

NETWORK STATEMENT 2021





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-Alta Velocidad express autoritation.

INDEX

1

GENERAL
INFORMATION

2

INFRASTRUCTURES

3

ACCESS
CONDITIONS

4

CAPACITY
ALLOCATION

5

SERVICES AND
CHARGING
SYSTEM

6

OPERATION AND
TRAFFIC CONTROL

7

FACILITIES
CATALOGUE

8

ANNEXES

9

MAPS

10

CATALOGUES



1

GENERAL
INFORMATION



2

INFRASTRUCTURES



3

ACCESS
CONDITIONS



4

CAPACITY
ALLOCATION



5

SERVICES AND
CHARGING
SYSTEM



6

OPERATION AND
TRAFFIC CONTROL



7

FACILITIES
CATALOGUE



8

ANNEXES



9

MAPS



10

CATALOGUES

1

GENERAL INFORMATION

1.1. Introduction

1.2. Purpose

1.3. Legal affairs

1.4. NS Estructure

1.5. NS Validity Period, Updating and Publication

1.6. ADIF - Alta Velocidad Directory

1.7. Cooperation Between European IMS/ABS

INDEX

1.1.1. THE RAIL SECTOR IN SPAIN	9
1.2.1. RAIL NETWORK OF GENERAL INTEREST, RFIG	21
1.2.2. LARGE FIGURES OF THE RAIL NETWORK OWNED BY ADIF - ALTA VELOCIDAD	22
1.3.1. LEGAL FRAMEWORK	23
1.3.2. LEGAL STATUS OF THE NETWORK STATEMENT	23
1.3.3. REQUESTS, ALLEGATIONS AND CLAIMS	24
1.5.1. TERM PERIOD	26
1.5.2. UPDATING PROCESS	26
1.5.3. PUBLICATION AND DISTRIBUTION	26
1.7.1. RAIL FREIGHT CORRIDORS, RFC	30
1.7.2. RAILNET EUROPE (RNE)	31
1.7.3. OTHER INTERNATIONAL COOPERATIONS	31

1.1. Introduction

BACKGROUND

On 31 December 2013 the state-owned company ADIF-Alta Velocidad is established as a public body compliant to Article 43.1.b) in Law 6/1997 of 14 April, on the Organization and Functioning of the State General Administration, by cleavage between construction activity branch and management of railway high-speed infrastructure, and others that are attributed and are entrusted to date to the state-owned company Administrador de Infraestructuras Ferroviarias (Adif), so that the management of the networks currently performed by the entity, which differ significantly, from a technical, economic and financial point of view is done independently (Art. 1 Royal Decree-Law 15/2013 of 13 December).

From the date of establishment, ADIF-Alta Velocidad takes on the duties assigned to the rail infrastructure manager in Law 39/2003, of 17 November, of the Rail Sector, and its implementing rules, concerning railway infrastructure which ownership has been assigned as well as those assignable in the future.

By Royal Decree 1044/2013 of 27 December is approved the statute of the state-owned company ADIF-Alta Velocidad.

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.

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 20th May 2020.

INCLUSION OF NEW ASSETS IN THE NETWORK OWNED BY ADIF ALTA VELOCIDAD

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-Alta Velocidad.

■ UPDATING THE CHARGING SYSTEM FOR THE USE OF INFRASTRUCTURE

Fees and Tariffs

Fee amounts to use or to make a special use of railway public domain assets have been updated as under Title VI, Chapter I, Section V, Law 38/2015, of 29 September, Rail Sector, in accordance with article 74, Law 11/2020, of 30 December, on 2021 General State Budget, as under chapter 5 hereunder.

Railway Tariffs provided for in articles 97 and 98, Law 38/2015, of 29 September, Rail Sector, have been updated, with the unit amounts set forth under transitory provision six. Unit amounts for planned railway tariffs under article 80, Law 11/2020, of 30 December, on 2021 General State Budget, (State Official Gazette No. 341 of 31 December, 2020) chapter 5 hereunder have been provisionally amended.

(LPGE 2021 January)

Prices for Basic, Supplementary and Ancillary Service Provision

In 2021, the Prices to provide Basic and Supplementary Services on the General Interest Rail Network and rail service areas managed by the state-owned company Administrador de Infraestructuras Ferroviarias - approved by Adif Board of Directors' resolution, as of 26 May 2020, 30 June 2020, and 24 November 2020 - shall apply, in accordance with Article 102, Railway Sector Act.

■ SERVICE TIMETABLE 2020/2021 AND 2021/2022

Capacity Allocation Schedule for 2021/2022 Service Timetable has been updated in accordance with guidelines of Rail Net Europe, RNE, for applications made by Applicants.

2021 Service Schedule will remain in force until 11 December 2021 and 2022 Service Schedule will be valid until 10 December 2022 (second Saturday of December, as determined in Art. 7.2, Order FOM/897/2005, as amended by Order FOM 642/2018, of 13 June). Both include the dates indicated to perform the corresponding Agreed Adjustments and Monthly Adjustments. Also, the updated Catalogue of International Paths is included. Also included is the updated Catalogue of International Freight Rail Corridors, Atlantic and Mediterranean.

■ 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 2020, 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, and their contents have been updated.

These new maps include all Adif and Adif Alta Velocidad information, according to the contents specified in the key to every map, and, at the same time, these allow to view the information grouped at a network level or differentiated, according to the ownership of the infrastructures managed by every infrastructure manager.

1.1.1. THE RAIL SECTOR IN SPAIN

The Ministry of Transport, Mobility and Urban Agenda have set in their strategic plans, specific guidelines to develop our country's railway policy, consistent with the Government's economic policy, which works as an instrument for economic growth and employment creation, and it adapts to budgetary consolidation criteria. These define a portfolio of State public services in the field of transport, and are a guarantee of quality and efficiency, by optimizing the existing infrastructures and planning according to actual 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

The Ministry of Transport, Mobility and Urban Agenda is responsible for proposing and executing the Government's policy on state-run railway infrastructures, in terms of controlling, ordering and administratively governing railway transport services, as well as planning and programming investments in linked infrastructures, materials and services.

The Ministry of Transport, Mobility and Urban Agenda is structured in the following bodies directly reporting to the Head of Department:

- a) The Secretary of State for Transport, Mobility and Urban Agenda, to which the General Secretariat for Infrastructures, the General Secretariat for Transport and the General Secretariat for Housing report.
- b) The Under-Secretariat for Transport, Mobility and Urban Agenda.

The Cabinet is an organ of immediate support and assistance to the Head of the Ministry of Transport, Mobility and Urban Agenda. The Head of this Cabinet is at a General Director level.

The following entities and public bodies are attached to the Ministry of Transport, Mobility and Urban Agenda, through the State Secretariat for Transport, Mobility and Urban



Agenda, which is responsible for the strategic direction, assessment and control of the results of their activity, the following entities and public entities:

- 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 (ENARE).
- e. State-owned entities Puertos del Estado and Port Authorities.
- f. State-owned entity Entidad Pública Empresarial de Suelo (SEPS). The Head of the State Secretary Chairs this Enterprise.

Rail Related Functions

The main competences of the Ministry 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 Ministry. 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.

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. Traffic management.
8. 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 Railway Accident Investigation Commission (CIAF) is a specialized collegiate body attached to the Ministry of Transport, Mobility and Urban Agenda. It has a full functional independence from the authority responsible for safety, and also from any railway regulator. In the performance of their duties, neither the staff nor the members of the Plenary Assembly may request or accept instructions from any state-owned or private entity.

CIAF has also an independent organization, legal structure and decision-making capacity regarding infrastructure managers, and is also independent from railway undertakings that may be involved, charging bodies, allocation bodies, certification or notified bodies and from any other body or entity which interests may be in conflict with the duties entrusted to the Commission.

The CIAF is dedicated to performing a technical investigation of serious railway accidents that occur in the General Interest Railway Network, as well as any accident or incident, when they deem that their investigation can lead to conclusions to allow an improvement of railway safety.

All entities linked to the railway activity shall provide CIAF with the collaboration required for a technical investigation of events.

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 provision 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 Minister of Public Works 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 into 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 Ministry of Public Works 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 Ministry of Public Works as to transport of dangerous goods by rail.
- o) Exercise the powers that correspond to the Ministry of Public Works 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

The state-owned company Administrador de Infraestructuras Ferroviarias, Adif, is a government agency attached to the Ministry of Public Works 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

RAILWAY INFRASTRUCTURE MANAGER, ADIF ALTA VELOCIDAD

The state-owned company Administrador de Infraestructuras Ferroviarias, ADIF-Alta Velocidad, is a government agency attached to the Ministry of Public Works 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.

ORGANIZATION CHART ADIF - ALTA VELOCIDAD



Functions of ADIF - Alta Velocidad

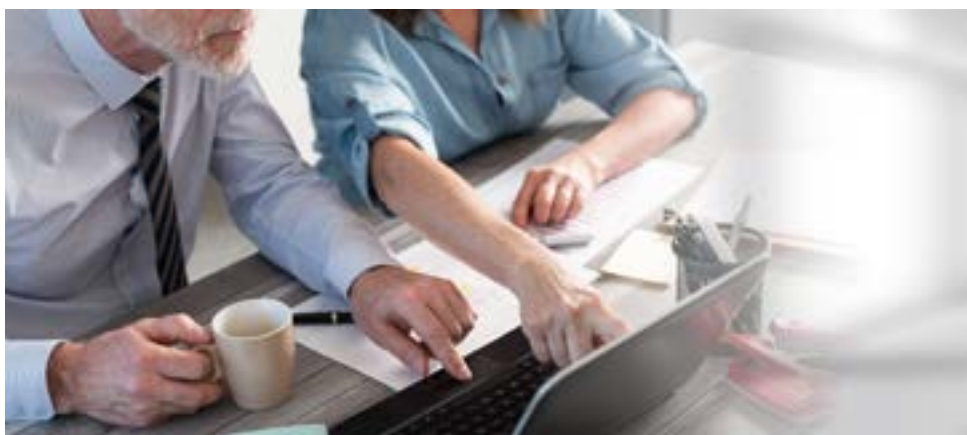
Pursuant to the provisions of Article 21 of the Rail Sector Act, and in accordance with Royal Decree 2395/2004 of 30 December, approving Adif Statute, Adif has the following functions:

- 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 Ministry of Public Works.
- Construction of rail infrastructure with borrowed funds, according to the relevant agreement.
- Management of rail infrastructure owned by them and of that which is ordered under the relevant agreement.
- Provision of a minimum access package to the railway infrastructure and implementing the coordination mechanisms, included in article 20.2.
- Control, monitoring, and inspection of rail infrastructure that they manage, of their safety areas and rail traffic on it.
- Operating property assets, and those that are assigned or which management is entrusted.
- Draft, approve and publish the network statement.
- 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 Infrastructure, Transport and Housing. 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

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.

Servicio. 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.

The new Strategic Plan 2030, aims at optimizing the competition and sustainability of Adif in the field of railway infrastructure management and operation.



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.adifaltavelocidad.es

1.2. Purpose of the Network Statement

NS is the document that Adif offers to IMs and other Applicants to let them know the infrastructure characteristics and access conditions to the General Interest Rail Network managed by Adif, as well as to service facilities and service provision at these 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 - ALTA VELOCIDAD

Large Figures of ADIF - Alta Velocidad

Non Current Assets	47,132,959 * miles €
Own Funds	13,899,964 * miles €
Net Patrimony	24,949,404 * miles €
Employees ADIF -Alta Velocidad	218 (1)

(1) Data to 31/12/2020 / * Provisional data to 31/12/2020

Passenger Stations

Stations	43
----------	----

Data to 1 February 2021

Infrastructure and Traffic

(*) Railway Network Managed by ADIF-Alta Velocidad	3,622.2	Km.
• High Speed Network with pure Standard Gauge (1,435 mm distance between both rails)	2,781.5	Km.
• Conventional Network with pure Iberian Gauge (1,668 mm distance between both rails)	730.2	Km.
• Mixed network (Iberian wide and wide standard combination)	110.5	Km.
Lines equipped with ERTMS	2,312.0	Km.
Lines equipped with ASFA	3,554.6	Km.
Lines equipped with Automatic Blocking Systems	3,483.3	Km.
Lines equipped with ATP - EBICAB	179.1	Km.
Lines equipped with CTC	3,483.3	Km.
Electrified Line	3,275.5	Km.
(**) Number of Train Traffic	252,998	

*2021 1st quarterly version of ordinary sectioning / Cirtra)

** Year 2020 data

1.3. Legal Affairs

1.3.1. 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.

1.3.2. LEGAL STATUS OF THE NETWORK STATEMENT

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.

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 Chapter 6 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 (EU), 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.

The Traffic Safety Management systems of infrastructure managers must meet European Regulation 1169/2010, on a common safety method to assess compliance with the requirements set to obtain a railway safety authorization, and shall also meet the Delegated Regulation (EU) 2018/762, which sets common safety methods upon the requirements of the safety management system, applicable in Spain as from 16 June 2020.



1.3.3. 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.

Furthermore you can find information on the procedure to be followed upon claims submitted by railway undertakings and other applicants regarding Adif actions, dealing with this Network Statement application issues, capacity allocation procedures and results, tariffs for using railway infrastructures, discriminatory treatment issues upon accessing railway infrastructures, Service Facilities or related services, as well as claims regarding the provision of services in international freight transport rail corridors,



1.4. 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 20 May 2020, in the General Assembly, organization to which railway infrastructure manager contributes actively.

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 **seven chapters and several Annexes**:

CHAPTER 1

General Information; Brief description of the railway sector in Spain.

CHAPTER 2

Description of Railway Infrastructures; i.e. main technical and functional characteristics of the General Interest Rail Network managed by Adif, available to request capacity allocation.

CHAPTER 3

Access Conditions; it includes every necessary legal requirement governing the access to the General Interest Rail Network managed by ADIF Alta Velocidad for railway undertakings.

CHAPTER 4

Capacity Allocation; it describes the process by which ADIF Alta Velocidad allocates paths to Railway Undertakings and Applicants, as well as capacity at service facilities

CHAPTER 5

ADIF Alta Velocidad Services; Description of the services provided by ADIF Alta Velocidad and their Economic and Tax Regime; description of rail fees and tariffs, as well as the prices to provide Basic, Supplementary and Ancillary Services.

CHAPTER 6

Operations; Description of traffic management procedures, including the procedures to be followed in case of incidents, (standards regarding the obligations that the applicant and/or the infrastructure manager shall follow for train and shunting operations)

CHAPTER 7

Service Facilities; provides an overview of the infrastructure manager's service facilities and other service facilities connected to the General Interest Rail Network in application of 2017/217 EU Implementing Regulation.

ANNEX

The different annexes group all the information that can be subject to frequent updates, including also informative contents (service timetable, catalogue of international freight paths, capacity request model, organization chart of the Ministry of Public Works, law, glossary, catalogue of axes and lines in the General Interest Rail Network, loading areas, main passenger stations, workshops, average capacity of Adif main lines, classification of lines by type, framework agreement, procedure to solve conflicts, conditions to use service facilities, capacity allocation calendar in service facilities

MAPS

Maps of the main features of the network owned by Adif y ADIF Alta Velocidad.

CATÁLOGO DE FICHAS DESCRIPTIVAS DE LAS INSTALACIONES DE SERVICIO

General information of the facility, owner/operator (of every service), access conditions, service provision terms, usage terms, offer of services and prices. Information from the manager and other owners/operators of service facilities.

CATÁLOGO DE OFERTA DE CAPACIDAD EN LAS INSTALACIONES DE SERVICIO

List of tracks offered 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.



1.5.NS Validity Period, Updating and Publication

1.5.1. 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, 2021 Service Timetable shall remain in force until 11 December 2021 and 2022 Service Timetable shall remain in force until 10 December 2022.

1.5.2. 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.

1.5.3. 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.

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.



1.6. ADIF - Alta Velocidad Directory

ADIF Alta Velocidad 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.

ADIF Alta Velocidad



Sede Central

Sede electrónica: <https://sede.adif.gob.es>



Calle Sor Ángela de la Cruz, 3
28020-Madrid

Comunicación y Relaciones Externas



Subdirección de Relaciones con los Medios de Comunicación

Dirección de Comunicación y Reputación Corporativa (Adif)



Calle Sor Ángela de la Cruz, 3
28020-Madrid

Ventanilla única para empresas ferroviarias y candidatos



Subdirección de Relaciones con Operadores Ferroviarios

Dirección de Explotación Comercial (Adif)



Calle Sor Ángela de la Cruz, 3
28020-Madrid

Autorización de Conexiones a la RFIG, Cargaderos



Subdirección de Relaciones con Operadores Ferroviarios

Dirección de Explotación Comercial (Adif)



Calle Sor Ángela de la Cruz, 3
28020-Madrid

Autorización para la Realización de Pruebas en la RFIG titularidad de ADIF Alta Velocidad



Subdirección de Relaciones con Operadores Ferroviarios

Dirección de Explotación Comercial (Adif)

Buzón Solicitud de pruebas:

www.adif.es/es_ES/empresas_servicios/doc/Solicitud_Pruebas.pdf



Calle Sor Ángela de la Cruz, 3
28020-Madrid

Información sobre Estaciones de Transporte de Viajeros



Subdirección de Gestión de Servicios a Clientes

Dirección de Estaciones de Viajeros (Adif)
Gestión de Instalaciones de Servicios



E-mail: h24estaciones@adif.es



Avenida Pío XII, 110; Edificio 18
28036-Madrid

Información sobre Suministro de Energía Eléctrica de Tracción



Subdirección de Gestión de Energía Eléctrica de ADIF-Ata Velocidad



Avenida Pío XII, 97 - 1ª planta
28036-Madrid



RNE Ventanilla Única (OSS RNE) Información General de Acceso a la Red



Ventanilla Única Adif (Adif OSS)

Subdirección de Servicios de Circulación y Calidad (Adif)
Dirección General de Circulación y Gestión de Capacidad



Estación Madrid-Chamartín-Clara Campoamor- Edificio 22
Calle Agustín de Foxá, 56
28036-Madrid

RNE Ventanilla Única (OSS) del Corredor Atlántico de Mercancías Europeo



Ventanilla Única (OSS) del Corredor Atlántico de Mercancías Europeo

Subdirección de Servicios de Circulación y Calidad (Adif)
Dirección General de Circulación y Gestión de Capacidad



Estación Madrid-Chamartín-Clara Campoamor - Edificio 22
Calle Agustín de Foxá, 56
28036-Madrid

Asignación de Capacidades en Líneas Ferroviarias Integradas a la REFIG



Dirección de Planificación y Gestión de Capacidad

Dirección General de Circulación y Gestión de Capacidad (Adif)



Estación Madrid-Chamartín-Clara Campoamor, edificio 22
Calle Agustín de Foxá, 56
28036-Madrid

Control de Tráfico de Trenes y Planes de Contingencias



Centro de Gestión de Red H24

Dirección de Tráfico (Adif)

Dirección General de Circulación y Gestión de Capacidad



Calle Méndez Álvaro, 1
28045-Madrid

Seguridad en la Circulación



Dirección Corporativa de Seguridad en la Circulación



Estación Madrid-Chamartín-Clara Campoamor
Calle Agustín de Foxá, 50
Edificio 21 - 1ª planta
28036-Madrid

Autorización del Material Rodante



Dirección Corporativa de Seguridad en la Circulación



Estación Madrid-Chamartín-Clara Campoamor
Calle Agustín de Foxá, 50
Edificio 21 - 1ª planta
28036-Madrid

Información sobre Protección Civil



Dirección de Protección y Seguridad



Estación Madrid-Chamartín-Clara Campoamor
Calle Agustín de Foxá, 49
Edificio andén vía 1
28036-Madrid

Estudios para Transportes Excepcionales



Dirección Corporativa de Seguridad en la Circulación



Estación Madrid-Chamartín-Clara Campoamor
Calle Agustín de Foxá, 50
Edificio 21 - 1ª planta
28036-Madrid

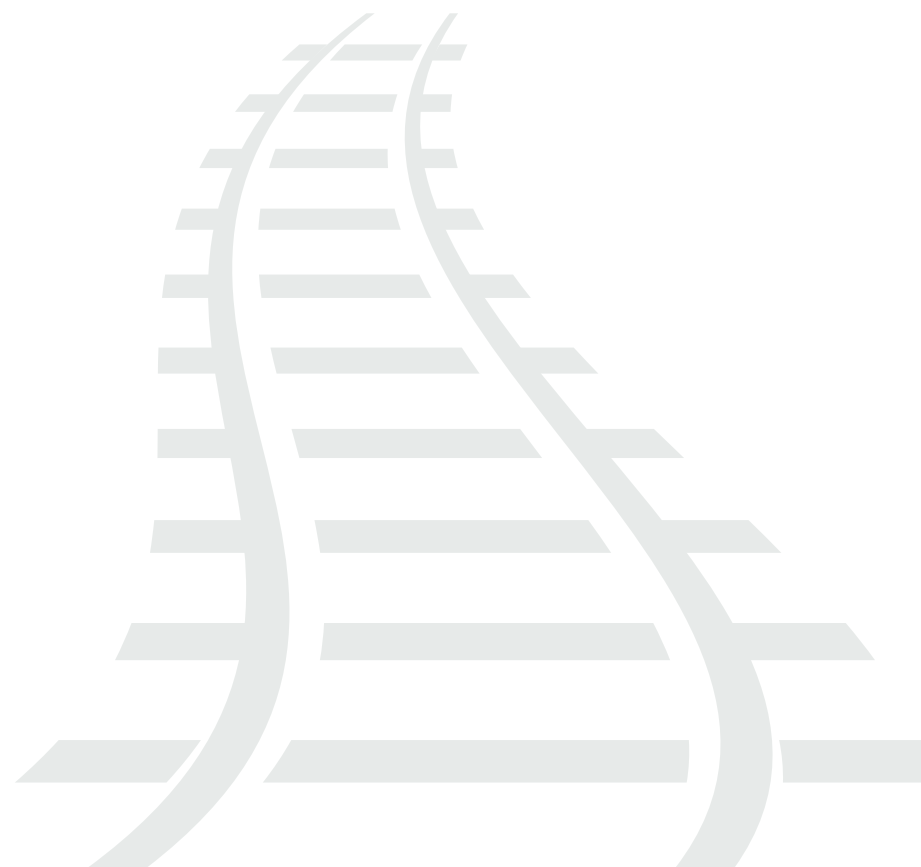
Innovación Tecnológica



Centro de Tecnologías Ferroviarias
Subdirección de Innovación Estratégica



Calle Severo Ochoa, 9
29590-Campanillas (Málaga)



1.7. Cooperation Between European IMS/ABS

1.7.1. RAIL FREIGHT CORRIDORS, RFC

Regulation (EU) No. 913/2010 concerning a European rail network for competitive freight 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 against other transport means.
- Strengthening co-operation between IMS/ABS 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 -Alta Velocidad 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 5,300 km of tracks along the axis Sines/Setúbal/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/Saarbrücken.

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

<https://www.atlantic-corridor.eu/library/public-documents/>

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, Hungary and CROATIA HZ Infrastruktura.

The Mediterranean Corridor will connect Madrid, Algeciras and major Spanish East Coast ports with Europe through France, through more than 6,000 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>

1.7.2. RAILNET EUROPE (RNE)

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.

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

There is a network of One Stop Shops (OSS) that represents every infrastructure manager in international traffic. These are a single contact point for the entire rail service international route, from initial questions regarding network access to requests for international paths and review of results after a rail service.

The list of OSS contacts is available on: <http://www.rne.eu/organisation/oss-c-oss>

1.7.3. OTHER INTERNATIONAL COOPERATIONS

Adif is part of the following international organizations::

- UIC, International Union of Railways, a world association that promotes rail transport globally, through technical projects, rail research and standardized solutions.
- EIM, European Infrastructure Managers, a European non-profit association representing the common interests of European railway infrastructure managers before the European Commission and the European Railway Agency.
- PRIME, Platform of railway infrastructure managers in Europe established between DG MOVE and infrastructure managers with the aim of improving international cooperation of railway infrastructure managers, supporting the implementation of the European railway policy and developing benchmarking of performance for an exchange of best practices.

At the same time, ADIF - Alta Velocidad has formalized cooperation agreements with other infrastructure managers to promote an exchange of experiences and to develop common projects.





2

INFRASTRUCTURE

2.1. Introduction

2.2. Scope of ADIF - Alta Velocidad Owned Network

2.3. Description of the Network

2.4. Traffic Restrictions

2.5. Infrastructure Availability

2.6. Infrastructure Development

INDEX

2.2.1. GEOGRAPHIC LIMITS	37
2.2.2. CONNECTIONS TO OTHER NETWORKS	37
2.3.1. TRACK TYPOLOGIES	38
2.3.3. PASSENGER STATIONS AND LOGISTICS AND TECHNICAL FREIGHT FACILITIES	38
2.3.4. GAUGE	38
2.3.5. LOAD LIMITS	39
2.3.6. CHARACTERISTIC LINE GRADIENTS	41
2.3.7. MAXIMUM SPEEDS	41
2.3.8. MAXIMUM TRAIN LENGTHS	42
2.3.9. ELECTRIC POWER SUPPLY	42
2.3.10. SAFETY AND SIGNALING SYSTEMS TRAFFIC CONTROL AND COMMUNICATIONS	43
2.3.11. TRAFFIC CONTROL AND MANAGEMENT SYSTEMS	45
2.3.12. COMMUNICATION SYSTEMS	45
2.3.13. AUTOMATIC TRAIN CONTROL AND PROTECTION SYSTEMS	46
2.3.14. PROTECTION AND SAFETY	47
2.4.1. SPECIALIZED LINES	48
2.4.2. ENVIRONMENTAL STANDARDS	49
2.4.3. TRANSPORT OF DANGEROUS GOODS	50
2.4.4. RESTRICTIONS IN TUNNELS	50
2.4.5. RESTRICTIONS IN BRIDGES / VIADUCTS	51
2.6.1. ACTIONS PLANNED	51
2.6.2. UPDATE OF ADIF - ALTA VELOCIDAD OWNED GENERAL INTEREST RAIL NETWORK ASSETS	55

2.1. 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.

2.2. Scope of ADIF - Alta Velocidad Owned 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-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, 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-Alta Velocidad owned Network primarily has Passengers traffic lines. It has lines with two different gauges:

- Iberian gauge (distance between rails) 1,668 mm).
- UIC gauge (distance between rails) 1,435 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-Alta Velocidad have double track.

Maps included information on identification and location of the main stations and railway junctions of ADIF-Alta Velocidad owned Network as well as on distances in kilometres 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 [Annex H](#)



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 2,469.4 Km. lines operating with ERTMS, of which 2,312.0 Km. correspond to infrastructures owned by ADIF-Alta Velocidad

2.2.1. GEOGRAPHIC LIMITS

See Maps, in a document attached to this Network Statement and the Axes and Lines catalog of the RFIG in [Annex G](#)

2.2.2. CONNECTIONS TO OTHER NETWORKS

ADIF-Alta Velocidad owned Network is connected to France SNCF Réseau with UIC gauge on Figueres - Vilafant through the Infrastructure Manager Figueras Perpignan, S.A line and with Portugal Network (IP), with Iberian gauge, through Badajoz/ Elvas borders. And within domestic territory it connects with several points with Adif owned network.

In compliance with additional provision seventeen of Rail Sector Act, rail infrastructures included in the General Interest Rail Network located in borders with France and Portugal are considered border sections. These sections shall be so identified in the General Interest Rail Network rail infrastructures, indicating the limiting stations. According to standards and in order to facilitate border rail traffic, there may be exemptions to applicable standards for rail personnel, railway stock, railway traffic or railway undertaking safety certificates. In spite whereof these shall apply to traffic that departs or which destination is the General Interest Rail network station defining the border section.

CROSS-BORDER SECTIONS					
CROSS-BORDER SECTIONS	BORDER STATIONS	RAIL INFRASTRUCTURE MANAGER	OPERATIONAL CONDITIONS		
			WIDTH	ELECTRIFICATION	REGULATORY DOCUMENTATION
ESPAÑA / FRANCIA	Figueres Vilafant - Perpignan	Adif - LFP, S.A. SNCF Réseau	1435 / 1435 (mm)	25 KV CA / 1,5 KV CC	Order AO/CO N° 03/20
ESPAÑA / PORTUGAL	Badajoz - Elvas	Adif - IP	1668 / 1668 (mm)	NO / NO	Order CO-4/21 (Sevilla) and 5/21 (León)

2.3. Description of the Network Managed by Adif - Alta Velocidad

2.3.1. TRACK TYPOLOGIES

ADIF-Alta Velocidad owned Network is essentially made up of electrified double track lines.

See [Maps](#) which is available on the ADIF Alta Velocidad website, as an annex to this NS.

2.3.2. 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/ ADIF-Alta Velocidad owned network, as described in section 2.3

2.3.3. PASSENGER STATIONS AND LOGISTICS AND TECHNICAL FREIGHT FACILITIES

See [Chapter 7](#) and Catalogue of Service Facilities Descriptive Files and Maps, which are included as documents attached to this NS.

2.3.4. 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.

2.3.5. LOAD LIMITS

LOAD PER AXLE AND LINEAR LOAD

Railway Network of General Interest lines and sections owned by ADIF-Alta Velocidad are classified, for this purpose, into two 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
C4	20, 0 t	8, 0 t
D4	22, 5 t	8, 0 t

At present most of the lines in the network owned by ADIF-Alta Velocidad are D4 category. However, there may be some specific restrictions affecting certain points and lines.

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

2.3.6. CHARACTERISTIC LINE GRADIENTS

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

2.3.7. 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. High Speed Network lines allow speeds of 300 km/h and above. The main lines of the conventional network with Iberian gauge generally take speeds between 160 and 220 km/h.

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

2.3.8. 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.



2.3.9. ELECTRIC POWER SUPPLY

ADIF-Alta Velocidad owned network has more than 3,221.5 km electrified lines, with two different gauges, using two different types of voltage:

Alternate Current

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

Direct Current

In general, a nominal voltage of 3,000 V is used for Conventional Network.

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

2.3.10. SAFETY AND SIGNALING SYSTEMS TRAFFIC CONTROL AND COMMUNICATIONS

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.



ADIF-Alta Velocidad 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-Alta Velocidad 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).

Maps annexed to this NS show existing blocking on lines.

2.3.11. 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

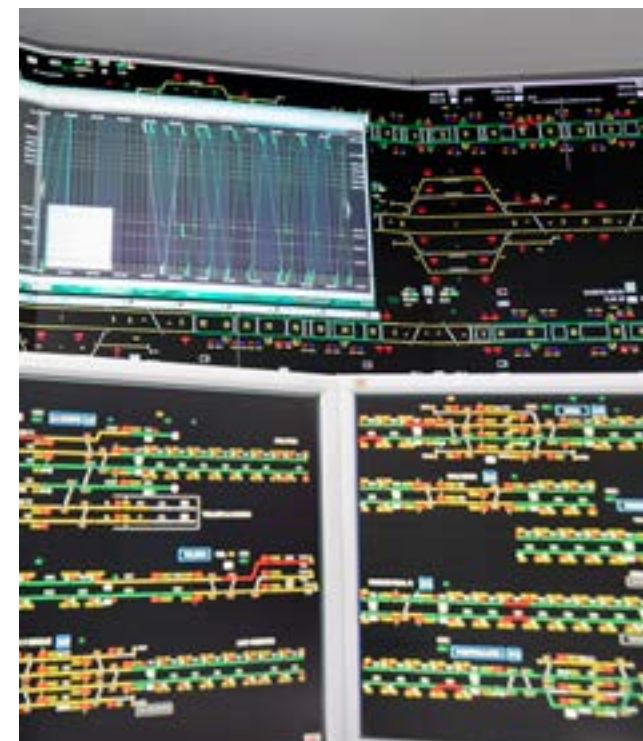
Post to control the traffic on a zone of the line if necessary. The second level of line traffic control is considered after CTC, with the same functionality, although limited in its area of operation.

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.



2.3.12. 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-Ground 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.

2.3.13. AUTOMATIC TRAIN CONTROL AND 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 V 2.3.0d 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 469/2021, of 29 June amending the sole transitory provision of Royal Decree 664/2015, of 17 July, which approves the Railway Traffic Regulation: Section 8 under single transitory provision of Royal Decree 664/2015, of 17 July, is worded as follows:

«8. As of 1 January 2019, on Iberian gauge and European standard lines and on 1 July 2022, on the metric gauge network, train traffic with ASFA analog system shall not be allowed, and the equipment shipped with said system shall be replaced by another with digital ASFA system. As of the dates indicated above for every network, the "Transitional specification 1. Analogue signal announcement and automatic braking system (ASFA)" of the fifth book of Railway Traffic Regulations.

The obligation to have on-board equipment with digital ASFA system shall not apply to historical vehicles performing specific rail services of a cultural nature, or for the conservation and dissemination of historical heritage, referred to in additional provision six, Law 38/2015, of 29 September, Rail Sector Act. In this case, traffic conditions and the provision of equipment and necessary personnel shall be set by means of a specific slogan of the infrastructure manager, as under article 1.2.1.3, Rail Traffic Regulations, after the railway undertaking provides the relevant risk analysis.

»

2.3.14. PROTECTION AND SAFETY

ADIF-Alta Velocidad has entrusted Adif to relevant actions in the field of Safety and Security. The Department of Safety and Security has the mission to lead, coordinate and organize the actions of human and technical resources in order to preserve the heritage of the company, the safety of people 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.

The General Interest Rail network managed by Adif has Self-Protection Plans for Infrastructures, as determined under Annex I to the Basic Self-Protection Standards for centers, facilities and premises with activities that could give rise to emergency situations, as approved by Royal Decree 393 / 2007, on 23 March, where efficiency maintenance is periodically performed, by inspecting facilities, drills, documentation reviews and auditing the entire self-protection system. These Self-Protection Plans are registered in Autonomous Communities with power to govern civil protection.

These infrastructures are as follows:

- Railway tunnels with a length equal to or over 1,000.
- Parking areas to transport dangerous goods by road and rail.

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

2.4. Traffic Restrictions

2.4.1. SPECIALIZED LINES

For easier liberalization process of High Speed lines and to optimize their use according to their expected performance, it is planned to state as specialized - in accordance with the provisions of Article 3, Order FOM/897/2005, of 7 April - certain lines with the following characteristics:

- Lines suitable to transport passenger trains with speed type ≥ 300 km/h and routes longer 380 km.

Railway infrastructure specialization shall not prevent from using it to provide other services if the capacity and rolling stock meet the technical characteristics necessary to use the infrastructure.

SPECIALIZED LINES

Table 1: Specialization feature of standard gauge high speed lines

Priority Order	Characteristic
1º	Trips >380km
2º	Trains a type 300 km/h or more

Table 2: Lines declared to be specialised

Nº	Line
010	MADRID-PUERTA DE ATOCHA - SEVILLA SANTA JUSTA
030	BIF. MÁLAGA-A.V. - MÁLAGA MARÍA ZAMBRANO
040	BIF. TORREJÓN DE VELASCO - VALENCIA JOAQUÍN SOROLLA
042	BIF. ALBACETE - ALACANT TERMINAL
050	MADRID PUERTA DE ATOCHA - LÍMITE AIDF-LFP SA
080	MADRID-CHAMARTÍN-CLARA CAMPOAMOR - BIF. VENTA DE BAÑOS



1 Between Mollet Branching and Adif-LFP limit S.A., the specialization would be limited since freight trains run on standard gauge given no alternative lines for that service

2.4.2. 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 axes, 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.



2.4.3. TRANSPORT OF DANGEROUS GOODS



Transport of dangerous goods on ADIF-Alta Velocidad 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, the rail infrastructure manager 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, I-822 Zamora-A Coruña. PPKK 0 + 484-9 +296 and I-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.

General standards on this transportation type may be consulted on the Spanish Rail Safety Agency (AESF) website.

<https://www.seguridadferroviaria.es/normativa/normativa-nacional/normativa-en-materia-de-mercancias-peligrosas>

2.4.4. 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.

2.4.5. 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, 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. See section 2.3.5 Load limit.



2.5. Infrastructure Availability

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

ADIF-Alta Velocidad owned Network main lines are remotely controlled through CTC.

The railway infrastructure 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.

During these jobs there may be unavoidable traffic restrictions. Should these works irretrievably affect rail traffic, Adif will endeavour to produce the least possible disturbances and will promote infrastructure improvements that will result in better services by Adif. See section 4.3 Capacity Allocation for Maintenance, renewal and improvements in Adif Owned Network, as under chapter 4 hereunder.

In accordance with Commission Delegated Decision (EU) 2017/2075 of 4 September, 2017, which replaces Annex VII to the European Parliament and Council Directive 2012/34/EU that establishes a single European railway space - annexed to this Network Statement - includes the catalogue with capacity restrictions in the General Interest Railway Network, as available on: http://www.adif.es/es_ES/conoceradif/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.

2.6. Infrastructure Development

2.6.1. ACTIONS PLANNED

List of the most significant ongoing actions and Project wording on approval date of the network statement

Galicia HSL. Zamora-Pedralba de la Pradería

- Year 2021: In service

Galicia HSL. Pedralba de la Pradería-Ourense (Taboadela-Ourense on mixed gauge through current corridor)

- Year 2021: Testing phase / Commissioning file.

León-La Robla HSL

- Year 2021: Works in progress / Testing phase.
- Year 2022: Testing phase / Commissioning file.

La Robla-Pola de Lena (Variante de Pajares) HSL

- Year 2021: Works in progress / Testing phase.
- Year 2022: Testing phase / Commissioning file.

Palencia- Santander: Palencia – Nogales HSL

- Year 2021: Tender for works / Works in progress.
- Year 2022: Works in progress.

Zaragoza-Pamplona HSL: Castejón-Tafalla

- Year 2021: Works in progress.
- Year 2022: Works in progress.

Vitoria-Bilbao-San Sebastián HSL: Integration in Vitoria

- Year 2021: Study phase.
- Year 2022: Project drafting.

Vitoria-Bilbao-San Sebastián HSL: Vitoria-Bilbao

- Year 2021: Works in progress.
- Year 2022: Works in progress.

Vitoria-Bilbao-San Sebastián HSL: Integration in Bilbao

- Year 2021: Study phase.
- Year 2022: Project drafting.

Vitoria-Bilbao-San Sebastián HSL: Bergara-Astigarraga

- Year 2021: Works in progress.
- Year 2022: Works in progress.



Standard gauge implementation and Hernani Irún line adaptation

- Year 2021: Works in progress.
- Year 2022: Works in progress.

Mediterranean Corridor: Vandellós-Castellón

- Year 2021: Tender for works / Works in progress.
- Year 2022: Works in progress.

Mediterranean Corridor: Castellón-Valencia. Phase II

- Year 2021: Works in progress.
- Year 2022: Testing phase / Commissioning file.

Mediterranean Corridor: Valencia-La Encina

- Year 2021: Works in progress.
- Year 2022: Works in progress.

Monforte del Cid-Murcia HSL: Monforte del Cid-Orihuela/Beniel

- Year 2021: In service.

Monforte del Cid-Murcia HSL: Beniel- Murcia El Carmen Station

- Year 2021: Works in progress / Testing phase.
- Year 2022: Commissioning file.

Murcia-Almería HSL: Murcia – Lorca Station

- Year 2021: Works in progress.
- Year 2022: Works in progress.

Murcia-Almería HSL: Integration in Lorca

- Year 2021: Drafting project.
- Year 2022: Tender for works / Works in progress.

Murcia-Almería HSL: Lorca-Almería

- Year 2021: Works in progress.
- Year 2022: Works in progress.



Madrid-Extremadura HSL: Oropesa/Talayuela -Plasencia

- Year 2021: Works in progress.
- Year 2022: Works in progress.

Madrid-Extremadura HSL: Plasencia – Badajoz. Phase I

- Year 2021: Works in progress / Testing phase / Commissioning file.
- Year 2022: In service.

Madrid-Extremadura HSL: Plasencia – Badajoz. Phase II

- Year 2021: Works in progress.
- Year 2022: Works in progress.

Chamartín-Atocha-Torrejón de Velasco connection

- Year 2021: In service.

Connection between Madrid-Levante HSL and Madrid-Barcelona HSL

- Year 2021: Works in progress.
- Year 2022: Works in progress.

Connection on standard gauge to Barajas airport

- Year 2021: Study phase.
- Year 2022: Project drafting / Tender for works.

Valladolid HSL – Palencia -León. Southern rail access to Palencia

- Year 2021: Tender for works / Works in progress.
- Year 2022: Works in progress.

Valladolid-Palencia-León HSL. High speed rail integration into León

- Year 2021: Testing phase / Commissioning file.
- Year 2022: In service.

Valladolid-Burgos HSL: Venta de Baños-Burgos

- Year 2021: Testing phase / Commissioning file.
- Year 2022: In service.



La Sagrera Station: Structure, accesses and Sant Andreu Comtal

- Year 2021: Works in progress.
- Year 2022: Works in progress.

Atocha station refurbishing. Phase II

- Year 2021: Project drafting.
- Year 2022: Tender for works.

2.6.2. UPDATE OF ADIF - ALTA VELOCIDAD OWNED GENERAL INTEREST RAIL NETWORK ASSETS

After publishing the Network Statement previous edition, the most important developments to modernize ADIF Alta Velocidad owned Network, have been as follows:

COMMISSIONING OF TRAFFIC REGULATION CENTRE (C.R.C.) OF LEON MULTI-NETWORK

Since 10 December 2020, the new CRC building in León is operative, enabling rail traffic management on over 1,200 km. high-speed and conventional lines in the General Interest Rail Network northwest area, with three different track gauges (standard, Iberian and metric).

AMENDMENTS TO TRAFFIC AND TRAFFIC MANAGEMENT SAFETY SYSTEMS

- Line 080, Venta de Baños branching - Madrid Chamartín, implementation of ERTMS level 2 between Madrid Chamartín and Medina branching (133,074 km), and this route has now ERTMS levels 1 and 2.
- Line 982, Pedralba branching - Medina branching, implementation of ERTMS level 2 and automatic control block (BCA) by replacing the lateral signalling blocking (BSL), between Medina and Zamora branching (98,579 km).
- Line 886, Zamora - Zamora changer, implementation of ERTMS level 2 and automatic control blocking by replacing the lateral signalling block (BSL) (0.581 km).

NEW LINE SECTIONS IN SERVICE

By extending Madrid - Galicia high-speed line:

- Line 982 is now defined between Pedralba branching and Medina branching, and the new 107,300 km Zamora - Pedralba de la Pradería line section has entered into service, equipped with automatic control blocking (BCA), centralized traffic control (CTC), ERTMS level 2 and GSM-R communication system.

Between Zamora and Los Conforcos branching the route is in a single track electrified with alternating current of 25 kV (10,985 km) and in a double track electrified with alternating current of 25 kV between Los Conforcos branching and Pedralba branching (96,315 km).

The new route has a standard gauge track except for 2,405 km between Peña Trevinca and Valorio branching, where it has mixed gauge (Iberian/standard).

- Line 890, Changer from Pedralba to Pedralba branching, new line of 4,081 km with electrified single track and standard gauge, equipped with automatic control blocking (BCA), centralized traffic control (CTC), ERTMS level 2 and GSM-R communication system. It links the high-speed line 982 Pedralba branching- Medina branching with 822 conventional line Valorio - A Coruña branching through Pedralba changer.

- Line 888, Pedralba Ag. Km. 112.4 - Pedralba Changer, a new 1.1 km Iberian gauge line and single track without electrification, equipped with automatic blocking (BA), centralized traffic control (CTC), Train-Ground communication systems and GSM-R. It enables to link 822 conventional line Valorio - A Coruña branching, with 982 Galicia high-speed line. Pedralba branching - Medina branching.

Development and extension of Levante high-speed line (Madrid - Castilla-La Mancha - Valencian Community - Murcia region) with the lines into service:

- Line 046, Murcia - Beniel branching (51,967 kms.), made up of 37,055 kms. double track electrified in 25 kV alternating current and a standard gauge between Murcia and Callosa de Segura-Cox branching, and 14,912 kms. of single track electrified in 25 kV alternating current and standard gauge between Callosa de Segura-Cox and Beniel. The entire line is equipped with ERTMS Level 2 traffic management system and automatic control blocking (BCA) with centralized traffic control (CTC), and GSM-R communication system. This line enables to connect Murcia with Madrid-Albacete-Alicante high-speed line and incorporates in this line section the newly built stations of Elx AV and Callosa de Segura-Cox.
- Line 048, Vinalopó - Monforte del Cid HS branching, 2,111 km. single track electrified in 25kV alternating current, ERTMS Level 2 traffic management system and automatic control blockade (BCA), with centralized traffic control (CTC), and GSM-R communication system. This is the connection branch that enables connecting 046 line with Madrid-Albacete-Alicante high-speed line in Alicante direction

LINE SECTIONS THAT WILL BE OUT OF SERVICE

- With no activity.

AMENDED LINE SECTIONS

- 982 Line, Pedralba – Medina branching, track doubling between Medina and Switch branching Km. 157,146 (23,262 km).



