Network Statement
update

2011

adif

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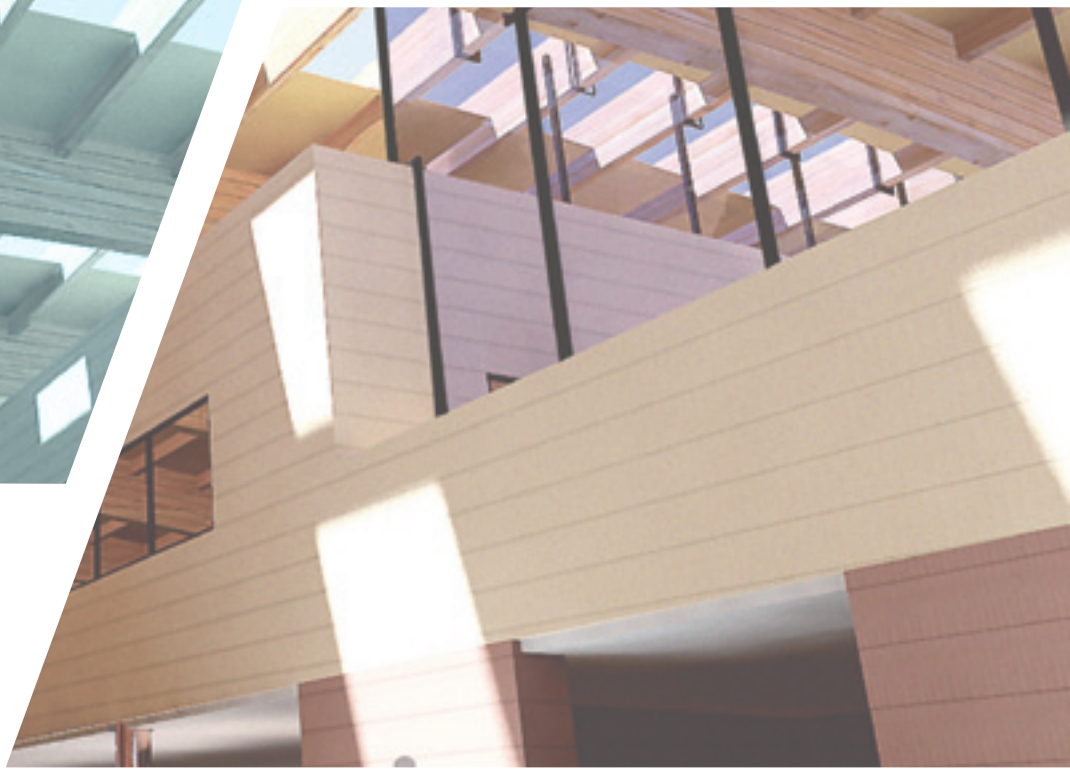

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General Information

1.1 Introduction

Background

The "Network Statement" is the document outlining the characteristics of the infrastructure made available to Railway Undertakings (hereafter RUs), and contains information about access conditions. It gives details of general rules, periods, procedures and criteria related to charge and capacity allocation systems, as well as any other information necessary to apply for infrastructure capacity.

It has been updated for the 2011/2012 period, including the Service Timetable, pursuant to Order FOM/897/2005, of 7th April, on network statement and the procedure for the allocation of railway infrastructure capacity, which transposes Directive 2001/14/EC providing for the use of access rights, in order to ensure transparency and non-discriminatory access to railway infrastructure for all Applicants requesting Capacity to supply railway transport services.

NS Update

Main Rail Industry Actors

Information about the Spanish Rail Industry has been updated, with the basic organic structure of the Ministry of Public Works, the main bodies, their duties and powers, and the RUs and Authorised Applicants, (hereafter AAs), entered on the Special Railway Register.

Inclusion of New Assets on the Network Managed by Adif

Detailed information has been included about changes in assets (acquisition, cancellations and modifications) on **Adif** managed Network, due to High Speed development, network modernization and commissioning of new sections.

Updating the Regime of Service Provision

Since 1st January 2011, 55 **Adif** logistic facilities are managed under the delivery model for space allocation and use in self-supporting regime of supplementary and ancillary services, to Railway Companies and Applicants holding authorized rolling stock, as detailed in section 3.7 of this document.

This management model is based on space allocation and use of facilities, and therefore **Adif** has established a procedure available to interested parties on the website of **Adif**, www.adif.es.

Updating the Charging System for the use of Infrastructure Fees and Tariffs

Fees and Tariffs

The corresponding amounts of Railway Fees and Tariffs have been updated. The guidelines of Law 39/2010, of 22nd December, on National Budget for 2011 (Official State Journal, BOE, of 23rd December 2010) have been applied in both cases, fixing 1% increase for these updates.

Order FOM/3236/2010, of 13th December has been released, determining the classification of the new High Speed Line Madrid-Castilla La Mancha-Levante, and new railway sections Mollet-Girona and Figueres Vilafant-International Section Limit, as well as of these stations, due to the line commissioning". BOE No. 304, of 15th December 2010.

Provisional Charges for the provision of Additional Charges and Supplementary Services 2011

The contents of the document entitled "Provisional Charges for the supply of Additional and Supplementary Services 2011" are included, according to Resolution , of 29th December, 2010, of the State Secretary of Planning and Infrastructure, on the release of the approval of a Provisional Charges proposal to provide Additional and Supplementary Services 2011 by the Corporate Public Entity Administrador de Infraestructuras Ferroviarias, **Adif** (Spanish Infrastructure Manager) valid for 2011. (Official State Journal (BOE) No. 7 of 8th January 2011).

Service Timetable 2010/2011 and 2011/2012

The Capacity Allocation Schedule for the 2011/2012 Service Timetable has been updated in accordance with the guidelines of Rail Net Europe, RNE, for applications made by Applicants.

The 2011 Service Timetable will remain in force until 10th December 2011 and the 2012 Service Timetable will be effective until 8th December 2012 (second Saturday of December according to article 7.2 of Order FOM/897/2005 agreed upon. It also includes the updated International Train Path Catalogue.

Updated Railway Regulations

Annex F, "Reference Documentation", has been updated with the most relevant legal information on the Railway Sector in force as of 31st January 2011, at a national and European level, also containing references to the main current technical regulations.

Maps

Information related to Maps of **Adif** managed Network has been renewed and enhanced, detailing the new high speed lines entered into commercial service in December 2010, Madrid - Castilla La Mancha - Levante and Mollet - Girona and FIgueres Vilafant - International Section Limit.

Spain is set as European High Speed leader with 2,763 km in operation and the second world country in number of kilometres, only behind China, and is now the leader with regard to the traffic management interoperable system (ERTMS).

Additional Interesting Information

After completion of the construction of Figueres - Perpignan section, conducted in cooperation with France and Private TP Ferro consortium, which allows the connection of High Speed network between Spain and France, opened on 19th December 2010. Annex D details the characteristics of infrastructure and traffic conditions between Barcelona and the International Section for passenger and freight trains in UIC gauge.

1.1.1. The Railway Sector in Spain

1.1.1.1. Railway Infrastructures

The Ministry of Public Works by means of the Strategic Infrastructure and Transport Plan 2005-2020, PEIT, has set out the specific guidelines to develop the railway policy in Spain, with the purpose of promoting the new railway model by enhancing the role of railways in the accessibility to the whole territory.

The establishment of a High Performance Network is promoted, together with the maintenance and modernization of the Conventional Network and an increased rail participation in medium and long distance freight transport. All while keeping the level of rail transport safety, with a comprehensive and preventive maintenance system, and a high degree of environmental sustainability.

PEIT update is also foreseen for 2011, as a basic part of the new growth model by means of the Sustainable Economy Draft Law. Guidelines under this review are focused on reaching the efficiency, competition, and sustainability of our economy.

On the other hand, in 2010 was presented the Strategic Plan to promote Freight railway transport, defining a basic freight network: the Infrastructure Extraordinary Plan, PEI, destined to reactivate economy and employment through investments in transport infrastructures, and public-private collaboration has boosted to construct railway infrastructures. **Adif** is going to promote the creation of an Intermodal Logistics Centre (Madrid), within the field of public-private collaboration. A project which, as the rest of those selected to be part of PEI has been chosen according to their social, environmental, and economic performance.

In line with the principles of PEI, **Adif** is promoting some measures destined to promote freight railway transport, allocating resources to infrastructures specialized in freight, enhancing the efficiency of the logistics field and turning the logistics facilities into dynamic spaces, with parameters of service quality and management flexibility.

PEI shall allocate investments worth 17,000 million euro in the next two years, equivalent to 1.7% Spanish GDP. Around 70% of these investments shall be in railways (11,900 million euro), to enhance profitable railway networks of commuters and freight transport. The contribution to sustainability of our transport system is decisive due to the reduction in CO2 ton emissions and in fossil-fuel consumption, decreasing our dependence on fuel.

This railway model is inserted under European rail transport policies framework, which amongst other projects, include developing international corridors for freight transport.

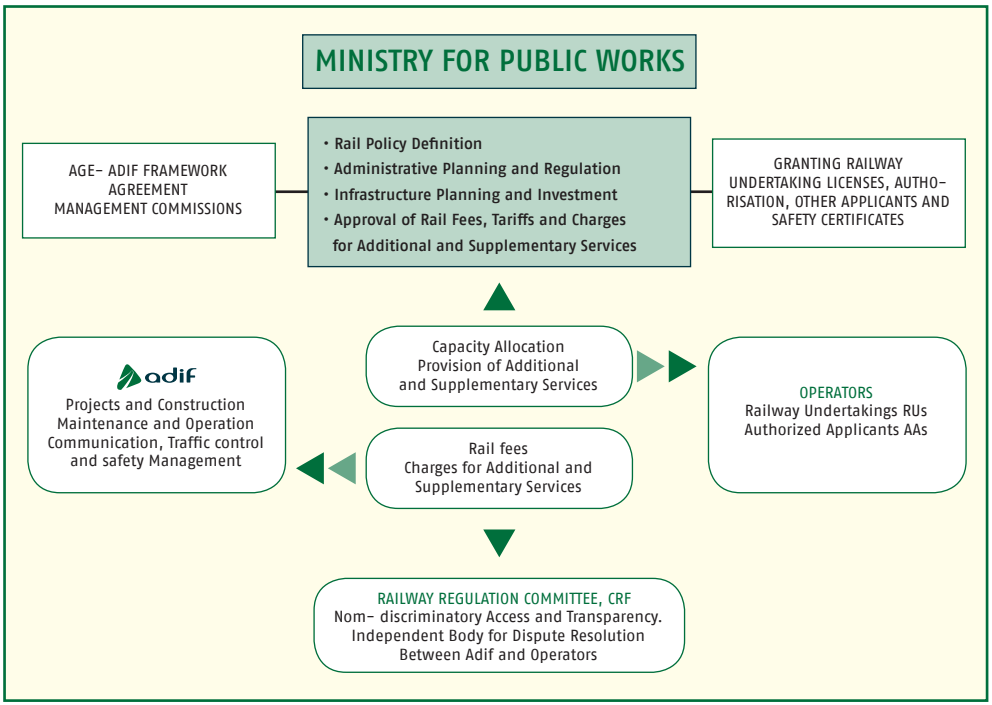
Amongst the current cross-border projects, stresses out finishing the construction of Figueres - Perpignan section, carried out in cooperation with France, by the private consortium TP Ferro, enabling a connection of the Spanish and French High Speed Networks, opened on 19th December 2010, and it is the first boundary corridor of freight transport in international gauge, joining Barcelona Zona Franca and the French frontier.

The special characteristics of this infrastructure is outlined in Annex D "Infrastructure characteristics and operating conditions between Barcelona and the International Section for UIC gauge freight trains 2010, which gives a description of the line, including track diagrams, gauges, gradients and other facilities to enhance access to operators".

1.1.1.2. Main Rail Industry Actors in Spain

Main actors of the Spanish Rail Industry are as follows, including their duties and competencies, with the target of providing a general view. These details are solely added for information purposes and are not legally binding.

Spanish Railway Industry Chart



A. Ministry for Public Works: Organization and Functions

• General Organisation

The Ministry of Public Works, in the railway field, has to propose and implement the Government policy on infrastructure and state competence transport, as well as to control, arrange and administratively regulate the corresponding transport services and planning and programming of investments related to the infrastructure and services mentioned.

It is organized into the following bodies:

- SECRETARIAT OF STATE FOR PLANNING AND INFRASTRUCTURE, which reports to the General Secretariat for Infrastructure.

- SECRETARIAT OF STATE FOR TRANSPORT, which reports to the General Secretariat for Transport.

- SECRETARIAT OF STATE FOR HOUSING AND URBAN ACTIONS.

- GENERAL SECRETARIAT FOR INSTITUTIONAL RELATIONS AND COORDINATION.

- SUB SECRETARIAT FOR PUBLIC WORKS.

• Railway Related Functions

Pursuant to that set forth in Law 39/2003, of 17th December of the Railway Industry, the main powers of the Ministry of Public Works related to railways are:

- Strategic planning of the railway industry and its development.

- General management and regulation of the railway system, which includes establishing the basic rules of the railway market and preparing the necessary regulations for its proper development, especially everything related to the safety and interoperability of the railway system and to relationships between different stakeholders in the industry.

- The definition of objectives and supervising the activities of the public railway companies, **Adif** and Renfe Operadora, as well as their financing system.

- Granting licenses to RUs, as well as granting authorisations to Applicants other than RUs for allocation of railway infrastructure Capacity.

- Granting safety certificates of RUs and safety authorisations to railway infrastructure administrators.

- Granting permits to provide railway services declared to be of public interest and establishing a system of aids to RUs contracted.

- Definition and supervision of the charging system and its approval.

- Establishment or, where applicable, modification of railway charging levels, in accordance with the items or parameters set out in the LSF.

- Investigating railway accidents in accordance with current regulation.

- Application of a penalty system.

- Any other powers conferred, in accordance with valid regulation.

• Bodies

a.) Secretariat of State for Planning and Infrastructure

This is the body responsible for establishing and proposing Ministry policies related to planning and building transport infrastructure via public bodies and organizations that report to it.

The General Secretariat for Infrastructure reports to the Secretariat of State for Planning and Infrastructure.

a.1.) General Secretariat for Infrastructures.

This General Secretariat has the responsibility of promoting investment in transport infrastructure by road and rail.

Bodies that depend on the General Secretariat include the Office-General for Railway Infrastructure.

Attached to the General Secretariat for Infrastructure are the Railway Infrastructure Manager (Adif) and Narrow Gauge Railways (FEVE), public companies, the above one being responsible for the strategic direction, assessing and checking activity results for the latter.

Finally, the General Secretariat for Infrastructure is responsible to guide the Sociedad Estatal de Infraestructuras del Transporte Terrestre, State Company for Land Transport Infrastructures, (SEITT).

a.1.1.) Directorate-General for Railway Infrastructure.

It performs all duties than the LSF and the regulatory standards for its development and enforcement attributed to the Ministry for Public Works with respect to rail infrastructure, performance of which is not specifically attributed to any other body in the Ministry and, in particular, the following:

- The preparation, monitoring, supervision and control of rail infrastructure planning in the General Interest Railway Network and the corresponding railway plans.

- The preparation, monitoring, supervision and control of informative studies, railway drafts and projects, and the preparation of projects relating to the delimitation and use of railway spaces.

- Management and control for carrying out railway infrastructure work to which it has competency, as well as management and supervision, quality control, technical monitoring and economic inspection of the work and its incidents.

- Expropriations action related to railway infrastructure.

- The preparation of projects for measures of a general nature related to railway infrastructure, to operating conditions, to safety and railway system interoperability, to rolling stock conditions and requirements and to safety related railway staff.

- Exercise of empowerments attributed to the Ministry of Public Works in the interoperability and the safety railway traffic in all related to infrastructures, safety systems, rolling stock, maintenance centres, and railway staff related to safety in railway traffic and their training and medical examination centres.

• Exercise of empowerments that correspond to the Ministry of Public Works with respect to the defence of public railway property and modification of edification limit line, without prejudice to the competences that correspond to the Railway Infrastructure Manager.

• Representing the Ministry of Public Works at international institutions and the European Union with respect to railway infrastructures, interoperability and railway traffic safety, and participating in the coordination and management bodies of European railway corridors.

• Preparing and monitoring protocols and agreements with other Public Administrations on actions to be carried out in railway infrastructure terms, as well as coordination and cooperation with other administrative bodies, public entities and Authorities on railways matters

• The preparation of preliminary draft budgets relating to railway investment within its competence, as well as the control and monitoring of budget implementation and framework agreements with public railway bodies dependent to the Secretariat of State for Planning and Infrastructure.

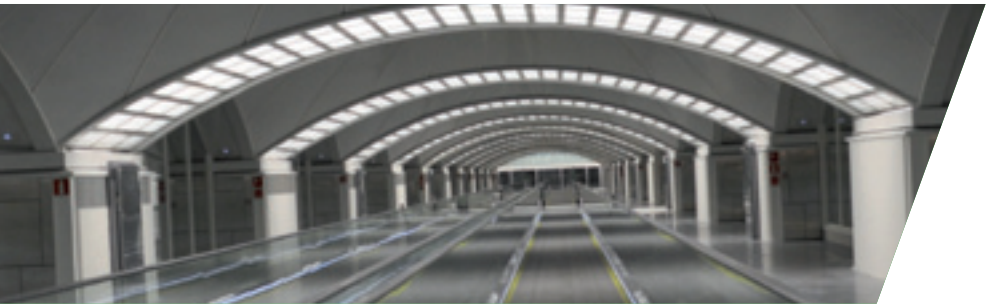
The management of matters relating to procurement, purchases and proceedings of the corresponding expenses records and expropriations, management and promotion of computer systems belonging to the Office General, processing to the Sub secretariat matters related to human resources and technical organization of files and records.

b.) Secretariat of State for Transport.

The Secretariat of State for Transport is the body responsible for defining, proposing and implementing the Ministry's policies concerning general planning of land, sea and air transport within state's competence, as well as those relating to the construction of port and airport transport infrastructure by public bodies and companies subordinate to it.

It is also responsible of making proposals on planning processes undertaken by the Secretariat of State for Planning and Infrastructure, according to the criteria to improve effectiveness, efficiency and quality of land transport.

Bodies that depend on the Secretariat of State for Transport, amongst others, include the General Secretariat for Transport.



It reports directly to the Secretariat of State Division for Transport Technology Research, which is responsible for the study and development of sustainable mobility programs in the various transport mode services, as well as monitoring, permanent information and control over implementation of transport policy in the EU, in coordination with the appropriate management centres. It is also responsible for the promotion of intelligent transport systems and new technologies applicable to different modes of transport.

Bodies subordinate to the Secretariat of State for Transport, through the above Division, are the Commission for Coordinating the Transport of Dangerous Goods and the Commission for Coordinating the Transport of Perishable Goods.

b.1.) General Secretariat for Transport

The General Secretariat for Transport is responsible for general planning of land and maritime transport within the state's competence. Bodies that depend on the General Secretariat for Transport, amongst other governing bodies, include the Directorate-General for Land Transport.

Attached to this General Secretariat, among others, are the followings public organizations:

- Public entities responsible for State Ports and Port Authorities.

- Renfe Operadora public company.

- Commission for the Investigation of Railway Accidents.

b.1.1.) Directorate-General for Land Transport

It is responsible for general planning in areas within the State's competence related to road transport, railway transport and cable transport services and, in particular, the following:

- General planning and regulation of land transport system, which includes the drafting of regulatory projects that establish the basic rules of the railway market and road transport, as well as other rules necessary for the proper development of these markets.

- Preparation of coordination rules concerning the exercise of empowerments delegated by the State to the autonomous communities relating to railway and road transport services, without prejudice to duties that may correspond to the General Secretariat for Institutional Relations and Coordination.

- Ordinary relationships with professional bodies integrated in the Ministry of Public Works and with all those bodies representing business in the field of railway and road transport services.

- Granting licenses, permits and other authorizing documents to carry out activities that are necessary for the provision of railway services or to perform road transport activities requested in accordance with the internal legislation or the European Union or international agreements signed by Spain.

- Propose granting permits for the provision of railway services declared to be of general interest and establish compensation for public service obligations imposed on selected companies, as well as processing and

awarding public service management contracts for regular passenger transport by permanent road and of general use.

• Preparation of studies for analysis of railway and road transport services and the preparation of administrative action plans in these areas, as well as supporting and promoting the development of intermodal transport and the development of criteria and proposals regarding planning processes, with particular attention to obtaining functional and economic effectiveness of transport centres.

• Inspection and enforcement of compliance with railway and road transport rules and their ancillary and supplementary activities, and the initiation, instruction and proposed resolution of disciplinary measures in this area, as well as coordination with bodies and organizations responsible for monitoring railway and road transport and the preparation of general action plans for inspection services, in collaboration, where appropriate, with the autonomous communities with competence in this area.

• Promoting the implementation and application of new technology in railway and road transport.

• Granting aid to improve rail and road transport.

• Control and monitoring of budget execution and the contracts compensating public service obligations imposed to Renfe Operadora. All duties attributed by transport legislation to the Ministry of Public Works related to railway transport services rendered by Renfe Operadora, FEVE, or any other railway company.

c.) General Secretariat for Institutional Relations and Coordination

It is responsible for the coordination between sector policies in the Department, encouraging institutional relations and collaboration with international institutions organizations and bodies and with regional public authorities in the areas of responsibility of the Ministry of Public Works.

d.) Sub secretariat for Public Works

Sub secretary is responsible for managing, promoting and supervising the bodies directly depending on it.

The following management bodies depend directly to the Sub secretary: the General Technical Secretariat, the Office-General for Economic Planning and Budgets and the Office-General

for Services. Attached to the Ministry of Public Works, through the Sub secretariat, is the Railway Regulatory Committee, the CRF.

• Ministry for Public Works Organisation Chart

See Annex E.

B. Regulatory Body

• Railway Regulatory Committee, CRF

It is the regulatory body of the railway sector, made up of a number of members, and it is attached to the Sub secretariat of Public Works. It is competence to resolve conflicts between the Railway Infrastructure Manager, the RUs and other Applicants related to the following matters:

- The granting and use of Safety Certificates.
- The application of NS criteria.
- Capacity Award Procedures.
- Amounts structure and application of charges to operators.

The CRF is entrusted with the duties of supervising railway market competition to safeguard the plurality of services supply on the REFIG and to ensure equality between the RUs in terms of market access and development activities. It will also act in:

- Resolving conflicts between RUs relating to measures that involve discriminatory treatment in access to infrastructure or services.
- Interpreting clauses of licenses and authorisations to services provisions of public interest, also providing information about tender procedures.
- Information and assessment to the Ministry of Public Works and regional authorities on railway matters, especially those that may affect the development of a competitive railway market.

The exercise of the duties of the Railway Regulatory Committee shall be realized with fully respect to the competences granted by Law 16/1989, of 17th July upon the Competition Defence Bodies.

The Committee will act on its own account or upon request of an

interested party. Entities who consider a decision or action to be detrimental for them will have a maximum period of one month to consult the Committee. The decisions of the Committee will be binding for bodies that operate in the railway field. Failure to comply with the decisions will be sanctioned pursuant to the LSF.

Comité de Regulación Ferroviaria
Paseo de la Castellana, 67.
28071 Madrid (Spain)
crf@fomento.es

C. Governing Bodies

• Commission for the Investigation of Railway Accidents

The Commission for the Investigation of Railway Accidents is a specialist body made up of a number of members attached to the Ministry of Public Works and regulated by the Regulation relating to traffic safety on the General Interest Rail Network, REFIG. It performs its activities in a transparent, non-discriminatory manner, independently of the Office-General for Railways Infrastructure, **Adif** and any RU, or notified or certification body, and of the Railway Regulatory Committee.

Its competence as regards investigation of railway accidents is as follows:

- Technical investigation of serious railway accidents that occur on the REFIG, as well as investigation on any other accidents and railway incidents when they consider it appropriate.

- Establishment of the scope and procedures that will have to be followed in each railway accident investigation. Railway accident investigations will aim to determine the causes of the latter and the circumstances in which they occurred, in order to prevent these in the future and to make any suitable recommendations to reduce risks in railway transport. This investigation will at no time be concerned with determining guilt or responsibility and will be independent of any legal investigation.

Independently of any investigations carried out by the Commission for the Investigation of Railway Accidents, **Adif** will investigate all railway accidents that occur on the REFIG. RUs shall also carry out an internal investigation of all railway accidents in which they had been involved.

Railway accident investigations carried out by **Adif** and the RUs involved therein will at no time interfere with those carried out by the Commission for the

Investigation of Railway Accidents, to whom they will give all the collaboration required.

• Commission for Coordinating the Transport of Dangerous Goods (CCTMP)

Professional inter-ministerial body attached to the Secretariat of State for Transport through the Division of Transport Research and Technology, and which aims to coordinate the powers of ministerial departments in all matters relating to the transport of dangerous goods and the implementation of existing provisions regulating it. It is also compulsory for the various Ministries to obtain their report in relation to any provision they intend to issue on this subject, as well as serving as connection body with international bodies in the transport of dangerous goods, through the Ministry of Foreign Affairs and Cooperation and in accordance with the latter.

• Commission for Coordinating the Transport of Perishable Goods (CCTMP)

Inter-ministerial body made up of a number of members attached to the Secretariat of State for Transport through the Division of Transport Research and Technology, and which aims is to coordinate the competences of ministerial departments in all matters relating to the transport of perishable goods and the implementation of existing provisions regulating it, being compulsory for the various Ministries to obtain their report in relation to any provision they intend to issue on this subject, as well as serving as connection body with international bodies in the transport of perishable goods, through Ministry of Foreign Affairs and Cooperation and in accordance with the latter.

• National Council for Land Transport (CNTT)

Top entity within Administration to assess, consult and sector discuss on issues affecting the operation of the transport system.

Its duties are determined by the preparation of the relevant mandatory reports on any matters and issues as provided for under Law on Land Transport Planning, LOTT, which created it, in the Regulation of said Law, as well as any other that the Government or Minister of Public Works may deem as appropriate.

It is formed by experts in the field of land transport, appointed -for their competence- by the State Administration and representatives from various sectors who have an interest in land transport: Transport Operators Associations, RUs, **Adif**, Customers, etc.

Its main tasks are:

• Advice and attention to consultations on general aspects of basic sector planning and on specific aspects of the different services, including those relating to common economic policy of the various modes of transport, with respect to the drafting of Transport Plans, and the establishment of standard contracts or general terms and conditions for different types of land transport, as well as those relating to the charging system.

• The preparation of mandatory reports relating to regular passenger transport, among others the

establishment, granting and changing of permanent regular services of general use, state railway regulatory projects, and transposition of EC directives.

D. Railway Infrastructure Manager, Adif.

Railway Infrastructure Manager **Adif** has been formed as a public body attached to the Ministry of Public Works through the General Secretariat for Infrastructure. It has its own legal personality, full capacity to operate to fulfil its aims, its own real assets, and is governed by that set forth in the LSF, in Law 6/1997, of 14th April regarding the Organization and Functioning of the General State Administration (LOFAGE), in rules implementing both of these, in the **Adif** Statute and in budgetary legislation and other rules that may be applicable. In the absence of this legislation, private rules will be applied.

In performing its duties, **Adif** acts with management autonomy, within the limits set down by its Statute and taking into account at all times the guarantee of public interest, satisfaction of social needs, user safety and the overall efficiency of the railway system.

To carry out its duties, **Adif** may implement all types of administrative acts and provisions covered by civil and company legislation.

Adif may not provide railway transport services, except for those inherent to its own activity.

Directorate-General for Railway Infrastructure granted on 29th April 2010, the corresponding Safety Authorization to **Adif**, in accordance with the terms as specified in the RD 810/2007.

• Adif Empowerments

In accordance with article 21 of the LSF, **Adif** is entrusted with the following empowerments:

- Approval of basic projects and the construction of railway infrastructure that shall form part of the REFIG, if this is established in the corresponding resolution by the Ministry of Public Works determining its establishment or modification and construction, provided this is performed with its own resources and, in any case, pursuant to that stipulated by the aforementioned Ministry.

- Construction of railway infrastructures, with State or third party resources, in accordance with the corresponding agreement.

- The management of railway infrastructure, titles to it, and those entrusted thereto under the appropriate agreement.

- Control and inspection of the railway infrastructure they manage its protection areas and rail traffic running on it.

- The management of real assets of its own, of those which are allocated and any others whose management is entrusted.

- Preparation and publication of the NS, under the terms provided in the LSF and implementing rules.

- Infrastructure Capacity Allocation to the RUs and other Applicants

requesting it and the conclusion of framework agreements with the latter.

• The issue of reports prior to the granting, by the Ministry of Public Works, of RU licenses and authorisations to provide services that have been declared of public interest, in the cases provided in the LSF.

• The preparation of orders, circulars and instructions necessary to accurately determine operating conditions on **Adif** managed Network.

• The provision of Additional Services and, where applicable, Supplementary and Ancillary ones, to the railway transport service.

• Charging proposal to the Ministry of Public Works for the provision of Additional and Supplementary services and its collection, as well as fixing and collecting the prices for rendering ancillary services.

• Management, settlement and collection of Charges for the use of railway infrastructures, in accordance with the provisions of the LSF, and of Railway Fees, given attribution thereto.

• Cooperation with bodies who manage railway infrastructures in other Member States of the European Union, in order to establish and allocate infrastructure Capacity covering more than one national network.

• The conclusion of framework agreements with RUs.

• The establishment of guidelines to regulate the corresponding procedures for investigating railway accidents and preparation of an annual report that covers all incidents and accidents occurring as a consequence of railway transport services.

• The preparation of a Contingency Plan outlining the measures needed to restore the situation to normal in the event of an accident, technical failure or any other incident that may disturb railway traffic.

• Resolution of liability claims because of their activity.

• Any others conferred upon it by applicable regulations.

• Adif Mission, Vision and Values

Adif plays a major role as a catalyst of the railway sector, making rail transport, medium par excellence, and facilitating access to infrastructure on equal terms.

The **Adif** Strategic Plan establishes the Mission, Vision and Values of the company and specifies its strategic objectives, as follows:

Mission:
To promote the Spanish railway transport system by developing and managing a safe infrastructure system, efficient and sustainable from an economic and environmental point of view, and with the highest quality standards.

Vision:
Making **Adif** as a reference organization in innovation and integration of management systems based on the excellent management and social commitment, among European infrastructure managers.

Values:
Devotion to service, as an essence, makes values intrinsically linked to quality of service, efficiency of network management, efficient resource management, safety and satisfaction of social demands. The defined values are:

- High levels of management and operation.
- Commitment to action.
- Transparency and social responsibility.
- **Corporate Social Responsibility.**

To **Adif**, the Corporate Social Responsibility is to incorporate to the strategy and business management social, economic and environmental concerns of its interest groups, so that, through the dialogue, the company develops a real and verifiable commitment with social cohesion, the environmental respect, ethics and transparency; the ultimate goal is to generate value for all the interest groups of the organization and enhance the contribution to sustainable development.

Therefore, **Adif** has designed and implemented the Master Plan for Corporate Social Responsibility (called Business Plan Citizen-PEC-), which is structured in six commitments and deployed in objectives, strategic

lines and projects; in addition to providing a management system that includes a scorecard of indicators. PEC commitments relate to key aspects of **Adif** activity that takes place in a volunteer effort to enhance our contribution to a sustainable development model: commitment to safety, environment protection, to the generation of value in the local environment, to ethics and Corporate Social Responsibility systems, with the pride of belonging among employees and to transparency and dialogue with our interest groups.

Also, **Adif** strategic objectives are specified in compliance with the commitments set as essential to the organization:

• Commitment to Citizen.

Our commitment is to make railway infrastructures and facilities an ever greater value for citizens, generating welfare, progress and social cohesion.

The Plan of universal accessibility to railway services, promoted by the Ministries of Public Works and Health and Social Policy, intends to ensure universal access to this mode of transport, within shorter deadlines than those provided by the Law. **Adif** and Renfe Operadora assist rail passengers with walking difficulties through the Atendo service at main stations, and prior request, also at other stations. For more information consult the Atendo Central Office 91 774 40 and www.adif.es and www.renfe.es.

Since 2010, **Adif** is a member and chairs FORETICA, a company and professional association of Corporate Social Responsibility leader in Spain, with the mission of promoting culture ethic management and corporate social responsibility in the companies.

• Commitment to Environment, Quality and Excellent Management.

The need to respect and preserve the Natural Environment forms an essential part of **Adif** strategy and represents a technical and economic effort to advance in transport operations, incorporating Environmental Quality and Service Quality based on excellent management.

The main lines of action by **Adif** in relation to Environment, Quality and Excellence in Management are covered in the Strategic Plan for Quality and Environment, PECYMA, and are also set out through the following projects:

• "**Adif** Green Plan", also integrated in Corporate Social Responsibility strategy (Citizen Company Plan), aims to reinforce environmental sustainability criteria for infrastructure, green efficiency through the design, construction, maintenance and modernization of infrastructure assets, improving acoustic environment, reducing waste and raising awareness among customers, suppliers and social agents.

• The "Project Excellence", aims to achieve the Vision of **Adif** through a structured Process of Improvement through the implementation of Action

Plans derived from a systematic self-evaluation process, compared to the EFQM model, to achieve excellence in management.

• The "Certadif Project", intends to obtain the Quality Management System certification of **Adif**, comprehensively, in accordance with the UNE-EN ISO 9001:2008 of Quality Management.

• As a result of this commitment, **Adif** got as an integrated manner, in December 2010, the Quality System Certificate according to ISO 9001:2008.

In addition, **Adif** has, as part of its Corporate Social Responsibility strategy, an "Energy Efficiency Saving Director Plan", which sets out measures to save energy and reduce CO_2 tons emissions and develops programs for renewable energy generation, as well as a guide "Sustainable Station 360º" for the design, construction, and management of railway stations within the frame of global sustainability, among other actions.

• Commitment to R&D+i

As part of this continuous improvement in the performance of **Adif** and in line with the objective of developing national rail technology, the R&D+I Plan defines activities aimed at stimulating management, defining processes, identifying lines of research, protection and management of results, monitoring and technology transfer and, in general, stimulating participation, by increasing presence in national and European R&D+I assistance programs.

This management system is currently certified by AENOR according to UNE EN 166002 and ISO 9001:2008 standard. **Adif** efforts in research activity have been focused, preferentially but not exclusively, on the following strategic lines:

• Increase Energy and Environmental Efficiency.

• Increase Railway System Performance (speed, axle load, infrastructure capacity, etc).

• RAMS and cost: efficiency improvement of the system (reliability, availability, maintenance and safety) and reduced life cycle costs of rail assets.

Amongst its main technological principles, the following should be stressed:

• ERTMS. **Adif** has become Europe's leader in interoperability with the highest number of ERTMS line Kilometres in operation, successfully implementing different types of technology.

• Da Vinci management and control platform. Da Vinci is a system which proves the evolution in multidisciplinary implementation of railway environment, focused on the management of processes, systems and users, grouping subsystems that had been independent from signalling, electrification and commu-

nication, amongst others, and which are centralized in a platform to enable remote communication and surveillance. This system has been exported to several countries.

• Eolo Project. Advanced wind protection and measurement system to increase safety on railway systems with ERTMS.

• Séneca laboratory train. Infrastructure Examination Train that provides accurate information to maintain and increase safety, reliability and quality of this infrastructure.

• Innovation for Railway Interoperability project called "Unichanger", this project aims to define a common standard infrastructure to implement a gauge changer unified and homogeneous at a European level, promoting interoperability and improving the competitiveness of transport goods.

• Technology Innovation Centre. The centre conceived as an area of open innovation, multidisciplinary and with stable presence of research groups and leading technology companies, is located in the Technological Park of Andalucía in Campanillas, Málaga. The Railway Technology Centre, CTF, in the first phase will feature two specialized laboratories from **Adif**, the laboratory of GSM-R, for the GSM-R communications technology, for the communications technology for RBC-Train and the development of engineering data ERTMS2, and the Information Technology and Communication Laboratory (TIC), for intelligent transport systems and the evolution of the Da Vinci system, advanced railway traffic management system.

In addition, specialized departments of Education and Technology Watch for the development of national and international projects owned by **Adif**, in cooperation or contractually assigned to third parties will be established at the Centre.

Moreover, the diffusion and transfer of CTF activities will be complemented with a coordination of different railway infrastructures devoted to R&D+I at

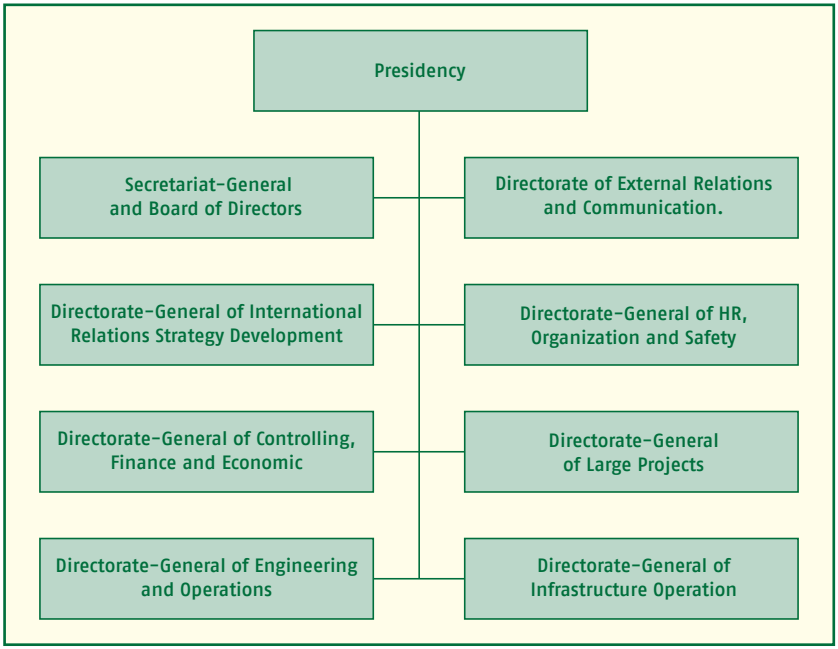
a national level, in centres such as Railway Dynamics Laboratory, the Centre for Testing and Validation, Laboratory Energy Systems, Institute of Applied Magnetism, the Centre for Railway Technology Validation, Track Technology Centre of Valladolid and finally, the laboratory trains of **Adif**.

