

01

GENERAL INFORMATION

## 1.1. INTRODUCTION

### BACKGROUND

This 2009 Network Statement document (hereinafter NS 2009) is the result of updating the 2008 version, pursuant to that laid down in ORDEN FOM/897/2005 of 7 April, which transposes Directive 2001/14/EC and in accordance with which all necessary information shall be provided for the use of access rights, in order to ensure transparency and non-discriminatory access to railway infrastructure for all Candidates in requesting Capacity to supply railway transport services.

### 2009 NS UPDATES

#### ■ A. MAIN RAIL INDUSTRY BODIES

The main rail industry bodies have been updated, indicating their duties and powers, as well as Railway Undertakings, other Qualified Candidates and Safety Certificates granted.

#### ■ B. GENERAL STATE ADMINISTRATION – ADIF FRAMEWORK AGREEMENT (2007–2010)

This includes information of interest about the Framework Agreement signed between the General State Administration and ADIF for the 2007 – 2010 period, its present and future development and its effect on railway activities through multi-year scheduling of the corresponding tasks commissioned for the various years.

#### ■ C. INCLUSION OF NEW ASSETS ON THE ADIF MANAGED NETWORK

Detailed information has been included about changes in assets (additions, withdrawals and modifications) on the ADIF Managed Network, due to High Speed measures, the modernization of the network and the commissioning of new sections.

#### ■ D. ADDITIONAL, SUPPLEMENTARY AND ANCILLARY SERVICES

In accordance with the Table of Contents indicated by Rail Net Europe, RNE, for the Network Statement, chapter 5 section 4 of the document includes definitions and descriptions of these services, since they previously figured in chapter 6 relating to ACA Tariffs.

#### ■ E. UPDATING FEES AND CHARGES

The corresponding amounts have also been standardised, both for the passenger transport security fee and for railway charges. In both cases the increase applied is the one outlined in Article 74 of National Budget Law 2/2008 of 23 December for the year 2009.

## ■ F. 2009 ACA SERVICES PROVISIONAL TARIFFS

Document contents include “Provisional Charges for the Supply of Additional, Supplementary and Ancillary Services”, hereinafter ACA Services, effective for the year 2009, and approved by the ADIF Board of Directors on 28 November 2008, and published by the Decision of 11 December, 2008 of the General Secretariat for Infrastructure (Official State Gazette no. 314, of 30 December 2008).

## ■ G. NEW 2009 SERVICE TIMETABLE

The Capacity Allocation Schedule for the 2009 Service Timetable has been updated for applications made by Candidates.

The 2009 Service Timetable will remain in force until 12 December, 2009 (second Saturday of December according to Directive 2001/14/EC) and includes the dates established for Agreed Adjustments and Monthly Adjustments.

It also includes the new Catalogue of International Train Paths.

## ■ H. UPDATED RAILWAY AND TECHNICAL REGULATIONS AND GUIDELINES

Annex F, “Reference Documentation” has been updated with essential legal information of the most significant regulations and guidelines relating to the Railway Industry at the date 31st January, 2009, both nationally and at a European level, also including the main technical regulations and guidelines currently in force.

## ■ I. OTHER ITEMS OF INTEREST

Updates have been made to ADIF Managed Network Maps corresponding to Passenger Stations, Freight Facilities, Fuel Supply Points, Operating Data, and others, that include distances in kilometres and features of lines and sections, in order to provide information of interest to ADIF customers.

### 1.1.1 RAIL INDUSTRY ORGANISATION IN SPAIN: MAIN RAIL INDUSTRY BODIES

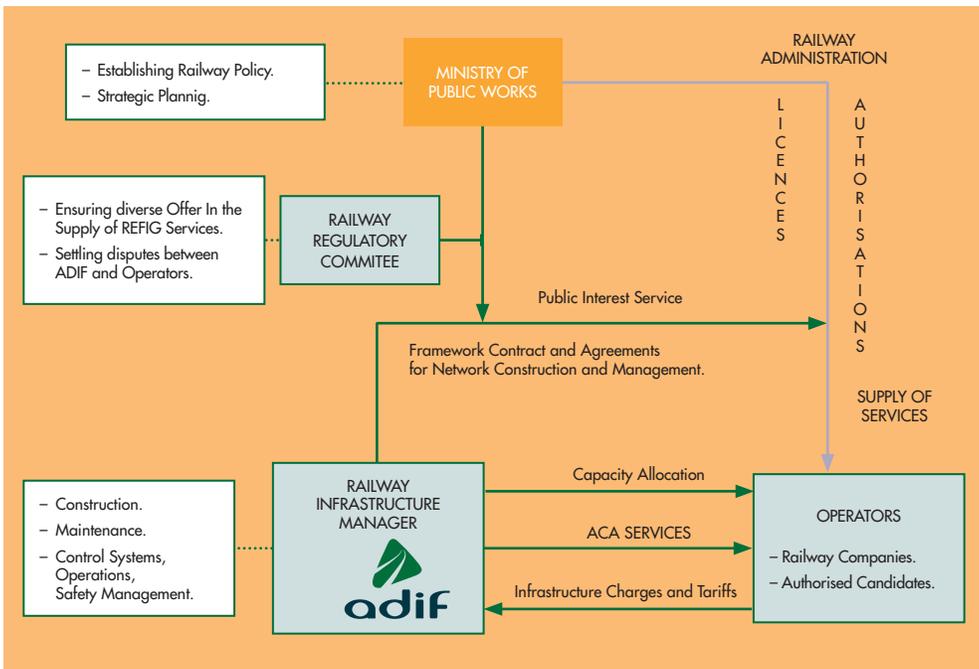
Described below for purely informative purposes are the main bodies in the Spanish Rail Industry, including their duties and powers. Its sole aim is to provide a general view of the organisation of this industry. This information is not a development of rules and guidelines in law and is not legally binding.

#### A. MINISTRY OF PUBLIC WORKS

Pursuant to that set forth in Law 39/2003 of 17 December regarding the Railway Industry, LSF from now on, the main powers of this Department are:

- Strategic planning of the rail industry and its development.

- General direction and control of the railway system, which includes establishing the basic rules of the railway market and drafting the necessary regulations and guidelines for their correct development, particularly all of that related to the safety and interoperability of the railway system and to relations between bodies in the industry.
- Defining objectives and supervising the activities of the public railway undertakings, ADIF and RENFE Operadora, as well as their financing system.
- Granting licences to railway undertakings, hereinafter RUs, as well as granting authorisations to candidates (other than RUs) for applying for and obtaining railway infrastructure capacity.
- Granting permits to provide railway services declared to be of public interest and establishing a system of aid to RUs contracted.
- Establishing a pricing system and its supervision.
- Establishment or, where applicable, modification of railway charges, in accordance with the items or parameters set out in the LSF.
- Investigating railway accidents pursuant to current regulations and guidelines.
- Application of a penalty system.
- Any other powers conferred on it by current regulations and guidelines.



## ► DIRECTORATE GENERAL OF RAILWAYS

The Directorate General of Railways is a management body of the Ministry of Public Works, which depends on the Secretariat of State for Infrastructure.