3

ACCESS CONDITIONS

3.1. Introduction

3.2. General Access Requirements

3.3. Agreements With Applicants

3.4. Specific Access Requirements

INDEX

3.2.1. REQUIREMENTS TO REQUEST ALLOCATION OF INFRASTRUCTURE CAPACITY AND CAPACITY AT SERVICE FACILITIES	60
3.2.2. CONDITIONS TO ACCESS ADIF - ALTA VELOCIDAD RAIL INFRASTRUCTURE	61
3.2.3. LICENSES AND APPROVALS	62
3.2.4. SINGLE SAFETY CERTIFICATE	63
3.2.5. CIVIL RESPONSIBILITY AND INSURANCE	63
3.2.6. PLAN OF ASSISTANCE TO VICTIMS OF RAIL ACCIDENTS	64
3.3.1. FRAMEWORK AGREEMENTS	64
3.3.2. ACCESS AGREEMENTS AND AGREEMENTS WITH RU.	65
3.3.3. ACCESS AGREEMENTS AND AGREEMENTS WITH NON RU APPLICANTS.	65
3.3.4. GENERAL TERMS	65
3.4.1. ROLLING STOCK TECHNICAL REQUIREMENTS	65
3.4.2. RAIL STAFF REQUIREMENTS	68
3.4.3. EXCEPTIONAL TRANSPORTS	69
3.4.4. TRANSPORT OF DANGEROUS GOODS	70
3.4.5. TESTING TRAINS AND OTHER SPECIAL TRAINS	70

3.1. 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.

ADIF-Alta Velocidad has commissioned certain tasks to the state-owned company Administrador de Infraestructuras Ferroviarias (Resolution of 28 January 2014, of the State Secretariat for Infrastructure, Transport and Housing) among others, the following: Maintenance of infrastructure, Traffic and capacity management, Traffic safety, Security and civil protection, Coordination and monitoring of operations, Stations and Fuel, etc; although ADIF-Alta Velocidad maintains the powers and responsibilities as rail infrastructure manager. The railway companies interested in the provision of any of these services should go to the areas responsible for Adif that are indicated in the directory of section 1.6.

3.2. General Access Requirements

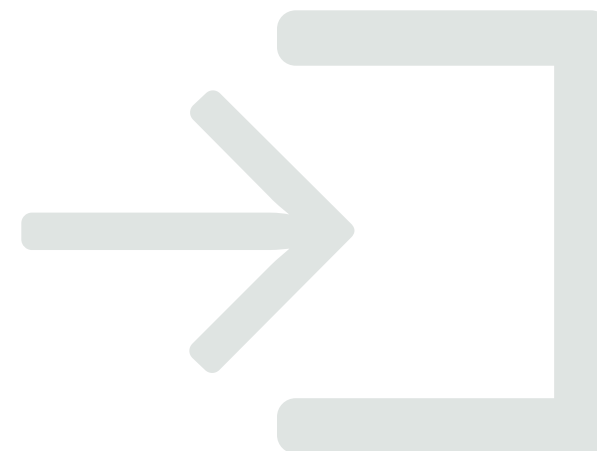
According to Rail Sector Act, Rail Undertakings with a valid Safety License and Certificate issued by the State Railway Safety Agency or by the competent authority of another Member State in the European Union may access the General Interest Rail Network

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 Railway infrastructure manager 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.



3.2.1. REQUIREMENTS TO REQUEST ALLOCATION OF INFRASTRUCTURE CAPACITY AND CAPACITY AT SERVICE FACILITIES

3.2.1.1. INFRASTRUCTURE CAPACITY ALLOCATION

First, RUs that access the General Interest Rail network managed by Railway infrastructure manager, 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 not 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 - Alta Velocidad Website www.adifaltavelocidad.es see [Annex C](#).



For international capacity applications, the Spanish Railway Network (RNE) makes the Path Coordination System (PCS) tool available to Applicants. In justified cases, Adif will accept the request for international capacity using the model included in [Annex C.](#)

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 Railway infrastructure manager and have existing civil liability insurance policies.

3.2.1.2. 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 chapter 7 and the Service Facilities Fact Sheet catalogues, which are available as an appendix to this document).

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. (See chapter 7 and the Service Facilities Fact Sheet catalogues, which are available as an appendix to this document))

3.2.2. CONDITIONS TO ACCESS ADIF - ALTA VELOCIDAD RAIL INFRASTRUCTURE

As to Rail Sector Act, Rail transport is considered to be that performed by railway undertakings using suitable vehicles to run on the General Interest Railway Network.

Rail transport is a general interest service, essential for the community, and can be for passengers or freight. These services will be provided under a free competition regime, in accordance with Rail Sector Act.



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.

NATIONAL AND INTERNATIONAL 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.

3.2.3. 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>



3.2.4. SINGLE SAFETY CERTIFICATE

In accordance with article 21 under Royal Decree 929/2020, of 27 October, on railway safety and interoperability, any railway undertaking wishing to provide railway transport services on the General Interest Railway Network shall hold a single safety certificate, issued by:

- a) The European Union Railway Agency, which will issue a single safety certificate to railway undertakings if the operations' scope extends over more than one European Union Member State and if the operations' scope is limited to the Railway Network of General Interest, except in the case provided for in section b)..
- b) The State Rail Safety Agency, when the operations' scope is limited to the General Interest Railway Network as requested by the undertaking.

The single safety certificate states that the railway undertaking has set their own safety management system and has the capacity to satisfy railway control, traffic and safety system requirements, know-how and personnel requirements related to the rail traffic safety and technical characteristics of railway rolling stock that they use, and also to the maintenance conditions, in order to control the risks and to safely provide transport services on the network.

The single safety certificate shall be granted to the railway undertaking regarding every service to be provided and rail lines whereon they intend to perform their activity.

Royal Decree 929/2020, of 27 October, among other regulations provides for a definition of the request, resolution, validity, supervision and revocation principles of the single security certificate.

For more information please contact:

European Union Agency for Railways (EUAR)

https://www.era.europa.eu/applicants/applications-single-safety-certificates_en

Rail Safety State Agency Agencia Estatal de Seguridad Ferroviaria

Plaza de los Sagrados Corazones, 7 - 28036 Madrid

<https://www.seguridadferroviaria.es/actividades/empresas-ferroviarias/certificados-de-seguridad-de-empresas-ferroviarias>

includes a guide to request safety certificates.



3.2.5. 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.

3.2.6. 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.



3.3. Agreements With Applicants

3.3.1. 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.

[Chapter 4](#) and [Annex J](#) includes the characteristics of the framework agreement.

As of 31 October 2020, there are Framework Agreements signed with the following undertakings:

For passenger transport, RENFE Viajeros S.M.E, S.A. ; Intermodalidad de Levante S.A. (ILSA) and RIELSFERA S.A.U.

3.3.2. ACCESS AGREEMENTS AND AGREEMENTS WITH RU.

En el Anexo J se incluyen los diferentes modelos de contratos:

- Para el suministro de energía eléctrica de tracción
- Para el suministro de combustible
- Para la celebración de Acuerdos Marco

3.3.3. ACCESS AGREEMENTS AND AGREEMENTS WITH NON RU APPLICANTS.

Not applicable.

3.3.4. GENERAL TERMS

General access conditions to Service Facilities are indicated in provision 7.



3.4. Specific Access Requirements

3.4.1. ROLLING STOCK TECHNICAL REQUIREMENTS

Royal Decree 929/2020, of 27 October on railway safety and interoperability, establishes that vehicles running on the General Interest Railway Network need the following:

- a) Setting on the market their mobile subsystems.

b) an authorization to set the vehicle on the market issued by the State Railway Safety Agency or by the European Union Railway Agency, in accordance with European Union regulations.

c) verifications before use.

d) registration in one of the registries.

Requests for authorization to set a vehicle on the market, as well as the information related thereto, the stages of the corresponding procedures and the results shall be by submitted through the European Union's single window, through IT website. (One Stop-Shop, OSS) for processing.

Any authorization to set vehicles on the market shall be supported by a vehicle type authorization. When an application for authorization to market a vehicle does not have a type registered in the European Register of authorized vehicle types, it is required to additionally issue a vehicle type authorization with the same use area. Upon granting the vehicle type authorization, the applicant shall be registered as the holder of said vehicle type authorization.

Authorizations to set vehicles on the market shall be issued in accordance with Commission Implementing Regulation (EU) 2018/545, of 4 April 2018, which sets the practical provisions relating to railway vehicle authorization and railway vehicle type authorization process pursuant to Directive (EU) 2016/797 of the European Parliament and of the Council.

The State Railway Safety Agency - from time to time and in areas, which use is exclusively for the General Interest Railway Network - may grant vehicle type authorizations in accordance with the same procedure set in article 127, Royal Decree 929/2020. The authorization request for a vehicle type and the information about every request, stages of the corresponding procedures and their results, as well as - where appropriate - the requests and resolutions on raised appeals, will always be presented through the single window of the European Union.

Likewise, in accordance with article 132 of RD 929/2020, the State Railway Safety Agency will collaborate with the European Union Railway Agency assessing the authorizations files to set vehicles in the vehicle market, which area of use includes one or several Member States and the General Interest Railway Network, in whole or in part.

Regarding the rolling stock maintenance centres, their approval criteria are described in Order FOM/233/2006, providing for an approval regime for rolling stock maintenance centres and their operative conditions.

As from February 2010, the Railway Rolling Stock Approval Technical Specifications (ETH) are in force.

TMA/576/2020 Order of 22 June was published in the Spanish Official Gazette on 26 June "Technical specifications of railway rolling stock to put into service self-propelled units, locomotives and cars (IF MR ALC-20). Upon the entry into force of this order, the following resolutions are repealed:



- 10 July 2009 Resolution of the Railway Infrastructure General Directorate, passing the "Technical specification for railway rolling stock approval: Self-propelled units".
- 10 July 2009 Resolution of the Railway Infrastructure General Directorate, passing the "Technical specification for railway rolling stock approval: Locomotives".
- 10 July 2009 Resolution of the Railway Infrastructure General Directorate, passing the "Technical specification for railway rolling stock approval: Coaches".

Railway vehicles, before their use in the General Interest Railway Network, shall have an assigned entity dedicated to their maintenance. This entity shall be registered in the Special Railway Register, and when the European Vehicle Registry is not operational or - from time to time - in the national vehicle registry of another European Union Member State.

INSPECTION OF ROLLING STOCK

In accordance with Royal Decree 929/2020, of 27 October the State Railway Safety Agency may inspect the vehicles, which are authorized to run on the General Interest Railway Network at any time.

Regarding the rolling stock that runs through the General Interest Railway Network, the State Railway Safety Agency - according to the collaboration agreements - may request technical and operational assistance from the Railway Infrastructure Manager upon performing the aforementioned inspections, by virtue of a collaboration agreement signed between both entities. The infrastructure manager shall provide the means required for this purpose, within the terms and conditions set forth in the agreement.

The inspections mentioned in this article shall be part of the safety management systems supervision activities of the infrastructure managers and railway undertakings, after issuing their safety authorizations and safety certificates, respectively.

In the case of vehicles, if the result of inspections concludes that there is a risk to rail traffic safety, the State Railway Safety Agency may:

- Order a rolling stock immobilization, starting on the suspension or revocation procedure set in this royal decree.
- Order the inspected vehicle owner to carry out appropriate maintenance operations within a specified period.

All afore without prejudice to the railway infrastructure manager capacity to stop a vehicle movement should it endanger safety.

Infrastructure managers have police power regarding rail traffic and infrastructure use and defence, in order to ensure traffic safety and the preservation of infrastructure, facilities and any kind of material mean required for their operation. Furthermore, they will control compliance with the obligations that tend to avoid all kinds of damage, track deterioration, risks or danger to people, as well as compliance with the limitations imposed regarding land close to railways, in accordance with Law 38/2015, of 29 September and RD 929/2020.

The results of vehicle inspections performed by the state-owned business entity Administrador de Infraestructuras Ferroviarias shall be communicated to the authority liable for railway safety with the periodicity set forth and, failing that, every month. However, upon request from the authority responsible for railway safety, said state-owned entity shall communicate their information.

3.4.2. 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.

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.

LANGUAGE

All communications regarding Traffic Safety on Railway infrastructure manager 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 Railway infrastructure manager 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.

ADIF - ALTA VELOCIDAD 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.

Railway undertakings shall be bound to provide all facilities to Adif to perform the inspection tasks that the authority responsible for railway safety may request at all times, as technical and operational assistance in accordance with article 65, Rail Sector Act, and railway undertakings do not have the right to claim for delays or economic damages due to this cause, given any personnel disqualification, even provisionally. However, Adif will ensure that inspections cause the least possible disruption to RU operations and other Applicants.

3.4.3. 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 exceptional transport treatment and en-route cargo failures, specify that transports within the General Interest Rail Network scope managed by Adif and Adif Alta Velocidad, are considered to be exceptional, as well as the procedure that govern their processing.

By virtue thereof, RUs wishing to perform Exceptional Transportation shall contact the railway infrastructure manager Corporate Directorate for Traffic Safety (DCSC).

The Corporate Directorate for Traffic Safety shall publish the Exceptional Transport Authorization (ATE) to communicate the possible restrictions included therein, as well as transport conditions, to the affected Adif Directorates, the Railway Undertaking and other organizations affected.

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 chapters 4 and 5 to this document. For more information check with the Corporate Directorate of Traffic Safety.

3.4.4. 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](#).

In the case of national regulations, these can be found at the following link: <https://www.seguridadferroviaria.es/normativa/normativa-nacional/normativa-en-materia-de-mercancias-peligrosas>.

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 in this NS.

With regard to offenses in the transport of dangerous goods, articles 107.3 and 108.3 of the Rail Sector Act shall apply, among others.

For additional information, please consult Corporate Directorate of Traffic Safety.



3.4.5. TESTING TRAINS AND OTHER SPECIAL TRAINS

ADIF Alta Velocidad makes available to Railway Undertakings and rolling stock manufacturers the track infrastructure that they own, to perform different types of tests to approve, validate and verify the rolling stock, as well as the safety systems, communications, etc.

Depending on the specific requirements for every test type, ADIF-Alta Velocidad shall allocate capacity or paths, given any requirement to deliver a blocked track, and shall settle A, B and C Mode tariffs, as under article 97, Rail Sector Act, depending on the allocated capacity, with the amounts corresponding to the type of VOT service in force, at all times, in the Network Statement.

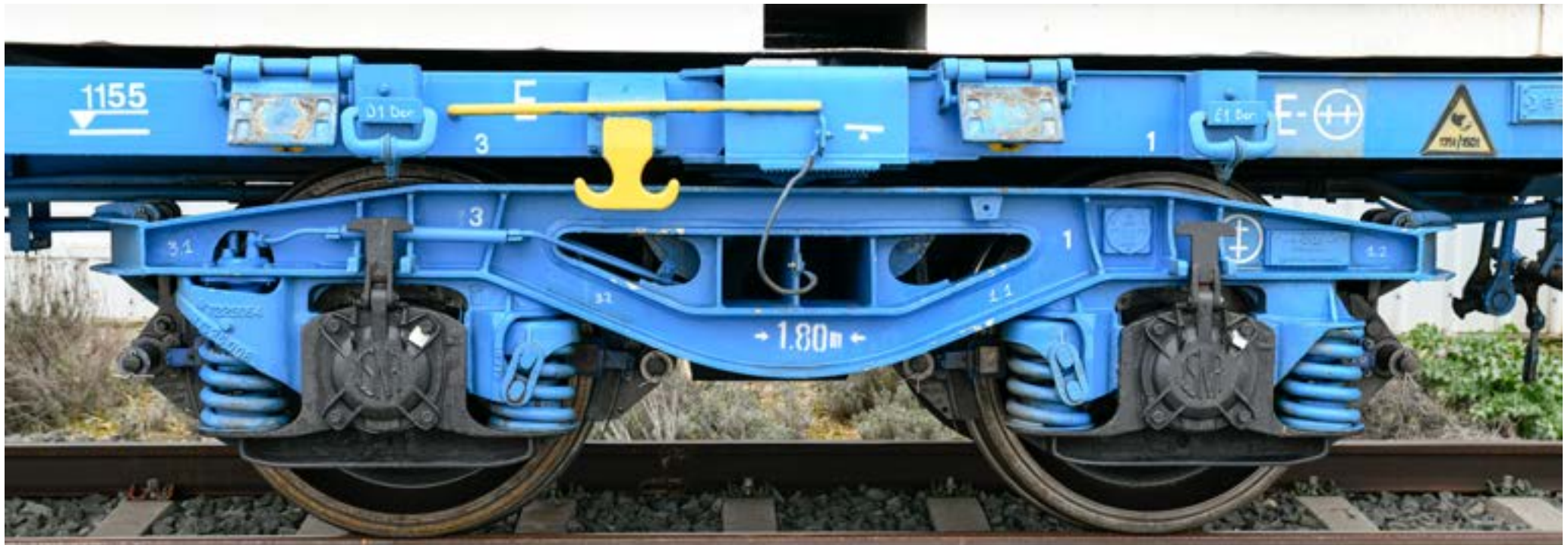
ADIF- Alta Velocidad does not have a specific capacity to perform tests on lines with Blocked Track Delivery (EVB), therefore in order to facilitate this performance, they authorize to use certain paths reserved for different lines maintenance duties, generally within 00:00 hr. to 05:00 hr time frames, early in the morning from Saturday to Sunday and Sunday to Monday, the only days when, in general, scheduled maintenance decreases, although unscheduled maintenance duties may be performed due to incidents, track monitoring, extraordinary work, etc.

Therefore, ADIF-Alta Velocidad reserves this capacity for maintenance duties that will always be a priority over testing, even if these are scheduled.

Notwithstanding the foregoing, ADIF-Alta Velocidad shall allocate paths for rolling stock testing on the General Interest Rail Network they own - in commercial operation - in accordance with transparent and non-discriminatory criteria.

Section 4.10 defines the path allocation procedure to perform testing requiring EVB, a requirement to be determined in the Order governing the testing.

Railway undertakings - prior to performing these tests and using the necessary paths - shall have the technical documentation issued by the responsible bodies, AESF, the Corporate Directorate for Traffic Safety, etc. mandatory for vehicle traffic with blocked track delivery.





4

CAPACITY ALLOCATION

- 4.1. Introduction
- 4.2. General Description of the Process
- 4.3. Temporary Restrictions
- 4.4. Framework Agreements
- 4.5. Capacity Allocation
- 4.6. Congested Infrastructure
- 4.7. Exceptional T. and Dangerous Goods
- 4.8. Path Use Control
- 4.9. TTR Pilot Project
- 4.10. Time Periods, Testing

INDEX

4.2.1. APPLICANTS REQUESTING CAPACITY	76
4.2.2. DOCUMENTATION FOR CAPACITY REQUESTS	76
4.2.3. TYPES OF PATH REQUESTS	78
4.3.1. GENERAL PRINCIPLES	79
4.3.2. DEADLINES AND INFORMATION PROVIDED TO APPLICANTS	80
4.5.1. CAPACITY REQUEST TIMETABLE (PATHS) SERVICE SCHEDULE	92
4.5.2. REQUESTS TO ALLOCATE INTERNATIONAL PATHS AFTER THE DEADLINE	97
4.5.3. AD-HOC REQUESTS	98
4.5.4. COORDINATION PROCESS	98
4.5.5. CLAIMS PROCESS	100
4.7.1. EXCEPTIONAL TRANSPORT	102
4.7.2. TRANSPORT OF DANGEROUS GOODS	102
4.8.1. STANDARDS TO AMEND PATHS	103
4.8.2. PATH RESCHEDULING STANDARDS	103
4.8.3. PATH NON-USE STANDARDS	103
4.8.4. USE CONTROL STANDARDS	103
4.9.1. TTR PURPOSE	104
4.9.2. PROCESS COMPONENTS	104
4.9.3. IMPLEMENTATION	105
4.9.4. CAPACITY NEEDS ANNOUNCEMENTS	105
4.9.5. CAPACITY MODEL	106
4.9.6. TTR PILOT PROJECT	106
4.10.1. SCOPE OF APPLICATION	107
4.10.2. PROCESS DESCRIPTION	107
4.10.3. MAINTENANCE AND EXTRAORDINARY CAUSES	111
4.10.4. CHARGES	111



4.1. Introduction

ADIF-Alta Velocidad has entrusted to Adif the management of network infrastructure capacity by virtue of Article 1.7 of Royal Decree-Law 15/2013 of 13 December on restructuring the state-owned company “Administrador de Infraestructuras Ferroviarias” Adif (rail infrastructure manager) and other urgent measures in the economic sphere and Resolution of 28 January 2014, of the State Secretariat for Infrastructure, Transport and Housing, Official State Gazette no. 36 of 11 February 2014 laying down the Agreement of the Board of Directors of ADIF-Alta Velocidad to entrust the execution of certain tasks to the state-owned company Administrador de Infraestructuras Ferroviarias, Adif. Railway companies interested in providing this service should contact Adif responsible area indicated in section 1.6 Directory.

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 on the NS and the Railway Infrastructure Capacity allocation procedure, specifies 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.

DIFFERENTIAL USE OF INFRASTRUCTURE

The rail infrastructure manager 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.

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, applications shall be sent by e-mail to the rail infrastructure manager.

For greater efficiency and better service to Applicants, 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.

PCS, Path Coordination System, 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 Reserve Capacity 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>

Please find the corridor capacity offer - in the form of pre-established paths - on the following sites:

<https://www.atlantic-corridor.eu/our-offer/capacity-offer-and-how-to-apply/> www.railfreightcorridor6.eu

4.2.3. TYPES OF PATH REQUESTS

Different path modalities are set in the Network managed by the railway infrastructure manager, according to transport needs generation

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, the rail infrastructure manager 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 made - generally - through SIGES computer application and by authorized users.

The response of the rail infrastructure manager to the request shall be made by the same means by which 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 the rail infrastructure manager.

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.

4.3. Temporary Restrictions and Maintenance Capacity Allocation

4.3.1. GENERAL PRINCIPLES

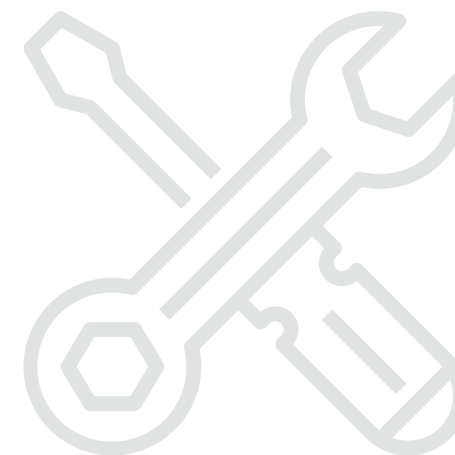
Rail infrastructure manager has been entrusted with continuous efforts to preserve and invest in the lines managed, either by maintenance works on the infrastructure in service or carrying out works to improve and expand its network.

Performing these works may lead to unavoidable traffic restrictions. When rail traffic has to be irretrievably affected by such works, the railway infrastructure manager will endeavour to produce the least possible disturbances, and will promote infrastructure improvements that will result in a better service by the railway infrastructure manager.

In accordance with Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 - replacing Annex VII to Directive 2012/34/EU of the European Parliament and of the Council, which sets a single European railway space - the document annexed to this Network Statement includes a catalogue with capacity restrictions for the General Interest Railway Network, as available on:

http://www.adifaltavelocidad.es/es_ES/conocenos/declaracion_de_la_red.shtml

This document shall be periodically updated with information from TOC sessions, which define and agree upon programming actions and works on the infrastructure.



4.3.2. DEADLINES AND INFORMATION PROVIDED TO APPLICANTS

With regard to temporary capacity restrictions on railway lines - for reasons such as infrastructure works - which result in cancelling, rerouting or replacing by other transport means, the affected Infrastructure managers shall notify these as soon as possible. Should the capacity be seriously affected, apart from TOC sessions, there can be specific meetings to discuss the works, schedules of affected trains, and even alternative routes.

Among the information provided by the railway infrastructure manager on temporary capacity restrictions, this shall include the scheduled day, restriction time, period of day, affected line section, whether or not there will be traffic diversions of rail lines, 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.

In the path allocation process the Capacity Manager shall consider the capacity reservations arising from the work scheduled in TOC Commissions. Applicants shall apply to their trains, the results arising thereof (increase in travel times, capacity decrease, etc.), if the railway infrastructure manager communicates these with due advance, applying the notice period and exceptional cases under Delegated Decision 2017/2075, or the standard in force from time to time.

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.

Any interval foreseen for Maintenance Bands shall be indicated in the Capacity Manual and in the regulatory document "Maximum Speed Charts".

EXTRAORDINARY WORKS

Should it be necessary to perform works for a long period during a work interval other than the Maintenance Band, a record will be made with what is the extraordinary work interval and what is the ordinary maintenance interval. TOC Commissions shall program these periods. More specific details of actions shall be shared with railway undertakings, at least 2 months before starting, through the Scheduled/Authorized Work Files (TBP/TBA).

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

4.4. Framework Agreements Between the Rail Infrastructure Manager 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 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.

FRAMEWORK AGREEMENTS IN FORCE

ADIF Alta Velocidad Board of Directors - in their extraordinary session of 27 November 2019 on the process to allocate the framework capacity started after amending 2019 Network Statement - unanimously agreed upon provisionally allocating the requested framework capacity to three applicants. Said provisional allocation depended on the communication and approval by the National Commission of Markets and Competition, in accordance with article 38.6, Law 38/2015, of 29 September, Rail Sector Act, and article 13.3, Order FOM 897/2005, of 7 April, on the network statement and the railway infrastructure capacity allocation procedure.

On 6 April 2020 and 6 May 2020, the National Markets and Competition Commission issued Resolutions - in accordance with article 13.3, Order FOM 897/2005 - to approve the three Framework Agreements proposed by the state-owned Entity ADIF Alta Velocidad.

On 11 May 2020, ADIF Alta Velocidad and the three successful bidders of framework capacity signed the Framework Agreements, for a period of 10 years. These are agreements for high-speed commercial passenger services (300 km/h type trains) on the following axles:

- Axle 12 Madrid Barcelona
- Axle 13 Madrid East
- Axle 14 Madrid South

At the end of March 2021, a Framework Agreements was amended. In compliance with article 3.4., EU Implementing Regulation 2016/545, on the update - within 3 months after substantially amending the Framework Agreement -the Allocated Framework Capacity's Statement shall be updated. The Allocated Framework Capacity tables have been modified. The changes are of such a nature that they do not affect the previous Remaining Indicative Framework Capacity (See [Annex M](#)).

ALLOCATED FRAMEWORK CAPACITY

The allocated framework capacity has been represented by axles and by service hours, in order to get much information in a simple way. The measuring unit is path per service hour. Using these units, the distribution of annual values by paths up to 2 hours has been detailed, although there may be some transfer from one band to another, since the allocated paths have a margin of + -30 minutes for their adaptation to the corresponding Service Hours.

It is considered to be inconvenient to detail all paths reserved by week days, or days of the year, because within requests by undertakings that have signed framework agreements, there is some weekly or seasonal variability, so this representation would need to include very long charts that are difficult to present, since the purpose of the framework capacity statement is to give potential applicants a first impression of the probability to approve their requests.

The allocated frame capacity of a path, in most cases, is for every week-day through the year. However, in some cases, there are some weekly variabilities (the same path

is not reserved for every day of the week) or seasonal (adjusted to the timing requested by every railway undertaking). Consequently, the remaining indicative framework capacity does not have to coincide with the unallocated framework capacity, since these are paths that remain free, at least one day of the week, throughout the year, at least 5 hourly services in a row.

Furthermore and in order to have an order of magnitude of already reserved capacity, the allocated framework capacity has been compared with the framework capacity offered by ADIF Alta Velocidad in July 2019.

AXLE 12.- MADRID - BARCELONA

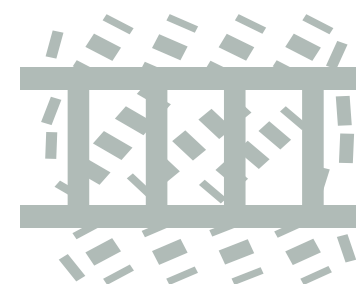
SERVICE SCHEDULE	PATHS							
	PERIOD	6h-7h	8h-10h	11h-13h	14h-16h	17h-19h	20h-21h	Total
2020-2021	Offered	5.096	7.280	7.280	7.280	7.280	4.368	38.584
	Allocated	2.995	4.345	4.376	4.025	4.448	2.474	22.663
	%	59%	60%	60%	55%	61%	57%	59%
2021-2022	Offered	5.096	7.280	7.280	7.280	7.280	4.368	38.584
	Allocated	4.389	5.987	6.091	5.839	6.160	3.626	32.092
	%	86%	82%	84%	80%	85%	83%	83%
2022-2023	Offered	5.096	7.280	7.280	7.280	7.280	4.368	38.584
	Allocated	4.560	6.378	6.498	6.223	6.541	3.816	34.016
	%	89%	88%	89%	85%	90%	87%	88%
2023-2024	Offered	5.194	7.420	7.420	7.420	7.420	4.452	39.326
	Allocated	4.667	6.527	6.651	6.361	6.685	3.914	34.805
	%	90%	88%	90%	86%	90%	88%	89%
2024-2025	Offered	5.096	7.280	7.280	7.280	7.280	4.368	38.584
	Allocated	4.577	6.417	6.518	6.231	6.554	3.835	34.132
	%	90%	88%	90%	86%	90%	88%	88%

SERVICE SCHEDULE	PATHS							
	PERIOD	6h-7h	8h-10h	11h-13h	14h-16h	17h-19h	20h-21h	Total
2025-2026	Offered	5.096	7.280	7.280	7.280	7.280	4.368	38.584
	Allocated	4.577	6.416	6.518	6.230	6.554	3.835	34.130
	%	90%	88%	90%	86%	90%	88%	88%
2026-2027	Offered	5.096	7.280	7.280	7.280	7.280	4.368	38.584
	Allocated	4.731	6.579	6.518	6.512	6.694	3.835	34.869
	%	93%	90%	90%	89%	92%	88%	90%
2027-2028	Offered	5.096	7.280	7.280	7.280	7.280	4.368	38.584
	Allocated	4.732	6.580	6.518	6.515	6.695	3.835	34.875
	%	93%	90%	90%	89%	92%	88%	90%
2028-2029	Offered	5.096	7.280	7.280	7.280	7.280	4.368	38.584
	Allocated	4.732	6.583	6.520	6.514	6.695	3.836	34.880
	%	93%	90%	90%	89%	92%	88%	90%
2029-2030	Offered	5.194	7.420	7.420	7.420	7.420	4.452	39.326
	Allocated	4.823	6.713	6.651	6.645	6.829	3.912	35.573
	%	93%	90%	90%	90%	92%	88%	90%

AXLE 13.- MADRID - EAST

SERVICE SCHEDULE	PATHS							
	PERIOD	6h-7h	8h-10h	11h-13h	14h-16h	17h-19h	20h-21h	Total
2020-2021	Offered	5.096	7.280	7.280	6.552	8.008	4.368	38.584
	Allocated	1.934	2.920	3.320	3.727	3.163	2.955	18.019
	%	38%	40%	46%	57%	39%	68%	47%
2021-2022	Offered	5.096	7.280	7.280	6.552	8.008	4.368	38.584
	Allocated	3.675	4.786	4.889	4.425	5.438	3.741	26.954
	%	72%	66%	67%	68%	68%	86%	70%
2022-2023	Offered	5.096	7.280	7.280	6.552	8.008	4.368	38.584
	Allocated	4.253	6.062	5.110	5.269	6.447	3.900	31.041
	%	83%	83%	70%	80%	81%	89%	80%
2023-2024	Offered	5.194	7.420	7.420	6.678	8.162	4.452	39.326
	Allocated	4.357	6.219	6.051	5.786	6.590	3.975	32.978
	%	84%	84%	82%	87%	81%	89%	84%
2024-2025	Offered	5.096	7.280	7.280	6.552	8.008	4.368	38.584
	Allocated	4.275	6.104	5.943	5.676	6.468	3.900	32.366
	%	84%	84%	82%	87%	81%	89%	84%
2025-2026	Offered	5.096	7.280	7.280	6.552	8.008	4.368	38.584
	Allocated	4.275	6.104	5.942	5.675	6.468	3.900	32.364
	%	84%	84%	82%	87%	81%	89%	84%

SERVICE SCHEDULE	PATHS							
	PERIOD	6h-7h	8h-10h	11h-13h	14h-16h	17h-19h	20h-21h	Total
2026-2027	Offered	5.096	7.280	7.280	6.552	8.008	4.368	38.584
	Allocated	4.276	6.104	5.942	5.675	6.468	3.900	32.365
	%	84%	84%	82%	87%	81%	89%	84%
2027-2028	Offered	5.096	7.280	7.280	6.552	8.008	4.368	38.584
	Allocated	4.274	6.104	5.942	5.675	6.468	3.900	32.363
	%	84%	84%	82%	87%	81%	89%	84%
2028-2029	Offered	5.096	7.280	7.280	6.552	8.008	4.368	38.584
	Allocated	4.271	6.104	5.942	5.676	6.468	3.900	32.361
	%	84%	84%	82%	87%	81%	89%	84%
2029-2030	Offered	5.194	7.420	7.420	6.678	8.162	4.452	39.326
	Allocated	4.357	6.219	6.057	5.786	6.590	3.975	32.984
	%	84%	84%	82%	87%	81%	89%	84%



AXLE 14.- MADRID - SOUTH

SERVICE SCHEDULE	PATHS							
	PERIOD	6h-7h	8h-10h	11h-13h	14h-16h	17h-19h	20h-21h	Total
2020-2021	Offered	5.824	8.372	8.372	7.644	9.100	5.096	44.408
	Allocated	2.272	3.516	4.201	4.572	4.472	3.100	22.133
	%	39%	42%	50%	60%	49%	61%	50%
2021-2022	Offered	5.824	8.372	8.372	7.644	9.100	5.096	44.408
	Allocated	3.364	4.766	4.497	5.427	5.170	3.947	27.171
	%	58%	57%	54%	71%	57%	77%	61%
2022-2023	Offered	5.824	8.372	8.372	7.644	9.100	5.096	44.408
	Allocated	4.532	5.821	4.919	6.063	5.805	5.052	32.192
	%	78%	70%	59%	79%	64%	99%	72%
2023-2024	Offered	5.936	8.533	8.533	7.791	9.275	5.194	45.262
	Allocated	5.188	7.051	6.847	7.331	7.354	5.194	38.965
	%	87%	83%	80%	94%	79%	100%	86%
2024-2025	Offered	5.824	8.372	8.372	7.644	9.100	5.096	44.408
	Allocated	5.306	7.141	6.943	7.186	7.657	5.096	39.329
	%	91%	85%	83%	94%	84%	100%	89%
2025-2026	Offered	5.824	8.372	8.372	7.644	9.100	5.096	44.408
	Allocated	5.306	7.141	6.943	7.186	7.657	5.096	39.329
	%	91%	85%	83%	94%	84%	100%	89%

SERVICE SCHEDULE	PATHS							
	PERIOD	6h-7h	8h-10h	11h-13h	14h-16h	17h-19h	20h-21h	Total
2026-2027	Offered	5.824	8.372	8.372	7.644	9.100	5.096	44.408
	Allocated	5.306	7.141	6.943	7.186	7.657	5.096	39.329
	%	91%	85%	83%	94%	84%	100%	89%
2027-2028	Offered	5.824	8.372	8.372	7.644	9.100	5.096	44.408
	Allocated	5.303	7.141	6.943	7.183	7.656	5.096	39.322
	%	91%	85%	83%	94%	84%	100%	89%
2028-2029	Offered	5.824	8.372	8.372	7.644	9.100	5.096	44.408
	Allocated	5.306	7.141	6.943	7.186	7.657	5.096	39.329
	%	91%	85%	83%	94%	84%	100%	89%
2029-2030	Offered	5.936	8.533	8.533	7.791	9.275	5.194	45.262
	Allocated	5.411	7.276	7.073	7.328	7.806	5.194	40.088
	%	91%	85%	83%	94%	84%	100%	89%



4.5.CAPACITY ALLOCATION PROCEDURE

Requests for Capacity Allocation shall be based on a confirmed business need and technical feasibility. Otherwise, the Applicant shall channel their inquiries as a study by means of an email to the Capacity Manager. The capacity studies shall not imply in any case a reservation of the studied capacity.

Applicants will preferably use the IT tools that the railway infrastructure manager has available (SIPSOR and PCS). Any request for international paths may also be issued through Adif OSS or any OSS in the RNE Network of one-stop shops, and in the case of requests for freight, they can also make them in the OSS of the European Freight Corridors.

Occasional / one-off international requests shall be submitted at least five business days before departing the path origin.

Applicants are obliged to update their application details. Specifically they will communicate, as soon as possible, any path removal or waiver of a request, and this shall not imply that other standards on obligations to use the allocated capacities apply.

To facilitate the work of Applicants who agree with the Capacity Manager to use SIPSOR, if the request period for a new Service Schedule is about to begin, any railway undertaking that already had capacity in the previous service schedule may request in writing to the CM - at least two months prior to the national capacity request deadline - an automatic loading of allocated paths. The CM shall automatically generate a computer request in the system, based on ordinary paths in effect on said date. Said generation will not imply any acquired right of preference over other requests of Applicants. Applicants shall be obliged to verify that all path requests for the new time period have been entered into the system and that all data is duly completed; they shall also cancel the request for paths for applicants who do not want a new allocation.

The Capacity Manager shall communicate in a timely manner on SIPSOR, or by any means of request, the allocated paths or amendments made to paths already allocated for reasons of technical adjustments to the mesh. The circumstances that condition path application shall be indicated on the "Observations" field.

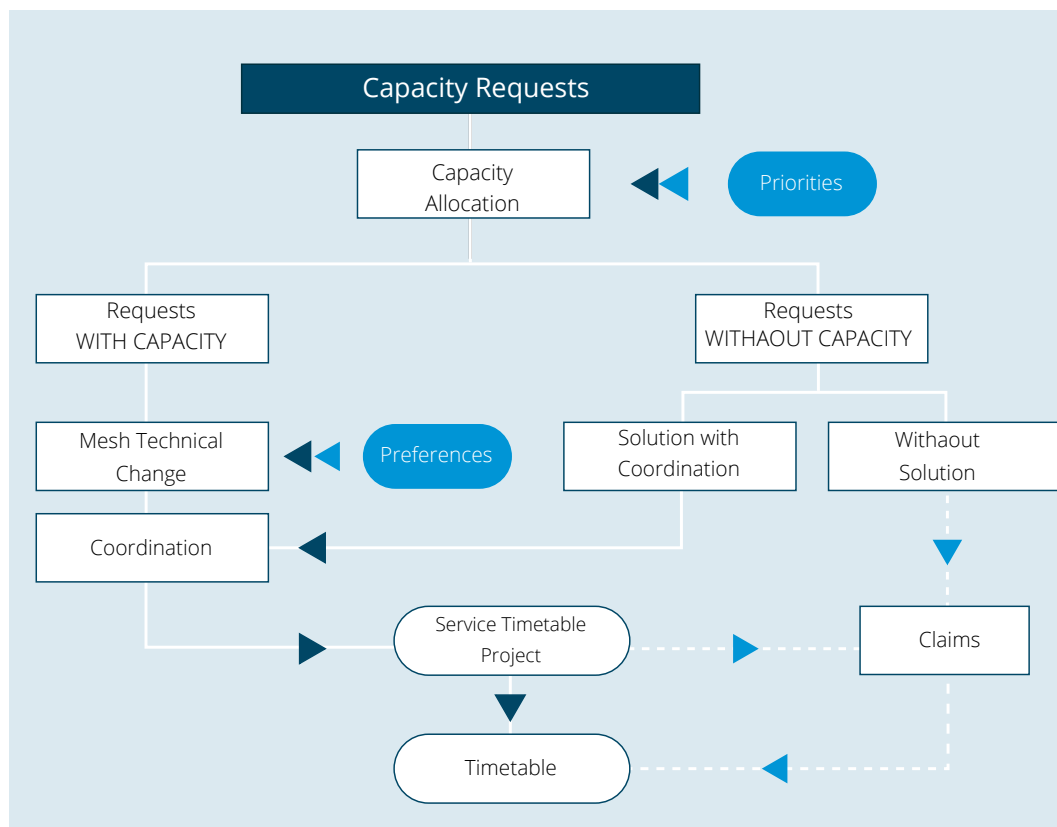
Applicants are obliged to accept the allocated running or to refuse these, by their request means, within the allegation period. After setting the deadlines should any acceptance by the Applicant for an allocated path not be received, the Capacity Manager may freely dispose of the path.

With the accepted running, the corresponding regulatory documents will be drawn up and data transfers of transport plans shall not be considered to breach the confidentiality principle.

Applicants shall notify the Capacity Manager - within the deadlines - a definite announcement of these running. The train announcement is a statement by the Applicant, in a formal way, of specific train running dates. For occasional train lines (TrainDay), these shall be announced according to the requested dates, upon accepting the train line.

With the process of train announcement, the principle of path confidentiality no longer applies, and the information is considered to be public from that moment

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

This phase is to determine which requests shall obtain Capacity on the corresponding lines and paths.

This process shall be initially performed based on the estimated Capacity available on every line, depending on traffic type, as listed in the Capacities Manual. Applicants holding a valid license from the railway infrastructure manager may request this document. Upon request satisfaction according to traffic type, any request pending satisfaction may obtain residual capacity of another traffic type, as long as this is technically feasible.

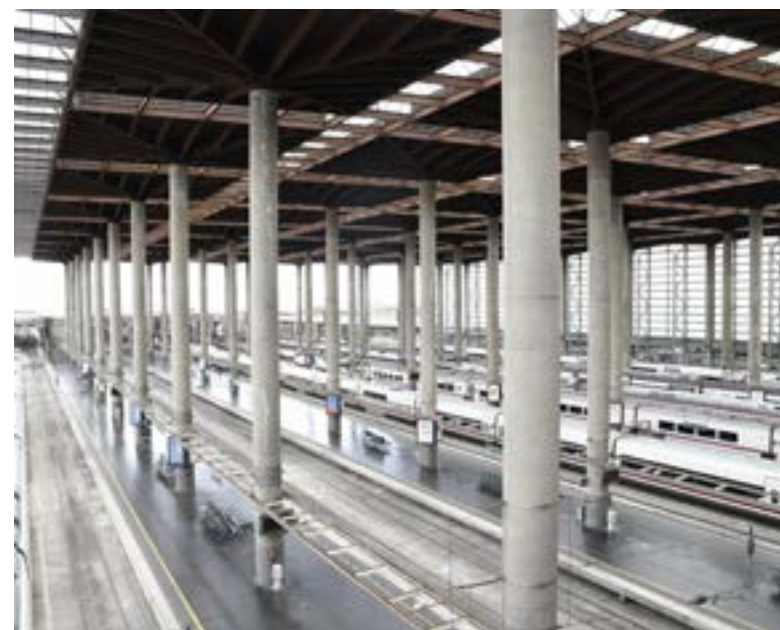
When the Capacity Allocation is for an Applicant other than a Railway Undertaking, the latter shall communicate to Adif the data of the RU that is going to use said Capacity, at least five days prior to the actual use.

Allocation Priority Criteria

The Rail Infrastructure Manager will allocate the requested infrastructure capacity as follows (Art.11 Order FOM / 897/2005):

- 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:

- Schedules shall be cadenced on lines or services from time to time, involving a better traffic organization for the railway infrastructure manager and for Applicants' operation, as well as more commercially attractive 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 24.1 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 Compulsory Traffic

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.

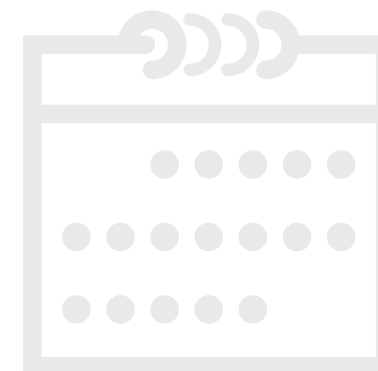
Capacity Manager will ensure that given no objection, paths allocated in the preceding Timetable that obtain capacity in the new Timetabling, basically maintain their essential characteristics.

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.

4.5.1. 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.



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.

Path Reserve Schedule

Regular Train Paths (Servitren)

The Rail Infrastructure manager offers Applicants a wide range of adjustments with appropriate deadlines to meet most transport needs.

The Rail Infrastructure manager offers Applicants a wide range of adjustments with appropriate deadlines to meet most transport needs.

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 2021 and 2022.

International Schedule		National Schedule	
Request presentation period begins	Sunday after the 2nd Saturday of December	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- 6 months
Capacity request deadline finish	X- 8 months	Provisional Capacity Allocation Communication of timetable project	X- 4 months
Provisional Capacity Allocation Communication of timetable project	X- 5,5 months	Claims	Between X-4 y X-3 months
Claims	Between X-5,5 y X-4,5 months	Final communication of the Service Schedule	X-2,5 months
Final communication of the Service Schedule	X-4 months	Announcement communication	X-1,5 months
Announcement communication	X-1,5 months	Start of timetabling	Midnight to 2nd Saturday in December
Start of timetabling	Midnight to 2nd Saturday in December	Start of timetabling	Midnight to 2nd Saturday in December

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.

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.

Annex A shows specific dates for every Agreed Adjustment for 2021 and 2022

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

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.

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

Annex A shows specific dates for every Monthly Adjustment for 2021 and 2022.

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.