The CTF is designed to be a global centre of excellence in railway innovation, through the future construction of a Testing and Experimentation Railway Ring to be a reference at European and worldwide level, and at the same time it will be a supplementary facility for CTF and will respond to demands of the rolling stock manufacturing field, offering an advanced facility to carry out accreditation and certification processes of innovation in railway dynamics, traction and braking of new generation trains, new technologies in renewable energy and energy efficiency, telecommunications, development of ERTMS and signalling system, polyvalent overhead contact line and track infrastructure.

E. Railway Companies

Since 1st January 2005, it is allowed a free access to the Capacity Allocation to RUs holding a RU License, and other Applicants, in order to perform international or national railway freight transport services. To do this,

Organization Chart



they shall request the corresponding Capacity to **Adif**, following the established regulatory procedure. When this is awarded, the RUs shall also be in possession of the Safety Certificate, which is necessary to be able to run with their rolling stock and train driving staff on the route requested.

As of 31st December 2010, the Ministry of Public Works, in accordance with current regulations, has granted the following RU Licenses, in granting order:

- Renfe-Operadora.
- COMSA RAIL TRANSPORT, S.A.
- CONTINENTAL RAIL, S.A.
- ACCIONA RAIL SERVICES, S.A.
- ACTIVA RAIL, S.A.
- TRACCIÓN RAIL, S.A.
- EUSKO TRENBIDEAK Ferrocarriles Vascos S.A.
- ARCELORMITTAL SIDERAIL, S.A.
- LOGITREN FERROVIARIA, S.A.U.
- FESUR, Ferrocarriles del Suroeste S.A.
- FGC Mobilitat S.A.
- ALSA Ferrocarriles S.A.U.
- GUINOVART RAIL S.A.U.

Apart from the above ones, is register in the Special Railway Register:

- EWSI (English, Welsh & Scottish Railway Ltd.) with RU license issued in the United Kingdom UK 01 2005 0032.

F. Authorised Applicants

As of 31st December 20010, the Ministry of Public Works granted Entitlements to apply for the Allocation of Infrastructure Capacity to the following Applicants that are not Railway Companies,:

- TRANSFESA (Transportes Ferroviarios Especiales S.A.).
- LTF, S.A. (Logística y Transporte Ferroviario, S.A.).
- SICSA RAIL TRANSPORT, S.A. formerly CONTAINER TRAIN, S.A.
- CONTE RAIL, S.A.
- PECOVASA.
- TRAMESA.

G. Railway Companies with Safety Certificates

As of 31st December 2010, a Safety Certificate was granted to the following RUs; in granting order:

- Renfe-Operadora
- CONTINENTAL RAIL, S.A.
- ACCIONA RAIL SERVICES, S.A.
- COMSA RAIL TRANSPORT, S.A.
- TRACCIÓN RAIL, S.A.
- EWSI, LTD.
- LOGITREN Ferroviaria S.A.U.

H. Railway Infrastructure Connections of private ownership, Sidings

Private railway sidings are infrastructures of private nature, and consist of track facilities to load, unload and stabling wagons, and their connection to REFIG can be through a service track at a station or terminal, or directly through a line, through one or more switches, that serve to complement the Railway Network of General Interest, REFIG.
Law 39/2003, of 17th November, of Railway Field, LSF, (article 38) states the following:

"Connection of railway infrastructures of private ownership, especially sidings, to the Railway

Network of General Interest, will only be performed when the railway infrastructure manager authorizes it formally. The owner of the private infrastructure shall enable the connection under the terms of the document that formalizes the authorisation.

In accordance with regulations, shall be determined the conditions to carry out the connection of private railway infrastructure to the Railway Network of General Interest and the construction and operation regime of privately owned items complementing railway infrastructures owned by the State.
Since 1st January 2005, 38 private connections to REFIG have been authorized, of which 14, as of 31st December 2010, are in commercial operation and 24 are pending to start their activity (construction, pending construction project, etc.). On 31st December 2010, there were 201 sidings in commercial operation.
For more information, consult the Commercial Coordination and Contracting Office, (Directory of **Adif**, chapter 1.8).

1.2 Objectives of the Network Statement

The NS is the document that **Adif** offers to RUs and other Applicants to inform them about the characteristics of the infrastructure and the access conditions to the network. It is structured following a common table of contents set down by Rail Net Europe, the European infrastructure managers' organization that **Adif** actively contributes to, and which is described in detail in Section 1.9.

This document outlines the characteristics of infrastructure made available to the various Applicants for Capacity allocation, and provides information about the Capacity of each Network section and about their access conditions. It also outlines general rules, time periods, procedures and criteria that regulate the Capacity Allocation and the charging principles that shall apply for the use of rail infrastructure and services supply to the RUs (Law of the Railway Industry, LSF).

The LSF transposes Directive 2001/14/EC of the European Parliament and the Council, of 26 February 2001 into internal law. Certain matters relating to the contents of this NS and to the railway Capacity Allocation procedure are developed through Order FOM/897/2005, of April 7th, according to the requirements of articles 29.2, 33.1 and 35.3 of the said Law.

1.2.1. Adif managed Network, REFIG

Railway Network of General Interest (REFIG) is made up of railway infrastructures which are essential to guarantee a common railway

transport system in the State or its combined administration is necessary for the correct operation of that common transport system, like the ones linked to international traffic routes, the ones joining autonomous communities and their connections and accesses to the main centres of population and transport or the essential facilities for the economy and national defence.

The administration of railway infrastructures along the State has been entrusted to **Adif** under article 20 and first additional disposition, section 1 of Law of Railway Industry. Currently, the network managed by **Adif** is composed of railway infrastructures owned by **Adif** and those others whose administration is entrusted under the terms of the LSF. Railway infrastructures are owned by **Adif** those whose construction and management was entrusted to Gestor de Infraestructuras Ferroviarias (GIF), the High Speed Line Madrid-Sevilla, and all of those which the construction and management was entrusted to **Adif**, charged to its own resources.

Likewise, by virtue of that laid down in the fourth additional provision of Royal Decree 2395/2004, of 30th December, which approves the Statute of **Adif** Public Company, the entire network which, according to LSF, is owned by the state and, at the time of its entry into force, be administered by the National Network of Spanish Railways (RENFE), for its management was entrusted to **Adif**.

The Ministries of Economy and Finance and of Public Works, pursuant to the points covered in article 22.2 of the LSF may make **Adif** responsible for the management of railway infrastructure owned by the State, laying down the basic principles that should predominate in this responsibility, indicating objectives and aims that shall be achieved,

determining levels of investment and the amount of finance by the State, for the purposes of its inclusion in the corresponding National Budget Law.

The 2007-2010 Framework Agreement, extended upon agreement by the Council of Ministers of 30th December 2010, until 30th June 2011, establishes the obligations and reciprocal agreements between the General State Administration (AGE) and **Adif**, regulating investments in the state owned network entrusted to **Adif**, ensuring the coherence and continuity of management of the network owned by the State, covers the results of the latter and commits the corresponding financial support. It also confers on **Adif**, in accordance with article 24.2 of the LSF, regarding state owned public assets or those whose management has been conferred on the State, the exercise of powers relating to management, defence, police, research, defining property boundaries and repossession granted to the General State Administration by Law 33/2003, of 3rd November, regarding the Assets of Public Administrations and the power to establish a system of use for the above and of granting licenses, leases and other rights that allow their possible use by third parties.

This Framework Agreement determines the amount of this investment in the State owned network, where a multi-year schedule is laid out for the total investment during the term above, as well as the revenue **Adif** is entitled to receive for the management agreed. To make the investment in **Adif** managed Network in the different financial years covered by the Framework Agreement are laid down by Letters of appointments.

Adif may make agreements with Autonomous Regions to construct and manage railway networks or sections in them.

1.2.2. Large Figures of Adif

Updated figures as of 31st December 2010

Noncurrent assets	31,603* Mill. €
Equity	15,222* Mill. €
Employees	13,761

* 31st December 2010 provisional data

Railway Network Managed by **Adif**:	**13,853**	**km**
• High Speed Network (International Gauge) 1,435 mm	2,094	km
• Conventional Network (Iberian Gauge) 1,668 mm	11,623	km
• Mix Network (Iberian Gauge - International Gauge)	118	km
• Narrow Track Network (Metric Gauge) 1,000 mm	18	km
Lines Equipped with ERTMS	1,550	km
Lines Equipped with ASFA	11,771	km
Lines Equipped with LZB	498	km
Lines Equipped with ATB - EBICAB	449	km
Optic Fibre Network	16,130	km
No. of Train circulations / Year 2010	1,802,609	
Punctuality	99	%

Stations	1,568
New High Speed Stations 2005-2010: 15	15

- 10- New: Camp de Tarragona, Málaga María Zambrano, Puente Genil Herrera, Antequera Santa Ana, Segovia Guiomar, Valencia Joaquín Sorolla, Requena-Utiel, Cuenca Fernando Zóbel, Albacete Los Llanos and Figueres-Vilafant.
- 5 Redesigned: Toledo, Barcelona Sants, Valladolid Campo Grande, Madrid Chamartín, and Madrid Puerta de Atocha.

No. of Principal Logistic Facilities (Of which 50 remain open 24 hrs, 365 days, for train access and expedition).	86
No. of shelf service Logistic Facilities	55

Network classification managed by **Adif** in application of LSF and RSF	
High Speed Network: 2,763 km (UIC gauge plus mix gauge are 2,212 km, and of Iberian gauge are 551 km)	2,763
Conventional Network : 11,090 km (included 18 km of metric gauge excluding 551 km High Speed)	11,090

Madrid-Castilla la Mancha- Comunidad Valenciana -Region of Murcia Line *	
*Relevant information of the sections Madrid - Valencia and Madrid - Albacete, put into commercial operation on 19th December 2010:	
Total open km	438
Double track with UIC gauge (1,435mm) designed for maximum speeds of 350 km/h.	
Signalling and Protection Systems	ERTMS
Mobile telecommunications	GSM y GSM-R
Electrification	25 kV with alternating current supplied by eight substations
Gauge changers	Two, localized in Albacete and Valencia, both with dual technology Talgo and CAF.
Traffic Regulation	Control and Regulations Centres in Albacete and Madrid Puerta de Atocha
Service stations in 2010	Madrid Puerta de Atocha, Cuenca Fernando Zóbel, Requena- Utiel, Valencia Joaquín Sorolla and Albacete los Llanos

Distance between line stations		
From Madrid to:	Cuenca	183 km
	Requena-Utiel	319 km
	Valencia	391 km
	Albacete	314 km
From Cuenca to:	Requena-Utiel	136 km
	Valencia	208 km
	Albacete	131 km
From Requena-Utiel to:	Valencia	68 km
From Albacete to:	Requena-Utiel	151 km

1.3 Legal Framework

The basic Legal Framework is essentially based on European Union Regulations and Directives and their transposition into national legislation, as well as their development in regulations and other provisions. It also includes the applicable technical regulation. References to all of these provisions can be consulted in Annex F of this document.

1.4 Legal Status of NS

1.4.1. General Considerations

The NS will have contractual force for the RUs, and for Authorised Applicants who wish to have access to infrastructure in order to provide railway transport services, as well as for **Adif**, with respect to any rights and obligations that may arise from the above.

The instrument by which the act of Allocating Capacity to Applicants is legalized will involve the acceptance of the rights and obligations contained in the NS.

Any mention there may be in this NS to current provisions (Laws, Royal Decrees, Ministerial Orders, Decisions, etc.) will be merely for information purposes, prevailing the provision in question.

1.4.2. Traffic Safety Information

In Safety Issues, related to traffic and regulations, the information contained in this NS will only be a source of information, being applied what it is laid down in the contents of the Traffic Safety Regulation on the REFIG, the current General Traffic Regulation (RGC) or any other law in force that is also applicable.

1.4.3. Appeal Procedures

Appeals may be made when it is considered that any of the services provided by **Adif** does not correspond to what is stated in this NS, or to the levels of performance or quality established.

Users of services may appeal if they consider that any service rendered by **Adif** does not comply with the conditions agreed upon or with the levels of performance or quality established **Adif**, therefore, makes available to Railway Companies specific procedures to make an appeal, whether at the facilities where they render services, or directly in the affected organization areas.

Depending on their nature, appeals may be made to the following addresses:

Capacity Allocation.

Planning and Capacity Management Office
Chamartín Station, Madrid.
Calle Agustín de Foxá s/n. 28036 Madrid. (Spain)

Traffic Management.

Network Management Center H24, Network Management Center H24 Office
Calle Méndez Álvaro, 1. 28045 Madrid. (Spain)

Facility Services for Passengers.

Passengers Stations Office.
Avenida Pío XII, 110. Edificio 18. 28036 Madrid. (Spain).

Freight Logistic Facility Services.

Logistics Services Office
Chamartín Station. Andén 1. Agustín de Foxá s/n. 28036 Madrid. (Spain).

Traction Fuel Supply Service.

Telecommunications and Energy Office
Avenida de Burgos 8ª Planta 16. Edificio Bronce. 28036 Madrid. (Spain)

Adif Procedures regarding Settlement Management of Railway Fees and Tariffs.

Treasurers and Accounts Office.
Avenida de Burgos 16D. Edificio EUROMOR, Planta 10ª. 28036 Madrid. (Spain).

Requests for Compensation for Financial Liability arising from Damages through Normal or Abnormal Course of Public Service provided by Adif.

Secretariat General and of the Board of Directors
Calle Sor Ángela de la Cruz, 3. 28020 Madrid. (Spain).

Other Requests or Claims arising from the Exercise of Public Powers by Adif.

Secretariat General and of the Board of Directors
Calle Sor Ángela de la Cruz, 3. 28020 Madrid. (Spain).

Adif shall not be held responsible for damages (losses, failures and delays) suffered by freight during transport, nor for damages to railway vehicles, except if the Railway Company reliably proves that these damages are attributable to **Adif**.

Reason for claim shall not be the lack of traction electric power, if it is due to any failure caused by a Railway Company or to works or maintenance operations which have been duly programmed. Given this lack of traction electric power supply due to reasons attributable to supplying Electric Companies, the maximum amount of compensation shall be as according to a valid Electric Field Law, therefore addressing to the Energy and Telecommunication Office.

Adif shall not be held responsible toward Railway Companies for damages produced whilst rendering the services, if these are caused by Force Majeure.

Railway Companies or third parties shall be held responsible toward **Adif** for damages against it, whether to people or things, as well as those produced at their facilities, to machinery, railway infrastructure, etc. The Railway Regulatory Committee will, in the event of any discrepancy between **Adif** and the RUs, settle any disputes relating to cases specifically defined in article 83.1 of the Law of the Railway Industry. For more information, see Section A, of Government Bodies in this chapter.

Finally, for traffic involving more than one network, laws and regulations issued by each country or infrastructure manager are binding to Applicants, having to submit their claims directly to the relevant infrastructure manager.

1.5 NS Structure

The contents of this NS conform to the points outlined in Order FOM/897/2005 of April 7th, on NS and the procedure for Allocating Railway Infrastructure Capacity.

The structure of this document matches the standardized structure agreed upon at the Rail Net Europe headquarters, RNE, so that any customers operating in international traffic can recognize one connecting theme in the Network Statements made by the various infrastructure managers. This facilitates infrastructure access procedures, especially in the scheduling of the international traffic above.

Pursuant to this principle, the NS is organized into six chapters and various annexes:

Chapter 1:
General Information

Chapter 2:
Access Conditions

Chapter 3:
Network Description

Chapter 4:
Capacity Allocation

Chapter 5:
Adif Services

Chapter 6:
Charging System

Annexes:
The various annexes group together all information that may be subject to frequent updating, also including contents of an informative nature.

1.6 Validity of NS

1.6.1 Validity Period

The NS will remain valid in the period covered by Order FOM 897/2005 and may be updated by **Adif** when this is required for its contents. With respect to the Capacity Allocation Schedule, the 2010 Service Timetable will remain in force until 10th December 2011, and the 2012 Service Timetable will remain in force until 8th December 2012.

1.6.2. Updating Process

Agreements approving changes to the NS shall also be subject to publication in the Official State Journal, BOE, in a maximum period of ten working days after they are adopted and, in any case, fifteen days before the date they are to take effect.

These changes may at no time involve restrictions or limits to allocated capacity, unless duly justified extraordinary circumstances occur or the successful bidders affected give their permission, or they form part of necessary temporary action for operations. In the latter case, it will be sufficient for publicizing purposes to inform the bidders affected, as well as their availability for any Applicant, until they are included in ordinary annual publications.

In the event of printing errors, interpretation queries or information gaps in the NS, **Adif** will adopt any measures it considers appropriate in each situation, informing the Applicants affected. Any amendment in legislation or regulations affecting the NS will be included in the latter.

With respect to aspects that are subject to regular changes (technical information), any amendments that may occur will take immediate effect on publication or from the date on which they are set down in the actual amendment.

1.7 Publishing and Distribution

To facilitate consultation, the NS will be available in PDF format or similar on the **Adif** website, www.adif.es, on the date following publication in the Official State Journal, BOE, of the Resolution of the Infrastructure General Secretariat, providing for a release of the agreement by **Adif** Board of Directors to approve NS, in order to read it.

A version in English will be included in the corporate website for international traffic companies. In the event of any discrepancy concerning contents, the original version in Spanish will prevail.

1.8 Adif Contacts

Adif has an organization available for Applicants to supply them with a full service for facilitating access to infrastructure. **Adif** Contacts for consultation by RUs and Applicants are listed below. For further information about the One Stop Shops in Rail Net Europe (RNE), consult Point 1.9. of this NS.

Adif Contacts

Adif	
HEADQUARTERS Headquarters Website: https://sede.adif.gob.es.	Calle Sor Ángela de la Cruz, 3. 28020 Madrid. (Spain) www.adif.es

Communication and External Relations	
RELATIONS WITH COMMUNICATION MEANS OFFICE Communication and External Relations Management Offices	Calle Sor Ángela de la Cruz, 3. 28020 Madrid. (Spain)

Customer Service and Information for Rus and Applicants	
PROVISION OF COMMERCIAL SERVICES OFFICE Recruitment and Commercial Coordination Office	Calle Sor Ángela de la Cruz, 3. 28020 Madrid. (Spain)

Authorisation of Connection to REFIG, Sidings	
PROVISION OF COMMERCIAL SERVICES OFFICE Recruitment and Commercial Coordination Office	Calle Sor Ángela de la Cruz, 3. 28020 Madrid. (Spain)

Information Regarding Main Line Passenger Stations	
SERVICES MANAGEMENT OFFICE Passenger Stations Office	Avenida Pío XII 110. Edificio 18. 28036 Madrid. (Spain).

Information Regarding Conventional Network Stations	
HEAD OFFICE FOR STATIONS AND OPERATIONS Traffic Management and Technical Coordination Office Conventional Network Operating and Engineering Office	Chamartín Station. Calle Agustín de Foxá s/n. Edificio Comercial - Andén 1 28036 Madrid. (Spain)

Information Regarding Freight Facilities (Logistic Services)	
DCOMMERCIAL OFFICE Logistic Services Office	Chamartín Station. Calle Agustín de Foxá s/n. Edificio Comercial - Andén 1 28036 Madrid. (Spain)

One Stop Shop (OSS RNE). General Information About Network Access	
ONE STOP SHOP **Adif** (Adif OSS) Capacity Management and Planning Office Innovation and Network Management Office	Chamartín Station. Calle Agustín de Foxá s/n. Edificio Anexo al Puesto de Mando. 28036 Madrid. (Spain)

Capacity Allocation	
HEAD OF CAPACITY PLANNING Capacity Management and Planning Office Innovation and Network Management Office	Chamartín Station. Calle Agustín de Foxá s/n. Edificio Anexo al Puesto de Mando. 28036 Madrid. (Spain)

Train Traffic Control	
H24 NETWORK MANAGEMENT CENTRE H24 Network Management Centre Office Network and Innovation Management Office	Calle Méndez Álvaro, 1. 28045 Madrid. (Spain)

Traffic Safety	
TRAFFIC SAFETY OFFICE	Paseo del Rey, 30. 28008 Madrid. (Spain)

Rolling Stock Licensing	
TRAFFIC SAFETY OFFICE	Paseo del Rey, 30. 28008 Madrid. (Spain)

Exceptional Transport Studies	
TRAFFIC SAFETY OFFICE	Paseo del Rey, 30. 28008 Madrid. (Spain)

Civil Defence Information	
CIVIL DEFENCE OFFICE Defence and Safety Office	Avenida Pío XII, 110. Edificio 4. 28036 Madrid. (Spain)

Technological Innovation	
CENTRE OF RAILWAY TECHNOLOGIES Network Management and Innovation Office	Calle Severo Ochoa, 9 29590 Campanillas - Málaga. (Spain)

1.9. International Cooperation between different Infrastructure Managers

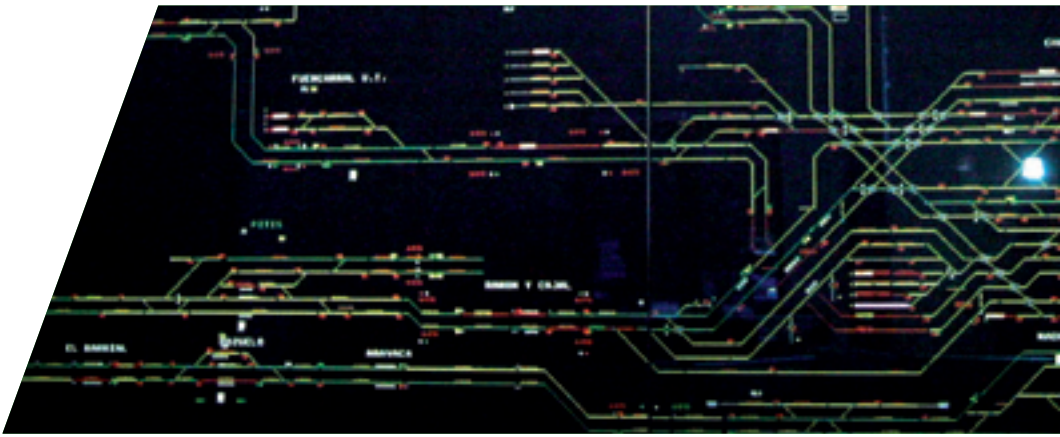
En European Railway Infrastructure Managers and European Capacity Allocation bodies created in 2004 an organization to manage the operational aspects of railway sector in the international European rail sector, called Rail Net Europe, RNE.

The coordination office is located in Vienna, and it has the target of enabling international traffic in the European field. Rail Net Europe consists in 38 full members, associates or Applicants. All in all Rail Net Europe offers a network of around 238,000 km of railway infrastructure. The Infrastructure Managers involved in Rail Net Europe today take care of more than 140 RUs of international business.

The main objective of Rail Net Europe is to improve operational issues in the field of international rail traffic. To achieve this, Rail Net Europe focuses on the entire rail infrastructure production process, covers from the harmonization of the members' medium and long-term planning, marketing, sales and railway operations, to after-sales monitoring and reporting Services.

1.9.1. The One-Stop-Shop Network (OSS)

The European Infrastructure Managers and the European capacity allocation bodies that form RNE, (IM) have established a One-Stop-Shop network, OSS that works as Customer Service Points, inside of the RNE. For international path requests, the applicant needs only to contact one of these OSS, which will initiate the whole international path allocation process, working in close



communication with the concerned manager and carrying out the following functions:

- To offer information and client support on the complete product and services catalogue of infrastructure managers.

- To provide all the information about the access requirements to the RNE members infrastructure.

- To manage the requests for any international train path within RNE, including requests for the following Operating Hours. To guarantee the request are dully proceed within the periods established in the annual timetable of Operating Hours.

- To provide complete path offer in international sections. Coordination process is fundamentally carried out by computer application Pathfinder.

Every OSS is integrated in an international network and has the target of simplifying the proceedings for the Applicant. It likewise provides information on charging and train circulation, including a follow up of the quality of service. With the target of offering a unique dialogue to the Applicant, OSS provides an efficient support in border management, using equitable procedures, transparent and in a confidential way.

OSS complete list of RNE is available in:

RAIL NET EUROPE
Annagasse 12/5
A-1010 Vienna
Telephone: +43 1 907 62 72 00
Fax: +43 1 907 62 72 90
E-mail: mailbox@rne.at

European One-Stop-Shop (OSS)			
Logo	Country Code	Company	Country
	AT	ÖBB Infrastruktur Ag Anton Karl Forstner oss.austria@oebb.at	Austria
	AT/HU	RAABERBAHN/GYSEV Oskar Pichler oss@raaberbahn.at	Austria / Hungary
	BE	Infrabel Claude Gotfroi oss-rne@infrabel.be	Belgium
	BG	NRIC Tihomir Trifonov t.trifonov@rail-infra.bg	Belgium
	CH	BLS AG Rudolf Achermann onestopshop@bls.ch	Switzerland
	CH	SBB Rudolf Achermann onestopshop@sbb.ch	Switzerland
	CH	trasse.ch Christoph Rüegg c.ruegg@trasse.ch	Switzerland
	CZ	SŽDC Marek Neustadt oss@szdc.cz	Czech Republic
	DE	DB Netz AG Harald Heusner oss@bahn.de	Germany
	DE/SE	Scandlines Bernd Ruß bernd.russ@scandlines.de	Germany /Sweden
	DK	Banedanmark Alex S. Nielsen asn@bane.dk	Denmark
	ES/FR	TP Ferro Concesionaria, S.A. Petros Papaghiannakis ppapaghiannakis@tpferro.com	Spain/France
	ES	**Adif** Félix Bartolomé fbartolomea@adif.es	Spain
	FIN	FTA Kaisa-Elina Porras kaisa-elina.porras@fta.fi	Finland
	FR	RFF Patrice Laurent patrice.laurent@rff.fr	France
	GR	EDISY Constantinos Chrissiagis c.chrissiagis@osenet.gr	Greece

European One-Stop-Shop (OSS)

Logo	Country Code	Company	Country
	HR	HZ Infrastruktura Biserka Keller biserka.keller@hznet.hr	HR
	HU	VPE László Pósalaki oss@vpe.hu	Hungary
	IT	RFI Simona Garbuglia oss@rfi.it	Italy
	LU	ACF Claude Lambert claude.lambert@acf.etat.lu	Luxemburg
	NL	ProRail B.V. Jan Deeleman jan.deeleman@prorail.nl	Holland
	NL	Keyrail Esther Romijn oss@keyrail.nl	Holland
	NO	Jernbaneverket Britt Jorun Øverstad oss@jbv.no	Norway
	PL	PKP Polskie Linie Kolejowe S.A. Roman Stanczak oss@plk-sa.pl	Poland
	PT	REFER Patricia Catarrinho pacatarrino@refer.pt	Portugal
	RO	CFR Lucian Barbu oss@cfr.ro	Romania
	SE	TrafiKverket Hans Lindersson oss@banverket.se	Sweden
	SI	SŽ Joze Lekse oss@slo-zeleznice.si	Slovenia
	SI	ažp Zdenko Zemljic zdenko.zemljic@azp.si	Slovenia
	SK	ŽSR Blanka Ondovcikova oss@zsr.sk	Slovenia
	UK	HS1 Brian Blackwell brian.blackwell@highspeed1.co.uk	United Kingdom
	UK	Networkrail Ian Cleland ian.cleland@networkrail.co.uk	United Kingdom

Organized by country code.
For more information consult http://www.railneteurope.com/index.php/OSS_Contacts.html

1.9.2. RNE Web based Software Applications

RNE has developed a series of software applications available in the web to enable procedures of Capacity Allocation, information on Charging system and supervision of railway traffic, mainly:

- PATHFINDER

Pathfinder is a web application that RNE has available for all infrastructure Managers, Capacity Allocation Bodies, and Applicants which manages and coordinates the procedure for Capacity Allocation.

- EICIS

EICIS is the Charging system Information System for European railway Network which manages RNE.

- EUROPTIRAILS

EUROTIPRAILS is a tool being developed in some European rail network corridors that supervises European rail traffic via Internet, giving real time centralized information.

For more information about these tools consult:
http://www.railneteurope.com.

1.10 Glossary

The Glossary of terms used in the NS can be consulted in Annex G, including the main acronyms and definitions. RNE has in addition published a glossary of terms in English, available at: http://www.railneteurope.com/index.php/glossary.html

Chapter 2
Access Conditions

2.1 Introduction

In accordance with LSF, those RUs with a valid License issued by the Ministry of Public Works or by the appropriate authority of another European Union Member State are permitted access to the REFIG in legally established conditions to carry out freight transport or international passenger rail services.

RUs are those bodies that hold a RU License and whose main activity consists in providing passenger or freight transport services by rail in the terms established in the LSF. The RUs shall in any case provide traction. Those who only supply traction will also be considered to be RUs (article 43 of the LSF and RSF article 58, 1st and 2nd).

RUs and other Applicants who wish to operate on the **Adif** managed Network shall be entered on the Special Railway Register (article 55 of the LSF and article 129 of the RSF), dependent on the Ministry of Public Works.

2.2 General Access Requirements

Access by a company to the **Adif** managed Network shall be in accordance with that set forth in the LSF and in its development of regulations and guidelines in law (Arts. 58-97 of the RSF). Special mention should be made of these requirements:

- Possession of a RU License or Authorisation.
- Obtainment of the Safety Certificate.
- Allocation of the necessary Infrastructure Capacity.

2.2.1. Requirements for Train Path Requests

All Applicants with a License or Entitle and registered in the Special Railway Register may request Capacity and have access to the **Adif** managed Network under the terms and conditions authorized by their License or Entitle, as provided for by the LSF and to which is determined in this NS. The National Capacity application form is available in electronic form on the link for the NS published on **Adif** website, www.adif.es, see Annex C.

Furthermore, the RUs will in any case be obliged to submit an attested copy of the corresponding Safety Certificate they hold, certifying that they know and comply with Traffic Safety legislation, particularly the RGC and other rules that affect it (Consult Annex F) and to be up to date with payments arising from any financial obligations entered into with **Adif**.

2.2.2. Who is allowed to Access to the operations in Adif Managed Network

National and International Freight Traffic

According to the provisions of Spanish and EU regulations, freight transport is liberalized. Consequently, any Applicant based in Spain or in another EU Member State may ask **Adif** for an Infrastructure Capacity Allocation in order to carry out these transport services, following the established procedure.

Upon the afore Allocation, the RUs responsible for transport will also be in possession of the Safety Certificate needed to operate with their rolling stock and train driving staff (who shall be duly entitled to do so) on the route requested.

International Passenger Traffic

Since 1st January 2010, the access is granted for the operation of international passenger transport services to the RUs in the REFIG as set out in the tenth additional provision of Law 39/2003 of 17th November, of the Railway Industry regarding "International passenger rail services. Framework agreements", amended by the first final provision, section 2 of Law 15/2009 of November 11th, on the Freight Land Transport Contract.

To perform these transport services, it will be necessary to have obtained the corresponding RU license granted by the appropriate authority of an EU Member State. International passenger transport services for this purpose are understood to be passenger transport services where the train crosses the Spanish border at least once and whose main purpose is to transport passengers between stations located in different Member States; the train may be formed and/or divided and the various constituent parts may have different origins and destinations, provided that all railcars cross at least one border. Transit means the passage through Spanish territory that takes place without picking up or setting down passengers and/or without loading or unloading goods in Spain.

RUs who wish to provide international passenger transport services by rail may ask the Ministry of Public Works for a Railway License application form

or, where appropriate, modification of the latter, providing the relevant supporting documentation for this purpose.

National Passenger Traffic

Currently, and until the EU establishes a system to open up railway passenger transport market, Renfe Operadora is entitled to use passenger transport services provided on the **Adif** managed Network in the manner set forth in Law 16/1987 of 30th July regarding Land and Transport Planning and in its development for regulations and guidelines in law, provided this is not contrary to other contents of the LSF.

2.2.3. Licenses and Authorisations

The body responsible for dealing with RU Licenses and Authorisations for Applicants other than RUs is the Directorate-General for Land and Transport, which belongs to the Ministry for Public Works. Requirements to obtain them are under Title 4, chapter 2 of Railway Industry Law, and under Chapters 2 and 3 of RSF (Royal Decree 2387/2004 of 30th December). To contact this body, communications will be addressed to this Office-General. The granting of the License and the Authorisations takes place through a Resolution of the Minister for Public Works.

2.2.4. Safety Certificate

EThe competent body to obtain the Safety Certificate is the Office-General for Railway Infrastructure of the Ministry of Public Works. To contact this body the communications could be addressed the Office-General, Plaza de los Sagrados Corazones, 7, 28071 Madrid. (Spain).

2.2.5. Public Liability and Insurance

The body applying for a License shall be sufficiently guaranteed, during the period of validity, for any Public Liability it may incur, in particular due to damages caused to passengers, freight, load, mail and third parties. This guarantee will also cover liability due to damages to railway infrastructure. All this is as stated in article 48 of the LSF, as well as in article 63 of the LSF,

according to the wording given to it by the seventh additional provision of R D 810/2007 of 22nd June.

The RSF specifically sets out the amount and conditions of the Public Liability, according to the nature of services to be provided. Article 91 of the RSF also specifies that carriers and consignees of freight that are responsible for making the delivery and collection of them at Railway Logistics Facilities shall be authorized to enter these Facilities with the appropriate vehicles, it being necessary at all times to be covered by the corresponding Insurance for Public Liability that may be incurred for any damages caused.

2.3 General Commercial Conditions

2.3.1. Framework Agreements

Framework Agreements specify, for a period longer than the one of the Operating Hours, the commercial characteristics of train paths requested on certain specific routes. **Adif** also undertakes to offer Applicants train paths, generically describing the characteristics of the paths agreed. **Adif** ensures the Framework Agreements signed are compatible with the rights of other Applicants.

The Framework Agreements will be previously approved by the Railway Regulatory Committee, CRF, informing to **Adif** all interested parties about the general outlines of each Framework Agreement, and respecting the transparency and confidentiality of information that could affect business secrecy

2.3.2. Agreements to Provide Services

Adif and the RUs and other Authorised Applicants shall, where applicable,

enter into access contracts which shall cover the full scope of services hired by the RU (Additional, Supplementary and Ancillary Services for which access is required).

Moreover, every railway company holding the corresponding License and Safety Certificate according to the line, shall sign an agreement with **Adif** to obtain power traction and or fuel supply.

Charges for **Adif** services that are to be paid by the RUs and other Authorised Applicants will be generally specified according to Chapter 6 of this NS. The agreement may however set out any circumstance or specific charges agreed with **Adif**, if there is any need for the latter

2.4 Operational Rules

Adif is equipped with a series of basic rules and provisions needed for safe and efficient train movement and shunting. People related to operations are obliged to know the part that affects them, in order to follow them in the performance of their duties. The most important ones are:

- RENFE General Operating Regulation (RGC).

- Specific Operating Rules (NEC) applicable to the high speed Madrid – Córdoba – Sevilla line.

- Technical and Operating Requirements for Movement and Safety (PTO) on the high speed Madrid – Zaragoza - Barcelona – French Border High Speed line, Version 2.

Until a new General Operating Regulation is approved, the rules implementing the LSF with relation to railway traffic safety will be applicable and, pursuant to the first temporary provision of the RSF, the above provisions listed will be applicable in this area. The full texts of these standards are available in electronic format at the corresponding link to the NS that is published on the **Adif** website, www.adif.es.

2.5 Exceptional Transport

A transport is considered as exceptional transport when presents unique challenges for its implementation because of its size, weight and/or conditioning, that require special conditions of movement.

The procedure governing the handling of this transport is regulated in the General Instruction I G 02, of 24th July 2009. (See Order FOM/233/2006, of 31st January and Section 4.7.1. and Annex F of this document). For more information consult with the Traffic Safety Office (**Adif** Directory Section 1.8.)

Commission of Load Prescriptions and Exceptional Transports integrated by different railway operators and by **Adif**, from now on CPCTE , is responsible for the management and proceed with the exceptional transports authorisation.

2.6 Dangerous Goods

These are defined as materials or objects whose transport by rail is not allowed or only permitted under the conditions set out in the Regulation governing the International Carriage of Dangerous Goods by Rail (RID) and other specific regulating legislation for this type of transport, such as the I G 43. See section 4.7.2. of this document and Annex F. This type of transport may only be carried out by those RUs specifically authorized in their License.

For further information consult the Traffic Safety Office (**Adif** Directory Section 1.8.).

2.7 Rolling Stock Acceptance Guidelines

Homologation and authorisation principles for rolling stock, as well as maintenance of the own stock are described in the RSF and in Order FOM/233/2006, of 31st January by which the conditions for approving railway rolling stock and maintenance centres are regulated, and by which fees are established for the acceptance of this rolling stock.

ETH (Technical Specifications for Homologation) of Railway Rolling Stock are in force since February 2010, see Annex F.

Office-General of Railway Infrastructure of the Ministry of Public Works issues the Authorisation for Putting into Service (Homologation) of the vehicle concerned, once informed by the certification body. **Adif**, upon request of the vehicle manufacturer or owner, issues, through the Traffic Safety Office, the Operating License. (See Art. 12 and 13, Order FOM/233/2006).