It is responsible for the following duties, amongst others:

- Preparation, monitoring, supervision and inspection of operational planning of railway infrastructure and the corresponding railway plans.
- Regulation, direction and inspection of rail transport, pursuant to legislation.
- Inspection by **ADIF** of RUs and the supply of the transport services and activities that the latter perform.
- The granting of permits for installing the various subsystems that make up the railway system, and checking that these subsystems are operated and maintained in accordance with the relevant, essential requirements.
- Supervising compliance with essential requirements by interoperability components in accordance with current regulations and guidelines.
- Approving safety methods (SM) and safety objectives (SO).
- Checking that information related to rail traffic safety included in the Special Railway Register and in railway inventories, referred to by the royal decrees on the interoperability of the high speed railway system and the Iberian Gauge Network, are kept up to date by the bodies in charge of their preparation.
- Approval of railway rolling stock maintenance centres.
- Granting, renewal, suspension and revoking of railway staff train operation licences.
- Approving railway staff training centres.
- Approving railway staff medical examination centres.
- Ensuring proper application by the staff in charge of the legal framework for rail traffic safety.
- Any others entrusted to them by current regulations and guidelines.

#### ► SPECIAL RAILWAY REGISTER

The Special Railway Register is managed by the Directorate General of Railways and its purpose is to register bodies, individuals and corporations whose activity is related to the railway industry and who require, to exercise this activity, the corresponding licence, permit or authorising qualification, pursuant to that set out in the LSF, the RSF, and their development of regulations and guidelines in law.

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 award of the infrastructure capacity necessary to supply particular railway transport services.

Bodies entered on the Register are compelled to inform the Ministry of Public Works, within a month, of any change suffered to any of the details related to the obtainment of the licence, permit or authorising qualification or, where applicable, their railway staff or rolling stock.

## B. PROFESSIONAL ASSOCIATIONS

### ► RAILWAY REGULATORY COMMITTEE (CRF)

The Railway Regulatory Committee created by Article 82 of Railway Industry Law 39/2003 of 17 November is the Regulating Body for the Railway Industry. It is a professional association attached to the Secretariat of State for Infrastructure of the Ministry of Public Works. RD 2387/2004 establishes the duration of the term of office, dismissal, incompatibilities and duties of the members of the Committee. It was formed on 9 June, 2005.

The duties of the Regulatory Committee will be carried out with full respect for the powers conferred by Law 16/1989 to bodies defending free competition. An information and coordination mechanism has been established between the Committee and the Competition Defence Service.

It is authorised to settle conflicts between **ADIF**, RUs and other Candidates related to the following matters:

- The granting and use of Safety Certificates.
- The application of Network Statement criteria.
- Capacity Allocation Procedures.
- Amounts, structure and charging operators.

The CRF is entrusted with the duties of supervising railway market competition to safeguard a diverse supply in services on the REFIG and to ensure equal conditions between the RUs in market access and carrying out activities. It will also act in:

- Settling conflicts between RUs relating to measures that involve discriminatory treatment in access to infrastructure or services.
- Interpreting clauses in licences and permits for the supply of services of public interest, also providing information about bidding procedures.
- Information and advice to the Ministry of Public Works and regional authorities on regional matters, especially those that may affect the development of a competitive railway market.

The Committee will act ex officio or at the request of an interested party. Bodies who consider a decision or action to be detrimental to 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 (Railway Regulatory Committee) - Paseo de la Castellana 67, 28071. Madrid. Spain. [crf@fomento.es](mailto:crf@fomento.es)

### ► RAILWAY TRAFFIC SAFETY ADVISORY COMMITTEE.

The Regulation regarding Traffic Safety on the General Interest Railway Network (hereinafter REFIG), approved by RD 810/2007, of 7 July, created the Railway Traffic Safety Advisory Committee

within the Directorate General of Railways. This Committee is made up of the Chairman, the Full Assembly and the Secretariat.

This Committee has the following tasks:

- Finding out the proposals of the **ADIF-RENFE** Operadora General Traffic Safety Committee, or similar bodies formed between **ADIF** and the various RUs, including strategic safety plans and the annual safety plans of **ADIF** and the RUs, making recommendations on this point, when appropriate.
- Making recommendations with respect to enquires made by the Committees and bodies referred to in the previous point.
- Knowing the traffic safety management systems used by **ADIF** and the RUs.
- Knowing the general contents that shall be covered in joint traffic safety management protocols that shall have to be established between **ADIF** and each railway undertaking.
- Receiving information about the development of railway traffic safety on the REFIG.
- Receiving periodic information about the evolution of accidents and incidents, about measures adopted in each case, preventive actions and the effectiveness of these.
- Receiving, where applicable, any suggestions made to modify the General Traffic Regulation.
- Making proposals on safety method (SM) and safety objective (OS) projects.



## ► COMMITTEE FOR INVESTIGATION OF RAILWAY ACCIDENTS

The Committee for the Investigation of Railway Accidents is a specialist Professional Association attached to the Ministry of Public Works through the Secretariat of State for Infrastructure and regulated by RD 810/2007 of 7 July. It performs its activities in a transparent, non discriminatory manner, independently of the Directorate General of Railways, **ADIF** and any railway undertaking, notified or certifying body, and the Railway Regulating Committee.

It has the following powers in investigating railway accidents:

- Technical investigation of serious railway accidents that occur on the REFIG, as well as investigation on the latter into other accidents and rail incidents when they consider it appropriate.
- Establishing 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 them 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 Committee for the Investigation of Railway Accidents, **ADIF** will investigate all railway accidents that occur on the REFIG. RUs shall also carry out internal investigation into all railway accidents in which they have been involved.

Railway accident investigations carried out by **ADIF** and the RUs involved in them will at no time interfere with those carried out by the Committee for the Investigation of Railway Accidents, to whom they will give all the collaboration required.

## ► COMMITTEE FOR COORDINATING THE TRANSPORT OF DANGEROUS GOODS (CCTMP)

This is a Consultative and Professional Association dependent on the Ministry of Public Works and created in 1981 to coordinate the transport of dangerous goods, and regulated by RD 1256/2003 of 3 October.

The duties of this Inter-Ministerial Committee involve studying and issuing reports about amendments to national and international regulations related to dangerous goods, nominating people to participate in international meetings about the transport of dangerous goods and circulating legislation in this area.

This Committee is made up of the following bodies: The Full Assembly, a Permanent Committee and the subCommittees for road transport, railway transport, sea transport and air transport.

### C. RAILWAY INFRASTRUCTURE MANAGER (ADIF)

The Public Authority, **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 and its own assets and is governed by that set forth in the LSF, in Law 6/1997 of 14 April regarding the Organization and Functioning of the General State Administration, 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 as a self-managing body, within the limits set down by its Statute and taking into account at all times the guarantee of public interest, the satisfaction of social needs, user safety and the overall efficacy 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.

The head office is located at Sor Ángela de la Cruz 3. 28020 – Madrid.