Agreed Adjustments

Receipt of capacity request	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 June)

Monthly Adjustments

Receipt of capacity proposal	D – 21 days
Provisional capacity allocation	D – 14 days
Claims	D – 14 days at D – 10 days
Announcement communication	D – 10 days
Monthly Adjustment	D

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.

Surcos Ocasionales (TrenDía)

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

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.

Occasional Train Paths (TrenDía)

Maximum response time

5 working days

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.

Stations that shall be declared Coordinated, as from 2021 service schedule, are the following:

Coordinated Stations	
1	ESTACIÓN DE MADRID-CHAMARTÍN-CLARA CAMPOAMOR
2	ESTACIÓN DE VALLADOLID CAMPO GRANDE
3	ESTACIÓN DE LEÓN
4	ESTACIÓN DE ZAMORA
5	ESTACIÓN DE MADRID PUERTA DE ATOCHA (*) Including six tracks at Cerro Negro workshops and seven tracks at La Sagra workshops, facilities managed by Adif.
6	ESTACIÓN DE ZARAGOZA DELICIAS
7	ESTACIÓN DE LLEIDA PIRINEUS
8	ESTACIÓN DE BARCELONA SANTS (*) Including the three sidings planned to be set up at Sant Andreu Comtal station, facilities owned by Adif and three tracks at Can Tunis workshops, facilities managed by Adif.
9	ESTACIÓN DE FIGUERES VILAFANT
10	ESTACIÓN DE VALENCIA JOAQUÍN SOROLLA
11	ESTACIÓN DE ALACANT TERMINAL
12	ESTACIÓN DE SEVILLA SANTA JUSTA
13	ESTACIÓN DE MÁLAGA MARÍA ZAMBRANO

(*) Specific access conditions to sidings linked to coordinated stations are available in section 7.3.5.1

4.5.2. REQUESTS TO ALLOCATE INTERNATIONAL PATHS AFTER THE DEADLINE

International “late” requests means any capacity requested after the request deadline for ordinary annual capacity and up to 2 months before starting the Service Hours. The Capacity Manager shall satisfy “late” requests from Railway Undertakings with the residual capacity left after preparing the regular Service Hours.

4.5.3. AD-HOC REQUESTS

These are capacity requests made by Applicants / RUs for the Capacity Manager to prepare paths customized to their transport needs.

ALLOCATED TRAIN PATHS WITH RESERVE

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.

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.

TRAIN PATHS WITH NO RESERVE

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

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.

4.5.4. 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 4.5.5

For more information see Annex K Conflict Resolution Procedures.

4.5.5. 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.



4.6. 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 paths and consulting with the affected applicants, should it be impossible to properly satisfy, the requests for railway infrastructure capacity, the railway infrastructure manager will state that the affected infrastructure part is congested. This same qualification shall apply when infrastructure insufficient capacity is expected in the near future.”.

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 infrastructure congestion. A first classification can be studied by line sections or by terminals and, in both cases; there shall be a study of paths. Despite some line sections, which are quite congested because they are sections 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 transfer paths, which in a period of at least one month, have been used less than 80% in congested infrastructures, 50% in the rest, unless this is due to non-economic causes 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.

In the network owned by ADIF-Alta Velocidad, under Order FOM 897/2005, specifically in its art. 17, it is foreseen that the following infrastructures (6 stations and 1 line) are declared congested with market opening for new operators, so that priority measures can be applied in upon allocating and developing capacity extension measures.



INFRASTRUCTURES DECLARED CONGESTIONED

- 1 ESTACIÓN DE MADRID-PUERTA DE ATOCHA
- 2 ESTACIÓN DE BARCELONA-SANTS AV
- 3 ESTACIÓN DE MADRID-CHAMARTÍN-CLARA CAMPOAMOR

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 3.4.3 in this document. For more information, refer to the Directorate of Traffic Safety (Adif Directory section 1.6).

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, as referred to in 1.4.3.6. of the RID.

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. Path Use Control

RUs and Applicants have the obligation to use the capacity obtained under allocation terms. RUs and Applicants are bound to use the obtained capacity under the allocation terms.

4.8.1. STANDARDS TO AMEND PATHS

See section 4.5.1 Concerted adjustments and monthly adjustments

4.8.2. PATH RESCHEDULING STANDARDS

See section 4.5.1 Concerted adjustments and monthly adjustments.

4.8.3. PATH NON-USE STANDARDS

See section 4.8.4.

4.8.4. USE CONTROL STANDARDS

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.



4.9. TTR PILOT PROJECT, International Calendar

4.9.1. TTR PURPOSE

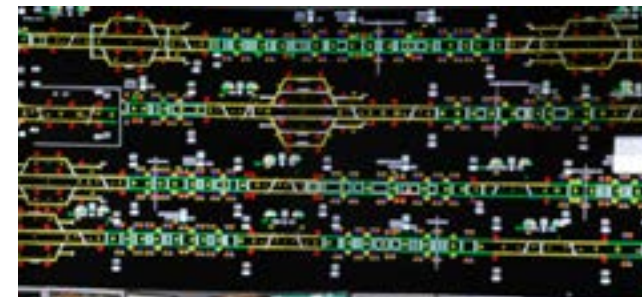
RailNetEurope (RNE) and Forum Train Europe (FTE) - with European Rail Freight Association (ERFA) support - are currently working on redesigning the international timetable process (TTR). TTR purpose is to harmonize and improve the European rail scheduling system, in order to significantly increase rail transport competitiveness.

The TTR has different components, specifically including improved infrastructure capacity allocation planning (also temporary capacity constraints), and introducing new capacity allocation processes.

The purpose is to better serve all market needs and lead to an optimal use of existing infrastructure capacity.

Detailed information about the project can be found on ttr.rne.eu

The purpose is to achieve TTR implementation by 2025 calendar, provided that it is supported by the European and national legal framework.



4.9.2. PROCESS COMPONENTS

TTR process is based upon the following factors:

- Capacity strategy (X * -60 a X * -36 months): the capacity strategy is IM long-term capacity planning.
- Capacity model (X * -30 to X * -18 months) with capacity partitioning: The capacity model offers a more detailed definition of the demand forecast, and the division of capacity into annual planning, progressive planning and temporary or unplanned capacity restraints. • International alignment on temporary capacity restrictions (TCR).
- Annual Request Capacity - Capacity to coordinate within a defined timeframe or availability for requests made after this deadline.
- Capacity for continuous planning requests: dedicated capacity based on capacity bands for a defined time frame or line sections, all of this is used with specific request deadlines.
- Capacity for ad hoc requests: residual capacity for requests submitted less than 30 days prior operation.

* X represents 2025 schedule change date.

4.9.3. IMPLEMENTATION

Adif participates in the project implementation at a national level. TTR approach is tested in pilots (see chapter 4.9.4), to assess the system and to provide potential adjustment or improvement to the project.

As a first step in the national process implementation, Adif shall be able to develop the capacity model for 2024-2025 calendar during 2021-2022 calendar.

For more information, please contact Adif (One Stop Shop).

4.9.4. CAPACITY NEEDS ANNOUNCEMENTS

Applicants may communicate by email to Adif One Stop Shop, their capacity needs to Adif between X * -30 and X * -18 months for 2025 calendar.

Capacity needs announcements are considered to be indicative and non-binding for applicants about future capacity needs.

Adif shall use, when given by RUs, any information provided as capacity input. Under no circumstances may Adif guarantee to include all information on capacity needs stated in the final capacity model, nor can information on capacity needs prioritize in the following capacity allocation process.

4.9.5. CAPACITY MODEL

The capacity model is based on the capacity made available by Adif, market requirements (i.e. new service plans) and TCRs (Temporary Capacity Restrictions) and serves as a basis for all capacity requests. In order to fulfil this purpose, capacity is allocated to various commercial and technical needs ("capacity distribution").

4.9.6. TTR PILOT PROJECT

Pilot projects have been operational from 2019-2020 calendar in several European countries. The purpose is to assess how the new TTR process effectively responds to the relevant purposes. It should also provide the possibility to adapt any critical aspect and to make further adjustments before the actual Project implementation and to prove the first benefits to the market.

The pilot lines where the new system is tested are:



- Mannheim - Miranda de Ebro (in RFC Atlantic)
- Amberes - Rotterdam (in RFC Mar del Norte - Mediterráneo)
- Múnich - Verona (in RFC ScanMed) Mannheim - Norte de Italia
- Břeclav - Tarvisio-B./Jesenice/Spielfeld (in RFC Báltico-Adriático)

ADIF participates in RFC Atlantic Pilot. Please find more information related to the Pilot in the Pilot Information Document on:

<http://www.forumtraineurope.eu/services/ttr/>

4.10. Allocation of Time Periods to Perform Testing on Blocked Tracks



ADIF Alta Velocidad does not have specific capacity to perform testing on lines with Block Section Instalment (BSI), and therefore authorizes to use some sections reserved for maintenance of lines - usually between 00:00 hr. to 05:00 hr. on Saturdays to Sundays and Sundays to Mondays - the only days when, in general, scheduled maintenance decreases, but unscheduled maintenance can be performed, as a result of incidents, track auscultation, extraordinary work, etc..

Therefore, ADIF Alta Velocidad reserves this capacity for maintenance, and maintenance tasks shall always be a priority over testing, even if these are scheduled.

Notwithstanding afore, ADIF Alta Velocidad shall allocate time periods to perform rolling stock testing on the General Interest Rail Network owned by them - in 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 regarding requests to allocate time periods with Block Section Instalment for the following types of testing::

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.

Adif Alta Velocidad shall publish the theoretical capacity available for testing on every line with Block Section Instalment.

Exceptionally, it may be requested on lines, which theoretical available capacity has not been published, and so Adif Alta Velocidad is not obliged to allocate these.

4.10.2. PROCESS DESCRIPTION

Types of requests

Requests to allocate time periods for testing shall be based on client's need and on the track technical viability, as well as on space-time availability. If the allocated capacity for testing is not used, it may result in changing capacity allocation criteria in subsequent applications.

Upon requesting time periods, clients may choose amongst the following types:

A. For periods of continued use

If client requires periods of over 40 hours to use Block Station Instalment.

B. Periods for one time use

If client requires a one-time-use, either complete nights or by hours.

Allocation Schedule

Within the capacity allocation process, complying with schedules is essential to guarantee the product quality and to allow planning the logistics of different parties involved in the process, as well as to enable the clients' group to have the necessary hours to validate their trains.

Requests shall be submitted according to the following allocation calendar:

For type A requests – For continued use periods

ADIF Alta Velocidad shall make available to clients, monthly, the theoretical available capacity 2 months in advance and for the following 3 months, for these requests to be made 3 months in advance.

In order to meet the requirements of Applicants the capacities shall be offered sectorized by line and the request shall be made unitary for every sector.

Month of publication shall be called M and capacity may be requested only for the month M+2.

Updated available theoretical time periods shall be published on day 1 of every month for the month M + 2, together with a reference for months M +3 and M +4, so that Applicants have advance information in order to perform their planning.

Final allocation of time periods for testing shall be requested through PIDAME application and shall be allocated by the Under-Directorate of High Speed Traffic in their calendar.

Example:

Publication of theoretical capacity available on 1 January - month M - to request testing in March, month M+2. the theoretical capacity of April and May is also published as a reference, months M+3 y M+4.

Receipt of time period requests month M+2	from 1 to 10 January
Time period allocation	from 11 to 20 January
Coordination phase	from 21 to 30 December
Time period allocation communication	from 1 to 10 February
Introduction in PÍDAME	from 11 to 20 February
Publication of testing report with time periods	21 February

Application deadlines for type A applications for month M+2

Receipt of time period requests	1031-10 month M
Provisional allocation of time periods	11-20 month M
Coordination phase	21-30 month M
Time period allocation communication	1-10 month M+1
Final allocation of time periods introduction in PIDAME	11-20 month M+1
Publication of certificate with testing time periods for month M+2	21 month M+1
Time period updates for testing	11 every month for capacity request for month M+2

For type B requests – For one-time-use periods

To respond to requests other than those indicated in the previous section and if these are the result of a substantial alteration of client's operational schemes or for extraordinary and justified reasons, clients may request capacity directly on PIDAME application within the specified deadlines, ADIF Alta Velocidad shall assess the scope of your needs, communicating you in a timely manner of any provisional capacity allocation.

Procedure phases

In the time period allocation process for ADIF Alta Velocidad testing, you must ensure the principles of objectivity, transparency and non-discrimination.

ADIF Alta Velocidad shall analyse client requests, optimizing response times and available time periods tracks.

Reception phase for testing time periods and provisional allocation

The client shall request testing in the model set for the purpose attached hereto, initially in PDF format, included in Annex C.

How to submit the request

Requests shall be sent to the High Speed Traffic Department using the tools that the railway infrastructure manager makes available, or by any other means to guarantee the reception.

The requesting Applicant shall assign duly accredited persons as representatives for these purposes, in accordance with article 5, Law 39/2015, of 1 October on Common Administrative Procedure of Public Administrations, as well as the address to which the railway infrastructure manager shall send the appropriate notifications and, where appropriate, submit a document certifying that they are in the Special Railway Registry (Art. 61 Rail Sector Act).

Analysis and classification of requests

Requests received shall be ordered according to the date and time of receipt.

Alta Velocidad 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 provisionally 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. Necessary evidence to obtain the authorizations and certificates that fulfil the commitments assumed by railway undertakings upon allocation of framework capacity.
2. 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.).
3. Expanding tests of current Safety Certificates for lines in the General Interest Rail Network.
4. Evidence to obtain Safety Certificates for lines in the General Interest Rail Network.

5. Testing interoperability constituents.
6. Authorization testing to enter into service control/command and signalling subsystems.
7. Authorization testing to enter into service rolling stock subsystems.
8. Train changes validation testing.
9. Type/series testing for approval of motor/towing stock.
10. Prototype testing of motor/towing stock.



Coordination Phase

Should ADIF Alta Velocidad 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 Alta Velocidad 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 Phase of Time Periods for Testing and Allocation Introduction in PIDAME

ADIF Alta Velocidad shall communicate the time period allocation for testing to Applicants, and they are obliged to formalize the requests on PIDAME application. Clients will notify, as soon as possible, any waiver to the provisionally allocated time periods.

Finally ADIF Alta Velocidad shall prepare the testing report that includes the determination of these and Applicants' acceptance of allocated time intervals.

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 Alta Velocidad 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 Alta Velocidad 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.





5

SERVICES AND PRICES ECONOMIC AND TAX REGIME

5.1. Introduction

5.2. Charging Principles/Prices

5.3. Minimum Access Package and Prices

5.4. Basic Services and Prices

5.5. Prices and Supplementary Services

5.6. Prices and Ancillary Services

5.7. Sanctions and Financial Incentives

5.8. Performance Scheme

5.9. Updating or Amending Fees, Tariffs,
and Prices

5.10. Fees, Tariffs, and Prices Payment

INDEX

5.3.1. FEES	117
5.3.2. RAILWAY TARIFFS	119
5.7.1. PENALTIES FOR PATH MODIFICATIONS	166
5.7.2. PENALTIES FOR PATH VARIATIONS	166
5.7.3. PENALTIES FOR NOT USING THE PATH	166
5.7.4. PENALTIES FOR PATH CANCELLATION	166
5.7.5. INCENTIVES / DISCOUNTS	167

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. Charging Principles/Prices

These principles are supported by the following figures:

- Rail fees and tariffs.
- Prices for Basic, Supplementary and Ancillary Service Provision.

Railway Fees satisfy taxable events such as the provision of services provided for in Rail Sector Act.

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.

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



ECONOMIC REGIME

The provision of the Basic, 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.

5.3. Minimum Access Package and Prices

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.

Annex L details the general use conditions of Information Systems, which the infrastructure manager makes available to Applicants/railway undertakings, and it also determines the information that Applicants/railway undertakings shall provide to the infrastructure manager in order to perform their functions.

5.3.1. 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

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.

Law 11/2020, of 30 December on 2021 General State Budget provides for new charges for using rail public assets. Article 74 of said Law states:

"One. With effect as from the entry into force of this Law, fixed amount types of State Treasury rates are raised up to the amount resulting from 1.01 coefficient application to the amount due during 2020, taking into account article 86, Law 6/2018, of 3 July, on 2018 General State Budget.

"Afore section shall not apply to fees arising from any specific updating due to standards published as from 1 January 2019".

1% update of afore previous article is applicable to the fee for using of rail public assets as under article 93 and following ones, Law 38/2015, Rail Sector Act.

As from 1 January 2021, the fee fixed amount for using public rail public assets is as follows:

FEE FOR USING RAIL PUBLIC PROPERTY ASSETS IN AN ORDERLY OR SPECIAL MANNER

Occupied surface	0.6867 € / sqm, per month or fraction.
------------------	--

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.

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.

5.3.2. 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.

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 11/2020, of 30 December on 2021 General State Budget.

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:



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.).

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.

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.

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.**

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.

Law 11/2020 on 2021 General State Budgets indicates in article 80 the new charges for railway tariffs that apply as from 1 January 2021, and their indefinite validity.

However, and in order to alleviate the crisis effects caused by COVID-19 upon rail transport, transitory provision six in said law temporarily amends the unit amounts of rail tariffs under article 80, establishing the following unit amounts applicable between 1 January and 31 December 2021.

TARIFF FOR USING THE GENERAL INTEREST RAIL NETWORK MANAGED BY ADIF ALTA VELOCIDAD

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	1.6767	1.4873	1.7350	1.6069	1.7776	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.

In order to continue being an incentive element for a rail network efficient use, the minimum difference percentages between allocated and used capacity - which are the basis to apply this addition - are fixed at 2 % for 2021 passenger services, and at 15 % for freight services.

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	8.6371	3.4358	5.4446	3.3744	1.5089	1.2910
Other than A	0.9265	0.9358	0.9332	4.8849	0.7500	0.1319

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	3.6414	3.0043	3.7855	2.3316	0.9797	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	Offered € / 100 Seats-Km					
Madrid-Barcelona-Border Line	1.7611	0.0000	0.3023	0.4959	0.0000	0.0000
Madrid-Toledo-Sevilla-Málaga Line	0.8647	0.0000	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.

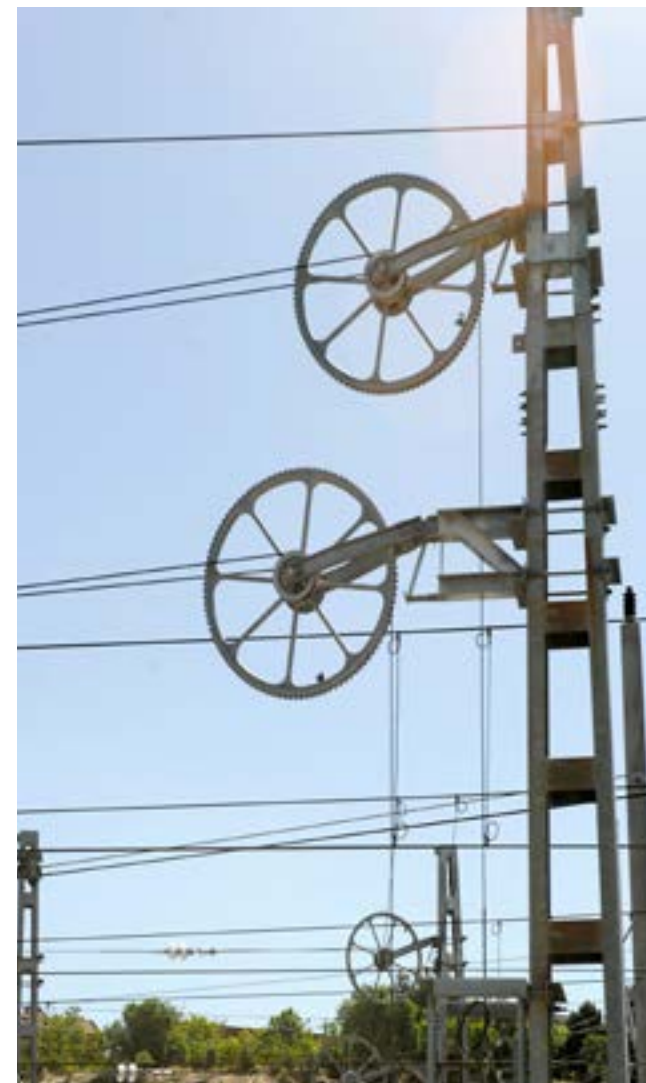
TARIFF FOR USING TRACTION ELECTRIC POWER CONVERSION AND DISTRIBUTION FACILITIES, MODE C						
LINE TYPE	TYPE OF SERVICE / TRAIN					
	VL1	VL2	VL3	VCM	VOT	M
	€/ Train-km					
A	0.4865	0.4315	0.5044	0.4665	0.5292	0.1855
Other than A	0.2018	0.2039	0.2033	0.5500	0.1635	0.0287

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.

It shall apply to the set of taxpayers operating on every 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”.
- 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”
- 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”

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.

TARIFFS FOR USING SERVICE FACILITIES OWNED BY ADIF ALTA VELOCIDAD

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 railway rolling stock owners that use taxable service facilities shall be taxable persons.

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 station 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				
STATION CATEGORY	TYPE OF STOP	LONG DISTANCE	INTERCITY	COMMUTER-UNDERGROUND
		€ / 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.

ADDITION TO THE TARIFF BASED ON THE INTENSITY OF USE OF PASSENGER STATION FACILITIES OF ADIFALTA VELOCIDAD

Said addition shall apply to category 1 to 5 passenger stations and is calculated by multiplying the unit charge by number of passengers that are actually on or off at every station stop, differentiating by passenger type.

ADDITIONAL CHARGES, BY USE INTENSITY OF PASSENGER STATION FACILITIES OWNED BY ADIF – ALTA VELOCIDAD

€/PASSENGER ON OR OFF THE TRAIN		
Long distance	Intercity	Commuter-Underground
0.4084	0.0871	0.0209

Table 4 in "Reference Tables", shows the characteristics of train types.

TARIFF FOR USING PASSENGER TRANSPORT STATIONS CATEGORY 6 - MODEA.2

HUB	MONTHLY AMOUNT EURO
Asturias	6,817
Barcelona	152,411
Bilbao	16,368
Cádiz	451
Madrid	214,246
Málaga	16,232
Murcia	202
San Sebastián	13,135
Santander	1,226
Sevilla	1,527
Valencia	8,904
Asturias (RAM)	12,981
Murcia (RAM)	1,047
Cantabria (RAM)	6,247
Vizcaya (RAM)	1,709
León (RAM)	2,967
Total Monthly	456,470

A.2) 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:

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", section 6.2.6, 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.

There are two hourly periods depending on the station saturation, the ordinary saturation period between 5.00 am and 11.59 pm and the hourly period with the least saturation between 0.00 am and 4 am. 59 hours with a fixed reduced charge.

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	ORDINARY SATURATION FROM 5:00 AM TO 11:59 PM		
	STABLING TYPE		
	A	B	C
	€/ Train		
1	2.2458	3.3688	4.4917
2	1.1229	1.6998	2.2458

CHARGES TARIFF FOR TRAIN PARKING FOR COMMERCIAL SERVICES WITHOUT OTHER OPERATIONS - MODE C.1			
STATION CATEGORY	LOW SATURATION FROM 00:00 AM TO 4:59 AM		
	STABLING TYPE		
	A	B	C
	€/ Train		
1	1.1229	1.6844	2.2459
2	0.5615	0.8499	1.1229

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 stabling for other operations (train interior and/or minimal exterior cleaning, loading and unloading of services on board, use of water intakes, use of fuel facilities, use of electrical outlets, use of WC emptying facilities 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:** Train interior and/or minimal exterior cleaning (front, doors and window 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.



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.

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.

TARIFF FOR USING SIDINGS AND OTHERS - MODE D

BASE COMPONENTS

C track	5.4020 euro/m of track-year
C overheadline	1.8260 euro/m of overheadline-year
C switch I type (manual)	564.7550 euro/unit year
C switch II type (telecommanded)	2,165.9540 euro/unit year

COMPONENTS OF EQUIPMENT ASSOCIATED TO TRACK

C track gauge corridor	1.1910 euro/m of track-year
C track lighting	1.3680 euro/m of track-year
C shunting yard lighting	2.0260 euro/m of track-year
C Fire protection network	5.9530 euro/m of track-year
C Loading/unloading platform	52.4900 euro/m of track-year

OPTIONAL EQUIPMENT COMPONENTS

C grease collection trays	521.5160 euro/unit year
C fuel collection tray	820.0490 euro/unit year
C Cab Access Stairs	20.9450 euro/unit year
C Unloading pit	118.0500 euro/unit year
C Maintenance pit (without outlets)	188.3880 euro/unit year
C Loading/unloading platform	602.6130 euro/unit year
C Water, electric or compressed air intake	43.7500 euro/unit year

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	5.4020 euro/month-year
C overheadline	1.8260 euro/month-year
C switch I type (manual)	564.7550 euro/month-year
C switch II type (telecommanded)	2,165.9540 euro/month-year
C Marshalling Yard Type I (concrete/paving stone)	19.3400 euro/month-year
C marshalling yard II type (conglomerate)	11.2320 euro/month-year
C Marshalling yard II type (layers)	5.1910 euro/month-year
COMPONENTS OF EQUIPMENT ASSOCIATED TO TRACK	
C track gauge corridor	1.1910 euro/m of track-year
C track lighting	1.3680 euro/m of track-year
C shunting yard lighting	2.0260 euro/m of track-year
C Fire protection network	5.9530 euro/m of track-year
C Loading/unloading platform	52.4900 euro/m of track-year
OPTIONAL EQUIPMENT COMPONENTS	
C Grease collection trays	521.5160 euro/unit/year
C fuel collection tray	820.0490 euro/unit/year
C Cab Access Stairs	20.9450 euro/unit/year
C Unloading pit	118.0500 euro/unit/year
C Maintenance pit (without outlets)	188.3880 euro/unit/year
C Loading/unloading platform	602.6130 euro/unit/year
C Water, electric or compressed air intake	43.7500 euro/unit/year

The Ministry of Transport, Mobility and Urban Agenda will compensate railway infrastructure managers for the difference between the tariffs that said entities should have received through unit amount application provided for in article 80, and those actually paid by taxpayers as a result of settlements issued with unit amounts as set forth in this transitory provision.

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.
B 1	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..
B 2	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: <ul style="list-style-type: none"> • 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.
C 1	These are routes that make up commuter hubs. C 1 are hubs with a traffic density per line kilometre equal to or over 80 running per day.
C 2	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: <ul style="list-style-type: none"> • 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 Alta Velocidad has been made, which are included in [Annex I](#) of this Network Statement. The kilometre summary of every existing line type is shown below.

LINE TYPE	LENGTH	
ADIF-Alta Velocidad OWNERSHIP	KMS. LINE	%
A	2,696.0	74.4%
B1	390.4	10.8%
B2	399.2	11.0%
C1	23.2	0.6%
C2	97.6	2.7%
D	15.8	0.4%
E	0.0	0.0%
TOTAL	3,622.2	100%



TABLE 2 CHARACTERISTICS OF THE SERVICES AND TYPES OF TRAIN		
CLASS	TYPE	CHARACTERISTICS
Passengers	VL	Long-distance passenger services, distinguishing the following sub-types: <ul style="list-style-type: none"> 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.
		Commuter, city and intercity passenger services.
		Urban or suburban services: those that run entirely within a commuter hub.
	VCM	Intercity services: those that are not commuter or intercity with routes shorter than 300 kilometres. International trains and long-distance branch lines are excluded. <ul style="list-style-type: none"> 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 01/01/2021)				
Category 1				
BARCELONA-SANTS	GIRONA	MADRID-CHAMARTÍN-CLARA CAMPOAMOR	MADRID-PUERTA DE ATOCHA	ZARAGOZA DELICIAS
Category 2				
ALBACETE LOS LLANOS	CASTELLÓN DE LA PLANA	LLEIDA-PIRINEUS	SEGOVIA-GUIOMAR	VALLADOLID-CAMPO GRANDE
ALICANTE	CIUDAD REAL	MÁLAGA MARÍA ZAMBRANO	SEVILLA-SANTA JUSTA	
CAMP DE TARRAGONA	CÓRDOBA	SANTIAGO DE COMPOSTELA	VALENCIA JOAQUÍN SOROLLA	
Category 3				
ANTEQUERA-SANTA ANA	ELCHE / ELX AV *	LEÓN	PONTEVEDRA	TOLEDO
CÁCERES	FIGUERES-VILAFANT	MURCIA DEL CARMEN	PUENTE GENIL-HERRERA	VIGO URZAIZ
CALATAYUD	GRANADA	OURENSE	PUERTOLLANO	VILLENA ALTA VELOCIDAD
CUENCA FERNANDO ZÓBEL	GUADALAJARA-YEBES	PALENCIA	SAN SEBASTIÁN / DONOSTIA	ZAMORA
Category 4				
MEDINA DEL CAMPO AV	REQUENA-UTIEL	VILAGARCÍA DE AROUSA	VILLANUEVA DE CÓRDOBA	
Category 5				
LOJA				

ELCHE / ELX AV * put into service from 01/02/2021

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 protection	Protection means according to standards, self-protection plan or emergency plan.	Protection means according to standards, self-protection plan or emergency plan.	Protection means according to standards, self-protection plan or emergency plan.	Protection means according to standards, emergency plan or emergency measures	Protection means according to standards. Safety measures	Protection means according to standards, emergency plan or emergency 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, identify services and areas	to direct, identify services and areas	to direct, identify services and areas	to direct, identify services and areas	To Identify platforms	to direct, identify services and areas	It also includes station identification in all categories.
Furniture for clients	Benches, bins	Benches, bins	Benches, bins	Benches, bins	-	Benches, bins	
Information on train schedules	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 = Passenger information system, includes screens and/or indicator screens
Protection against inclement 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 = Passenger information system, includes screens and/or indicator screens
Information about the station	App "Adif on your mobile", showcases, loudspeakers, interactive 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, complaints and suggestions on the web "www.adif.es"	Claims, complaints and suggestions on the web "www.adif.es"	Claims, complaints and suggestions on the web "www.adif.es"	Claims, complaints and suggestions on the web "www.adif.es"	Claims, complaints and suggestions on the web "www.adif.es"	Claims, complaints and suggestions on the web "www.adif.es"	

SERVICES	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6	OBSERVATIONS
Toilets	Male, female, adapted to PRM	Male, female, adapted to PRM	Male, female, adapted to PRM	-	-	-	Free public toilets at access restricted for passengers can coexist with paid toilets in public areas of free access.
Waiting areas	Air conditioned space in the lobby and/or departure lounge	Air conditioned space in lobby	Air conditioned space in lobby	-	-	-	Boarding room includes access control, furniture and information equipment for comfort improvement.
Air conditioning	Areas in the hall with heating and cooling	Areas in the hall with heating and cooling	-	-	-	-	Level of special orders according to energy efficiency regulations.
Vertical means of transport	Elevators, stairs or mechanical ramps	Elevators, stairs or mechanical 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 getting 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 equipment	Luggage trolleys	-	-	-	-	-	

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 kilometers, 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 2021 REFERENCE TRAFFIC IN, TREF (IN FORCE SINCE 01/01/2021)

			Types of service				
			VL1	VL2	VL3	VCM	M
			Length (km)				
Axle lines 11-A.V. Madrid Chamartín-Clara Campoamor - Valladolid - Bif. Vta. Baños							
072	CAMBIADOR MADRID-CHAMARTÍN-CLARA CAMPOAMOR - CTT FUENCARRAL AV	0.3	N/A	N/A	N/A	N/A	N/A
076	BIF. CAMBIADOR VALDESTILLAS-CAMBIADOR VALDESTILLAS	1.0	N/A	1,089	N/A	N/A	N/A
080	MADRID-CHAMARTÍN-CLARA CAMPOAMOR - VALLADOLID-BIF. VENTA DE BAÑOS	216.8	442,656	1,678,415	N/A	888,885	N/A
084	BIF. VENTA DE BAÑOS - LEON	127.9	258,962	360,84	N/A	N/A	N/A
Subtotal		345.9	701,618	2,039,688	0	888,885	0
Axle lines 12-A.V. Madrid Atocha - Barcelona - Frontera Francia							
050	MADRID-PUERTA DE ATOCHA-LIMITE ADIF - LFP	752.4	10,458,110	1,655,951	1,440,501	704,529	148,679
052	BIF. CAMBIADOR PLASENCIA-CAMBIADOR PLASENCIA	3.8	N/A	9,546	N/A	N/A	N/A
054	BIF MONCASI-BIF CANAL IMPERIAL	25.9	220,374	22,739	62,196	N/A	N/A
056	BIF LES TORRES-BIF ARTESA DE LLEIDA	16.3	86,741	24,756	49,249	26,980	N/A
060	BIF. CAMB. ZARAGOZA-DELICIAS-CAMB. ZARAGOZA-DELICIAS	0.4	N/A	N/A	529	N/A	N/A
068	VALLECAS AV-AG. KM. 12,300-LOS GAVILANES-AG. KM. 13,400	5.6	N/A	N/A	9,152	N/A	N/A
Subtotal		804.3	10,765,225	1,712,992	1,561,627	731,509	148,679
Axle lines 13-A.V. Madrid Atocha - Levante (at present Valencia/Alicante)							
024	BIF. BLANCALES - YELES AGUJA KM.34,397	5.7	N/A	N/A	3,004	N/A	N/A
040	BIF. TORREJÓN DE VELASCO - VALENCIA-JOAQUIM SOROLLA	361.3	3,477,077	851,717	189,602	N/A	N/A
042	BIF. ALBACETE -ALACANT-TERMINAL	237.8	1,125,750	354,986	N/A	N/A	N/A
308	ALBACETE - CAMBIADOR ALBACETE	0.5	N/A	N/A	N/A	N/A	N/A
328	VALENCIA-A.V.-AGUJA KM. 396,7 - CAMBIADOR VALENCIA	0.1	N/A	N/A	N/A	N/A	N/A
Subtotal		605.3	4,602,827	1,206,703	192,606	0	0

TABLE 6 2021 REFERENCE TRAFFIC IN, TREF (IN FORCE SINCE 01/01/2021)

			Types of service					
			Length (km)	VL1	VL2	VL3	VCM	M
Axle lines 14-A.V. Madrid Atocha - Toledo / Sevilla Sta. Justa / Málaga María Zambrano								
010	PTA. DE ATOCHA-SEVILLA-S. JUSTA		470.5	6,782,585	1,714,578	996,275	3.105.555	N/A
012	CAMBIADOR ATOCHA-PTA. DE ATOCHA		1.3	N/A	2,895	N/A	N/A	N/A
016	MAJARABIQUE-CAMBIADOR MAJ.		2.0	N/A	6,191	N/A	N/A	N/A
020	LA SAGRA-TOLEDO		21.4	N/A	N/A	N/A	237,619	N/A
022	BIF CAMBIADOR ALCOLEA-CAMBIADOR ALCOLEA		0.7	N/A	N/A	N/A	N/A	N/A
030	BIF. MALAGA-A.V.-MARIA ZAMBRANO		154.6	992,839	90,814	190,072	776,740	N/A
032	ANTEQUERA-SANTA ANA-CAMBIADOR ANTEQUERA		0.4	N/A	N/A	N/A	N/A	N/A
Subtotal			650.9	7,775,424	1,814,478	1,186,347	4,119,914	0

TABLE 7 TARGET TRAFFIC 2021, TOBJ (IN FORCE SINCE 01/01/2021)

			Types of service				
			VL1	VL2	VL3	VCM	M
Length (km)							
Axle lines 11-A.V. Madrid Chamartín-Clara Campoamor - Valladolid - Bif. Vta. Baños							
072	CAMBIADOR MADRID-CHAMARTÍN-CLARA CAMPOAMOR - CTT FUENCARRAL AV	0.3	0	0		0	0
076	BIF. CAMBIADOR VALDESTILLAS-CAMBIADOR VALDESTILLAS	1.0	0	1,198		0	0
080	MADRID-CHAMARTÍN-CLARA CAMPOAMOR - VALLADOLID-BIF. VENTA DE BAÑOS	216.8	486,922	1,846,257		977,774	0
084	BIF. VENTA DE BAÑOS - LEON	127.9	284,858	396,202		0	0
Subtotal		345.9	771,780	2,243,657		977,774	0

TABLE 7 TARGET TRAFFIC 2021, TOBJ (IN FORCE SINCE 01/01/2021)

			Types of service				
			VL1	VL2	VL3	VCM	M
Length (km)							
Axle lines 12-A.V. Madrid Atocha - Barcelona - Frontera Francia							
050	MADRID-PUERTA DE ATOCHA-LIMITE ADIF - LFP	752.4	11,503,921	1,821,546	1,584,551	774,982	163,547
052	BIF. CAMBIADOR PLASENCIA-CAMBIADOR PLASENCIA	3.8	0	10,501	0	0	0
054	BIF MONCASI-BIF CANAL IMPERIAL	25.9	242,411	25,013	68,416	0	0
056	BIF LES TORRES-BIF ARTESA DE LLEIDA	16.3	95,415	27,232	54,174	29,678	0
060	BIF. CAMB. ZARAGOZA-DELICIAS-CAMB. ZARAGOZA-DELICIAS	0.4	0	0	582	0	0
068	VALLECAS AV-AG. KM. 12,300-LOS GAVILANES-AG. KM. 13,400	5.6	0	0	10,067	0	0
Subtotal		804.3	11,841,748	1,884,291	1,717,790	804,660	163,547
Axle lines 13-A.V. Madrid Atocha - Levante (at present Valencia/Alicante)							
024	BIF. BLANCALES - YELES AGUJA KM.34,397	5.7	0	0	3,304	0	0
040	BIF. TORREJÓN DE VELASCO - VALENCIA-JOAQUIM SOROLLA	361.3	3,824,785	936,889	208,562	0	0
042	BIF. ALBACETE -ALACANT-TERMINAL	237.8	1,238,325	390,485	0	0	0
308	ALBACETE - CAMBIADOR ALBACETE	0.5	0	0	0	0	0
328	VALENCIA-A.V.-AGUJA KM. 396,7 - CAMBIADOR VALENCIA	0.1	0	0	0	0	0
Subtotal		605.3	5,063,110	1,327,373	211,867	0	0
Axle lines 14-A.V. Madrid Atocha - Toledo / Sevilla Sta. Justa / Málaga María Zambrano							
010	PTA. DE ATOCHA-SEVILLA-S. JUSTA	470.5	7,460,844	1,886,036	1,095,903	3,416,111	0
012	CAMBIADOR ATOCHA-PTA. DE ATOCHA	1.3	0	3,185	0	0	0
016	MAJARABIQUE-CAMBIADOR MAJ.	2.0	0	6,810	0	0	0
020	LA SAGRA-TOLEDO	21.4	0	0	0	261,381	0
022	BIF CAMBIADOR ALCOLEA-CAMBIADOR ALCOLEA	0.7	0	0	0	0	0
030	BIF. MALAGA-A.V.-MARIA ZAMBRANO	154.6	1,092,123	99,895	209,079	854,414	0
032	ANTEQUERA-SANTA ANA-CAMBIADOR ANTEQUERA	0.4	0	0	0	0	0
Subtotal		650.9	8,552,966	1,995,926	1,304,982	4,531,905	0

Target traffic was established for every line combination/service type specified in table 6 in reference traffic applying to these values + 10% increase.

TABLE 8 2021 TARGET BONUS, BOBJ (IN FORCE SINCE 01/01/2021)

		Types of service					
		Length (km)	VL1	VL2	VL3	VCM	M
Axle lines 11-A.V. Madrid Chamartín-Clara Campoamor - Valladolid - Bif. Vta. Baños							
072	CAMBIADOR MADRID-CHAMARTÍN-CLARA CAMPOAMOR - CTT FUENCARRAL AV	0.3	N/A	N/A	N/A	N/A	N/A
076	BIF. CAMBIADOR VALDESTILLAS-CAMBIADOR VALDESTILLAS	1.0	N/A	50%	N/A	N/A	N/A
080	MADRID-CHAMARTÍN-CLARA CAMPOAMOR - VALLADOLID-BIF. VENTA DE BAÑOS	216.8	50%	50%	N/A	10%	N/A
084	BIF. VENTA DE BAÑOS - LEON	127.9	50%	50%	N/A	N/A	N/A
Axle lines 12-A.V. Madrid Atocha - Barcelona - Frontera Francia							
050	MADRID-PUERTA DE ATOCHA-LIMITE ADIF - LFP	752.4	50%	50%	50%	10%	10%
052	BIF. CAMBIADOR PLASENCIA-CAMBIADOR PLASENCIA	3.8	N/A	50%	N/A	N/A	N/A
054	BIF MONCASI-BIF CANAL IMPERIAL	25.9	50%	50%	50%	N/A	N/A
056	BIF LES TORRES-BIF ARTESA DE LLEIDA	16.3	50%	50%	50%	10%	N/A
060	BIF. CAMB. ZARAGOZA-DELICIAS-CAMB. ZARAGOZA-DELICIAS	0.4	N/A	N/A	50%	N/A	N/A
068	VALLECAS AV-AG. KM. 12,300-LOS GAVILANES-AG. KM. 13,400	5.6	N/A	N/A	50%	N/A	N/A
Axle lines 13-A.V. Madrid Atocha - Levante (at present Valencia/Alicante)							
024	BIF. BLANCALES - YELES AGUJA KM.34,397	5.7	0	0	50%	N/A	N/A
040	BIF. TORREJÓN DE VELASCO - VALENCIA-JOAQUIM SOROLLA	361.3	50%	50%	50%	N/A	N/A
042	BIF. ALBACETE -ALACANT-TERMINAL	237.8	50%	50%	N/A	N/A	N/A
308	ALBACETE - CAMBIADOR ALBACETE	0.5	N/A	N/A	N/A	N/A	N/A
328	VALENCIA-A.V.-AGUJA KM. 396,7 - CAMBIADOR VALENCIA	0.1	N/A	N/A	N/A	N/A	N/A

TABLE 8 2021 TARGET BONUS, BOBJ (IN FORCE SINCE 01/01/2021)

		Types of service				
		Length (km)	VL1	VL2	VL3	VCM M
Axle lines 14-A.V. Madrid Atocha - Toledo / Sevilla Sta. Justa / Málaga María Zambrano						
010	PTA. DE ATOCHA-SEVILLA-S. JUSTA	470.5	50%	50%	50%	10% N/A
012	CAMBIADOR ATOCHA-PTA. DE ATOCHA	1.3	N/A	50%	N/A	N/A
016	MAJARABIQUE-CAMBIADOR MAJ.	2.0	N/A	50%	N/A	N/A
020	LA SAGRA-TOLEDO	21.4	N/A	N/A	N/A	10% N/A
022	BIF CAMBIADOR ALCOLEA-CAMBIADOR ALCOLEA	0.7	N/A	N/A	N/A	N/A
030	BIF. MALAGA-A.V.-MARIA ZAMBRANO	154.6	50%	50%	50%	10% N/A
032	ANTEQUERA-SANTA ANA-CAMBIADOR ANTEQUERA	0.4	N/A	N/A	N/A	N/A

Target bonus applicable to every applicable VL1, VL2, VL3, VCM and M line combination / service type.

5.4. Basic Services and Prices

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.

According to the provisions hereunder ADIF - Alta Velocidad 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	GENERAL SCOPE
	DESCRIPTION
SB-1	Capacity allocation at facilities that make up Passenger Transport Stations and Freight Transport Terminals: Tracks with platforms at train stabling stations for commercial passenger services and other operations; sidings, tracks for train setting, shunting, maintenance, washing and cleaning, fuel supply, and use of loading points for freight, included in tariffs C1, C2, D and E, respectively. (Access and capacity allocation conditions for are available under chapter 7 in this Network Statement.

Basic Service SB_2, Fuel Supply, is provided by Adif.

BASIC SERVICES	SCOPE OF PASSENGER TRANSPORT AT STATIONS
	DESCRIPTION
SB-5	Access to buildings and platforms at Passenger Transport Stations, for passenger use. Passengers use of common facilities at stations, accesses, lobbies, waiting areas, etc., as well as information, security, comfort, maintenance, cleaning, etc. services. included in the tariff for passenger transport station use (Mode A). This chapter also indicates the prices (fees) for passenger station use, depending on the station category, and the matrix of minimum benefits by station category. Table 4.

SB-6 TRAVEL INFORMATION SERVICE				
INVOICING UNIT	* Printed support: €/ support - month-			
	* Digital support: €/ issuance support - month (per ad, regardless of the number of times it is broadcast)			
PRICES (depending on the station category)				
CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5
3.73	3.73	3.73	3.73	----
For contracting periods less than one month, the calculation will be made as follows: Cost of the monthly period increased by 50%, by dividing the result by 30 and multiplying it by the number of days of use.				

SB-7
INFORMATION AND TICKET SALE SERVICE SUPPORTED

INVOICING UNIT * €/ sqm -mes

PRICES (depending on the station category)

CATEGORY 1

19.99

CATEGORY 2

16.79

CATEGORY 3

12.98

CATEGORY 4

10.05

CATEGORY 5

5.66

It does not include consumption, supplies, services, cleaning or maintenance expenses arising from using the premises, which shall be payable by the RU.