2.7.1 Rolling Stock Inspection

Any possible violation detected through non-compliance with the rules will give rise to the commencement of the corresponding penalty proceedings, pursuant to that set forth in the LSF. In the light of serious circumstances that jeopardize transport safety, **Adif** may also decide to halt railway services or activities, pursuant to article 86 of the LSF and article 19 of Order FOM/233/2006.

The RU will be obliged to give all facilities to the Inspection Services of the Ministry of Public Works and **Adif**, the RU not being entitled to any appeal for delays or financial damages in the event of the disentitled of staff, rolling stock or systems, even of a preventive nature. Every effort will however be made to ensure the inspections cause the least possible disruptions to the operations of RUs and other Authorised Applicants.

2.8 Railway Staff Requirements

Article 60.1 of the LSF establishes that staff providing services in the railway industry will have sufficient competence to allow them to perform their duties and to ensure safety and efficiency.

2.8.1 Qualification and Training

Railway staff shall comply with the requirements laid out in Order FOM/2872/2010, of 5th November, which establishes the conditions for obtaining qualification Licenses that allow railway staff to carry out safety traffic related duties, besides the aforementioned Order FOM establishes the regime of homologated training centres and the medical examination for this staff

The RUs shall also provide evidence that staff in their charge intervening in traffic processes have the suitable training and mandatory authorisations for carrying out the corresponding duties.

RU staff related to train operations shall in particular have knowledge of regulation contents affecting them (RGC, NEC, PTO, etc.), as well as current Operating regulation (Warnings, Instructions, etc.) and their updates

2.8.2 Language

All communication related to operating safety on the **Adif** managed Network area will be in Spanish. This way, and in accordance with European Union Directives, as well as the Traffic Operating Rules (RGC) (General Operating Regulation, article 134), railway staff who have to deal with **Adif** in safety related communications shall have perfect understanding of Spanish and will use this language to communicate correctly.

2.8.3 Adif Staff Inspection

Any possible violation detected through non-compliance with the rules will give rise to the commencement of the corresponding penalty proceedings, pursuant to that set forth in the LSF.

The RU will be obliged to give all facilities to **Adif** for the inspection of staff, the RU not being entitled to any appeal for delays or financial damages for this reason in the event of the disqualification of staff, even of a preventive nature. **Adif** will however make every effort to ensure the inspections cause the least possible disruptions to the operations of RUs and other Authorised Applicants.

Chapter 3
Description of the Network

3.1 Introduction

This chapter describes the main features of REFIG, which is available for Capacity Requests.

3.2 Scope of Adif Managed Network

Adif Managed Network basically consists of lines that, until the LSF took effect, were managed by the public company Spanish National Railways (RENFE) and the Railway Infrastructure Manager (GIF), both for operations and construction.

In accordance with the ninth additional provision of the LSF, railway lines effectively not closed to traffic as a consequence of the agreement of the Council of Ministers of 30th September1984, form an integral part of the REFIG. Ownership of these lines corresponds to the State and their management is responsibility of **Adif**. The economic financial system foreseen in articles 22.2 of the LSF and 4.1 of the **Adif** Statute is applicable for such lines. The aforementioned economic-financial system is compatible with collaboration agreements with other Public Administrations, fully respecting the authority of each party that intervenes.

Adif Managed Network is made up of lines of mostly mixed traffic (freight and passengers). It is formed by lines with three different track gauges:

- Iberian Gauge (1,668 mm), which mainly covers the Conventional Network.
- UIC Gauge (1,435 mm), mainly established on High Speed lines.
- Metric gauge (1,000 mm), currently confined to the Cercedilla-Los Cotos 116 line.

Some lines have dual gauges sections (Iberian and UIC gauges), these line sections are three rail equipped.

The main lines on the **Adif** managed Network have double tracks. They have more than two tracks on various approaches to large cities. There is an information system named CIRTRA (Operating by Sections), which systematically compiles the features of **Adif** managed Network.

All **Adif** Network managed by **Adif** is 13,853 km, classified applying the LSF and RSF in:

- High Speed Railway Lines 2,763 km: UIC gauge plus mixed are 2,212 km and Iberian Gauge are 551 km. Spain has the longest High Speed

corridor in the world, Barcelona-Málaga section of 1,121 km.

• Conventional Railway Lines 11,090 km (including 18 km of metric gauge and excluding 551 km of High Speed with Iberian gauge).

The maps included in Annex H include information relating to the identification and location of the main stations and railway junctions on the **Adif** managed Network, as well as distances in kilometres, between main stations and railway junctions, with details of the different track types (single track and double track and electrified or non-electrified track).

Contents of Annexes are merely for information purposes. In case of any discrepancy between the contents of these Annexes and the regulatory documents, the documents in the latter will prevail over those in the Annexes.

A supplementary NS document, the Capacity Manual, is available for RUs and Applicants for consultation, sent by the Planning and Capacity Management Office of the Network Management and Innovation Office to all those traffic operators. This document contains all specific rules for granting capacity that are applicable to each line on the Network.

Adif Infrastructure and Railway Traffic Management System are certified under the Quality (9001:2008) and Environment (14001:2004) ISO standards and OHSAS standard (18001:2007) of Occupational Health and Safety. Railway Traffic Management System also holds the stamp of excellence EFQM 500 + and the certificate of Ethical and Socially Responsible Management according to standard SG21 of FORETICA.

3.2.1. Geographic Limits

See Maps, Annex H.

3.2.2. Connected Railway Networks

Adif Managed Network is connected to the network in Portugal (REFER), generally presenting Iberian gauge, via the borders at Tuy, Fuentes de Oñoro, Valencia de Alcántara and Badajoz, and with the French network (RFF) at Irún, Portbou and La Tour de Carol, even though transfer to the French network currently requires trains to change to UIC gauge.

On 19th December 2010, was opened the High Speed Line Figueres - Vilafant/Le Soler - Perpignan, a new freight and passenger UIC gauge traffic connection with the French railway network (RFF) through Infrastructure Manager TP Ferro.

3.2.3. Additional Network Information

The integration of rail transport in Europe requires technical compatibility of infrastructure, rolling stock and signalling, as well as compatible legal and operational procedures throughout the European rail network to achieve the objective of rail system

interoperability. There are currently 1,550 km of lines operating with ERTMS in Spain, being European leader of lines equipped with this system.

3.3 Description of the Adif Managed Network

3.3.1. Geographic Identification

3.3.1.1. Track Typologies

Adif Managed Network is basically composed of:

- Single non-electrified track.
- Single electrified track.
- Double non-electrified track.
- Double electrified track.

See Map 7, Annex H.

3.3.1.2. Track Gauges

Map 12 in Annex H shows the track types that exist on **Adif** Managed Network, described in section 3.2., as well as electrification types.

3.3.1.3. Passenger Station and Main Logistic Freight Facilities

See sections 3.6 and 3.7 and consult Maps 1 and 2, Annex H.

3.3.2. Network Capabilities

3.3.2.1. Loading Gauge

National Gauge. Load Conditions

Technical Instruction on Network Loading Gauges (1985 Edition) outlines applicable gauge specifications on **Adif** managed Network.

General Instruction IG 66, Load Rules, sets out the rules to be observed by RUs for preparing loads in accordance with gauge measurements.

"Gauge Table" Figure includes diagrams of the main applicable loading gauges on **Adif** managed Network.

Combined Transport Gauge

Train operations involving the transport of Swap Bodies, Semi-Trailers and Containers, depending on the measurements and types of wagons used, are regulated by Instruction Series C No. 47 of 05/05/2006, together with Annexes 1, 2 and 3 of the latter.

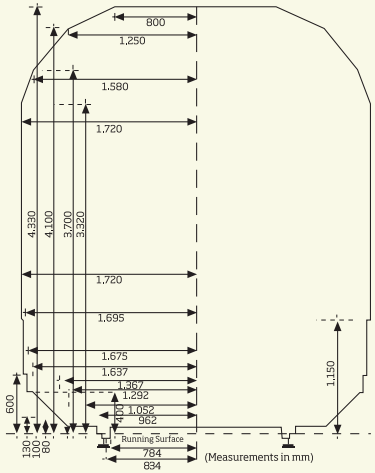
Exceptional Transport Gauge

General Instruction IG 66 of Load Regulation, "Exceptional Transport" section, outlines the specifications applying to these types of transport.

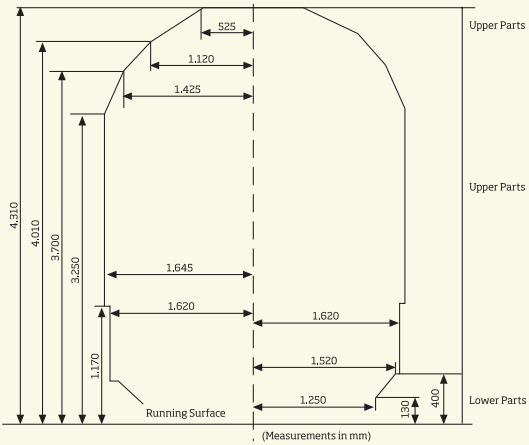
In particular, load measurements and infrastructure conditions leading to the consideration of traffic under this heading are outlined in General Instruction, GI 02, of 24th July 2009 or, in its absence, the one in force at the time. For train operations with a load gauge exceeding the one admitted, the interested RU will submit a detailed description of the rolling stock and the freight and will request a specific study for the route desired from the Safety Executive Office at **Adif** (See **Adif** Contacts in section 1.8.).

Loading Gauge Table

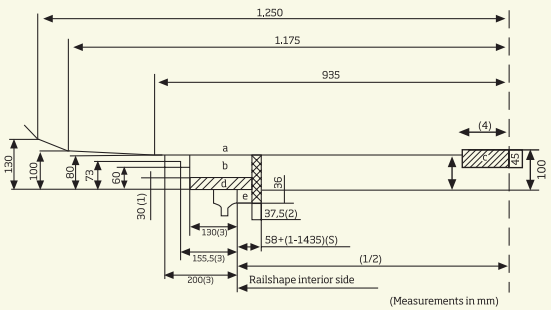
Iberian Gauge (1,668 mm)



UIC Gauge (1,435 mm)



UIC Gauge(1,435 mm)



3.3.2.2. Weight Limits

Axle Weight and Meter Run Weight

Adif lines are classified into nine categories, whose defining characteristics are outlined in the following table, according to the weight admitted per axle or per linear meter.

Most lines on Adif Managed Network are currently Category D4. However, some specific restrictions do exist which affect certain points and lines, which can be consulted in the Operating Manual

Maximum Trailing Weight

The "Maximum Weight Table" is the official document that lays down the trailing weights for each locomotive on the various Network lines. It is available for RUs and other Applicants at the Planning and Capacity Management Office of the Network and Innovation Management Office.

Maximum weight is generally determined on the basis of two parameters:

- The most unfavourable line gradient on the train route.

- The maximum locomotive weight, according to the line gradient above.

The maximum weight represents the weight a locomotive can technically pull in extreme operating conditions. Application of the maximum weight to trains may give rise, especially in diesel locomotives, to low running speeds, which may be incompatible with the operation or a reasonable use of track capacity.

This is why, regardless of the maximum weight established, Adif may set conditions or reject requests that lead to unsuitable speeds due to the weight proposed by the Applicant on a particular Capacity request.

Line Type	Maximum Mass	
	Per Axle	Per Metre
A	16.0 t	5.0 t
B1	18.0 t	5.0 t
B2	18.0 t	6.4 t
C2	20.0 t	6.4 t
C3	20.0 t	7.2 t
C4	20.0 t	8.0 t
D2	22.5 t	6.4 t
D3	22.5 t	7.2 t
D4	22.5 t	8.0 t

3.3.2.3. Line Gradients

Map 5 in Annex H shows the line gradients on the most important sections of the network in both running senses.

3.3.2.4. Maximum Speed

Types of Rolling Stock

For the purposes of maximum speeds, rolling stock is classified into Types, relating to the following determining factors:

- Maximum speed allowed for each vehicle.

- Uncompensated acceleration admitted by vehicles, according to the following five classes considered:

TYPES	N	A	B	C	D
Acceleration (m / s^2)	0.65	1	1.2	1.5	1.8

Train types will correspond to the most unfavourable "Type" of any vehicles that form a train.

Maximum Speed Table

The "Table of Maximum Speeds and Permanent Information" is the official document outlining the maximum speeds allowed for each line. High speed lines allow speeds of up to 300 km/h and over. The main Conventional Network Iberian gauge lines generally admit speeds between 160 and 220 km/h.

Map 6 in Annex H includes a summary map of the maximum speeds for each route

3.3.2.5. Maximum Train Lengths

Station platform lengths, as well as operating conditions, are the basis to establish the maximum train lengths on different lines. Maps 8 and 9 are included in Annex H, with the maximum train length allowed on each line, distinguishing between passenger and freight traffic.

As part of the Plan for the Enhancement of Rail Freight, **Adif** promotes management measures that will allow and satisfy the demand for longer trains by the RUs. Map 9 in Annex H outlines the effort made to achieve greater productivity of traffic, through an increase in basic and special freight train lengths on 74% of lines.

From 19th December 2010 Barcelona -Frontera Francesa line has available sidings of 750 meters long, see Annex D.

To move with the special length, it is necessary to request specific permission from the Capacity Planning and Management Department of the Network and Innovation Management Office for Regular or Occasional trains and from the H24 Network Management Centre for immediate trains.

3.3.2.6. Power Supply

The **Adif** managed Network has more than 8,000 km of electrified lines, two different voltage types being used:

- **Direct Current**

A rated voltage of 3,000 volts is generally used on the conventional network and 1,500 volts, as an exception, on the Metric Gauge.

- **Alternating Current**

The catenary supplies voltage of 25,000 volts at 50 Hz, its use normally being confined to High Speed lines.

Electricity power is limited to the availability of power supplied by the substation network. Map 7 is included in Annex H, with electrified sections of the **Adif** managed Network, as well as the type of current available on these

3.3.3. Safety, Traffic Control and Communications Systems

3.3.3.1. Safety Systems:

A. Signalling Systems

Adif managed Network is equipped with signalling and block systems using diverse technology, the tendency being to use electronic interlockings with centralized remote control (CTC) at Control and Regulation Centres

A.1. Interlocking

Interlocking is a set of physical and logical elements that, in the geographical area of a station or traffic section, automatically provides orders, supervision and checks for shunting, immobilizations, releases and other actions that are vital for the proper functioning of all railway signalling elements arranged under their control,

as well as ancillary systems considered in each case in compliance with the functionality established in the corresponding Operational Program.

Interlocking operations can be performed locally, from an operator position at a Traffic Office and remotely from Centralized Traffic Control (CTC) systems.

According to the technology used, interlocking systems are classified as:

• Electronic interlockings (ENCE), based on microprocessors.

• Electrical interlockings using relay logic, and which are given different names according to the architecture used: geographic modules, free wiring, etc.

• Mechanical interlockings, the authorisation of which is based on the relationship between levers and cams, with the transmission of mechanical switch and signal positions generally being mechanical.

A.2.Train Detection

• Track Circuits (CDV)

The track circuit detects occupation by a rail vehicle on a certain section of track. When any vehicle enters the area protected by the track circuit, the latter reports its state of occupation to the interlocking.

When the railway vehicle leaves the area covered by the track circuit, the latter provides the interlocking with definite information indicating that the area has been vacated.

Physical configuration of axle counters is established in the same way as for track circuits in the Interlocking Operational Program.

• Axle Counters (CE)

Axle counters locate train positions on a particular section of track by recording axles passing through ends of the section. The interlocking receives definite information about the occupation / liberation of the track section controlled by the counter, in a safe way.

Physical configuration of axle counters is established in the same way as for track circuits, in the Interlocking Operational Program.

A.3. Block Systems

• Automatic Control Block System (BCA)
The safety distance is maintained by controlling the train speed, so that at no time exceed a speed limit that the driver receives continuously by cab signalling. There are different systems of BCA in the Adif managed Network. In the section on security systems details the different systems available.

• Wayside Block System (BSL)
The safety distance between trains is ensured by signals indicators similar to BAB listed below, but High Speed Lines specific.

• Automatic Release Block System (BLA)
This block system generally has one single block section between stations, which is protected automatically by signals and axle count devices.

Depending on the signalling and trackside conditions, there are several distinct types of Automatic Release Block System, similar to the Automatic Block System described below.

• Automatic Block System (BA)
This block system generally has intermediate block sections between stations, which are automatically protected by signals. Depending on the signalling and trackside conditions, we can distinguish between the Single Track Automatic Block System (BAU), the Double Track Automatic Block System (BAD) and the Two Way Automatic Block System (BAB).

• Radio Traffic Control (CCR)
This block system, used on lines with little traffic, is ensured by means of the CR Manager being permanently informed about the situation of trains in the sections, about authorisation given to drivers and train arrival notices. Closed radio communications are used.

• Manual Electric Block System (BEM)
The track is blocked by Operating Managers through electric devices.

• Telephone Block System (BT)
Sections between two open stations are blocked by telephone messages sent between Operating Managers.

Map 10 in Annex H includes block systems existing on each line

B. Automatic Train Protection System, ATP

Trains running on certain lines may require the motor vehicles to be equipped with any of the following ATP systems, as indicated in the Capacity Manual. ASFA is installed on all main REFIG lines, and it may be compulsory for the rolling stock running on the network to have this equipment in service. It is also mandatory in trains running with a single staff member

Map 11 in Annex H lists lines equipped with these systems.

• ERTMS
Control, signalling and assisted driving system that complies with the European interoperability

standard. It currently combines two subsystems: ETCS (European Traffic Control System) and GSM-R (Global System for Mobile Communications-Railways).

• LZB
Control, signalling and driving aids system that continuously supervises train speed, and which controls train operations by means of cab indications.

• EBICAB
This family of safety systems is based on discontinuous information supplied by several balises installed on the line for constant speed supervision.

• ASFA, Automatic Brake and Signal Warning.
This system gives cab indications of signals using balises, establishing speed limits according to these indications. In its latest development this system has been named Digital ASFA.

3.3.3.2. Traffic Control System

• Da Vinci
Management and Control platform that integrates and centralizes signalling, electrification, communications subsystems, etc. that allows remote communication and monitoring.

• CTC, Centralized Traffic Control
System that centralizes in a control centre, interlocking and block systems for a line or area.

• PCE, ERTMS Control Centre
System that centralizes in a control centre, traffic control facilities with ERTMS.

• PRO, Regional Operating Centre
System that allows remote and decentralized control of interlocking in ERTMS.

• PLO, Local Operating Centre
System in ERMTS that allows control of interlockings in local mode. Every main interlocking has a PLO.

These systems provide an indication of maximum authorized speed in train cabs suitably equipped as an alternative to conventional signalling, meaning that some trains can run under cab signalling system and others with conventional block systems.

3.3.3.3. Communication Systems
Trains running on certain lines may require motor vehicles to be equipped

with any of the following systems, as indicated in the Capacity Manual.

Mobile Communications

• GSM-R, (Voice and Data).
It is a development of GSM technology, specific for railway communication and applications, with exclusive frequency bands to avoid any kind of interference. Yet it is an ERTMS subsystem, so it will enable European railway interoperability. High-speed lines already have GSM-R.

• Ground-Train communication system
Analog Radiotelephone System called Ground-Train that enables individual communications between trains and the Control Centre or Control and Regulation Centre, which is installed in most main lines on the Network, foreseeing a gradual migration to GSM-R system in the whole Network. The radiotelephone system is mandatory for the movement of freight trains with a single staff member.

3.4 Traffic Restrictions

3.4.1. Specialized Lines

Some specialized passenger traffic lines exist on which operations are restricted to certain types of traffic, or these restrictions will only affect the priority Capacity Allocation for this particular traffic or in train traffic control. The full list of specialized lines may be consulted in the Capacity Manual, available for RUs and Applicants consultation, sent by the Planning and Capacity Management Office of the Network Management and Innovation Office to all those traffic operators.

3.4.2. Environmental Regulations and Guidelines

RUs are obliged to comply with current environmental regulations and guidelines in Spain which may apply, especially regarding fire protection, noise, smoke emissions,

etc. In the event of environmental non-compliance, **Adif** may adopt suitable measures for train running and stabling.

3.4.3. Dangerous Goods

Trains conveying dangerous goods on **Adif** managed Network are governed by the main requirements set out in the Regulation governing the International Carriage of Dangerous Goods by Rail, RID, Royal Decree 412/2001 of 20thth April and the requirements of the current General Instruction, IG 43.

The main traffic restrictions covered are the following:

- Running on lines that pass through towns is forbidden, given alternative bypasses.

- In general terms, train stabling areas should not be planned at stations in populated areas.

- In general terms, no stops may be scheduled in tunnels of more than 100 metres long.

In the event of any irregularity, **Adif** may adopt suitable measures for train running and stabling.

3.5 Availability of the Infrastructure

Despite the majority of the main lines on the **Adif** managed Network are remote controlled through the CTC, there are still some sections that are not kept open to traffic throughout all day.

Actual station opening and closing times may be consulted in Instructions B monthly published by each of the Departments at **Adif** Operating and Engineering Conventional Network Office, or in the so-called Train Document, if applicable.

3.6 Passenger Stations

Ownership and management of 1.568 passenger stations in the Network corresponds to **Adif**, who may decide the type of management for these.

3.6.1. Main Line Stations

Adif main line stations are designed as reference areas in the city equipped with accessible, functional, and environmentally friendly spaces where customers can enjoy a variety of services related to railways and modal interchange, offering shopping and socio-cultural activities.

A priority objective for **Adif** is the design and construction of railway stations with comprehensive sustainability criteria, covering the whole station life cycle, and providing quality services in accordance with the characteristics of each station, taking into account:

- Suitable dimensioning of spaces and equipment.
- Suitable functioning of facilities (cleaning, maintenance, upkeep, climate control, etc.).
- Creation of safe environments.
- Shopping facilities adapted to the needs of customers and the city.
- Information related to stations and related services, in Spanish and, given the case, in the four co-official languages in the respective Autonomous Communities.

It offers a marketing model for stations to customers and cities through diverse and attractive shopping facilities, under the "Vialia" and "Las Tiendas de la Estación" brands.

Adif's commitment to sustainability and ongoing improvement of service quality is reflected in the adaptation of management processes to international certification standards. The Passenger Stations Office, which manages the 99 major stations in the Network, is certified according

to UNE-EN ISO 9001:2000 Quality Management and OHSAS 18001:2007 Health and Safety at Work Standards and to the UNE EN ISO 14001: 2004 Environmental Management Standard, as well as having received the AENOR Environmental Management Flag, which is a recognition of the organization's commitment to the Environment. In addition, individually, 25 of the stations are certified under the UNE-EN ISO 14001:2004 Environmental Management.

A list of stations classified by category can be found in TABLE 4, "Station Classification", as published in Order FOM/3236/2010, of December 13th, which updates Order FOM 898/2005, of April 8th, and included in Section 6.2.6. of this document. It also includes the most important Passenger Terminals on the REFIG, in Map 1, Annex H. For more information consult www.adif.es.

3.6.2. Commuter Train Stations

Commuter train stations perform a public service role in major urban centres and areas of influence, representing a sustainable and efficient public transport alternative, and an attractive offer for dealing with mobility in this area. It provides a public service with high standards of quality, efficiency, innovation, customer orientation, safety and sustainability, combining business criteria of public interest with those of public, state and regional interest.

The service is provided in the following Commuter train areas: Asturias, Barcelona, Bilbao, Cádiz, Madrid, Málaga, Murcia / Alicante, San Sebastián, Santander, Sevilla, Valencia and Zaragoza. They carried more than 411 million passengers in 2009 (Source: INE, National Statistics Institute), which represents an important contribution to sustainability of urban mobility and environmental enhancement by reducing the use of private transport.

3.6.3. Other Stations

These are the medium size or small stations, located in towns that are not provincial capitals and have commercial passenger stops.

Adif is implementing a Station Modernization Plan to improve the accessibility and comfort of facilities, as well as customer services. This plan takes shape in the following main aspects:

• Improving the provision of equipment and furniture, with the extension of passenger information software and multimedia services.

• Renewing station spaces, introducing new signs, in line with the new Adif Corporate Brand Manual and improving areas for shopping and services.

• Implementing the Adif Accessibility Plan

3.6.4. Adif Stations Accessibility Plan

In line with the commitment of Adif to the universal accessibility of stations and the services provided in them, the Station Accessibility Plan contemplates their adaptation, allowing accessibility for people with limited mobility to rail services. Accessibility for 90% of passengers is expected to be achieved in 2012, and to gradually reach the 100% target. Main line stations are being adapted to allow accessibility to services for people with hearing, speech and visual disabilities.

In the meantime the accessibility objective is achieved, Adif provides assistance at stations through "Atendo Service", in collaboration with Renfe Operadora, to assist passengers with disabilities or limited mobility at the stations to access the railway services. The service is described in the "Atendo Service Guide for Passengers with Disabilities or Limited Mobility", which may be consulted through the Adif website, www.adif.es. In January 2010, The Spanish Association for Normalization and Certification (AENOR), awarded Atendo with the Universal Accessibility Management System certificate, according to the UNE 170001-2 standard.

3.6.5. Adif Service Dialoga

Collaboration agreement between Adif and CNSE Foundation in cooperation with the Spanish Committee of Disabled People Representatives (CERMI) to provide people with deaf and hearing disabilities, an access to information and communication, on equal terms. Service consists of the following lines of action:

• Information via mobile phone and communication via text.

• Insert videos pre-recorded of Spanish sign language, as well as text messages on the station information screens.

• Video-interpreting Service.

• Teach courses in Spanish sign language to employees of the stations.

Stations where this service is implemented are: Barcelona Sants, Ciudad Real, Córdoba, Girona, Madrid Chamartín, Madrid Puerta de Atocha, Vialia Málaga María Zambrano, Oviedo, Sevilla Santa Justa, Valladolid Campo Grande, Fernando Zóbel Cuenca, Albacete Los Llanos, Requena-Utiel and Valencia Joaquín Sorolla.

3.7 Technical Installations and Freight Logistics Facilities

Adif is making a large network of facilities available to RUs and Applicants with allocated capacity, being designed to facilitate modal interchange and railway freight transport.

Types of Logistic Facilities

Based on the type of facilities and taking into account their size and location, the resources devoted by Adif and the type of operation performed on them, are classified as:

• Technical Facilities.

Technical facilities dedicated to carry out operations rolling stock, related to stabling, coupling and uncoupling rail vehicles, and preparing these for commissioning.

Technical Facilities are made up of tracks, signalling, safety and electrification installations that are managed by Adif contribute to ensure the overall effectiveness of the railway system.

• Logistic Facilities.

Logistics Facilities are those facilities which solely provide logistic services related to handle and store freight, providing added value to the transport chain.

These facilities are made of, at least, of the necessary railway infrastructure for modal transport interchange and the available spaces for loading/ unloading of freight. They can likewise include other facilities such as storage depots, roads, office buildings, etc.

• Logistic Centres

These are logistics facilities so called due to their size, resources and location in the major rail corridors.

Location, Characteristics and Services

Facilities and logistics centres which Adif reserves to carry out supplementary services and, given the case, ancillary services, and will be the Main Logistics Network, and their locations are outlined in Map 2, Annex H. The maximum lengths of trains that can operate in them are to be found in Map 9 of Annex H.

Adif website, includes Additional and Supplementary services provided at each facility, as well as their service timetables which, in certain facilities and services, amounts to 24 hours a day, 365 days year.

Adif can also provide services at times other than those listed at www.adif.es. In this case, the provision of such services will be established either by prior agreement between the parties, based on the specific conditions of the service, associated operations, duration, frequency, price or any other circumstances which may be embodied in a specific, definite agreement.

In order to promote freight transport by rail, Adif has established a procedure for space allocation and

use of facilities and means to RUs and Holder Applicants for the rolling stock to self-provision of supplementary services and / or ancillary (except fuel supply).

The implementation of this measure enables enhancing supplementary and ancillary services, since these are directly performed by RUs and Applicants holding rolling stock, as under the agreement hereupon signed with **Adif**.

55 logistics facilities have currently this management model, which are listed in section 3.7.2 and are available on **Adif** website.

Certification

AENOR ensures that certified logistics facilities are in accordance with current environmental legislation in all environmental aspects relating to noise, discharges, air, soil and waste. **Adif** Logistics Facilities Office has been awarded Environmental Certification, according to UNE EN ISO 14001: 2004 Standard, for the following 21 facilities:

A Coruña San Diego, Barcelona Morrot, Bilbao Mercancías, Constantì, Grisén, Irún Mercancías, Júndiz, Los Prados Mercancías, Lugo Mercancías, Madrid-Abroñigal, Mérida Mercancías, Murcia Mercancías, Muriedas, Noáin, Portbou Mercancías, San Roque-La Línea Mercancías, Sevilla La Negrilla, Silla Mercancías, Valencia Fuente San Luis, Villafría and Zaragoza Plaza.

Adif Logistics Services also maintained Quality Certification in 2010, according to the UNE EN ISO 9001:2000 Standard, for 50 of its main logistics facilities, being awarded a certificate during the year for all Occupational Risk Prevention processes, at 91 of its facilities according to the OHSAS 18001: 2007 Standard.

3.7.1 Main Freight Logistics Facilities

A Coruña San Diego	Granollers Mercancías	Portbou Mercancías
A Susana	Grisén	Puerto de Santa María Mercancías
Alacant Benalúa	Huelva Mercancías	Sagunto Mercancías
Albacete Mercancías	Irún Mercancías	Salamanca
Alcázar de San Juan Mercancías	Júndiz	Samper
Algeciras Mercancías	La Llagosta	San Felices
Algodor	León Mercancías	San Roque - La Línea Mercancías
Altsasu	Lezo Rentería	Sestao Urbinaga
As Gándaras	Linares - Baeza Mercancías	Sevilla La Negrilla
Badajoz	Los Prados Mercancías	Sevilla Majarabique Mercancías
Barcelona Can Tunis	Lugo de Llanera	Silla Mercancías
Barcelona Morrot	Lugo Mercancías	Soto de Rey
Bilbao Mercancías	Madrid Abroñigal	Taboadela
Bobadilla	Manresa	Tarragona Mercancías
Briviesca	Martorell Seat	Tejares - Chamberí
Busdongo	Mataporquera	Teruel
Cáceres	Mérida Mercancías	Torrejón Mercancías
Castellbisbal	Miranda de Ebro Mercancías	Torrelavega Mercancías
Complejo Valladolid	Monforte de Lemos Mercancías	Valencia Fuente San Luís
Complejo Villaverde	Montcada - Bifurcaciò	Venta de Baños Mercancías
Constantì	Morata de Jalón	Vicálvaro Mercancías
Córdoba El Higuerón	Murcia Mercancías	Viella
Cosmos	Muriedas	Vigo - Guixar
Escombreras	Noáin	Vilagarcía de Arousa
Féculas - Navarra	Ourense	Villafría Mercancías
Ferrol	Pamplona	Zaragoza Arrabal
Flix	Pasaia	Zaragoza Plaza
Fuentes de Oñoro	Plà de Vilanoveta	Zuera
Granada	Pontevedra	

3.7.2 Freight Logistics Facilities in Self Service Regime

Alhondiguilla-Villaviciosa	La Roda de Albacete	San Vicente de Castellet
Almería	La Roda de Andalucía	Sanchidrián
Alzira	Les Borges del Camp	Selgua
Araia	Los Rosales	Sequero Arrubal
Barco de Valdeorras	Luceni	Sta. Eulalia Campo
Burriana-Alquerías	Llanos de Granja	Tamarite Altorricón
Cabezón de Pisuerga	Magaz	Tardienta
Canfranc	Manzanares	Tembleque
Casetas	María de Huerva	Toral de los Vados
Curtis	Medina del Campo	Valencia de Alcántara
El Carpio de Córdoba	Moncofa	Vallecas
Fuencarral	Mora de Rubielos	Viana
Gandía Mercancías	Navalperal	Vila-Real
Girona	Osorno	Villacañas
Guillarey	Peñarroya Pueblo Nuevo	Villarrobledo
Jerez de los Caballeros	Picón de los Serranos	Zafra
Jerez Mercancías	Ponferrada	Zarzalejo
La Encina	Puerto Escandón	
La Felguera	Robledo de Chavela	

3.8 Other Facilities

3.8.1. Train Formation Yards

To obtain more information please consult:

Logistic Service Office

Chamartín Station, Andén 1. Agustín de Foxá s/n. 28036 Madrid. (Spain)

3.8.2. Storage Sidings

To obtain more information please consult:

Logistic Service Office

Chamartín Station, Andén 1. Agustín de Foxá s/n. 28036 Madrid. (Spain)

3.8.3. Rolling Stock Maintenance Facilities

Adif does not currently offer Rolling Stock Maintenance services.

3.8.4. Refuelling Facilities

Facilities equipped with adequate technical means to supply traction fuel. These facilities allow the disposal of fuel used for traction and to carry out its disposal for railway vehicles with the necessary safety measures.
A network of diesel refill points exists, directly managed by **Adif**. Map 3 in Annex H includes a summary of diesel refill points on **Adif** managed Network. For more information see www.adif.es or consult:

Energy and Telecommunications Office

Avenida de Burgos 8ª, Planta 16. Edificio Bronce. 28036 Madrid. (Spain)

3.8.5. Technical Facilities

These are facilities for operations on rolling stock relating to: wheel damage, hot axle boxes, weighing machines for overload detection, loading gauge control, etc. These are conceived for traffic safety and have a suitable technology for these purposes. For more information contact:

Logistic Service Office

Estación de Chamartín, Andén 1. Agustín de Foxá s/n. 28036 Madrid. (Spain)

3.8.6. Track Gauge Changing Facilities

There are two types of interoperable track gauges on **Adif** managed Network: UIC Gauge (1,435 mm) and Iberian Gauge (1,668 mm). To enhance internal connections between both national networks, as well as with other international networks, automatic track gauge exchanging facilities, known as Track Gauge

Changers, have been developed, while other facilities enable physical gauge transition, either by axle or bogie changing, or a physical change of freight. Container and freight changing facilities also exist at Irún and Portbou border facilities. Its location is under Map 12, Annex H.

3.8.6.1. Track Gauge Changers

These are facilities where the track gauge is automatically changed as passenger trains pass, always at reduced speeds. Two systems exist:

- TALGO technology
- CAF technology

Some of these facilities also allow alternate train track gauge changing with both technologies. Change gauge technology for trains with variable gauge enables a transition between different railway traffic networks, in a short time and with no trouble for passengers, a key element for progressive gradual extension of high speed benefits.

For more information consult:

High Speed Network Engineering and Operations Office

Calle Titán 4-6, 4th Floor. 28045 Madrid. (Spain)

Map 12 in Annex H shows track gauge change facilities, together with track gauge information for each line.

3.8.6.2. Axle and Bogie Changers

These are wagon bogie or axle changing facilities (only for freight traffic at present) using a wagon lift system and wheel set replacement for another of the corresponding gauge. Axle change facilities at borders are currently located at facilities in Hendaya and Cerbère (France) and are managed by TRANSFESA Company.

3.9 Infrastructure Development

3.9.1. Strategic Infrastructure and Transport Plan 2005-2020 (PEIT)

The Ministry for Public Works, through the Strategic Infrastructure and Transport Plan 2005-2020 (PEIT), has set out the guidelines for railway transport service operation and infrastructure policies over the next years.

This Plan has an expenditure budget of 248,892 million Euros, divided into seven major lines of action, transport by rail, road, air, sea, intermodal, urban and R&D+I. This Plan is considered to be the largest investment ever planned in infrastructure and transport in Spain.

Most important investment is assigned to railways, which concentrates nearly 50% of the total (including urban measures). Special mention should be made to 83,450 million Euro invested (33.5% of the total) allocated to a High Performance network extending all over Spain. 18,000 million Euro (7.2% of the total) is also allocated to maintenance and improvement of the Conventional State Owned Network.

It is foreseen an update of PEIT as a basic part of the new growth model promoted by the Government through the Sustainable Economy Draft. Directives of this revision are framed in looking for efficiency, competition, and sustainable economy.

3.9.2. General State Administration – Adif Framework Agreement for the 2007-2010 Period

Implementation of investments referred to in the Framework Contract signed by the Central Government and the Public Company **Adif** for

2007-2010 -extended to June 30th, 2011, by agreement of the Council of Ministers of 30th December 2010- is determined through the Parcel of Management, that as of 31th December 2010, are as follows:

• Management commission no. 1. Released under Resolution of 27th June 2007 of the Secretariat of State for Infrastructure and Planning (Official State Journal, BOE, No. 191 of 10th August 2007).

• Management commission no. 2. Released under the Resolution of 16th October 2007 of the Secretariat of State for Infrastructure and Planning (Official State Journal, BOE, No. 288 of 1st December 2007).

• Management commission no. 3. Released under the Resolution of 17th December 2007 of the Secretariat of State for Infrastructure and Planning (Official State Journal, BOE, No. 22 of 25th January 2008).

