

The CNMC clarifies how it will monitor the prices paid by train companies for access to stations, freight terminals and workshops.

- Passenger and freight companies rely on access to these facilities, owned by Adif, Renfe and other companies, in order to operate.
- According to the regulations, the price of access to these facilities, as well as the price of the services provided within them, must not exceed the provision cost plus a reasonable profit.
- The Commission explains the criteria it will use to monitor these costs and the prices applied.

Madrid, September 2, 2022.- The CNMC has issued a Communication clarifying the criteria it will use to monitor the prices that the various train companies must pay to access railway facilities (stations, freight terminals and workshops) as well as the services provided therein. ([Comunicacion/DTSP/001/22](#)).

Access to this infrastructure (stations, freight terminals, workshops, etc.), owned by Adif, Renfe and other companies, is essential for passenger and freight companies so that they can carry out their activities, and is regulated by the [Railway Sector Law](#).

The law mandates non-discriminatory access, transparent access and service provision conditions, and prices oriented according to the cost of provision plus a reasonable profit, in the case of basic services, as well as in the case of complementary and ancillary services, when there is only one possible provider.

Communication from the CNMC

The CNMC document clarifies the criteria for determining the costs attributable to services and offers certainty to the operators of railway service facilities.

The communication also expands on the concept of reasonable profit, assimilating it into the Weighted Average Cost of Capital (WACC) and developing a method for its calculation, consistent with that used by the CNMC in the other sectors it oversees.

The operator of the facility is responsible for setting the tariffs based on its activity and cost forecasts. The CNMC will conclude that the prices comply with the regulations if, according to the approved and audited accounts, the revenues

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obtained from the provision of the service do not exceed the costs plus a reasonable profit over the three preceding financial years.

The Communication offers legal certainty to operators of service facilities, without imposing any new obligations over and above those already established by [Article 101 of the Railway Sector Law](#) or excessive administrative burdens.

([Comunicacion/DTSP/001/22](#)).

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