SB-8
TICKET SALE SERVICE AND INFORMATION THROUGH SELF-SERVICE MACHINES

INVOICING UNIT * €/ - machine- month (for a standard surface)

PRICES (depending on the station category)

CATEGORY 1

210.00

CATEGORY 2

151.00

CATEGORY 3

105.00

CATEGORY 4

75.00

CATEGORY 5

54.00

Units which occupancy is over the standard one shall be invoiced as 2 units.

Electricity consumption is included in the price.

It does not include the expenses for services, cleaning or maintenance arising from the machine use, which will be paid by the RU.

SB-9
ON-BOARD PERSONNEL ATTENTION SERVICE

INVOICING UNIT * €/sqm month

PRICES (depending on the station category)

CATEGORY 1

11.81

CATEGORY 2

9.93

CATEGORY 3

7.67

CATEGORY 4

5.94

CATEGORY 5

For periods shorter than one year, the price will increase by 25%.

It does not include expenses for consumption, supplies, services or maintenance arising from the use of premises, which will be paid by the RU.

SB-10 ATTENTION SERVICE TO PRM at ADIF- ALTA VELOCIDAD STATIONS		
Stations with Permanent Service	€/Equivalent passenger	2021 charges- 0,2414 €/Equivalent passenger
Stations with occasional services	€/Assistance	2021 charges 49,82 €/Assistance
Equivalent Passenger		
Passenger type	Equivalent passengers	Given current health circumstances and their possible impact on expected demand in terms of passengers volume getting on and off at stations with said services, together with the need, from time to time, to adapt the available resources to the service, at the end of every semester the amounts invoiced shall be settled based on actual prices arising from a regularized term, based on the number of actual passengers and costs incurred by ADIF and ADIF AV with service providing companies, by issuing an additional invoice or credit note, as appropriate.
NATIONAL / INTERNATIONAL	1.00000	
INTERCITY	0.39093	
COMMUTER	0.00029	

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 Chapter 7, and in the catalogue of descriptive files of service facilities, as available on ADIF-Alta Velocidad website as an annex to this Network Statement..

Prices for 2021 shown in this document will only apply to Basic Services provided at service facilities, which belong to the General Interest Railway Network and rail service areas managed by ADIF-Alta Velocidad.

These prices shall be in force as from 1 January 2021 and shall remain valid until 31 December 2021, or longer until new ones are approved.

5.5. Prices and 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).

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

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.

SC-1	EXCEPTIONAL TRANSPORTS	INVOICING UNIT	PRICE YEAR 2021
	Studies by Adif associated with the viability and safety of transport traffic.	BY STUDY	93 € / h /agent
RUNNING PLAN			
	Itinerary A territorial operating area (*)	RUNNING PLAN	950 €
	Itinerary TWO or more operational territorial areas (*)	RUNNING PLAN	1,500 €
	Transport escort and assistance	SERVICE BORROWED	68 € / h /agent
	Vehicles supporting traffic (**)	SERVICE BORROWED	320 €/100 Km. and 3,2 €/Km. When it exceeds the initial 100 Km.
	Extraordinary opening of Stations	SERVICE BORROWED	68 € / 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..

SC-2 TRACTION POWER SUPPLY

ADIF-Alta Velocidad, as a provider of Supplementary Traction Current Supply Service shall implement a new invoicing system for this Supplementary Service that shall allow to invoice RUs in a liberalized framework of national passenger transport, in a transparent and non-discriminatory manner, so that RUs can set in their business plans the expected costs of traction energy supply.

ADIF-Alta Velocidad - in order to invoice every RU for the actual consumption of every service - evolves the invoicing system, following the trend observed in European countries, towards a model based on an EMBARKED MEASURE as a service-invoicing unit.

Evolution arises in 2 phases:

- Phase I, opens the possibility to invoice different operators of electrified lines in alternating current (mainly high-speed lines).
- Phase II, invoicing would be integrated to the units equipped with embarked measure.

Invoicing system shall be as follows:

- In a direct current electrified network (mainly, Conventional Network), RUs shall be invoiced based on the production performed and measured in Gross Kilometre Tons (TKB), collected in ADIF-Alta Velocidad systems and stated by RUs according to the price included in the Network Statement for every service type (€ / Thousands TKB).
- In a network electrified in alternating current (mainly high-speed lines), the invoicing system shall be similar to that currently set for Conventional Network, so that every RU is invoiced according to TKB.

Additionally, for the network electrified in alternating current, invoicing to RUs may include recognition of the returned energy to power units with regenerative braking. To qualify for this recognition, RUs shall have to notify ADIF – Alta Velocidad beforehand of the units equipped with regenerative brake.

Until the onboard invoicing measure is implemented, the compensable energy shall be considered upon recognizing the energy output considered at the substation.

For the incorporation of this energy output, two different ratios shall be published:

- rr ratio, which sets the consumption upon stated TKB for electric units with regenerative brake, as previously reported to ADIF - Alta Velocidad
- rs ratio, which sets the consumption upon TKB for other power units.

These ratios shall be expressed in Watt-hours (Wh) per TKB produced (Wh / TKB), and the consumption to be invoiced to every RU can be determined by multiplying these ratios by TKB produced as collected in ADIF-Alta Velocidad systems, and stated by RUs. These ratios have been published as an annual forecast to be monthly adjusted based on actual production and consumption.

After obtaining the consumption, expressed in Watt-hours (Wh), power supply inherent cost shall be determined by applying the rates in €/MWh as published in the Network Statement.

A. COST STRUCTURE

In electrified lines in direct current as well as in electrified lines in alternating current, the costs of Traction Current Supply shall have the following structure:

1. Supply costs. Shall be the costs inherent to electrical energy supply from the electricity sector (the costs supported by ADIF – Alta Velocidad from energy supply providers).

These costs shall contain all costs and applicable taxes in force in the electrical system.

2. Management Costs: These costs are necessary for ADIF-Alta Velocidad to provide the service.

The amounts resulting from electricity supply costs or management costs, maintaining the current criteria of economic neutrality, shall be adjusted to year-end, with possible quarter adjustments in accordance with the expenses actually incurred for every component.

B. PRICE STRUCTURE

A price structure similar to the cost structure afore indicated is issued; it shall allow RUs to estimate the costs of supplementary traction power supply service as follows:

1. Supply costs:

* Electrified network in direct current (mainly, Conventional Network). The cost of supply shall be calculated by applying to the TKB's produced, the rates published in the NS of the service year. Rates shall be published in €/thousand TKBs. See Table 1.

* Electrified network in alternating current (mainly High Speed lines): Supply costs shall have the following structure, analogous to the electricity sector costs.

They shall be segregated into two cost items:

- Energy cost: energy component cost.
- Cost of third party access to the network: cost of ATRs..

Energy cost as well as network third-party access cost shall be calculated by applying to the energy measured at the border point with the electricity sector (MWh) the charges for every cost corresponding to the invoicing period.

The energy cost and network third-party access cost charges shall be monthly published and expressed in €/MWh. See TABLE OF SUPPLY COSTS on Electrified Lines in Alternating Current, which is annexed to this Network Statement..

2. Management costs

For both direct current and alternating current electrified lines, management costs shall be calculated by applying to energy consumption (expressed in MWh), the charges published in the Network Statement for the service year. Management Cost charges shall be annually published and expressed in € / MWh. See table 4.

C. PUBLICATION OF PRICES AND RATIOS

Charging prices for every cost listed in section "B. Price Structure ", shall be published as follows:

Yearly publications

In year N-1, coinciding with the Network Statement Publication for year N, the prices of annual charges for the following costs shall be published:

- * Costs of supplying electrified lines in direct current: An annual publication shall be made in year "N-1" with the supply costs applicable in year N, the measuring unit shall be €/Thousands TKB, and shall be in the invoice to be monthly issued in year N. See Table 1
- * Costs for supplying electrified lines in alternating current: The following estimates and non-binding forecasts shall be published to invoice electrified lines in alternating current:

rr and rs converter ratios (in Wh / TKB) shall allow to calculate the estimated energy to be invoiced to every RU upon the stated TKB. Ratios shall be annually published in the Network Statement, see Table 3, and shall be monthly adjusted according to the real production and consumption, as indicated in the Table of Supply Costs for Electrified Lines in Alternating Current, attached as an annex to this Network Statement. This will make it easier for RUs to compare the estimated consumption of rr and rs ratios against their actual consumption data.

Likewise, a forecast of monthly prices of supply costs for the entire year shall be published, see Table 2. This forecast of monthly prices shall be called "Reference Prices". This price forecast will give RUs the information necessary to estimate the costs that they will have to bear for traction energy supply every month in the current year. This calculation will be monthly updated, as indicated below.
- * Management Costs: An annual publication will be made in year "N-1" of management costs applicable in year N, the unit of measurement will be € / MWh and shall serve for invoices to be monthly issued in year N, see Table 4

Monthly Issuance, for electrified lines in Alternating Current:

In month $n + 1$ - n is the month when the consumption occurred - it will be published:

- * Prices for energy and ATR costs, as well as actual rr and rs ratios, corresponding to month n, which will be used to issue the invoice in month $n + 1$, for services provided in month n.
- * Likewise, price update shall be published corresponding to $n + 1$ months and successive ones until December of year of month n. They will be estimated according to the conditions of the power market upon publication and will allow the operator to have a more realistic knowledge of future costs. They will not be binding for invoicing.

The prices to supply costs (both the energy cost and third-party network access costs) and of rr and rs converter ratios are published on ADIF-Alta Velocidad Network Statement and shall be monthly updated as indicated in the Cost Table for the Supply of Electrified Lines in Alternating Current annexed to this Network Statement.

The monthly publication is justified by a large variation that these prices show every month. In this way, publishing a monthly average price, instead of an annual average price, enables:

- * RUs to pay a more adjusted cost to the actual one in the month when it has provided or used the service, instead of an annual average.
- * To reduce, as far as possible, the variation that this means to RUs, the regularization of the difference between the amounts invoiced and the real energy cost, by publishing prices closer to the real costs.
- * The railway infrastructure manager to invoice costs to RUs with the same temporal cadence as they receive the costs from power providers (marketers and distributors).

TABLE 1 ANNUAL PUBLICATION OF SUPPLY COSTS FOR ELECTRIFIED LINES IN DIRECT CURRENT:

SC-2	SUPPLY OF TRACTION CURRENT	TRACTION UNIT	PRICES YEAR 2021
	Commuter	Thousands of TKB	8.303228
	Regional	Thousands of TKB	2.555925
	Long distance	Thousands of TKB	3.207659
	Freight	Thousands of TKB	2.635221
	RAM- Passengers	Thousands of TKB	6.804474
	RAM- Freight	Thousands of TKB	2.217151

Amounts resulting from both electricity and management costs shall be adjusted at year-end according to the expenditure actually incurred for each component.



TABLE 2 ANNUAL PUBLICATION OF COST FORECAST FOR SUPPLYING ELECTRIFIED LINES IN ALTERNATING CURRENT:

SC-2	SUPPLY OF TRACTION CURRENT IN ALTERNATING CURRENT	2021 PRICES (estimated, non-binding)	
Service month	INVOICING UNIT	ENERGY COST €/MWh	ATR €/MWh COST
may-21	MWh consumed	59.48	32.32
jun-21	MWh consumed	65.94	40.97
jul-21	MWh consumed	69.22	40.97
ago-21	MWh consumed	68.53	30.69
sep-21	MWh consumed	69.74	34.52
oct-21	MWh consumed	70.59	31.66
nov-21	MWh consumed	70.58	34.69
dic-21	MWh consumed	70.57	40.50

Estimated values at the date of NS publication. Not binding for invoicing.

TABLE 3 ANNUAL PUBLICATION OF RR AND RS CONVERSION RATIOS FOR LINES ELECTRIFIED IN ALTERNATING CURRENT:

SC-2	SUPPLY OF TRACTION CURRENT IN ALTERNATING CURRENT. 2021 PRICES	
Service month	Ratio rr (Wh/TKB) (estimated, non-binding)	Ratio rs (Wh/TKB) (estimated, non-binding)
may-21	50.49	57.47
jun-21	50.49	57.47
jul-21	50.49	57.47
ago-21	50.49	57.47
sep-21	50.49	57.47
oct-21	50.49	57.47
nov-21	50.49	57.47
dic-21	50.49	57.47

Estimated values at the date of NS publication. Not binding for invoicing

Invoicing unit for Electrified Lines in Alternating Current will be MWh measured at the Border Point with the Power System. In this Network Statement, which shall not be invoiced by means of an on-board measurement, this energy (expressed in MWh) shall be calculated upon TKB produced by RU power units, stated as units with regenerative brake, applying rr ratio, and from TKB produced by other electrical units of RUs applying rs ratio.

TABLE 4 YEARLY PUBLICATION OF MANAGEMENT COSTS, IN BOTH TYPES OF ELECTRIFIED LINES:

SC-2	TRACTION POWER SUPPLY	INVOICING UNIT	PRICE FOR 2021
Management costs (amount over the total MegaWats/hour)		MWh Consumed	1.12€/MWh

The amounts resulting from these supply costs (both electricity supply costs and management costs), keeping the current criterion of economic neutrality, shall be adjusted at year end, making quarterly adjustments regarding power supply according to the costs actually incurred by ADIF – Alta Velocidad in the adjusted period.

The **TABLE OF COSTS** valid for invoicing the Supply of Electrified Lines in Alternating Current is available as a document attached to this Network Statement..

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.

As from 01/01/2022, EN 50463-4:2017 protocol is established as the only EMS-DCS communication protocol accepted in ADIF-Alta Velocidad General Interest Rail Network.

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>

5.6. Prices and 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 PASSENGER TRANSPORT AT STATIONS
SX-4	Occasional attention and information service
SX-5	Mobile equipment storage service on platforms
SX-6	Platform access control service
SX-7	Last minute service
SX-8	Unattended wardrobe service for operational personnel
SX-9	Lost property management
SX-10	Preferential customer service in dedicated rooms
SX-11	Logistics of loading and unloading services on board
SX-12	Assistance service for PRM to get on and off the trains

SX-4

OCCASIONAL ATTENTION AND INFORMATION SERVICE

- INVOICING UNIT
- * €/sqm month
 - * €/sqm-day
 - * €/sqm -hour (1 hour minimum)
 - * €/sqm -train (1 hour)
- Two price ranges are differentiated, depending on the surface occupied:
- * up to 4sqm
 - * up to 8sqm

PRICES (depending on the station category)

CATEGORY 1

746.25

1,243.75

233.19

388.65

6.35

10.58

CATEGORY 2

537.75

896.25

168.04

280.06

4.57

7.62

CATEGORY 3

477.75

796.25

149.29

248.81

4.06

6.77

CATEGORY 4

298.50

497.50

93.28

155.46

2.54

4.23

LINE SECTIONS

UP TO 4 sqm €/Month

UP TO 8 sqm €/Month

UP TO 4 sqm €/Day

UP TO 8 sqm €/Day

UP TO 4 sqm €/Hour

UP TO 8 sqm €/Hour

Power consumption is included in the price.

Counter storage is not included should the client require so.

No specific surveillance service is included, so no custody of installed items is offered

SX-5
MOBILE EQUIPMENT STORAGE SERVICE ON PLATFORMS

INVOICING UNIT * €/sqm month

PRICES (depending on the station category)

CATEGORY 1

1.77

CATEGORY 2

1.49

CATEGORY 3

1.15

CATEGORY 4

0.89

CATEGORY 5

No specific surveillance service is included so custody of stored items is not offered.

SX-6
PLATFORM ACCESS CONTROL SERVICE

INVOICING UNIT * €/ train

PRICES (depending on the station category)

CATEGORY 1

0.35

CATEGORY 2

0.35

CATEGORY 3

0.35

CATEGORY 4

0.35

CATEGORY 5

Should the RU require more counters, they will be additionally invoiced at the prices indicated above.

Power consumption is included in the price.

Data consumption is not included.

SX-7
LAST MINUTE SERVICE

INVOICING UNIT * €/counter- month

PRICES (depending on the station category)

CATEGORY 1

20.00

CATEGORY 2

20.00

CATEGORY 3

20.00

CATEGORY 4

20.00

CATEGORY 5

Power consumption is included in the price.

No specific surveillance service is included, so no custody of installed items is offered.

Data consumption is not included

SX-8
UNATTENDED WARDROBE SERVICE FOR OPERATIONAL PERSONNEL

INVOICING UNIT * €/locker-month

PRICES (depending on the station category)

The monthly price per rented locker unit is as follows:

CATEGORY 1

15.00

CATEGORY 2

15.00

CATEGORY 3

15.00

CATEGORY 4

15.00

CATEGORY 5

SX-9 LOST PROPERTY MANAGEMENT

INVOICING UNIT * €/month

PRICES (depending on the station category)

CATEGORY 1

550.00

CATEGORY 2

300.00

CATEGORY 3

175.00

CATEGORY 4

125.00

CATEGORY 5

SX-10 PREFERENTIAL CUSTOMER SERVICE IN DEDICATED ROOMS

INVOICING UNIT * €/sqm-month

PRICES (depending on the station category)

Concept	BARCELONA SANTS	CAMP DE TARRAGONA	MADRID CHAMARTÍN CLARA CAMPOAMOR	MADRID PUERTA DE ATOCHA	ZARAGOZA DELICIAS	CÓRDOBA	ALACANT TERMINAL	LLEIDA PIRINEUS	VALENCIA JOAQUÍN SOROLLA	ALBACETE LOS LLAMOS	MÁLAGA MARÍA ZAMBRANO	SEVILLA SANTA JUSTA
Basic price	19.00	17.00	19.00	19.00	19.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00
Target passenger (*)	11,228,941	913,300	4,226,932	22,380,680	3,694,023	2,259,806	2,461,541	947,663	4,430,952	719,603	3,200,697	4,305,157

At stations where 75% target passengers is not reached, 20% price discount shall apply. The basic price shall apply at a station if passengers are between 75% and 110%. After reaching 110% target passengers, for every 5% increase, the applicable price will increase by 2.5% up to 15% maximum. On a monthly basis, the occupied surface shall be invoiced at the corresponding basic price for every station. Upon determining the annual amount of passengers for every station, the corresponding discounts or price reviews shall be settled. It does not include expenses for consumption, supplies, services, cleaning or maintenance arising from premises use, which shall be paid by RUs.

(*) Correspond to passengers getting on and off long distance services at every station.

SX-11

LOGISTICS OF LOADING AND UNLOADING SERVICES ON BOARD

ECONOMIC CONDITIONS

The economic conditions to provide these shall be set by the facility service operator (Alacant Terminal, Barcelona Sants, Madrid Chamartín Clara Campoamor, Madrid Puerta de Atocha, Málaga María Zambrano, Sevilla Santa Justa and Valencia Joaquín Sorolla).

SX-12 ASSISTANCE SERVICE FOR PRM TO GET ON AND OFF THE TRAINS		
Stations with Permanent Service	€/Equivalent passenger	2021 Charges- 0.0356 €/Equivalent passenger
Equivalent passenger		
Type of passenger	Equivalent passengers	Given current health circumstances and their possible impact on the expected demand in terms of passenger volume getting on and off at service providing stations, together with the need, from time to time, to adapt the service available resources, at the end of every semester, the amounts invoiced shall be regularized based on actual prices resulting from the regularized period, based on number of actual passengers and the costs incurred by ADIF and ADIF AV with service providing companies, by means of issuing an additional invoice or credit note.
NATIONAL / INTERNATIONAL	1.00000	
INTERCITY	0.39093	
COMMUTER	0.00029	

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 Chapter 7, and in the catalogue of descriptive files of service facilities in this Network Statement.

Prices for 2021 set in this document shall only apply to Ancillary Services provided at service facilities in the General Interest Railway Network and rail service areas, which are managed by Adif.

These prices come into force as from 1 January 2021 and until 31 December 2021, or longer until new ones are approved.

In accordance with article 102 of Law 38/2015, of 29 September, Rail Sector, prices and conditions of access to basic, supplementary or ancillary services, provided by all operators at service facilities, as under section 20 in Annex I, aforementioned Law, shall be communicated to the railway infrastructure manager, and they shall publish these in the network statement, or either indicate a website where said information can be downloaded free of charge in electronic format.

5.7. Sanctions and Financial Incentives

5.7.1. PENALTIES FOR PATH MODIFICATIONS

Not applicable.

5.7.2. PENALTIES FOR PATH VARIATIONS

Not applicable.

5.7.3. PENALTIES FOR NOT USING THE PATH

Addition to tariffs for capacity allocation, mode A, due to an inefficient use thereof.

The amount shall be the result of multiplying the unit rate by each train-km difference, in absolute value, between the number of train-kilometres allocated and the amount of train-kilometres performed, by type of line and type of service:

- To passenger services, for every train/kilometre difference - in absolute value - between the allocated capacity and the used one in a month by type of line and type of service, should said difference be over 2% of capacity allocated and if it exceeds said percentage.
- To freight services, for every train/kilometre difference - in absolute value - between the allocated capacity and the used one in a month by type of line, should said difference be over 15% allocated capacity and if it exceeds said percentage.

For more information, see Section 5.3 in this Chapter.

Given non-compliance with Framework Agreements.

5.7.4. PENALTIES FOR PATH CANCELLATION

Addition to tariffs for capacity allocation, mode A, due to an inefficient use thereof.

The amount shall be determined by multiplying the charging unit by each train-km difference, in absolute value, between the amount of allocated train-kilometres and the amount of train-kilometres performed, by line type of and service type:

- To passenger services, for every train/kilometre difference, in absolute value, between the allocated capacity and the one used monthly by line type and service type, should said difference be over 2% allocated capacity and when it exceeds said percentage.
- To passenger services, for every train/kilometre difference, in absolute value, between the allocated capacity and the one used monthly by line type, should said difference be over 15 %.

For more information, see Section 5.3 in this Chapter.

Given non-compliance with Framework Agreements.

Penalties for non-use of allocated capacity at Service Facilities

An addition or penalty is set for taxpayers who – have capacity allocation for a certain facility and period - cancel said reservation prior to the allocated period deadline, thus determining the penalty amount:

- a) Upon facilities without reserved capacity that have been requested for a specific period of use, for a full day or for hours:
 - Cancellations made over 24 hours before using the facility will not have any penalty.
 - Cancellations made less than 24 hours before the use of the facility will pay 100% fee.
- b) For facilities with reserved capacity that have been requested for a period of continuous use or for a period of specific use for full days, cancellations shall be made at least 30 calendar days in advance and:
 - If 50 % allocated period has not been used, they must pay a minimum amount equivalent to 50% tariff total amount.
 - If over 50 % allocated period has been used, there will be no penalty

5.7.5. INCENTIVES / DISCOUNTS

1.º Bonus to encourage rail transport growth

In order to encourage an efficient railway network operation and to promote new railway transport services in accordance with Art. 97 Rail Sector Act, a bonus shall be applied to the tariff for using lines in the General Interest Rail Network, modes A and B, for annual traffic increases.

The bonus shall be calculated by applying the formula set forth in Rail Sector Act, article 97.6, for this purposes.

For more information, see Section 5.3 in this Chapter.

2.º Bonus to incentivize ERTMS system implementation.

Bonuses in tariff modes A and B may be introduced in general State budgets laws to encourage ERTMS system implementation in trains. These bonuses will not have an impact on the railway infrastructure manager income.

These discounts shall exclusively affect the lines integrated in railway corridors, as specified in 2009/561/EC Decision, provided that for commercial traffic the use of trains equipped with ERTMS is not mandatory in said infrastructures.

3º Bonus to promote the use of infrastructure available capacity.

In order to promote the use of infrastructure available capacity, the infrastructure manager may introduce a tariff bonus for using lines that make up the General Interest Railway Network, in modes A and B, as applicable to certain paths available in a rail infrastructure line section. Said bonus shall be published in the General State Budget Law, and shall be guided by the following criteria:

The bonus paths shall be determined. Said paths may cover a rail line, section thereof, or be a set of paths covering a line or a section therein, or a geographical area determined by rail line sections.

A time interval shall be determined within a service validity period during which the bonus will be in force.

The traffic in the bonus strips shall be related to the bonus set for the tariff. Traffic may be determined by train-kilometres, frequency amount, passenger amount or passenger-kilometre amount. Different bonuses may be set within the same time interval and for different traffic volumes.

Upon publishing the discount, railway undertakings may present a traffic volume that they undertake to perform in a period determined by the manager.

Depending on the traffic volume, the total tariff for an interim period to be paid by the operator shall be determined applying the corresponding bonus.

The fee resulting from the entire period shall be monthly paid by the operator during the bonus valid period in equal parts.

The operator on a monthly basis shall pay the tariff resulting from the entire period during the bonus validity period in equal parts.

Only the tariff part corresponding to traffic not performed and therefore are below the traffic committed by the railway undertaking shall be returned if said traffic decrease is not attributable to the railway undertaking.

The manager may state that, should the railway undertaking perform more traffic than the committed one, said traffic shall be rewarded with a percentage of planned bonus.

BONUSES FOR USING SERVICE FACILITIES.

1.^a Bonuses.

a) Bonus for attendance. When a main contractor and one or more secondary contractors use a facility, the tariff amount shall be calculated as follows:

For secondary contractors, the amount resulting from applying K occasional coefficient of use to the formula described above in this section will be:

$$\text{Tariff D} = (\text{Cbase} + \text{Cequipment}) \times T \times K$$

For the main successful contractor, from the moment the track is used at the facility by a second successful contractor, the tariff amount shall be the result of applying a T coefficient equal to the difference between the time initially allocated to the previous calculation formula, and the time allocated to the second contractor(s). Other parameters shall be kept according to the initial calculation.

b) Bonus for long-term siding.

The rail infrastructure manager shall indicate the routes that are especially suitable for long-term railway rolling stock siding, applying a tariff discount for this Mode D in the base components, and as indicated in the following table, according to track category.

Siding	Discount
Category I	0%
Category II	50%

5.8 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		
PRODUCT	PUNCTUALITY MARGIN	OBSERVATIONS
Long distance AV	15'	
Medium distance AV	15'	
Long distance not AV	30'	
Medium distance not AV	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:

$$RLL > Ip = \text{Unpunctual train}$$

The difference, measured in minutes, between the delay on arrival (RLL) and P.P.S.I indicator (Ip) determines the Computational Delay (Rc):

$$Rc = RLL - Ip$$

- TRENES DE MERCANCÍAS.- If the net delay (Rn) of each train exceeds P.P.S.I indicator (Ip), it shall be considered an unpunctual train.

$$Rn > Ip = \text{Unpunctual train}$$

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 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 31/12/2020			
Railway Undertaking	Bonus	Malus	Balance
Railway Undertaking 1	2,027.19	6,538.87	-4,511.68
TOTAL	2,027.19	6,538.87	-4,511.68

Manager	Bonus	Malus	Balance
Adif	6,538.87	2,027.19	4,511.68

Figures in minutes

INCENTIVE SYSTEM. Economic balance 31/12/2020 (Figures in Euro)		
	Railway Undertaking	Adif
Balance	-45,116.80	45,116.80

Summary of information related to disaggregation by type of delay:

INCENTIVE SYSTEM GROUP	TOTAL 2020			
	Trains		Minutes	
	Total	%	Total	%
A.3 Errors in operational procedures.	6.48	1.27%	49.19	0.57%
B.1 Signalling facilities.	128.78	25.20%	1,521.42	17.76%
B.4 Power supply equipment.	5.48	1.07%	223.85	2.61%
B.5 Track.	0.91	0.18%	16.27	0.19%
C.2 Irregularities in construction work execution.	15.81	3.09%	213.61	2.49%
C.3 Speed restrictions due to faulty tracks.	1.41	0.28%	2.86	0.03%
ADIF	158.88		2,027.19	
E.1 Stopping time exceeded.	11.35	2.22%	53.46	0.62%
E.2 Request from the railway undertaking.	33.77	6.61%	565.71	6.60%
E.5 Train commercial preparation.	3.43	0.67%	22.00	0.26%
E.6 Personnel.	2.40	0.47%	60.43	0.71%
F.1 Registry planning/replanning.	0.36	0.07%	5.71	0.07%
F.2 Train setting by the railway undertaking.	49.97	9.78%	852.38	9.95%
F.5 Problems that affect cars, locomotives and automotive.	237.40	46.46%	4,790.00	55.92%
F.6 Personnel.	13.40	2.62%	189.17	2.21%
EF	352.09		6,538.87	
TOTAL GENERAL	510.97		8,566.06	

PHASE 3. During 2020, the necessary developments were done to incorporate commuter trains into the incentive system, planned to be completed and implemented by 2021.

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.

5.9 Updating or Ammending Fees, Tariffs, and Prices

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.

PRICES FOR PROVIDING BASIC, SUPPLEMENTARY AND ANCILLARY SERVICES

The provision of Basic (except for those governed by Article 98, Law 38/2015, Rail Sector Act), Supplementary and Ancillary Railway Services, is subject to private price payment.

The service facility operators shall approve and publish the prices for the provision of basic, supplementary and ancillary services.

Price setting and application shall always be governed by the principles of objectivity, transparency, equal access and non-discrimination for Railway Undertakings and Applicants.

Service facility operators shall approve and publish the prices to provide basic, supplementary and ancillary services.

The prices approved for providing Handling Intermodal Transport Units (ITUs) basic services shall be considered to be the maximum reference prices, enabling discounts or incentives thereon at specific facilities, for certain services and under certain terms previously agreed upon, with the aim of seeking Facilities Operations under quality, competitiveness and permanent satisfactory conditions.

Therefore target criteria shall be set to justify these reductions on maximum prices based on applicable parameters and conditions duly specified and, where appropriate, under specific agreements. In order for railway infrastructure manager clients to be able to find out well in advance of the service request, applicable reduced prices under certain terms, the railway infrastructure manager will include this information on their website, www.adif.es, and in successive Network Statement updates.

Under aforementioned application conditions, the Freight Transport Terminal (or set of these) and the specific service subject to the discount shall be indicated. In the same way, at least the price adjustment mechanisms, the validity period and commitments that the beneficiaries shall comply with shall be set.

Price discounts/incentives shall apply in an objective, transparent and non-discriminatory way, ensuring equal treatment to every client complying with application conditions.

The prices for services provided by the railway infrastructure manager shall be payable to the latter and shall finance their activity, aiming at ensuring a financial balance.

The pricing policy will tend to create a dynamic that favours operating expenses containment, adapting investments to demand real requirements, avoiding overcapacities or congestion problems.

5.10. Fees, Tariffs, and Prices Payment

FEES AND TARIFFS INVOICING

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.

PRICE INVOICING FOR PROVIDING BASIC, SUPPLEMENTARY AND ANCILLARY SERVICES

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.

The rail infrastructure manager 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, The rail infrastructure manager 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

OPERACIÓN Y GESTIÓN DEL TRÁFICO

6.1. Introduction

6.2. Operating Standards

6.3. Operating Measures

6.4. It Applications

INDEX

6.3.1. PRINCIPLES	182
6.3.2. OPERATING REGULATION	182
6.3.3. TRAFFIC DISRUPTIONS	183

6.1. Introduction

This section shows the standards relating to obligations that the railway undertaking or applicant and the infrastructure manager shall follow for train and shunting operations.



6.2. Operating Standards

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.

Rail Traffic Regulation (RCF) in force is available on AESF website www.seguridadferroviaria.es.

In chapter 7 under this Network Statement, access conditions to service facilities are detailed in section 7.3.1, indicating the general principles that shall be taken into account - in the facility owner obligations and RUs obligations - these include a need to coordinate - both by the railway infrastructure manager and railway undertakings - the safety management system procedure – SGS - that shall govern the service provision or receiving terms. Likewise, the facility owner shall provide

railway undertakings with a list of authorized personnel, as well as the training programs that are a basis to grant authorizations. It is also the obligation of RUs to qualify personnel providing services at a service facility.

Regarding Rail Safety, some applicable criteria and conditions are detailed below:



General Criteria

Railway rolling stock shall be duly approved for traffic and the personnel involved in running processes shall have the corresponding professional authorization, in accordance with applicable regulations at all times, taking into account that a Railway Undertaking - or the railway infrastructure manager, from time to time - shall be liable for stabling operations and obligations, rolling stock immobilization deposited at the service facility, train setting, as well as signalling, formation and braking, and load arrangement in wagons, in the event of train commissioning inherent to their own activity..



Operating conditions

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

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

The rail infrastructure manager shall activate line diversions if completely arising from the interlocking box that they manage. The client using the service facility shall activate line diversions - either manually or electrically operated - at the diverting point.

Therefore, any personnel performing services related to Traffic Safety shall acquire knowledge of whatever is indicated in the Instructions and other regulatory documentation, regarding safety facilities that they shall use and operation type to be performed at the service facility operational field and unit in question, thus subject to safety inspections and accident investigation performed by the rail infrastructure manager. Anyhow, upon train setting, RUs shall put the train into service in front of the railway infrastructure manager.

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 .

APPLICABLE BASIC TRAFFIC STANDARDS

Regarding Basic Traffic Standards, the relevant current editions shall apply. In order to have this information updated, please look on the State Railway Safety Agency (AESF) website:

<https://www.seguridadferroviaria.es/>

Standard supplementing RCF:

In order to precisely determine the rail infrastructure operating conditions, AESF, IAs and RUs may prepare regulatory documentation that - in addition to RCF - enables 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, supplementary to Railway Traffic Regulation, prepared by the railway infrastructure manager, shall mainly include the following documents:

- Orders.
- Warnings.
- Train schedules.

Traffic regulatory documentation, updated at all times, is available on RGD (General Register of Regulatory Documents) computer application.

Other applicable legal or regulatory regulations shall be taken into account as reference documentation.

The railway infrastructure manager shall have available for RUs and qualified Applicants a copy of supplementary regulations to the referenced RCF and shall facilitate a reproduction thereof at the strict cost price.



6.3. Operational Measures

6.3.1. PRINCIPLES

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.

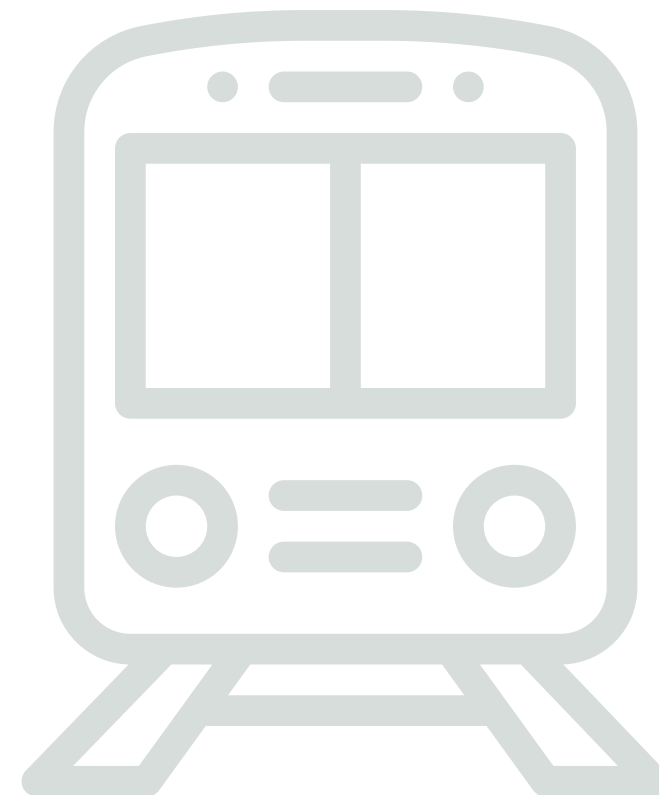
In particular, between the rail infrastructure manager and RUs a traffic agreement shall be established appointing authorized persons or organizations which are able to quickly take operational decisions, particularly with respect to operations and traffic interruptions.

6.3.2. OPERATING REGULATION

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.



6.3.3. TRAFFIC DISRUPTIONS

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.

La entidad pública empresarial Adif, dispone de un “Plan de Contingencias” que cuenta con la aprobación del Ministerio de Transportes, Movilidad y Agenda Urbana.

The Contingency Plan is a set of alternative procedures to usual operations, which aim is to allow operation - even if some of its functions or facilities stop it due to some incident either inside or outside the organization – and has the aim at creating a general action plan 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 infrastructure manager agencies or government agencies, risk maps, along with other plans and protocols that supplement and expand 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 Directory section 1.6.

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.

6.4. IT APPLICATIONS

■ Adif managed network scope

DaVinci: Rail traffic control and management system on high-speed lines.

DaVinci system is a railway operation platform implementing different systems, which are necessary for railway management.

From a functional point of view, this system integrates, among others, remote control subsystems (signalling, interlocking, energy, ERTMS, detectors, communications), operation planning, real-time traffic monitoring, automatic train routing, traffic regulation support, statistics, energy; that share and exchange information and can be controlled from a Regulation and Control Center (CRC).

GTRENES: Application to manage trains as to their setting and characteristics, as well as route diversions from the transport planning in less than one day. It is available to all RUs by computer, through safe connection protocols.

SITRA: Traffic Integrated System.

System that allows, among other functions, to determine train crossing and overtaking points in traffic regulation and management processes of all control posts. Likewise, it informs of the situation and possible delay that running trains can register at all times, thereby informing passengers.

AGER: Application to monitor train running through stations and settings. The information recorded by operators is downloaded to GTRENES.

RGD: Computer application to manage and distribute regulatory documentation supplementing Rail Traffic Regulation (RCF) published by Adif. It is also a repository for aforementioned documents, managing their publication communications and the corresponding acknowledgments of receipt addressed to RUs

RNE scope

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 the 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: [RNE TIS Support: support.tis@rne.eu](mailto:support.tis@rne.eu).

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

International Contingency Management (ICM)

ICM is a web application dealing with international contingency management, it is currently not applicable to Adif managed Network area



7

SERVICE FACILITIES

7.1. Introducción

7.2. General Considerations on Service Facilities

7.3. Service Facilities



/ 1. GRAL INF.

/ 2. INFRASTR.

/ 3. ACCES. COND.

/ 4. CAPACITY
ALLOCATION

/ 5. SERVICES
AND CHARGES

/ 6. OPERATIONS

/ **7. SERVICE
FACILITIES**

/ 8. ANNE.

/ 9. MAPS

/ 10. CATALOG.

INDEX

7.3.1. COMMON PROVISIONS	193
7.3.2. PASSENGER TRANSPORT STATIONS	206
7.3.3. FREIGHT TRANSPORT TERMINALS	249
7.3.4. TRAIN SETTING FACILITIES INCLUDING SHUNTING FACILITIES	249
7.3.5. SIDINGS	249
7.3.6. FACILITIES FOR ROLLING STOCK MAINTENANCE	252
7.3.7. OTHER TECHNICAL FACILITIES (MAINTENANCE, CLEANING AND WASHING FACILITIES, ETC.)	253
7.3.8. PORT AND MARITIM FACILITIES	254
7.3.9. PROTECTION AND RELIEF FACILITIES	254
7.3.10. FUEL SUPPLY FACILITIES	254
7.3.11. OTHER RAIL FACILITIES CONNECTED TO THE GENERAL INTEREST RAIL NETWORK (PORTS AND CARGO)	255
7.3.12. FACILITIES TO CHANGE GAUGES AND AXLES	256
7.3.13. INTERMODAL LOAD TERMINALS	258
7.3.14. GENERAL FREIGHT LOADING TERMINALS (LOAD POINTS)	258
7.3.15. MODELS TO REQUEST SERVICES	259

7.1. Introduction

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

- a) Passenger transport stations, as well as their buildings and associated facilities, including information panels on itineraries and trips and their own ticketing sites,
- b) Technical and freight logistics facilities,
- c) Train setting and marshalling yards, including shunting facilities,
- d) Sidings,
- e) 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,
- f) Washing and cleaning facilities,
- g) Port facilities linked to railway activities, protection and relief facilities,
- h) Supply and fuel supply facilities at said facilities
- i) Fuel procurement and supply facilities; the amounts paid for these concepts shall be separately indicated in the invoices.
- j) Gauge and axle changers.

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 January 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.

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.

Access to service facilities and service provision is governed by Law 38/2015, of 29 September, Rail Sector Act and Commission Implementing Regulation (EU) 2017/2177, of 22 November 2017, regarding access to service facilities and related rail services.

Rail infrastructure managers and other service facility operators shall provide access - under non-discriminatory terms - to every rail undertaking and other applicants - including access by rail - to said facilities and services provided therein.

Access to service facilities shall entail the relevant capacity request to the operator, who shall allocate it according to transparent and non-discriminatory criteria. For every service facility requested, and prior to starting its use, Applicants shall agree upon the facility use conditions, in order to preserve the orderly, efficient and safe operation of facilities.

Requests from railway undertakings and other Applicants to access service facilities and services provided therein shall be answered by operators within a maximum period of 1 month, from the business day following operator's receipt of the request. The request shall be complete and contain all documentation required by the operator in the facility descriptive document.

Above term shall apply to requests for service access to facilities in order to provide all services (basic, supplementary and ancillary).

In the case of requests to access service facilities linked to a path in "ad hoc" railway infrastructure, the maximum response time shall be 5 working days after receipt.

Above term shall apply to service facilities access requests to provide all services (basic, supplementary and ancillary).

Applications may only be denied when there are viable alternatives that allow rail undertakings to operate passenger or freight transport services on the same lines or alternative lines under economically acceptable conditions. However, this shall not imply the obligation of the person in charge of the service facility to make investments in resources or equipment that are necessary to meet all the requests made.

7.2. General Considerations on Service Facilities

Access conditions to service facilities connected to the infrastructure manager's network are specified in the Catalogue of Service Facilities Description Leaflets, a document available on Adif website as an annex to this NS. It contains all service facilities, the ones owned by the rail infrastructure manager and of other operators, grouped according to the following facility types:

- Passenger transport stations
- Passenger transport stations (commuter and metric gauge - RAM)
- Freight transport terminals
- Port facilities connected to rail activities
- Rail equipment maintenance facilities
- Facilities for private use connected to the General Interest Rail Network
- Gauge changers



The Catalogue of Capacity Offer at service facilities corresponding 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, at passenger transport stations, their classification category. This catalogue is available as an annex to this NS and is periodically updated on SYACIS application.

- Catalogue of Capacity Offer at general scope facilities (Link).
- Catalogue of Capacity Offer at Metric Gauge Network facilities (Link).

In both Catalogues the facilities are grouped into:

- All Passenger Stations/Freight Terminals with the offered track functionalities.
- Facilities with Sidings.
- Facilities with Shunting tracks.
- Facilities with maintenance/washing tracks.
- Facilities with Fuel Supply Tracks.
- Facilities with a Freight Loading Point.



Passenger Stations with Tracks with a platform for type A/B operations.

7.3. Service Facilities Managed By ADIF-Alta Velocidad

Access to services provided at service facilities managed by the rail infrastructure manager, to railway undertakings and other Applicants, is based on the following principles:

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

The railway infrastructure manager may provide services at service facilities located at:

- Freight transport terminals
- Passenger transport stations
- General Interest Rail Network general scope

This chapter includes services provided at service facilities managed by Adif, describing service provision, applicable restrictions and the service request and allocation procedures, service prices, and the general principles and conditions governing the operation process.

On the other hand, and regarding service provision at freight transport terminals, this information is supplemented with that available on Adif website, as specified in every paragraph with the corresponding web site.

Furthermore, related rail services, which are provided at service facilities owned by the rail infrastructure manager are listed and described - defined in Art. 42, Law 38/2015, of the Rail Sector (LSF) - and structured, according to their type, in: Basic Services, Supplementary Services and Ancillary Services.

BASIC SERVICES

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

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

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

SERVICIOS COMPLEMENTARIOS

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

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

These services are provided within the general scope of RFIG and are defined in chapter 5 of this Network Statement.

ANCILLARY SERVICES

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

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

7.3.1. COMMON PROVISIONS

CAPACITY AWARDING AT SERVICE FACILITIES MANAGED BY ADIF

Capacity allocation at service facilities is the allocation, by the railway infrastructure manager, of capacity at a service facility.

Access requests to services provided at passenger stations shall be in accordance with the procedure included in section 7.3.2.6. The general access requirements and conditions are included in section 7.3.2.5.

Capacity request at service facilities, tracks, shall be through SYACIS application - in accordance with transparent and non-discriminatory criteria. To this end, there is a standardized process, applicable to service facilities managed by Adif that are located at passenger transport stations, at freight transport terminals and any other facility determined by infrastructure managers outside the scopes 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.

TYPE OF FACILITY	TARIFF	CLIENTS
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.

The list of tracks offered at service facilities owned by the railway infrastructure manager are published in the Catalogue of Capacity Offer at Service Facilities of this NS, available on Adif website, as an annex to this DR. Authorized users shall also be able to 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. 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.

A. 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:

With Capacity Reserve

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.

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.

Without Capacity Reserve

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.



B. 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 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 2021 is detailed below.



