

The CNMC welcomes the measures suggested by ADIF Alta Velocidad, which contribute to the energy efficiency of rail transport

- The infrastructure manager will establish a 5% discount for high-speed trains that have actual energy consumption metering equipment.
- In the conventional network, operators will be billed monthly considering the energy returned to the grid by braking.
- The CNMC has requested ADIF to provide further information on the calculation of railway operators' bills.

Madrid, 30 June 2022.- ADIF Alta Velocidad has submitted an amendment to its Network Statement including several measures that will contribute to improving the energy efficiency of rail transport. ([STP/DTSP/016/22](#)).

The Network Statement is a document produced by the infrastructure manager which includes the characteristics of the railway network and the procedures for railway companies to access it.

In Spain, contrary to what happens in other European countries, ADIF Alta Velocidad is responsible for contracting the traction current for trains and subsequently reselling it to railway companies. This system means that they are charged the purchase cost in the electricity market plus a management fee.

High-speed Metering Equipment

From 01 January 2022, on the high-speed network, which operates on alternating current, it is possible to bill for actual energy consumption and not for estimated consumption. This requires trains to be fitted with onboard metering equipment.

ADIF's new proposal focuses on applying a 5% discount to the consumption of trains that have this type of equipment. The CNMC considers this measure to be positive because it encourages the installation of equipment that will contribute to improving the efficiency of the system.

Measurements in the conventional network

Regarding the conventional network, which operates with direct current, ADIF plans to apply billing for actual energy consumption starting from the 2023-2024

service hours. In the meantime, ADIF proposes to adjust the price it charges railway companies monthly.

The CNMC welcomes this measure as it will help reduce the number of subsequent adjustments, as well as the fact that ADIF will acknowledge to railway companies the energy returned to the grid by train braking (for units equipped with regenerative braking).

Calculation of the energy bill

Finally, the CNMC considers that ADIF should justify the calculation of the new billing parameters in alternating current and direct current, at the latest in the consultation process of the next revision of the network statement. These new parameters will substantially change the energy costs of the different rail services.

[STP/DTSP/016/22](#)