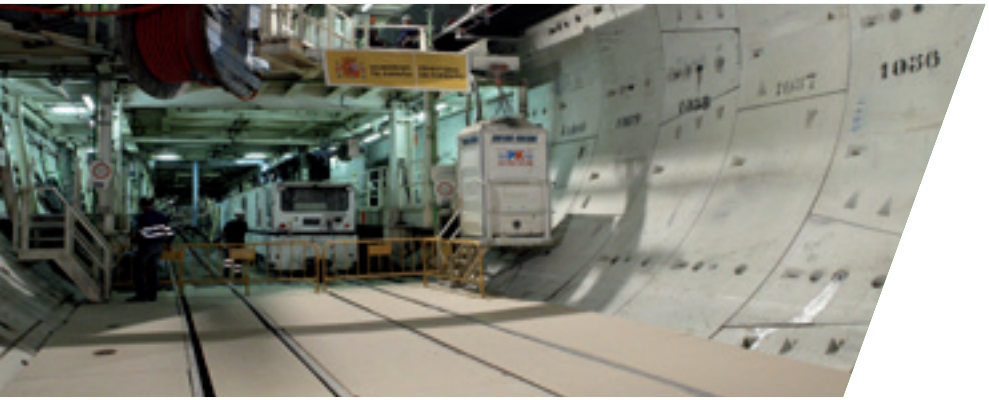
• Management commission no. 4. Released under the Resolution of 2nd December 2008 of the Secretariat of State for Infrastructure (Official State Journal, BOE, No. 40 of 16th February 2009).

• Management commission no. 5. Released under the Resolution of 30th December 2009 of the Secretariat of State for Infrastructure and Planning (Official State Journal, BOE, No. 73 of 25th March 2010).

3.9.3. Construction and Network Modification Commissions

3.9.3.1. High Speed Line Construction

Construction projects undertaken for High Speed lines sections are according to the planning principles laid down in the PEIT. **Adif** has assumed the drafting and implementing of basic and construction projects on the following High Speed line sections that **Adif** had been commissioned at 31st December 2010 by the Agreement of the Council of Ministers and Resolutions of the Ministry of Public Works:



Commissions by Agreement of the Council of Ministers

MADRID - ZARAGOZA - BARCELONA - FRENCH BORDER HIGH SPEED LINE.
(Agreement of 23rd May 1997).

Figueres - French Border subsection was excluded from the above commission, due to the latter being integrated into Figueres - Perpignan section by virtue of the agreement between the Governments of the Kingdom of Spain and the French Republic, signed on 10th October 1995 (Agreement of April 9th, 1999).

It includes building of conventional, state owned, Iberian gauge infrastructure as a consequence of the Madrid- Barcelona-French Border HSL (Agreement of April 9th, 1999).

MADRID - SEGOVIA - VALLADOLID / MEDINA DEL CAMPO LINE, IN THE NORTH / NORTH-WEST CORRIDOR.
(Agreement of September 18th, 1998).

Administration was conferred upon **Adif**, on July 31th, 1999.

CÓRDOBA-MÁLAGA LINE
(Agreement of July 31th, 1999).

Construction and administration of new Córdoba-Málaga rail access.

MADRID - CASTILLA LA MANCHA - COMUNIDAD VALENCIANA - MURCIA REGION LINE.
(Agreement of September 17th, 1999).

Construction and administration of new Levante high-speed rail access.

MADRID - TOLEDO LINE
(Agreement of August 3rd, 2001).

Construction and administration of new High-Speed rail access to Toledo.

LEÓN - ASTURIAS HIGH SPEED LINE, IN THE NORTH / NORTH-WEST CORRIDOR.
(Agreement of December 20th, 2002).

- La Robla - Pola de Lena Section (Pajares Bypass).

Construction and administration of León-Asturias High-Speed Line, La Robla - Pola de Lena section (Pajares bypass).

BASQUE COUNTRY HIGH SPEED LINE, IN THE NORTH / NORTH - WEST CORRIDOR.
(Agreement of December 20th, 2002).

Construction and administration of Basque Country High Speed Line in North/North-West Corridor.

MADRID - CÁCERES / MÉRIDA - BADAJOZ HIGH SPEED LINE, IN THE EXTREMADURA CORRIDOR.
(Agreement of December 20th, 2002)

- Navalmoral de la Mata - Cáceres section.

Construction and administration of Navalmoral de la Mata-Cáceres section on Madrid-Cáceres / Mérida-Badajoz High Speed Line in Extremadura corridor.

MURCIA - ALMERÍA HIGH SPEED LINE, IN THE MEDITERRANEAN CORRIDOR.
(Agreement of December 20th, 2002).

- Section between Almería and border with Murcia Region.

Construction and administration of section between Almería and border with Murcia Region, on Murcia-Almería High Speed Line in the Mediterranean Corridor.

Commissions by Resolutions of the Ministry for Public Works

BOBADILLA - GRANADA HIGH SPEED LINE.
(Resolution of 12th January 2006 of the Secretariat of State for Infrastructure and Planning).

MADRID - ASTURIAS HIGH SPEED LINE.
(Resolution of 28th December 2006 of the Secretariat of State for Infrastructure and Planning).

- Venta de Baños - León - Asturias Section (excluding Pajares bypass).

Drafting and performance of basic projects and construction of Madrid-Asturias High-Speed Line, Venta de Baños-León- Asturias section (excluding Pajares bypass).

MADRID - BASQUE COUNTRY / FRENCH BORDER HIGH SPEED LINE.
(Resolution of December 28th, 2006 of the Secretariat of State for Infrastructure and Planning)

- Valladolid - Burgos - Vitoria section.

Drafting and performance of basic projects and construction of the Madrid-Basque Country/French Border High-Speed Line, Valladolid-Burgos-Vitoria section.

MADRID - EXTREMADURA / PORTUGUESE BORDER HIGH SPEED LINE.
(Resolution of December 28th, 2006 of the Secretariat of State for Infrastructure and Planning).

- Cáceres - Mérida - Badajoz section.

Drafting and performance of basic projects and construction of the Madrid-Extremadura/Portuguese Border High-Speed Line, Cáceres-Mérida-Badajoz section.

MEDITERRANEAN CORRIDOR HIGH SPEED LINE.
(Resolution of December 28th, 2006 of the Secretariat of State for Infrastructure and Planning).

- Murcia Region Border- Murcia section.

MADRID GALICIA HIGH SPEED LINE.
(Agreement of December 20th, 2002).

- Olmedo - Ourense section (Resolution of December 28th, 2006 of the Secretariat of State for Infrastructure and Planning).
- Ourense - Santiago section.

IMPROVEMENTS TO STATE OWNED RAIL NETWORK IN CATALONIA
(Resolution of October 7th, 2006 of the Secretariat of State for Infrastructure).

Adif and SEITT commissioned to implement an investment considered under 2008 Agreement.

3.9.3.2. REFIG Asset Update

Since the publication of the previous NS, the most important new items in the modernization of the Adif Managed Network have been as follows:

New Sections Entering Service

UIC Gauge High Speed Network.

511 new kilometres have entered service, totalling 2,093.7 km of UIC gauge line.

- BIF. TORREJÓN DE VELASCO to VALENCIA LINE, with a length of 362.9 km. of mainly double track.
- BIF. ALBACETE to ALBACETE LINE, with a length of 73.5 km. of mainly double track.
- BIF. NUDO MOLLET - GIRONA MERCANCIAS and FIGUERES VILAFANT - Adif TP FERRO LINE, with a length of 75.0 km. of double track.

Mix Gauge Network.

- BARNA MORROT to BIF LINE. MOLLET JUNCTION, with a length of 49.2 km. of double track.
- GIRONA MER. to FIGUERES VILAFANT LINE, with a length of 47.0 km., section of conventional double track incorporating a mix gauge in only one track.

Modified Sections

Route modifications

Iberian Gauge Conventional Network:

ZAMORA TO CORUÑA LINE:

- New bypasses in double track line between Tourio River and Boedo, of 13.4 km. and between Uxes and La Coruña of 8 km., with facilities in operation or not, therefore completing the double track between Santiago de Compostela and La Coruña San Cristóbal.

CERCEDA MEIRAMA LINE TO MEIRAMA POWER STATION:

- Modification of the route and access to the Central Power Station of Meirama in a length of 11.6 km. of only track.

VALENCIA- ESTACIÒ DEL NORD TO SANT VICENTS DE CALDERS LINE:

- Shunting section Valencia Font San Luis to Valencia North Harbour and Valencia South Harbour of 3.9 km, increasing 1.7 of double track and 2.2 km of single track.

MÁLAGA-ALAMEDA CITY CENTRE TO FUENGIROLA LINE:

- Modification of the route increasing the length by 0.7 km and doubling the track 4.1 km.

Changes in Run Safety Systems and Traffic Management in the Network managed by Adif:

- ERTMS System of traffic management has increased by 573.3 km.
- ASFA Signalling system has increased by 600.9 km
- Communication and Radiotelephony System has increased by 637.0 km
- CTC System in Conventional Network and mix gauge has increased by 165.0 km

High Speed Network detail with UIC gauge:

All sections in commercial operation are equipped with ERTMS, ASFA, and GSM-R communication system:

- BIF TORREJÓN DE VELASCO to VALENCIA LINE with a length of 362.9 km
- BIF, ALBACETE to ALBACETE LINE with a length of 73.5 km.
- BIF LINE, MOLLET KNOT - GIRONA MERCADERIES AND FIGUERES VILAFANT - Adif TP FERRO, with a length of 75.0 km.

Conventional Network Detail with Iberian Gauge:

CTC System has globally increased by 165.0 km. Main sections with an increase of CTC environment:

- MADRID to IRÚN-HENDAYA LINE: section Corcos - Venta de Baños: 20.2 km.
- CASETAS to INTERMODAL ABANDO INDALECIO PRIETO LINE: Miranda de Ebro section - Izarra, 33.9 km
- BIF. PLANETARIO to VALENCIA ALCÁNTARA: sections Mirabel - Monfragüe - Plasencia, 32.8 km.
- BOBADILLA to ALGECIRAS LINE: Ronda - Gaucín section, 48.8 km.
- BARCELONA to CERBÈRE LINE: Girona - Vilamalla section, 36.1 km. (Mix Gauge Network)

Chapter 4
Capacity Allocation

4.1 Introduction

The Allocation of Railway Infrastructure Capacity is the process by which **Adif** grants train paths to RUs or any of the other Applicants so that a train may run between two points for a certain period of time. This Capacity Allocation involves the right to access allocated infrastructure and to the corresponding junctions and crossovers on **Adif** managed Network, as well as receiving the train operating control service, including signalling.

Order FOM/897/2005 of 7th April, regarding the NS and the Railway Infrastructure Capacity Allocation process has determined that NS shall give details of:

- Procedures and periods for allocating Capacity.
- Principles governing the coordination procedure.
- Procedures and principles used in the event of infrastructure congestion.
- Existing infrastructure restrictions.

4.2 Description of the Path Request Process

4.2.1. Applicants who can Request Train Paths

Articles 31 of the LSF and 47.4 of the RSF state that three types of Applicants may make Capacity applications to **Adif**:

- RUs with licenses in force, or duly authorized International Business Groups.
- Other Legal Entities, such as transport agents, carriers and combined transport operators who, without being considered as RUs, are interested in operating a rail service and have the corresponding entitlement.
- Public Administrations with authority to provide transport services.

4.2.2. Capacity Request Documents

Any Applicant may request Capacity in the terms stated in the Special Railway Register. Capacity requests shall for this purpose be accompanied by the following information and documents:

Identification of the Applicant and their Representative

The Applicant who makes the application will state the duly accredited persons representing them

to that effect, as well as the business address to which **Adif** will send due notification. In addition, a document proving their inclusion in the Special Railway Register will be submitted.

Safety Certificate

When it involves a RU, a certified copy of the corresponding Safety Certificate they hold (article 47 of LSF and article 105 of RSF) will be submitted.

Guarantees of Transport of Dangerous Goods

If the Capacity Allocation request submitted by an Applicant is to be used for the transport of dangerous goods, it will specifically be stated in the application. Applicants have to guarantee that they comply with all requirements and standards applying to this transport, in order to ensure the safety of third parties and of the infrastructure.

Specifically Determining the Capacity Request

The information in the request will be stated as laid out in the form example that figures in Annex C.

Adif will provide Applicants with use of computer media such as SIPSOR, SIGES or PATHFINDER. If any Applicant does not have the adequate systems, or they are out of service, applications shall be sent by email to **Adif** OSS.

For greater speed and to provide a better service to Applicants, **Adif** offers the possibility of establishing an agreement to simplify formalities in the Train Path Request procedure. This agreement will specify the system established between the two parties to process requests.

4.2.3. Types of Train Path Requests

Due to the way in which transport needs are created, different types of train paths have been established in **Adif** managed Network.

A. Reserved Train Paths

When Train Path requests are made in the appropriate time and manner, the Applicant may reserve paths, obtaining appropriate quality attributes, preference in traffic regulation and punctuality commitments by **Adif**. The requests will generally be made through the SIPSOR computer application by means of specially authorized terminals, except for those Applicants who do not have the

appropriate electronic connection, in which case they may submit the details on the Train Path application form by any written means that ensures its receipt and registration and that is addressed to the Planning and Capacity Management Office, of the Network and Innovation Management Office.

A.1 Regular Train Paths (Servitren)

These are train paths requested for a significant operating frequency within the Service Timetable (around 40 days). They support train operations that form the Transport Plan for each Applicant. The series of regular train paths make up the Service Timetable.

A.2 Occasional Train Paths (Trendía)

These train paths are scheduled to respond to the specific demands of RUs and other Applicants who, according to their limited operating days and the short notice of the request (up to 24 hours before the requested train departure at origin), are not included in the Transport Plan, PT.

B. Unreserved Train Paths

When it is not possible for the Applicant to make the Train Path reservation in due time, **Adif** has two types of special trains.

These are assigned by the H24 Network Management Centre when the path affects more than one Traffic Management of the Office of Conventional Network Engineering and Operations or Traffic Management of the Office of High Speed Operations and Engineering, otherwise, by the Control Centre of Traffic Management of the Office of Conventional Network Engineering and Operations or Traffic Management of the Office of High Speed Operations and Engineering affected.

B.1 Immediate Train Paths

These train paths are assigned upon specific request of the RUs and other Applicants, caused by unscheduled transport needs and which are normally generated with less than one day's notice. Trains operating on these paths shall be exceptional cases and due to justified circumstances.

Requests will generally be made through the SIGES software application, using terminals allowed for this purpose, except for those Applicants who do not have the suitable electronic connections, in which case they may send the details of the Capacity application form by

any other written means that ensure their reception and registration, and which are addressed to the H24 Network Management Centre or the Traffic Management of the Office of Conventional Network Engineering and Operations or Traffic Management of the Office of High Speed Operations and Engineering at the train's origin, reception of this request having to be confirmed by telephone.

Adif will reply to the request made through the same channel, preferably via SIGES. This reply may be negative in certain cases, if the request is not technically feasible.

Trains generated under Immediate Train Path category will run like trains with no predetermined mode. They will also be exempt from **Adif** regularity commitment.

B.2 Special Train Paths

These train paths are assigned as a result of incidents or failure by the RUs or other Applicants to fulfil programmed transport conditions, normally upon initiative of the Traffic Management of the Office of Conventional Network Engineering and Operations or Traffic Management of the Office of High Speed Operations and Engineering.

4.2.4. Service Timetable

Service Timetable includes all the information that determines planned train and rolling stock movements that will occur in a particular infrastructure in a prefixed period of time that spans from the end of the second Sunday in December to the second Saturday in December of the following year.

Train paths are allocated to RUs and Applicants solely for use during the Service Timetable for which they were requested.

To offer RUs and Applicants suitable flexibility, and to respond to opportunities offered by the market with acceptable train path quality levels, regardless of the time at which they were requested, changes to the Service Timetable are foreseen during its duration. Prior to the entry in force of the Service Timetable, **Adif** may schedule adjustment dates so that Applicants can introduce changes to their Transport Plans. In order to fix

the Service Timetable, Applicants shall be consulted.

These adjustments may be of two types:

Agreed Adjustments

These are conceived so that Applicants prepare most of the changes of their Transport Plan during the Service Timetable. In these adjustments, the Capacity Manager may make any technical adjustments to the mesh as necessary, Applicants have to assume and ensure the introduction of any changes communicated in the established time periods.

The Capacity Manager has full power in these adjustments to coordinate Applicants if there is interference to an Applicant's train path caused upon commercial requests of another Applicant.

Monthly Adjustments

The objective is to enable a selective adaptation of the Transport Plan for each Applicant. Taking into account that the short scheduling periods and the restricted framework for changing the mesh in these types of adjustments make it difficult to study big changes on train paths for this reason, the Capacity Manager may reject for that reason some requests if the foreseen planning periods are insufficient or the requests involve a substantial change to operations.

Changes

Changes generated by Applicants through their applications in train paths of other Applicants shall be agreed upon amongst the latter as a prerequisite for their implementation, the Capacity Manager shall be informed in written of the agreements reached. The Capacity Manager shall, however, have the power to coordinate, studying possible technical solutions and, possibly, mediating between Applicants.

For extraordinary and justified reasons, **Adif** may authorize:

- Adjustments made at dates other than those agreed upon.

- The introduction of different time periods from those established.

- The change or cancellation of train paths on certain lines, without any type of restriction when it involves exceptional causes.

No train path variations will be considered with respect to Applicants for alterations which:

- Do not vary the conditions in which train paths were requested.

- Do not alter the timetable of commercial stops for passenger trains.

- Do not vary the commercial timetable by more than 15 minutes for freight trains, on any point of the route.

Under these circumstances, Capacity Manager may alter train paths at any time without being obliged to consult Applicants beforehand, but it shall communicate any change when it involves a change to the train path code or the commercial timetable on any points of its route.

4.2.5. Procedure for Requesting and Allocating Immediate and Occasional Train Paths

• Capacity allocation requests will be based on a confirmed commercial need and on technical feasibility. The Applicant will otherwise send enquiries for research purpose via email addressed to the Capacity Manager.

• Applicants will preferably use computer tools that **Adif** has available for them (SIPSOR, PATHFINDER). Those who request international train paths may also make requests via **Adif** OSS or any OSS in the RNE one stop shop network.

• Requests issued through **Adif** shall be presented at least five working days prior to the departure of the train off the path.

• Applicant is compelled to update the request data, e.g. any path suppression or request rejection shall be communicated as soon as possible.

• To facilitate the work of Applicants who agree upon the use of SIPSOR with **Adif** when the period for requesting a new Service Timetable begins, the Capacity Manager will automatically create a computer request in the system based upon regular train paths in force at the time. Applicants will be bound to check that all train path requests for the new Timetable period have been entered in the system and that all information has been properly filled in; they shall also cancel requests for train paths for which no further allocation is desired.

• Capacity Manager will provide information through SIPSOR in due course, or by the same means used to request allocated train paths or changes made to those already allocated caused by technical adjustment to the mesh. It will indicate any circumstances in the "Remarks" field that may determine the use of the train path.

• Applicants are bound to accept the allocated paths or to reject them by the requested means, not later than when the argument period concludes. When the established periods expire without any acceptance being received from the Applicant for allocated train path, the Capacity Manager may freely use the train path.

• With the routes accepted, the corresponding regulatory documents will be prepared. Publication of these regulatory documents will not involve any breach of confidentiality.

• The Applicant shall, in the periods established, be bound to give the Capacity Manager final announcement of these train paths. The announcement of trains consists in the Applicant formally stating the specific train operation days. For occasional train paths (Trendía), these will be announced according to the dates requested, once the train path has been accepted.

• When the train is announced, train path confidentially ceases and the information is considered to be public.

4.3 Train Path Request Schedule

Within the train path allocation process, fulfilment of programmed schedules is essential to ensure product quality and to allow logistic planning of various participants in the process, as well as to allow all Applicants to have their final timetables in due course.

To reply to those requests submitted beyond the deadline, the Capacity Manager will assess the scope of the former, informing the Applicants in good time of their decision on the deadline commitment, possibly dealing with them in subsequent adjustments, and possibly allocating residual capacity to these requests.

4.3.1. Train Path Reservation Schedule

Regular Train Paths (Servitren)

Adif makes a wide range of adjustments available to Applicants with suitable periods to respond to most transport needs.

Nevertheless, when an Applicant tries to carry out changes to their Transport Plan that may substantially alter current operating plans, they shall inform the Capacity Manager of this circumstance in advance, and the latter will assess the desirability of proposing a more extensive programming schedule. If the above communication does not take place, the Capacity Manager may reject its establishment, proposing a technically feasible date to study the changes.

The schedules shown below include general deadlines, for the annual calendar issue.

Annex A includes the Capacity Allocation schedule with the specific dates for the current Service Timetable for 2011 and 2012.

International Schedule	
Establishing catalogued international train paths	15th January
End of Capacity request period	15th April
Provisional Capacity Allocation	15th June
Communicating service timetable project	15th September
Arguments	15th -30th September
Final Service Timetable project communication	2nd Sunday in October
Announcement communication	30th October
Service Timetable commencement	2nd Sunday in December

National Schedule	
End of Capacity request period	15th June
Provisional Capacity Allocation (Service Timetable project)	15th September
Arguments	15th–30th September
Final Service Timetable project communication	2nd Sunday in October
Announcement communication	1st November
Service Timetable commencement	2nd Sunday in December

Agreed Adjustments

Normal periods used to prepare the schedule will be determined according to the table of deadlines below, where M is the month corresponding to the Adjustment date, as Agreed Upon:

The Capacity Manager may establish some extraordinary periods when coinciding circumstances demand a more extensive scheduling period, for the whole Network or only for particular lines or connections.

Agreed Adjustments	
Capacity proposal reception	M - 4
Provisional Capacity Allocation	M - 3
Arguments	M - 2
Announcement communication	M - 1
Agreed Adjustment	M

Annex A shows the specific dates for each Agreed Adjustment in 2011 and 2012.

Monthly Adjustments

The generally used periods are shown below.

If D is the argument day, the deadlines will be:

Monthly Adjustments	
Capacity proposal reception	D - 21 days
Provisional Capacity Allocation	D - 14 days
Arguments	D -14 days to D - 10 days
Announcement communication	D - 10 days
Monthly Adjustment	D

Annex A shows the specific dates for each Agreed Adjustment in 2011 and 2012.

With respect to the Monthly Adjustment schedule, the generic periods listed above will be used without requiring any specific communication, except in those particular cases where it is advisable to establish certain specific periods due to coincidence with, for example, holiday periods. These specific schedules will be communicated at the meeting held for this purpose, or in writing by the Capacity Manager, and will be sent in due time.

Occasional Train Paths (Trendía)

To enable to respond to requests from Applicants through the Trendía product, it is necessary to make the request with a minimum notice period.

Occasional Train Paths (Trendía)	
Maximum response time	5 working days

For international train paths, and if there are no timetable train paths available to fit the request, the Applicant will be informed of this circumstance in this same 5 day period, a maximum 30 day period existing to establish an adequate train path.

The Capacity Manager will require different periods for those requests involving a large amount of train paths, such as in the case of campaigns or when there are coinciding circumstances that demand a more extensive scheduling period. The reply may also be delayed when a TRENDÍA train path is requested so far in advance that the Capacity Manager considers the regular train service is not sufficiently consolidated to carry out occasional train studies.

For exceptional and justified reasons, the Applicant may request train paths with less than 5 working days. This service will only be provided on working days (from Monday to Friday), requests having to be submitted before 12 o'clock on the day before the requested train departure. The reply will be notified within 18 hours of the same day.

4.4 Capacity Allocation

4.4.1. Different use of Infrastructure

The main instrument used by Adif to define general guidelines for different use of infrastructure is to establish an estimate of train paths available in each section and timetable period for each type of service, this information being included in the Capacity Manual. "Train path quotas" is the term that will be used to describe the capacity of train path bands foreseen by Adif for each type of service. Types of Services considered for these purposes are:

- Long distance passenger services.
- Commuter and regional train passenger services.
- Freight services.

The Capacity Manual makes the Capacity Allocation process more transparent, and it represents a simplification of the train mesh reality since its definitive design may be decisively influenced by aspects such as the stops requested, technical characteristics of trains, load requested, etc. This information is merely supplied by the Capacity Manual as guidance therefore, the Capacity Manager being entitled to allocate train paths depending on each case, as long as it maintains the general spirit of quotas stated in the Capacity Manual.

Those priorities that may be stated by the Ministry of Public Works for a particular type of traffic will also be included in the Capacity Manual.

4.4.2 Capacity Allocation Process

In the Capacity Allocation process, the Capacity Manager shall ensure access based on principles of objectivity, transparency and fairness, at the same time ensure that the technical quality of train paths is suitable.

The Capacity Manager will therefore try to deal with Applicant requests in the best possible way when preparing Service Timetables or their adjustments, and also when occasional train paths are requested, optimizing travelling times and track capacity.

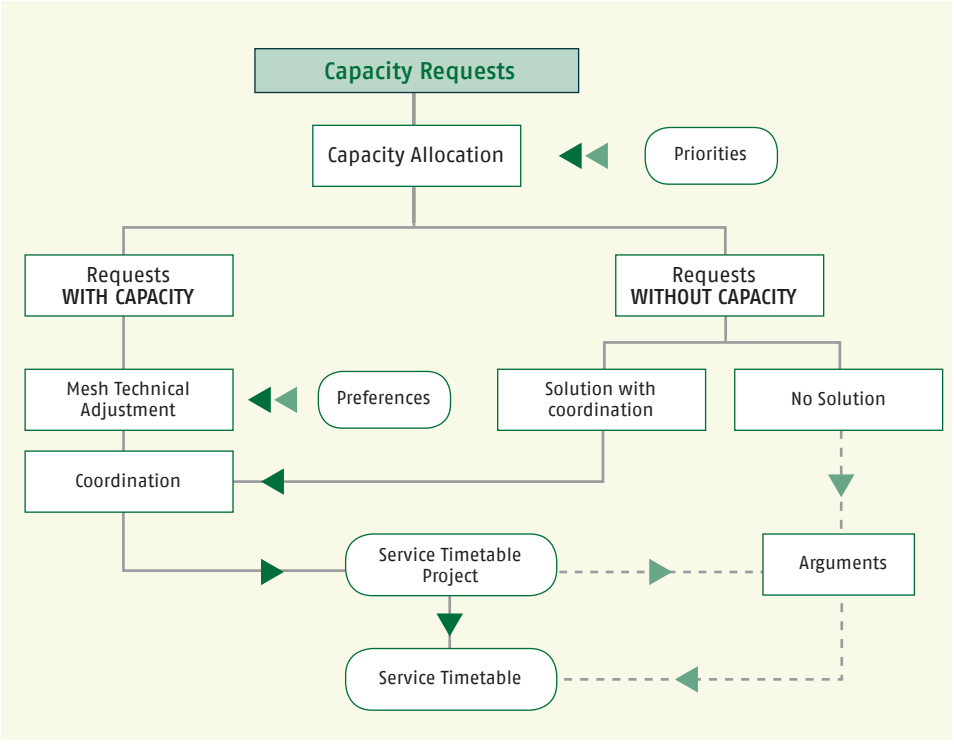
The Capacity Manager is legally empowered to reserve Capacity for scheduled maintenance, replacement or network extension operations, in order to resolve congested infrastructure problems and to provide railway services of public interest, as per article 48 of the RSF.

Capacity Allocation Process Phases

The Capacity Allocation Process is subdivided into the following phases:

Capacity Allocation Process Phases	
I	Capacity Allocation phase in the corresponding train paths.
II	Phase of train path technical adjustment on mesh.
III	Coordination Phase.
IV	Arguments Phase.

The Capacity Allocation process for preparing the Service Timetable (and, in a similar way, its adjustments) will be in accordance with the following flow diagram.



In subsequent adjustments to Service Timetable preparation, Capacity Allocation will preferably be according to residual capacities and using technical insertion of train paths on the mesh, trying not to affect train paths that already exist.

For occasional train paths, the Capacity Manager will confine itself to available

Capacity, establishing the reception of requests as priority.

Capacity Manager is entitled to accept small incompatibilities between train paths if they consider that they do not disturb the operations of other trains.

I Capacity Allocation Phase in Corresponding Train Paths

This phase will determine what requests will obtain Capacity on the lines and the corresponding time periods.

This process will initially be carried out according to estimated Capacity available on each line, and depending on the traffic types figuring on the Capacity Manual. Once demands have been met according to traffic types, those requests that have not obtained Capacity may have access to residual Capacity for other traffic types, provided this is technically feasible.

When Capacity is allocated to an Applicant other than the RU, the latter shall give **Adif** the details of the RU that is going to use this Capacity with at least five days notice before it is actually used (article 14.2 Order FOM/897/2005, of April 7th).

Allocation Priority Principles

If several requests are in a position to obtain the same train path, especially if the line has been declared to be congested, the priority criteria will be as follows, in a descending order of priority: (article 11 Order FOM/897/2005)

- Priorities that, where appropriate, are established by the Ministry of Public Works for the various types of service on each line.

- Service types that take priority on specialized lines.

- Any services declared to be of public interest.

- Train paths allocated and actually used during the period of the previous Service.

- Those requests subject to an existing agreement.

- The greatest frequency for which a train path is requested in a Service Timetable.

- System efficiency.

The Capacity Manager may modulate strict application of these allocation

principles in order to ensure, as much as possible, access to all Applicants who have requested Capacity, especially on lines declared to be congested.

Adif shall ensure reasonable use of track Capacity. This way, some trains might, due to their own technical specifications, reduce Capacity or impede operations. This is why **Adif** may restrict the movement of some trains on the basis of solely technical operating criteria (lack of certain on-board equipment, running times not suited to line features, etc.).

Furthermore, when a train path is requested by the Applicant and an alternative less congested route exists, the Capacity Manager may schedule the train path upon its own initiative along the most suitable route, in order to encourage the greatest Capacity availability for traffic for which the most congested route is technically and economically necessary. The Capacity Manager will argue such situations by writing to the corresponding Applicant.

When these requests are significant on a particular line, they will be mentioned in the Capacity Manual.

II Technical Mesh Adjustment Phase

Once the requests have obtained capacity, the technical process of mesh insertion commences. This process is subject to certain technical principles of train path insertion and mesh adjustment.

The Capacity Manager will be entitled to apply the following technical criteria:

Technical Adaptation of Train Paths

The Capacity Manager may, according to certain reasonable parameters, vary the timetable proposed by Applicants due to technical reasons or to make all requests from different Applicants compatible. It may therefore set out the route time or technical stops it considers suitable to ensure punctuality in train operations, in order to make different train paths compatible and to optimize track Capacity.

Speed Bundling Services

Requests made by considering train path band services may take certain preference during the technical mesh adjustment process in order to achieve suitable cadencing.

Specialized Lines

The Ministry of Public Works may grant the status of specialized line to some sections, full lines or time periods of the **Adif** managed Network. On these lines, the capacity allocation process undertaken by the Capacity Manager may give some preference in technical mesh adjustment to the predominant services.

Public Service Traffic

The Capacity Manager may give preference to services that cover certain public services during the technical mesh adjustment process, especially at peak times.

Long Distance Trains (Passengers or Freight)

Given the special technical complexity involved in constructing very long train paths, given that the latter run on a great number of lines, particularly international ones, the Capacity Manager may give some

preference in mesh graphing to long distance trains.

The Capacity Manager will try to ensure, if nothing prevents this, that train paths allocated to the above Service Timetable that obtain capacity in the new Service Timetable can retain their basic features.

At the end of this process, the Capacity Manager will allocate the corresponding train paths to Applicants. In the case of regular train paths, this allocation will be provisional until the coordination and argument period phase has concluded.

III. Coordination Phase

The coordination phase has been conceived to settle disputes that may arise in requests and the allocation of infrastructure capacity.

In drawing up the Service Timetable or in Agreed Adjustments, Applicants will have ten calendar days following the date of capacity allocation offer to accept or reject it, as well as to make any suitable comments on the above. This period will be three calendar days following the date of Capacity Allocation for other cases.

During this coordination phase, the Capacity Manager will promote train path analysis and suitable negotiating actions with Applicants in order to satisfy the series of demands received in the best possible way, even when it proposes allocations to Applicants that differ in some cases from those requested.

IV. Argument Phase

A period of 15 calendar days has been established for receiving arguments, counting from the date Applicants are informed of the Service Timetable Project.

For Service Timetable requests submitted beyond the deadline or for train paths allocated in Service Timetable adjustments, the argument period will be 5 calendar days following Capacity Allocation and 2 calendar days for occasional train paths.

4.4.3. Coordination Process

This process is described in the previous section, III. Coordination Phase.

4.4.4. Argument Process

This process is described in the previous section, IV. Arguments Phase.

4.4.5. Congested Infrastructure

Order FOM/897/2005, of 7th April, on network statement and the procedure for allocating railway infrastructure capacity, determines the conditions and procedures for this process.

4.4.6. Framework Agreements between Adif and the Applicants

Adif may conclude framework agreements with Applicants for the use of railway infrastructure capacity for a period greater than the validity of the service timetable.

Framework agreements will not specify train paths, but will determine the characteristics of the infrastructure capacity required and offered to Applicants and procedures to satisfy them without compromising the rights of other Applicants and their legitimate commercial needs. They may also establish rules for cooperation between **Adif** and Applicants to improve the quality of services offered.

The existence of a framework agreement between **Adif** and an Applicant does not, in any case, exempt the latter from making the request for infrastructure capacity required by the corresponding procedure.

Framework agreements will be valid for five years, renewable for periods equal to the original duration. Longer or shorter periods may be agreed upon in individual cases. Any period longer than five years shall be justified by the existence of commercial contracts, specialized investments or risks.

For services using specialized infrastructure that require large scale and long term investment, duly justified by the Applicant, framework agreements may have a term of fifteen years. Periods of more than fifteen years will only be possible in exceptional cases and, in particular, in cases of large scale and long term investment, especially when they are covered by contractual commitments including a multiannual amortization scheme. In this case, Applicant needs may require detailed definition of capacity characteristics, including frequencies, volume and quality of train paths to be allocated to the applicant for the duration of the framework agreement.

Given congested infrastructure, the rail infrastructure manager may reduce reserved capacity when, in a period of at least one month, this has been used less than the quota allocated to the Applicant.

4.5 Maintenance and Work on the Adif Managed Network

Adif is responsible for constant maintenance work and investment on the lines it manages, either through maintenance work on infrastructure in service, or by carrying out enhancement and work and extensions to its network.

This work may involve some inevitable restrictions to traffic. When railway traffic is unavoidably affected by this work, **Adif** will try to cause as little disturbance as possible and to promote enhancement of the infrastructure that leads to a better service by **Adif**.

TOC Committees

In cases where it is impossible for railway traffic not to suffer any considerable alterations, RUs and Applicants will have the right to accurate information in suitable time about possible significant effects on train paths allocated. The scheduling of infrastructure work will be channelled through the TOC Committees made up of those responsible appointed by the Office of High Speed Operations and Engineering, the Office of Conventional Network Engineering and Operations and the Network and Innovation Management Office.

There is a Central Committee and other Regional Committees. In each meeting, the Regional Committees will be in charge of carrying out preparatory studies so that the Central Committee adopts the final agreements. The TOC Committees meetings may be ordinary or extraordinary. RUs and Applicants will be informed of decisions adopted in the latter and will convey any matters raised by the latter for analysis and resolution.

TOC Committees will determine in ordinary meetings the permanent times for building work that needs to be considered in train paths for the Service Timetable in the following year. They will also schedule work on infrastructure in ordinary meetings that permanently affects train operations. Ordinary meetings will in particular establish or review the periods and conditions of Maintenance Bands. Any relevant work or speed restrictions with continued effects in three months, or less, will be considered to be permanent when the consequences on traffic are significant. Schedules will be established until the end of the Service Timetable, keeping the Minutes of each Committee meeting.

Applicants will be informed of agreements before the official deadline for submitting capacity applications for the Service Timetable.

For cases in which major changes are to occur throughout the Service Timetable with respect to the estimates made in the annual ordinary meeting, ordinary adjustment meetings are foreseen to be carried out in January, July and October. Extraordinary meetings may also be called for if due to exceptional reasons it is necessary to agree upon working in addition to ordinary meetings.

In the process of allocating train paths, the Capacity Manager will consider

capacity reserves arising from work scheduled at TOC Committees. Applicants shall assume the effects on trains (increase in travelling times, reduced Capacity, etc.) when **Adif** communicates this with sufficient notice, for which a minimum period of two months is established. The **Adif** operating manager may for extraordinary reasons permit the use of different measurements or periods, with no right to compensation from **Adif**.

Maintenance Bands

Maintenance Bands consist of reserve **Adif** capacity for ordinary maintenance work on infrastructure and its facilities.

Three to five hours per day, for every line, will be scheduled according to their characteristics and equipment. On double track, an effort will be made to leave one track free, except where **Adif** has another measurement, in accordance with technical reasons. Line capacity will therefore be restricted in Maintenance Band time when operations are only ensured on one track. The planned intervals for the Maintenance Bands figure in the Capacity Manual.

Extraordinary Work

When a work interval is required for an extended period that is different from those in the Maintenance Bands, a record will be made of which one is the extraordinary work interval and which one is the normal maintenance interval. These periods will be scheduled by the TOC Committees.

Specific, extraordinary work of little importance may be directly agreed upon by **Adif** with the RUs and Applicants affected, with a notice thereof as considered necessary.

4.6 Non Usage / Cancellation Rules

RUs and Applicants are obliged to use the capacity obtained in the conditions in which it was allocated to them. In the event of congested infrastructure, unjustified failure to use the train spots allocated may be the cause of a serious violation if it is attributable to the RU (article 89. c of the LSF).

Capacity Manager will carry out monthly analysis regarding the level of use made of allocated train paths, which will be communicated to the RUs and other Applicants. Notwithstanding the actions covered in the LSF, and which **Adif** may take in those cases that involve a major failure to make effective use of the infrastructure, the Capacity Manager will propose the cancellation or change of train paths to RUs and Applicants when it detects the lack or systematic use, especially in the case of congested lines.

When the percentage use is below 50% in a continuous one month period, especially in the case of congested lines, the capacity manager may also change the Capacity Allocation without any timetable restrictions, communicating this circumstance in writing and giving a reasoned justification for the causes of the decision adopted. An argument period of 10 days has been established for the RU or Applicant.