#### ► ADIF POWERS

In accordance with article 21 of the LSF, **ADIF** is entrusted with the following powers:

- Approval by **ADIF** 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 Ministry of Public Works.
- Construction of railway infrastructure, with State or third party resources, in accordance with the following agreement.
- The management of railway infrastructure it owns and any entrusted to it in the appropriate agreement.
- Checking and inspecting railway infrastructure it manages, its protection areas and rail traffic running on it.
- The use of assets it owns, those which it is allocated and any others it is responsible for managing.
- The preparation and publication of the NS, in the terms provided in the LSF and in its implementing rules.
- The allocation of Infrastructure Capacity to the RUs 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 permits to provide services declared to be of public interest in the cases covered in the LSF.
- The preparation of the instructions and circulars necessary to accurately determine operating conditions on the **ADIF** Managed Network.
- The provision of ACA Services to the rail transport service.
- The setting of Tariffs for the provision of ACA Services and the reception of payment for these, where applicable.
- The receipt of payment for the use of railway infrastructure and, where applicable, Tariffs for the provision of ACA Services.
- The management, payment and collection of Fees, in accordance with that laid down in the LSF.
- Cooperation with bodies in other Member States of the European Union who manage railway infrastructures, 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.
- The 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 rail traffic.
- Settling financial liability claims made with respect to action taken by **ADIF**.
- Any others conferred on it by applicable regulations and guidelines.

## ► **ADIF CHALLENGES AND COMMITMENTS**

The **ADIF** policy of encouraging transparency and dialogue with its Interest groups is outlined as a commitment in the Citizen Company Plan, PEC, the instrument by which the public company's strategy of Corporate Social responsibility is explained.

**ADIF** is the first public company in Spain and in the transport industry worldwide to have published a Global Reporting Initiative, GRI, obtaining level A+, which is the highest in this international Standard, and whose purposed is to serve as a generally accepted framework for informing about economic, environmental and social performance.

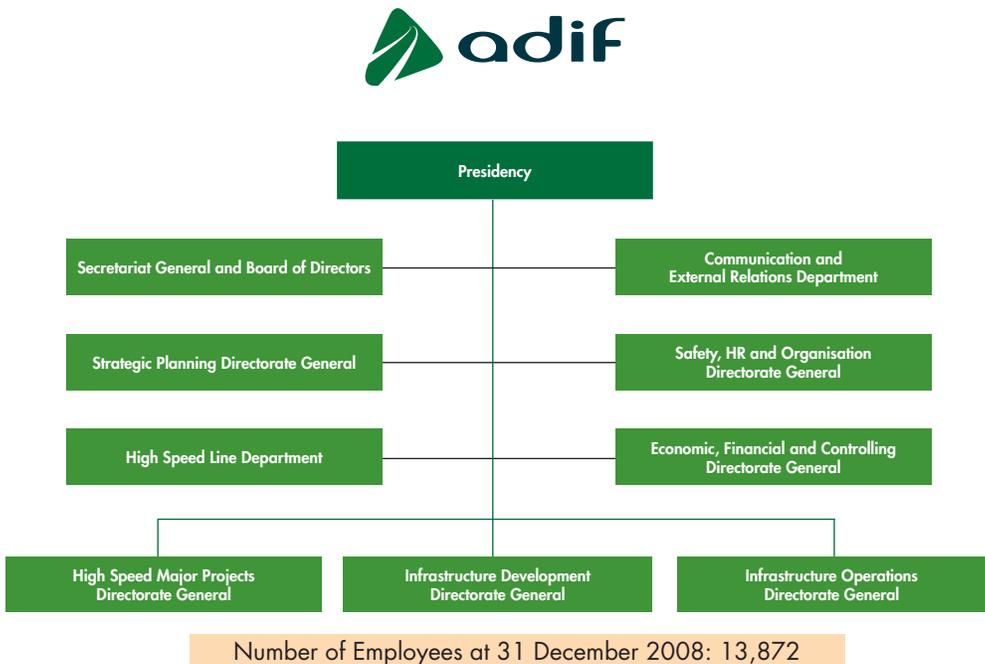
The need to respect and conserve the Natural Environment forms an essential part of the technical and economic effort made to advance in the transport operations provided by railway infrastructure, at all times from the perspective of Environmental Quality and Service Quality.

This commitment of **ADIF** to the Environment is outlined in the "Environment Policy" document, which expands on the guidelines designed by the **ADIF** 2006 – 2010 Strategic Plan relating to conservation of the environment.

Included in the area of constant improvement in the performance of the **ADIF** business activity, and in line with the objective of encouraging national railway technology, is the creation of the 2007–2010 RDI Plan, which is the instrument that describes activities, resources and results needed to achieve the aims set out in the **ADIF** RDI policy and involves support and guidelines for units carrying out innovative projects and activities at the company. It also identifies lines of research and proposes a planned Project portfolio framework until 2010.

The initiatives proposed in this Plan are aimed at stimulating management, establishing processes, identifying lines of research, protecting and exploiting results, technological monitoring and transfer and, in general, promoting participation, increasing presence in national and European schemes to assist RDI.

#### ► ADIF ORGANISATION CHART AND STAFF



## D. RAILWAY UNDERTAKINGS

Since 1 January, 2005, the **ADIF** Managed Network has allowed free access to the Allocation of Capacity to RUs holding a RU Licence in order to perform international or national railway freight transport services. To do this they shall request the corresponding Capacity from **ADIF**, following the established procedure. When this is awarded, they shall also be in possession of the Safety Certificate, which is necessary to be able to run with their rolling stock and train operation staff on the route requested.

The RENFE Operadora public company was created by the LSF of 31 December, 2004, acting as a self-managing body within the limits set down by its regulations and guidelines and attached to the Ministry of Public Works. The RENFE Operadora Statute is established in RD 2396/2004 of 30 December. The purpose of its activity is to supply passenger and freight railway services and other services related to rail transport throughout the scope of the REFIG. It also performs maintenance of its own railway rolling stock.

At 31 January, 2009, the Ministry of Public Works had granted eleven RU Licences, which are listed below in order of years in operation:

- RENFE OPERADORA.
- COMSA RAIL TRANSPORT S.A. from the Comsa group.
- CONTINENTAL RAIL S.A. from the ACS group.
- ACCIONA RAIL SERVICES S.A. from the Acciona group.
- ACTIVA RAIL S.A. from the TRANSFESA group
- TRACCIÓN RAIL S.A. from the AZVI group.
- EUSKO TRENBIDEAK S.A. Basque Railways.
- ARCELORMITTAL SIDERAIL S.A. from the ArcelorMittal group.
- EWSI (English Welsh & Scottish Railway Holdings Ltd) with a licence from another EU state, entered on the Special Railway Register.
- LOGITREN FERROVIARIA S.A. from the Torrescámara, Ferrocarriles de la Generalitat Valenciana FGV and Vías y Construcciones group.
- FESUR (Ferrocarriles del Suroeste S.A.) from the Gallardo Group and Gea 21.

## E. AUTHORISED CANDIDATES

At 31 January, 2009, the Ministry of Public Works had granted five Authorisation Qualifications to the following Candidates to request Capacity Allocation:

- TRANSFESA (Transportes Ferroviarios Especiales S.A.)
- LTF S.A. (Logística y Transporte Ferroviario S.A.) from the Dragados group.
- CONTAINER TRAIN S.A. taken over by SICSA RAIL S.A. from the Dragados group.
- CONTE RAIL S.A. part owned by RENFE, URBASER and Puertos del Estado.
- PECOVASA from the SUARDIAZ group, Comsa Rail Transport and ATG.

## F. RAILWAY UNDERTAKINGS WITH SAFETY CERTIFICATES

At 31 January, 2009, the Safety Certificate has been granted to the following RUs on the lines or sections listed below (the Line code is included at the start of each route):

### ► RENFE OPERADORA

All REFIG lines.

