

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 n°. of days of title validity
Transport contracts with an unspecified number of trips by two or more means	0.20 € per n°. 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 17 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	€/ Año
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.

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

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).

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 the 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	0.53	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	Less 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.

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 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.

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 €
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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 Between 1 and 6 hours.
- 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 Modification 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.

Published by Royal Decree 20/2011, of December 30th, on urgent measures in budget, tax and financial measures to correct public deficit (Spanish Gazette of December 31st, 2011) extending the period of Law 39/2010 of December 22nd, of State General Budget for 2011 from January 1st, 2012 - except for credits corresponding to actions ending in 2011 or obligations ending this year. Consequently are kept Safety Fees for Passenger Transport as well as valid railway fees for 2011, except for those amended by 2012 State General Budget.

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.

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.

the imposition of penalties for actions which disrupt the functioning of the Network or the granting of compensation to companies that suffer them.

6.2.5. 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

6.2.6 Reference Tables for Applying Tariffs

Updated by ORDER FOM/3417/2011 of December 1st, announced in compliance with the criteria of Order FOM/3852/2007 of December 20th, which modified annexes and Order FOM/898/2005 of 8th April, 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) Madrid - Valencia (UIC gauge) Mollet-Girona y Figueres Vilafant-limit with international section (1) Ourense-Santiago de Compostela (Iberian gauge) (2)
	A.2	Madrid - Sevilla (UIC gauge) Section La Sagra - Toledo (UIC gauge) Zaragoza Delicias - Huesca (UIC gauge)
B	B.1	Mediterranean Corridor (3)
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) AVE (Spanish high speed) new route Madrid-Galicia: Type A, subtype A.1. This station shall be considered as Type A.2 until the complete line with UIC gauge starts its operation.

(3) For the purposes of this classification, the Mediterranean Corridor is defined as the section between Valencia and Tarragona.

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.

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.

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	Sevilla- Santa Justa	Camp de Tarragona
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	Llança	Segovia-Guomar
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 Guixar
Ferrol	Palencia	Vilagarcía de Arousa
Figueres	Pamplona	Villena
Figueres-Vilafant (1)	Ponferrada	Vinaròs
Flaçà	Pontevedra	Vitoria / Gasteiz
Gijón	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 2012.

6.3.1. Introduction

By Resolution of 14th December, 2011, of the Infrastructure and Planning

State Secretarita, the approval of provisional charges for Supplementary and Additional services 2012 by the Corporate Public Entity (Administrador de Infraestructuras Ferroviarias) Adif is released (State Official Gazette, (BOE) No. 313, of 29th December 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.

The establishment and application of charges shall be governed by the principles of objectivity, transparency, equal access and non discrimination of railway companies.



Charges for Adif services shall be paid to the latter which shall use these to finance its activity, always tending to a financial balance.

Charge policy shall tend to create a dynamic one which endeavors holding back operational costs, adapting investments to demand actual requirements avoiding overcapacities or congestion problems.

The Spanish Ministry of Public Works may establish for reasons of general

interest related to social policy targets, exonerations or reductions of valid charges for services provided by the railway infrastructure manager, compensating the latter, given the case, for less earnings arising from such application.

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.

Likewise, Law 2/2011 of March 4th on Sustainable Economy in its twenty third final provision has partially amended the wording of article 40th in Railway Ruling.

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 5.3.), 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, as well as collaboration and information requirements which may be requested for these purposes.

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 2012

Charges- Additional Services			
		BILLING UNIT	Charge 2012
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 2012
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 a 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 2012
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/SELECCIÓN 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/SELECCIÓN 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 2012
SC-7 TRACTION CURRENT SUPPLY		
High Speed Lines	SERVICE	Actual Cost
Other Lines:		
Commuter trains - electric units	Thousands of gross ton-km hauled	7.464246 €
Medium distance - electric trains	Thousands of gross ton-km hauled	2.297667 €
Medium distance - electric units	Thousands of gross ton-km hauled	2.297667 €
Long distance - conventional trains	Thousands of gross ton-km hauled	2.955819 €
Long distance - Euromed type	Thousands of gross ton-km hauled	2.843521 €
Long distance - Alaris type	Thousands of gross ton-km hauled	2.843521 €
Long distance - isolated locomotives	Thousands of gross ton-km hauled	2.955819 €
Long distance - electric trains	Thousands of gross ton-km hauled	2.843521 €
Freight - conventional trains	Thousands of gross ton-km hauled	2.368951 €
Freight - isolated locomotives	Thousands of gross ton-km hauled	2.368951 €
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
Resulting payments from fuel, management, and dispensing costs shall be adjusted at the end of the fiscal year according to the expenses actually incurred for every constituent.		
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 article 24 of Law 25/2009 of 22nd December (Omnibus Law), establishes:

Additional and Complementary services 2012 by the Railway Infrastructure Manager Public Entity Adif (Spanish Gazette BOE Nr. 313 of December 29th, 2011) included hereunder with a valid period from January 1st to December 31st, 2012, or until new provisional Charges are published. Nevertheless, if during the application period of these Provisional

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

settle any disputes arising in connection with the determination or payment of rates referred to in this Chapter.

Consult Section 6.2.4. respect to the payment of Fees and Tariffs.



- 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. That proposal will be not bidding for the Ministry of Public Works.

- 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

In application of afore have been published by Resolution of December 14th, 2011, of the State Secretariat for Planning and Infrastructure, the provisional charges for

Charges the Ministry of Public Works approves a general framework of charges, according to the only additional provision of Royal Decree 100/2010, of February 5th, amending Royal Decree 2387/2004 of December 30th which approves the Railway Ruling, these shall no longer be valid and shall be replaced by the final charges approved according to these.

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

of Law 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