4.7 Exceptional Transport and Dangerous Goods

4.7.1. Exceptional Transport

A transport is considered to be exceptional if it has special operational difficulties due to the size, mass, and/or setting, requiring special running conditions. Proceeding with these transports shall be according to General Instruction, IG 02, of July 24th, 2009. (See Order FOM/233/2006, of 31st January). For more information, please consult Traffic and Safety Office (**Adif** Directory, chapter 1.8).

By virtue hereof, those RUs who wish to provide Exceptional Transport services shall contact **Adif** Safety Traffic Office so that **Adif** Committee for Undertaking Exceptional Cargo and Transport, once the relevant technical study has been carried out, can issue the appropriate entitlement, if applicable. This Commission shall communicate any possible restrictions included therein, as well as transport conditions, to the Executive Traffic Office, the RU and other bodies affected.

4.7.2.Dangerous Goods

RUs and Applicants will indicate in their Capacity requests that it will be used to carry dangerous goods, so that they can be suitably considered in the scheduling process, in accordance with article 47.5 of the LSF.
RUs and Applicants shall guarantee compliance with all requirements and rules that govern this type of transport, in order to ensure safety of third parties and of actual infrastructure.

4.8 Disruptions and Traffic Control

Traffic will be controlled by **Adif** so that actual train operations are adapted as far as possible to the capacity allocated.

To carry out this task effectively, the RUs will be bound to supply **Adif** with all information required to them, in due time and form, prior to the departure of the train and whilst running. If technical train features do not coincide with those that figure on the request for which capacity was granted, **Adif** may adopt suitable deregulating measures and even prevent train operations.

A traffic agreement will in particular be made between **Adif** and the RUs which will indicate the people or entitled bodies capable of taking rapid operating decisions, particularly with respect to traffic operations and disruptions.

4.8.1. Traffic Control Principles

Traffic control shall be based on transparent and non-discriminatory principles. Given that their main aim is to ensure maximum punctuality in accordance with the capacity allotted, **Adif** may apply, when it considers suitable, the following regulating principles:

- Preference for trains that have obtained capacity as opposed to trains that have not reserved capacity.

- Preference for trains that run in their train path as opposed to those running behind schedule, with the aim of minimizing the extension of de lays on the mesh (mesh contamination).

- Preference in the case of rail traffic disturbances arising due to technical faults, accidents or any other incidents. Suitable measures will be adopted in this case to restore normality, as laid down in article 34.1 of the LSF.

4.8.2. Operational Rules for Traffic Control

Punctuality is not the sole responsibility of **Adif**. RUs have a

very important role to play in making trains (their own ones or those of other RUs) run without any delays. This is why **Adif** will promote signing of harmonized quality agreements with different RUs, in which service quality objectives may be established and agreements signed for the purpose of these objectives.

In accordance with article 34 of the LSF and article 8 of Ruling on traffic safety in the Railway Network of General Interest, approved by RD 810/2007, of 22nd June, when a disruption occurs to railway traffic due to a technical failure, an accident or any other incident, **Adif** shall adopt all suitable measures to restore normality.

For this purpose, **Adif**, with the approval of the Ministry of Public Works has prepared the "Contingency Plan" document, which is the series of alternative procedures to usual operations, the aim of which is to enable the latter to work even if some of its functions or facilities cease to be operative as a result of an incident that may be both inside and outside the organization, the purpose of which is to create a general action plan to tackle and resolve any contingency that may disrupt the normal running of rail traffic from preventive, predictive and corrective perspectives. It contains, among other things, the general framework for action, principles of priority in traffic control in the event of contingencies, recommended actions, warning plans to **Adif** bodies and Public Authority organizations, hazard maps, together with other plans and records that supplement and expand on the above Contingency Plan.

In the event of an emergency and when it is absolutely necessary due to temporary non-usage of infrastructure, **Adif** may, with no prior notice, cancel, redirect or change train paths for the necessary time until the system is restored back to normal, and carry out any urgent repairs that are necessary, informing the operator as soon as possible for the purposes they consider suitable. In this case, neither Applicants nor RUs will be entitled to demand any compensation or damages, in accordance with article 34.2 of the LSF.

Adif, under the terms laid down in article 110 of the RSF, may require RUs and their staff to make the technical and human resources available they consider as most suitable for restoring traffic in the most reasonable period of time (article 34.3 LSF). Both **Adif** and RUs shall, at all times, act in mutual coordination and collaboration to ensure that customer service and attention is as effective as possible.

Capacity Allocation

Chapter 5
Adif Services

5.1 Introduction to the Provisions of Adif Services

Directive 2001/14/EC article 5 entitles RUs to receive a minimum access package and track access to service infrastructure in a non-discriminatory way.

LSF regulates the provision of Additional, Supplementary and Ancillary Services, determining both the system applicable to them and the individuals entitled to provide them.

The services **Adif** may offer in its area of authority are as follows:

- Minimum Access Package.
- Additional Services or to Access Service Facilities.
- Supplementary Services.
- Ancillary Services.

5.2 Minimum Access Package

Entitled RUs and Authorised Applicants will be entitled to receive the Access Services to the REFIG under equal conditions. Specifically, they will be entitled to:

5.2.1. Capacity Allocation

- Request Capacity Allocation.
- Request Capacity from the OSS on other networks, as well as **Adif**, within the RNE.
- Receive answers from Capacity Allocation requests.

5.2.2. Use of Infrastructure

- Use of Infrastructure Capacity allocated.
- **Adif** will control train operations.
- Receive support and information on incident management.

5.2.3. Basic Information

- Obtain a copy of NS, under the stipulated conditions.

• Obtain the regulatory documents and the Train Timetable that concern them by the most suitable means.

• Consult Timetable projects through the MALLAS application.

• Consult Timetable projects through the SIGES application.

5.2.4. Access to passenger stations

RUs will be entitled to:

• Use of the common stations facilities by the passengers. Common station facilities means platforms, waiting rooms, passenger accesses, etc.

• Stabling trains and use of platforms. Train stabling involves obtaining the correspondent Capacity. This Capacity is obtained at the time of allocating train paths. The Applicant is obliged to request by SIPSOR, or any other known mean, stabling time required at station platforms.

• Use of storage sidings. Stabling trains involves obtaining siding Capacity. This Capacity is requested by the Applicant from **Adif** body which handles sidings.

• Receiving shunting guidance service. This item refers to route establishment by **Adif** staff. The marshalling service is offered at those stations and at timetable periods that are possible and are considered necessary for the RU to carry out their operations in the most effectively way.

• Surveillance and station Access control service. The LSF has established a Passenger Railway Transport Security Charge for this purpose.

5.2.5. Access to Track Gauge Changers

RUs will be entitled to use **Adif** Track Gauge Changers as long as rolling stock is adapted to the technical features of the latter.

If **Adif** needs to provide a particular service, the service will be provided at those time periods when it is possible and is considered necessary for the RUs to carry out their operations in the most effectively way.

Technical rolling stock operations, locomotive coupling, brake tests, wheel set, shunting guidance or track gauge changing operations, as well as the responsibility for these, correspond to the RU.

5.3 Additional and Supplementary Services

Additional, and Supplementary Services in the REFIG and its rail service areas, designed to facilitate the functioning of the railway system, will be supplied to the RUs and other Applicants as set out in article 40 of the LSF, amended by article 24 of Law 25/2009, of 22nd December (Omnibus Law). Rail service areas will be understood to be those referred to in article 9 of the LSF.

5.3.1. Additional Services

Additional Services are those relating to access from the track to facilities for maintenance, repair and supply that exist on **Adif** managed Network, and specifically relating to:

- Fuel supply.
- Electrification for traction, when it is available.
- Train formation, excluding operations on rolling stock, which correspond to the Railway Undertaking.
- Maintenance and other technical installations.
- Logistics loading facilities and marshalling yards.

Additional Services in the REFIG and its rail service areas will always be provided by **Adif**, with the obligation to supply them upon request by the Railway Undertakings.

5.3.2. Access to Traction Electric Facilities

This Additional Service gives access to lines which count on the adequate technology to render this service. Previously, and as detailed under paragraph 2.3.2 in this document, it must subscribe the corresponding agreement to rule this supply. See Map 7 in Annex H.

5.3.3. Access to Fuel Supply Facilities

This Additional Service gives access to facilities which count on the necessary means to refuelling. Previously, and as in the case of Traction Electric Power Supply, it must have signed the corresponding agreement to rule this supply. See Map 3 in Annex H.

5.3.4. Supplementary Services

These services may include:

- Traction electricity supply.
- Refuelling .
- Pre-heating of passenger trains.
- Shunting services and any others related to operations on railway rolling stock supplied at facilities for maintenance, repair, supply as well

as freight terminals and marshalling yards.

• Specific services to control dangerous freight transport and to assist special train traffic.

Additional Services in the REFIG and in rail service areas managed by **Adif** will be provided on the basis of Private Law and may be supplied:

a) By **Adif** own means, or through indirect management via contractors selected according to Law 31/2007 of 30th October on procurement procedures of water, energy, transport and postal service industries; and in cases where it does not apply, according to private law with enforcement of the principles of advertising and competition. These contractors shall have an entitlement qualifying them to supply the corresponding supplementary service granted by the rail infrastructure manager; and they may not be related to Railway Undertakings. For this purpose, this relationship with Railway Undertakings is understood to exist when they belong to the same company group. The concept of business group will be understood to be applicable in the cases referred to in article 42.1 of the Commercial Code and article 87 of the Revised Text of the Limited Companies Law, approved by Royal Legislative Decree 1564/1989 of 22nd December.

The criteria according to which the rail infrastructure manager shall provide these services will be determined by Ministerial Order or Order of the Ministry for Public Works .

Supplementary services offered at any time by **Adif**, through the NS or an equivalent document must be provided upon request of the Railway Undertakings and other Authorised Applicants.

b) Directly, at their own risk and responsibility, by supplier companies possessing the mandatory entitlement granted by the rail infrastructure manager, provided they have the spaces, facilities or means necessary to supply the corresponding service, through the appropriate agreement or contract with that

manager. In rail service areas managed by the public Rail Infrastructure Manager company, these companies providing services may not be linked to Railway Undertakings. The entitlement shall be regulated. The rail infrastructure manager shall grant this license to companies that meet the requirements for obtaining the latter that the incumbent at the Ministry of Public Works establishes by regulation. Regulations shall establish the conditions by which the rail infrastructure manager signs agreements or contracts for the provision of spaces, facilities or means requested by companies providing the Supplementary Services, ensuring rail safety and proper use of facilities. The referred Supplementary Services must be provided upon request of the Railway Undertakings and other Applicants, with application of the principles of equal treatment, transparency and non-discrimination.

A condition considered to be essential for the activity is respect for the confidentiality of information that may be known during the course of the above regarding the operations of Railway Undertakings and Applicants, noncompliance with this being considered to be a serious infringement of those covered in section a) of article 89 of the LSF.

c) Railway Undertakings and Applicants owning rolling stock, whether or not they provide Supplementary Services under the aegis of the provisions in section b) above, may supply these Supplementary Services themselves provided they have signed the corresponding agreement or contract with the rail infrastructure manager on availability of spaces and, where appropriate, of facilities or means that may be requested by the Railway Undertaking or Applicant. Self provision of services may take place directly or through a contract with third parties. Shelf service may be directly carried out or by contract means with third parties. In this case, service suppliers shall hold the relevant entitlement granted by that manager. In this case, Railway Undertakings and other Applicants will not be allowed to supply Supplementary Services to

different companies. Failure to fulfil this obligation will mean a serious infringement of those covered in section a) of article 89 of the LSF.

The use of spaces, facilities and means available in rail service areas managed by **Adif** will be regulated through the corresponding availability contract between the parties which will include, amongst others, the purpose, form and temporary nature of use of such means, the duration of the contract and its price.

Adif shall attend with objective, transparency, and non discrimination criteria all applications presented by the RUs and Applicants owners of rolling stock to allocate spaces and, given the case, to use the facilities and/or means, according to the operational procedure established, available on **Adif** Website www.adif.es.

The provisions of the above paragraphs will not apply to privately owned railway infrastructure that complements the REFIG and is not located in rail service areas of the latter, with the exception of Additional Services for access to and from sidings, which will be covered by the provisions of article 40.2 of the LSF, amended by Law 25/2009 of December 22nd.

Services SC-3A, SC-5A, SC-2B, SC-3B and SC-5B will only be rendered in facilities with Iberian gauge, except on border points in Port-Bou and Irún.

5.3.5. Conditions for Service Supply Additional and Supplementary

The provision of these Services under this document covers the following fields: load terminal services (technical and logistic freight facilities) services, traction power supply and traffic safety related services.

The provision of Additional, Supplementary and Ancillary Services in the REFIG and in the areas of rail service managed by **Adif**, the facilities can be distinguished based on where services are performed and their intended use:

- Fuel Supply Facilities.
- Electrification for traction facilities.
- Loading terminals (technical and logistic facilities) for train formation, shunting and loading and unloading.

The provision of Additional services is limited only to transactions related to the control of the facilities and traffic safety, and will apply to all rail facilities owned by **Adif**.

Supplementary and Ancillary Services will be provided at main logistics facilities of freight which are included in the Network Statement, and also in other facilities that can meet the person after consultation with the **Adif** Logistics Service Office.

The supply of Supplementary Services offered by **Adif**, through the NS or its equivalent, will be mandatory upon request of RUs and other Applicants.

The ratio of Main Logistic Freight Facilities that offer their services to the Railway Undertakings are described under Chapter 3 in this NS. Also service timetables of these Facilities will be available on **Adif** website www.adif.es.

Adif may provide Supplementary services at different times than those contained in the NS or in other REFIG facilities other than those included in the list of Main Logistic Freight Facilities listed in the Network Statement. In these cases, the fees for the provision of Supplementary services will transfer to the applicant total operations cost.

Adif may also provide services in other facilities not managed by them, in which case the formalization of these services shall be established under specific agreements with parties requiring these services.

This year shall also apply 2010 fees, for all Additional, and Supplementary Services as under the Network Statement, with the exception of shunting supplementary services in main logistic freight facilities, which are of two classes:

- **Class A**, which will be currently in force and consists of shunting services SC-2, SC-3, SC-4 and SC-5.

- **Class B,** which shall consist of new shunting services SC-2B, SC-3B, SC-4B and SC-5B

Thus Railway Companies and Applicants may choose the mode which suits best the foreseen planning for these types of services, promoting efficient planning and previous service request.

In order for Railway Companies and Applicants to choose the mode, following adhesion criteria is established:

- Every Railway Undertaking or Applicant may choose amongst the proposed modes just one which suits their planning for such services.

- Every Railway Undertaking or Applicant must faithfully state, the mode they want to adhere to, **within the month following the publication** of 2011 Provisional Charges by the Ministry of Public Works.

Should the not state the mode they have chosen, they will choose mode A (valid). In case of choosing the B, it shall apply from the first day of the following month after receiving the adhesion. In any case, shunting services rendered in the period between 1st and 31st January 2011 will be charged under mode A.

- Adhesion to any of both modes **means choosing it throughout 2011** and **will apply to all facilities** where **Adif** render these supplementary shunting services.

- Handling Supplementary Service of ITU (SC6) shall be rendered under the same application conditions as in 2010, with an exception to its application for ITUs that carry out border proceedings at **Adif** facilities.

- To render fuel supply services and traction electric power, RUs which incorporate to railway traffic, shall have to sign a service agreement prior to starting their railway activity.

5.3.6. Definition and Description of Services

In accordance with Law 39/2003, of 17th November, of the Railway Industry, LSF, and its development of regulations and guidelines, **Adif** offers to Railway Companies to render services, according to the following classification:

Additional Services	
SA-1	Train Access to Facilities.
SA-2	Train Dispatch from Facilities.

Supplementary Services	
SC-1	Operations on rolling stock related to train access or dispatch.
SC-2A	Access operations to exterior Facilities without a shunting vehicle.
SC-2B	Positioning Shunting in Logistic Facilities at the Main Facilities.
SC-3A	Access operations to exterior Facilities with a shunting vehicle.
SC-3B	Delivery and / or collection Shunting at other facilities.
SC-4A	Shunting at Facilities without a shunting vehicle.
SC-4B	Shunting formation/ selection, without a shunting vehicle.
SC-5A	Shunting at Facilities with a shunting vehicle.
SC-5B	Shunting formation/ selection, with a shunting vehicle.
SC-6	Intermodal transport unit Handling.
SC-7	Traction current supply.
SC-8	Refuelling.
SC-9	Exceptional Transport.

Additional Services

SA-1	Train Access to Facilities
Description	This service consists in a train entering railway facilities from a track controlled by **Adif** in order to carry out any Supplementary and/or Ancillary Services.
Related Operations	• Planning the route from tracks controlled by **Adif** to the facility track. • Route establishment, controlling and checking signal, communications and safety systems to ensure train reception, as well as side tracking of its locomotive/s. • Telematic notification to RU of train's arrival at the facility.
Billing Unit	Train Accepted.
Applicable Conditions	• These will be applied at all rail facilities where the service is provided. • The concept of train is established in accordance with the contents of the rule for the "Numbering of trains with defined running" of the **Adif** Network and Innovation Management Office. • This charge will not be applicable when **Adif** establishes or programs the prior entry of a train at a Facility according to **Adif** own requirements. • This charge does not include traffic where the train does not carry out services at the facility.

SA-2	Train Dispatch From Facilities
Description	This service consists in a train leaving railway facilities from a track controlled by **Adif** when it has carried out any Supplementary and/or Ancillary Service.
Related Operations	• Planning the route from the train position to tracks controlled by **Adif**. • Route establishment, controlling and checking signal, communications and safety systems to ensure positioning of the locomotive/s and train departure. • Telematic notification to RU of the train's exit from the Facility.
Billing Unit	Train off to transport.
Applicable Conditions	• These will be applied at all rail facilities where the service is provided. • The concept of train is established in accordance with the contents of the **Adif** Network and Innovation Management Office rule for the "Numbering of trains with defined running". • This charge will not be applicable when **Adif** establishes or programs the prior entry of a train at a Facility. • This charge does not include traffic where the train does not carry out services at the facility.

Supplementary Services

SC-1	Operations on Rolling Stock Related to Train Train Access or Dispatch
Description	This service consists in carrying out all or some of the related operations.
Related Operations	• Removal / placing of train rear signals and collection / giving to the driver. • Coupling / uncoupling locomotive to composition wagons. • Ensure the train stabling. • Carrying out any corresponding braking tests for the train to start running. • Preparation of documentation corresponding to RU.
Billing Unit	For service performed on trains accessing or dispatched from the facility.
Applicable Conditions	• These will apply in those Main Logistic Facilities listed in Chapter 3 of the Network Statement. • The concept of train is established in accordance with the contents of the Adif Network and Innovation Management Office rule for the "Numbering of trains with defined running".

SC-2 A	Access Operations to Exterior Facilities Without a Shunting Vehicle
Description	This service consists in performing the associated operations for moving rolling stock and gaining access to exterior facilities, made by the facility staff where access takes place. Exterior facilities will be understood to be sidings, ports, maintenance depots or other stations located outside the installation.
Related Operations	Activities carried out by staff on the Origin-Destination route and vice versa, in order to: • Perform the duties authorized under regulations and guidelines applying to shunting staff for this activity. • Other duties enabling trains to enter or depart (covering level crossing, establishing and managing routes, etc.).
Billing Unit	Per service according to actual railway distance.
Applicable Conditions	• The Origin-Destination distance will be considered to be the actual railway distance. • Different operations other than related ones and those described in this service and performed at Origin and/or Destination will be billed according to the corresponding Charges. • When a rail vehicle is not used in transport, there will be an extra charge per km. • Shall not apply to the Railway Undertakings that adhere to class B.

SC-2 B	Positioning Shunting at Logistic Facilities of at the Main Facilities
Description	This service consists in operations associated with shunting staff, with or without a shunting vehicle to make the delivery and / or collection of railway material at logistic facilities for loading / unloading, maintenance, repair, supply, etc., in a Main Facility.
Related Operations	• Apply the instructions given by the traffic responsible, with adequate safety guarantees, to position and/or remove railway material at logistic facilities of the Main Facility. • Driving **Adif** shunting vehicle, if applicable. • Inform the driver of the movements to be performed. • Coupling and uncoupling of railway vehicles. • Ensure material immobilization. • Placing / removing shims.
Billing Unit	• Per shunting performed to place / remove railway material at the logistic facility without a shunting vehicle. • Per shunting performed to place / remove material at the logistic facility with shunting vehicle.
Applicable Conditions	• Shall apply at the related Main Logistic Facilities under Chapter 3 of the Network Statement. • ONLY ONE shunt ASSOCIATED to the TRAIN shall be counted if it is placed on the yard of loading / unloading, regardless of the length of the train. • For all other logistics facilities shall be counted as many shunting as movement operations performed. • Excluded from the computation those shunting which are made as a direct result of facilities internal needs. • It will apply to RUs adhered to the mode B.

SC-3 A	Access operations to exterior Facilities with a shunting vehicle
Description	This service consists in performing the associated operations to move rolling stock and gain access to exterior facilities with an **Adif** shunting vehicle by the facility staff where access takes place. Exterior facilities will be understood to be sidings, ports, maintenance depots or other stations located outside the installation.
Related Operations	Activities carried out by staff on the Origin-Destination route and vice versa, in order to: • Perform the duties authorized in regulations and guidelines applying to shunting staff for this activity. • Other duties enabling trains to enter or depart (covering level crossing, establishing and managing route, etc.). • Operation of shunting vehicles owned by **Adif**.
Billing Unit	Per service according to actual railway distance.
Applicable Conditions	• The Origin-Destination distance will be considered to be the actual railway distance. • Different operations, other than the related ones and those described in this service, and performed at Origin and/or Destination, will be billed according to the corresponding Charges. • Shall not apply to the Railway Undertakings that adhere to the mode B.

SC–3 B	Delivery and / or Collection Shunting at other facilities.
Description	This service is to perform operations associated with shunting staff, with or without shunting vehicle to make the delivery and / or collection of railway material at logistic facilities for loading / unloading, maintenance, repair, supply, etc., outside the Main Facilities, whether they are managed by **Adif** or not.
Related Operations	• Implement the instructions given by the traffic responsible, with adequate safety guarantees, to position and/or remove railway material at logistics facilities of the Main Facility. • Driving **Adif** shunting vehicle, if applicable. • Coupling and uncoupling of railway vehicles. • Guarantee material immobilization. • Placing / removing shims.
Billing Unit	• For delivery or collection shunting of railway material, as it is performed with or without shunting vehicle, according to the railway distance between the Main Facility and the facility where service is requested. • They are associated with two different billing sections: Section I and II.
Applicable Conditions	• Shall apply to those facilities that are within the scope of the related Main Logistic Facilities in Chapter 3 of the Network Statement, which are available on the website of **Adif**. • Shunting shall be calculated based upon requests and depending on the movement operations realized at the facility. • Excluded from the calculation are shunting realized directly due to facilities internal needs. • If **Adif** staff movement is not conducted on the locomotive of the Railway Undertaking, the cost of travel by other means will be at the Railway Company's risk and expense. • It will apply to RUs adhered to the mode B.

SC-4 A	Shunting at Facilities without a Shunting Vehicle
Description	This service consists in carrying out operations that enable classifying material to couple or uncouple trains, moving rolling stock, either wagons and/or locomotives, within **Adif** facilities.
Related Operations	• Setting up and managing the route (operating manual / automatic switches) which has to be followed by both wagons and locomotives to the corresponding areas. • They also include operations requested to set up trains, coupling and uncoupling rolling stock, situating wagons for loading or unloading, positioning rolling stock for repairs or any other requested operation related to the movement of rolling stock within a facility.
Billing Unit	Per Train shunted per facility that is the origin of the train or intermediate.
Applicable Conditions	• The concept of train is established in accordance with the contents of **Adif** Network and Innovation Management Office rule for the "Numbering of trains with defined running". • If the train carries out train formation shunting operations at Origin (regardless of the number), one single shunting operation at origin will be billed. • If on its route the train performs shunting operations at intermediate facilities, one single shunting operation will be billed at every facility where this train is shunted, regardless of the shunting operations performed at each facility. • Billing will not include shunting operations that may be performed at facilities that are the destination of the train. • Any shunting operation carried out as a direct consequence of internal requirements of Facilities is excluded from the calculation. • Shall not apply to Railway Companies that adhere to mode B.

SC-4 B	Shunting formation/selection, without a shunting vehicle
Description	This service is to perform operations associated with shunting staff, to couple, uncouple, and group wagons, with the aim of carrying out the train settlement to operate it, or form a wagon composition for delivery later at a logistics facility for loading / unloading, maintenance, repair, supplies, etc.
Related Operations	• Implement the instructions given by the traffic responsible, with enough safety guarantees. • Inform the driver of the movements to be performed. • Coupling and uncoupling of railway vehicles. • Ensure material immobilization • Placing / removing shims.
Billing Unit	• Per train or shunting composition. • Supplement per coupled / uncoupled wagon.
Applicable Conditions	• Shall apply to those facilities that are within the scope of the related Main Logistic Facilities in Chapter 3 of the Network Statement, which are available on the website of **Adif**. • ONLY ONE shunt ASSOCIATED to the TRAIN shall be counted, plus a surcharge for each wagon of the train or composition. It will always be presumed that there is shunting to settle a train, if there are wagons arriving at the facility in different trains. • At train INTERMEDIATE facilities, ONLY ONE shunting per wagon shall be considered plus a surcharge per coupled / uncoupled wagon. • At the train DESTINATION facility, ONLY ONE shunting shall be considered plus a surcharge per uncoupled wagon. • Excluded from the calculation are shunting due to facilities internal needs. • It will apply to RUs adhered to mode B.

SC-5 A	Shunting at Facilities with a Shunting Vehicle
Description	This service consists in performing the associated operations at an **Adif** Facility and with an **Adif** shunting vehicle for marshalling rolling stock, forming or splitting up trains and moving rolling stock, either wagons and/ or locomotives.
Related Operations	• Setting up and managing the route (handling manual / automatic switches), which has to be followed by both wagons and locomotives to the assigned areas. • They also include operations requested to trains formation, adding and splitting up rolling stock, situating wagons for loading or unloading, positioning rolling stock for repairs or any other requested operation related to the movement of rolling stock at facilities. • Operation of shunting vehicles owned by **Adif**.
Billing Unit	Per Train shunted per Facility that is the origin or intermediate origin of the train.
Applicable Conditions	• The concept of train is established in accordance with the contents of the **Adif** Network and Innovation Management Office rule for the "Numbering of trains with defined running". • If the train carries out train formation shunting operations at Origin (regardless of the number), one single shunting operation at origin will be billed. • If on its route the train performs shunting operations at intermediate facilities, one single shunting operation will be billed at every intermediate facility where this train is shunted, regardless of the shunting operations performed at each facility. • Billing will not include shunting operations that may be performed at facilities that are the destination of the train. • Any shunting operations carried out as a direct consequence of the internal requirements of Facilities are excluded from the calculation. • Shall not apply to Railway Undertakings that adhere to the mode B.

SC-5 B	Shunting Formation/Selection with a shunting vehicle
Description	This service is to perform operations associated with shunting staff and vehicle, to couple, uncouple, and to group wagons to set a train for operation, or to form a wagon composition to deliver it later at a logistics facility for loading / unloading, maintenance, repair, supplies, etc.
Related Operations	• Implement the instructions given by the traffic responsible, with adequate safety guarantees. • Drive **Adif** shunting vehicle. • Inform the driver of the movements to be performed. • Coupling and uncoupling of railway vehicles. • Ensure material immobilization. • Place / remove shims.
Billing Unit	• Per train or shunting composition. • Surcharge per coupled / uncoupled wagon.
Applicable Conditions	• Shall apply to those facilities that are within the scope of the related Main Logistic Facilities in Chapter 3 of the Network Statement, which are available on the website of **Adif**. • At ORIGIN Facility of the train, ONLY ONE shunting associated to the train or formed composition shall be calculated plus a surcharge for each of the wagons that make the train or the composition. It will always be presumed that shunting train composition exists, if there are wagons arriving at the facility on different trains. • At the train INTERMEDIATE facilities, ONLY ONE shunting will be calculated per wagon plus a surcharge per coupled / uncoupled wagon. • At the train DESTINATION facility, ONE ONLY shunting will be considered plus a surcharge per uncoupled wagon. • Excluded from the calculation are those shunting directly due to facility's internal needs. • It will apply to RUs adhered to the mode B.

SC-6	Intermodal Transport Unit Handling
Description	This service consists in loading / unloading Intermodal Transport Units (ITUs), within the railway transport mode.
Related Operations	• Control of ITU entry and exit from the Facility. • Planning and ITU loading / unloading on wagon, truck, transit zone, etc. • Surveillance and safety control. • Security control of weights of ITU/s handled.
Billing Unit	Per ITU handled
Applicable Conditions	• ONE SINGLE handling operation will be applied to the entrance of the ITU at the facility, either by train or truck, for those ITUs that provide information about destination (train / date or stock) on arrival at the facility, and whose exit takes place no later than two working days after their arrival. • Or ONE SINGLE handling operation will be applied to the entrance of the ITU at the facility, either by train or truck, and which includes temporary transit at the facility for a maximum of 7 days, counted from the date following the arrival of the ITU at the facility (except for ITUs with Dangerous Goods that shall comply with regulations and guidelines that may apply for each facility or others that make customs procedures at the facility). • When the ITU exceeds the maximum temporary transit of 7 days, an additional crane movement and the extra days will be billed in addition to this service. • Handling operations as a direct consequence of internal facility requirements are excluded from the calculation.

SC-7	Traction Currently Supply
Description	This service involves the availability of voltage on lines with facilities equipped to supply this service.
Related Operations	• Managing contracts of traction current in different electricity markets. • Maintenance of measuring facilities associated with the consumption at substations and transforming centres. • Inherent management service.
Billing Unit	• High Speed Lines: Amount billed to **Adif** by electricity companies at each substation of the line. • Other lines: TKB.
Applicable Conditions	• No traction current service will be supplied during established maintenance time periods. • The absence of traction current will not entail any penalty at all for **Adif** when it is due to a failure caused by a RU, or as a result of duly scheduled maintenance work or operations, as well as those caused by force majeure.

SC-8	Refuelling
Description	This service involves the supply of fuel at those Stations or Facilities equipped to supply this service.
Related Operations	• Dealing with the purchase of diesel oil B for traction. • Maintenance of facilities associated to the service. • Dispensing diesel oil B for traction. • Inner operations of service supply.
Billing Unit	Diesel oil litres dispensed.
Applicable Conditions	This service includes the physical supply of fuel by own staff or third parties.

SC-9	Exceptional Transport
Description	This service consists in assisting Exceptional Transport Traffic.
Related Operations	• Accompaniment and assisting transport. • Support and security services contracted.
Billing Unit	• Per Accompaniment Operation. • Per Service contracted.
Applicable Conditions	This traffic is regulated by the provisions in current national and international regulations and guidelines regarding Exceptional Transport, Clearance Gauge Technical Instructions and UIC Leaflet 502/1.

5.4 Ancillary Services

Ancillary Services are those which RUs may request to **Adif** or others service companies, which **Adif** is obliged to render. Amongst these services are:

- Access to telecommunication network.

- Supplementary information supply

Ancillary Services in REFIG and areas of service zones managed by **Adif** which shall be rendered under private Law regime, without prior authorisation of the railway administration and without an obligation to provide the service.

Ancillary Services may be provided by **Adif** in any case, and companies that shall have signed with **Adif** the corresponding agreement or contract on space availability and, given the case, on facilities or means, as requested. The service company object shall have to imply carrying out these services; nevertheless, RUs and other Applicants owners of rolling stock which do not comply with this requirement may carry out for themselves services under shelf service regime, either directly or by third parties, if they have signed with **Adif** the corresponding agreement on space availability and, given the case, on facilities and means the use of which was requested.

The use of spaces, facilities and available means in the railway service areas managed by **Adif** shall be governed by the corresponding agreement of availability between the parties, which shall include, amongst others, the object, way and time of use of such means, agreement period and the price.

The above paragraphs shall not be applied to railway infrastructures privately owned which complement REFIG and are not located in railway service areas thereof.

5.4.1. Ancillary Service Conditions

Ancillary Services shall be rendered in Main Logistic Freight Facilities and stations which are included in the NS and, likewise, in other facilities that the interested parties may acknowledge prior consultation to the Office of Logistic Services of **Adif**.

Main Logistic Freight Facilities that offer their services to RUs are listed under Chapter 3 of this NS. These shall also be available on **Adif** Website, www.adif.es, service times of these facilities.

Adif may render Ancillary Services at different times to those indicated in the NS or in REFIG facilities, others than those included in the freight Main Logistic Facilities which shall be under such Network Statement. Given the case, the total cost of Ancillary Services shall be taken into account.

Adif may also render services in other facilities which are not managed

by it, in which case, formalizing these services shall be established through specific agreements with the demanding parties of these services.

For this exercise is kept the counting structure valid in 2010 for all Ancillary Services listed under the Network Statement.

5.4.2. Service Offer, Definition and Description

According to Law 39/2003, of November 17th, of Railway Field, and the rule to develop it, **Adif** may render the following Ancillary Services:

Ancillary Services	
SX-1	Commercial Billing
SX-2	Weighing Wagons
SX-3	Sand Supply.
SX-4	Full load transfer at **Adif** facilities.
SX-5	Intermodal transport unit storage.
SX-6	Haulage Planning and Customer information
SX-7	Support in intake / dispatch of trains and /or shunting traffic to / from Facilities.
SX-8	Modifications and/or Adaptations of Railway Infrastructure for Exceptional Transports

These services ,which by way of guidance and nor restrictive, will be supplied when specifically requested, without Adif being.

Other services may be covered by these types of services that, without being specifically listed, may be agreed between the parties

Ancillary Services

SX-1	Commercial Billing
Description	This service consists in: • Fulfilling the necessary information for wagon commercial billing and ITUs (Bill of lading). • Necessary documentation to bill storage services, crane movements and haulage linked to the Bill of Lading.
Related Operations	• Fulfilling the necessary commercial documentation to bill • Proceed and send the documentation (by fax, mail, etc.) to the centre indicated by the Railway Company. • Introduce the data in the computing system of billing information.
Billing Unit	Bill of lading.
Applicable Conditions	Those under the contract signed.

SX-2	Weighing Wagons
Description	Weighing wagons at those Facilities equipped with the necessary means, obtaining the corresponding weight document.
Related Operations	Using static or dynamic weighing machines for weighing operations.
Billing Unit	Isolated wagon or collection of wagons.
Applicable Conditions	• A collection of wagons is considered to be the weighing of a composed formation of wagons that performs a single shunting movement. • This service includes any necessary shunting operation. • Any others that may be stated in the contract signed.

SX-3	Sand Supply
Description	This service consists in supplying sand for locomotives at Facilities when the latter are equipped with the necessary infrastructure.
Related Operations	Supply sand.
Billing Unit	Vehicle supplied plus sand consumption.
Applicable Conditions	• Sand consumption will be billed at cost price. • This service includes any necessary shunting operations. • Any others that may be stated in the contract signed.

SX-4	Full Load Transfer at Adif Facilities
Description	This service consists of full load transfer from one wagon to another at Adif facilities.
Related Operations	Operations inherent to full load handling for its transfer.
Billing Unit	Depending on the type of freight. (Reels, Scrap iron, Pipes, Metal Sections, Glass, Tiles, Cereals, Wood, Machinery, other).
Applicable Conditions	Those outlined in the contract signed by the parties.

SX-5	Intermodal Transport Unit Storage
Description	This service consists in reserving space for a particular number of ITUs (containers and swap bodies) at a specially equipped facility where it is possible to store empty ITUs for a specific time, the service being limited by the operating capacity of the Facility.
Related Operations	• Control of ITU entry and exit from the Facility. • Planning and ITU loading / unloading on wagon, truck, storage zone, etc. • Information about ITUs stored and their entry and exit movements. • Surveillance and safety control.
Billing Unit	• Fixed, monthly amount per area of TEUs contracted. • Per extra TEU over the area contracted.
Applicable Conditions	• ITUs with dangerous freight waste are excluded. • This applies after the maximum temporary transit of 7 days, provided there is a contract signed for this service. • Those outlined in the contract signed by the parties.

SX-6	Haulage Planning and Customer information
Description	This service consists in daily planning collection and delivery operations for RU, or third parties, upon request.
Related Operations	• Coordination with the Final Customer, the RU and the Transport Operator on freight haulage and delivery conditions. • Planning freight collection and delivery. • Generating the necessary administrative documents to justify the service. • Information about the progress of the above.
Billing Unit	Per contract.
Applicable Conditions	Those stated in the contract signed.

SX-7	Support in intake / dispatch of trains and /or shunting traffic to / from Facilities.
Description	This service consists in performing the associated operations related to the entry or exit of trains and/or shunting traffic to/from **Adif** Facilities not included in Section 3.7.1. of the Network Statement.
Related Operations	• Removing rear lights from the locomotive and placing them at the back of the train and vice versa. • Coupling / uncoupling locomotives to wagons. • Performing activities corresponding to shunting staff in carrying out the brake tests established in the General Operating Regulation. • Preparing traffic documents, when appropriate (stock sheet or 1007, traffic and braking slips, order slips and temporary traffic information). • Computer updating on the train. • Other tasks and operations not stated in the above paragraphs and which are intrinsically linked to the entry and exit of compositions to/ from the Facilities, which correspond to **Adif** and which are outlined in the contract established for this purpose.
Billing Unit	Per service supplied.
Applicable Conditions	• Those stated in the contract signed. • Shall not apply to the Railway Undertakings that adhere to mode B.

