

Adif and Adif Alta Velocidad must detail the works in progress and planned in their Statement on the 2025 and 2026 railway network

- The Network Statement is essential for train companies to be able to access rail infrastructure to provide their transport services.
- The Rail Charges Regulation should be processed and adopted in time to be included in the Statement.

Madrid, 15 November 2024. Adif and Adif Alta Velocidad (AV) must modify several aspects of their proposed Network Statement 2025 and 2026 regarding works, framework agreements with railway companies and railway charges ([STP/DTSP/064/24](#)).

The [Network Statement](#) is the document where Adif and Adif AV detail the characteristics and conditions of access to their railway infrastructures. It is essential to ensure transparent, objective and non-discriminatory access of train companies to the network.

Planning by works

Both managers included works in progress and those planned for the following two years in their Statements. In their new proposal, they have replaced the information with a reference to the [2022-2026 Business Programmes](#), but the information contained in these Programmes is insufficient for companies to plan services ([CNMC Agreement of 16 May 2024](#)).

Framework Agreements

Adif AV awards long-term capacity on the network (tracks, access to stations and other services, etc.) to railway companies through framework agreements. Where it is not possible to coordinate the capacity requests received, prioritisation criteria have to be applied.

Some of the prioritisation criteria included in the proposed Network Statement are not included in [Regulation 2016/545](#) and, therefore, need to be submitted to the CNMC for approval.

Additional documentation and penalties

Adif and Adif AV shall justify the necessity and proportionality of the proposal to require further documentation to request capacity; specifically, a mobility study, with estimates of market variables, and an external report accrediting the estimates and their coherence with the economic-financial plan.

Failure to comply with framework agreements can lead to penalties. The new compliance review procedure for framework agreements that administrators have introduced should not be imposed on framework agreements that have already been signed. In general, the Network Statement may contain guidance, but the procedure for reviewing compliance with the agreement, and the penalties to be applied in case of non-compliance, should be in the framework agreements themselves.

Railway charges

The Network Statement should contain an explanation of the charging system and its methodology. Adif and Adif AV must process and approve the Charges Regulation, provided for in Article 100 of the [Rail Sector Act](#), in time for the amount of these fees to be included in the Network Statement, which must be published twelve months before the start of the service timetable.

Related content:

- [\(STP/DTSP/064/24\)](#): Agreement to issue a report concerning the network statements for 2025 and 2026 by Adif and Adif AV
- [\(STP/DTSP/006/24\)](#): Agreement of 16 May 2024
- [\(STP/DTSP/009/24\)](#): Resolution of 24 July 2024
- [Press release](#) (04/12/2023): The CNMC requests that Adif and Adif Alta Velocidad update the validity and content of their Rail Network Statements
- [Press release](#) (07/11/2022): The CNMC requests that Adif Alta Velocidad subsidise the increase in rail traffic due to liberalisation in its railway charges