

The CNMC authorises several high-speed services between Madrid and Levante to remain at Atocha station for a year

- The head of Renfe's high-speed service to the Levante region will be established in Chamartín station. This also applies to Ouigo and Iryo, which are already in operation.
- Renfe will only be allowed to operate the following services from Atocha: two return services between Madrid and Valencia and another two between Madrid and Alicante.
- Offering services from both stations benefits passengers and promotes rail as a means of transport.
- The CNMC will monitor the effects of this measure and ADIF will subsidise the companies that operate trains to and from Chamartín station.

Madrid, 17 January 2023.- The National Commission on Markets and Competition (CNMC) has decided to allow several high-speed services on the Levante corridor to continue operating from Atocha station for one year, rather than only from Chamartín as planned. ([STP/DTSP/53/22](#))

The framework agreements signed between ADIF Alta Velocidad (AV) and Renfe Viajeros, Iryo, and Ouigo in May 2020 established that, as soon as the necessary works were completed (from 23 January 2022), the terminus of the Levante corridor would be Madrid-Chamartín station.

In view of the consequences of moving these services to Chamartín, ADIF AV offered the three companies to maintain part of the daily services to the Levante region at Atocha station: two return services between Madrid and Valencia, which would be extended to Castellón, and two services between Madrid and Alicante, which would continue to Orihuela and Murcia.

Renfe Viajeros accepted ADIF AV's proposal and ADIF asked the CNMC to approve the amendment of Renfe Viajeros' framework agreement.

Benefits for passengers

Renfe Viajeros currently operates all its services on the Levante corridor from Atocha station, while the new operators, Ouigo (from 7 October) and Iryo (from 16 November), offer the Madrid-Valencia route from Chamartín station. By mid-year, they will also offer the Madrid-Alicante route.

The CNMC considers that modifying the framework agreement between Adif AV and Renfe Viajeros is beneficial for passengers: it allows them to choose between

the two main stations in Madrid and improves the competitiveness of rail compared to road transport, which is widely used for these routes.

Traffic subsidies

However, Renfe Viajeros will only be allowed to maintain these services from Atocha for one year, as opposed to the two years requested. In addition, ADIF AV is to subsidise traffic from Chamartín, by means of railway charges, in order to encourage traffic at this station. The decision was taken because Atocha station could be more attractive and draw passengers away from Chamartín, just when competition is beginning to emerge in the Levante corridor.

Before 31 July 2023, the CNMC will request information from Renfe Viajeros, Iryo, and Ouigo to assess the effects of this measure during the first six months and to approve, if necessary, the modification of the framework agreement for another year.

[\(STP/DTSP/53/22\)](#)