CALENDAR

2021

ENERO	FEBRERO	MARZO	ABRIL	MAYO	JUNIO
L M M J V S D	L M M J V S D	L M M J V S D	L M M J V S D	L M M J V S D	L M M J V S D
1 2 3	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4	1 2	1 2 3 4 5 6
4 5 6 7 8 9 10	8 9 10 11 12 13 14	8 9 10 11 12 13 14	5 6 7 8 9 10 11	3 4 5 6 7 8 9	7 8 9 10 11 12 13
11 12 13 14 15 16 17	15 16 17 18 19 20 21	15 16 17 18 19 20 21	12 13 14 15 16 17 18	10 11 12 13 14 15 16	14 15 16 17 18 19 20
18 19 20 21 22 23 24	22 23 24 25 26 27 28	22 23 24 25 26 27 28	19 20 21 22 23 24 25	17 18 19 20 21 22 23	21 22 23 24 25 26 27
25 26 27 28 29 30 31		29 30 31	26 27 28 29 30	24 25 26 27 28 29 30	28 29 30
				31	
JULIO	AGOSTO	SEPTIEMBRE	OCTUBRE	NOVIEMBRE	DICIEMBRE
L M M J V S D	L M M J V S D	L M M J V S D	L M M J V S D	L M M J V S D	L M M J V S D
1 2 3 4	1	1 2 3 4 5	1 2 3	1 2 3 4 5 6 7	1 2 3 4 5
5 6 7 8 9 10 11	2 3 4 5 6 7 8	6 7 8 9 10 11 12	4 5 6 7 8 9 10	8 9 10 11 12 13 14	6 7 8 9 10 11 12
12 13 14 15 16 17 18	9 10 11 12 13 14 15	13 14 15 16 17 18 19	11 12 13 14 15 16 17	15 16 17 18 19 20 21	13 14 15 16 17 18 19
19 20 21 22 23 24 25	16 17 18 19 20 21 22	20 21 22 23 24 25 26	18 19 20 21 22 23 24	22 23 24 25 26 27 28	20 21 22 23 24 25 26
26 27 28 29 30 31	23 24 25 26 27 28 29	27 28 29 30	25 26 27 28 29 30 31	29 30	27 28 29 30 31
	30 31				

Recepción de solicitudes

Asignación provisional

Alegaciones

Comunicación de capacidad

Actualización de capacidad

C. PROCESS PHASES

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:

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. Should the application not contain all the information required according to the service facility description - as necessary to make a decision - the facility service operator in question shall accordingly inform the Applicant and thereby set a reasonable deadline to submit it. When it is not submitted within that period, the request could be rejected.

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.

As to charging points, the following will additionally be taken into account as allocation sub-criteria:

Other logistics needs, prioritizing requests for other spaces next to the cargo area, in order to favour and ensure all transport operation logistics.

Priority of shippers in capacity allocation processes over carriers, in order to favour 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.

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.

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.

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.

D. 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, railway infrastructure manager traffic area may exceptionally allocate capacity, and the client is compelled to update this allocation on SYACIS application as soon as possible.

E. 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 unused 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.

F. 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.

G. MAINTENANCE AND EXCEPTIONAL CAUSE

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.

CONDITIONS TO USE ADIF ALTA VELOCIDAD OWNED SERVICE FACILITIES

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

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

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



Obligations of the Rail Infrastructure Manager

Rail Infrastructure Manager has the following obligations with regard to the use and functionality of the service facilities:

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

Obligations of the Client

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

- a) Ensure, before requesting the capacity of a service facility, the suitability to function as designed.
- b) Ensure compatibility between the capacity allocated for traffic on lines of the General Interest Rail Network (path) and the use availability at the service facility expected to be used.
- c) Ensure, before starting to use a service facility, the provision of services that could be required on it for rail equipment operations, loading/unloading operations, ...
- d) Inform the owner, before starting to use the facility, of developing activities that are likely to generate pollution or waste that require specific management system. Of the system used and adopted prevention measures, it shall provide the necessary certificates for this purpose.
- e) Inform the owner, at the beginning of using the facility of any circumstance involving the lack of effectiveness of the service facility.
- f) Comply with railway safety requirements and, in particular, with the provision of railway personnel relevant qualifications and with the railway rolling stock conditions, as well as with occupational risk prevention.
- g) Use the facility for the purposes specified in their request for capacity.
- h) Guard the rolling stock, the loading ancillary items and the freight at service facilities owned by the client.

- i) Inform the owner of the facility of any accident or incident as well as anomalies or failures that occur at the service facility.
- j) Remove rolling stock from service facilities upon expiring the time given in the capacity allocation, leaving it in operating conditions.
- k) Provide that qualified personnel who are going to coordinate train operations with the railway infrastructure Manager Signaller are at the service facility with sufficient time to avoid delays in his/her operations.
- l) Inform the infrastructure manager of the railway undertaking procedures that define the activities performed at railway service facilities.
- m) Coordinate, together with the infrastructure manager, SGS procedures that shall govern the conditions of the services received.
- n) Authorize the personnel providing services at a service facility.

Railway Infrastructure Manager Liabilities

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

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

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

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

Client Liabilities

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

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

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

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



Civil Liability Insurance

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

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

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

All other clients who wish to use service facilities should have contracted civil liability insurance with a minimum coverage of 1,500,000 €.

Follow-up and Control

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

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

Safety and Supervision

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

Rail Safety

GENERAL CRITERIA

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

OPERATING CONDITIONS

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

This personnel shall perform under orders from the signalman certain tasks as required, such as point operation and barriers at level crossings, shunting and other



complementary tasks. Therefore, it is necessary to have available service tools and media as provided for under the standards in order to ensure the adequate transmission of orders and information on traffic processes.

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

INCIDENTS, ACCIDENTS AND ABNORMALTIES

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

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

Coordination of Activities

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

Environment

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

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

Inappropriate Use of a Service Facility

It is considered inappropriate use of a service facility:

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

- g) Obtain but not use the allocated capacity in the terms of efficient use established in this document.

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

Effects of Inappropriate Use of a Service Facility

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

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

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

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

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

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

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

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

Use of Facilities by several Successful Bidders

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

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

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

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

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

Usage Measuring Criteria of the Allocated Capacity

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

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

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

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

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

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

Claims

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

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

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

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

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

RIGHT TO INFORMATION

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

Investments in Service Facilities

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

Notwithstanding the above, clients may make investments in equipment as they deem necessary for their activity at service facilities, with prior authorization of the

facility owner. Therefore, the client shall submit the corresponding request to the latter, reporting in detail the actions in equipment intended to be performed at said facility.

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

Should the rail infrastructure manager consider the interested client's proposal technically and economically viable, the required authorizations shall be set and, where appropriate, aforementioned investment shall be contractually standardized, and its financing shall be made, in any case, on behalf of the interested client.

7.3.2. PASSENGER TRANSPORT STATIONS

7.3.2.1. GENERAL INFORMATION

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

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

Passenger stations are made up of:

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

For the purposes of these access conditions, the following are not part of the station:

- Infrastructure elements and track superstructure, since the Catalog does not cover tracks at stations in terms of capacity allocation or use of railway lines.
- Buildings, facilities, accesses and land specifically used for internal services of the railway infrastructure manager or not directly related to the operations at the station.



- Premises, offices and marketing activities of spaces for third parties, that are not RUs at the station's passenger building or other independent buildings.
- Land leasing activities.

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 5.

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.

7.3.2.2. SERVICES

BASIC SERVICES

SERVICE OFFER

Upon infrastructure capacity allocation, RUs may need to provide certain services at passenger transport stations in order to perform their rail transport passenger commercial operations.

In these cases, railway undertakings shall request access facilities where a basic service provision is required as determined in the procedure set for that purpose, since they could require to use spaces (premises, warehouses, platforms, ...) at the station.

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

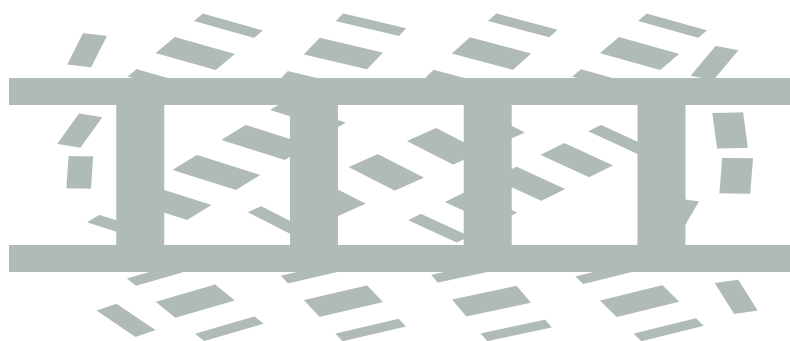
BASIC SERVICE	PASSENGER TRANSPORT STATIONS
SB-1	Train stabling services on tracks with platform for commercial services or other operations and sidings.
SB-5	Access to buildings and platforms at passenger transport stations for passenger use
SB-6	Travel information service
SB-7	Assisted Ticket Sales and Information Service
SB-8	Ticket Sales and Information Service through self-service machines
SB-9	On-board staff attention service
SB-10	PRM assistance service at stations

SERVICE OFFER DESCRIPTION

The description, requirements, provision conditions, etc. of every service is collected individually in the corresponding descriptive leaflets.

SB-1	TRAIN STABLING SERVICE ON TRACKS WITH PLATFORM FOR COMMERCIAL SERVICES OR OTHER OPERATIONS AND SIDINGS
DESCRIPTION	Train stabling on tracks with platform for commercial services, other operations and sidings
PROVISION REGIME	<p>By ADIF Alta Velocidad</p> <p>Service provided by the Capacity Manager (CG) to stable trains for commercial services, as indicated in the Network Statement.</p> <p>Service provided by the Service Facility Manager (GIS) to stable trains for operations other than commercial service and sidings, in accordance with the Network Statement.</p>
SERVICE CONDITIONS	<p>It includes train stabling and platform use for commercial passenger services. Train stabling entails obtaining Stabling Capacity, granted upon path allocation.</p> <p>It may also include - upon RU request - tracks with platforms, defined in the track occupancy chart, for operations other than stabling for commercial passenger services such as cleaning, loading and unloading of on-board services, etc. and siding given service facilities at stations to allow their provision.</p> <p>Train maintenance operations are expressly excluded.</p>
REQUESTS	<p>RU has the obligation to request in SIPSOR - or by any other mean set forth in this NS - the required stabling time on station tracks for commercial passenger services, in accordance with the Network Statement.</p> <p>RUs are bound to request capacity in SYACIS, upon requirement, to use tracks with platform for operations other than commercial services and sidings in accordance with the Network Statement.</p>
PRIORITY CRITERIA	As set in the Network Statement
ECONOMIC CONDITIONS	Service subject to tariffs. Modes C and D, and detailed in the Network Statement
PLANNED CHANGES TO SERVICES	

SB-5	ACCESS TO BUILDINGS AND PLATFORMS AT PASSENGER TRANSPORT STATIONS FOR PASSENGER USE
DESCRIPTION	Access to buildings and platforms at passenger transport stations for passenger use
PROVISION REGIME	By ADIF Alta Velocidad Service provided by the Capacity Manager when access is linked to the allocation.
SERVICE CONDITIONS	It includes passenger use of station common facilities, and services available therein, considered to be lobbies, waiting rooms, passenger accesses, etc. It also includes information related to train services stopping at the station and the station's own services, in Spanish and, where appropriate, in the co-official languages of the relevant Autonomous Communities. It includes proper operation of facilities and adequate station maintenance and cleaning conditions. The rail infrastructure manager performs the service taking into account the station category.
REQUESTS	As set in the Network Statement
PRIORITY CRITERIA	As set in the Network Statement
ECONOMIC CONDITIONS	Service subject to tariffs. Mode A, and included in the Network Statement
PLANNED CHANGES TO SERVICES	



SB-6	TRAVEL INFORMATION SERVICE
DESCRIPTION	Making available to RUs standard supporting media at the station for information on services they provide to their clients. Using non-standard supports that shall be approved by ADIF Alta Velocidad
PROVISION REGIME	By ADIF Alta Velocidad
SERVICE CONDITIONS	<p>The infrastructure manager shall define the supporting media and location at different stations. Preparing, editing and updating information corresponds to RUs. RUs shall provide - in printed or digital format - this information to Adif. Every announcement in digital format shall be considered to be a broadcast. ADIF Alta Velocidad shall place and remove the information printed on the corresponding media and shall broadcast on their devices the digital format as agreed upon. In all cases, the rail infrastructure manager shall approve the contents. It does not enable RUs to advertise. Posters that could be offensive or counterproductive to the image of the rail infrastructure manager or other RUs shall not be authorized.</p>
REQUESTS	Annually and monthly as established in the procedure
PRIORITY CRITERIA	Non-applicable
ECONOMIC CONDITIONS	<p>Invoicing unit::</p> <ul style="list-style-type: none"> Printed support: €/support-month Digital support: €/broadcast support-month (per ad, regardless of the number of times it is broadcast) <p>Prices specified in the section 7.3.2.4 In contracts for periods of less than one month, the calculation will be as follows: Monthly period cost - increased by 50% - dividing the result by 30 and multiplying it by the number of use days.</p>
PLANNED CHANGES TO SERVICES	Not expected

SB-7	ASSISTED TICKET SALES AND INFORMATION SERVICE
DESCRIPTION	Assisted ticket sales and information service at stores
PROVISION REGIME	<p>Self-service.</p> <p>RUs shall perform ticket-sale functions for passenger transport services, as well as information and client services - related to this activity - admitting the sale of other rail transport products, provided that they are carried out in association with ticket acquisition for passenger transport services.</p>
SERVICE CONDITIONS	<p>ADIF Alta Velocidad shall provide to different RUs premises located outside the departure lounges to provide the ticketing and information service.</p> <p>Premises for selling of tickets and information will be identified in the plan of Commercial Services to RUs, upon request.</p> <p>Ticket and information stores can be located in a closed space independent to the lobby, as a preferred option, with their own surface for clients waiting, or it can be a room open to the lobby when this alternative is not possible.</p> <p>Premises shall have electrical and communications sockets to install RU equipment.</p> <p>At the premises RUs shall be able to install all furniture and equipment as considered to be necessary to provide sales and information services to clients.</p> <p>Should it be necessary to adapt the works inside the premises, the project approval shall be expressly required by the railway infrastructure manager.</p>
REQUESTS	Framework and annual agreements as established in the procedure
PRIORITY CRITERIA	<p>As seen in the procedure</p> <p>Should any RU - upon request for new spaces, premises and/or services - already have one consolidated for providing service therein, it shall be taken into account for new allocations, in the percentage represented.</p> <p>Upon allocating the service, the contracts set for that purpose with RUs shall be considered a priority criteria for new requests from other RUs.</p> <p>The Railway Undertaking with most stops at the station shall have preference upon choosing the location, and so on.</p>
ECONOMIC CONDITIONS	<p>Invoicing unit is €/sqm-month</p> <p>Prices specified in section 7.3.2.4</p> <p>It does not include expenses for consumption, supplies, services, cleaning or maintenance arising from the use of premises, which shall be paid by RUs.</p>
PLANNED CHANGES TO SERVICES	

SB-8	TICKET SALES AND INFORMATION SERVICE THROUGH SELF-SERVICE MACHINES
DESCRIPTION	Ticket Sales and Information Service through self-service machines.
PROVISION REGIME	<p>Self-service</p> <p>RUs shall perform ticket-sale functions for passenger transport services, as well as information and client services, related to this activity, selling also other rail transport products, when they are linked to the acquisition of service tickets for passenger transport.</p> <p>Likewise, a sales process shall be performed through machines for transport ticket cancelling.</p> <p>Client support services shall correspond to RUs.</p>
SERVICE CONDITIONS	<p>ADIF Alta Velocidad shall provide to different RUs spaces intended to place machines.</p> <p>A standard area of 0.75 sqm is assigned per machine.</p> <p>Spaces shall have electrical and communication sockets to install RU equipments.</p> <p>Machines shall be located in a space in the lobby with good visibility, installed in a grouped way to transfer the management unit image and facilitate their attention, given any incident.</p> <p>Project authorization is expressly required by the railway infrastructure manager.</p>
REQUESTS	Annual as established in the procedure
PRIORITY CRITERIA	<p>As provided for in the procedure.</p> <p>Should any RU - upon request for new spaces, premises and/or services - already have one consolidated for providing service therein, it shall be taken into account for new allocations, in the percentage represented.</p>
ECONOMIC CONDITIONS	<p>Invoicing unit is € / machine-month (for a standard surface)</p> <p>Prices specified in section 7.3.2.4</p> <p>Units which occupancy exceeds the standards shall be invoiced as 2 units.</p> <p>Electricity consumption is price included.</p> <p>It does not include service, cleaning or maintenance expenses arising from machine use, which shall be born by the RU.</p>
PLANNED CHANGES TO SERVICES	

SB-9	ON BOARD PERSONAL ATTENTION SERVICE
DESCRIPTION	On-board personnel attention service
PROVISION REGIME	Self-service.
SERVICE CONDITIONS	<p>ADIF High Speed shall make available to different RUs premises located so that they can serve their on-board personnel within the scope that they define.</p> <p>Premises dedicated to attending on board service personnel shall be identified in the Commercial Services plan to RUs, which shall be made available to them upon request.</p> <p>Premises shall have electrical outlets to install RUs own equipment.</p> <p>Within the premises the RU shall be able to install all furniture and equipment as deemed necessary to attend on board service personnel.</p> <p>The installation of information supporting media outside the premises or located on the premises façade, in order to view from outside the premises, is not authorized, except for a n undertaking corporate identification.</p> <p>Should it be necessary to perform adaptation works inside the premises, the project approval shall be expressly required by the rail infrastructure manager.</p>
REQUESTS	<p>Framework Agreements, annually and monthly, as set in the procedure</p> <p>Adif ADIF Alta Velocidad does not guarantee premises to attend on-board personnel for monthly requests.</p> <p>As it is a basic service at least one premise is guaranteed for every RU on board service personnel upon request, when they have a commercial stop at the station, other spaces are subject to availability.</p>
PRIORITY CRITERIA	<p>As seen in the procedure.</p> <p>Should any RU - upon request for new spaces, premises and/or services - already have one consolidated for providing service therein, it shall be taken into account for new allocations, in the percentage represented.</p>
ECONOMIC CONDITIONS	<p>Invoicing unit is € / machine-month (for a standard surface)</p> <p>Prices specified in section 7.3.2.4</p> <p>For periods less than one year, the price will increase by 25%.</p> <p>It does not include service, cleaning or maintenance expenses arising from machine use, which shall be borne by the RU.</p>
PLANNED CHANGES TO SERVICES	

SB-10	ASSISTANCE SERVICE TO PRM AT STATIONS			
DESCRIPTION	<p>Making a service available to Railway Undertakings for people with disabilities and/or reduced mobility to access stations, assisting them in their transit, using, for this, mechanical means or through personal accompaniment at stations either with permanent or occasional service. At stations with occasional service, it includes passengers getting on or off the train and, if necessary, accommodation on their seat with wheelchair anchoring or unanchoring at the place set for this purposes.</p>			
PROVISION REGIME	By Adif			
SERVICE CONDITIONS	<p>At every station a meeting point shall be defined to receive and gather clients.</p> <p>The infrastructure manager shall define the means to receive the information from Railway Undertakings in order to know at all times which stations, for which trains, as well as the required assistance.</p> <p>The assistance service for people with disabilities and/or reduced mobility will include the following modes:</p> <ul style="list-style-type: none"> • Permanent service: Provided at stations with a Mobility Assistant attending on a continuous basis throughout the station's commercial opening hours. At the 14 main stations, requests for assistance shall be satisfied up to 30 minutes before the train departs. At other stations with permanent service, assistance requests made up to 3 hours prior to the departure of the train will be satisfied. Annex 1, included in section 7.3.15, details the stations where this service is provided. • Occasional service: Provided at stations with no Mobility Assistant permanently attending, but rather the Assistant goes to the station to provide assistance upon request from Railway Undertakings with a minimum notice of 12 hours before the train departs. It includes the passenger getting on or off the train and, if necessary, the accommodation on their seat with the wheelchair anchoring and unanchoring at the place set for this purpose. Annex 2, included in section 7.3.15, details the stations where this service is provided. <p>Services shall be provided, both when travelling begins and up to the arrival station.</p>			
REQUESTS	As far in advance as possible and, at least, with the times indicated for permanent or occasional modes.			
PRIORITY CRITERIA	All assistance meeting set deadlines is guaranteed and - as far as possible - the service basic principle shall be that a passenger with a disability and/or reduced mobility shall never fail to be attended to if requested.			
ECONOMIC CONDITIONS	<p>Invoicing unit:</p> <table> <tr> <td>Permanent Service: € / equivalent passenger</td> <td rowspan="2">Prices specified in section 7.3.2.4.</td> </tr> <tr> <td>Occasional Service: € / Assistance</td> </tr> </table>	Permanent Service: € / equivalent passenger	Prices specified in section 7.3.2.4.	Occasional Service: € / Assistance
Permanent Service: € / equivalent passenger	Prices specified in section 7.3.2.4.			
Occasional Service: € / Assistance				
SERVICE PLANNED CHANGES	<p>Current pandemic situation caused by Covid-19, and its possible impact on rail transport mobility, may require adopting, by the infrastructure manager, optimization and rationalization measures to provide this service, which could result in eventually reducing costs to be borne by railway undertakings.</p> <p>Among the possible measures are the following ones:</p> <ul style="list-style-type: none"> • An adaptation of resources made available according to the expected demand. • A term extension for service provision at permanent stations, initially set up to 30 minutes before the train departs at the 14 considered main stations. • Changing the service provision mode, being able to determine, depending on demand, which stations with permanent assistance service will offer occasional assistance. 			

PROVISION REGIME

The way of performing the services on the facilities associated with every described one is included in the following summary chart:

BASIC SERVICES	PASSENGER TRANSPORT STATION	PROVISION REGIME
SB-1	Train stabling service on tracks with platforms for commercial services or other operations and sidings	By ADIF Alta Velocidad
SB-5	Access to buildings and platforms at Passenger Transport Stations for passenger use	By ADIF Alta Velocidad
SB-6	Travel information service	By ADIF Alta Velocidad
SB-7	Attended ticket sales and Information Service	Self-service.
SB-8	Ticket Sales and Information Service through self-service machines	Self-service.
SB-9	On-board personnel attention service	Self-service.
SB-10	Assistance Service to PRM at stations	By Adif

ANCILLARY SERVICES

SERVICE OFFER

After allocating infrastructure capacity to RUs, they may need to provide certain services at passenger transport stations to perform their commercial operations related to rail transport.

Railway Undertakings that intend to perform a service considered as ancillary, shall contact the Passenger Stations Directorate in order to analyse the available spaces and their compatibility with all station operations.

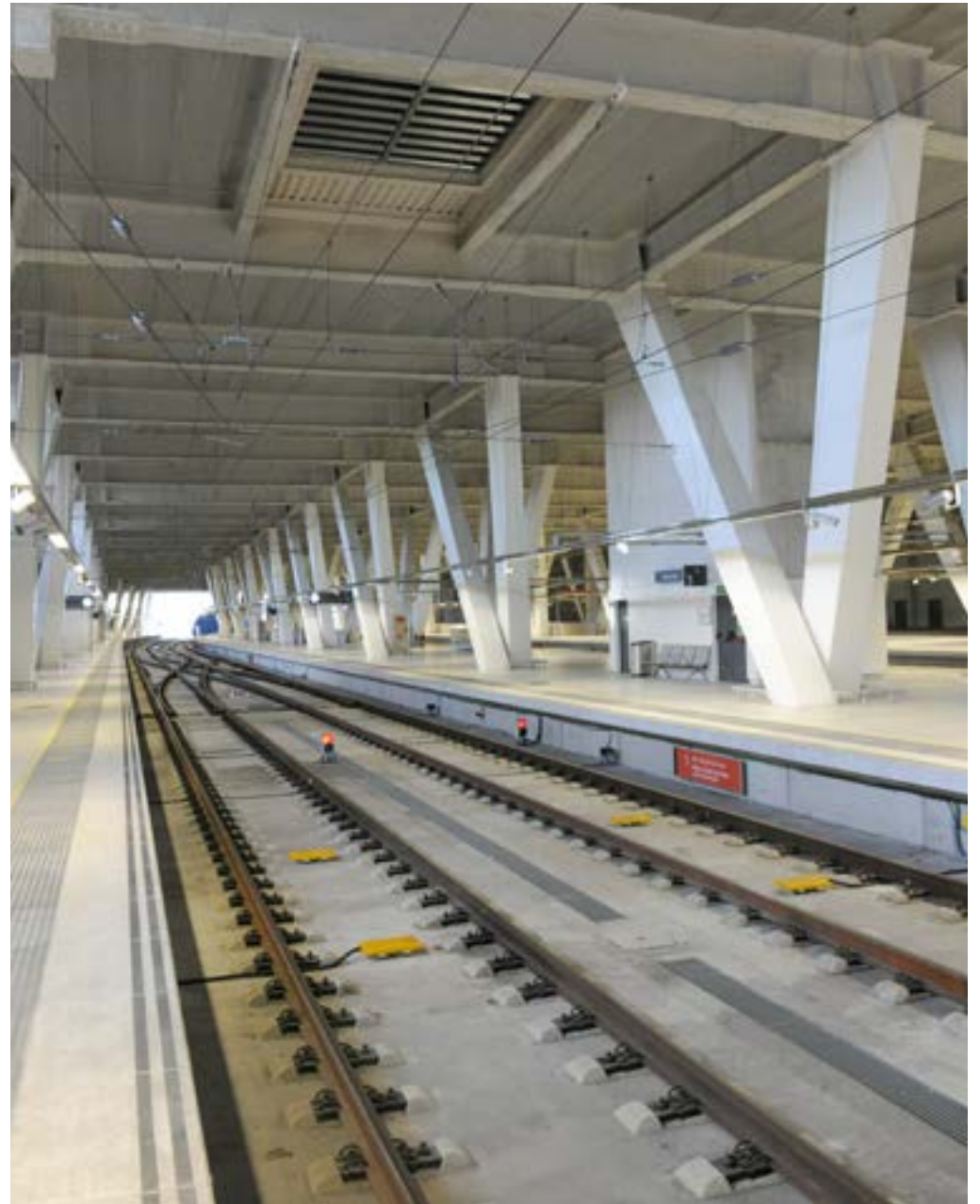
When ADIF High Speed has agreed upon the railway undertaking performing the requested service as ancillary type, they shall make the relevant capacity request, as determined in the procedure set for that purpose, since using spaces at the station could be required (premises, warehouses, platforms, ...)

The rail infrastructure manager shall allocate capacity according to transparent and non-discriminatory criteria.

The railway infrastructure manager shall not be obliged to provide the requested ancillary services, but should they offer to provide them to a railway undertaking, it shall happen in a non-discriminatory way and to any railway undertaking upon request.

Offer:

ANCILLARY SERVICES	PASSENGER TRANSPORT STATION
SX-4	Information and occasional attention service
SX-5	Mobile equipment storage service on platforms
SX-6	Platform access control service
SX-7	Last minute service
SX-8	Unattended wardrobe service for operational personnel
SX-9	Lost property management
SX-10	Preferential client service at dedicated rooms
SX-11	Logistics of loading and unloading on board service
SX-12	Assistance service to PRM to get on and off trains



SERVICE OFFER DESCRIPTION

The description, requirements, provision terms, etc. of every service is individually defined in the corresponding descriptive leaflets:

SX-4	INFORMATION AND OCCASIONAL ATTENTION SERVICE
DESCRIPTION	Information and occasional attention service
PROVISION REGIME	Self-service.
SERVICE CONDITIONS	<p>ADIF High Speed may provide different RUS with spaces for counters.</p> <p>The spaces may have, upon client request, electric outlets to install RU equipment.</p> <p>Authorization of the counter type to be installed is required, expressly, by the rail infrastructure manager.</p> <p>Counters that occupy a space of over 8 sqm shall not be installed</p> <p>Assembly, disassembly and storage, shall be Carried out by the RU upon requirement.</p>
REQUESTS	Monthly, daily, hourly and by train, as set in the procedure.
PRIORITY CRITERIA	Not applicable
ECONOMIC CONDITIONS PAGE	<p>Invoicing units are as follows:</p> <ul style="list-style-type: none"> • €/sqm-month • €/sqm -day • €/sqm -hour (1 hour minimum) • €/sqm -train (1 hour) <p>There are two price segments, depending on the occupied area:</p> <ul style="list-style-type: none"> • Up to 4sqm • Up to 8 sqm <p>Prices specified in section 7.3.2.4</p> <p>Electricity consumption is price included.</p> <p>Counter storage is not included notwithstanding client request.</p> <p>No specific surveillance service is included, so no custody of installed items is offered.</p>
SERVICE PLANNED CHANGES	

SX-5	MOBILE EQUIPMENT STORAGE SERVICE ON PLATFORMS
DESCRIPTION	Mobile equipment storage service on platforms
PROVISION REGIME	Self-service.
SERVICE TERMS	ADIF High Speed may provide to different Rus with spaces on platforms to store mobile equipment (e.g. cleaning machinery or other mobile items, ...) RUs shall comply with Safety Standards, implementing procedures and monitoring activities set forth by the rail infrastructure manager.
REQUESTS	Annually and monthly as set out in the procedure.
PRIORITY CRITERIA	Those covered by the procedure
ECONOMIC CONDITIONS	Invoicing unit is €/sqm-month Prices specified in section 7.3.2.4 No specific surveillance service is included, so no custody of stored items is offered.
SERVICE PLANNED CHANGES	



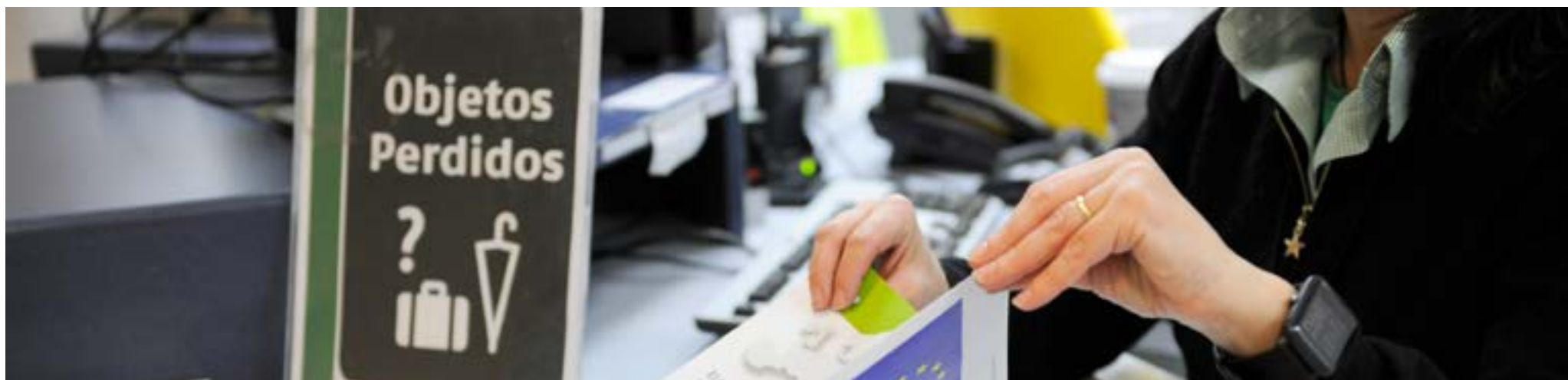
SX-6	PLATFORM ACCESS CONTROL SERVICE
DESCRIPTION	Platform access control service
PROVISION REGIME	Self-service.
SERVICE TERMS	<p>ADIF High Speed may provide RUs with a counter to control clients' transport contract terms prior to accessing and boarding trains. These counters may be fixed or mobile.</p> <p>Every train is entitled to an access control desk.</p> <p>Spaces provided shall have at least one electrical outlet for computer equipment connection and connectivity for RUs to connect to their own systems.</p>
REQUESTS	Annually, monthly and by train, as set out in the procedure.
PRIORITY CRITERIA	Not applicable
ECONOMIC CONDITIONS	<p>Invoicing unit is €/train</p> <p>Prices specified in section 7.3.2.4</p> <p>Should RUs require more desks, these shall be invoiced in addition to above prices.</p> <p>Electricity consumption is price included.</p> <p>Data consumption is not included.</p>
SERVICE PLANNED CHANGES	

SX-7	LAST MINUTE SERVICE
DESCRIPTION	Last minute service
PROVISION REGIME	Self-service.
SERVICE TERMS	ADIF High Speed shall be able to facilitate to different RUs counters, at boarding areas, to provide this service. These items can be fixed or mobile. The spaces shall have electrical outlets and communications to install equipment for RUs
REQUESTS	Annually and monthly
PRIORITY CRITERIA	As covered in the procedure Should any RU upon requesting new spaces, premises and/or services, already have a consolidated one because they were previously providing service, these elements shall be taken into account for new allocations in the percentage shown.
ECONOMIC CONDITIONS	Invoicing unit is €/counter-month Prices specified in section 7.3.2.4 Electricity consumption is price included. No specific surveillance service is included, so no custody of installed items is offered. Data consumption is not included.
SERVICE ANTICIPATED CHANGES	

SX-8	UNATTENDED LOCKER ROOM SERVICE FOR OPERATIONAL STAFF
DESCRIPTION	Unattended locker room service for operational staff
PROVISION REGIME	By ADIF High Speed
SERVICE TERMS	<p>ADIF High Speed shall be able to facilitate to different RUs individual lockers at shared locker rooms. Spaces shall be at closed premises, completely finished, and an access control system is authorized. Lockers shall be numbered for identification and shall be locked, providing an access key or two keys delivered per box office. The locker room will have benches, hangers and electrical outlets, hot and cold water. Shared locker rooms maintenance and cleaning shall be performed by the railway infrastructure manager. ADIF High Speed shall not be responsible for the locker content.</p>
REQUESTS	Annually and monthly
PRIORITY CRITERIA	As covered in the procedure
ECONOMIC CONDITIONS	<p>Invoicing unit is €/box office-month</p> <p>Prices specified in section 7.3.2.4</p>
SERVICE PLANNED CHANGES	



SX-9	LOST OBJECT MANAGEMENT
DESCRIPTION	Client lost objects on trains shall be delivered to their owner or authorized person by showing due accreditation.
PROVISION REGIME	By ADIF High Speed.
SERVICE TERMS	ADIF High Speed shall guarantee lost object traceability from its deposit by RUs to a final delivery to their owner or drop and delivery by abandonment to the corresponding Local Management. Objects containing personal documentation shall be delivered to the State Bodies and Security forces. The receipt of perishable goods shall not be permitted.
REQUESTS	Annually
PRIORITY CRITERIA	Not applicable
ECONOMIC CONDITIONS	Invoicing unit is: € / month Prices specified in section 7.3.2.4
SERVICE PLANNED CHANGES	



SX-10	PREFERENTIAL CLIENT SERVICE IN DEDICATED ROOMS
DESCRIPTION	Preferential client service in dedicated rooms
PROVISION REGIME	Self-service (Albacete Los Llanos, Alicante Terminal, Barcelona Sants, Camp de Tarragona, Córdoba, Lleida Pirineus, Madrid Chamartín Clara Campoamor, Madrid Puerta de Atocha, Málaga María Zambrano, Sevilla Santa Justa, Valencia Joaquín Sorolla, Zaragoza Delicias).
SERVICE TERMS	<p>RUs may provide preferential service to their clients in dedicated rooms.</p> <p>Rooms for this preferential care shall be identified on RUs Commercial Services as available to railway undertakings upon request.</p> <p>Rooms shall have communication and power outlets to install RU equipment.</p> <p>At the premises, RUs may install all furniture and equipment they deem as necessary to provide sales services and client information.</p> <p>Should it be necessary to perform adaptation works inside the premises, the rail infrastructure manager shall expressly require a project approval.</p>
REQUESTS	Framework and Annual Agreements
PRIORITY CRITERIA	As set in the procedure
ECONOMIC CONDITIONS	<p>Invoicing unit is €/sqm-month</p> <p>Prices specified in section 7.3.2.4</p> <p>It does not include the costs of consumption, supplies, services, cleaning or maintenance arising from the use of the premises, which shall be borne by RUs</p>
SERVICE PLANNED CHANGES	At Barcelona Sants, Madrid Puerta de Atocha, Madrid Chamartín Clara Campoamor and Valencia Joaquín Sorolla stations, servicew could be affected by works during the Agreement period.

SX-11	ON BOARD SERVICE LOADING AND UNLOADING LOGISTICS
DESCRIPTION	On board service loading and unloading logistics
PROVISION REGIME	Third parties at their own risk (Alicante, Barcelona Sants, Madrid Chamartín, Madrid Puerta de Atocha, Málaga María Zambrano, Sevilla Santa Justa and Valencia Joaquín Sorolla)
SERVICE TERMS	Services, inter alia, to receive freight at the station transfer point (train/street side), unloading and transfer to the interior, conditioning, inventory control, stock preparation for loading, stock loading into special transfer vehicles and transfer to the train side for loading on board, at the train access door (one- or double-decker trains) It also includes reverse logistics from train to street departure at transfer point.
REQUESTS	As defined by the service operator.
PRIORITY CRITERIA	As defined by the service operator Grant access to the facility capacity, ADIF High Speed shall apply the general criteria set out in the Commission's 2017/2177 implementing regulation of 22 November 2017 on access to service facilities and related rail services.
ECONOMIC CONDITIONS	As defined by the service operator
SERVICE PLANNED CHANGES	ADIF High Speed shall analyze, during 2021, the possibility of implementing the model of service provision by a third party at their own risk for a period longer than a year.

SX-12	ASSISTANCE SERVICE TO PRM TO GET ON AND OFF TRAINS
DESCRIPTION	Availability to Railway undertakings of a service to enable people with disabilities and/or reduced mobility accessibility to access to trains, assisting them getting on and off trains and in their accommodation at places using, for this purpose, mechanical means or personal accompaniment.
PROVISION REGIME	By Adif.
SERVICE TERMS	<p>Assistance to persons with disabilities and/or reduced mobility shall include the following modes:</p> <ul style="list-style-type: none"> • Permanent service: It is provided at stations with a Mobility Assistant on a continuous basis throughout the station's business hours. Annex 1 - included in section 7.3.15. - details the stations where this service is provided <p>Services shall be provided, at the beginning of the journey and at the arrival station.</p> <p>The service includes passengers getting on and off the train and their seat accommodation, if necessary, correctly anchoring or unanchoring wheelchairs.</p>
REQUESTS	As early as possible and at least with enough advance as indicated for the permanent service mode.
PRIORITY CRITERIA	All assistance required within the deadlines is guaranteed and, to the extent possible, the basic principle of service shall be that passengers with disabilities and/or reduced mobility shall be attended at all times upon request.
ECONOMIC CONDITIONS	<p>Invoicing unit is:</p> <p>€/equivalent passenger</p> <p>Prices specified in section 7.3.2.4.</p>
SERVICE PLANNED CHANGES	

PROVISION REGIME

The way of performing services at facilities linked to the described services, is shown in the following summary table:

ANCILLARY SERVICES	NAME	PROVISION REGIME
SX-4	Information service and occasional attention	Self-service
SX-5	Mobile equipment storage service on platforms	Self-service
SX-6	Platform access control service	Self-service
SX-7	Last minute service	Self-service
SX-8	Unattended locker room service for operational staff	By ADIF High Speed
SX-9	Lost and found	By ADIF High Speed
SX-10	Preferential client service in dedicated rooms	Self-service or ADIF High Speed
SX-11	On board service loading and unloading logistics	Third parties at their own risk
SX-12	Assistance service to PRM to get on and off trains	By Adif

7.3.2.3. FACILITY TECHNICAL FEATURES DESCRIPTION

CATALOGUE OF SERVICE FACILITY FACT LEAFLETS

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

Document is available on [Adif website](#) as an annex to this NS.

BASIC PLANIMETRY OF SERVICES AT PASSENGER TRANSPORT STATIONS

Railway undertakings interested in obtaining additional information on the basic planimetry of a passenger station should consult:

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

7.3.2.4. PRICES

GENERAL CONDITIONS TO INVOICE RELATED SERVICES

The prices set in every category of related rail services do not include - unless expressly stated - the costs of electricity, water, gas, communications or similar supplies or services, and RUs shall pay the costs for consumption or supplies provided or provided by the railway infrastructure manager. If RUs cannot directly contract supplies with supplying companies, the following shall be considered:

The railway infrastructure manager, in case of supply delivery, shall calculate the costs corresponding to consumptions as follows:

SUPPLIES INCLUDED IN THE SERVICE PRICE:

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

SUPPLY AT PREMISES:

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

SUPPLIES MEASURED BY COUNTER:

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

OTHER SUPPLIES:

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

In the case of water supply, the flow of the facilities used by RUs and hours of consumption, plus a 9% increase in management expenses.

In the case of energy supply, the type of facilities used by RUs and hours of consumption, plus a 9% increase in management expenses.

In the case of gas, total square meters of the surface included in the periodic receipt and the square meters of the surface used by RUs plus a 9% increase in management expense.

BASIC SERVICE PRICES

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

These prices shall be in force from 1 January 2021 until 31 December 2021, and shall continue to be in force from this date until new ones are approved to replace them; they apply to Services provided at service facilities, which are part of the General Interest Railway Network and areas rail service zones, managed by ADIF High Speed.

SB-1 TRAIN STABLING SERVICE ON TRACKS WITH PLATFORMS FOR COMMERCIAL SERVICES OR OTHER OPERATIONS AND SIDINGS.

The amounts are available under Tariff section to use tracks with platforms at stations for stabling trains for passenger commercial services and other operations, mode C and Tariff for using tracks at other service facilities for siding, Mode D of Chapter 5 under this Network Statement.

SB-5 PASSENGER ACCESS TO BUILDINGS AND PLATFORMS AT PASSENGER TRANSPORT STATIONS

Chapter 5 Tariffs for using passenger transport stations, Mode A in this Network Statement, defines the amounts for using passenger stations, depending on the station category, and table 4 with tariff application reference tables, the minimum provision matrix by station category

SB-6 TRAVEL INFORMATION SERVICE

INVOICING UNIT

- * Printed media: €/ medium - month
- * Digital Media: €/ medium emission -month-

PRICES (depending on station category)

CATEGORY 1

3.73

CATEGORY 2

3.73

CATEGORY 3

3.73

CATEGORY 4

3.73

CATEGORY 5

For contracting periods less than one month, the calculation shall be as follows:

cost of the monthly period increased by 50% by dividing the result by 30 and multiplying it by the number of days used

SB-7

TICKET SALES SERVICE AND INFORMATION ATTENDED

INVOICING UNIT * €/ -sqm -month

PRICES (depending on station category)

CATEGORY 1

19.99

CATEGORY 2

16.79

CATEGORY 3

12.98

CATEGORY 4

10.05

CATEGORY 5

5.66

It does not include the costs of consumption, supplies, services, cleaning or maintenance arising from the use of the premises, which shall be borne by RUs

SB-8

TICKET SALES SERVICE AND INFORMATION THROUGH SELF-SERVICE MACHINES

INVOICING UNIT * €/ machine -month- (for a standard surface)

PRICES (depending on station category)

CATEGORY 1

210.00

CATEGORY 2

151.00

CATEGORY 3

105.00

CATEGORY 4

75.00

CATEGORY 5

54.00

Units with more occupancy than the standard shall be invoiced as 2 units.

Electricity consumption is price included.

It does not include service, cleaning or maintenance costs arising from machine use, which shall be borne by RUs

SB-9 ON BOARD PERSONNEL SERVICE

INVOICING UNIT * €/sqm month

PRICES (depending on station category)

CATEGORY 1

11.81

CATEGORY 2

9.93

CATEGORY 3

7.67

CATEGORY 4

5.94

CATEGORY 5

For periods less than one year, the price will be increased by 25%.

It does not include the costs of consumption, supplies, services or maintenance arising from the use of premises, which shall be borne by the RU

SB-10

PRM SERVICE AT STATIONS

Stations with Permanent Service

€/Equivalent Passenger

Charges year 2021- 0.2414 €/Equivalent passenger

Stations with occasional Service

€/Assistance

Charges year 2021 49.82€ /Assistance

Passenger equivalence

Passenger type

Equivalent passengers

NATIONAL / INTERNATIONAL

1.00000

INTERCITY

0.39093

COMMUTER

0.00029

Given current health circumstances and their possible impact on planned demand in terms of passenger volume going to or coming from stations where the service is provided, together with the need, if any, of adapting the available resources to the services, at the end of every semester the invoiced amounts shall be settled according to actual prices arising from the regularized period, depending on the number of real passengers and costs incurred by ADIF and ADIF AV with service providing companies, by issuing an additional invoice or credit note, as appropriate.

Supporting documentation:

The basic services application models in the field of passenger transport stations are available in section 7.3.15

PRICES OF ANCILLARY SERVICES

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

These prices shall be in force as from 1 January 2021 until 31 December 2021; they shall continue in force from this date until new ones are approved; they shall apply to the Services provided at service facilities that are part of the General Interest Rail Network and railway service areas, which are managed by the railway infrastructure manager.

SX-4

INFORMATION SERVICE AND OCCASSIONAL ATTENTION L

- * €/sqm month
- * €/sqm -day
- * €/sqm -hour (minimum one hour)
- * €/sqm -train (one hour)

INVOICING UNIT

There are two price segments, depending on the occupied area:

- * Up to 4sqm
- * up to 8 sqm

PRICES (depending on station category)

CATEGORY 1

746.25
1,243.75
233.19
388.65
6.35
10.58

CATEGORY 2

537.75
896.25
168.04
280.06
4.57
7.62

CATEGORY 3

477.75
796.25
149.29
248.81
4.06
6.77

CATEGORY 4

298.50
497.50
93.28
155.46
2.54
4.23

LINE SECTIONS

UP TO €4SQM /MONTH
UP TO €8SQM /MONTH
UP TO 4SQM €/DAY
UP TO 8SQM €/DAY
UP TO 4SQM €/HOUR
UP TO 8SQM €/HOUR

Electricity consumption is price included.