### ► CONTINENTAL RAIL S.A.

100 Madrid Chamartín – Venta de Baños. 130 Gijón Cercanías – Venta de Baños. 132 Bif. Tudela Veguín – Ablaña. 140 Bif. Tudela Veguín – El Entrego. 142 Soto de Rey – Bif. Olloniego. 144 San Juan de Nieva – Villabona de Asturias. 146 Bif. Viella – Bif. Peña Rubia. 148 Trasona – Nubledo. 150 Aboño – Serín. 152 Gijón Puerto – Veriña. 154 Lugo de Llanera – Tudela Veguín. 300 Madrid Puerta de Atocha – Valencia Estació del Nord. 902 Pitis – Bif. Hortaleza. 940 O'Donnell – Vicálvaro Clasificación.

### ► ACCIONA RAIL SERVICES S.A.

130 Gijón Cercanías – Venta de Baños. 132 Bif. Tudela Veguín – Ablaña. 140 Bif. Tudela Veguín – El Entrego. 142 Soto de Rey – Bif. Olloniego. 144 San Juan de Nieva – Villabona. 146 Bif. Viella – Bif. Peña Rubia. 148 Trasona – Nubledo. 150 Aboño – Serín. 152 Gijón Puerto – Veriña. 154 Lugo de Llanera – Tudela Veguín.

### ► COMSA RAIL TRANSPORT S.A.

100 Madrid Chamartín – Venta de Baños. 130 Gijón Cercanías – Venta de Baños. 132 Bif. Tudela Veguín – Ablaña. 140 Bif. Tudela Veguín – El Entrego. 142 Soto de Rey – Bif. Olloniego. 144 San Juan de Nieva – Villabona de Asturias. 146 Bif. Viella – Bif. Peña Rubia. 148 Trasona – Nubledo. 150 Aboño – Serín. 152 Gijón Puerto – Veriña. 154 Lugo de Llanera – Tudela Veguín. 200 Madrid Chamartín – Barcelona Sants. 210 Miraflores – Tarragona. 214 CIM Zaragoza – La Cartuja. 230 La Plana de Picamoixons – Reus. 234 Reus – Roda de Barà. 238 Bif. Llobregat – Barcelona–Morrot. 240 Sant Viçenç de Calders – L'Hospitalet de Llobregat. 242 Ag. km 71,185 – Martorell Seat. 250 L'Hospitalet de Llobregat - Bellvitge Ag. km 674,8. 256 Barcelona Can Tunis – Bif. Can Tunis. 284 CIM Zaragoza Ag. Km 0,7 - CIM Zaragoza Ag. 337,5. 286 La Cartuja Ag. 23,3 – La Cartuja Ag. 351,1. 288 Miraflores Ag. Km. 354,6 – Miraflores Ag. Km. 0,9. 300 Castillejo Añover – Villaverde Bajo. 300 Silla – Valencia Estació del Nord. 304 Alfajar Benetusser – Bif. Clasif. Valencia FSL. 312 Algodor - Castillejo Añover. 500 Villaverde Bajo – Villaluenga Yuncler. 504 Villaluenga Yuncler – Algodor. 506 Ag. km 5,7 – Asland Cgd. 600 Valencia Estació del Nord – Sant Viçent de Calders. 622 Ag. de Clasificación km 272,0 – Tarragona Clasificación. 624 Ag. de Clasificación km 100,4 – Tarragona. 902 Pitis – Bif. Hortaleza. 930 Madrid Atocha Cercanías – San Fernando de Henares. 934 Madrid Abroñigal – Bif. Rebolledo. 936 San Cristóbal Industrial – Villaverde Bajo. 940 O'Donnell – Vicálvaro Clasificación. 942 Villaverde Bajo – Vallecas Industrial. 944 Vicálvaro – Vicálvaro Clasificación. 946 Madrid Santa Catalina – Villaverde Bajo.

► **TRACCIÓN RAIL S.A.**

512 Huelva Cargas – Zafra. 514 Zafra – Jerez de los Caballeros. 516 Zafra – Mérida. 520 Mérida – Badajoz. 520 Mérida – Puertollano.

► **EWSI LTD**

100 Madrid Chamartín – Hendaya. 108 La Carrera(CGD) – Valladolid Campo Grande. 130 Venta de Baños- Gijón. 132 Bif. Tudela Veguín – Ablaña. 140 Bif. Tudela Veguín – El Entrego. 142 Soto de Rey – Bif. Olloniego. 144 San Juan de Nieva – Villabona de Asturias. 146 Bif. Viella - Bif. Pañarrubia. 148 Trasona – Nubledo. 150 Aboño – Serín. 152 Gijón Puerto - Veriña. 154 Lugo de Llanera – Tudela Veguín. 160 Palencia –Santander. 162 Solvay – Sierrapando. 164 Bif. Magaz – Magaz. 200 Bif. Hortaleza – Bif. Can Tunis. 210 Miraflores – Tarragona. 214 CIM Zaragoza – La Cartuja. 218 Zaragoza Plaza- Bif. Plaza. 230 La Plana de Picamoixons – Reus. 234 Reus – Roda de Bará. 238 Bif. Llobregat – Barcelona Morrot. 240 Sant Viçenç de Calders – L’Hospitalet de Llobregat. 246 Castellbisbal- Mollet Sant Fost. 248 Bif Papiol – Aguja km 79,347. 258 Bif. Prat- Barcelona Morrot. 262 Bif. Clot – Barcelona Sagrera. 266 Bif. Glories – Bif. Vilanova. 270 Barcelona San Andreu Comtal – Portbou. 276 Maçanet Massanes – Barcelona Sagrera. 286 La Cartuja Ag. Km. 23,3 – La Cartuja Ag. Km. 351,1. 288 Miraflores Ag. Km. 354,6 – Miraflores Ag. Km. 0,9. 300 Madrid Puerta de Atocha – Valencia Estació del Nord. 302 Ag. Clasificación Km. 146,1 – Alcázar de San Juan. 304 Alfafar Benetusser – Bif. Clasif. Valencia FSL. 340 Xativa Ag. Km. 47,0 - Bif. Vallada Km. 600 Valencia Estació del Nord – Sant Viçent de Calders. 602 Bif. Grao Valencia – Valencia Puerto. 610 Sagunto – La Almozara, trayecto Bif. Teruel – Puerto de Sagunto. 612 Bif. Sagunto – Ag. Km 28,3 – Bif. Sagunto- Ag. 268,8. 622 Ag. de Clasificación Km 272,0 – Tarragona Clasificación. 624 Ag. de Clasificación Km 100,4 – Tarragona. 700 Bilbao Abando Indalecio Prieto – Casetas. 710 Altsasu- Castejón de Ebro. 712 Bif. Km 534,0 – Bif. Km 231,5. 720 Santurtzi - Bilbao Abando Indalecio Prieto. 722 Muskiz – Desertu Barakaldo. 724 Bilbao Mercancías – Santurtzi. 726 Bif. La Casilla- Aguja de enlace. 836 Bif. León – Bif. Río Bernesga. 838 Bif. Torneros – Bif. Quintana Raneros. 902 Pitis – Bif. Hortaleza. 912 Las Matas – Pinar de las Rozas. 930 Madrid Atocha Cercanías – San Fernando de Henares. 934 Madrid Abroñigal – Bif. Rebolledo. 936 San Cristóbal Industrial – Villaverde Bajo. 940 O’Donnell – Vicálvaro Clasificación. 942 Villaverde Bajo – Vallecas Industrial. 944 Vicálvaro – Bif. Vicálvaro Clasificación. 946 Madrid Santa Catalina – Villaverde Bajo. Tramo 166B Ramal de Gijón Puerto – Puerto del Musel

## 1.2. OBJECTIVES OF THE NETWORK STATEMENT

The NS is the document ADIF offers to RUs and other candidates to inform them about the characteristics of the infrastructure and the conditions of access to the network.