SX-8	Modifications and/or Adaptations of Railway Infrastructure for Exceptional Transports
Description	Any changes or adaptations required to the railway infrastructure by **Adif** to allow access, or the running of Special Trains.
Related Operations	These include: • Improving bridge strength. • Special works at loading and unloading points. • Removing obstacles etc.
Billing Unit	Per Action.
Applicable Conditions	Those established by contract / agreement according to the features of the corresponding project.

Chapter 6
Charging System

6.1 Charging Principles

These principles are based on the following figures:

- Railway Fees and Tariffs.

- Charges for Additional and Supplementary Services.

The regulation of railway charges accrued in favour of **Adif** for the use of the infrastructure is established in the Law of the Railway Industry, being set out in accordance with article 77.1 of the LSF, by Order FOM 898/2005, the amounts resulting from the application of the quantifying elements and criteria for tariffs related to the use of railway infrastructure. The provision of Additional and Supplementary rail services is subject to payment of rates, which have the nature of private prices. The provision of Ancillary rail services is subject to prices freely agreed upon by the parties.

6.2 Railway Fees and Tariffs

6.2.1. Fees

Railway Fees satisfy taxable events related to rail transport services and regulated in the applicable Ministerial Order. The main Railway Fees are outlined below.

6.2.1.1 Passenger Transport Security Fee

This affects the provision of surveillance and access control, both for passengers and luggage, at stations and other **Adif** railway areas.

Passenger Transport Security Fee	
Route Services ≤ 150 km	0. 02 € per person and trip
Route Services > 150 km	0. 15 € per person and trip
Route Services > 300 km or international	0. 34 € per person and trip
Transport contracts with an unspecified number of trips	0. 03 € per no. of days of title validity
Transport contracts with an unspecified number of trips by two or more means	0. 20 € per no. of months or fraction of month of title validity

6.2.1.2 Other Fees

This consists in imposing fees, provision of the necessary services for granting approvals, certificates, and the issue of tickets to rail staff and Licenses or Safety Certificates.

These fees are:

- Approval of railway staff training centres (article 69 LSF).
- Certifying rolling stock centres (article 35 of Order FOM/233/2006)
- Issuing tickets to railway staff (article 69 LSF).
- Issuing Licenses (article 61 LSF).
- Extension, renewal or review of License or Safety Certificate (article 61 of the LSF).

6.2.2. Tariffs

Railway tariffs are the fees that **Adif** receives from RUs for use of infrastructure it owns or those attached to it.

The LSF, in Titles V and VI, establishes a Tariff for use of railway lines that form the REFIG, and to be applied in connection with the use of railway infrastructure and the Allocation of Network Capacity required for the provision of the different rail services, and for the use of stations and other railway facilities (article 74 and article 75 of the LSF).

With respect to the establishment of amounts resulting from the application of the elements and criteria referred to in articles 74 and 75 of the LSF, these have been fixed, as prescribed by the actual LSF, through Ministerial Order 898/2005 of April 8th, which sets the level of Railway Tariffs established in articles 74 and 75 of Law 39/2003 of 17th November of the Railway Industry, amended by Order FOM 3852/2007 of December 20th.

The main Tariffs are outlined below:

6.2.2.1 Tariff for use of REFIG Railway Lines

Those paying the Tariff will be RUs who use the REFIG, public authorities with powers to provide transport services and who are interested in supplying certain rail transport services, as well as transport agents, carriers and combined transport operators who, without being RUs, have Capacity Allocated.

The Tariff imposed for the use of REFIG railway lines, as well as providing services inherent to this use, and of the following classes:

Access Tariff (Class A)

The Access Tariff regulates the right to access the REFIG or part of it. Its amount will be due and paid just once at the start of each Service Timetable affected by the Capacity Allocation. In the case of Capacity Allocation not figuring in the Service Timetable approved for each year by **Adif**, the Tariff will be paid with the first allocation received in this timetable.

Tariff amounts are laid out in the following table, and are established according to the statement of activity made by the payer in accordance with the estimated level of traffic.

Access Tariff (Class A)		
Level	Volume of Traffic	€/ Year
N1	≤1 million Train-km / year	64,952.29
N2. A	>1 and ≤ 5 millions Train- km / year	162,380.74
N2. B	>5 and ≤10 millions Train- km / year	357,237.64
N3. A	>10 and ≤15 millions Train- km / year	746,951.42
N3. B	>15 millions de Train- km / year	1,526,378.97

Reserve Capacity Tariff (Class B)

The Reserve Capacity Tariff is imposed for the availability of the route requested.

Tariffs are established according to the kilometres-train reserved, taking into account the line type, the type of service to be provided, the train type and the period of day affected by the reserve (off-peak, normal or peak).

For the purposes of application according to the period of day, the stopping time at the previous station will be considered.

Information recorded in the corresponding planning tools for establishing train path reservations will be taken into account.

Reserve Capacity Tariff (Class B)

Time Period	Line Type	Type of Service			
		V1	V2	M	P
		€/Train-km reserved			
Peak	A1	3.69	2.26	-	0.92
	A2	3.59	2.16	-	0.83
	(*) B1	3.04	0.55	0.33	0.06
	C1	-	0.20	0.33	-
Normal	A1	2.37	1.13	-	0.92
	A2	2.26	1.08	-	0.83
	(*) B1	0.20	0.20	0.05	0.06
	C1	-	0.20	0.05	-
Off-Peak	A1	0.83	0.75	-	0.92
	A2	0.75	0.70	-	0.83
	(*) B1	-	0.10	0.05	0.06
	C1	-	0.10	0.05	-

(*) Passenger rail transport services in the Mediterranean Corridor with routes of less than 80 km will be covered by the amount established for these services on Type C1 lines.

Test services (Type of Service, P) carried out to validate or approve railway infrastructure and/or the integration between the latter and rolling stock are not subject to any Tariff considered in this NS.

The lines in the "Reference Tables" of this chapter are classified in Table 1 according to their type, in Table 2 according to the characteristics of the services and the types of trains, and in Table 3 according to time periods.

When Capacity Reservations are of an extraordinary nature, outside the time periods established, the amounts will be increased by 5% when they exceed the total amount of Capacity allocated.

Operating Tariff (Class C)

The Operating Tariff regulates actual use of reserved Capacity.

Tariffs are established according to kilometres-train actually used, taking into account the type of line and the type of service rendered.

The information recorded in the corresponding **Adif** operation monitoring tools for determining actual Capacity used will be taken into account.

Types of lines and services are classified in the "Reference Tables" of this Chapter (Tables 1 and 2).

Operating Tariff (Class C)				
Line Type	Type of Service			
	V1	V2	M	P
	€ / Train-km operated			
A1	2.16	0.83	-	-
A2	2.06	0.75	-	-
B1	0.65	0.06	0.06	-
C1	-	0.06	0.06	-

Traffic Tariff (Class D))

Traffic Tariff is raised upon the produced traffic on the railway infrastructure.

Tariff amounts will be established according to the economic value of the commercial rail transport services provided, measured in terms of Capacity offered, enabling to distinguish them by time and day and type of line.

The RUs will state, based on vehicle seats and checked by **Adif**, the corresponding seats-kilometres corresponding to each service.

For the purposes of application according to the period of the day, the stopping time at the previous station will be considered.

Information recorded in the **Adif** computer application will be taken into account for establishing the actual Capacity used.

This type only applies to V1 type services established in Table 2 in the "Reference Tables".

Types of lines and time periods are classified in section 6.2.6., "Reference Tables", of this Chapter, in Tables 1 and 3.

Traffic Tariff (Class D)

Line Type	Time Period		
	Peak	Normal	Off-Peak
	€ / 100 seats-km		
A1	1.36	0.75	-
A2	1.28	0.70	-
B1	-	-	-
C1	-	-	-

6.2.2.2 Tariff for Use of Stations and other Railway Facilities

The Tariff is imposed for the use of stations and other REFIG railway facilities, as well as providing services inherent to this use, of the following types:

None of the Tariffs in this section include expenses for consumption and supplies provided by **Adif**.

Tariff for Station Use (Class A)

This type applies to passengers who use the rail transport service, according to the distance covered and the class of station at which the journey starts or ends.

Passengers for these purposes will be considered to be those people who do not belong to RUs operating, management and monitoring teams.

Tariff amount will be the result of applying the unitary sums indicated below, from the number of passengers who have contracted the railway transport service, commencing or ending their trip at the above station. For trips involving changes of trains, a new trip will be considered to start or finish at the station where it occurs.

Tariff for Station Use (Class A)

Category*	Journey			
	A	B	C	D
	€ / Passenger			
1	0.85	0.46	0.20	0.08
2	0.56	0.33	0.15	0.06
3	0.04	0.04	0.04	0.02

* Stations are classified by category in Table 4, Section 6.2.6.

Type of Journey	
A	More than 250 km
B	Between 126 and 250 km
C	Between 80 and 125 km
D	Lees than 80 km

Tariff for Stabling and Use of Platforms at Stations (Class B)

This Tariff is calculated according to the train stabling time, track changing operations carried out upon request of the operator and the class of station.

It is generally established a period of 15 minutes in which the Tariff will not apply. Stabling and platform use at off-peak times will not be considered as applicable for the purposes of this Tariff either, nor will commuter and regional services using platforms reserved for their sole use, according to the list of stations enclosed in Table 5, Section 6.2.6.

Tariff for Stabling and use Of Platforms at Stations (Class B)

Category*	Stabling		
	A	B	C
	€ / Train		
1	2.16	3.24	4.32
2	1.08	1.63	2.16
3	-	-	-

* Stations are classified by category in Table 4, Section 6.2.6.

Stabling Type	
A	For every additional 5 minutes or fraction between 15 minutes and 45 minutes.
B	For every additional 5 minutes or fraction between 45 minutes and 120 minutes.
C	For every additional 5 minutes or fraction after 120 minutes.

For the purposes of calculating stabling time at platforms, intermediate stops on commercial journeys will not be considered, nor do those in which Adif decides on the train stay on the stabling track.

Tariff for Passing Track Gauge Changers (Class C)

This Tariff amount will be the result of applying a unit sum in Euros each time a train passes a gauge changer.

Tariff for Passing Track Gauge Changers (Class C)	
Unit Value per Train	108.25 €

Tariffs for Use of Sidings (Class D)

Tariffs are established according to the type of station line the sidings used belong to and the track occupation time.

For the purposes of this class, cases of sidings used at off-peak times referred to in Table 3 of the "Reference Tables", section 6.2.6, will not be considered.

Tariff for Use of Sidings (Class D)

Line Type	Stabling			
	a	b	c	d
	€ / Train			
A	15.63	2.06	3.04	38.97
B - C	-	-	-	-

Lines are classified by type in Table 1, in the "Reference Tables", Section 6.2.6.

Stabling Type	
a	1 - 6 hours stabling.
b	For each hour of stabling from 6-12 hours.
c	For each hour of stabling after 12 hours.
d	Stabling for one complete day.

Tariff for Provision of Services Requiring Permission for use of Public Railway Property (Class E)

This class applies to the use of public railway property and is determined according to the surface area occupied and the type of land on which it takes place.

Items not covered in this Chapter will in any case be pursuant to the LSF or the Ministerial Order establishing the amounts in force at the time the corresponding Railway Fees and Tariffs are applied.

Tariff for Provision of Services Requiring Permission for Use of Public Railway Property (Class E)	
Public Property Area	€ / m^2 - month
Built up Area	0.65
Non-built Area	0.55

6.2.3 Modifications to Fees and Tariffs

Modifications to Fees and Tariffs included in this NS are carried out in accordance with the following mechanisms:

Amount of fees and tariffs may be updated or modified through the National Budget Laws or, where applicable, by Ministerial Order. Modifications may also be made to the number or identity of items and quantity criteria used to establish the amounts to be demanded in each of the classes mentioned in article 74.3 of the LSF.

Both the Passenger Transport Safety Fee and the Railway Tariffs have been regularized, as stipulated in article 83.1 of Law 39/2010 of December 22nd, on the National Budget for 2011.

6.2.4 Form of Payment for Fees and Tariffs

Safety Fees that should be included in the transport cost will be collected by the RUs and will be paid to **Adif** (article 67 LSF).

With respect to railway tariffs, the classes described may be paid individually or together, in the terms provided for in the Ministerial Order setting out the amounts for Railway Tariffs, which approves the payment models and regulates the periods and payment means of the amounts levied (Order FOM 898/2005, 8th April, by which the railway tariffs established are fixed, article 74 and 75 of the LSF). Payment of Tariffs for using rail infrastructure shall be made by the RU or Authorised Applicants once the corresponding payment notice has been received, in the terms, periods and other conditions indicated in the NS and in the Ministerial Order setting out the amounts for Railway Tariffs.

With respect to the amounts that are payable, indirect taxes will be levied on services subject to taxation, in the terms established in current legislation.

An agreement was also signed on 16th February 2009 between the State Tax Authority and **Adif** for the enforcement of the collection of resources of a public nature owned by this public body, published by Resolution of 26th February 2009, of the Department of Revenue Collection of the State Tax Authority, of the Ministry for Economy and Finance.

Anything not outlined in this section will be covered by that set forth in the LSF, the RSF and the Ministerial Order setting out the amounts for Railway Tariffs.

6.2.5. Performance Scheme

Adif aims to encourage the loyalty of RUs offering a high degree of compliance on allocated infrastructure capacity. Directive 2001/14/EC, in its article 11 provides for the possibility of an incentive system to encourage the minimization of incidents and to thereby improve the functioning of the Rail Network. This system may include the imposition of penalties for actions which disrupt the functioning of the Network or the granting of compensation to companies that suffer them.

6.2.6 Reference Tables for Applying Tariffs

Updated by Order FOM/3236/2010 of December 13th, announced in compliance with the criteria of Order FOM/3852/2007 of December 20th, which modified annexes and Order FOM/898/2005 of April 8th, which sets the amounts of Railway Tariffs.

Table 1		Railway Line Classification
Type		Lines
A	A.1	Madrid - Barcelona (UIC gauge) Córdoba - Málaga (UIC gauge) Madrid - Valladolid (UIC gauge) Madrid - Albacete (UIC gauge) C) Madrid - Valencia (UIC gauge) Mollet-Girona and Figueres-limit with international section (1)
	A.2	Madrid - Sevilla (UIC gauge) Section La Sagra - Toledo (UIC gauge) Zaragoza Delicias - Huesca (UIC gauge)
B	B.1	Mediterranean Corridor (2)
C	C.1	Other lines

(1) These sections shall be considered as type A.2 until the complete line with UIC gauge and double track starts operating from Barcelona to the international section.
(2) For the purposes of this classification, the Mediterranean Corridor is defined as the section between Valencia and Tarragona.

Table 2		Railway Services and Train Types
Class	Type	Characteristics
Passengers	V1	Top speed equal to or more than 260 km/h
Passengers	V2	Top speed less than 260 km/h
Freight	M	-
Tests	P	-

- Top speed is understood to be the maximum effective speed in the corresponding service.
- Test services will be understood to be train operations carried out to adapt and measure new or existing vehicles, which need service entry or operating licenses, as well as for calibrating any of their components.

Table 3	Time Periods	
Period	Time Period	
	Start	End
Off-Peak	0:00	6:59
Peak	7:00	9:29
Normal	9:30	17:59
Peak	18:00	20:29
Normal	20:30	23:59

- The peak period does not apply to Saturdays, Sundays and holidays. Time periods corresponding to these days are considered to be normal periods.
- For the purposes of determining periods, stops made by trains at stations will be considered. At a particular point on the route, the corresponding period will thus apply to the time at which the train stopped at the previous station.
- Notwithstanding the above, in order to determine that a commuter train service takes place within the periods classified in these tables, it will be necessary for more than 50% of the duration of the latter to take place within that period.
- With freight services, the peak period will only apply in the 100 km distances prior to the urban centres of Madrid, Barcelona, Valencia and Bilbao. Normal or off peak, where appropriate, will apply to other kilometres of the journey.

Table 4 Station Classification

Category 1		
Madrid-Puerta de Atocha	Córdoba-Central	Valladolid-Campo Grande AV
Madrid-Chamartín AV	Lleida-Pirineus	Zaragoza-Delicias
Barcelona-Sants	Málaga-María Zambrano AV	Albacete Los Llanos
Valencia Joaquín Sorolla		
Category 2		
A Coruña	Guadalajara-Yebes	Requena-Utiel
Alacant-Terminal	Huelva-Término	Reus
Alcázar de San Juan	Huesca	Ripoll
Algeciras	Irún	Ronda
Almería	Jaén	Salamanca
Antequera-Santa Ana	Jerez de la Frontera	Salou
Ávila	L'Aldea-Amposta	San Sebastián / Donostia
Badajoz	Lebrija	Santander
Barcelona-Estació de França	León	Santiago de Compostela
Barcelona-Passeig de Gracia	Linares-Baeza	Segovia
Benicarló-Peñíscola	Llançà	Segovia-Guiomar
Bilbao-Abando Indalecio Prieto	Logroño	Sils
Bobadilla	Lorca-Sutullena	Soria
Burgos	Lugo	Tarragona
Cáceres	Madrid-Atocha Cercanías	Teruel
Cádiz	Madrid-Chamartín	Toledo
Calatayud	Málaga-María Zambrano	Torellò
Caldes de Malavella	Medina del Campo	Torredembarra
Cambrils	Mérida	Tortosa
Cartagena	Miranda de Ebro	Tudela de Navarra
Castelló de la Plana	Monforte de Lemos	Valencia-Cabanyal
Ciudad Real	Murcia del Carmen	Valencia-Estació del Nord
Cuenca	Ourense	Valladolid-Campo Grande
Cuenca Fernando Zóbel	Oviedo	Vigo
Ferrol	Palencia	Vilagarcia de Arousa
Figueres	Pamplona	Villena
Figueres-Vilafant (1)	Ponferrada	Vinaròs
Flaçà	Pontevedra	Vitoria / Gasteiz
Gijón-Jovellanos	Portbou	Zamora
Girona	Puente Genil-Herrera	
Granada	Puertollano	
(1)This station shall be considered as category 3 until the complete line with UIC gauge and double track starts to operate from Barcelona to the international section		
Category 3 Stations not included in Category 1 and 2		

Table 5 Stations with Platforms Reserved for Commuter and Regional Train Services	
Management Department	Station
Madrid	Atocha, Chamartín, Fuenlabrada, Móstoles, Aranjuez, Villalba, Alcalá de Henares, El Escorial, Guadalajara, Parla, Tres Cantos, Colmenar, Ávila, Segovia, Valladolid, Medina, Ciudad Real, Toledo, Badajoz, Puertollano, Soria.
León	Gijón Cercanías, Oviedo, León, A Coruña, Ferrol, Vigo, Ponferrada, Santiago de Compostela.
Sevilla	Cádiz, Sevilla Santa Justa, Córdoba - Central, Málaga, Granada, Almería, Ronda, Jaén, Huelva, Fuengirola, Jerez de la Frontera, Linares, Bobadilla, Utrera.
Valencia	Valencia- Estació del Nord, Teruel, Castelló, Gandía, Tortosa, Xàtiva, Alacant-Terminal, Cuenca, Cartagena, Vinaròs, Murcia del Carmen.
Barcelona	Barcelona Sants, Barcelona Estació de França, L'Hospitalet, Sant Vicenç de Calders, Vilanova i la Geltrú, Sant Andreu Comtal, Portbou, Girona, Figueres, Massanes, Sant Celoni, Vic, Ripoll, Manresa, Terrassa, Blanes, Mataró, Granollers, Canfranc, Huesca, Zaragoza Delicias, Calatayud, Tarragona, Reus, Mora la Nova, Lleida.
Miranda	Bilbao Abando, Irún, Santander, Vitoria-Gasteiz, Orduña, Santurtzi, Muskiz, Burgos, Logroño, Palencia, Pamplona.

6.3 Provisional Charges for the Supply of Additional and Supplementary Services 2011.

6.3.1. Introduction

By Resolution of December 29th, 2010, of the Secretariat of Infrastructure and Planning State Secretariat, the approval of provisional charges for Supplementary and Additional services 2011 by the Corporate Public Entity Administrador de Infraestructuras Ferroviarias **Adif** is released (Official State Journal, No. No. 7, of 8th January 2011)

6.3.2 Legal System and Establishment of Charges for the Provision of Additional and Supplementary Services

The provision of Additional and Supplementary Services will be subject to the payment of charges, which will have the nature of private prices. According to article 79 of Law 39/2003, of 17th November, of the Railway Industry, the amounts for charges will be set in accordance with the type of activity, its railway interest and its economic relevance, as well as the costs involved in supplying the services. No charges or prices will accrue for activities and services subject to payment of railway tariffs regulated by the LSF.

Law of Railway Industry has been amended by Article 24 of Law 25/2009, of 22nd December, for the purpose of adapting these to Law 17/2009, of 23rd November, on free access to activities and to the performance of these (Law Omnibus), the latter provision has been transposed Directive 2006/123/EC , of the European Parliament and Council , of 12th December, on services within domestic market.

In particular, Article 24 of Law 25/2009 , of 22nd December, has a new wording in Articles 21, 40, 41, 78 and 79 of the Law of the Railway Industry, added to its text a new seventh transitional provision

and modified its Annex. These changes may affect the regulation under provision of additional, supplementary and ancillary services of the railway industry, now largely liberalized eliminating paperwork and reducing administrative burdens.

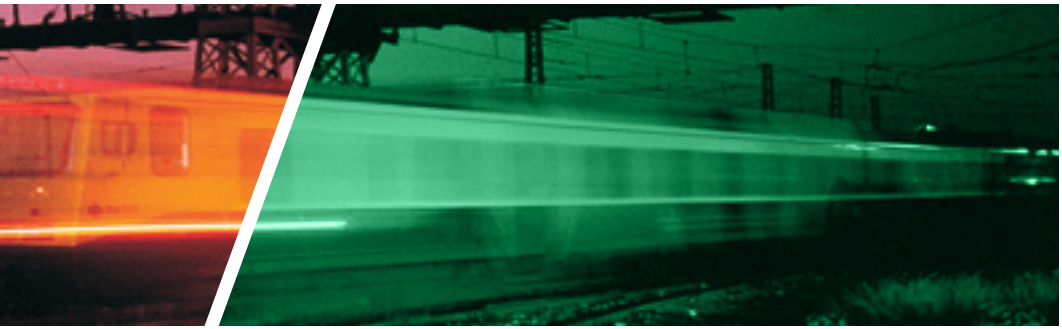
This amendment to the Law of the Railway Industry requires adapting the regulations affected by changes in the Law of the Railway Industry cited above. These provisions are the Royal Decree 2387/2004 , of 30th December, by which the Law of the Railway Industry is approved, amended by Royal Decree 100/2010, of 5th February, and the Statute of **Adif**, approved by Royal Decree 2395/2004 of December 30th, which was amended by Royal Decree 458/2010 of April 16th. In both cases, the changes affect the provisions relating to additional, supplementary and ancillary services.

6.3.3 Conditions for the Provision of Additional and Supplementary Services.

Adif provides services pursuant to the conditions established in their descriptions (see Section 5.4.), ensuring the safety, effectiveness and quality of the service, providing the means and the staff qualified to perform these. In this respect, **Adif**, aware of the importance and impact of services provided in the activities of the RUs, establishes mechanisms to identify quality levels for services provided, and undertakes continuous improvement processes in order to increase the efficiency of services and of the corresponding quality parameters.

These services shall be provided at stations and freight logistics facilities included in this document, and also at other **Adif** facilities that the interested party may know about following consultation with the **Adif** Logistic Service Office. The list of main freight logistics facilities offering their services to RUs is outlined in the NS in Section 3.7.1. Service Timetables for these facilities will also be available at the **Adif** website, at www.adif.es.

Special conditions to provide the service and their generally applicable regulations and guidelines will be accessible to any user of the services requested, both at **Adif** facilities, as



well as when sent in electronic format. Signing a contract to provide services, or formalization of the service request, presupposes user acceptance and conformity with the conditions established.

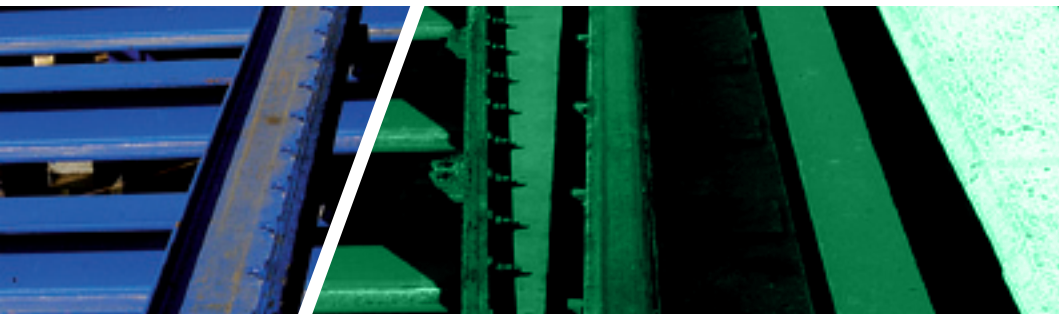
6.3.4 Scope.

Provisional Charges contained in this document are only applicable for Additional and Supplementary services which are provided in the General Interest Railway Network (REFIG) and areas of railway service managed by **Adif**.

6.3.5. Table of Additional and Supplementary Services Charges 2011

Charges – Additional Services			
		BILLING UNIT	Charge 2011
SA-1	TRAIN ACCESS TO FACILITIES		
	To facilities	TRAIN	0.00 €
SA-2	TRAIN DISPATCH FROM FACILITIES		
	From facilities	TRAIN	0.00 €

Charges – Supplementary Services			
		BILLING UNIT	Charge 2011
SC-1	OPERATIONS ON ROLLING STOCK RELATED TO TRAIN ACCESS OR DISPATCH		
		SERVICE	36.55 €
SC-2 A	ACCESS OPERATIONS TO EXTERIOR FACILITIES WITHOUT A SHUNTING VEHICLE		
	Distance between 0 - 5 km	SERVICE	15.00 €
	5 - 15 km	SERVICE	41.50 €
	15 - 30 km	SERVICE	86.50 €
	30 - 60 km	SERVICE	196.50 €
	More than 60 km (Amount corresponding to 30 - 60 km plus a fixed sum per add. km)	SERVICE	2.25 €/km
SC-2 B	POSITIONING SHUNTING IN LOGISTIC FACILITIES AT THE MAIN FACILITY		
	Delivery / collection without Shunting Vehicle	SHUNTING	24.00€
	Delivery / collection with Shunting Vehicle	SHUNTING	115.20€
SC-3 A	ACCESS OPERATIONS TO EXTERIOR FACILITIES WITH A SHUNTING VEHICLE		
	Distance between 0 - 5 km	SERVICE	74.00 €
	5 - 15 km	SERVICE	179.00 €
	15 - 30 km	SERVICE	352.00 €
	More than 30 km (Amount corresponding to 15 - 30 km plus a fixed sum per add. km)	SERVICE	8.60 €/km



Charges – Supplementary Services			
		BILLING UNIT	Charge 2011
SC- 3 B	DELIVERY AND / OR COLLECTION SHUNTING AT OTHER FACILITIES		
	Delivery / collection vehicle Section I. (0 - 10 km)	SHUNTING	39.50 €
	Delivery / collection vehicle Section II. (more than 10 km)	SHUNTING	51.20 €
	Delivery / collection vehicle Section I. (0- 10 km)	SHUNTING	148.20 €
	Delivery / collection vehicle Section II. (more than 10 km)	SHUNTING	242.00 €
SC-4 A	SHUNTING AT FACILITIES WITHOUT A SHUNTING VEHICLE		
		Train shunted per facility (not destination)	91.45 €
SC- 4 B	SHUNTING FORMATION/ SELECTION, WITHOUT A SHUNTING VEHICLE		
	Shunting Train Composition	SHUNTING	24.00 €
	Shunting Wagon Surcharge	WAGON	4.75 €
SC-5 A	SHUNTING AT FACILITIES WITH A SHUNTING VEHICLE		
		Train shunted per facility (not destination)	278.00 €
SC- 5 B	SHUNTING FORMATION/ SELECTION, WITH A SHUNTING VEHICLE		
	Shunting Train Composition	SHUNTING	115.20 €
	Shunting Wagon Surcharge	WAGON	9.20 €
SC-6	INTERMODAL TRANSPORT UNIT HANDLING		
	ITU, 0 and 2 days transit at the Facility	ITU	21.00 €
	ITU, up to 7 days transit at the Facility	ITU	38.00 €
	Excess over 7 days transit at the Facility	ITU/DAY	6.00 €
	Additional handling for more than 7 days transit	ITU	21.00 €

Charges – Supplementary Services

		BILLING UNIT	Charge 2011
SC-7	TRACTION CURRENT SUPPLY		
	High Speed Lines	SERVICE	Actual Cost
	Other Lines:		
	Commuter trains - electric units	Thousands of gross ton-km hauled	7.246841 €
	Medium distance – electric trains	Thousands of gross ton-km hauled	2.230745 €
	Medium distance – electric units	Thousands of gross ton-km hauled	2.230745 €
	Long distance - conventional trains	Thousands of gross ton-km hauled	2.869727 €
	Long distance - Euromed type	Thousands of gross ton-km hauled	2.760700 €
	Long distance - Alaris type	Thousands of gross ton-km hauled	2.760700 €
	Long distance - isolated locomotives	Thousands of gross ton-km hauled	2.869727 €
	Long distance - electric trains	Thousands of gross ton-km hauled	2.760700 €
	Freight - conventional trains	Thousands of gross ton-km hauled	2.299952 €
	Freight - isolated locomotives	Thousands of gross ton-km hauled	2.299952 €
	Management cost (amount with respect to total Megawatt hours)	MWh	1.12€/MWh

The resulting amounts, both of electric power and management costs, will be adjusted at the end of the year in accordance with the expenses actually incurred in each item.

SC-8	REFUELLING		
	Fuel	LITRE	Real Cost
	Management cost (amount with respect to total product litres supplied)	LITRE	0.021 €/litre
	Fuel supply cost	LITRE	0.0194 €/litre

The resulting amounts, both for fuel, management and dispensation costs will be adjusted at the end of the year in accordance with the expenses actually incurred in each item.

SC-9	EXCEPTIONAL TRANSPORT		
	Transport manning and assistance	SERVICE CONTRACTED	60.00€ /h /agent
	Support and security services contracted	SERVICE CONTRACTED	Type of Transport

6.3.6 Approval and Validity of Charges for the Provision of Additional and Supplementary Services.

Article 79 of the Railway Sector Law, according to art. 24 of Law 25/2009 of 22nd December (Omnibus Law), establishes

• Charges for Additional Services will be approved by the Ministry of Public Works upon proposal by **Adif**, and will be included in the Network Statement.

• Charges for Supplementary Services provided in the REFIG and in areas of its rail services managed by **Adif** will be approved, regardless of the supplier, by the Ministry of Public Works upon proposal by **Adif**. The amount shall figure in the Network Statements.

Charges will be set in accordance with the type of activity, its railway interest and economic significance, as well as the service costs..

Charges Fixing and Applying shall always be governed by the principles of objectivity, transparency, and same access and non discrimination of Railway Companies.
Charge policy shall tend to create some dynamics which promote limiting operation costs, adapting investments to the actual requirements of the demand, avoiding over capacities or congestion problems.

The Ministry of Public Works may, for reasons of general interest related to social policy objectives, establish exemptions or reductions in the current rates for services provided by the railway infrastructure manager, compensating the latter, if applicable, deducting revenues resulting from the application of these.

In execution of the aforementioned, by Resolution of 29th December 2010, have been released by the State Infrastructure and Planning Secretariat the provisional charges for rendering Additional and Supplementary services by the Public Corporate Entity Administrador de Infraestructuras Ferroviarias, **Adif**, (Official State Journal No. No. 7, of 8th January 2011) including this document which shall be valid during 2011. Nevertheless, if during the application period of these Provisional

Rates, the Ministry of Public Works approves the General Frame Charging System, according to additional clause of Spanish Royal Decree 100/2010, of 5th February, amending Royal Decree 2387/2004 of 30th December, approving the Railway Sector Law, these fees may be replaced by the final charges approved according to it.

6.3.7. Billing Charges for the Provision of Additional and Supplementary Services.

Rates will apply upon service request, completion of activity or use in question, and these shall be payable under the conditions agreed upon at the time of their establishment or updating.

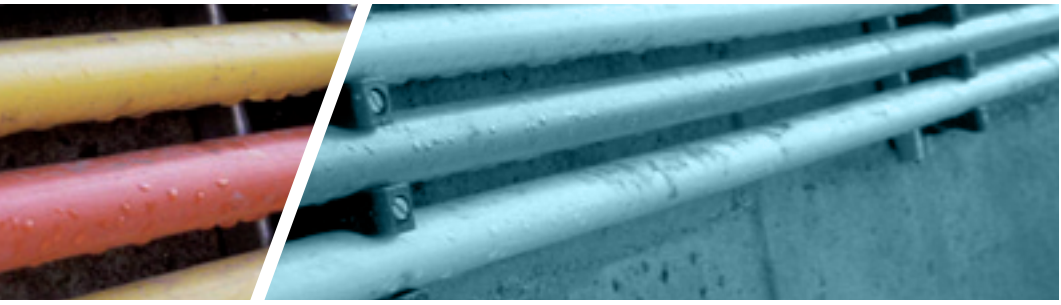
The subject obliged to pay the charges shall be the Railway Undertaker that has requested **Adif** services.

Certificates proving non-payment of invoices issued by **Adif**, which shall be notified to the party responsible for payment, will be considered as enforceable documents, as provided under article 517 of L aw 1 / 2000, of 7th January, on Civil Procedure. Action to demand payment of service charges for provided directly by **Adif** will lapse five years after provision of the service.

Adif may suspend the service in the event of any failure to pay the corresponding rates, following specific communication addressed to the party responsible for payment. The service will remain suspended until payment is made or the debt is sufficiently guaranteed. **Adif** may require deposits, guarantees, payments on account or other security sufficient to recover the amount of the charges for services provided.

Ordinary courts will be responsible to settle any disputes arising in connection with the determination or payment of rates referred to in this Chapter.

Consult Section 6.2.4. with respect to the payment of Fees and Tariffs.



6.4 Set up of Ancillary Service Calculation Units

Ancillary Services rendered by **Adif** shall be subject to specific prices to agree upon in every case by the entity and the companies requesting these services, according to the calculation units which are detailed, as follows:

Calculation Units - Ancillary Services		Calculation Unit
SX-1	COMMERCIAL BILLING	BILL OF LADING
SX-2	WEIGHING WAGONS	
	Isolated Wagon	WAGON
	Consignment of Wagons:	
	• First Wagon Consigned	FIRST WAGON
	• Remaining Wagons Consigned	WAGON
SX-3	SAND SUPPLY	
	(*) The amount of sand consumed shall be billed apart	VEHICLE (*)
SX-4	FULL LOAD TRANSFER AT ADIF FACILITIES	
	Type of freight	CONTRACTED SERVICE
SX-5	INTERMODAL TRANSPORT UNIT STORAGE	
	Storage Area	AREA/MONTH
	Excess on the contracted area	TEU/DAY
SX-6	PLANNING HAULAGE AND INFORMATION TO THE CLIENT	HAULAGE
SX-7	SUPPORT IN INTAKE / DISPATCH OF TRAINS AND /OR SHUNTING TRAFFIC TO / FROM FACILITIES	FOR PROVIDED SERVICE
SX-8	MODIFICATIONS AND/OR ADAPTATIONS OF RAILWAY INFRASTRUCTURE FOR EXCEPTIONAL TRANSPORTS	
	Changes and/or adaptation of the Railway Infrastructure for Exceptional Transports	FOR ACTIVITY

All Prices referring to Ancillary Services shall be applied as Convened.

These Ancillary Services are listed but not limited to.

ANNEXES

ANNEX A: Service Timetable 2011 / 2012

Updated at www.adif.es

- On Sunday, 12th December 2010, a new Service Timetable commenced and will conclude on Saturday, 10th December 2011.

- On Sunday, 11th December 2011, a new Service Timetable commenced and will conclude on Saturday, 8th December 2012.

- This Service Timetable Calendar sets out the actual periods to be fulfilled during the new Capacity Allocation procedures arising from the introduction of the Law of the Railway Industry, and which are listed in Chapter 4 of this NS.

2011

January

M	T	W	TH	F	S	SU
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

February

M	T	W	TH	F	S	SU
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

March

M	T	W	TH	F	S	SU
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

April

M	T	W	TH	F	S	SU
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

May

M	T	W	TH	F	S	SU
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

June

M	T	W	TH	F	S	SU
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

July

M	T	W	TH	F	S	SU
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

August

M	T	W	TH	F	S	SU
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

September

M	T	W	TH	F	S	SU
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

October

M	T	W	TH	F	S	SU
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

November

M	T	W	TH	F	S	SU
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

December

M	T	W	TH	F	S	SU
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

2012

January

M	T	W	TH	F	S	SU
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

February

M	T	W	TH	F	S	SU
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29				

March

M	T	W	TH	F	S	SU
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

April

M	T	W	TH	F	S	SU
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

May

M	T	W	TH	F	S	SU
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

June

M	T	W	TH	F	S	SU
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

July

M	T	W	TH	F	S	SU
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

August

M	T	W	TH	F	S	SU
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September

M	T	W	TH	F	S	SU
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

October

M	T	W	TH	F	S	SU
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

November

M	T	W	TH	F	S	SU
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December

M	T	W	TH	F	S	SU
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Main Milestones

Service timetable 2010/2011		Agreed Adjustment Calendar			Monthly Adjustment	
		2011		2012	2011	2012
11-dec-11	Begin service timetable 2011/12	12-jun-11	Agreed adjustment	10-jun-12	06-feb-11	05-feb-12
11-apr-11	International	07-feb-11	Requests	06-feb-12	06-mar-11	04-mar-12
13-jun-11	National requests	07-mar-11	Provisional capacity allocation	05-mar-12	03-apr-11	01-apr-12
12-sep-11	Provisional capacity allocation	11-apr-11	Final capacity allocation	09-apr-12	01-may-11	06-may-12
09-oct-11	Final capacity allocation				07-aug-11	05-aug-12
01-nov-11	Train announcement communication	09-may-11	Train announcement communication	14-may-12	04-sep-11	02-sep-12
					02-oct-11	07-oct-12
					06-nov-11	04-nov-12

Note. Other dates for agreed adjustments may be fixed given operation of new infrastructures. These days shall be communicated with due advance.

