

## The CNMC requires Adif and Adif Alta Velocidad to update the validity and content of their Rail Network Statements

- These documents are essential so that train companies —Renfe, Ouigo and Iryo, among others— can access infrastructure and offer services to their customers.
- Adif and Adif AV should approve their Activity Programmes as soon as possible so that companies in the sector can plan their investments.

**Madrid, 4 December, 2023** - The CNMC (Spanish National Markets and Competition Commission) has published its Report on the updating of the Adif and Adif Alta Velocidad (AV) 2024 and 2025 Network Statements<sup>1</sup> ([STP/DTSP/049/23](#)).

These documents are essential for both passenger and freight railway companies because they detail the infrastructure available, the conditions of access, including economic terms, and also the criteria and procedures by which capacity on the network is allocated for trains.

### Differences with Europe

The Adif and Adif AV Network Statement proposals do not follow [RailNetEurope](#)<sup>2</sup> guidelines and do not conform to the usual practice of European infrastructure managers.

They are valid for a calendar year, while in the rest of Europe the statements correspond to the service timetable, which starts on the second Saturday in December.

### Two different statements

Adif and Adif AV should also adjust their Network Statement to include all rules applicable to the capacity request and allocation process, traffic management, and economic terms of access to the network in a service timetable.

In the current situation, the regular capacity allocation process for a service

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<sup>1</sup> The CNMC analysed the network statements for 2024 in the [Agreement dated 27 October, 2022, issuing a report on the ADIF and ADIF Alta Velocidad Network Statements for 2023 and 2024](#).

<sup>2</sup> Association of European Infrastructure Managers.

timetable is regulated in the previous year's Network Statement, and the traffic management rules, economic regime and capacity modification process are contained in the subsequent year's Network Statement.

This means that, in order to plan their operations, railway companies have to consult two statements, and when applying for capacity they do not know all the rules that will apply to them during the service timetable.

### Activity programme

The [Indicative Railway Strategy](#) was approved by the Ministry of Transport in December 2022, so Adif and Adif AV should approve their Activity Programmes as soon as possible.

This information is essential so that companies can design their business plans (investments in new material or its modification according to the characteristics of the infrastructure, training and qualification of railway personnel, etc.).

The Activity Programmes are even more important since the Ministry's Indicative Strategy is very general and does not identify the lines or sections where action is planned, as the CNMC [pointed out in its report \(INF/DTSP/015/22\)](#). Nor does it explain what the interventions consist of or the deadlines for their implementation.

### Related content:

- [STP/DTSP/049/23](#): Adif/Adif AV's Network Statement for 2023 and 2024.
- **Press release (08/11/2022)**: The CNMC requests Adif Alta Velocidad to reduce its railway charges according to the increase in rail traffic due to the liberalisation of the railway sector
- [STP/DTSP/046/22](#): Adif/Adif AV's Network Statement for 2023 and 2024.