This document outlines the characteristics of the infrastructure made available to the RUs and other Candidates, and provides information about the Capacity of each Network section and their access conditions. It also outlines general rules, time periods, procedures and governing principles with respect to the Allocation of Capacity and pricing principles that shall apply for the use of railway

infrastructure and for the supply of different services to the RUs (Art. 29 of the Law 39/2003 of 17 November, regarding the Railway Industry, LSF).

The LSF transposes European Directive 2001/14/EC of February 26, 2001 of the Parliament and the Council into internal law. Nevertheless, certain matters relating to the contents of this NS and to the railway Capacity allocation procedure are developed through ORDEN FOM/897/2005 (Ministry of Public Works) of 7 April.

### 1.2.1. ADIF MANAGED NETWORK

This is composed of railway infrastructure owned by **ADIF**, and any other they are responsible for managing in the terms covered in the LSF.

By virtue of that laid down in the fourth additional provision of RD 2395/2004 of 30 December, which approves the Statute of the **ADIF** Public Company; all management of the network that, in accordance with the LSF, is owned by the State and that, at the time of entering force, was managed by the Spanish National Railway Company (RENFE) is 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.

The 2007 – 2010 Framework Agreement establishes the obligations and reciprocal agreements between the General State Administration and **ADIF**, regulating investments in the state owned network entrusted to **ADIF** by the Ministry of Public Works. This ensures 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 3 November, regarding the Assets of Public Administrations and the power to establish a system of use for the above and of granting licences, 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, in 6.2.1.2, where a multi-year schedule is laid out for the total investment during the term of the above, as well as the revenue **ADIF** is entitled to receive for the management agreed. To make the investment in the **ADIF** managed network in the different financial years covered by the Framework Agreement,

the aims and ends to be reached are laid down by Orders, specifying the levels of investment and proposing the financial amounts.

These investments refer to:

- Freight measures. Logistics facilities and network.
- Commuter train measures. Stations and network.
- Safety improvement and functionality of the rail network.
- Measures to replace and modernise assets.
- Full renewal plan.

Notwithstanding the above, **ADIF** may make agreements with the Autonomous Regions to construct and manage railway networks or sections in the latter. A collaboration Agreement is currently in force between the Ministry of Public Works, the Basque Country Autonomous Region and **ADIF** to commission certain work for the construction of the new railway network in the Basque Country, publicised in the Resolution of 8 June, 2006, by the General Secretariat for Infrastructure and Planning.



**1.2.2. FIGURES FOR ADIF MANAGED NETWORK AT 31 DECEMBER 2008**

| NETWORK LENGTH (KM)                                    | 13,383 |
|--------------------------------------------------------|--------|
| High Speed Network (International Gauge)               | 1,589  |
| Conventional Network (Iberian Gauge)                   | 11,755 |
| Mixed Network (Iberian - International Gauge)          | 21     |
| Narrow Gauge Network (Metric Gauge)                    | 18     |
| Single Electrified Track                               | 3,615  |
| Non Electrified Single Track                           | 5,191  |
| Double Electrified Track                               | 4,503  |
| Double Non Electrified Track                           | 74     |
| With CTC                                               | 8,000  |
| With ACBS                                              | 719    |
| With WBS                                               | 930    |
| With ERTMS Level 1                                     | 1,069  |
| With Radio-Telephone System                            | 8,395  |
| With GSMR System                                       | 1,603  |
| With ASFA System                                       | 10,615 |
| Speed equal to or over 250 km/h                        | 1,247  |
| Speed over 200 km/h and less than 250 km/h             | 487    |
| Speed over 160 Km/h and less than or equal to 200 km/h | 254    |
| Speed over 140 Km/h and less than or equal to 160 km/h | 4,779  |
| Speed over 100 Km/h and less than or equal to 140 km/h | 3,563  |
| Speed less than or equal to 100 km/h                   | 3,053  |

### 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 of regulations and guidelines in law and other provisions. It also includes the applicable technical regulations and guidelines.

References to all of these provisions can be consulted in Annex F of this document.

### 1.4. LEGAL STATUS OF THE NS

#### 1.4.1. GENERAL REMARKS

The NS will have contractual force for the RUs and for other Candidates 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 Candidates is legalised 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, the text of the provision in question taking priority at all times.

#### 1.4.2. TRAFFIC SAFETY

In matters of safety relating to traffic and regulations, the information contained in this NS will only be a source of information, the contents of the traffic safety regulation on the REFIG or the current General Traffic Regulation (GTR) applying at all times, or any other legislation in force that is also applicable.

#### 1.4.3. APPEALS

The RUs and other Candidates may address the Railway Regulatory Committee, CRF, to settle any disputes that may arise between them and **ADIF** (Art. 83.1.d of the LSF and Art. 4.4 of ORDEN FOM/897/2005 of 7 April).

For traffic covering more than one network, Candidates will be bound by the laws and provisions dictated by each country or infrastructure manager, appeals having to be lodged directly to the corresponding infrastructure manager.

The RUs and other authorised Candidates may lodge appeals in writing to the **ADIF** Commercial Management and Customer Service when they consider that any of the services provided

by the latter do not conform to that established by this NS or to the levels of service quality established.

In accordance with Art. 83.5 of the LSF and Art. 153.5 of the RSF, the resolutions passed by the CRF will be binding for the bodies affected and will have legal force, without prejudice to the possibility of lodging an appeal to the Ministry of Public Works.

## 1.5. NS STRUCTURE

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

The structure of this document is in turn in line with the standardized structure agreed at the Rail Net Europe headquarters, RNE from now on, to give greater facility to RUs and other Candidates, especially in international traffic. The maximum possible transparency is thereby achieved in infrastructure access procedures, so that any customers operating in international traffic can recognise one connecting theme in the Network Statements made by the various infrastructure managers:

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

- Chapter 1: GENERAL INFORMATION
- Chapter 2: CONDITIONS OF ACCESS
- Chapter 3: INFRASTRUCTURE
- Chapter 4: CAPACITY ALLOCATION
- Chapter 5: ADIF SERVICES
- Chapter 6: CHARGES
- ANNEXES

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

Available for consultation at the Executive Traffic Office is a supplementary document to the NS called the Capacities Manual, CM, which lists the specific rules for allotting capacity on each line of the ADIF Managed Network.

## 1.6. VALIDITY OF THE NS

### 1.6.1 VALIDITY PERIOD

The NS will remain valid in the period covered by ORDEN FOM 897/2005 and may be updated by ADIF when this is required for its contents.