Storage of counters is not included when it is required by the client.

No specific surveillance service is included, so no custody of installed items is offered.

SX-5 MOBILE EQUIPMENT STORAGE SERVICE ON PLATFORMS

INVOICING UNIT * €/sqm month

PRICES (depending on station category)

CATEGORY 1

1.77

CATEGORY 2

1.49

CATEGORY 3

1.15

CATEGORY 4

0.89

CATEGORY 5

No specific surveillance service is included, so no custody of stored items is offered.

SX-6 PLATFORM ACCESS CONTROL SERVICE

INVOICING UNIT * €/train

PRICES (depending on station category)

CATEGORY 1

0.35

CATEGORY 2

0.35

CATEGORY 3

0.35

CATEGORY 4

0.35

CATEGORY 5

Should RUs require more desks, these shall be invoiced in addition to the above prices.

Electricity consumption is price included.

Data consumption is not included.

SX-7 LAST MINUTE SERVICE

INVOICING UNIT * €/counter- month

PRICES (depending on station category)

CATEGORY 1

20.00

CATEGORY 2

20.00

CATEGORY 3

20.00

CATEGORY 4

20.00

CATEGORY 5

Electricity consumption is price included.

No specific surveillance service is included, so no custody of installed items is offered.

Data consumption is not included.

SX-8 UNATTENDED LOCKER ROOM SERVICE FOR OPERATIONAL STAFF

INVOICING UNIT * €/box office-month

PRICES (depending on station category)

The monthly price per rental box office unit is as follows:

CATEGORY 1

15.00

CATEGORY 2

15.00

CATEGORY 3

15.00

CATEGORY 4

15.00

CATEGORY 5

SX-9 LOST AND FOUND MANAGEMENT

INVOICING UNIT * €/month

PRICES (depending on station category)

CATEGORY 1

550.00

CATEGORY 2

300.00

CATEGORY 3

175.00

CATEGORY 4

125.00

CATEGORY 5

SX-10

PREFERENTIAL CLIENT SERVICE AT DEDICATED ROOMS

INVOICING UNIT * €/sqm-month

PRICES (depending on every station)

Concept	BARCELONA SANTS	CAMP DE TARRAGONA	MADRID CHAMARTÍN CLARA CAMPOAMOR	MADRID PUERTA DE ATOCHA	ZARAGOZA DELICIAS	CÓRDOBA	ALACANT TERMINAL	LLEIDA PIRINEUS	VALENCIA JOAQUÍN SOROLLA	ALBACETE LOS LLAMOS	MÁLAGA MARÍA ZAMBRANO	SEVILLA SANTA JUSTA
Base price	19.00	17.00	19.00	19.00	19.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00
Target passengers (*)	11,228,941	913,300	4,226,932	22,380,680	3,694,023	2,259,806	2,461,541	947,663	4,430,952	719,603	3,200,697	4,305,157

At stations where 75% target passengers is not reached, a 20% price bonus shall apply. The base price shall apply at stations when passengers are between 75% and 110% target passengers. Upon reaching 110% target passengers, for every 5% increase, the applicable price shall increase by 2.5% to a maximum of 15%. Occupied areas shall be monthly invoiced at the corresponding base price for every station. Upon determining the annual passenger number for every station, the corresponding price bonuses or revisions shall be settled. It does not include the costs of consumption, supplies, services, cleaning or maintenance arising from the use of the premises, which shall be borne by RUs

(*) correspond to passengers on and off for long distance services at every station.

SX-11

LOGISTICS FOR LOADING AND UNLOADING ON BOARD SERVICES

ECONOMIC CONDITIONS

The economic conditions for provision shall be set by the service facility operator (Alacant Terminal, Barcelona Sants, Madrid Chamartín Clara Campoamor, Madrid Puerta de Atocha, Málaga María Zambrano, Sevilla Santa Justa and Valencia Joaquín Sorolla).

SX-12

ASSISTANCE SERVICE TO PRM TO GET ON AND OFF THE TRAINS

Stations with Permanent Service	€/Equivalent Passenger	<i>Charges year 2021- 0.0356 €/Equivalent passenger</i>
Passenger equivalence		
Passenger type	Equivalent passengers	Given the current health circumstances and their impact on the planned demand in terms of passenger going to or coming from stations where the service is provided, together with the need, where appropriate, to adapt the available resources to the service, at the end of every semester the invoiced amounts shall be settled on the basis of actual prices resulting for the regularized period, depending on the number of actual passengers and costs incurred by ADIF and ADIF AV with service providing companies, by issuing an additional invoice or credit note, as appropriate.
NATIONAL/INTERNATIONAL	1.00000	
INTERCITY	0.39093	
COMMUTER	0.00029	

SUPPORTING DOCUMENTATION:

Ancillary service request models in the field of passenger transport stations are available under 7.3.15 section.

7.3.2.5. GENERAL REQUIREMENTS AND ACCESS TERMS

Station access conditions

The railway infrastructure manager may set specific access conditions to passenger transport stations for safety or health reasons involving setting control measures to ensure client or users permanence.

Conditions of access to facilities and services

- RUs shall be entitled to file capacity requests. If they meet the regulatory requirement. In the case of related rail services, it shall also be considered as a requirement that operating trains make commercial passenger stops at station for which they requested access to facilities and said services.
- RUs shall provide commercial information of their traffic by means of a standard messaging service, according to the system scheme to be published by the infrastructure manager in the NS.
- RUs or third parties shall be liable to the railway infrastructure manager for damages caused to them - to people or things - as well as to their facilities, machinery, railway infrastructure, etc. In this regard, RUs shall comply with the procedures set regarding the follow-up of Activities at Passenger Stations.
- All communications regarding service requests shall be in Spanish.
- Consumption of supplies should take into account good environmental practices and encourage the saving of natural resources.

Should RUs need more information on the service provision details or locations of spaces available at stations, they can address the Directorate of Passenger Stations.

Restricted access areas inside (boarding room and platforms)

At some passenger stations there are restricted access zones prior to boarding trains, so clients wishing to access trains shall be required to pre-check before entering and the time in advance to access these areas shall be communicated to railway undertaking in order to inform their clients.

Before accessing platforms, railway undertakings may carry out a verification check on the commercial conditions of passengers travelling (check in).

An access pre-control at these areas requires standardizing basic information on transport tickets.

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

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

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

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

ORDER	AZTEC CODE FIELDS	POSITIONS	OBSERVATIONS
1	A sequential or control number that is specific to every undertaking	13 positions	
2	Company	5 positions	
3	Train commercial number	5 positions	
4	Travel date	10 positions	dd/mm/yyyy
5	Train departure time	5 positions	hh:mm.
6	Origin station	7 positions	In case of national tickets the first two digits shall be 00
7	Destination station	7 positions	In case of national tickets the first two digits shall be 00
8	Car	3 positions	Unbooked train will come unfilled
9	Seat	3 positions	Unbooked train will come unfilled
10	Combined ticket	2 positions	In this case they will be completed with 00
11	Intermediate station the combined ticket	7 positions	In case of national tickets the first two digits shall be 00
12	Adif Reserved	33 positions	In this case they will be completed with 00
13	Space to be discretionary used by operators (*)	316 positions	
14	Signature SHA1withDSA (**)	100 positions	Signature of above fields (1 to 13) with the algorithm SHA1withDSA

AZTEC code printed on the banknotes shall have the following technical characteristics:

- Layers: 10
- Size: 57x57 pixels
- Capacity: 516 digits 414 letters 256 bytes

Starting positions with no value shall be represented by zeros, to avoid confusing white fields with null.

As a preliminary consideration, it should be noted that fields 1 to 11 are all legible.

(*) If required by the operator, the free space in field 13 can be used.

(**) A signature of the contents of fields 1 to 13 shall be included in field 14 to avoid tampering, for this signature algorithm SHA1withDSA will be used. Every operator shall have a private key used to sign and a public key (known by ADIF) used to validate the signature.

7.3.2.6. CAPACITY ALLOCATION

Capacity allocation at service facilities (tracks) managed or operated by Adif is described in section 7.3.1. Common provisions.

Capacity allocation for railway undertakings to provide certain services to their clients at passenger stations on demand, and when Adif provides them, a specific process covers these services.

PROCESS TO REQUEST ACCESS TO SERVICE FACILITIES AND SERVICES RELATED TO OR RELATED TO RAIL TRANSPORT AT PASSENGER STATIONS

This procedure shall generally apply to access facilities and all services linked to passenger rail transport at passenger stations on commercial operation.

Also, the description of the service facilities is available in the catalogue of descriptive sheets in force at all times when the provision regime for each is included; the document is available on the railway infrastructure manager website annexed to this NS.

1. PROCESS DESCRIPTION

1.1. REQUEST TYPES

By need

In accordance with the Rules of Procedure, requests differ between:

a) Access to service facilities

Those requiring a space for the railway undertaking to perform the planned service at passenger station.

b) Access to related rail services

Where Adif as service operator provides services and the railway undertaking demands it.

Every request shall specify the type to which it corresponds

Depending on use

Given the different service characteristics, the railway undertaking may make different types of applications depending on the characteristics of every service, using the application models provided for in section 7.3.15.

At the end of this section there is a summary table of the request types that may be required for services, which, in any case, are developed on every service file listed in this chapter.

Request types that can be made are:

a) Continuous use

When the railway undertaking needs continuous service for a period that may be year(s) or months. They differ in turn in:

DESCRIPTION OF THE CONTINUED SERVICE REQUEST	TYPE	COORDINATED PROCESS
Linked to the term of a Framework Agreement	A1	Yes
Yearly	A21	Yes
	A22	No
Monthly	A31	Yes
	A32	No

The railway undertaking shall specify, in the request, the term intended for every service, based on the expected ones in the service sheet for every service. (See summary table).



b) For one use

The railway undertaking requires one service for a period of time that may be days, hours or by train. They differ in:

DESCRIPTION OF THE SPECIFIC USE REQUEST	TYPE	COORDINATED PROCESS
Days	B1	No
Hours	B2	No
Train	B3	No

The railway undertaking shall specify, in the request, the term intended for every service, based on the expected ones in the service sheet for every service. (See summary table)

1.2. REQUEST CALENDAR

Within the capacity allocation of request process to access service facilities and related rail services, compliance with scheduled timetables is essential to ensure service quality and to enable, in accordance with transparent and non-discriminatory criteria, allocating to various railway undertakings present at a station, as well as making it easier for all of them to have the necessary space to provide services.

In any case, requests could be:

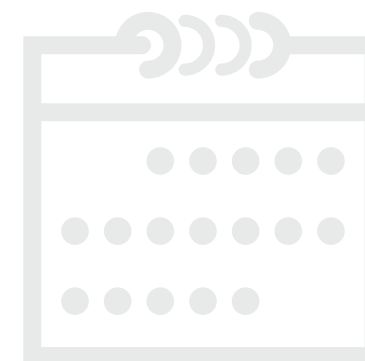
a) Subject to timetables

REQUESTS	REQUESTS SUBJECT TO CALENDAR	DEADLINE
A1	Linked to a Framework Agreement	15 days after signing the Framework Agreement
A21, A31	Linked to NS domestic ordinary paths to publish the Service Timetable (1)	15 days after a final communication of service hours
A31	Linked to the request for concerted adjustments summarized in the NS	15 days after a final communication of capacity

⁽¹⁾ Railway undertakings that only operate with international lines must adhere to the planned schedule of requests in NS for domestic traffic..

b) Not subject to calendar

REQUESTS	REQUESTS NOT SUBJECT TO CALENDAR
A22, A32, B1, B2, B3	At least 48 hours prior to needing it
B1, B2, B3	Urgent



1.3. PHASES OF THE PROCES

1.3.1. RECEPTION AND RESOLUTION OF REQUESTS

a) Ways to send requests

Railway Undertakings shall send the capacity or service request model to the one-stop shop (or a mailbox created for this purpose), registering it to the railway infrastructure manager and sending an acknowledgement of receipt.

The intended request sending mode is as follows:

Requests subject to a coordinated process

The documentation shall be sent by computing means to Adif website, https://sede.adif.gob.es/es_ES/sede_electronica/index.shtml (Start New Procedure-Application Form, Submission of Writings and Communications).

Adif website accepts a total file capacity per request of 4.5 Mb, so should the request, letter or communication include annexed documentation exceeding set limits, as regards the number of documents attached and/or the size thereof, a second registration entry may be made - and if necessary - successive entries, with other information, indicating in the subject a reference to the registration number of the first one, so that all request documentation may be grouped later.

In order make the registration, the interested parties shall have an electronic ID (in case they act in a particular capacity) or an electronic Certificate in force (in case they act in a private capacity or as representatives).

This page shall identify users through Cl@ve platform. It shall be redirected to their identity validation system, providing various authentication means.

Alternatively, it may be possible for interested parties to submit their requests/letters through the General Electronic Register of the General State Administration <https://rec.redsara.es>.

The General State Administration General Electronic Register is a document submission record to process it to any administrative body of the General State Administration, public agency or entity linked to or depending on them, in accordance with Law 39/2015, of 1 October, on Common Administrative Procedure of Public Administrations.

Interested parties shall have an electronic ID to make their registration on Adif website (in case they act in their own personal capacity) or an electronic Certificate in force (in case they act in their private capacity or as representatives).

This page shall perform user identification using Cl@ve platform. It shall be redirected to their identity validation system, providing various authentication means.

For browsers that do not support Java Applets, you must have AutoSignature installed.

Instructions to fill out forms through the General State Administration's Electronic Registry:

- In the receiving agency box they shall enter Adif (Railway Infrastructure Manager) or, where appropriate, ADIF-Alta Velocidad. Adif DIR code is EA0003338 and ADIF-Alta Velocidad DIR code is EA0008223.
- In the subject box please indicate: Service request (the one that applies) at (number of stations) stations.

Files and documents satisfying the following requirements may be attached:

- Allowed file format: Pptx, jpg, jpeg, txt, xml, xsig, xlsx, odg, odt, ods, pdf, odp, png, svg, tiff, docx, rtf.
- Maximum size per file: 5 Mb.
- Maximum attached file set: 15 Mb.
- Maximum amount of documents to attach: 5.

Should the request, letter or communication include accompanying documentation exceeding the limits set, as to the number of documents annexed and/or size of documents annexed thereto, a second registration can be made with other information indicating on the subject a reference to the registration number to the former.

REQUESTS THAT ARE NOT SUBJECT TO COORDINATED PROCESSING

The railway undertaking shall send the capacity model or service by e-mail to the Directorate of Passenger Stations where the facility or service requested is located, and shall have to confirm by telephone the request receipt.

The railway infrastructure manager answer to the request shall be made by the same means.

b) Availability and feasibility analysis

The applications received will be ordered according to the date and time of their receipt.

The Rail Infrastructure manager shall analyze the requests received and the capacity available to attend it and, if there is available capacity, it shall be directly allocated, starting, in the event of conflict, the coordination process.

In accordance with Art.8.3 in the Regulation, should the request not contain all the information required and necessary to make a decision, The Rail Infrastructure manager shall inform the railway undertaking. The client will have a maximum period of 10 working days after receipt, depending on the request made, to complete the required documentation. If the required documentation is not presented within this period, the request may be rejected.



c) Response times for services that do not require a coordination process

The Rail Infrastructure manager shall respond within a maximum period of 5 business days, which, if affirmative and given a full request satisfaction, it shall be considered as definitively allocated. In the event that the Rail Infrastructure manager did not include any condition to the request, the client shall expressly accept it.

Given any reasonable exception, clients may request urgent services within a shorter period than that provided for non-calendar services. These requests shall be provided only on business days (Monday to Friday), applications shall be submitted before 12 noon the day before capacity can be assigned.

In the event that of a particularly urgent and exceptional need outside the aforementioned times, it may be authorized by the Rail Infrastructure manager by email, formalizing the request later.

The Rail Infrastructure manager does neither guarantee that all urgent requests made can be met, nor a satisfaction to other requests not subject to a calendar and not urgent that require an analysis time exceeding the 48 hours in advance required for the presentation of this type of requests.

d) Response times for services that may require a coordination process

Should a service request start the coordination process, the railway infrastructure manager shall communicate the provisional and final allocation within the following time limits regarding the request issued, as from the business day following the operator receives the request:

TYPE	DESCRIPTION	PLAZO MÁXIMO
A1	Linked to a Framework Agreement	1 Month
A21, A31	Linked to the NS request for domestic ordinary paths for the publication of the Service Timetable	1 Month
A31	Linked to the request for concerted adjustments summarized in the NS	1 Month

Railway undertakings may make allegations to the proposal for a provisional capacity allocation communicated by the railway infrastructure manager.

1.3.2. COORDINATION PROCESS

Where the railway infrastructure manager receives a request to provide a service to access service facilities or related rail services by a railway undertaking and said request is incompatible with another request or matches a capacity already allocated, it shall seek to achieve the compatibility of all applications through negotiation and coordination with the concerned railway undertakings, in accordance with Art.10, Rules of Procedure.

The Rail Infrastructure manager shall study different options to reconcile incompatible requests to access a service facility or to provide services at the facility. Options should include, if appropriate, measures to maximize the facility available capacity and shall not entail additional investments in resources or equipment.

Requests allocated after a coordination process shall be expressly confirmed by the client.

1.3.3. PRIORITY CRITERIA

In accordance with Art. 11 in the Regulations, if despite the coordination procedure, requests for rail services are incompatible, the Rail Infrastructure manager shall resolve the requests according to the following priority criteria (*):

- 1° Railway undertakings with existing contracts on services or areas that are a priority and with a signed Framework Agreement.
- 2° Railway undertakings that already have existing contracts on services or areas that are a priority and do not have a Framework Agreement.
- 3° Railway undertakings with a Framework Agreement without existing contracts on services or areas to prioritize.
- 4° Railway undertakings without a Framework Agreement and without existing contracts on services or areas to prioritize.
- (*) These criteria shall only be applied after signing Framework Agreements as well as the first request for services at stations. Before applying the criteria, priority for requests shall be set according to trains with a scheduled stop at the station at the time of the request or, where appropriate, set in the offer presented in the process of framework capacity allocation.

Within every category, priority shall be given based on trains with a planned stop at the station upon request, and requests of railway undertakings with most trains with a planned stop at the station shall have a priority, and so on.

Trains with a scheduled stop at the station shall be calculated - in terms of request term - subject to a priority criterion (Framework Agreement, Service Hours or Concerted Adjustment), including that considered as long distance and intercity according to Rail Sector Act.

Given any previous contract with railway undertakings, and if requests are for areas linked to basic services, the Rail Infrastructure Manager may require to change the allocated capacity in order to include new operators.

In these cases, the railway undertaking is entitled to compensation for the investments pending amortization that – in the space changed – would have been approved by Rail Infrastructure Manager and performed by the railway undertaking.

The railway infrastructure manager shall also take into account the aspects expressly referred to in Article. 11, Rules of Procedure.

Requests allocated after a process with intervention of the priority criteria shall be expressly confirmed by the client.

1.3.4. CLAIMS

In accordance with the provisions of Art. 13.5 in the Directive, and Art. 14 in the Regulation, if the Rail Infrastructure Manager does not have any viable alternative, and if it cannot satisfy all capacity requests corresponding to the facility in question based on the needs proved by the railway undertaking, it may claim to the regulatory body (CNMC).



2.2. USE OF ALLOCATED AREAS

Railway undertakings have the obligation to use the allocated premises/areas in the conditions upon allocations.

the Rail Infrastructure Manager may analyze the usage level of the allocated premises/areas, and revoke it in the event of total or partial non-use thereof, without prejudice to actions provided under Rail Sector Act and which the Rail Infrastructure Manager may undertake in cases that represent a significant breach for the effective use of passenger stations facilities.

If a railway undertaking does not intend to use the allocated capacity, it shall inform the Rail Infrastructure Manager without undue delay and in accordance with the deadlines set out in point 3.

Measuring criteria for facilities considered to be specially monitored by the Rail Infrastructure Manager are:

- a) Facilities to provide Tickets and Information Service.

The relationship between the hours of scheduled opening over 4 months prior to the analysis, compared to the totals that elapse between the 30 minutes prior to company's first train departure and 30 minutes after the railway undertaking's last train shall be considered in order to measure the use of these premises.

- b) Spaces for Ticketing and Information Services through self-service machines.

The number of days with operational incidents (non-operation) detected and reported by the Rail Infrastructure Manager to the railway undertaking responsible for the equipment shall be considered - over the 4 months prior to the analysis - in order to measure the use of these areas.

3. CANCELLATIONS OF ALLOCATED CAPACITIES

In general, request cancellations prior to starting a space occupation or a service shall have, in general, the following treatment:

- If these are made more than 24 hours in advance, there shall be no penalty.
- If these are made less than 24 hours in advance, they shall pay one hundred percent of the total budgeted amount.

Notwithstanding the foregoing, specific penalties may be considered for certain services as specified in their service files.

Cancellations requested during a space allocation or a service provision shall generally have the following penalties:

- If 50% of the awarded period has not been used, they shall pay a minimum amount equivalent to 50% of the total budgeted amount.
- If more than 50% of the awarded period has been used, there shall be no penalty.

Notwithstanding the foregoing, specific penalties may be considered for certain services that are specified in their service files.

4. MINIMUM COMMITMENTS AND GUARANTEES TO CERTAIN SERVICES

The nature of some planned services, the need to guarantee their quality and investments that railway undertakings or the Rail Infrastructure Manager may make in certain areas/premises require minimum commitments by the parties.

4.1. ATTENDED PREMISES TO PROVIDE TICKET SALE SERVICES AND INFORMATION (SB-7) AND PREMISES FOR ON BOARD PERSONNEL SERVICE (SB-9)

4.1.1. A1 APPLICATIONS SUBJECT TO FRAMEWORK AGREEMENT

The railway undertaking, upon accepting the premises allocated by the Rail Infrastructure Manager, shall commit to staying there for 5 years.

the Rail Infrastructure Manager guarantees their presence at the allocated premises during the term of the Framework Agreement, as well as the investments made under the terms provided for in this document.



4.1.2. A21 AND A31 APPLICATIONS NOT SUBJECT TO THE FRAMEWORK AGREEMENT

The railway undertaking, upon accepting the Rail Infrastructure Manager allocated premises shall commit to staying 1 year (the one corresponding to the Service Hours) therein.

The Rail Infrastructure Manager guarantees their presence at the allocated premises during said period, as well as the investments have made under the terms set out in this document.

The Rail Infrastructure Manager may sign agreements that exceed the period initially foreseen for this type of request if investments are proposed and approved at premises that cannot be amortized within the Service Hours.

In these cases, the railway undertaking may not occupy all areas provided at the station for said services.

5. SUSPENSION OR TOTAL OR PARTIAL REVOCATION

5.1. SUSPENSIÓN

The Rail Infrastructure Manager may require that, in certain services, the provision of a service for reasons of safety or capacity management at station areas is suspended, after communicating it to the railway undertakings, and no damages shall be claimed for this decision.

5.2. TOTAL OR PARTIAL REVOCATION

The Rail Infrastructure Manager may revoke all or part of the allocated capacity in the following cases:

5.2.1. MAINTENANCE AND REMODELING WORKS

Should it be necessary to perform maintenance and/or remodeling works that affect the rail transport service, whether they are scheduled or urgent, the Rail Infrastructure Manager may modify the allocated capacity after communicating it to the railway undertakings.

The Rail Infrastructure Manager shall communicate, in general, at least 6 months in advance with regard to the planned execution, the completion of the scheduled maintenance and or remodeling works.

The Rail Infrastructure Manager shall communicate, as soon as they becomes aware of it, the need to perform urgent maintenance and/or remodeling works.

The Rail Infrastructure Manager - if possible - shall enable, in all cases, alternative premises/areas to provide these services.

In these cases, the railway undertaking shall have the right to modify the economic conditions associated with its allocation, depending on whether it is total or partial.

5.2.2. RAIL SERVICE NEEDS AND OTHER ASSUMPTION

Additionally, the Rail Infrastructure Manager may revoke the capacity if it is necessary for the railway service or in order to comply either with any governmental provision or from any authority of the Public Administration based on the public use statement, or for a general interest, or given any affecting change in use as may be produced after changing the General Urban Planning Plan.

In these cases, the Rail Infrastructure Manager shall notify the railway undertaking in writing of the capacity revocation 6 months in advance of the date on which said revocation should take place, the client committing, in this case, to free and expedite in favor of the Rail Infrastructure Manager said facility over this period. In this case, they shall have the right to compensation in the part pending amortization of any investment approved by the Rail Infrastructure Manager prior to revoking the capacity.

the Rail Infrastructure Manager - if possible - shall enable, in all cases, alternative premises/areas to provide these services.

5.2.3. TOTAL OR PARTIAL LACK OF USE

A total or partial revocation may be carried out after analyzing the use level of allocated premises/areas, if it lays under:

- 80% at coordinated stations.
- 50% in the rest of the uncoordinated stations, unless this is due to non-economic reasons beyond client control.

If they see any reason to revoke, the railway undertaking shall be required to use the facilities or services allocated, giving a reasonable period of time that shall not exceed one month. If said requirement is neglected, it may be revoked.

In cases where a lack of use is detected and the total or partial revocation of the allocated capacity is urged, railway undertakings shall not have the right to request any compensation.

SUMMARY TABLE OF TYPE OF REQUEST BY SERVICE

SERVICES	NAME	PROVISION REGIME	REQUEST TYPE
BASIC	SB-1 Train stabling service on track with platforms for commercial services or other operations	By ADIF- Alta Velocidad	Service
	SB-5 Access to buildings and platforms at Passenger Transport Stations for passenger use	By ADIF- Alta Velocidad	Service
	SB-6 Travel information service	By ADIF- Alta Velocidad	Service
	SB-7 Ticket Sales and Information Service	Self-service	Access to facility
	SB-8 Ticket Sales and Information Service through self-service machines	Self-service	Access to facility
	SB-9 On board personnel service	Self-service	Access to facility
	SB-10 Assistance service to PRM at stations	By ADIF- Alta Velocidad	Servicio
ANCILLARY	SX-4 Information and occasional attention service	Self-service	Access to facility
	SX-5 Mobile equipment storage service on platforms	Self-service	Access to facility
	SX-6 Platform access control service	Self-service	Access to facility
	SX-7 Last minute service	Self-service	Access to facility
	SX-8 Unmanned locker room service for operational staff	By ADIF- Alta Velocidad	Service
	SX-9 Lost and found	By ADIF- Alta Velocidad	Service
	SX-10 Preferential client service in dedicated rooms	Self-service	Access or service
	SX-11 Logistics of on board service loading and unloading	Third parties	Acceso
	SX-12 Assistance service to PRM to get on and of the trains	By ADIF- Alta Velocidad	Service

Leaflets in the Catalogue contain detailed information about every listed service.

Supporting documentation:

Service request models are found in section 7.3.15 hereunder

Service facilities description is available on the Descriptive Leaflets Catalogue in force at all times, and the document is available on the rail infrastructure manager web as an annex to this NS.

Railway undertakings interested in obtaining additional information on the basic planimetry of a passenger station should consult:

[Dirección de Estaciones de Viajeros, Avenida Pío XII, 110- 28036 Madrid](#)

7.3.3. FREIGHT TRANSPORT TERMINALS

Freight transport terminals are railway infrastructures which, connected to a line (track), enable rail freight transport start, supplement or completion by performing certain operations on the train and/or transported freight.

ADIF- Alta Velocidad does not currently have such facilities.

7.3.4. TRAIN SETTING FACILITIES INCLUDING SHUNTING FACILITIES

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

ADIF- Alta Velocidad does not currently have such facilities.

7.3.5. 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, or for an uncertain period when the stock is out of the production cycle.

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

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

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

In exceptional cases, if there are enough capacities and given no disruption of the normal operation at freight terminals or passenger transport stations, it shall be possible to put aside at these service terminals stock which is not in the production cycle, prior permission from the infrastructure manager.

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

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

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

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.

7.3.5.1. MANAGEMENT OF SIDINGS ATTACHED TO COORDINATED STATIONS

SIDINGS ATTACHED TO COORDINATED STATIONS MANAGED BY ADIF ALTA VELOCIDAD

Tracks availability specifically intended for an interim rail vehicle stabling or parking between two uses or allocations is essential for a proper operation of the coordinated stations. Railway undertakings shall have their own or third-party facilities for these functions.

Attached to some coordinated facilities, ADIF Alta Velocidad manages certain service facilities, either owned by them or by third parties who have entrusted Adif with their management (its detailed information can be consulted on the Service Facilities Catalogue), available to RUs as indicated below:

SERVICE FACILITIES RELATED TO MADRID PUERTA DE ATOCHA

- Cerro Negro Renfe Workshop sidings
- La Sagra Renfe Workshop sidings

SERVICE FACILITIES RELATED TO BARCELONA SANTS

- Can Tunis Renfe Workshop sidings



- Sant Andreu Comtal* set of tracks*

*During daytime period, they shall be managed as traffic lines based on the planned operation GOV, for overnight periods or long-term rotations, they shall be considered to be service facilities.

Siding and stabling availability is so important for service provision, that these service facilities allocation is linked by ADIF Alta Velocidad to capacity requests in terms of Service Hours infrastructure, since train running capacity is conditioned by the infrastructure capacity during the journey, as well as available sidings and stabling tracks.

REQUEST PROCESS FOR SIDINGS FOR COORDINATED STATIONS MANAGED BY ADIF ALTA VELOCIDAD

Railway Undertakings, through SYACIS application, shall request sidings as considered, and a time limit for the capacity request.

REQUEST TYPES

A- PERIODS OF CONTINUED USE

Capacity reserve for client demands - during 24 hours a day - using it for 30 calendar days and up to a maximum of 1 year (Service Hours).

B- OCCASIONAL USE PERIODS

Capacity reserve for client demands for full hours or full days use (from 00:00 to 11:59 pm).

ADIF Alta Velocidad, after analysing requests, shall try to handle them all. In order to enable compatibility between requests, they may coordinate them, making reasonable adjustments if necessary (± 30 minutes) provided that they do not alter the operation of allocated running paths in the coordinated station.

When not all requests be coordinated, or when some are incompatible, the available capacity shall be allocated according to the priority criteria described below.

Sidings shall be provisionally allocated with a time limit and after they're analysed, their allocation shall be final.

The Capacity Manager, if necessary, and to ensure rail traffic management, exceptionally may allocate capacity on track lines attached to coordinated stations. The Railway Undertaking on SYACIS application shall subsequently govern this allocation.

REQUEST PERIOD FOR SIDINGS AT COORDINATED STATIONS MANAGED BY ADIF ALTA VELOCIDAD

The request period shall coincide with the infrastructure capacity period for the Service Hours indicated in the Network Statement (see Section 4.5.1 National Calendar).

Similarly, provisional allocation deadlines, claims and final allocation shall be consistent with those provided for in the Network Statement to allocate Infrastructure Capacity.

Applications, outside this period, shall be reviewed in the Monthly Adjustments provided for in the Network Statement, and when said advance is shorter than that period, it shall be attended if possible, but by reserving at most until the period of the nearest monthly adjustment. This reserve may be extended, thereafter, until the end of current service hours.

As a special feature, for 2020/2021 Service Hours, as from NS publication, a period of 1 month is set to request capacity for said Service Hours. After 15 days, it shall be provisionally allocated. RUs shall have 15 days to make claims, and 15 days after the end of the claims period the capacity of the sidings shall be definitively allocated.

COORDINATION AND PRIORITY CRITERIA

Where requests cannot be initially addressed, ADIF Alta Velocidad shall offer alternatives on available capacity, to seek a coordinated solution with the client and resolve conflicts that may arise between requests and capacity allocations, provided that it is technically feasible.

If, after analysing all requests, and despite reasonable adjustments, it is not possible to address all requests, conflicting requests shall be prioritized according to the following criteria:

- * Alternatives available for some interested parties (other service facilities are available nearby).
- * Proportionality with the services provided at the station
- * Requests that favour a continued use of service facilities.
- * System efficiency.

As these facilities are associated with the operation of infrastructures stated as congested, the application of the strict priority criteria can be modular in order to ensure a proper operation of the Hours of Service project.

PRICES

Amounts to be collected shall be equivalent to the tariffs for using tracks at other service facilities: sidings, train setting and shunting, maintenance, washing and cleaning, fuel supply, mode D and set out in Chapter 5.

USE CONDITIONS OF FACILITIES MANAGED BY ADIF ALTA VELOCIDAD

The conditions of use set out in paragraph 7.3.1 shall apply.

7.3.6. 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.

Service provision terms therein shall be indicated by the facility operator

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

- Autonomous Community and province where the facility is located
- Name.
- Facility Operator
- Type of Facility
- Web link to the service facility descriptive file.



7.3.7. OTHER TECHNICAL FACILITIES (MAINTENANCE, CLEANING AND WASHING FACILITIES, ETC.)

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.

Rail Light Vehicle Maintenance Facilities

These are service facilities, which may or may not be fitted with pits, intended for maintenance operations on railway transport vehicles which do not require specific heavy maintenance facilities.

These facilities have the equipment described in the catalogue of service facilities to enable said operations, such as lighting, pits, supply points, ..., which must be taken into account by the client upon planning their operations.

Any other equipment not described and necessary to perform these operations shall be provided by the client, with the facility owner authorization. The routes designated for this purpose by Adif at freight terminals, passenger transport stations and other stations shall be allocated primarily to transport equipment linked to the main activity and are intended to prevent moving stock to other intervention points.

This type of service facilities may be used by railway undertakings and owners of railway rolling stock. Maintenance tracks of light rail vehicles, as well as activities that can be performed thereon, are contained in the catalog of service facilities, which is available on the Adif website, as an annex to this NS.

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 is a set of scales distributed along the General Interest Rail Network, which mission is to identify overweight in wagons, avoiding derailments and over-efforts to infrastructures. Specifically, there are 30 automatically operated dynamic scales, all with remote control, please consult your location on Map 3. Adif through the

Department of Systems and Operational Media Management in the General Directorate for Traffic and Capacity Management keeps the scale strength and contrast wagons in accordance with current standards.

7.3.8. PORT AND MARITIM FACILITIES

RUs shall be entitled to access existing railway infrastructures in the field of maritime or river 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 ports of general interest shall be in accordance with port legislation.

For more information, see the Maps and Service Facility Fact Sheet Catalogue, as available on Adif website and annexed to this NS.

7.3.9. 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. Estación de Madrid-Chamartín-Clara Campoamor

7.3.10. FUEL SUPPLY FACILITIES

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

ADIF- Alta Velocidad does not currently have such facilities.

The Service Facility Fact Sheet Catalogue, available on Adif website as an annex to this NS, lists the facilities to provide this service, as well as on the Service Facility Capacity Offering catalogue.

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-Clara Campoamor - 28036 Madrid

7.3.11. OTHER RAIL FACILITIES CONNECTED TO THE GENERAL INTEREST RAIL NETWORK (PORTS AND CARGO)

PORTS OF GENERAL INTEREST WITH CONNECTION AGREEMENTS TO ADIF- ALTA VELOCIDAD 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 the Rail Infrastructure Manager.

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.

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.

The Catalogue of Descriptive Data Files of the Service Facilities - attached to this Network Statement includes a list of these Facilities.

For more information, consult the Corporate Management and Presidency Office Directorate (Adif Directory, section 1.6).

7.3.12. FACILITIES TO CHANGE GAUGES AND AXLES

On the rail infrastructure manager owned Network there are currently two track gauges interoperable with each other: Standard Gauge (1,435 mm) and Iberian gauge (1,668 mm). In order to facilitate internal connections between both gauges, as well as to other European networks, automatic systems have been developed called Track Gauge Changers. In other traditional facilities, a physical change of gauge is possible by changing axles or bogies, or by physical transshipment of the freight. There are also facilities for transshipment of containers and freight at border points of Irun and Portbou. Their location is shown in the maps, in the document attached to this NS.

Information specific to these Facilities is included in the Service Facilities Catalogue annexed to this Network Statement.

RUs shall be entitled to the use track-gauge changers managed by the railway infrastructure manager, to the extent that their rolling stock is adapted to the technical characteristics. The rail infrastructure manager guarantees at all times the provision of this service associated with path allocation to move along RFIG lines.

Technical rolling stock operations, locomotive coupling, brake test, defrosting, shunting direction or track change operations, as well as their dedication are for RUs.

RUs dedicated to freight transport may request to TRANSFESA the use of the axle changers located at the borders of Hendaya and Cerbère, under conditions determined by said undertaking.

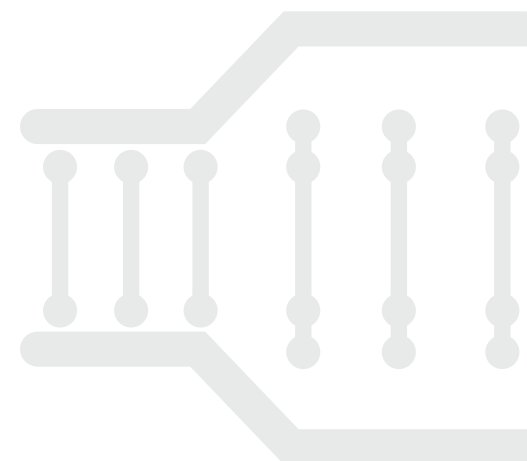
TRACK GAUGE CHANGERS

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.

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

The following lists all Gauge Changers by specifying their location.

PROVINCE	TYPE	CHANGER
CÓRDOBA	TALGO AND CAF	Alcolea de Córdoba
MÁLAGA	TALGO AND CAF	Antequera on Antequera Sta. Ana
SEVILLA	TALGO AND CAF	Majarabique on Sevilla Sta. Justa
ZARAGOZA	TALGO AND CAF	Zaragoza – Delicias por Zaragoza and Plasencia de Jalón
LEÓN	TALGO AND CAF	Vilecha by León and León Clasificación on León
PALENCIA	TALGO AND CAF	Villamuriel por Palencia
VALLADOLID	TALGO AND CAF	Medina del Campo on Medina del Campo AV (CAF technology only) and Valdestillas on Valladolid Campo Grande
MADRID	TALGO AND CAF	Madrid Chamartín-Clara Campoamor on Chamartín and Atocha, (TALGO technology only)
ALBACETE	TALGO AND CAF	Albacete
VALENCIA	TALGO AND CAF	Valencia
TARRAGONA	TALGO AND CAF	La Boella
ZAMORA	TALGO	Zamora

7.3.13. INTERMODAL LOAD TERMINALS

ADIF- Alta Velocidad does not currently have such facilities.

7.3.14. GENERAL FREIGHT LOADING TERMINALS (LOAD POINTS)

ADIF- Alta Velocidad does not currently have such facilities.

7.3.15. MODELS TO REQUEST SERVICES

FACILITY ACCESS REQUEST MODEL: LOCAL

SB-7 | ASSISTED TICKET SALES SERVICE AND INFORMATION

Calendario de solicitud de este servicio:

Acuerdo Marco (A): 15 días después desde la firma del Acuerdo Marco
Anual (A21): 15 días de la comunicación definitiva del horario de servicio

DATOS DEL SOLICITANTE	DATOS DE LA EMPRESA:
Persona de contacto	Razón social: _____
Nombre: _____	NIF: _____
Cargo: _____	Dirección: _____
Teléfono(s): _____	_____
E-mail: _____	C.P. _____ Ciudad: _____

ESTACIÓN:	
-----------	--

TIPO DE SOLICITUD:

	Acuerdo Marco (A1)		Anual (A21)		
--	--------------------	--	-------------	--	--

CAPACIDAD SOLICITADA:

Espacio (m²)				
Necesidad	Desde		Hasta	

INFORMACIÓN ADICIONAL: (indicar circunstancias particulares que se quieran poner de manifiesto)

--

NOMBRE, FECHA Y FIRMA:

REGISTRO DE ENTRADA

FACILITY ACCESS REQUEST MODEL: SPACE

SB-8 | TICKET SALE SERVICE AND INFORMATION THROUGH SELF-SERVICE MACHINES

Calendario de solicitud de este servicio:

Anual (A21): 15 días de la comunicación definitiva del horario de servicio

DATOS DEL SOLICITANTE	DATOS DE LA EMPRESA:
Persona de contacto	Razón social: _____
Nombre: _____	NIF: _____
Cargo: _____	Dirección: _____
Teléfono(s): _____	_____
E-mail: _____	C.P. _____ Ciudad: _____

ESTACIÓN:	
-----------	--

TIPO DE SOLICITUD:

	Anual (A21)				
--	-------------	--	--	--	--

CAPACIDAD SOLICITADA: (Se asigna una superficie estándar de 0,75 m2 por máquina)

Elementos		M² - máquina	
Necesidad	Desde		Hasta

INFORMACIÓN ADICIONAL: (indicar circunstancias particulares que se quieran poner de manifiesto)

--

NOMBRE, FECHA Y FIRMA:

REGISTRO DE ENTRADA

Applications should be sent by telematic means to the Adif website, https://sede.adif.gob.es/es_ES/sede_electronica/index.shtml

Likewise, it shall be performed for any doubts or clarifications that may be required, relating to this service.

Alternatively, it may be possible for interested parties to submit their applications/submissions through the General State Administration General Electronic Register.

<https://rec.redsara.es>

By submitting the application, the conditions set out in the application procedure and business terms set out in the Network Statement are expressly accepted.

FACILITY ACCESS REQUEST MODEL: LOCAL

SB-9 ON BOARD PERSONNEL ATTENTION SERVICE

Calendario de solicitud de este servicio:

Acuerdo Marco (A1): 15 días después desde la firma del Acuerdo Marco –

Anual (A21): 15 días de la comunicación definitiva del horario de servicio –

Mensual (A31): 15 días de la comunicación definitiva del horario de servicio y 15 días de la comunicación definitiva de capacidad en ajustes concertados

DATOS DEL SOLICITANTE	DATOS DE LA EMPRESA:
Persona de contacto	Razón social: _____
Nombre: _____	NIF: _____
Cargo: _____	Dirección: _____
Teléfono(s): _____	_____
E-mail: _____	C.P. _____ Ciudad: _____

ESTACIÓN:	
-----------	--

TIPO DE SOLICITUD:

<input type="checkbox"/>	Acuerdo Marco (A1)	<input type="checkbox"/>	Anual (A21)	<input type="checkbox"/>	Mensual (A31)
--------------------------	--------------------	--------------------------	-------------	--------------------------	---------------

CAPACIDAD SOLICITADA:

Espacio (m²)				
Necesidad	Desde		Hasta	

INFORMACIÓN ADICIONAL: (indicar circunstancias particulares que se quieran poner de manifiesto)

--

NOMBRE, FECHA Y FIRMA:

REGISTRO DE ENTRADA

Applications should be sent by telematic means to the Adif website, https://sede.adif.gob.es/es_ES/sede_electronica/index.shtml

Likewise, it shall be performed for any doubts or clarifications that may be required, relating to this service.

Alternatively, it may be possible for interested parties to submit their applications/submissions through the General State Administration General Electronic Register.

<https://rec.redsara.es>

By submitting the application, the conditions set out in the application procedure and business terms set out in the Network Statement are expressly accepted.



FACILITY ACCESS REQUEST MODEL: SPACE

SX-5 | MOBILE EQUIPMENT STORAGE SERVICE ON PLATFORMS

Calendario de solicitud de este servicio:

Anual (A21): 15 días de la comunicación definitiva del horario de servicio –

Mensual (A31): 15 días de la comunicación definitiva del horario de servicio y 15 días de la comunicación definitiva de capacidad en ajustes concertados

DATOS DEL SOLICITANTE	DATOS DE LA EMPRESA:
Persona de contacto	Razón social: _____
Nombre: _____	NIF: _____
Cargo: _____	Dirección: _____
Teléfono(s): _____	_____
E-mail: _____	C.P. _____ Ciudad: _____

ESTACIÓN:	_____
-----------	-------

TIPO DE SOLICITUD:

<input type="checkbox"/>	Anual (A21)	<input type="checkbox"/>	Mensual (A31)	<input type="checkbox"/>	
--------------------------	-------------	--------------------------	---------------	--------------------------	--

CAPACIDAD SOLICITADA:

Espacio (m²)	_____			
Necesidad	Desde	_____	Hasta	_____

INFORMACIÓN ADICIONAL: (indicar circunstancias particulares que se quieran poner de manifiesto)

NOMBRE, FECHA Y FIRMA:

REGISTRO DE ENTRADA

FACILITY ACCESS REQUEST MODEL: SPACE

SX-7 | LAST MINUTE SERVICE

Calendario de solicitud de este servicio:

Anual (A21): 15 días de la comunicación definitiva del horario de servicio –

Mensual (A31): 15 días de la comunicación definitiva del horario de servicio y 15 días de la comunicación definitiva de capacidad en ajustes concertados

DATOS DEL SOLICITANTE	DATOS DE LA EMPRESA:
Persona de contacto	Razón social: _____
Nombre: _____	NIF: _____
Cargo: _____	Dirección: _____
Teléfono(s): _____	_____
E-mail: _____	C.P. _____ Ciudad: _____

ESTACIÓN:	_____
-----------	-------

TIPO DE SOLICITUD:

<input type="checkbox"/>	Anual (A21)	<input type="checkbox"/>	Mensual (A31)	<input type="checkbox"/>	
--------------------------	-------------	--------------------------	---------------	--------------------------	--

CAPACIDAD SOLICITADA:

Puntos de atención (por persona)		_____		
Necesidad	Desde	_____	Hasta	_____

INFORMACIÓN ADICIONAL: (indicar circunstancias particulares que se quieran poner de manifiesto)

NOMBRE, FECHA Y FIRMA:

REGISTRO DE ENTRADA

Applications should be sent by telematic means to the Adif website, https://sede.adif.gob.es/es_ES/sede_electronica/index.shtml

Likewise, it shall be performed for any doubts or clarifications that may be required, relating to this service.

