

The CNMC concludes that Ouigo can provide three high-speed services per day on the Córdoba-Seville route.

- The new services do not compromise the economic equilibrium of the public service contract between Renfe Viajeros and the Ministry of Transport.
- Commercial services between Seville and Córdoba add up to more than 50 frequencies a day, as opposed to the 20 frequencies of Avant services, with more attractive prices for occasional travellers.

Madrid, 22 March 2024. – The National Markets and Competition Commission (CNMC) has ruled that Ouigo's three daily services on the Córdoba-Seville route do not compromise the economic equilibrium of the [2018-2027 public service contract](#) between the Ministry of Transport and Sustainable Mobility and Renfe Viajeros ([STP/DTSP/048/23](#)).

At the request of the Ministry of Transport and Sustainable Mobility, the CNMC has carried out the economic equilibrium test as per [the method approved on 16 July 2020](#) with the following conclusions:

Substitutable services

Avant services (public medium-distance high-speed services) are substitutable with Ouigo's new services due to their technical characteristics. However, Avant services are more competitive than Ouigo's for frequent travellers, as they offer better prices (in multi-trip passes), more frequencies and the possibility to change the date and time of the journey free of charge. Only non-frequent travellers (those who buy one-way or round-trip tickets) could be attracted by Ouigo's new services.

Thus, the CNMC considers that only Avant services running up to 35 minutes before or 35 minutes after Ouigo services will be affected. According to this analysis, only six services per day out of a total of 20 will be affected.

Equilibrium test

The equilibrium test concludes that Ouigo's new service will have an impact of 0.07% on the revenue of the public service contract, which — when added to the impact of other services previously analysed by the CNMC ¹— results in a cumulative impact of 0.21%. This figure is less than the 1% required by the CNMC

¹ [Iryo service between Camp de Tarragona and Barcelona, Ouigo service between Madrid and Albacete and Ouigo service between Madrid, Segovia and Valladolid](#)

methodology to conclude that the new services may have a significant impact on the contract.

Recommendations

There is significant competition for commercial services between Seville and Córdoba, with three companies (Renfe, Iryo and Ouigo) and four different commercial products (Renfe also operates its Avlo brand).

As on previous occasions, the CNMC recommends reviewing the scope of public services between Seville and Córdoba and covering only multi-trip passes for frequent travellers, as for occasional travellers commercial services are cheaper than public services and have sufficient frequencies (in addition to the three Ouigo services now authorised, Renfe operates 35 commercial services per day² and Iryo operates 13³).

Related content:

- [STP/DTSP/048/23](#)
- [Press release](#) (6/3/2024): The CNMC concludes that Ouigo can provide four high-speed services per day on the Madrid-Segovia-Valladolid route.
- [Press release](#) (29/12/2023): The CNMC concludes that Ouigo can increase its frequencies between Madrid and Albacete from two to five.
- [Press release](#) (02/01/2023): The CNMC concludes that Iryo can provide high speed services on four new routes

² In June 2023, Renfe Viajeros increased its services on this line with its Avlo brand.

³ In March 2023, Iryo started operating between Madrid and Seville, with a stop in Córdoba.