

Adif AV must improve passenger management at stations before rejecting the operation of coupled trains

- This type of operation allows Iryo, Renfe and Ouigo to compete on price and differentiate their services, but it leads to increased passenger flow at stations.
- Atocha, Sants and Chamartín have seen a significant rise in user numbers following the liberalisation of high-speed rail services.
- Adif AV proposes to automatically reject double train operation requests if 75% of the boarding area capacity is expected to be reached.
- The CNMC's decision states that Adif must assess measures to avoid rejections and maximise station capacity.

Madrid, 6 June 2025. The Spanish National Markets and Competition Commission (CNMC) has adopted Resolution ([STP/DTSP/027/25](#)) regarding the update of Adif's Network Statement in relation to capacity allocation at stations.

The [Network Statement](#) outlines the characteristics of Adif and Adif Alta Velocidad (AV) infrastructure (tracks, stations, etc.) and the rules used to allocate capacity to operators (such as Renfe, Iryo or Ouigo) who request it. It is essential to ensure transparent, objective and non-discriminatory access to the network for these train companies.

Station capacity

The entry of competition has substantially increased passenger traffic at major high-speed train stations: Atocha (28%), Chamartín (193%) and Sants (61%).

Adif AV proposes to automatically reject requests for double train operation—the technical term for two trains coupled together to run a journey—when this would result in boarding areas reaching 75% of their capacity.

This type of operation allows railway companies to differentiate their services and offer lower prices. Therefore, restricting double train operations would negatively affect the competitiveness of rail transport compared to other modes of transport.

Last December, the CNMC required Adif AV ([STP/DTSP/063/24](#)) to implement measures to improve passenger flows in stations and make better use of space.

Until their implementation, Adif AV may only deny requests for double train operation on a case-by-case basis, with justification, and only after analysing measures to increase station capacity.

If a request for double train operation under a framework agreement is denied, Adif AV must ensure an additional train path is granted to allow the train to operate.

Track capacity

The CNMC had requested Adif and Adif AV to detail the procedure and criteria for allocating track capacity when there are conflicting requests ([STP/DTSP/060/23](#)).

Adif and Adif AV have stipulated that, in such cases, companies must be given the opportunity to reach a mutual solution. The CNMC recommends bringing forward the moment when companies receive the information necessary to begin their negotiations.

It has also proposed that the application of the criteria for prioritising applications be adjusted on socio-economic criteria, such as improving regional connectivity.

The CNMC requests greater clarity on how these socio-economic criteria are to be applied, adding the criterion of providing access to capacity to all applicants as far as possible.

Related content:

- [STP/DTSP/027/25](#)
- [STP/DTSP/063/24](#): Modification of the Network Statement – station capacity flows
- [STP/DTSP/060/23](#)
- [Adif AV Network Statement](#)