Alternatively, it may be possible for interested parties to submit their applications/submissions through the General State Administration General Electronic Register.

<https://rec.redsara.es>

By submitting the application, the conditions set out in the application procedure and business terms set out in the Network Statement are expressly accepted.

FACILITY ACCESS REQUEST MODEL: SPACE

SX-8

UNATTENDED LOCKER ROOM SERVICE FOR OPERATIONAL PERSONNEL

Calendario de solicitud de este servicio:

Anual (A21): 15 días de la comunicación definitiva del horario de servicio –

Mensual (A31): 15 días de la comunicación definitiva del horario de servicio y 15 días de la comunicación definitiva de capacidad en ajustes concertados

DATOS DEL SOLICITANTE	DATOS DE LA EMPRESA:
Persona de contacto	Razón social: _____
Nombre: _____	NIF: _____
Cargo: _____	Dirección: _____
Teléfono(s): _____	_____
E-mail: _____	C.P. _____ Ciudad: _____

ESTACIÓN:	_____
------------------	-------

TIPO DE SOLICITUD:

<input type="checkbox"/>	Anual (A21)	<input type="checkbox"/>	Mensual (A31)	<input type="checkbox"/>	_____
--------------------------	-------------	--------------------------	---------------	--------------------------	-------

CAPACIDAD SOLICITADA:

Taquillas		_____	
Necesidad	Desde	Hasta	_____

INFORMACIÓN ADICIONAL: (indicar circunstancias particulares que se quieran poner de manifiesto)

NOMBRE, FECHA Y FIRMA:

REGISTRO DE ENTRADA

Applications should be sent by telematic means to the Adif website, https://sede.adif.gob.es/es_ES/sede_electronica/index.shtml

Likewise, it shall be performed for any doubts or clarifications that may be required, relating to this service.

Alternatively, it may be possible for interested parties to submit their applications/submissions through the General State Administration General Electronic Register.

<https://rec.redsara.es>

By submitting the application, the conditions set out in the application procedure and business terms set out in the Network Statement are expressly accepted.

FACILITY ACCESS REQUEST MODEL: LOCAL

SX-10

PREFERENTIAL CLIENT SERVICE AT DEDICATED ROOMS (self-service only)

Calendario de solicitud de este servicio:

Acuerdo Marco (A1): 15 días después desde la firma del Acuerdo Marco

Anual (A21): 15 días de la comunicación definitiva del horario de servicio –

DATOS DEL SOLICITANTE	DATOS DE LA EMPRESA:
Persona de contacto	Razón social: _____
Nombre: _____	NIF: _____
Cargo: _____	Dirección: _____
Teléfono(s): _____	_____
E-mail: _____	C.P. _____ Ciudad: _____

ESTACIÓN:	_____
------------------	-------

TIPO DE SOLICITUD:

<input type="checkbox"/>	Acuerdo Marco (A1)	<input type="checkbox"/>	Anual (A21)	<input type="checkbox"/>	_____
--------------------------	--------------------	--------------------------	-------------	--------------------------	-------

CAPACIDAD SOLICITADA:

Espacio (m²)		_____	
Necesidad	Desde	Hasta	_____

INFORMACIÓN ADICIONAL: (indicar circunstancias particulares que se quieran poner de manifiesto)

NOMBRE, FECHA Y FIRMA:

REGISTRO DE ENTRADA

FACILITY ACCESS REQUEST MODEL: SPACE

SX-11

ON-BOARD LOADING AND UNLOADING LOGISTICS: (self-service only)

Calendario de solicitud de este servicio:

Acuerdo Marco (A1): 15 días después desde la firma del Acuerdo Marco

Anual (A21): 15 días de la comunicación definitiva del horario de servicio -

DATOS DEL SOLICITANTE	DATOS DE LA EMPRESA:
Persona de contacto	Razón social: _____
Nombre: _____	NIF: _____
Cargo: _____	Dirección: _____
Teléfono(s): _____	_____
E-mail: _____	C.P. _____ Ciudad: _____

ESTACIÓN:	
------------------	--

TIPO DE SOLICITUD:

	Acuerdo Marco (A1)		Anual (A21)		
--	--------------------	--	-------------	--	--

CAPACIDAD SOLICITADA:

Espacio (m²)			
Necesidad	Desde	Hasta	

INFORMACIÓN ADICIONAL: (indicar circunstancias particulares que se quieran poner de manifiesto)

--

NOMBRE, FECHA Y FIRMA:

REGISTRO DE ENTRADA

Applications should be sent by telematic means to the Adif website, https://sede.adif.gob.es/es_ES/sede_electronica/index.shtml

Likewise, it shall be performed for any doubts or clarifications that may be required, relating to this service.

Alternatively, it may be possible for interested parties to submit their applications/ submissions through the General State Administration General Electronic Register.

<https://rec.redsara.es>

By submitting the application, the conditions set out in the application procedure and business terms set out in the Network Statement are expressly accepted.

ANNEX 1

STATIONS WITH PERMANENT ASSISTANCE TO PERSONS WITH DISABILITIES AND/OR REDUCED MOBILITY

STATION		STATION ACCESSIBILITY				
		PARKING PLACE	LOBBY AND SHOPPING AREA	BETWEEN PLATFORMS	TOILETS	WHEELCHAIR
ALICANTE	30'	•	•	•	•	•
ALBACETE LOS LLANOS	30'	•	•	•	•	•
ANTEQUERA STA. ANA		•	•	•	•	•
BARCELONA SANTS	30'	•	•		•	•
CÁCERES		•	•	•	•	•
CALATAYUD		•	•	•	•	•
CAMP DE TARRAGONA		•	•	•	•	•
CASTELLON	(*)	•	•	•	•	•
CIUDAD REAL	30'	•	•	•	•	•
CÓRDOBA	30'	•	•	•	•	•
CUENCA FERNANDO ZÓBEL		•	•	•	•	•
FIGUERES VILAFANT		•	•	•	•	•
GIRONA		•	•	•	•	•
GRANADA		•	•	•	•	•
GUADALAJARA YEBES		•	•	•	•	•



Stations with support up to 30 minutes before train departure.

For all other stations, notice will be 3 hours before train departure.

(*) Permanently assisted stations with 3 hours notice prior to train departure, except for hotel train for which assistance shall be requested with at least 12 hours in advance.

STATION		STATION ACCESSIBILITY				
		PARKING PLACE	LOBBY AND SHOPPING AREA	BETWEEN PLATFORMS	TOILETS	WHEELCHAIR
LLEIDA PIRINEUS	30'	•	•	•	•	•
LEÓN	30' (*)	•	•	•	•	•
MADRID-CHAMARTÍN-CLARA CAMPOAMOR	(*)	•	•	•	•	•
MADRID PUERTA DE ATOCHA	30'	•	•	•	•	•
MÁLAGA MARÍA ZAMBRANO	30'	•	•	•	•	•
OURENSE		•	•	•	•	•
PALENCIA	(*)	•	•	•	•	•
PONTEVEDRA		•	•	•	•	•
PUENTE GENIL		•	•	•	•	•
PUERTOLLANO	30'	•	•	•	•	•
SAN SEBASTIÁN /DONOSTIA		•	•	•	•	•
SANTIAGO DE COMPOSTELA		•	•	•	•	•
SEGOVIA GUIOMAR		•	•	•	•	•
SEVILLA STA. JUSTA	30'	•	•	•	•	•
TOLEDO		•	•	•	•	•
VALENCIA JOAQUÍN SORROLLA	30'	•	•	•	•	•
VALLADOLID CAMPO GRANDE	30'	•	•	•	•	•
VIGO URZAIZ		•	•	•	•	•
ZARAGOZA DELICIAS	30'					



Stations with support up to 30 minutes before train departure.

For all other stations, notice will be 3 hours before train departure.

(*) Permanently assisted stations with 3 hours notice prior to train departure, except for hotel train for which assistance shall be requested with at least 12 hours in advance.

ANEXO 2

STATIONS WITH OCCASIONAL ASSISTANCE TO PERSONS WITH DISABILITIES AND/OR REDUCED MOBILITY

STATION	ACCESIBILIDAD DE LA ESTACIÓN				
	PARKING PLACE	LOBBY AND SHOPPING AREA	BETWEEN PLATFORMS	TOILETS	WHEELCHAIR
LOJA	•	•	•	•	•
MEDINA DEL CAMPO AV	•	•	•	•	•
REQUENA UTIEL	•	•	•	•	•
VILAGARCIA AUROSA	•	•	•	•	•
VILLANUEVA DE CORDOBA	•	•	•	•	•
LOS PEDROCHES	•	•	•	•	•
VILLENA AV	•	•	•	•	•



8 ANNEXES

- A_ Working Timetable
- B_ Catalogue of International Freight Paths
- C_ Train Path Request Forms
- D_ Organization chart
- E_ Reference Documentation
- F_ Glossary
- G_ Catalogue of Lines and Sections on the RFIG
- H_ Average Capacity of Adif Main Lines
- I_ Classification of Lines by Types
- J_ Contractual Models
- K_ Dispute Resolution Procedure
- L_ Information Exchange
- M_ Framework Capacity Statement



Annex A

Working Timetable

2020/2021 y 2021/2022

- On Sunday, 13 December 2020, begin 2021 new Service Hours, valid until Saturday, 11 December 2021.
- On Sunday, 12 December 2021, begin 2022 new Service Hours, valid until Saturday, 10 December 2022.
- The Service Hours mark the effective deadlines to be met during the Infrastructure Capacity Allocation procedures in accordance with Rail Sector Act and Order FOM 897/2005, described in Chapter 4 of this NS.

2021

ENERO	FEBRERO	MARZO	ABRIL	MAYO	JUNIO
L M M J V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	L M M J V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28	L M M J V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	L M M J V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	L M M J V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	L M M J V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
JULIO	AGOSTO	SEPTIEMBRE	OCTUBRE	NOVIEMBRE	DICIEMBRE
L M M J V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	L M M J V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	L M M J V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	L M M J V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	L M M J V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	L M M J V S D 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31



2022

ENERO						
L	M	M	J	V	S	D
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

FEBRERO						
L	M	M	J	V	S	D
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

MARZO						
L	M	M	J	V	S	D
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

ABRIL						
L	M	M	J	V	S	D
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

MAYO						
L	M	M	J	V	S	D
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

JUNIO						
L	M	M	J	V	S	D
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

JULIO						
L	M	M	J	V	S	D
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

AGOSTO						
L	M	M	J	V	S	D
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

SEPTIEMBRE						
L	M	M	J	V	S	D
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

OCTUBRE						
L	M	M	J	V	S	D
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

NOVIEMBRE						
L	M	M	J	V	S	D
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

DICIEMBRE						
L	M	M	J	V	S	D
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Main Milestone

Working Timetable 2021-2022		Schedule Agreed Adjustment		Monthly Adjustment	
		2021	2022	2021	2022
12-dic-21	Start service timetable 2020/21	13-jun-21	Agreed Adjustment 12-jun-22	07/02/21	06/02/22
12/04/21	International Requests	13/02/21	Requests 12/02/22	07/03/21	06/03/22
14/06/21	National Requests	13/03/21	Provisional Capacity 12/03/22	04/04/21	03/04/22
13/08/21	Provisional capacity allocation	13/04/21	Final Capacity 12/04/22	02/05/21	01/05/22
27/09/21	Final capacity Allocation			01/08/21	07/08/22
27/10/21	Train announcement communication	13/05/21	Train announcement communication 12/05/22	05/09/21	04/09/22
				03/10/21	02/10/22
				07/11/21	06/11/22

Note: Other dates may be designated for Concluded Adjustments, when new infrastructures are commissioned. These dates will be communicated in advance.



Annex B

2021/2022 International Path Catalogue

CORRIDOR PATHS: FIGUERES V.-BARCELONA (MEDITERRANEAN CORRIDOR)

Nº de Surco	Barcelona M.	Figueras V.	Lím. Adif-TP Ferro	Conexiones	Carga, Longitud y 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 y 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	11:10	11:17	14:38	1500 t 750 m Loc 252 (doble tracción)
49104	Lyon, Modane, Forbach, Somain	5:59	06:04	09:07	1500 t 750 m Loc 252 (doble tracción)

CORRIDOR PATHS: BADAJOZ -MÉRIDA (ATLANTIC CORRIDOR)

Nº de Surco	Badajoz	-	Mérida	Conexiones	Carga, Longitud y Locomotora Tipo
40037	10:19	-	11:09	Lisboa	1410 t 400 m Loc 335
Nº de Surco	Conexiones	Mérida	-	Badajoz	Carga, Longitud y Locomotora Tipo
40304	Lisboa	15:58	-	16:48	1410 t 400 m Loc 335

CORRIDOR PATHS: CERBERE-PORTBOU- BARCELONA-ALGECIRAS-ALMERÍA / MADRID (MEDITERRANEAN CORRIDOR)

Nº de Surco	Granollers	-	Portbou	Conexiones	Carga, Longitud y 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 y 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 y Locomotora Tipo
40117/6	19:45	23:46	00:41	Lyon y Forbach	960 t 450 m Loc 253
Nº de Surco	Conexiones	Portbou	Gerona	Constantí	Carga, Longitud y Locomotora Tipo
40110/1	Lyon y Forbach	04:40	05:47	11:06	960 t 450 m Loc 253
Nº de Surco	Grisén	Tarragona	Cerbère	Conexiones	Carga, Longitud y Locomotora Tipo
40882/3	19:10	01:36	06:52	Lyon y Forbach	960 t 450 m Loc 253
Nº de Surco	Conexiones	Cerbère	Tarragona	Grisén	Carga, Longitud y Locomotora Tipo
40586/7	Lyon y Forbach	00:55	04:31	09:16	960 t 450 m Loc 253

Nº de Surco	Algeciras	Vicálvaro Cl.	Cerbère	Conexiones	Carga, Longitud y Locomotora Tipo
40152/3 (2)	17h04	12h35	03h52	Lyon y Modane	1080 tn 450 m Loc. 335 960 tn 500 m Loc 335
Nº de Surco	Conexiones	Cerbère	Vicalvaro Cl.	Algeciras	Carga, Longitud y Locomotora Tipo
40512/3 (2)	Lyon y Modane	22h55	14h45	08h40	1080 tn 450 m Loc 253 1080 tn 450 m Loc 253
Nº de Surco	Almería	Vicálvaro Cl.	Cerbère	Conexiones	Carga, Longitud y Locomotora Tipo
40459 (2)	19h30	12h35	03h52	Lyon y Modane	750 tn 430 m Loc 335 960 tn 450 m Loc 253
Nº de Surco	Conexiones	Cerbère	Vicálvaro Cl.	Almería	Carga, Longitud y Locomotora Tipo
40546 (2)	Lyon y Modane	22h55	14h45	10h40	1080 tn 450 m Loc. 253 960 tn 430 m Loc 335
Nº de Surco	Murcia	Silla	Cerbère	Conexiones	Carga, Longitud y Locomotora Tipo
40492/3	06:45	14:25	00:05	Lyon, Forbach	960 t 450 m Loc 335 960 t 450 m Loc 253
40248/9	-	15:15	00:41	Lyon, Forbach	960 t 450 m Loc 253
Nº de Surco	Conexiones	Cerbère	Silla	Murcia	Carga, Longitud y Locomotora Tipo
40846/7	Lyon, Forbach	2:15	10:01	16:33	960 t 450 m Loc 253 960 t 450 m Loc 335
40844/5	Lyon, Forbach	12:35	21:42	-	960 t 450 m Loc 253

(2) Surcos compartidos con el 40197 y el 40194/5 del corredor Atlántico.

Annex C

TRAIN PATH REQUEST FORMS

SOLICITUD DE CAPACIDAD EN INSTALACIONES DE SERVICIO

LOCALIZACIÓN Fecha: _____

Comunidad Autónoma: _____ Estación/Terminal: _____

Provincia: _____ Vía: _____

SERVICIO

Funcionalidad ☐ Viajeros ☐ Mercancías

☐ Operaciones en vías con andén

Apartado/Maniobras ☐

Limpieza/Mantenimiento ☐ Limpieza

Punto de Carga ☐ Carga/Descarga

☐ Otras

Tipo de Material ☐ Sí ☐ No Materias Peligrosas

PERIODO

Reserva ☐ Sí ☐ No ☐ Uso Continuo ☐ Uso Puntual

Nº de Tren: _____

Fecha desde: _____ Fecha hasta: _____

Lunes ☐ Viernes ☐

Martes ☐ Sábado ☐

Miércoles ☐ Domingo ☐

Jueves ☐

Hora desde: _____ Hora hasta: _____

OBSERVACIONES

SOLICITUD DE CAPACIDAD DE INFRAESTRUCTURA

Candidato o Representante: _____

Domicilio (a efectos de notificaciones): _____

Registro Especial Ferroviario: _____

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: _____

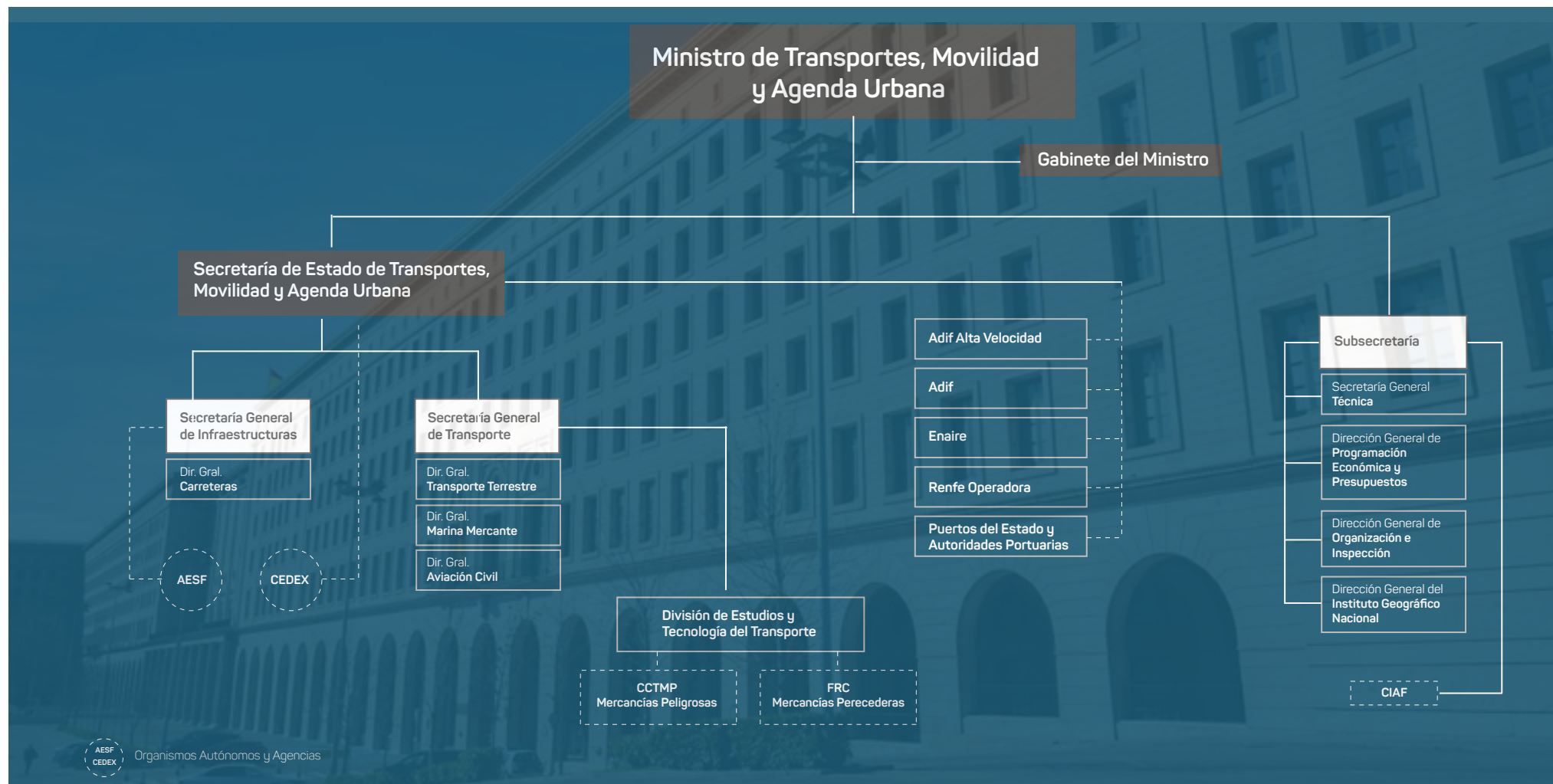
PARADAS

Estación	Minutos	Tipo	Descripción
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Observaciones: _____

Annex D

Organization chart of the Ministry



Updated on www.mitma.gob.es

Annex E

REFERENCE DOCUMENTATION

Updated to September 30, 2020

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). amended 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 (COTIF).

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, 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.

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 state-ents 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 ° 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.

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.

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.

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.

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) 2019/777 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 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.

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 2011

M5 IMPLEMENTING COMMISSION DECISION of 4 April 2012

M6 COMMISSION DIRECTIVE 2012/45/EU Applicable text for the purpose 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 DIRECTIVE 2018/1846 COMMISSION DIRECTIVE of 23 November 2018.

M17 2019/1094 COMMISSION EXECUTION REGULATION of 17 June.

M18 2019/1243 (EU) European Parliament and Council Regulation, of 20 June 2019.

M19 COMMISSION IMPLEMENTING DECISION (EU) 2020/1241. Relevant text for EEA purposes of 28 August 2020.

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.

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.

Directive (UE) 2020/700 of the European Parliament and of the Council of 25 May 2020, granting Member States an additional period to complete the transposition process until 31 October 2020

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 23/2018 Royal Decree-Law, of 21 December on transposition of directives on trademarks, rail transport, combined travel and related travelling services. State Official Gazette of 27 December 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

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 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.

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.

Amended by Royal Decree 1513/2018, of 28 December, which modifies sole transitory provision of Royal Decree 664/2015, of 17 July approving Rail Traffic Regulation.

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.

Official State Gazette of 14 December 2018.

Royal Decree 929/2020, of 27 October, on rail operational safety and interoperability.
Official State Gazette of 29 October 2020



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:

- 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.

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.

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 State 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.

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.

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

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 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)

Official State Official Gazette of 11 February 2014.

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.

Official State 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.

Official State 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.

Official State 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.

Official State 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. Official State 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. Official State 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- Lutzana-Barakaldo railway lines are transferred to the Autonomous Community of the Basque Country. Official State 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. Official State 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. Official State 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. Official State 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. Official State 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. Official State Gazette of 8 August 2019.

Annex F

Glossary, Acronyms and Definitions

ACRONYMS	
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
BLA	Automatic Release Block System
BSL	Side Signal Block System
BT	Telephone Block System
CE	European Commission
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

ACRONYMS	
DR	Network Statement
RU/RUs	Rail Undertaking / Rail Undertakings
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
SIGES	Special Train Management System
SIPSOR	Computer System for Request of Occasional and Regular Train paths

ACRONYMS	
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 granted by 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.

STIS (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 is for informational purposes only; definitions are general in nature and not legally binding.

Additionally the Spanish Rail Network has published an English glossary available on:

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



Annex G

RFIG Axes and Lines Catalogue

The following lines and sections are part of the General Interest Railway Network owned by Adif

Updated to 2021 1st Quarterly version of Ordinary Sectioning.

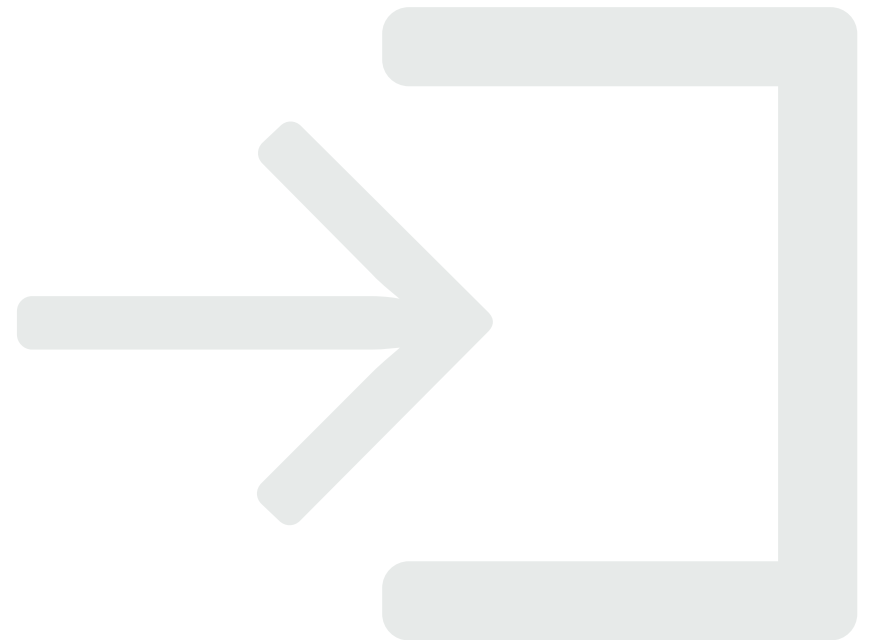
LINE	ORIGIN	DESTINATION	TRACK WIDTH (mm)	ELECTRIFICATION
AXLE 01 MADRID-CHAMARTÍN-CLARA CAMPOAMOR - IRÚN / HENDAYA				
100	HENDAYA desde Pk. 641,181 (Frontera)	MADRID-CHAMARTÍN-CLARA CAMPOAMOR (hasta Hernani)	1668	3 KV CC
AXLE 03 MADRID-CHAMARTÍN-CLARA CAMPOAMOR - Valencia - Camb. Boella (Camp Tarragona)				
300	MADRID-CHAMARTÍN-CLARA CAMPOAMOR (desde Km. 5,900)	VALENCIA-ESTACIÓ DEL NORD (hasta Xàtiva - Aguja Km. 47,0)	1668	3 KV CC
320	CHINCHILLA DE MONTEARAGÓN-AG. KM. 298,4 (desde Murcia del Carmen- Aguja Km. 462,5)	CARTAGENA	1668	NO
324	AGUJA KM. 0,8	CARTAGENA	1668	NO
326	AGUJA KM. 523,2	ESCOMBRERAS	1668	NO
600	VALENCIA-ESTACIÓ DEL NORD	CAMBIADOR DE LA BOELLA (hasta Bif. Joaquín Sorrolla-UIC)	1668	3 KV CC
600	VALENCIA-ESTACIÓ DEL NORD (desde Bif. Joaquín Sorrolla-UIC)	CAMBIADOR DE LA BOELLA (hasta Castelló de la Plana)	1435/1668	3 KV CC
600	VALENCIA-ESTACIÓ DEL NORD (desde Castelló de la Plana)	CAMBIADOR DE LA BOELLA (hasta Cambiador de La Boella)	1668	3 KV CC
632	BIF. LA FEDERAT	BIF. VILASECA	1668	3 KV CC
AXLE 04 ALCÁZAR DE SAN JUAN - CÓRDOBA - SEVILLA - CÁDIZ				
520	CIUDAD REAL (desde Mérida)	BADAJOS	1668	NO
AXLE 05 MADRID ATOCHA - CÁCERES - VALENCIA DE ALCÁNTARA				
500	BIF. PLANETARIO (desde Monfragüe)	VALENCIA DE ALCÁNTARA (hasta Cáceres)	1668	NO
510	ALJUCÉN	CÁCERES	1668	NO
530	MONFRAGÜE	PLASENCIA	1668	NO

LINE	ORIGIN	DESTINATION	TRACK WIDTH (mm)	ELECTRIFICATION
532	MONFRAGÜE- AGUJA KM. 255,4	MONFRAGÜE- AGUJA KM. 4,4	1668	NO
AXLE 06 Venta de Baños - León - Ourense - Vigo				
130	GIJÓN-SAN CRESPO) (desde La Robla)	VENTA DE BAÑOS (hasta León)	1668	3 KV CC
810	BIF. CHAPELA	MONFORTE DE LEMOS (hasta Redondela)	1668	3 KV CC
812	VIGO-GUIXAR	BIF. CHAPELA	1668	3 KV CC
818	VILAGARCIA AUROSA	BIF. ANQUEIRA	1668	NO
822	BIF. VALORIO (desde Taboadela)	A CORUÑA (hasta Ourense)	1668	NO
824	REDONDELA	SANTIAGO DE COMPOSTELA	1668	3 KV CC / 25 KV CA / NO
848	REDONDELA AV	BIF. REDONDELA	1668	25 KV CA
850	VIGO URZÁIZ	BIF. ARCADE	1668	25 KV CA
888	PEDRALBA AG. KM. 112,4	CAMBIADOR DE PEDRALBA	1668	NO
AXLE 11 Madrid-Chamartín-Clara Campoamor - Valladolid - Palencia - León				
072	CTT FUENCARRAL AV	CAMBIADOR MADRID-CHAMARTÍN-CLARA CAMPOAMOR	1435	25 KV CA
076	CAMBIADOR VALDESTILLAS	BIF. CAMBIADOR VALDESTILLAS	1435	25 KV CA
080	BIF. VENTA DE BAÑOS	MADRID-CHAMARTÍN-CLARA CAMPOAMOR	1435	25 KV CA
084	LEÓN	BIF. VENTA DE BAÑOS	1435	25 KV CA
114	VALLADOLID FUENTE AMARGA KM.192,7	BIF. CANAL DEL DUERO	1435/1668	3 KV CC / 25 KV CA
158	CAMBIADOR DE VILLAMURIEL	BIF. CERRATO	1435	25 KV CA
180	BIF. ESTADIO MUNICIPAL	CAMBIADOR CLASIFICACIÓN	1435	25 KV CA
186	CAMBIADOR DE VILECHA	BIF. CAMBIADOR DE VILECHA	1435	25 KV CA
AXLE 12 Madrid Atocha - Barcelona - Frontera Francia				
050	LÍMITE ADIF - LFP, S.A.	MADRID-PUERTA DE ATOCHA	1435	25 KV CA
052	CAMBIADOR PLASENCIA DE JALÓN	BIF. CAMBIADOR PLASENCIA DE JALÓN	1435	25 KV CA
054	BIF. CANAL IMPERIAL	BIF. MONCASI	1435	25 KV CA
056	BIF. ARTESA DE LLEIDA	BIF. LES TORRES DE SANUI	1435	25 KV CA

LINE	ORIGIN	DESTINATION	TRACK WIDTH (mm)	ELECTRIFICATION
060	BIF. CAMBIADOR ZARAGOZA-DELICIAS	CAMBIADOR ZARAGOZA-DELICIAS	1435	25 KV CA
066	BIF. CAN TUNIS-AV	CAN TUNIS-AV	1435	25 KV CA
068	VALLECAS AV - AGUJA KM. 12,300	LOS GAVILANES - AGUJA KM. 13,400	1435	25 KV CA
280	BIF. MOLLET	BIF. NUDO MOLLET	1435	25 KV CA
298	GIRONA-MERCADERIES	BIF. GIRONA-MERCADERIES	1435	25 KV CA
640	CAMBIADOR DE LA BOELLA	CAMP DE TARRAGONA	1435	25 KV CA
AXLE 13 Madrid Atocha - Levante				
024	YELES AGUJA Km. 34,397	BIF. BLANCALES	1435	25 KV CA
040	BIF. TORREJÓN DE VELASCO	VALENCIA-JOAQUIM SOROLLA	1435	25 KV CA
042	BIF. ALBACETE	ALACANT-TERMINAL	1435	25 KV CA
044	BIF. JOAQUÍN SOROLLA-UIC	BIF. JESUS	1435	3 KV CC / 25 KV CA
046	BIF. MURCIA	BENIEL	1435	25 KV CA
048	BIF. VINALOPÓ	MONFORTE DEL CID AV	1435	25 KV CA
308	ALBACETE- LOS LLANOS	CAMBIADOR ALBACETE	1435	25 KV CA
328	Bif. JESUS-AGUJA KM. 396,7	CAMBIADOR VALENCIA	1435	25 KV CA
AXLE 14 Madrid Atocha - Toledo / Sevilla Santa Justa / Málaga María Zambrano/ Granada				
010	MADRID-PUERTA DE ATOCHA	SEVILLA-SANTA JUSTA	1435	25 KV CA
012	MADRID-PUERTA DE ATOCHA	CAMBIADOR ATOCHA	1435	25 KV CA
014	BIF. GOBANTES	BIF. BOBADILLA	1435	25 KV CA
016	MAJARABIQUE	CAMBIADOR MAJARABIQUE	1435	25 KV CA
018	BIF. CERRO NEGRO/STA. CATALINA	CTT CERRO NEGRO AV	1435	25 KV CA
020	LA SAGRA	TOLEDO.	1435	25 KV CA
022	CAMBIADOR ALCOLEA	BIF. CAMBIADOR ALCOLEA	1435	25 KV CA

LINE	ORIGIN	DESTINATION	TRACK WIDTH (mm)	ELECTRIFICATION
030	BIF. MÁLAGA-AV	MÁLAGA MARÍA ZAMBRANO	1435	25 KV CA
032	ANTEQUERA-SANTA ANA	CAMBIADOR ANTEQUERA	1435	25 KV CA
036	ANTEQUERA-SANTA ANA	GRANADA	1435/1668	25 KV CA
AXLE 16 Olmedo - Medina - Zamora - Ourense - Santiago de Compostela				
190	CAMBIADOR MEDINA AV	MEDINA DEL CAMPO AV	1435	25 KV CA
886	CAMBIADOR DE ZAMORA	ZAMORA	1435	25 KV CA
890	CAMBIADOR PEDRALBA	BIF. MEDINA	1435	25 KV CA
982	BIF. PEDRALBA (hasta Bif. Peña Trevinca)	BIF. MEDINA	1435	25 KV CA
982	BIF. PEDRALBA(hasta Bif. Valorio)	BIF. MEDINA (desde Bif. Peña Trevinca)	1435/1668	25 KV CA
982	BIF. PEDRALBA	BIF. MEDINA (desde Bif. Valorio)	1435	25 KV CA

Origin and destination of every line has been specified according to PAR traffic direction.



Annex H

Average Capacity of ADIF Alta Velocidad Main Lines

Capacity data as of September 2020

LINE	CAPACITY (1)	CURRENT TRAFFIC (2)	AVAILABLE PATHS	SATURATION
010 MADRID PTA. ATOCHA-SEVILLA STA. JUSTA	292	49	243	17%
020 LA SAGRA-TOLEDO	304	12	292	4%
030 BIF. MALAGA-A.V.-MALAGA MARIA ZAMBRANO	292	29	263	10%
036 ANTEQUERA-STA ANA-GRANADA	26	6	20	23%
040 BIF. TORREJON VELASCO-VALENCIA-JOAQUIM SOROLLA	184	28	156	15%
042 BIF. ALBACETE-ALACANT-TERMINAL	274	17	257	6%
050 MADRID PTA. ATOCHA-LÍMITE ADIF-LFPSA	178	33	145	19%
054 BIF. MONCASI-BIF. CANAL IMPERIAL	135	25	110	19%
056 BIF. ARTESA DE LLEIDA-BIF. LES TORRES DE SANUI	102	21	81	21%
080 MADRID-CHAMARTIN-CLARA CAMPOAMOR - BIF. VENTA DE BAÑOS	166	30	136	18%
084 BIF. VENTA DE BAÑOS-LEON	41	8	33	20%
100 MADRID-CHAMARTIN-CLARA CAMPOAMOR - IRUN (HERNANI-IRÚN)	173	81	92	47%
130 VENTA DE BAÑOS-GIJON-SANZ CRESPO (LEÓN - LA ROBLA)	320	20	300	6%

LINE	CAPACITY (1)	CURRENT TRAFFIC (2)	AVAILABLE PATHS	SATURATION
300 MADRID-CHAMARTIN-CLARA CAMPOAMOR - VALENCIA-NORD (KM 5,9 - XÀTIVA AG. KM 47,0)	251	39	212	16%
320 CHINCHILLA.MONT AGKM298.4-CARTAGENA (EL REGUERÓN - CARTAGENA)	52	14	38	27%
500 BIF. PLANETARIO-VALENCIA ALCANT. (MONFRAGÜE-CACERES)	23	5	18	22%
510 CACERES-ALJUCEN	20	3	17	15%
520 CIUDAD REAL-BADAJOS (MERIDA-BADAJOS)	107	11	96	10%
530 PLASENCIA-MONFRAGÜE	56	6	50	11%
600 VALENCIA-NORD-CAMBIADOR DE LA BOELLA	279	45	234	16%
640 CAMBIADOR DE LA BOELLA - CAMP DE TARRAGONA	184	13	171	7%
810 MONFORTE LEMOS-BIF. CHAPELA (REDONDELA-BIF. CHAPELA)	360	24	336	7%
812 VIGO-GUIXAR-BIF. CHAPELA	96	24	72	25%
818 VILAGARCIA DE AROUSA-BIF. ANGUEIRA	81	9	72	11%
822 ZAMORA-A CORUÑA (TABOADELA - OURENSE)	48	10	38	21%
824 REDONDELA-SANTIAGO COMPOSTELA	244	30	214	12%
850 VIGO URZAIZ-BIF. ARCADE	168	13	155	8%
982 BIF. MEDINA-ZAMORA	22	2	20	9%

(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.

Line Classification by Types

Updated in 2021 1st Quarterly version of Common Sectioning.

LINE	ORIGIN	DESTINATION	URBAN AREAS	LINE TYPE	LENGTH (kms)
010	Madrid-Puerta de Atocha	Sevilla-Santa Justa		A	470,5
012	Madrid-Puerta de Atocha	Cambiador Atocha		A	1,3
014	Bif. Gobantes	Bif. Bobadilla		A	8,6
016	Majarabique	Cambiador Majarabique		A	2,0
018	Bif. Cerro Negro/Sta. Catalina	CTT Cerro Negro AV		B2	0,3
020	La Sagra	Toledo		A	21,4
022	Cambiador Alcolea	Bif. Cambiador Alcolea		A	0,7
024	Yeles Aguja Km. 34,397	Bif. Los Blancos		A	5,7
030	Bif. Malaga-AV	Malaga Mª Zambrano		A	154,6
032	Antequera-Santa Ana	Cambiador Antequera		A	0,4
036	Antequera-Santa Ana	Granada		B1	114,2
040	Bif. Torrejón de Velasco	Valencia-Joaquín Sorolla		A	361,3
042	Bif. Albacete	Alacant-Terminal		A	237,8
044	Bif. Joaquín Sorolla-UIC	Bif. Jesús		A	0,5
046	Bif. Murcia	Beniel		A	52,0
048	bif. Vinalopó	Monforte del Cid AV		A	2,1
050	Limite Adif-LFPSA (a Francia vía Figueres V.)	Madrid-Puerta de Atocha		A	752,4
052	Cambiador Plasencia de Jalón	Bif. Cambiador Plasencia de Jalón		A	3,8
054	Bif. Canal Imperial	Bif. Moncasi		A	25,9
056	Bif. Artesa de Lleida	Bif. Les Torres de Sanui		A	16,3
060	Bif. Cambiador Zaragoza-Delicias	Cambiador-Zaragoza-Delicias		A	0,4

LINE	ORIGIN	DESTINATION	URBAN AREAS	LINE TYPE	LENGTH (kms)
066	Bif. Can Tunis-AV	Can Tunis-AV		B2	0,2
068	Vallecas AV-Aguja Km. 12,3	Los Gavilanes-Aguja Km.13,4		A	5,6
072	CTT Fuencarral AV	Cambiador Madrid-Chamartin-Clara Campoamor		A	0,3
076	Cambiador Valdestillas	Bif. Cambiador Valdestillas		A	1,0
080	Bif. Venta Baños	Madrid-Chamartin-Clara Campoamor		A	216,5
084	León	Bif. Venta de Baños		A	127,9
100	Hendaya desde Pk. 641,181 (Frontera)	Madrid-Chamartin-Clara Campoamor (hasta Irún)		B2	1,8
100	Hendaya (desde Irún)	Madrid-Chamartin-Clara Campoamor(hasta Hernani)	S. Sebastián	C1	23,2
114	Valladolid Fuente Amarga Km 192,7	Bif. Canal del Duero		B2	6,1
130	Gijón-Sanz Crespo (desde La Robla)	Venta de Baños (hasta León)		B2	25,7
158	Cambiador Villamuriel	Bif. Cerrato		A	1,9
180	Bif. Estadio Municipal	Cambiador Clasificación		A	0,4
186	Cambiador Vilecha	Bif. Cambiador Vilecha		A	0,6
190	Cambiador Medina AV	Medina del Campo AV		A	1,1
280	Bif. Mollet	Bif. Nudo Mollet		D	2,2
298	Girona-Mercaderies	Bif. Girona-Mercaderies		D	1,5
300	Madrid-Chamartin-Clara Campoamor (desde Km. 5,900)	Valencia-Estación del Nord (hasta Moixent)		B1	18,4
300	Madrid-Chamartin-Clara Campoamor (desde Moixent)	Valencia-Estación del Nord (hasta Xàtiva - Aguja Km. 47,0)		C2	22,7
308	Albacete-Los Llanos	Cambiador Albacete		A	0,5
320	Chinchilla de Montearagón-Aguja Km. 298,4 (Desde El Reguerón-Aguja Km. 463,9)	Cartagena		B2	61,4
320	Chinchilla de Montearagón-Aguja Km. 298,4 (desde Murcia del Carmen ag. Km. 462,5)	Cartagena		B2	61,4
324	Aguja Km. 0,8	Cartagena		B2	0,6
326	Aguja Km. 523,2	Escombreras		D	11,4
328	Bif. Jesús-Ag. Km. 396,7	Cambiador Valencia		A	0,1
500	Bif. Planetario (desde Monfragüe)	Valencia de Alcántara (hasta Cáceres)		B2	78,8

LINE	ORIGIN	DESTINATION	URBAN AREAS	LINE TYPE	LENGTH (kms)
510	Aljucén	Cáceres		B2	66,0
520	Ciudad Real (desde Mérida)	Badajoz		B1	59,2
530	Monfragüe	Plasencia		B2	16,3
532	Monfragüe-Ag. Km. 255,4	Monfragüe-Ag. Km. 4,4		B2	2,7
600	Valencia-Estación del Nord	Cambiador de la Boella (hasta Castellón de la Plana)	VALENCIA	C2	73,5
600	Valencia-Estación del Nord (desde Castellón de la Plana)	Cambiador de la Boella		B1	180,6
632	Bif. La Federat	Bif. Vilaseca		2	1,5
640	Cambiador de la Boella	Camp de Tarragona		A	12,2
810	Bif. Chapela	Monforte de Lemos (hasta Redondela)		B2	4,2
812	Vigo-Guixar	Bif. Chapela		B2	6,3
818	Vilagarcia de Aurosa	Bif. Angueira		B2	27,9
822	Bif. Valorio (desde Taboadela)	A Coruña (hasta Ourense)		B2	14,1
824	Redondela	Santiago de Compostela		B2	83,9
848	Redondela AV	Bif. Redondela		B2	1,0
850	Vigo Urzaiz	Bif. Arcade		B1	17,9
886	Cambiador de Zamora	Zamora		A	0,6
888	Pedralba Ag. Km.112,4	Cambiador Pedralba		B2	1,1
890	Cambiador Pedralba	Bif. Pedralba		A	4,1
982	Bif. Pedralba	Bif. Medina		A	205,9

Annex J

Contractual Models

AGREEMENT TO SUPPLY TRACTION FUEL TO: (RAILWAY UNDERTAKING), BY THE STATE-OWNED COMPANY 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 or mobile 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 Contract, 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 contract 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:

Provisions

I. PURPOSE

The purpose of this Agreement is to set the conditions under which Adif E.P.E. undertakes and obliges to supply (Railway Undertaking) _____, as from the signature date, the necessary traction fuel, as well as the economic payable compensation for said service, in accordance with the general criteria indicated in the annex, which is subject to private prices approved by Adif EPE, in accordance with Adif E.P.E. Network Statement, in force at all times.

II. SERVICE SCOPE

Fuel supply service is linked to using the following facility types:

- Fix Supply Point (Fiscal Warehouse): These are facilities where - upon authorization in compliance with the conditions and requirements set by law - the fuel is supplied and stored in a warehouse, initially, and therefrom it can be supplied to the rail vehicle.
- Mobile Supply Point: Facilities with a fix point to supply fuel directly from the tanker – of the supplying company - to the railway vehicle.

The services in this Agreement shall be provided by Adif EPE to (Railway Undertaking) _____, at supplying points, under the terms and for the prices set forth in the Fuel Supply Service Catalogue on the Network Statement, published on Adif website.

Without prejudice to Law 38/2015, Rail Sector Act, and implementing regulations, any issue not provided for under this Agreement shall be subject to the private legal system.