## 1.6.2. UPDATING PROCESS

Agreements approving changes to the NS shall also be subject to publication in the Official State Gazette in a maximum period of ten working days after they are adopted and, in any case, fifteen days before the date on which 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 Candidate, 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 candidates 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. PUBLICATION AND DISTRIBUTION

To facilitate consultation, the NS will be available in PDF format or similar on the **ADIF** website, [www.adif.es](http://www.adif.es), on the date following publication of the resolution in the Official State Gazette agreeing to approval of the NS.

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

## 1.8. ADIF CONTACTS

**ADIF** has placed an organization at the disposal of Candidates to supply them with a full service for facilitating access to infrastructure.

**ADIF** Contacts for consultation by RUs and Candidates 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

## ONE STOP SHOP GENERAL INFORMATION (OSS)

|                                                                                            |                                                                                               |
|--------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| One Stop Shop (oss)<br>Planning and Capacity Management Office<br>Executive Traffic Office | Agustín de Foxá s/n. Estación Chamartín<br>Edificio Anexo al Puesto de Mando.<br>28036 Madrid |
|--------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|

## CAPACITY ALLOCATION

|                                                                                                        |                                                                                               |
|--------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| Capacity Allocation Head Office<br>Planning and Capacity Management Office<br>Executive Traffic Office | Agustín de Foxá s/n. Estación Chamartín<br>Edificio Anexo al Puesto de Mando.<br>28036 Madrid |
|--------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|

## CUSTOMER INFORMATION AND AFTER SALES SERVICE FOR RUS AND CANDIDATES

|                                                                                  |                                         |
|----------------------------------------------------------------------------------|-----------------------------------------|
| Head Office for After Sales Management<br>Commercial Office and Customer Service | Sor Ángela de la Cruz, 3. 28020 Madrid. |
|----------------------------------------------------------------------------------|-----------------------------------------|

## PASSENGER STATION INFORMATION

|                                                                |                                               |
|----------------------------------------------------------------|-----------------------------------------------|
| Customer Service Office<br>Passenger Stations Executive Office | Avda. Pío XII 110. Edificio 18. 28036 Madrid. |
|----------------------------------------------------------------|-----------------------------------------------|

## FREIGHT FACILITIES INFORMATION

|                                                                                      |                                                                                     |
|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Logistics and Commercial Development Office<br>Executive Logistics Facilities Office | Agustín de Foxá s/n. Andén 1. Edif. Comercial.<br>Estación Chamartín. 28036 Madrid. |
|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|

## EXECUTIVE TRAFFIC OFFICE STATION INFORMATION

|                                                                                                                            |                                |
|----------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| Head Office for Stations and Services<br>Scheduling Coordination and Traffic Management Office<br>Executive Traffic Office | Paseo del Rey 32. 28008 Madrid |
|----------------------------------------------------------------------------------------------------------------------------|--------------------------------|

## TRAFFIC CONTROL

|                                                                                                             |                                                                                   |
|-------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| H24 Network Management Operating Centre<br>H24 Network Management Centre Office<br>Executive Traffic Office | Agustín de Foxá s/n. Estación Chamartín<br>Edificio Puesto de Mando. 28036 Madrid |
|-------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|

## TRAFFIC SAFETY

|                       |                                |
|-----------------------|--------------------------------|
| Traffic Safety Office | Paseo del Rey 32. 28008 Madrid |
|-----------------------|--------------------------------|

## ROLLING STOCK LICENSING

|                       |                                |
|-----------------------|--------------------------------|
| Traffic Safety Office | Paseo del Rey 32. 28008 Madrid |
|-----------------------|--------------------------------|

## EXCEPTIONAL TRANSPORT STUDIES

|                         |                                |
|-------------------------|--------------------------------|
| Executive Safety Office | Paseo del Rey 32. 28008 Madrid |
|-------------------------|--------------------------------|

## CIVIL DEFENCE INFORMATION

|                                                         |                                             |
|---------------------------------------------------------|---------------------------------------------|
| Civil Defence Office<br>Civil Defence and Safety Office | Avda. Pío XII 110. Edificio 4. 28036 Madrid |
|---------------------------------------------------------|---------------------------------------------|

## TECHNOLOGICAL INNOVATION

|                                     |                        |
|-------------------------------------|------------------------|
| Technological Innovation Department | Titán, 4. 28045 Madrid |
|-------------------------------------|------------------------|

## 1.9. INTERNATIONAL COOPERATION BETWEEN INFRASTRUCTURE MANAGERS

In January 2004, the railway infrastructure managers established an organisation to support the European rail industry.

Rail Net Europe, RNE, has its head office in Vienna and represents its members as an Association to assist the advance of international traffic in the European Rail Industry. It is the next step in bilateral and multilateral co-operation between European rail infrastructure managers towards one common organisation with a European focus.

RNE members establish suitable conditions to reach corporate agreements in order to promote the European rail business from the rail infrastructure point of view and for the benefit of the entire rail industry. RNE is made up of 33 Rail Infrastructure Managers, who are either full or associated members, or candidate members. All in all RNE offers a network of around 230,000 km of railway infrastructure. A ferry line also belongs to the association to contribute to lowering barriers in international rail traffic.

The Infrastructure Managers involved in RNE today deal with more than 120 international RUs in Europe, the main target group of RNE. Furthermore there are 300 other RUs that only deal with national traffic.



The main objective of RNE is to improve operational issues in the field of international rail traffic. To achieve this, RNE focuses on the entire rail infrastructure production process, ranging from harmonising the members' medium and long-term planning, marketing, sales and railway operations, even RNE after-sales control and information services.

### 1.9.1. RNE ONE STOP SHOPS (OSS)

The European infrastructure managers have signed an agreement on joint marketing for infrastructure capacity allocation. These managers have set up a network of One Stop Shops (OSS) that work like Customer Service Points within the RNE. This information can be extended by visiting [www.railneturope.com](http://www.railneturope.com).

For international path requests, the customer needs only to contact one of these OSS, whose task is to start the whole process by working in close cooperation with the manager concerned, performing the following duties:

- Offering customer service and information on the full product and service range of the infrastructure managers.
- Supplying all the information required to gain access to the infrastructure of the RNE infrastructure managers.
- Handling requests for international train paths within RNE.
- Making sure that requests are properly dealt with in the periods established in the yearly Service Timetable calendar.
- Provide full train path offers on international routes.

Each OSS is part of the international network which aims at making network access for customers as simple as possible. It also provides information on train charges and movements, including quality monitoring. In accordance with the principle of offering a single front to customers, the OSS provides an effective aid in cross border matters, using fair, clear and confidential procedures.