ANNEX B: Catalogue of International Train Paths

Tarragona – Portbou Corridor				
PATH No.	Tarragona	Castellbisbal	Portbou	Connections
86852/3	03h55	05h10	08h00	Vintimiglia,Metz, Angola- Antwerpen
PATH No.	Connections	Portbou	Castellbisbal	Tarragona
86584/5	Vintimiglia, Metz, Angola- Antwerpen	12h45	15h43	16h44

Irún – Fuentes de Oñoro Corridor				
PATH No.	Irún	Valladolid	Vilar Formoso	Connections
43800/1	11h26	17h04	21h00	Lisboa/Oporto
PATH No.	Connections	Vilar Formoso	Valladolid	Irún
43802/3	Lisboa/Oporto	22h40	02h51	08h43

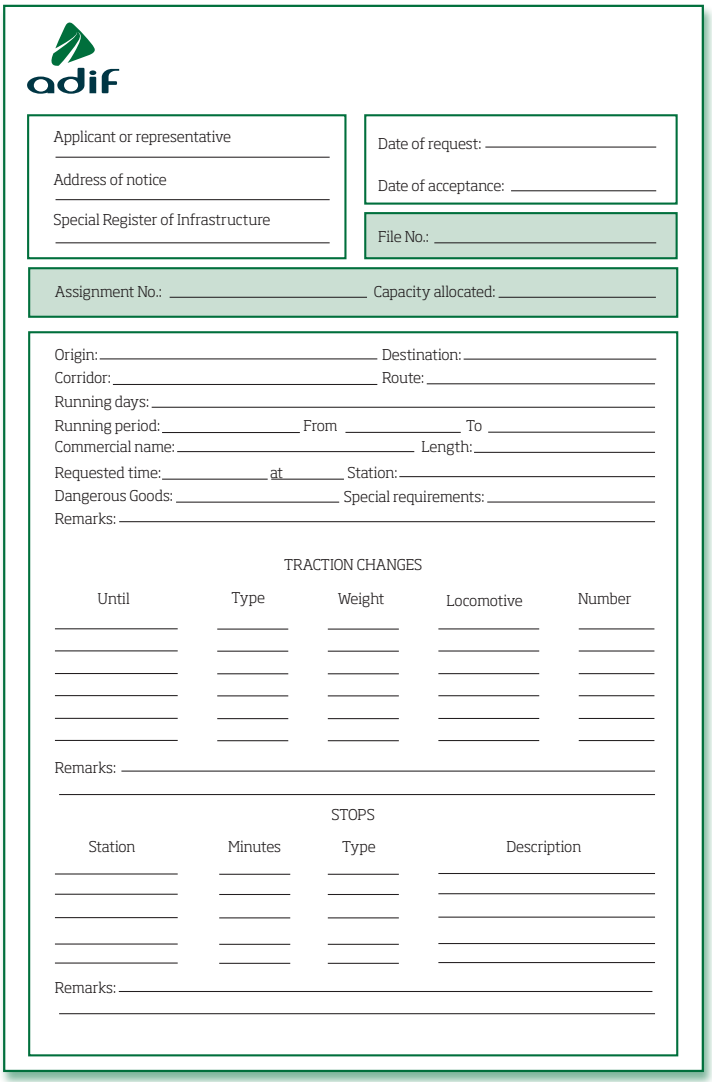
Barcelona – Figueres Corridor				
PATH No.	Barna C. Tunis	Figueres-Vilafant	Límite TP Ferro	Connections
86852/3	04h45	07h05	07h10	Perpignan
86852/3	09h50	12h05	12h10	Perpignan
86852/3	13h53	16h05	16h10	Perpignan
86852/3	14h50	17h21	17h26	Perpignan
86852/3	17h05	19h18	19h23	Perpignan
86852/3	20h55	23h14	23h19	Perpignan

Figueres – Barcelona Corridor				
PATH No.	Conexiones	Límite TP Ferro	Figueres-Vilafant	Barna C. Tunis
86852/3	Perpignan	08h20	08h25	10h44
86852/3	Perpignan	11h25	11h30	14h08
86852/3	Perpignan	16h25	16h30	18h57
86852/3	Perpignan	18h45	18h50	21h26
86852/3	Perpignan	22h35	22h40	01h05
86852/3	Perpignan	05h10	05h15	07h56

ANNEX C: Train Path Request Forms

National Capacity Request Form

Available on www.adif.es



adif

Applicant or representative

Address of notice

Special Register of Infrastructure

Date of request:

Date of acceptance:

File No.:

Assignment No.: Capacity allocated:

Origin: Destination:
Corridor: Route:
Running days:
Running period: From To
Commercial name: Length:
Requested time: at Station:
Dangerous Goods: Special requirements:
Remarks:

TRACTION CHANGES

Until	Type	Weight	Locomotive	Number

Remarks:

STOPS

Station	Minutes	Type	Description

Remarks:

International Capacity Request Form

Available at http://www.railneteurope.com

ANNEX D: Infrastructure Characteristics and Operating Conditions Between Barcelona and the International Section for UIC Gauge Freight Trains.

1. Line Description

The corridor between Morrot terminal and the start of the Figueres - Perpignan International Section is formed by the following sections (see Diagram 1):

• Morrot Terminal – Can Tunis Station – and – Castellbisbal (25.7 km):
stations and Terminals with mixed gauge, 1,435mm and 1,668mm and third rail between stations and on branch line, UIC double gauge, 3,000 V CC. Authority that has executed the Works: **Adif**

• Castellbisbal – Mollet Junction (19 km):
Third rail, UIC double track, 3,000 V CC. Authority that has executed the Works: Ministry of Public Works.

Mollet Junction–Montmeló Tunnel Start:
1,435 mm gauge High Speed Line section, UIC double track, 3,000 V CC. Authority that has executed the Works: **Adif**

• Montmeló Tunnel (1.3 km):
Double track, one of this conventional gauge and the other with three rails, UIC single track, 3,000 V CC. Authority that has executed the Works: **Adif**

• Montmeló Tunnel – Girona Mercaderies Station (66.2 km):
1,435 mm gauge High Speed Line section, UIC single and double track, 25,000 V CA. Authority that has executed the Works: **Adif**.

• Girona Mercaderies Station–Figueres Bypass (41.2 km):
Third rail, UIC single track, 3,000 V CC. Authority that has executed the Works: **Adif**

• Figueres Bypass (4.5 km):
Third rail, UIC single track, 3,000 V CC. Authority that has executed the Works: Ministry of Public Works

• Figueres Bypass – International Section (3.6 km):
Figueres-Vilafant Station equipped with UIC gauge tracks and conventional gauge. Section between Figueres Station- International Section Station, 1,435mm gauge High Speed Line section, UIC double track, 25,000 V CA. Authority that has executed the Works: **Adif**

The entry into service of this new UIC gauge freight corridor totally destined to freight, and partially to passengers, was on 19th December, 2010. It is 168 km long, 81 km of which are double track and 87 km single track.

UIC gauge logistics will be located in the Can Tunis and Morrot terminals.

2. UIC Gauge Track Diagram

Diagram 4 shows the tracks for both Can Tunis and Morrot line and logistics facilities. Can Tunis freight terminal will have a UIC gauge connection to rolling stock maintenance facilities.

3. Gauges.

The train gauge to be observed by trains is the standard UIC gauge.

There is a gauge limit in Rubi Tunnel, located between Castellbisbal Junction and Mollet Junction which in the case of using pantograph with gauge 1,950 mm it obliges to use single track 2. Thus if the pantograph used is 1,600 mm wide, it is possible to run on both tracks.

4. Line Gradient.

The line gradient in this corridor is 1.8%.

5. Maximum Axle Weight, Dynamic Conditions and Running Quality

The corridor is considered to be D4 class, i.e. it supports a maximum axle weight of 22.5 t. Rolling stock quality conditions established for running on the High-Speed line will be identical to those on the international section, i.e. those outlined in UIC leaflet 518 for track-vehicle interaction.

6. Minimum Speeds

The minimum operating speed for freight trains on High-Speed Lines sections will be 100 km/h to respect the normal cant excess of 80 mm.
Slower trains may be admitted on exceptions (never below 80 km/h).

7. Maximum Train Length

Maximum train length will be 750 meters, according to the siding track lengths shown in section 11.

8. Electrification

Diagram 2 shows electrified sections with 3,000 VDC, electrified sections with 25,000 VAC, 50 Hz, and neutral voltage change areas. Electrically driven trains shall therefore have bi-voltage locomotives.

9. Safety Facilities

Nominal system will be ASFA and/or ERTMS (see Diagram 3). The Block system will be BAB or BAU, depending on where it is double or single track.

10. Remote Control, CTC and Telecommunications

As shown in Diagram 3, following sections will be controlled from the Barcelona – France control centre and communications between the latter and trains will be via the Ground-Train system

- Can Tunis Terminal (Morrot included) to the North of Montmeló.

- Girona Mercaderies – Figueres-Vilafant Station.

Sections corresponding to the High Speed line will be controlled by the Zaragoza Traffic Control Center and communications between the latter and trains will be via the GSM-R system. These are:

- North of Montmeló- Girona Mercaderies.

- Figueres-Vilafant Station-International Section.

Diagram 1. Line Description

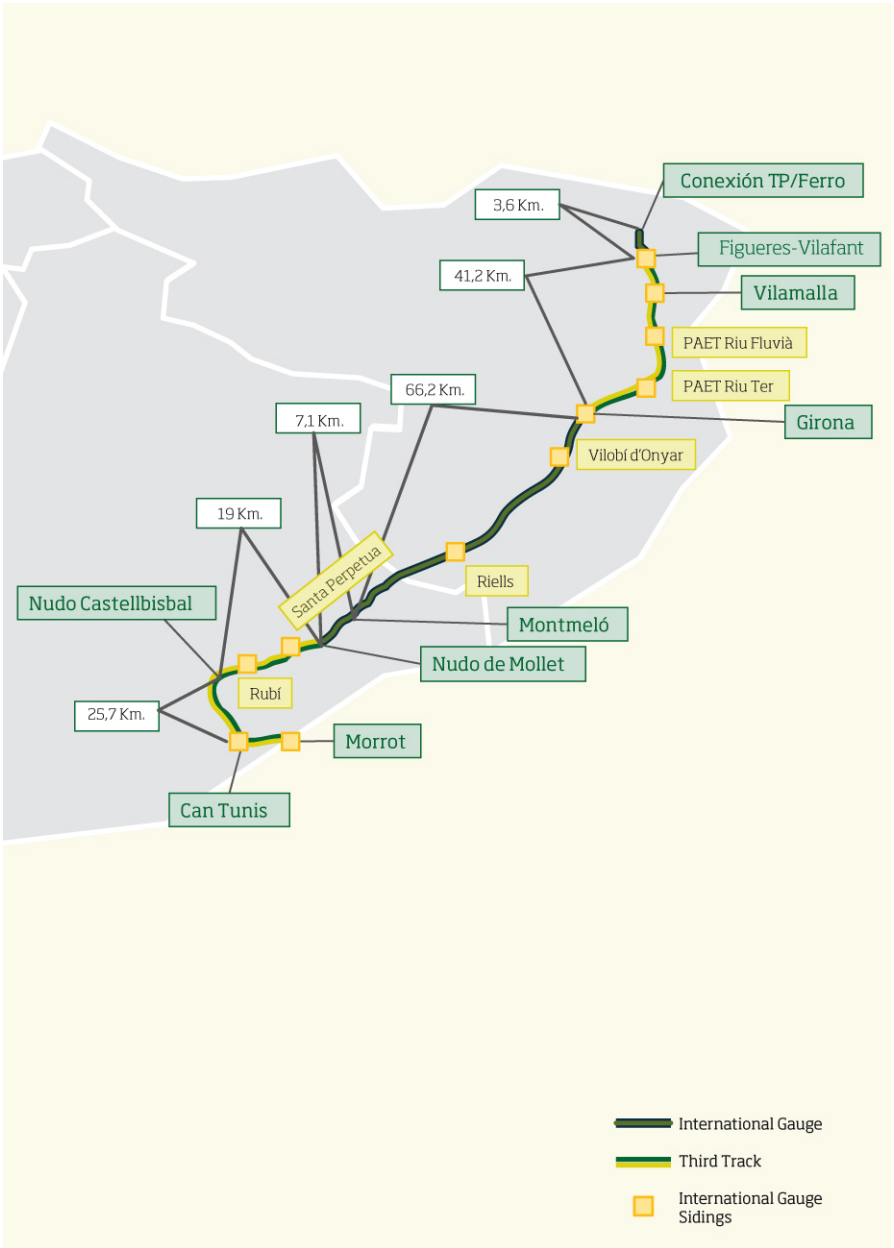


Diagram 2. Electrification

Diagram 3. Remote Control and Safety

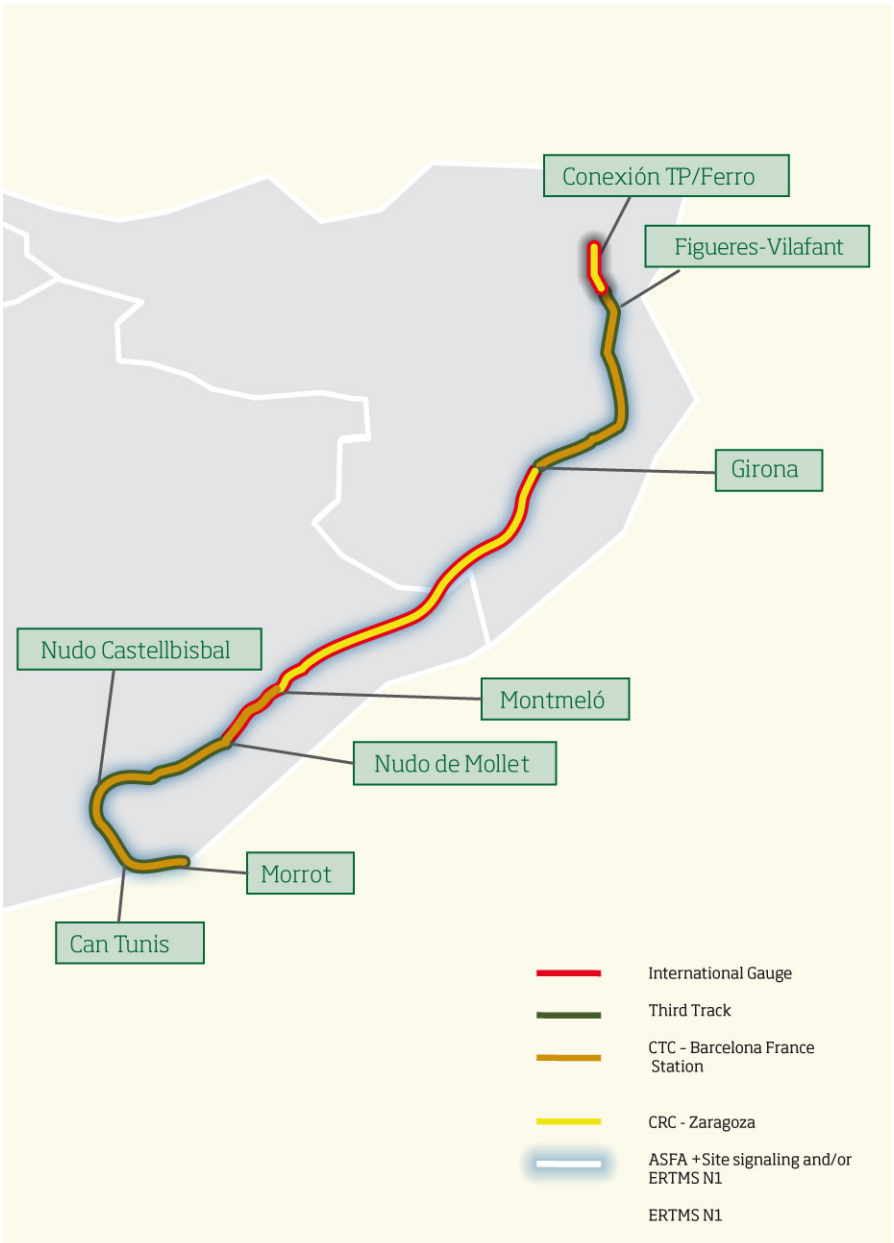
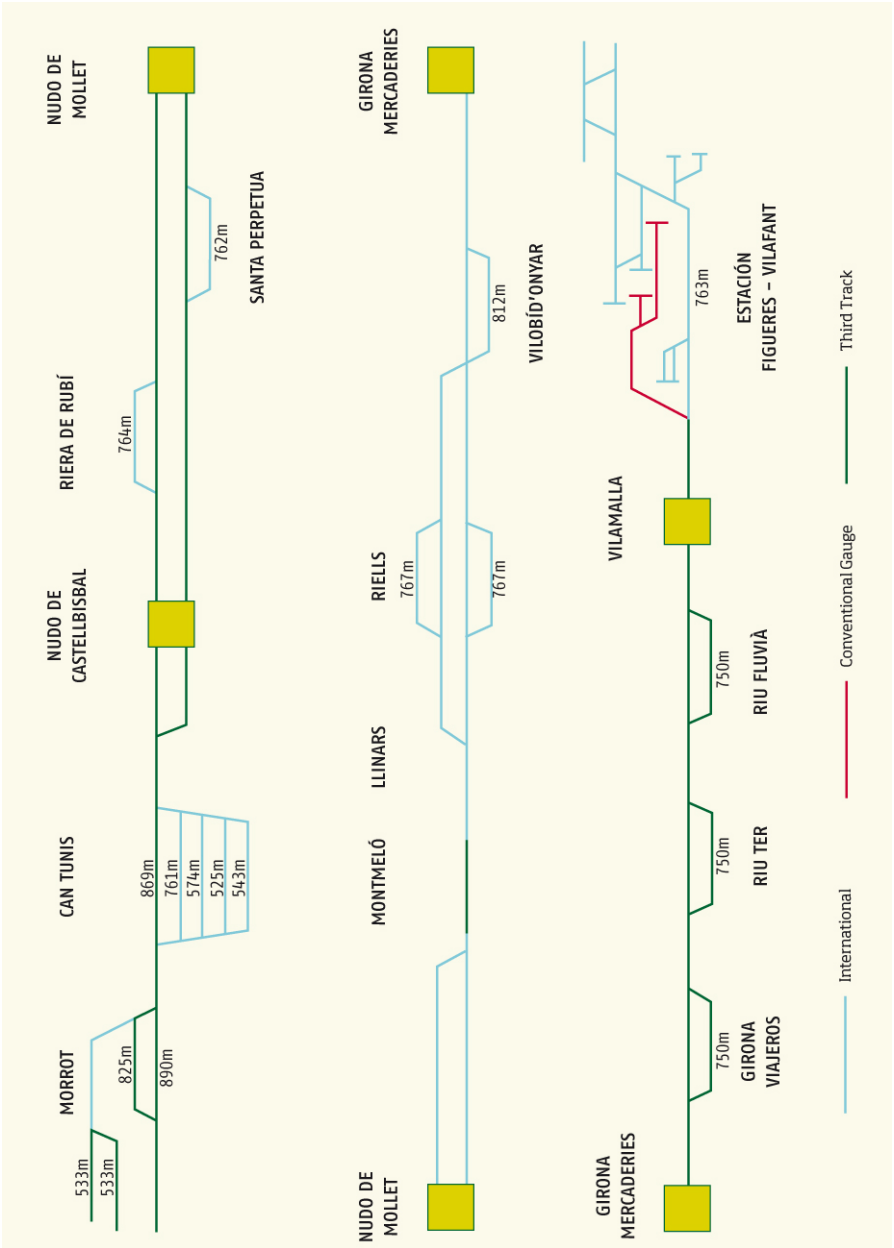
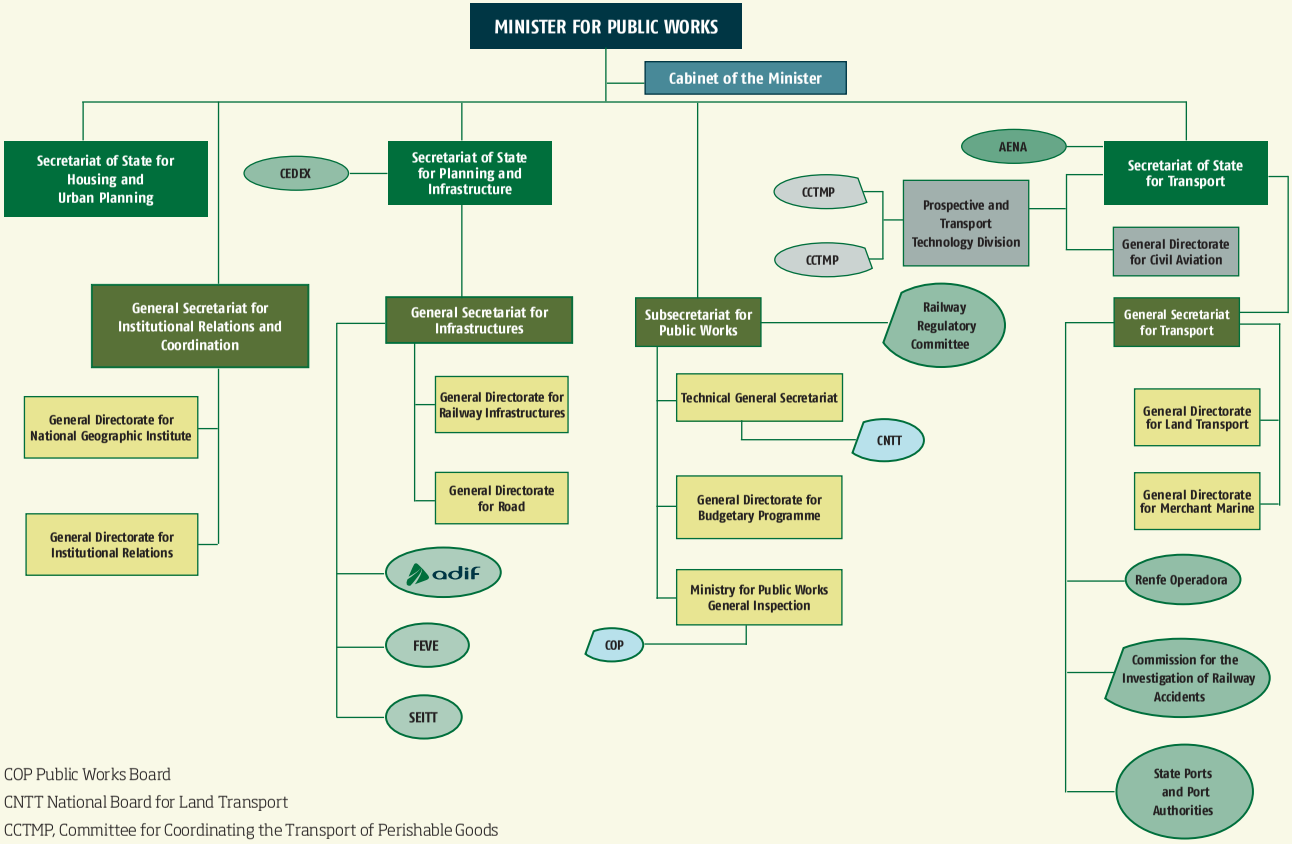


Diagram 4. Siding Length and Track Diagram



Annexes

ANNEX E: Ministry for Public Works Official Organisation Chart



COP Public Works Board
CNTT National Board for Land Transport
CCTMP, Committee for Coordinating the Transport of Perishable Goods
CCTMP, Committee for Coordinating the Transport of Dangerous Goods

Uploated at www.mfom.es

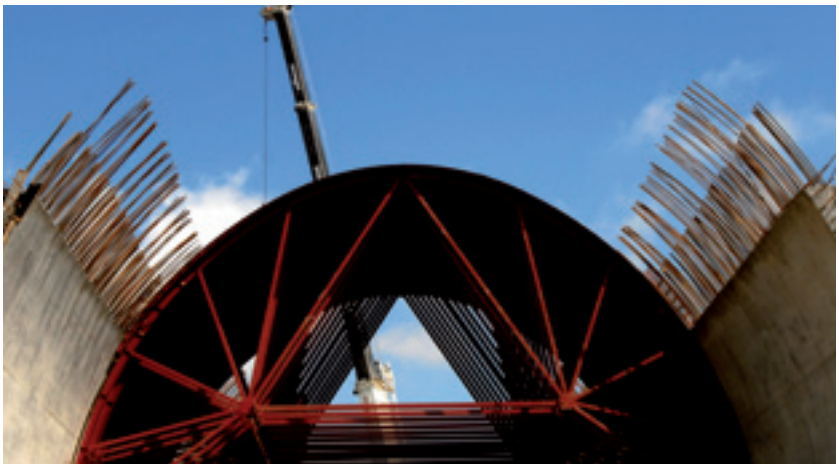
ANNEX F: Reference Documentation

31st January 2011

International Law

Convention Concerning International Carriage by Rail (COTIF), signed in Berne, 9th May 1980.

Official State Journal, BOE, no. 16 of 18th January 1986.
Error correction BOE no. 125 of 26th May 1986 (updated version).
Amended by Vilna Protocol of 3rd June 1999.
BOE no. 149, of 23rd June 2006.
Amendments to the Regulations governing the International Carriage of Dangerous Goods by Rail (RID 2009, Published in the BOE from 7th August 2009, no. 190).



European Regulations

Regulations

Regulation (EU) No. 1158/2010 of the Council, of 9th December 2010.
On a common safety method to evaluate the conformity with the requirements to obtain a railway safety certificate.
OFFICIAL JOURNAL OF THE EUROPEAN UNION, of 10th December 2010.

Regulation (EU) No. 913/2010 of the European Parliament and Council , of 22nd September 2010.
Concerning a European railway network for a competitive freight transport.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 276/22 of 20th October 2010.

Regulation (EU) 36/2010 of the Commission, of December 3rd.
Regarding European Community train operation license models, additional certificates, certified copies of additional certificates and application forms for train operation licenses, pursuant to Directive 2007/59/EC of the European Parliament and Council.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 276/22 of 20th October 2010.

Regulation (EC) 169/2009, of the Council of 26 February 2009.
Applying the rules of competition to rail, road and inland waterway transport areas.
OFFICIAL JOURNAL OF THE EUROPEAN UNION L 61/1 of 5 March 2009.

Regulation (EC) 1371/2007 of the European Parliament and of the Council, of 23rd October 2007.
On the rights and obligations of railway passengers.
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Regulation (EC) 1371/2007 of the European Parliament and of the Council, of 23rd October 2007.
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(Repealed on 19 July 2010 by Directive 2008/57/EC).
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2007/58/EC of the European Parliament and of the Council, of 23rd October 2007.
OFFICIAL JOURNAL OF THE EUROPEAN COMMUNITIES L 75, of 15th March 2001.

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2004/51/EC of the European Parliament and of the Council, of 29th April 2004.
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On Freight Land Transport Contract.
Official State Journal, of 12th November 2009.

LAW 31/2007, of 30th October.
Regarding procurement procedures in water, energy, transport and postal service sectors.
Official State Journal, of 31st October 2007.

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Environmental Responsibility.
Official State Journal, of 24th October 2007.

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Art. 36 amended by the final eighth provision of Law 31/2007, of 30th October 2007.
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On the development of the basic organic structure of the Ministry of Public Works.
Official State Journal, 19th January 2011.

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On the railway system interoperability of the General Interest Railway Network.
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Approving the basic structure of Ministry departments.
Official State Journal, 4th November, 2010.

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Official State Journal, of 5th August 2010.

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Amending Royal Decree 810/2007, of June 22nd, approving the Regulation on Traffic Safety of the General Interest Railway Network.
Official State Journal, of 5th August 2010.

Royal Decree 638/2010, of 14th May,
Repealed by RD 30/2011 of 14th January.

Royal Decree 425/2010, of April 16th,
Amending the Public Company Railway Infrastructure Manager Statute approved by Royal Decree 2395/2004, of 30th December.
Official State Journal, of 29th April 2010.

Royal Decree 100/2010, of 5th February,
Amending Royal Decree 2387/2004, of December 30th, approving the Rail Industry Regulation.
Official State Journal, of 8th March 2010.

Royal Decree 1037/2009, of 29th June,
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Approving the traffic safety regulation on the General Interest Railway Network.
Official State Journal, of 7th July 2007.
Annex I, actualized by RD 918/2010 of June 16th, Official State Journal, 5th August 2010.

Royal Decree 1225/2006, of October 27th.
Amending Regulation of the LOTT, approved by Royal Decree 1211/1990, of 28th September 1990.
Official State Journal, of 15th November 2006.

Royal Decree 355/2006, of 29th March.
Repealed by Royal Decree 1434/2010, of 5th November.

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Official State Journal, of 31st December 2004.

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Establishing the conditions to obtain the authorisation certificates that allow a performance of staff functions related to rail traffic safety, and the scheme approved training centres and staff medical examination.
Official State Journal, of 9th November 2010.

Order FOM/2257/2010, of 2nd August.
Establishing the date when the Railway Infrastructure Office will assume responsibility for security certificates, as under Regulation on Traffic Safety of General Interest Railway Network.
Official State Journal, of 23rd August 2010.

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Order FOM/2909/2006, of 19th September.
Determining the assets, obligations and rights related to Renfe Operadora.
Official State Journal, of 22nd September, 2006.

Order FOM/2520/2006, of 27th July.
Repealed by Order FOM/2872/2010, of 5th November.

Order FOM/233/2006, of 31st January.
Regulating the conditions for the approval of railway rolling stock and maintenance depots and setting the certification fee for this rolling stock.
Official State Journal, of 8th February 2006.

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Delegating rolling stock powers.
Official State Journal, of 19th September 2005.

Order FOM/898/2005, of 8th April.
Setting the amounts for railway charges under article 74 and 75 of Law 39/2003, of 17th November, of the Railway Industry.
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On the NS and the procedure for allocating railway infrastructure capacity.
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Official State Journal, of 27th December 2010.

Resolution of 2nd June 2010, of Railway Infrastructure Manager, Creating the Electronic Headquarter of the Railway Infrastructure Manager.
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Resolution of March 22nd, 2010, of Directorate-General for Land Transport, Providing for the publication of the Agreement of the Council of Ministers of 5th March 2010, to adapt to the current situation of railway transport ruling (EC) No. No. 1371/2007, of the European Parliament and the Council of Ministers, of 23rd October 2007, on the rights and obligations of railway passengers.
Official State Journal, of 1st May 2010.

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Official State Journal, of 26th December 2009.

Resolution of 10th July 2009, of the Directorate-General of the Railway Infrastructure, Approving the "Technical Specification for the Approval of Railway Rolling Stock: Ancillary Rolling Stock".
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Resolution of 10th July 2009, of the Directorate-General of the Railway Infrastructure, Approving the "Technical Specification for the Approval of Railway Rolling Stock: Railcars".
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Resolution of 10th July 2009, of the Directorate-General of the Railway Infrastructure, Approving the "Technical Specification for the Approval of Railway Rolling Stock: Self-propelled units".
Official State Journal, of 15th August 2009. Error Correction of Official State Journal, of 3rd December 2009.

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Resolution of 10th July 2009, of the Directorate-General of the Railway Infrastructure, Approving the "Technical Specification for the Approval of Railway Rolling Stock: Locomotives". Official State Journal, of 13th August 2009. Error Correction of Official State Journal, of 1st December 2009.

Resolution of 22nd January 2009, of the General Secretariat for Infrastructure, Providing for the publication of the Agreement of the Board of Directors of the Rail Infrastructure Manager, regarding delegation in the resolution of procedures related to the permits anticipated in article 15.1 of Law 39/2003 of 17th November, of the Railway Industry. Official State Journal, of 4th February 2009.

Resolution of 16th December 2008, of the General Secretariat for Infrastructure, Providing for the publication of the Agreement of the Board of Directors of the Rail Infrastructure Manager, delegating power to the Adif Traffic Safety Manager to approve the instructions and circulars necessary to accurately determine rail infrastructure operation conditions, solely in traffic safety matters.
Official State Journal, of 31st December 2008.

Resolution of 19th October 2007, of the Directorate-General for Railways, Publishing technical standard NTC MA 001: Technical requirements for conventional rolling stock. Official State Journal, of 4th December 2007.

Resolution of 15th October 2007, of the Directorate General for Railways, Establishing basic training routes and minimum course load for qualification of railway staff in training programs to be given at approved railway staff training centres.
Amended by Resolution of 17th October 2008, BOE, of 28th November 2008 and Amended by Resolution of 29th December 2008, Official State Journal, of 29th January 2010.
Official State Journal, of 28th November 2007.

Resolution of 5th July 2005, of the General-Secretariat for Infrastructure, Providing the publication of the Agreement of the Board of Directors of the Railway Infrastructure Manager, approving the Network Statement.
Official State Journal, of 12th July 2005.

Basic Operating Rules Applicable to Adif

With respect to the following rules, their current respective editions will be applicable. To keep this information up to date, please consult the **Adif** Traffic Safety Office.

General Rules

RENFE General Operating Regulation		
Operating Manual		
Specific Operating Rules (NEC)	April 1997	Madrid –Sevilla High Speed Line
Technical and Operating Requirements for Traffic and Safety (PTO)	June 2003 Version 2	Madrid - Barcelona High Speed Line

Presidency Circulars

N° 1/2009	3rd March 2009	Saving and Energy Efficiency Strategies.
N° 1 /2005	1st January 2005	Traffic Safety Joint Management.

ETH, Technical Specification for the Approval (TSA)

TSA, Technical Specification for the Approval of Railway Rolling Stock: ancillary rolling stock **Official State Journal, of 19th August 2009. Error correction of, Official State Journal, of 4th December 2009.**
TSA, Technical Specification for the Approval of Railway Rolling Stock: railcars. **Official State Journal, of 17th August 2009. Error correction of, Official State Journal, of 3rd December 2009.**
TSA, Technical Specification for the Approval of Railway Rolling Stock: self-propelled units. **Official State Journal, of 15th August 2009. Error correction of Official State Journal, of 3rd December 2009.**
TSA, Technical Specification for the Approval of Railway Rolling Stock: wagons. **Official State Journal, of 14th August 2009. Error correction of Official State Journal, of 3rd December 2009.**
TSA, Technical Specification for the Approval of Railway Rolling Stock: locomotives. **Official State Journal, of 13th August 2009. Error correction of Official State Journal, of 1st December 2009.**

General Instructions

IG 01	15th April 2000	Recognition Trailing Stock in Running.
IG 02	24th July 2009	Exceptional Transports.
IG 03	30th April 2007	Wagons Loading, Unloading and Operating.
IG 04	26th May 1998	Stabled Rolling Stock Operating.
IG 05	4th March 1997	Wagons Maintenance.
IG 08	December 2004	Rolling Stock Conditions for Obtaining and Maintaining Operating Licenses.
IG 43	2009 Edition	General Conditions applying to the Transport of Dangerous Goods by Rail.
IG 66	22nd June 2006	Loading Regulations and Guidelines.

Rolling Stock Technical Operating Rules - NTC

NTC MA 004	Maintenance of Wagons with Bogie Ore.
NTC MA 005	TransTrailer System.
NTC MA 010	Rolling Stock UIC Number.

Series C Instructions and its annexes

No. 06	14th April 2008	Operating Requirements for Wagons with Exceptional Characteristics and Sliding Walls.
No. 11	22nd September 1993	Operating of Empty Wagons with Eight or More Axles.
No. 24	21st March, 1995	Exceptional Transport of Metal Plates.
No. 30	12th June 1996	Operations of Loaded Wagons with Eight or More Axles.
No. 40	3rd June 1997	Road Semi-Trailers on Bogies.
No. 41	9th January 2001	Operating Requirements for Military Transport with Exceptional Characteristics.
No. 46	26th June 1998	Operating of Specially Scheduled Train Traffic.
No. 47	5th May 2006	Operating Requirements for the Transport of Swap Bodies, Removable Bodies, Semi-trailers and Containers.

Train Timetable Documentation

Train Timetable.
Table of Maximum Speeds and Permanent Information.
Table of Maximum Loads.

As reference documentation, the applicable legal ruling must be taken into account.

Adif shall hand over to RUs and Authorised Applicants a copy of the reference technical ruling and shall make available a copy thereof at strictly cost price.

