogue of Capacity Restrictions in the RFIG



Updated to March 2020

adif

Catalogue of Capacity Restrictions in the RFIG

Updated to March 2020

adif

CATALOGUE OF CAPACITY RESTRICTIONS IN THE RFIG

- **NOTE:**

  In accordance with the provisions of Commission Delegated Decision (EU) 2017/2075 of 4 September 2017, replacing Annex VII of Directive 2012/34 / EU of the European Parliament and of the Council, by the establishing a single European railway area, Annexed to this Network Statement , is included the catalog with capacity constraints in the RFIG, available at: http://www.adifaltavelocidad.es/es_ES/conocenos/declaracion_de_la_red.shtml. This document will be updated periodically with the information of the TOC sessions, which are the ones that define and agree on the programming of actions and works in the infrastructure.

Network Statement

2020

adif

GOBIERNO DE ESPAÑA

MINISTERIO DE TRANSPORTES, MOVILIDAD Y AGENDA URBANA