| AUSTRIA/HUNGARY                                                                                                                                                                                                                                                                        | AUSTRIA/HUNGARY                                                                                                                                                                                                                     | AUSTRIA                                                                                                                                                                                                                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Oskar Pichler</b><br/>RAABERBAHN / GYSEV<br/>Austria<br/>Raab-Oedenburg-Ebenfurther<br/>Eisenbahn AG/<br/>Győr-Sopron-Ebenfurti Vasut-Zrt.<br/>Bahnhofplatz 5<br/>A-7041 Wulkaprodersdorf<br/>Phone: +43 2687 62 224 117<br/>Fax: +43 2687 62 224 9117<br/>oss@raaberbahn.at</p> | <p><b>Oskar Pichler</b><br/>RAABERBAHN / GYSEV<br/>Hungary<br/>Győr-Sopron-Ebenfurti Vasut-Zrt.<br/>Mátyás király utca 19<br/>H-94000 Sopron<br/>Phone: +43 2687 62 224 117<br/>Fax: +43 2687 62 224 9117<br/>oss@raaberbahn.at</p> | <p><b>n. n.</b><br/>ÖBB Infrastruktur Betrieb AG<br/>Elisabethstrasse 9<br/>A – 1010 Wien<br/>Phone: +43 1 93000 33480<br/>Fax: +43 1 93000 25480<br/>oss.austria@oebb.at</p>                                                    |
| BELGIUM                                                                                                                                                                                                                                                                                | BULGARIA                                                                                                                                                                                                                            | CROATIA                                                                                                                                                                                                                          |
| <p><b>Claude Goffroi</b><br/>Infrabel, SA Under public law<br/>Rue Bara 110<br/>B-1070 Brussels<br/>Phone: +32 2 525 37 47<br/>Fax: +32 2 525 90 63<br/>oss-rne@infrabel.be</p>                                                                                                        | <p><b>Tihomir Trifonov</b><br/>National Railway Infrastructure<br/>Company (NRIC)<br/>110, Maria Luiza Blvd.<br/>BG – 1233 Sofia<br/>Phone: + 359 2 932 60 31<br/>Fax: + 359 2 932 22 66<br/>t.trifonov@rail-infra.bg</p>           | <p><b>Biserka Keller</b><br/>HZ Infrastruktura d.o.o.<br/>Mihanoviceva 12<br/>HR – 10000 Zagreb<br/>Phone: +385 1 45 77 939<br/>Fax: +385 1 378 28 11<br/>biserka.keller@hznet.hr</p>                                            |
| CZECH REPUBLIC                                                                                                                                                                                                                                                                         | DENMARK                                                                                                                                                                                                                             | FINLAND                                                                                                                                                                                                                          |
| <p><b>Marek Neustadt</b><br/>Ceské dráhy, a.s.<br/>Nábřeží L. Svobody 1222/12<br/>CZ-110 15 Praha<br/>Phone: +420 972 233 264<br/>Fax: +420 972 232 619<br/>oss@szdc.cz</p>                                                                                                            | <p><b>Alex S. Nielsen</b><br/>Banedanmark (Rail Net Denmark)<br/>Amerika Plads 15<br/>DK-2100 Copenhagen<br/>Phone: +45 82 27 24 62<br/>Fax: +45 27 11 83 10<br/>asn@bane.dk</p>                                                    | <p><b>Kaisa-Elina Porras</b><br/>Ratahallintokeskus (RHK)<br/>Keskuskatu 8 (P.O. Box 185)<br/>FIN-00100 Helsinki<br/>Phone: +358 20 751 5097<br/>Fax: +358 20 751 5108<br/>rhkoss@rhk.fi</p>                                     |
| FRANCE                                                                                                                                                                                                                                                                                 | GERMANY                                                                                                                                                                                                                             | GREAT BRITAIN / FRANCE                                                                                                                                                                                                           |
| <p><b>Jean-Michel Gayon</b><br/>Réseau Ferré de France (RFF)<br/>92, Avenue de France<br/>F-75648 Paris Cedex 13<br/>Phone: +33 1 5394 3333<br/>Fax: +33 1 5394 3822<br/>oss@rff.fr</p>                                                                                                | <p><b>Harald Heusner</b><br/>DB Netz AG<br/>Theodor-Heuss-Allee 7<br/>D-60486 Frankfurt/Main<br/>Phone: +49 69 265 31935<br/>Fax:<br/>oss@bahn.de</p>                                                                               | <p><b>Mostafa El Achhab</b><br/>The Channel Tunnel Group Ltd<br/>UK Terminal<br/>Ashford Road<br/>Folkestone<br/>UK-Kent CT 18 8xx<br/>Phone: +44 1303 283 046<br/>Fax: +44 1303 282 087<br/>Mostafa.ElAchhab@eurotunnel.com</p> |


**LIST OF RNE OSS**  
 www.railneteurope.com

| GREAT BRITAIN                                                                                                                                                                           | GREECE                                                                                                                                                                                                  | HUNGARY                                                                                                                                                                                                      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Fiona Dolman</b><br>Network Rail<br>Kings Place, 90 Work Way, London<br>NW1 2EE<br>Phone: +44 020 3014 4814<br>Fax: +44 20 7 557 9109<br>fiona.dolman@networkrail.co.uk              | <b>n. n.</b><br>EDISY Traffic Directorate<br>1-3 Karolou str<br>GR - 104-37 Athens<br>Phone: -<br>Fax: -                                                                                                | <b>n. n.</b><br>Andrásy út 73-75<br>1062 Budapest<br>Phone: -<br>Fax: -                                                                                                                                      |
| HUNGARY                                                                                                                                                                                 | ITALY                                                                                                                                                                                                   | LUXEMBOURG                                                                                                                                                                                                   |
| <b>László Pósalaki</b><br>VPE Vasúti Pályakapacitás-Elosztó Kft.<br>Bajcsy Zs. út 48<br>HU - 1054 Budapest<br>Phone: +36 1 511 32 45<br>Fax: +36 1 3328025<br>oss@vpe.hu                | <b>Simona Garbuglia</b><br>Rete Ferroviaria Italiana SpA (RFI)<br>Direzione Commerciale<br>Piazza della Croce Rossa 1<br>I-00161 Roma<br>Phone: +39 06 4410 5472<br>Fax: +39 06 4410 6478<br>oss@rfi.it | <b>Claude Lambert</b><br>Communauté des Transports<br>Accès Réseau (CdT-AR)<br>7 Place de la Gare<br>B.P. 640<br>L-2016 Luxembourg<br>Phone: +352 26 19 12 22<br>Fax: +352 26 19 12 29<br>oss@railinfra.lu   |
| NETHERLANDS                                                                                                                                                                             | NETHERLANDS                                                                                                                                                                                             | NORWAY                                                                                                                                                                                                       |
| <b>Arthur Alderliesten</b><br>ProRail B.V.<br>PO Box 2038<br>NL - 3500 GC Utrecht<br>Phone: +31 30 235 9322<br>Fax: +31 30 235 9474<br>oss@prorail.nl                                   | <b>Esther Romijn</b><br>KEYRAIL<br>Develsingel 11<br>3333 LD Zwijndrecht<br>Phone: 0031 (0)78-6777343<br>Fax: 0031 (0)78-6777423<br>oss@keyrail.nl                                                      | <b>Britt Jorun Øverstad</b><br>Jernbaneverket (JBV)<br>Norwegian National Rail<br>Administration<br>Postbox 4350, N - 2308 Hamar<br>Phone: +47 2245 77 71<br>Fax: +47 2245 79 99<br>oss@jbv.no               |
| POLAND                                                                                                                                                                                  | PORTUGAL                                                                                                                                                                                                | ROMANIA                                                                                                                                                                                                      |
| <b>Jolanta Imieninska</b><br>PKP PLK SA<br>PKP Polskie Linie Kolejowe S.A.<br>ul. Targowa 74<br>PL-03-734 Warszawa<br>Phone: +48 22 47 32 771<br>Fax: +48 22 47 33 469<br>oss@plk-sa.pl | <b>Filipe Gomes de Pina</b><br>Rede Ferroviária Nacional E.P. (REFER)<br>Rua de Santa Apolónia<br>P-1100-105 Lisboa<br>Phone: +351 21 102 2088<br>Fax: +351 211 022 579<br>fgpina@refer.pt              | <b>George Marcu</b><br>CFR Compagnie Nationale des<br>Chemins de Fer Roumains<br>Bd. Dinicu Golescu 38<br>RO -010873 Bucuresti 1 - Romania<br>Phone: +40 21 314 25 77<br>Fax: +40 21 319 25 11<br>oss@cfv.ro |

