

CNMC views positively Adif's capacity offer to liberalise three new corridors

- It includes 16 journeys per day and direction on the Madrid-Galicia and Madrid-Asturias/Cantabria corridors, and 8 on the Madrid-Cádiz/Huelva corridor.
- If there are incompatible requests in the first phase, in a second phase requests will be prioritised according to criteria to be approved by the CNMC.
- Adif must update its activity programmes to report on infrastructure works over the next five years.

Madrid, 28 November 2025. The CNMC (Spanish National Markets and Competition Commission) has published the Report on the update of the Adif and Adif Alta Velocidad (AV) Network Statement, where both establish the procedure for awarding framework capacity for several years on the Madrid-Galicia, Madrid-Asturias/Cantabria and Madrid-Cádiz/Huelva corridors ([STP/DTSP/069/25](#)).

The Network Statement is an essential document for railway undertakings. It provides information on the characteristics of Adif's infrastructures (tracks, stations, platforms, etc.) and ensures transparent, objective and non-discriminatory access to the network.

The first time Adif made a framework capacity offer was in 2019, coinciding with the liberalisation of the Madrid-Barcelona, Madrid-Levante and Madrid-South corridors, where Renfe, Ouigo and Iryo currently operate services.

Access requests

The CNMC considers it positive that Adif does not specify the prioritisation criteria for the new corridors (Madrid-Galicia, Madrid-Asturias/Cantabria and Madrid-Cádiz/Huelva) from the outset. It will do so later, once it has verified that it is impossible to accommodate all requests. In this way, it avoids influencing the companies interested in accessing the routes.

The CNMC already has Adif's proposed prioritisation criteria and must approve them before the request-prioritisation phase begins.

Framework capacity offer

Framework agreements for capacity reservation guarantee companies access to infrastructure capacity for several years. This is very important when planning

specific investments, as in this case, since these are lines requiring variable-gauge high-speed trains.

If only Renfe (the incumbent operator) has requested capacity, Adif will not sign a framework agreement. The goal is to ensure that other companies can operate on those routes in the future.

In addition, if after the framework capacity has been allocated, there are interested operators, Adif must process the applications it receives according to the Network Statement procedure.

Finally, Adif must remove certain information requirements it has imposed because they are disproportionate. They were not required in the 2019 capacity offer, which almost quintupled the capacity now being offered.

State of the infrastructure

The Railway Sector Act requires administrators to publish their Activity Programmes, which include the actions on the network that they plan to undertake in the next five years. The latest ones, approved in February 2024, cover the period 2022-2026 ([STP/DTSP/006/24](#)) and have not been updated.

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