III. SERVICE PROVISION ACCESS CONDITIONS

Access conditions (CA) to these services are included in the Fuel Supply Service Catalogue, published on Adif website. The following are particularly relevant for an adequate access to service provision:

- Railway Undertaking) __ shall provide the necessary documentation (Railway Undertaking License, Company Fiscal Identification Code, Exemption Agreement granted by the Tax Agency, current premises and activity card granted by the Spanish Tax Agency and Letter of Diesel B final consumer) to register on Adif EPE computer system and justify the authorization to use exempt B diesel.

- (Railway Undertaking) shall give to Adif E.P.E. the renewals of Exemption Agreements and CAE cards with the time necessary to update the computer system and notify the supplier.
- (Railway Undertaking) __ will provide upon registration the UIC number of every available vehicle - whether owned or rented - communicating the variations that may occur during this contract term, for whatever reason, indicating the start and end dates of said variations.
- Should the (Railway Undertaking) not report a vehicle cancellation - as its owner or lessee - and if it continues to be supplied, the supply invoicing(s) shall be made by (Railway Undertaking), __ who will pay to Adif EPE the corresponding invoice. _ (Railway Undertaking) __ will resolve with the current owner of the vehicle said payment without Adif E.P.E.'s intervention.
- (Railway Undertaking) will notify Adif E.P.E. of all fixed and/or mobile points where they need to provide these services, before accessing them to avoid possible supply problems.
- (Railway Undertaking) shall submit their requests to provide the services required at every service facility, adapting to the term, format and minimum content set by Adif EPE, in order to preserve an orderly, efficient and safe operation at supply facilities.
- In the case of mobile points, (Railway Undertaking) shall indicate on its request the litres of fuel to be refuelled, taking into account that said quantity shall be fully supplied in the vehicle, with no product return to the Supplier. In the event of a product return, Adif E.P.E. will pass on to (Railway Undertaking) the extra costs incurred for said reason.



IV. CONDITIONS TO USE FUEL FACILITIES - TAX WAREHOUSE TYPE - TO SUPPLY EXEMPTED DIESEL B TO RAILWAY VEHICLES

Use conditions (CU) for these facilities are included in the Catalogue of Services of the Network Statement, published on Adif website. The following are particularly relevant:

- (Railway Undertaking) shall make a proper use of the facility for the intended purposes.
- (Railway Undertaking) shall comply with the requirements in terms of rail safety and, in particular, the relevant qualifications for railway personnel and railway rolling stock conditions, as well as in terms of occupational risk prevention.
- When due to bad performance of (Railway Undertaking) a fuel spill occurs at the facility during diesel supply, RU shall comply with current environmental legislation regarding soils, spills, noise, emissions, waste and dangerous substances, at their own expense and if necessary, shall take on the recovery and environmental remediation of all contaminated land, paying for all expenses incurred by Adif EPE.
- When, as a result of a bad performance by (Railway Undertaking), an accident occurs with damage to the facility during diesel supply, they shall pay for all expenses incurred by Adif E.P.E. when repairing.

V. INVOICING AND PAYMENT CONDITIONS

Private prices to be applied will be those in force at all times to provide Fuel Supply Service and published in the Network Statement. The prices referred to in this Contract are without VAT.

The prices applied to provide this service do not include other services, i.e. shunting service of "traction stock supply or withdrawal from fuel supply points", or the tariff to use service facilities in their "D" mode.

1. Payments shall be monthly – at the end of every calendar month - by transfer or deposit in Adif E.P.E. bank accounts as follows: _____: IBAN _____ and _____: IBAN _____, thirty days after invoice date. Adif E.P.E shall send the invoice, including all payable amounts by (Railway Undertaking) _____, corresponding to the monthly accrual before the tenth of the month following the invoiced one. Any delays in paying the invoices presented, and without prejudice to any other relevant right, shall add up late payment interests that will be calculated in accordance with article 7, Law 3/2004, of 29 December defining measures to combat late payment in commercial operations.

Furthermore standards set forth in articles 101 and 102, Rail Sector Act and other applicable regulations shall apply.

VI. AGREEMENT TERM

This Contract shall enter into force on __, _____, 20XX and shall remain valid until (one year) _____, with tacit extensions for annual periods, and may be condemned by any party six months in advance.

The Contract shall be considered tacitly extended when neither party communicates to the other their intention to not extend it six months before the deadline.

VII. REASONS TO TERMINATE THE CONTRACT

This contract shall expire given the following reasons:

1. By mutual agreement of the parties.
2. By complaint in writing of either party with a six-month notice period, under the terms provided in this Agreement.
3. If any party breaches the contract.

Given non-compliance leading to non-payment by (Railway Undertaking) _____ of the amounts owed for service provision and without prejudice to resolving this Agreement, ADIF E.P.E. may suspend the service, after express communication to the railway undertaking. Service suspension shall be kept as long as the payment is not made, or the debt is sufficiently guaranteed.

After the Agreement is terminated for any reason, all rights and obligations arising prior to the termination shall be settled and fulfilled by both parties, without prejudice to the rights and obligations arising from said termination, in accordance with the Law or as provided hereunder.

VIII. TRANSFER TO THIRD PARTIES

This agreement may not be transferred to third parties by neither party without a prior written consent of the other party. Any transfer that breaches this clause shall be void and the parties shall continue to be liable by virtue of this contract.

Adif E.P.E may contract with third parties the services under this agreement.

IX. NOTIFICATIONS

For notification purposes, the parties may direct communication, by any means admitted by Law that sufficiently accredits their receipt, with the following persons designated as speaking persons by signing entities:

By (Railway Undertaking)
Signed.: _____
[POSITION] _____

By Adif
Signed.: _____
[POSITION]: _____

X. APPLICABLE LAW AND COURTS

The supply under this Agreement shall be governed and interpreted by Railway Sector Act and by Private Law. In accordance with article 44.4, Law 38/2015, of 29 September, on the railway sector, the National Markets and Competition Commission may hear and resolve claims made by railway undertakings and other Applicants when understood that the non-discrimination principle has been breached upon providing supplementary services. This shall be made without prejudice to the competence of ordinary jurisdiction to resolve any controversy that may arise regarding the determination or payment of private prices.

For these purposes, the parties shall submit to the Courts of Madrid capital city, waiving any other jurisdiction.

XI. CONFIDENTIALITY AND DATA PROTECTION

Both parties shall keep secret all data and information provided by Adif concerning this agreement, and the successful bidder shall keep said information confidential and secret, and not reveal it in any way, neither whole nor in part, to any natural or legal person that is not a party to the agreement.

Personal data shall be processed by the state-owned business Entity Administrador de Infraestructuras Ferroviarias (ADIF) in order to perform the management and maintenance of service provision. The legal basis of this data treatment is service provision. Your data shall be kept for the time set forth by applicable law and shall not be transferred to third parties except for legal obligations.

You can access your data, rectify or delete them, refuse to its treatment and request its limitation by directing your request to the address: email of the delegate dpd.adif@adif.es or by postal mail at Calle Sor Ángela de la Cruz, 3-7ª Plant, 28020 - Madrid accompanying a photocopy of your ID or Passport.

And in proof of conformity they sign this Contract, in two copies, in the place and on the date expressed in the heading.

By (Railway Undertaking)
Signed.: _____
[POSITION] _____

By Adif
Signed.: _____
[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 private 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 CONTRACT 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)

Signature(Name)

[Position] _____

By ADIF Alta Velocidad

Signature(Name):

[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, _____ 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:
 - a) The status and infrastructure developments known on the date of signing this framework agreement, as specified in Annex 1.
 - b) Planning maintenance works and investment in network lines, as specified in Annex 1.
 - c) The characteristics and technical performance of trains, as reported by the applicant and described in Annex 2.
 - d) Existence of specialized lines.
 - e) The existence of a congested infrastructure, if appropriate.
 - f) Capacity needs of international freight corridors.
 - g) 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, stabling 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 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, stabling 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.: _____

[POSITION] _____

ADIF-Alta Velocidad _____

Signed.: _____

[POSITION]: _____

[COMPANY]: _____

ANNEXES

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 proves 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 Fibre 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 OF COORDINATION IN THE FIELD OF CAPACITY ALLOCATION PROCESS AT SERVICE FACILITIES

The coordination procedure is designed to resolve conflicts that may arise when 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 chapter 7 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, chapter 7, 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.

6. COORDINATION PROCEDURE OF REQUESTS TO ACCESS SERVICE FACILITIES AND SERVICES LINKED TO RAIL TRANSPORT AT PASSENGER STATIONS

This procedure shall generally apply to access to facilities and services related to rail passenger transport at passenger stations in commercial operation.

When the infrastructure manager receives a request to provide access to service facilities or related rail services from a railway undertaking and said request is incompatible with another request or coincides with a capacity already allocated, they shall aim at satisfying all requests through negotiation and coordination with the affected railway undertakings, in accordance with Art. 10, Implementing Regulation (EU) 2017/2177.

The infrastructure manager shall study different options to allow reconciling incompatible requests to access the service facility, or to provide services at the facility. These options should include, where appropriate, measures to maximize the facility's available capacity, provided that they do not entail additional investment in resources or equipment.

Any request allocated after a coordination process shall be expressly ratified by the client.



PRIORITY CRITERIA

In accordance with Art. 11, Implementing Regulation (EU) 2017/2177, when - despite the coordination procedure - requests for rail services cannot become compatible, ADIF- Alta Velocidad shall resolve all requests in accordance with the following priority criteria (*):

1. Railway undertakings with existing contracts on services or spaces to prioritize with a Framework Agreement
2. Railway undertakings with existing contracts on services or spaces to prioritize, with no Framework Agreement
3. Railway undertakings with Framework Agreements but no existing contracts on services or spaces to prioritize
4. Railway undertakings without Framework Agreement and no existing contracts on services or spaces to prioritize

(*) These criteria shall only apply after signing Framework Agreements and the first request for services at stations. Prior to the criteria's entry into force, requests shall be prioritized based on trains with a planned stop at the station upon request or, where appropriate, committed to the offer presented in the capacity allocation process.

Within every category, priority shall be given according to trains with a planned stop at the station upon request, prioritizing requests from railway undertakings with most trains with a planned stop at the station, and so on.

Calculation of trains with a planned stop at the station shall be based on the request duration linked to a priority criterion (Framework Agreement, Service Schedule or Concerted Adjustment), including long distance and intercity, in accordance with Rail Sector Act.

When there are previous contracts with railway undertakings, although requests are for spaces linked to basic services, ADIF-Alta Velocidad may require amending the allocated capacity in order to include new operators.

In these cases, railway undertakings have the right to compensation for investments pending amortization for the modified space, as approved by ADIF-Alta Velocidad and performed by the railway undertaking.

The infrastructure manager may also satisfy aspects expressly stated in aforementioned Act, article 11.

Requests allocated after a process of priority criteria shall be expressly ratified by the client.

CLAIMS

In accordance with Directive, Art. 13.5, and Art. 14, Implementing Regulation (EU) 2017/2177, when the infrastructure manager does not have any viable alternative, or capacity for the concerned facility, they may claim before the regulatory body (CNMC) based on the needs proved by the railway undertaking.

7. 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

8. 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:

Fuel Supply Services

Subdirección de Gestión de Combustibles de Adif.

Estación de Madrid Chamartín-Clara Campoamor. Andén 1. Agustín de Foxá, 46. 28036 Madrid.

Services of Traction Electric Energy Supply

Dirección de Gestión Administrativa y Servicios Generales de ADIF- Alta Velocidad

Subdirección de Gestión de Energía Eléctrica

Avda. Pio XII, 97 - 1ª planta. 28036 Madrid

Acts of Adif on Payment and Management of Rail Fees and Tariffs

Dirección de Tesorería y Contabilidad

Calle Hiedra 9 estación de Madrid-Chamartín-Clara Campoamor, edificio 23.28036 Madrid.

Requests for Compensation for Patrimony Responsibility Arising from Damage Caused by Normal or Abnormal Public Service Provided by ADIF-Alta Velocidad

Secretaría General.

Calle Sor Ángela de la Cruz, 3. 28020 Madrid.

Other Requests or Claims Arising from the exercise of Public Powers exercised by ADIF-Alta Velocidad

Secretaría General

Calle Sor Ángela de la Cruz, 3. 28020 Madrid.

Capacity Allocation

Dirección General de Circulación y Gestión de Capacidad (Adif)

Calle Agustín de Foxá, 56 estación de Madrid-Chamartín-Clara Campoamor, edificio 22. 28036 Madrid.

Traffic Management

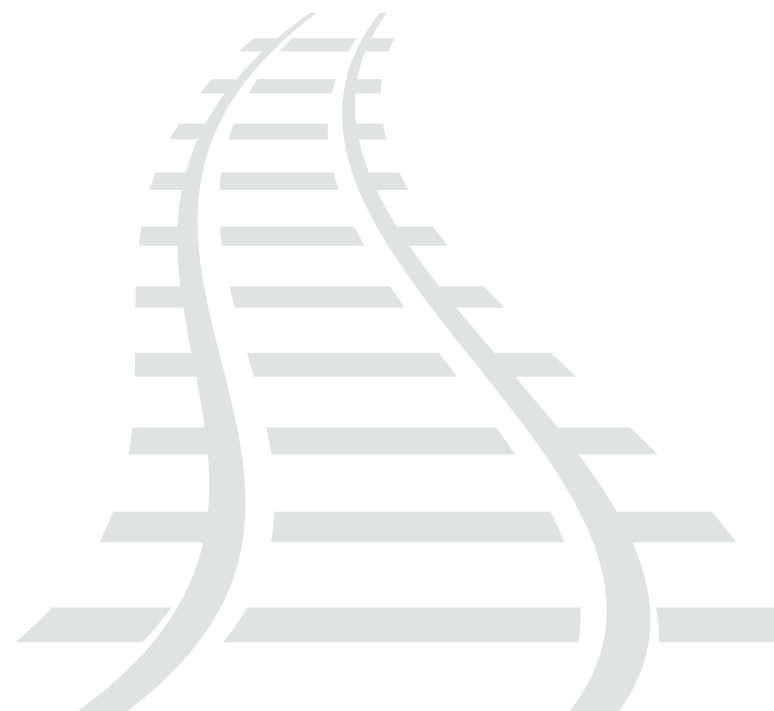
Centro de Gestión de Red H24, Dirección de Tráfico de Adif.

Calle Méndez Álvaro, 1. 28045 Madrid.

Services at Passenger Transport Stations

Dirección de Estaciones de Viajeros de Adif.

Avenida Pío XII, 110. Edificio 18. 28036 Madrid.



Annex L

Information Exchange Process to Operate the Capacity

INTRODUCTION

Railway service operation requires an adequate coordination of the information generated by the infrastructure manager, Applicants and railway undertakings providing services to them.

This annex details the general conditions to use information services that the infrastructure manager makes available to Applicants, and also determines the information that shall be provided by Applicants to the infrastructure manager, in order to properly perform their duties.

1. SCOPE

It applies to all Applicants and railway undertakings providing service on the General Interest Rail Framework managed by an infrastructure manager.

Applicants and railway undertakings using the services of the infrastructure manager information systems implies compliance with the following provisions.

2. INFORMATION PROVISION SERVICES BY THE INFRASTRUCTURE MANAGER

The way in which Applicants shall interact with the Infrastructure Manager to exchange information that enables a correct train operation is described hereunder.

Whenever possible, the Infrastructure Manager shall provide an information exchange online and in digital format, although they may determine other means when there is some contingency in order to enable safe exchange.

Services linked to the provision of information services necessary to request and use the capacity (Minimum access package).

a) Processing requests for railway infrastructure capacity.

The following IT tools shall be provided for Applicants to make their capacity requests to the Infrastructure Manager.

- Planned paths (SIPSOR/PLANIF application)

- Immediate paths (SIGES application)

b) Availability of the allocated capacity.

Information will be provided on the capacity allocated to Applicants and the possibility of consulting it:

- Specific options of said applications (SIPSOR/PLANIF/MALLAS/SIGES).
- Sending the allocated paths in digital format.
- Provisionally and whilst the shipment through TAF/TAP TSI protocol is not available, the Infrastructure Manager shall provide every company with a daily file (xPEC) of allocated or announced paths.

c) Train control, regulation and distribution of information on traffic and diversions.

Applicants shall receive, online and according to TAF / TAP-TSI protocol, the messages intended to provide this service (Train Running Information, Train Interruption, etc.).

As soon as possible, these messages shall include information on traffic tracks and stabling.

d) Any other information necessary to operate the service to which capacity has been allocated.

The infrastructure manager offers to railway undertakings:

- A possibility to request specific adjustments to the Daily Operating Plan using GTRENES tool. Changing the origin or destination of a train, planned stopping times (increase / decrease), cancellations or last minute announcements, etc.
- Information on incidents affecting railway Undertakings.
 - Accessing GIFO application
 - Sending on-line TAF/TAP-TSI messaging.
- Information on Wind alerts (Sending information through office automation tools)
- Specific information from regulatory documents on Infrastructure (RGD Application)
- Information about Train Schedule, including Maximum Speed Charts (RGD Application)
- Periodic information on Temporary Speed Limits (RGD Application)

Services associated with supplementary information service supply.

In addition to the information services necessary to request and use capacity, Applicants and railway undertakings may request from the Infrastructure Manager, other information services considered as ancillary services, after contracting and agreeing on the economic consideration:

- MONR tool use, to visualize trains' position on High Speed lines in a synoptic.

- b) Preparation of the standard Train Document (DT), from the stated data, as appearing under RUs responsibility.
- c) "Elcano View" web application is under way, and shall allow viewing synoptic of any point on the network (High Speed, Conventional Network and Metric Gauge Network), which shall complement or replace MONR.
- d) "Sitra +" web application is under way, and shall allow railway undertakings to view their traffic in space-time graphics
- e) Other information as agreed upon between the infrastructure manager and applicants/railway undertakings

General conditions to provide information services.

The rail infrastructure manager shall enable, upon request, and for an adequate use of information services:

- a) A certain number of authorizations (users) to access computer applications; due to existing technical limitations, the number may be set by the infrastructure manager, depending on the production volume of the Applicant or Railway Undertaking.
- b) Initial training in computer applications to ensure knowing these. This training is intended for a limited number of trainers from railway undertakings (the maximum amount of authorized trainers shall be set by the infrastructure manager based on the number of access authorizations). The initial training shall be renewed when the service or the computer tool evolves.
- c) A user manual or documentation for every service.

3. INFORMATION THAT APPLICANTS AND RAILWAY UNDERTAKINGS SHALL GIVE TO THE INFRASTRUCTURE MANAGER

Information to access regulated tracks

In order to access regulated tracks and with sufficient time before the train leaves, railway undertakings shall provide the infrastructure manager - as determined in the Railway Traffic Regulation (RCF) - at least with the following information:

Train composition, in two possible ways:

- Through TAF / TAP-TSI (Train Composition Message) messaging to communicate the applicant's system with the infrastructure manager
- Temporarily or in case of contingencies, accessing GTRENES application to register manually (utilities are offered to facilitate the work)

Communication of the train ready also in two possible way:

- By messaging means TAF/TAP-TSI (Train Ready)
- Temporarily or in case of contingencies, from GTRENES or GTRENES mobile applications

Data necessary for passenger information at stations.

Applicants and railway undertakings, which traffic is intended to transport passengers shall state to the infrastructure manager in time and form the commercial parameters required for their trains, in order to correctly inform passengers at the stations, through screens.

This commercial information should preferably be offered through a standardized messaging service according to the protocol and format defined by the infrastructure manager.

As an alternative for cases when this type of automatic delivery cannot be performed, the infrastructure manager shall make ELCANO tool available, whereby the required information can be manually entered, always with sufficient notice.

Any changes to the commercial information shall be previously informed to the infrastructure manager.

The parameters to be provided are necessary to correctly inform through the passenger information system at the stations. The most relevant ones are detailed below:

- Consistency of the technical number and the commercial number, by line section
- Shared code services
- Train branches (multi-origin and/or multi-destination)
- Commercial numbering of the train setting and the arrangement along the line
- Linking trains
- Accessibility parameters
- Train setting type (short/long, two stories, etc.)



Information on planned rotations

Consistent with the requested capacity, railway undertakings shall provide the infrastructure manager in time and form with information on train's rotation, in order to manage the stabling capacity providing information to passengers at stations. They also have the obligation to request any amendment they require to the capacity request, with the infrastructure manager deciding whether it is possible to meet said request.

Traffic volume and freight statistics

Efficient management of the infrastructure manager's network requires having detailed statistics on passenger volumes and freight traffic on their lines.

This information is necessary to analyse the network's traffic flows, as well as the volumes transported on every network section.

For this reason, it is required that - on a monthly basis - Applicants and railway undertakings provide the infrastructure manager, or failing that, the General Directorate of Land Transport, attached to the Ministry of Transport, Mobility and Urban Agenda, with the information necessary for these statistics.

In passenger traffic, the minimum information required has already been provided in recent years, on trains where the transport operator has a detailed occupancy control (particularly trains with a mandatory seat reservation):

- Train date
- Train number (commercial or traffic)
- Origin of the traffic report (including the station code)
- Destination of the traffic report (including the station code)
- Amount of transported passengers

For other trains, with no detailed occupancy control, the traffic volume estimation based on traffic lists or stations shall be handed over on a monthly basis. The format will be agreed upon with the infrastructure manager.

All this information shall be delivered through editable computer means.

In freight traffic, the infrastructure manager shall obtain transport data (gross and net tons per train) from the data required to access regulated tracks.

All these statistics can be shared by the infrastructure manager with:

- The General Directorate of Land Transport
- The National Market and Competition Commission (CNMC)
- Spanish Railways Observatory under Fundación de los Ferrocarriles Españoles (FFE)
- The General Directorate for Railway Network Planning and Assessment
- The State Railway Safety Agency

The dissemination that all these organizations make of these statistics shall always be according to a global approach, trying not to disclose the individual train use.

ECONOMIC CONDITIONS

Provision of information services necessary to request and use capacity

These provisions are included in the services provided by the infrastructure manager within the Minimum Access Package to the railway infrastructure (Art. 20.1 Rail Sector Act).

Provision of supplementary information services

These provisions are considered to be ancillary services and shall be agreed upon and managed through a service contract with the Directorate of Systems and Operational Means under the General Directorate of Traffic and Capacity Management.

4. ACCESS REQUEST TO INFORMATION SYSTEMS

User and password requests to access Infrastructure Manager systems shall be made through the mailbox: peticionesssootic@administrador de infraestructura.es, where it is necessary to send, in addition to personal data, Company and NIF, the documents that the infrastructure manager determines to comply with the General Data Protection Regulation and the commitment to make a proper use of said systems.

5. CANCELLATION OF INFORMATION SYSTEM SUPPLIES

In order to cancel the supply of information systems as a whole, or of a particular user, it shall be necessary to make a request in writing to the same address as under the previous section.

6. INFORMATION SYSTEM SAFETY

Safety

Applicants/railway undertakings and infrastructure manager shall apply an information safety policy aimed at guaranteeing a reasonable level of safety for their technical infrastructures and information systems.

The infrastructure manager is responsible for defining and applying the safety policy to the information systems service.

As such, the infrastructure manager is authorized to perform any safety test, control or audit regarding these services.

Liabilities

Every party is liable for the safety of networks, infrastructures and systems that they operate, as well as for the flows transmitted from their infrastructure to the other party.

The infrastructure manager shall define and implement the information safety policy applied to the network and platforms available to applicants/railway undertakings.

Applicants and railway undertakings shall define and implement their safety policy applied to the network, and to the infrastructures that they use to connect to the infrastructure manager's network.

The infrastructure manager has the right to interrupt or suspend, without prior notice, partially or totally, access to a service, in the event of any safety risk to services, infrastructures or networks of accessed or underlying systems, upon detecting it or notifying it to the infrastructure manager. Said interruption or suspension would constitute a precautionary measure aimed at avoiding, limiting or compensating the consequences of this threat, on their own networks and infrastructures or infrastructures of Applicants/railway undertakings or, more generally, for services provided to their clients.

Applicants/railway undertakings shall guarantee an adequate level of equipment safety for their users to access the services. The infrastructure manager cannot be held liable in case of compromising the safety of the Applicant/Railway undertaking's infrastructures due to inadequate equipment's safety or software not supplied by the infrastructure manager, which is necessary to use or operate information services.

If necessary, the infrastructure manager has the right to withdraw without prior notice any data deposited through SI service or in the infrastructure supporting this service by a user who breaches this requirement.

Safety officer of the Applicant/railway undertaking

Applicants' / railway undertakings' systems safety officer, hereinafter referred to as the "safety officer", is the spokes-person with the infrastructure manager on matters related to the safety of services defined hereunder. He/she represents the Applicant / railway undertaking toward the infrastructure manager for all safety issues.

The security officer communicates any information regarding suspected or proven incidents that may affect safety as soon as possible to the infrastructure manager.

Therefore, he/she points out, in particular, but not limited to, the following incidents:

- Any existence of an unnecessary account
- Any service vulnerability
- Any suspected incidents that may have led to disclosing or hacking any user's account;
- Any threat to the safety of interconnected equipment or, more generally, to the services, infrastructures or systems of the infrastructure manager.

Protection of equipment and infrastructures

The infrastructure manager guarantees the client:

- A safe access to the subscribed information services.
- The integrity of access and data, including the introduction of access flow filtering mechanisms to reasonably protect against known attacks from the Internet
- The implementation of a safety policy.

This includes:

- Keeping systems and applications updated.
- Protecting against the main known vulnerabilities.



- Quickly implementing the corrective measures corresponding to these vulnerabilities (Malware).
- Managing and controlling access to these devices, systems and applications.

Data quality

The infrastructure manager has every technical mean in place to ensure a reliable operation of the information services. In return, the Applicant/ railway undertaking agrees upon respecting the data exchange and input formats defined by the infrastructure manager.

7. INFRASTRUCTURE MANAGER LIABILITY TO THE NETWORK

The parties have expressly agreed that data quality provided by the infrastructure manager shall be consistent with the data status in the information system databases that the infrastructure manager has upon delivering said data.

The infrastructure manager is implementing every available technical mean of intervention and assistance in order to guarantee a reliable operation of the information services.

The infrastructure manager shall not liable for failures resulting from force majeure, accidental cases and/or failures due to third parties and/or failures caused by users.

On the other hand, the infrastructure manager is in no way liable for items other than Information system services, used to consult and/or extract the data.

As part of its protection and legal obligations, the infrastructure manager is bound to track operations and actions performed to their systems by recording the activity when the services of the Information Systems are used.

8. LIABILITY OF THE APPLICANT/ RAILWAY UNDERTAKING

Applicants / railway undertakings shall guarantee that they shall use the information system services assigned in accordance with the provisions set hereunder.

Applicants / railway undertakings are liable for a correct transcription to the assigned users of teaching contents provided during the training of various information systems services, operated by the infrastructure manager under this agreement.

Applicants / railway undertakings are not liable for failures resulting from force majeure, failures due to third parties and / or failures as a consequence of the Infrastructure Manager and their suppliers.

Applicants / railway undertakings are solely responsible for interpreting and using the information and data from information systems services to which they have been granted access.

Applicants / railway undertakings assume all responsibility for the relationship with their business partners, clients and other third parties.

9. PERSONAL DATA PROTECTION

All personal information available to the Infrastructure Manager shall be protected by European Regulation No. 2016/679 of 27 April, 2016, on protection of natural persons with regard to personal data processing and the free movement of these data.



Annex M

Remaining Indicative Framework Capacity Statement

1. INTRODUCTION

Potential Applicants for framework agreements need transparency regarding the framework capacity allocated and the indicative framework capacity available on a line. In order to avoid the administrative burden linked to framework agreements, it is appropriate to give potential applicants a first impression of the likelihood that their applications shall be approved; therefore, railway infrastructure managers should publish framework capacity statements in their Network Statements.

In accordance with article 3.4 of EU Implementing Regulation 2016/545, within 3 months after signing Framework Agreements, the infrastructure manager shall update the Framework Capacity Statement, and shall publish it in the Network Statement.

When an indicative framework capacity is available, and since the target is to set forth stable agreements, the considered one shall be available on one or more ordinary traffic days (Monday, Tuesday, Wednesday, Thursday, Friday, Saturday and/or Sunday) and for an uninterrupted period of at least five service hours in the 9 years considered (from SH 2021-2022 to SH 2029-2030).

The control period has been set for 1 hour, is focused on the hour's stake, with a margin of ± 30 minutes, from 6:00 am to 9:00 pm, for every line direction.

The available frame capacity has been designed for high-speed commercial services with 300 km/h type trains. Possible intermediate stops, rotation times at stations and other details, would be studied case by case.

Framework capacity statement shall indicate, for every line section by control period and, where appropriate, by service type, the following information:

- a) framework capacity already allocated and the number of paths.
- b) the indicative capacity still available to conclude framework agreements in infrastructures that are already a subject of framework agreements.

Remaining Indicative Framework Capacity Considerations statement

The lines included in this statement already have framework agreements allocated, i.e. Madrid-Barcelona axis lines, Madrid-East axis and Madrid-South axis.

In order to determine the allocated and available framework capacity evolution, there is an outlook for the following 9 service hours, approximately coinciding with the term of the framework agreements in force.

There is some seasonal and weekly variability in paths reserved on framework agreements that are already in force, satisfying the needs of different signing rail undertakings. This interim variability is so irregular that it would make it difficult to publish the framework capacity statement in a simple way, even more so when the target is to give potential Applicants a first impression to set new framework agreements, instead of a complete and detailed description, which is more typical for the necessary adjustments to plan Service Hours.

Next, the Statement of the Remaining Indicative Framework Capacity by Axis is published.

2. STATEMENT OF THE REMAINING INDICATIVE FRAMEWORK CAPACITY BY AXIS

Axis 12

MADRID BARCELONA (To Barcelona)

CONTROL PERIOD	From SH 2020-2021 to SH 2025-2026								CONTROL PERIOD	From SH 2026-2027 to SH 2029-2030							
	Paths	Available week-day								Paths	Available week-day						
		M	T	W	Th	F	S	Su			M	T	W	Th	F	S	Su
6:00	1						S	Su	6:00	1						S	Su
	1							Su		1							Su
7:00	1						S	Su									
8:00	1							Su	8:00	1							Su
9:00	1							Su	9:00	1							Su
10:00	1						S	Su	10:00	1						S	Su
	1							Su		1							Su
11:00	1							Su	11:00	1							Su
12:00	1	L					S	Su	12:00	1	M					S	Su
	1							Su		1							Su
14:00	2						S		14:00	2						S	
15:00	1						S	Su	15:00								
	1						S			1						S	
16:00	1						S		16:00	1						S	
18:00	2						S		18:00	2						S	
19:00	2						S		19:00	1						S	
20:00	1						S		20:00	1						S	
21:00	1						S		21:00	1						S	
Total		1					15	11	Total		1					12	9

Axis 12

MADRID BARCELONA (To Madrid)

CONTROL PERIOD	From SH 2020-2021 to SH 2025-2026								CONTROL PERIOD	From SH 2026-2027 to SH 2029-2030							
	Paths	Available week-day								Paths	Available week-day						
		M	T	W	Th	F	S	Su			M	T	W	Th	F	S	Su
6:00	1						S	Su	6:00	1						S	Su
	2							Su		2							
8:00	1						S	Su	8:00	1						S	Su
	1							Su		1							
9:00	1							Su	9:00	1							Su
11:00	1							Su	11:00	1							Su
13:00	1							Su	13:00	1							Su
	1						S			1						S	
14:00	1	M	T				S	Su	14:00	1						S	Su
15:00	1						S	Su	15:00	1						S	Su
	1						S			1						S	
17:00	2						S		17:00	1						S	
18:00	2						S		18:00	2						S	
19:00	1						S		19:00	1						S	
20:00	1	M	T				S	Su	20:00	1	L	M				S	Su
21:00	1						S		21:00	1						S	
Total		2	2				13	11	Total		1	1				12	11

Axis 13

MADRID EAST (To East)

CONTROL PERIOD	From SH 2020-2021 to SH 2029-2030								
	Destination	Paths	Available week-day						
			M	T	W	Th	F	S	Su
6:00	VAL	1						S	Su
	AL	1						S	Su
7:00	AL	1	M	T	W	Th	F		
8:00	VAL	1					F	S	Su
	AL	1							Su
9:00	AL	1						S	Su
15:00	VAL	1					F	S	Su
	AL	1						S	Su
	AL	1	M	T	W	Th	F	S	Su
16:00	AL	1						S	
17:00	AL	1						S	Su
18:00	AL	1	M	T	W	Th	F		
19:00	AL	1							Su
21:00	AL	2						S	
Total			3	3	3	3	5	11	10

Axis 13

MADRID EAST (To Madrid)

CONTROL PERIOD	From SH 2020-2021 to SH 2029-2030								
	Origin	Paths	Available week-day						
			M	T	W	Th	F	S	Su
6:00	VAL	1						S	Su
	AL	1						S	Su
7:00	AL	1							Su
8:00	AL	1					F	S	Su
10:00	AL	1						S	Su
11:00	VAL	1						S	Su
	AL	1	M	T	W	Th	F	S	Su
13:00	AL	1					F	S	Su
16:00	AL	1					F	S	Su
17:00	AL	1	M	T	W	Th	F		
18:00	AL	1					F	S	Su
	VAL	1						S	
19:00	VAL	1					V	S	
21:00	AL	1	M	T	W	Th	F	S	Su
Total			3	3	3	3	7	12	11

Axis 14

MADRID SOUTH (To South)

CONTROL PERIOD	From SH 2020-2021 to SH 2029-2030								
	Destination	Paths	Available week-day						
			M	T	W	Th	F	S	Su
6:00	SV	1						S	Su
8:00	SV	1							Su
	SV	1					F	S	Su
9:00	MA	1					F	S	Su
10:00	SV	1							Su
11:00	MA	1							Su
12:00	SV	1	M	T	W	Th	F	S	Su
13:00	SV	1						S	
15:00	SV	1						S	
16:00	SV	1						S	
18:00	SV	1	M	T	W		F	S	Su
19:00	MA	1						S	
	MA	1	M	T	W	Th	F	S	Su
Total			3	3	3	2	5	10	9

Axis 14

MADRID SOUTH (To Madrid)

CONTROL PERIOD	From SH 2020-2021 to SH 2029-2030								
	Origin	Paths	Available week-day						
			M	T	W	Th	F	S	Su
6:00	MA	1					F	S	Su
7:00	SV	1						S	Su
8:00	SV	1							Su
9:00	MA	1						S	Su
	SV	1						S	Su
10:00	SV	1							Su
11:00	SV	1	M	T	W	Th	F	S	Su
13:00	SV	1	M	T	W	Th	f	S	Su
	SV	1						S	
15:00	SV	1						S	
	MA	1						S	
16:00	SV	1						S	
18:00	SV	1						S	Su
19:00	SV	1	M	T				S	
	MA	1	M	T	W	Th	F	S	Su
Total			4	4	3	3	4	13	10

A. REQUEST FOR REMAINING INDICATIVE FRAMEWORK CAPACITY

Any railway undertaking or applicant that meets the requirements set in section 2.2, Chapter 2, may submit a request for a framework agreement, as well as any undertaking or Applicant that proves with documentation that, when submitting the request they're in the process of Obtaining a railway undertaking license or the specific authorization, although, in both cases, they shall have the corresponding license or authorization before signing a Framework Agreement.

Applicants shall only request the framework capacity that they really need in accordance with their business plan, and for this purpose, article 38, Law 38/2015, as well as article 15, FOM Order 897/2005, shall be complied with.

Article 17.3, Order FOM/897/2005, of 7 April, indicates that the capacity can be distributed in such a way that it does not fall entirely within the same undertaking, but rather ensures access to other interested parties: rules and criteria that apply - in accordance with article 11, aforementioned FOM Order - given congested infrastructure, to allocate capacity, are indicated in the network statement. The Rail Infrastructure Manager - given congested infrastructure - may modulate the application of strict allocation criteria under article 11, in order to guarantee, to the greatest extent possible, access to all Applicants who have requested allocation capacity.

Therefore, and in accordance with CNMC Resolution STP/DTSP/032/19, it should be a priority criterion of the capacity allocation mechanism to guarantee access to all Applicants, prioritizing the entry of new operators and, in particular, non-successful applicants for framework capacity, in the process that started on 31 October 2019, according to the available capacity.

The request for framework agreements shall include the specific request for paths amongst the available ones, differentiating the request by service hours and weekdays - indicated in the framework agreement - and upon these the remaining indicative framework capacity shall be allocated. Within the Framework Agreement coordination phase - and in accordance with EU Implementing Regulation 2016/545 - there can be amendments thereto, after analyzing the viability and provided they are not significant.

The capacity assigned through framework agreements shall be considered as reserved by the infrastructure manager, deploying from that moment on the effects under article 38, Law 38/2015, and article 4, Order FOM 897/2005, in cases of congested infrastructure.

The remaining indicative framework capacity offer is subject to a reasonable and optimized operating model in terms of train speeds, stops and stabling spaces, trains and rotations. These capacity characteristics shall be agreed upon between the infrastructure manager and Applicants during all Service Hours.

B. 2020 - 2030 CALENDAR

Process activities

Network Statement with the Remaining Indicative Framework Capacity Offer >> Request for Remaining Indicative Framework Capacity >> Pre-allocation of Framework Capacity >> Framework Agreement Coordination >> Framework Agreements >> Request for Service Hours >> Coordination of Service Hours Chapter 4.

- * 11 August 2020, publication in the network statement of the indicative Remaining Framework Capacity.
- * 11 February 2021 deadline to receive applications for 2022-2030 by interested Applicants.

- * 31 March 2021, the railway infrastructure manager will communicate the pre-allocation of the remaining framework capacity.
- * 1 July 2021, last day to conclude the coordination of all Framework Agreements with pre-allocated Applicants, in accordance with Implementing Regulation (EU) 2016/545.
- * 31 October 2021, last day to sign Framework Agreement proposals, and submit them to the CNMC.

One month after approval or - where appropriate - clarification from CNMC Resolution, signature of Framework Agreements.

C. DOCUMENTATION TO SUBMIT

Applicants shall document the following sections:

Documentation related to the offer technical capacity

Every applicant shall request the remaining framework capacity of the axes they want, selecting the desired paths, with the valid period and weekdays.

In turn, the manager needs to know the requested paths' technical feasibility, especially taking into account the trains that will be operated at all times.

Operating plan.

This plan will contain the following headings:

1. General Plan description for the requested period. .
2. Available resources (trains, personnel and necessary facilities).
3. Annual operation's evolution detailing the start of services and new resources.
4. Any other relevant information that helps to understand said Plan.

Where appropriate, a receipt of the request to obtain a railway-undertaking license or qualification.

Documentation on the financial capacity to satisfy present and future obligations

- Company composition.
- Economic-Financial Plan (from the beginning of the activity until the end of the framework agreement requested), including its financial capacity and the company available sources for financing.
- Certificate of being up to date with payments with the Tax Agency and with Social Security.
- Annual report with 2020 interim balance sheet.
- An affidavit of being part or not of the corporate group referred to in article 42, Commercial Code.



The financial capacity shall be proved by presenting a letter of commitment that supports and guarantees the economic-financial plan, signed by the Applicant and all their shareholders.

Prior to rail transport service provisions and in order to prove the coverage of civil liability as required to exercise the provision of passenger rail transport services, it shall be necessary to provide the policy with the general conditions, particular and special, in order to examine according to article 6 - Rail Sector Act - as well as a certificate of being up to date with aforementioned insurance policy payment. Likewise, it shall be necessary to provide a responsible statement with the commitment to formalize a policy covering all guarantees required in the mandatory passenger insurance..

Documentation related to reducing carbon footprint

- a) The calculation of carbon footprint for scopes 1 and 2 resulting from rail traffic, in accordance with UNE-EN ISO 14064 and UNE-EN 16258 standards.
- b) A carbon footprint reduction plan up to the end of their framework agreement, which includes measuring the reduction, both in specific and absolute terms.

The calculation mentioned in section a) and the one corresponding to measuring the reduction referred to in section b), shall be verified in the last instance by an independent entity duly accredited for this purpose.

D. RESOLUTION TO AWARD THE REMAINING FRAMEWORK CAPACITY

After the deadline to submit the capacity request has expired, and the proposals and documentation provided have been validated, the requests shall be analysed, in accordance with EU RE 2016/545, and request coordination process shall be carried out, favouring the entry of new Applicants.

Upon completing these processes, framework capacity shall be allocated to applicants before 31 March 2021. As from that date, different framework agreements shall be coordinated, in accordance with EU Regulation 2016/545, phase when an attempt will be made to attend requests for additional paths, depending on the remaining framework capacity that may exist, and with CNMC supervision. This phase shall be completed at most in 3 months..

E. REQUEST PRESENTATION MODE

The documentation shall be sent by computing means to Adif website: <http://sede.adif.gob.es>

Proposals shall be presented in Spanish or, where appropriate, accompanied by a sworn translation (the latter taking precedence in case of doubt or discrepancy). Failure to comply with this requirement will lead to rejecting the proposal submitted by the Applicant.

For all communication events, the rail infrastructure manager shall communicate with Applicants through the electronic office. Likewise, Applicants shall contact the rail infrastructure manager through ADIF electronic office.

Any person who appears, or signs proposals on behalf of another, shall present a valid power of attorney for these purposes, and a notarized photocopy of their ID card or lawful identification mean. The power of attorney shall be registered in the Registry of Companies. When it is a power of attorney for a specific act, registration in the Registry of Companies will not be necessary.

All documents submitted shall be original or authentic, according to current legislation.

Given any discrepancy between the information contained in different documents, the information prevailing at all times shall be in the Operations Plan, and in the Excel attached to the request.

Applicants may designate any document provided as confidential. This shall be clearly indicated (overprinted with a watermark, in the heading or margin of every page) on such documents. Confidentiality may not extend to the entire content of the successful bidder's request. It may only be extended to documents with a restricted diffusion and, in no case, to documents that are publicly accessible or to the essential parts of the application, respecting in any case the provisions of EU Regulation 2016/679, of the European Parliament and of the Council, of 27 April 2016, on protection of natural persons with regard to data processing and their free movement, and in Organic Law 3/2018, of 5 December, on Protection of Personal Data and guarantee of digital rights, as well as any supplementary regulation, and after opening the applications, applicants confidentiality shall be respected at all times, ensuring custody of the documentation.

Should any request not meet the requirements indicated in article 66, Law 39/2015, of 1 October, on Common Administrative Procedure of Public Administrations - within a period of 10 days - Applicants shall be required to correct the gap or submit mandatory documents, indicating that, failing such actions, these requests shall be rejected and the relevant resolution shall be issued.

F. FRAMEWORK AGREEMENT'S TERM

The Framework Agreement's term for every Applicant shall begin on the signature date, until the term deadline set for every Applicant. However, Applicants may request that the effective use of the allocated framework capacity begins at a later time, not exceeding five years from the request date. In this event, the reserved capacity period shall start with the effective use of said capacity.

The infrastructure manager shall not reject this request when the service is justified by any cause indicated in article 6.3, EU Execution Regulation 2016/545.

Applicants may request to renew the Framework Agreement, and the infrastructure manager may satisfy said request, provided that the Applicant has fulfilled the commitments acquired upon signing the Framework Agreement, and the existence of pending investments in their initial business plan pending amortization is justified, and if they committed to the request for framework capacity, they have implemented a carbon footprint reduction plan from the beginning of the Framework Agreement, the results of which, upon completion, can be verified by a duly accredited independent entity.

In all above cases - in accordance with articles 38.6, Rail Sector Act and article 13.3, Order FOM/897/2005 - the framework capacity agreements that the infrastructure manager has been able to sign with applicants, shall be communicated within 10 days to the Spanish National Markets and Competition Commission for analysis and, where appropriate, approval. Once approved, the signature shall be carried out upon the strict terms, with no additional amendments. .

9

MAPS



/ 1. GRAL INF

/ 2. INFRASTR.

/ 3. ACCES. COND

/ 4. CAPACITY
ALLOCATION

/ 5. SERVICES
AND CHARGES

/ 6. OPERATIONS

/ 7. SERVICE
FACILITIES

/ 8. ANNE.

/ **9. MAPS**

/ 10. CATALOG.

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.

NOTE:

These maps are available in attached document on the ADIF Alta Velocidad website in interactive Pdf format that allow to add and disaggregate layers to individually visualize and print the contents of each individually

The complete list of maps of the General Interest Railway Network is available on the following link:

MAPS



10

CATALOGUES

CATALOGUE 1 / Descriptive Leaflet Catalogue

CATALOGUE 2 / Capacity Offer at Service Facilities

CATALOGUE 3 / Sidings attached to Coordinated Stations

CATALOGUE 4 / General Interest Rail Network Capacity Restrictions

CATALOGUE 5 / Table of Supply Costs for Lines' Traction Power in alternating current

The complete list of catalogues
is available on the following
link:

CATALOGUES



CATALOGUE 1

Descriptive Leaflet Catalogue



CATALOGUE 2

Capacity Offer at Service Facilities



CATALOGUE 3

Sidings attached to
COORDINATED STATIONS



CATALOGUE 4

General Interest Rail Network Capacity Restrictions



CATALOGUE 5

Table of Supply Costs for
Lines' Traction Power in
alternating current