| SLOVAKIA                                                                                                                                                                                 | SLOVENIA                                                                                                                                                                                                                                         | SLOVENIA                                                                                                                                                                                                                    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Blanka Ondovcikova</b><br/>Železnice Slovenskej republiky<br/>Klemensova 8<br/>SK-81361 Bratislava<br/>Phone: +421 2 2029 2886<br/>Fax: +421 2 2029 4090<br/>oss@zsr.sk</p>        | <p><b>Joze Lekse</b><br/>SŽ Holding Slovenske železnice d.o.o.<br/>Kolodvorska 11<br/>SI-1506 Ljubljana<br/>Phone: +386 1 29 12 585<br/>Fax: +386 1 29 14 811<br/>oss@slo-zeleznice.si</p>                                                       | <p><b>Zdenko Zemljic</b><br/>Public Agency for Rail Transport of<br/>Republic Slovenia<br/>Kopitarjeva 5<br/>SI-2000 Maribor - Slovenia<br/>Phone: +386 2 234 14 81<br/>Fax: +386 2 234 15 52<br/>zdenko.zemljic@azp.si</p> |
| SPAIN                                                                                                                                                                                    | SWEDEN                                                                                                                                                                                                                                           | SWEDEN / GERMANY                                                                                                                                                                                                            |
| <p><b>Félix Bartolomé<br/>ADIF</b><br/>Agustín de Foxá s/n<br/>Edificio Puesto de Mando<br/>28036 Madrid<br/>Phone: +34 91 300 6006<br/>Fax: +34 91 300 7516<br/>fbartolomea@adif.es</p> | <p><b>Hans Wolf</b><br/>Banverket<br/>Rail Traffic Administration<br/>Jussi Björlings Väg 2<br/>SE-781 85 Borlänge<br/>Tel: +46 243-44 50 00<br/>Phone: +46 243 446 441<br/>Fax: +46 243 445 406<br/>oss@banverket.se</p>                        | <p><b>Bernd Rub</b><br/>Scandlines Deutschland GmbH<br/>Hochhaus am Fährhafen<br/>DE-18119 Rostock<br/>Tel: +49 381 54 35 802<br/>Fax: +49 381 54 35 809<br/>bernd.russ@scandlines.de</p>                                   |
| SWITZERLAND                                                                                                                                                                              | SWITZERLAND                                                                                                                                                                                                                                      | SWITZERLAND                                                                                                                                                                                                                 |
| <p><b>Rudolf Achermann</b><br/>BLS AG<br/>Genfergasse 11 - Postfach<br/>CH-3001 Bern<br/>Phone: +41 512 20 50 87<br/>Fax: +41 512 20 51 51<br/>onestopshop@bls.ch</p>                    | <p><b>Rudolf Achermann</b><br/>Schweizerische Bundesbahnen SBB<br/>Infrastruktur Trassenmanagement<br/>Hochschulstrasse 6<br/>CH - 3000 Bern 65<br/>Switzerland<br/>Phone: +41 512 20 50 87<br/>Fax: +41 512 20 51 51<br/>onestopshop@sbb.ch</p> | <p><b>Christoph Rüegg</b><br/>Swiss Train Paths Ltd<br/>Schwarztorstrasse 31<br/>CH-3001 Bern<br/>Switzerland<br/>Phone: +41 31 384 20 50<br/>Fax: +41 31 384 20 41<br/>c.ruegg@trasse.ch</p>                               |



## 1.10. GLOSSARY

**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 Candidate or by ADIF on a specific line due to traffic incidents or major changes in track capacity, even when scheduled (building work for example).

**Authorization:** Administrative licence necessary to apply for and obtain railway infrastructure capacity by Candidates 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.

**Candidate:** RU with a licence or an international RU group. There may also be Public Authority candidates 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 time slots to the corresponding Candidates so that the train can run between two points for a certain period.

**Capacity Allocation schedule:** Schedule that a RU or Authorised Candidate shall follow to request infrastructure capacity allocation.

**Capacity Manager (CM):** Department of ADIF in charge of receiving infrastructure capacity requests from Candidates and allocating the train paths demanded. It is part of the Executive Traffic Office at ADIF.

**Capacity manual (CM):** Document complementing the NS in which specific Capacity Allocation rules applying on each network line are detailed.

**Certifying bodies:** Bodies accredited by the National Accreditation Organisation (ENAC), according to the harmonised standards in the UNE 66.500 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 Candidates 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 Candidates 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 slots, access to stations and logistics facilities and train shunting. (web: [www.eicis.com](http://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 a Candidate for a period covering more than Service Timetable and which sets out the characteristics of the infrastructure capacity

requested and offered to the Candidate, the procedure to satisfy their legitimate needs without reducing the rights of other Candidates 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 organisation, 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 Running 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.

**H24 Network Management Centre:** ADIF department with the function of coordinating Traffic Offices and Control Centres, as well as providing information to RUs and establishing Alternative Transport Plans in the event of incidents.

**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:** The number of time slots that may be available on a rail infrastructure section during a particular period and according to the type of traffic.

**International Business Group:** 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.

**Interoperability Technical Specifications (ITS):** 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.

**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 devoted to them.

**Logistics Facility:** These are those facilities which since they are solely intended to provide logistics services related to the handling and storage of freight, providing added value to the transport chain and being defined as loading terminals, are attributed as such by ADIF in the NS. They at least consist of the necessary railway infrastructure for modal transport interchange and the available spaces for loading/unloading of freight. They may also include other facilities such as storage depots, roads, office buildings, etc.

**Maintenance band:** Track capacity reserve necessary for ordinary maintenance of the infrastructure.

**Maintenance Depot Approval:** Licence 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 Authorizations:** Authorizations granted by ADIF and which authorise 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.

**Network Statement (NS):** Document outlining the features of the infrastructure made available to the RUs and the conditions of access 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 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 Candidates 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.

**Planned 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 organisation 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 licence 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 Licence:** Authorization granted by a State to a company which is recognised 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 DGR.

**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 Public Works Ministry Order 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 Art. 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:** Date established by **ADIF** for adapting the Transport Plan.

**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 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 Installation:** These are those installations which since they are intended for rail vehicle operations, related to parking, adding and separating of rail vehicles and the preparation of these for operations, are attributed as such by **ADIF** in the NS. Technical installations consist of all railway infrastructure (tracks, signalling, safety and electrification installations) that is managed by **ADIF** and contribute to ensuring 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 licences.

**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 (GOR).

**Traffic Safety Regulation on the **ADIF** Managed Network (TSR):** Developed in Royal Decree 810/2007 of 22 June, published in State Gazette no. 162 of 7 July, 2007.

**Train announcement:** Formal statement by the RUs 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.

**Train slot:** 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 Candidates, aimed at supplying transport services and related to the allocation of train paths and technical and human resources.