ANNEX G: Glossary. Acronyms and Definitions

Acronyms

Adif	Spanish Railway Infrastructure Manager
AENOR	Spanish Standards and Certification Association
AGE	General State Administration
ASFA	Automatic Brake and Signal Warning
ATP	Automatic Train Protection.
BA	Automatic Block System
BAB	Two Way Automatic Block System
BAD	Double Track Automatic Block System
BAU	Single Track Automatic Block System
BCA	Automatic Control Block System
BEM	Manual Electric Block System
BLA	Automatic Release Block System
BSL	Wayside Block System
BT	Telephone Block System
EC	European Commission
CCR	Radio Traffic Control
CPCTE	Loading Prescription and Exceptional Transports Commission
CRF	Railway Regulatory Committee
CTC	Centralized Traffic Control
DGIF	Directorate-General for Railway Infrastructures. Ministry of Public Works
DGTT	Directorate-General for Land Transport. Ministry of Public Works
NS	Network Statement
RU / RUs	Railway Undertaking / Railway Undertakings
EICIS	European Charging System managed by Rail Net Europe
ENAC	National Accreditation Body
TSA	Technical Specifications for Approval
TSI	Technical Specification for Interoperability
ERTMS	European Rail Traffic Management System

ETCS	European Train Control System
GC	Capacity Manager
GSM-R	Group Special Mobile for Railways
H24	H24 Network Management Centre
LOTT	Law of Land Transport Planning
LSF	Law of the Railway Industry
LZB	Linien Zug Beeinflussung
NEC	Specific Operating Rules
OM	Ministerial Order
OSS	One Stop Shop
PAT	Alternative Transport Plan
PM	Control Centre
PEI	Infrastructure Extraordinary Plan
PEIT	Transport and Infrastructure Strategic Plan
PT	Transport Plan
PTO	Technical and Operating Requirements for Running
REF	Special Railway Register
REFIG	General Interest Railway Network
RGC	General Operating Regulation
RNE	Rail Net Europe
RSF	Rail Industry Regulation
RU	Railway Undertaking
SEITT	Public Company for Land Transport Infrastructure
SIGES	Special Train Management System
SIPSOR	Computer System for Request of Occasional and Regular Train paths
TEN-T/RTE-T	Trans European Network-Transport
TERFN	Trans European Rail Freight Network
TEU	Twenty-foot Equivalent Unit
EU	European Union
UIC	Unión International de Chemins de Fer (International Union of Railways)
ITU	Intermodal Transport Unit

DEFINITIONS

Adif Managed Network:
This is formed by rail infrastructure owned by Adif, and any others they are responsible for managing in the terms covered in the LSF.

Agreed Service Adjustment:
Adjustment to the service in which general changes to the Transport Plan are introduced.

Alternative Transport Plan (ATP):
Temporary change to basic or principal planning by a Applicant or by Adif on a specific line due to traffic incidents or major changes in track capacity, even when scheduled (building work for example).

Ancillary Rolling Stock:
Rail vehicles equipped for supervisory tasks, examination and maintenance of the track and its permanent facilities, including, among others, track machinery, emergency vehicles, repair facility trains and automobile vehicles adapted to run on railway lines.

Authorisation
Administrative license necessary to apply for and obtain railway infrastructure capacity by Applicants other than RUs for railway transport service operations in which they are interested due to their direct relationship with the activity carried out. Public Administrations with transport service powers are freed from this requirement.

Authorisation of Exceptional Transport:
It is a document established by CPCTE, chaired by the Office of Traffic Safety, which, arising from a Viability Study, establishes the conditions of transport and traffic requirements to be fulfilled in the course thereof. If necessary, we can determine, among other requirements, the need for staff to accompany track, electrification and others.

Block Systems:
In this category, only automatic signal sequences exist for each track and in their normal running senses. Traffic on double or multiple tracks may run on either track and in either direction in this category.

Applicant:
RU with a License or an international RU group. There may also be Public Authority Applicants with transport service powers who may be interested in supplying certain railway transport services, as well as other corporations, which without having the condition of RU are interested in operating the service, such as transport agents, carriers and combined transport operators.

Capacity Allocation:
This is the allocation by Adif of any train paths to the corresponding Applicants so that the train can run between two points for a certain period.

Capacity Allocation Schedule:
Schedule that a RU or Entitled Applicant shall follow to request infrastructure Capacity Allocation.

Capacity Manager:
Department of Adif in charge of receiving infrastructure capacity requests from Applicants and allocating the train paths demanded. It is part of the Planning and Capacity

Management Office of the Network Management and Innovation Office.

Capacity Manual:
Document complementing the NS in which specific Capacity Allocation rules applying on each network line are detailed.

Certification Bodies:
Bodies accredited by the National Accreditation Organization (ENAC), according to the harmonized standards in the UNE 66500 series (EN 45000), responsible for validating compliance with the TSA for rolling stock.

Computer System for Occasional and Regular Train Requests (SIPSOR):
This is the computer system that Adif makes available to the RUs and other Authorised Applicants in the Capacity Allocation process for the request of regular paths (SERVITREN) and occasional paths (TRENDIA).

Congested Infrastructure:
The section of infrastructure for which the demand for infrastructure capacity cannot be fully satisfied in particular periods, not even after the coordination of different train path requests.

Contingency Plan:
This is prepared by Adif and contains, among other things, a list of Managers, bodies and public bodies who shall be informed in the event of a major incident or serious disturbance to rail traffic. The Ministry of Public Works is responsible for approving it.

Control Centre (CC):
Specific department at Adif responsible for real time traffic management and control.

Coordination:
The process by which the allocating body and the Applicants try to resolve disputes over train path requests.

EICIS:
European Charging Information System managed by the RNE, which provides information about European network access charges. It is based on a telematic system that calculates the price for train paths, access to stations and logistics facilities and train shunting. (Web: www.eicis.com - EICIS helpdesk support.eicis@rne.at).

European Railway Agency (ERA):
Agency created by the EU in order to progressively unite national safety and technical standards in Member States and to set common safety objectives on all European railways.

Framework Agreement:
Agreement made between Adif and an Applicant for a period covering more than Service Timetable and which sets out the characteristics of the infrastructure capacity requested and offered to the Applicant, the procedure to satisfy their legitimate needs without reducing the rights of other Applicants and in which collaboration guidelines may be established to improve the quality of the services offered.

General Interest Railway Network (REFIG):
It is made up of rail infrastructure that is essential to ensure a common railway transport throughout the territory of the country, or whose joint management is necessary for the proper working of such a common transport system, such as those linked to international traffic routes, those linking different autonomous regions

and their connections and accesses to major population and transport centres or essential installations for the economy or national defence.

General Operating Regulation (RGC):
Document that sets out operating rules on the REFIG and the necessary conditions to train operations, including the contents indicated below by way of guidance and not being restrictive; the principles governing the traffic organization, the basic technical vocabulary, compulsory documents, the meanings of signals, rules that shall be followed for trains running on the REFIG, their entry, exit and passing through stations, types of block systems and interlockings, rules for train compositions, their load and braking distribution, ways of carrying out shunting, etc. It is currently composed of the series of basic rules and provisions that, together with the Specific Operating Rules (NEC) and the Technical and Operating Requirements for Traffic and Safety (PTO), currently govern train traffic and shunting and have the ultimate aim of ensuring safe and efficient railway operations.

Goods Platform:
Installation of tracks for loading and unloading wagons with connection to a line through one or more main line switches.

GTRENES:
Adif application, designed for train management relating to their compositions and characteristics, as well as any alterations they may undergo in their routes according to the transport plans in periods of less than a day. It is available for all RUs, by telematics and using secure connection protocols.

H24 Network Management Centre:
Adif department with the main function of coordinating traffic management with the various Traffic Offices and High Speed Network Regulation and Control Centres, as well as providing RUs with alternative solutions to traffic scheduling changes and any other solutions that help to maintain traffic regularity and normality. If required by operating conditions, it will also establish alternative transport plans for the various contingencies and incidents that may arise on the Network.

Halt:
Section where passengers can get on or off.

Increased Capacity Plan:
Measures proposed which, accompanied by an applicable schedule, offset capacity restrictions that may have caused a section to be described as congested infrastructure.

Infrastructure Capacity:
Any association of at least two RUs established in different Member States of the European Union in order to provide international transport services between Member States.

International Freight Transport Service:
Any transport service in which the train crosses at least one border of a Member State. The train may be composed or split up, or both, and the various sections may have different origins and destinations, provided that all wagons cross at least one border.

International Passenger Transport Service:
Any transport services where the train crosses at least one border of a Member State and whose principal purpose is to carry passengers between stations located in different Member States. The train may be formed and/or divided and the various constituent parts may have different origins and destinations, provided that all railcars cross at least one border.

Line:
Part of the railway infrastructure that links two particular points and which is made up of the following parts: track formations, superstructures, such as rails and check rails, sleepers and fastening equipment, civil engineering such as bridges, crossovers and tunnels, and facilities relating to safety, electrification, signalling, track telecommunications and items allowing lighting. Stations and logistics facilities or other buildings or facilities for Passenger Services are not considered as included in this item.

Logistics Centre:
(See logistics facility). Logistics facilities may be described as Logistics Centres according to their strategic location on the main rail corridors, their size and the resources assigned.

Logistics Facility:
Load terminals dedicated to exclusively render logistics services related to handling and storage of freight, providing added value to the transport chain. These facilities are at least made of the necessary infrastructure for transport modal exchange and available spaces to load and unload freight. It may also include other facilities such as storage plants, tracks, office buildings, etc.

Maintenance Band:
Track capacity reserve necessary for ordinary maintenance of the infrastructure.

Maintenance Depot Approval:
License granted by the DGR to a railway rolling stock maintenance depot and which shows that it meets regulatory, technical and operating conditions for carrying out their activity.

Maintenance Depot Authorisations:
Authorisations granted by Adif and which authorize a rolling stock maintenance depot holding them to carry out each of the maintenance operations or series of operations on a particular type or class of railway vehicle.

MALLAS:
Adif computer system for programming capacities.

Monthly Service Adjustment:
Adjustment to the limited service of the Operator Transport Plan. One a month is usually established. It has more restrictive conditions regarding changes and train path creation.

NS (NS):
Document outlining the features of the infrastructure made available to the RUs and the access conditions to the above. It outlines the general rules, periods, procedures and criteria relating to systems of Charges and capacity allocation. It also contains any other information that may be necessary to deal with a train path request.

Notified Bodies:
Bodies responsible for drawing up, in accordance with European Community regulations, the procedure for assessing conformity or suitability of use for interoperability components, or for handling "EC" inspection procedures for subsystems referred to in Royal Decrees 355/2006 of 29 March and Royal Decree 354/2006 of 29 March regarding the interoperability of the trans-European High Speed and Conventional systems, respectively.

One Stop Shop (OSS):
National point of contact that infrastructure managers make available to Applicants for requesting information and capacity for access to infrastructure in all integrated networks.

PATHFINDER:
Rail Net Europe computer system for requesting and allocating international capacity.

Planed Surface:
The strip of land on which the natural soil topography has been modified and on which the railway line is built, where its functional parts are and where its facilities are located.

Provisional Operating Permission:
To carry out trials, tests or transfers, a railway vehicle shall have previously obtained Provisional Operating Permission granted by Adif.

Rail Net Europe (RNE):
European organization with the purpose of quickly and efficiently allocating capacity for all types of international rail traffic, in accordance with national laws and regulations, and those of the European Union.

Railway Regulatory Committee:
Independent regulating body which ensures free competition in the railway freight and passenger industry.

Railway Undertaking (RU):
Any public or private body, holding a license in accordance with applicable legislation, whose main activity consists in providing railway freight or passenger services, this company having to be the one, in all cases, that provides traction. The concept also includes companies that only provide traction.

Railway Undertaking License:
Authorisation granted by a State to a company which is recognized as being a RU and which may be limited to supplying certain types of transport services.

Railway Vehicle Maintenance Plan:
Document that outlines the series of maintenance operations established for each maintenance intervention to be carried out on a railway vehicle and the frequency with which these have to be carried out during its useful life for maintaining it in the condition required during its validation, the technical features which were required of it regarding safety, reliability, technical compatibility, healthiness, environmental protection and, where appropriate, interoperability, in accordance with that set forth in the TSA .

Railway Vehicle Traffic Permission:
What Adif grants the manufacturer or railway vehicle owner making the request, so that it can run on the General Interest Rail Network, once permission to start operating has been obtained from the Directorate-General of Railway Infrastructure.

Rolling Stock Maintenance Depot:
Organization designed to carry out maintenance interventions, and the operations that go to form them, outlined in the maintenance plan for each railway vehicle, in accordance with that set forth in Order FOM 233/2006 of 31 January. To carry out these functions, all maintenance depots shall be approved by the DGR and shall also have a specific authorisation for each type of maintenance intervention that is to be carried out and in accordance with the characteristics of the railway vehicle to be maintained, granted by Adif.

Rolling Stock Validation:
Process for approving rolling stock referred to in article 58 of the LSF, which ensures this stock complies with the applicable TSA.

Route:
The itinerary covered by a train when it is possible to follow various lines from an origin to a destination.

Safety Certificate:
Lays down the conditions to be met by the RU providing railway services with respect to the management of safety for train operation and accompanying staff, on rolling stock and in any other areas established in due form.

Section:
Significant part of a railway line.

Service Adjustment:
All railway vehicles that are going to run on the REFIG shall have this permission (first or second level), granted by the DGR.

Service Entry Permission:
All railway vehicles that are going to run on the REFIG shall have this permission (first or second level), granted by the DGR.

Service Timetable:
Document which includes all details determining planned movements of trains and rolling stock that will take place on a particular infrastructure in the period mentioned by the Timetable.

Siding:
Publicly or privately owned railway infrastructure consisting of a track facility for loading, unloading and stabling wagons, with connections to a line through one or more switches on the open line, and which is used to complement the REFIG.

Special Railway Register (REF):
Its purpose is to officially register bodies, individuals and corporations whose activity is related to the railway industry and who require, to exercise this activity, the corresponding railway undertaking license or authorisation, pursuant to that set out in the Law of the Railway Industry, the regulation and in their other implementing rules. Also entered on the Special Railway Register are Public Authorities with powers related to the supply of transport services who state an interest in requesting the Allocation of Infrastructure Capacity necessary to supply particular railway transport services.

Special Train Management System (STMS):
This is the computer system that deals with immediate train path requests. These paths are usually requested with at least one day's notice and for exceptional reasons.

Specialist Line:
Statement concerning certain network sections in which **Adif** gives priority to a specific type of traffic in certain time periods.

Technical Facility:
Railway facilities dedicated to carry out operations with rolling stock related to stabling, for commissioning purposes. These are made of signalling, safety and electrification installation)

that are managed by Administrador de Infraestructuras Ferroviarias (Railway Infrastructure Manager) and contribute to ensure the overall effectiveness of the railway system.

Technical Specifications for Approval (TSA):
Series of technical standards, requirements and conditions that all rail vehicles shall satisfy with respect to safety, reliability, technical compatibility, healthiness, environment protection and, where appropriate, interoperability, in order to obtain service entry and traffic licenses.

Technical Specifications for Interoperability (TSI):
Series of rules which each subsystem is subject to in order to satisfy the essential requirements by which necessary reciprocal functional relations are established between subsystems in the trans-European High Speed rail system, as well as ensuring coherence of the above.

TOC Committees:
These are those that determine and agree on the scheduling of actions and work on infrastructure permanently affecting train traffic and the circumstances that have to be considered in paths allocated to operators. They are composed of Adif staff for Infrastructure maintenance, infrastructure construction and traffic.

Traffic Manual:
Series of traffic rules complementing the General Operating Rules (RGC).

Traffic Safety Regulation on the Adif Managed Network (TSR):
Developed in Royal Decree 810/2007 of 22nd July, published in the Official State Journal, BOE, No. No. 162 of 7th July 2007. Amended by Royal Decree 918/2010 of 16th July, Annex I Common Safety Indicators.

Train Announcement:
Formal statement by the RU s regarding specific days of train movements.

Train Path:
The infrastructure capacity necessary for a train to run between two points over a given time period.

Transport Plan (TP):
Series of operations steadily planned by an RU or other Applicants, aimed at supplying transport services and related to the allocation of train paths and technical and human resources.
ía, electrificación u otros.

ANNEX H: Maps of Adif Managed Network

Map 1	Passenger Main Stations.
Map 2	Freight Main Logistic Facilities.
Map 3	Permanent Diesel Supply Points.
Map 4	Distances in kilometres.
Map 5	Line Gradient.
Map 6	Maximum Speeds.
Map 7	Electrified Lines and Types of Electrification.
Map 8	Maximum Passenger Train Length.
Map 9	Maximum Freight Train Length.
Map 10	Block Systems.
Map 11	Safety Systems.
Map 12	Track Gauge and Changers.

NOTE: Documentation relating to this Annex is available for more graphic definition on the **Adif** website, www.adif.es

MAP 1
PASSENGER STATION DEPARTAMENTS

CATEGORY 1 STATIONS

PASSENGER STATIONS

HIGH SPEED LINES (1,435 mm)

THIRD TRACK (1,435 mm and 1,668 mm)

OTHER LINES

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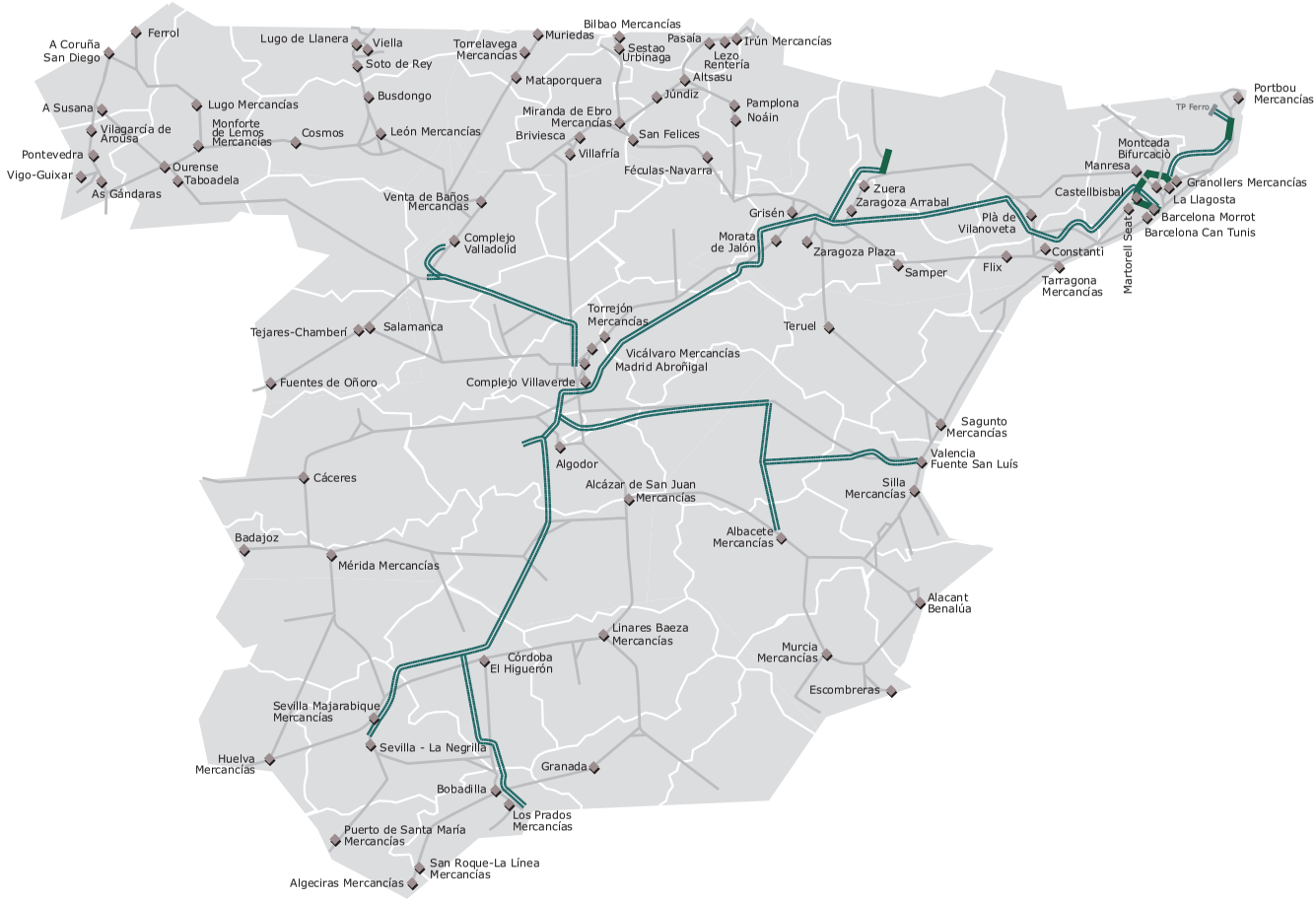
MAP 2
MAIN FREIGHT LOGISTICS FACILITIES



LOGISTIC FACILITIES

HIGH SPEED LINES (1,435 mm)

THIRD TRACK (1,435 mm and 1,668 mm)

OTHER LINES

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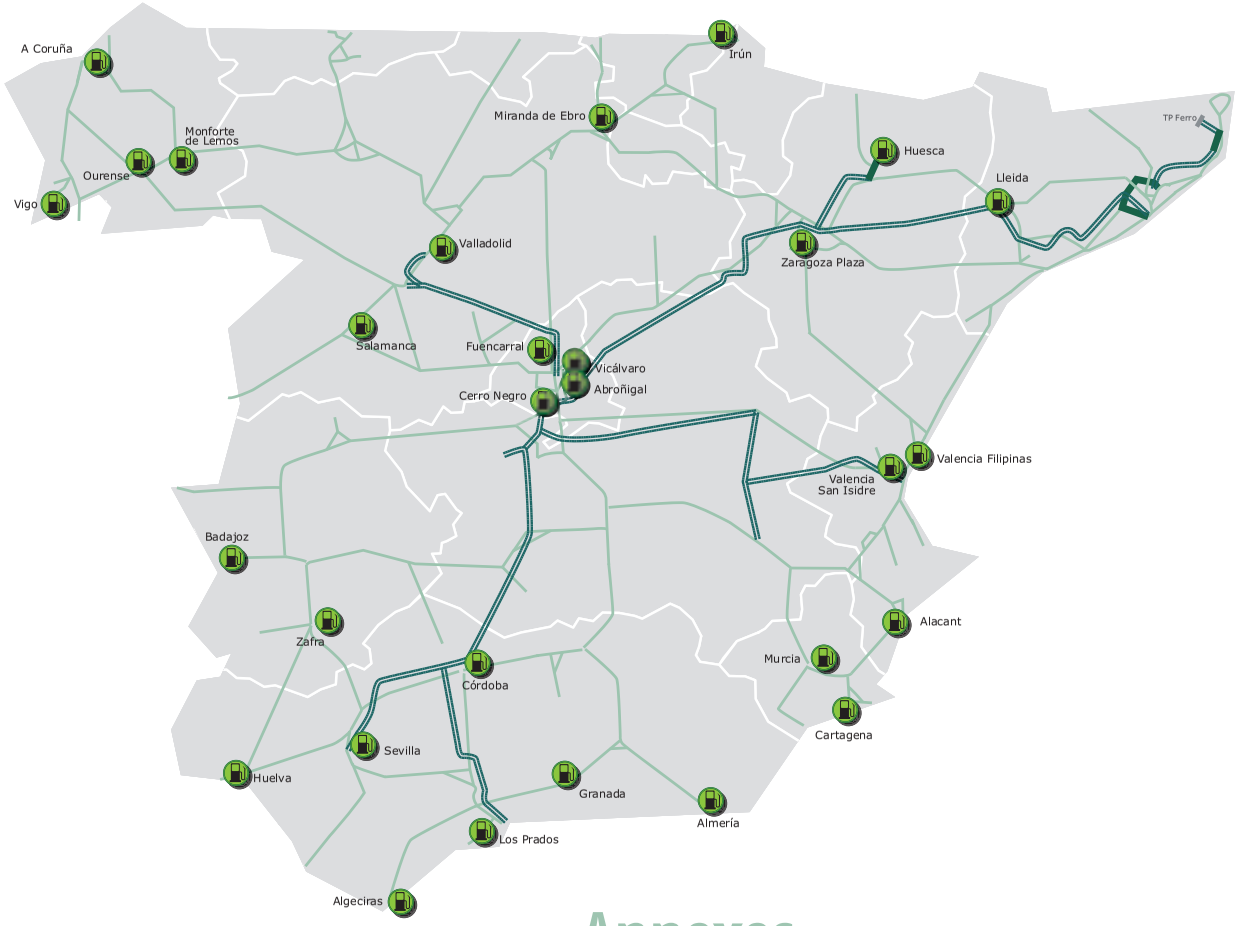
MAP 3
REFUELLING POINT



SUPPLY POINT

HIGH SPEED LINES (1,435 mm)

THIRD TRACK (1,435 mm and 1,668 mm)

OTHER LINES

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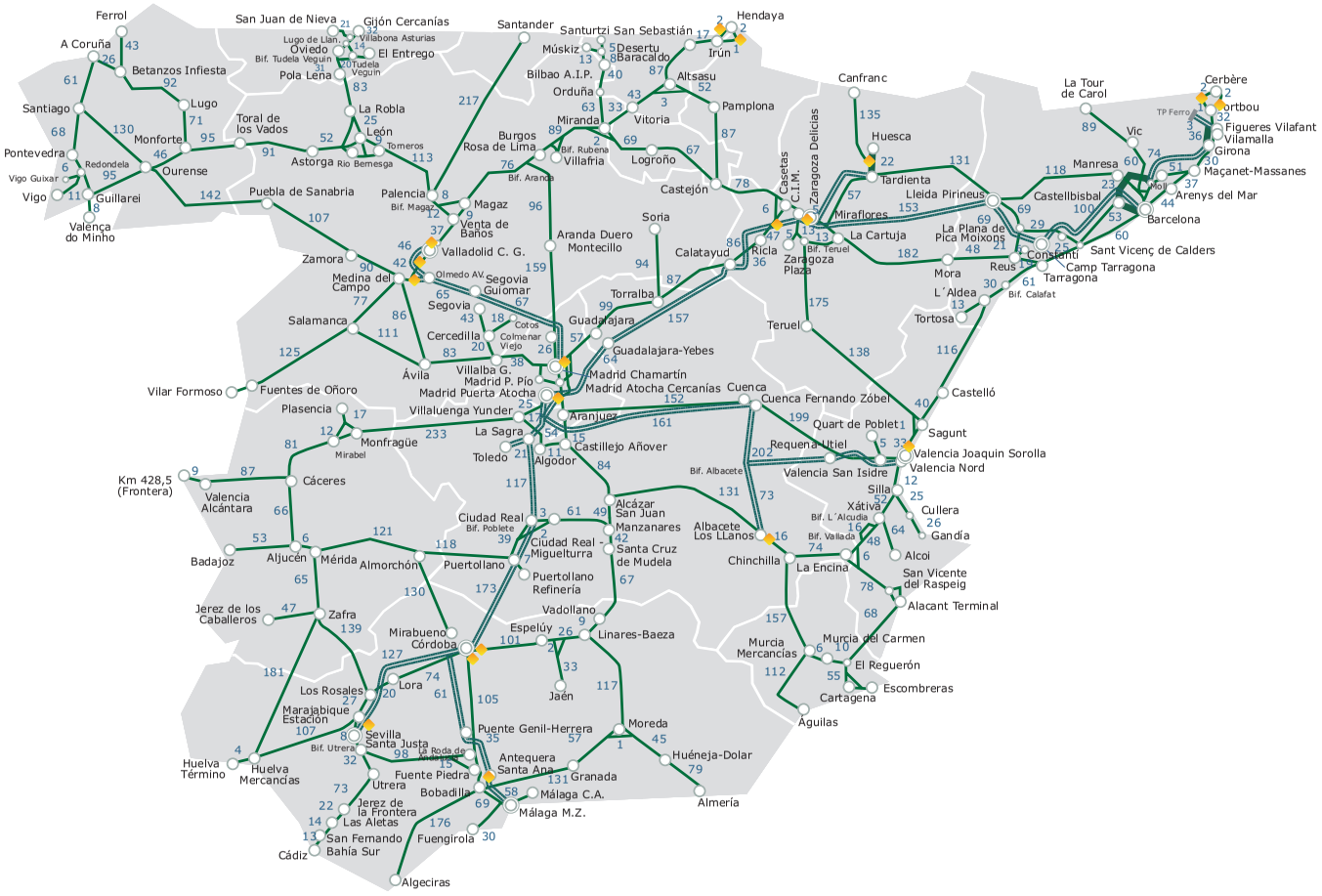
MAP 4

DISTANCES IN KILOMETRES



CATEGORY 1 STATIONS

HIGH SPEED LINES (1,435 mm)

THIRD TRACK (1,435 mm and 1,668 mm)

OTHER LINES

CHANGER

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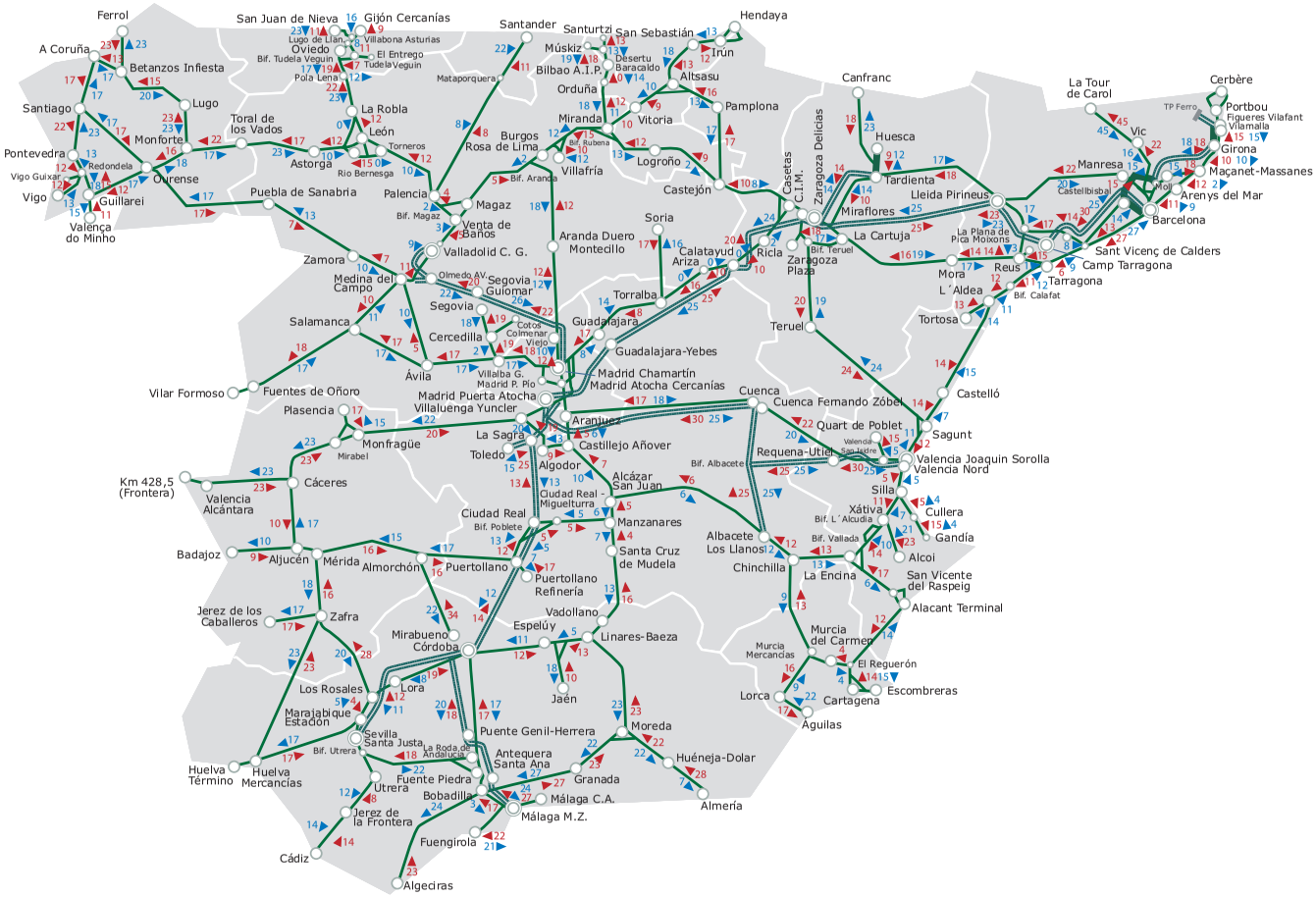
MAP 5

LINE GRADIEND (%)



CATEGORY 1 STATIONS

UP DIRECTION

DOWN DIRECTION

HIGH SPEED LINES (1,435 mm)

THIRD TRACK (1,435 mm and 1,668 mm)

OTHER LINES

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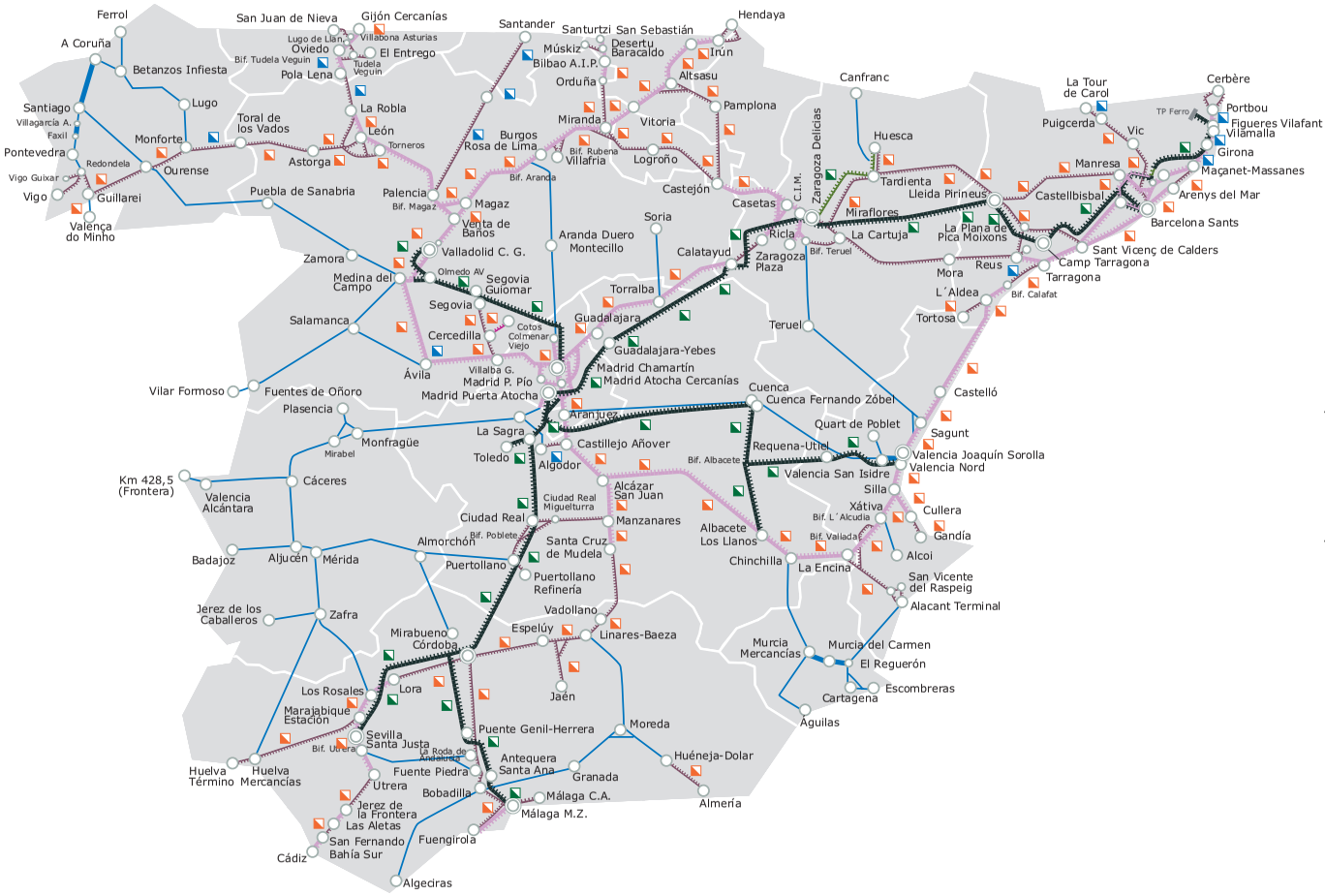
MAP 6

MAXIMUM SPEEDS

MAP 7
ELECTRIFIED LINES AND TYPES OF ELECTRIFICATION



CATENARY

COMPENSATED

UNCOMPENSATED

HIGH SPEED

ELECTRIFIED LINE

DOUBLE AT 25 KV 50 HZ

DOUBLE AT 3 KV

SINGLE AT 25 KV 50 HZ

SINGLE AT 3 KV

SINGLE AT 1,5 KV

NON-ELECTRIFIED LINE

DOUBLE

SINGLE

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Annexes

MAP 8
MAXIMUN PASSENGERS TRAIN LENGTH

CATEGORY 1 STATIONS

200 m < 300 m

≥ 300 m < 400 m

≥ 400M

X

LENGTH (METRES)

HIGH SPEED LINES (1,435 mm)

THIRD TRACK (1,435 mm and 1,668 mm)

OTHER LINES

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MAP 9
MAXIMUM FREIGHT TRAIN LENGTH

MAP 10
BLOCK SYSTEMS

MAP 11
SAFETY SYSTEMS

ERTMS

LZB

ASFA

ATP-EBICAB

GROUND-TRAIN

GROUND-TRAIN AND ASFA

GSMR

DOUBLE TRACK

SINGLE TRACK

HIGH SPEED LINES (1,435 mm)

THIRD TRACK (1,435 mm and 1,668 mm)

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MAP 12

TRACK GAUGE AND CHANGERS

CATEGORY 1 STATIONS

IBERIAN TRACK GAUGE (1,668 mm)

EUROPEAN TRACK GAUGE (1,435 mm)

THIRD TRACK (1,435 mm and 1,668 mm)

METRIC TRACK GAUGE (1,000 mm)

TALGO TYPE GAUGE CHANGER

CAF TYPE GAUGE CHANGER

TRANSFESA TYPE AXLE CHANGER (GOODS)

CHANGER

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Annexes

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