

The number of people using high-speed train services rose by 21% in the second quarter of 2024, exceeding 10.2 million passengers

- The increase was particularly marked on routes that have had competing operators for a year, such as Madrid-Málaga/Granada, which saw a rise of almost 30%.
- The prices researched by the CNMC showed a drop of more than 20% on the Madrid-Seville (-21%) and Madrid-Málaga (-29%) routes.
- Some 130,000 passengers used the new Ouigo and Avlo services connecting Valladolid with Madrid and Alicante.
- Freight traffic improved compared to the previous quarter (+5.8%) but fell by 0.6% year-on-year.

Madrid, 26 September 2024.- More than 141.7 million passengers used trains between April and June 2024, 5.6% more than in the previous quarter and 6.3% more than in the second quarter of 2023. The number of people using high-speed passenger services (Alta Velocidad) exceeded 10.2 million, up 21% quarter-on-quarter and year-on-year, according to the latest rail sector report ([INF/DTSP/24](#)).

The routes on which new operators started providing services a year ago were the ones to see the most growth in terms of passenger numbers: Madrid-Málaga/Granada and Madrid-Seville recorded increases of 27%, with 1.32 and 1.35 million passengers, respectively, and Madrid-Alicante recorded a 23% rise, with 940,000 passengers. Madrid-Barcelona increased by almost 6% to 3.87 million and Madrid-Valencia by 14% to 1.5 million. With the exception of Madrid-Alicante, all reported record passenger numbers.

New services

The connection from Valladolid to Madrid and Alicante, offered by Avlo (Renfe) since 8 April, and Ouigo –with a stop in Segovia– since 18 April, registered approximately 130,000 passengers. This is the first time that an alternative operator has provided services beyond the routes specified in the 2020 capacity reservation framework agreements.

High-speed market shares

Renfe Viajeros remained the leading operator on all routes, with a share of between 51% and 72% of passengers. Iryo obtained a market share of between

23 and 28% on all its routes except Madrid-Alicante, and Ouigo maintained its share of almost 25% on the routes to the East and 16% on the Madrid-Barcelona line.

The Madrid-Barcelona route had the best productivity indicators, i.e., utilisation of train seats (84%), although the Madrid-Seville route came a close second (82%). The Madrid-Alicante route had the worst seat utilisation rate (70%).

Cheaper tickets

The prices researched by the CNMC¹ during the second quarter of 2024 showed significant year-on-year decreases on routes where competition was introduced just one year ago: Madrid-Seville (-21%), Madrid-Málaga (-29%) and Madrid-Alicante (-16%). The Madrid-Valencia route returned a decrease of 3%, and on the Madrid-Barcelona route, the price stabilised (+1%). The average fare from Madrid to Valencia was 31 euros, to Alicante 40 euros, to Málaga 48 euros and to Barcelona and Seville 55 euros.

Other passenger services

Since the entry into force of [Royal Decree-Law 14/2022](#), which subsidises the services provided by Renfe Viajeros with a public service obligation, passenger numbers have increased considerably. Compared to the previous quarter, all the services gained passengers (medium-distance services by 15% and Cercanías (commuter trains) by 3%). In year-on-year terms, medium-distance services grew by around 10% and Cercanías by 5%.

Conventional long-distance passenger services saw year-on-year decreases of 7% in terms of the number of seats offered and 2% in terms of passengers.

Freight transport

Freight activity improved across all indicators compared to the previous quarter: net t.km by 6%, revenue by 2%, net tonnes by 6% and train.km by 1%. However, the year-on-year variation remains negative, at -1% for net tonnes and -3% for train.km.

¹ Ticket prices for travel during 1Q2024, collected from operators' websites daily from 40 days before the date of travel.

By company, compared to the same quarter of 2023, Medway and Captrain saw increases in their activity of 16% and 8.5%, respectively. Continental also recorded growth (+3% in net tonnes carried), albeit to a lesser extent. Renfe Mercancías recorded a drop of almost 8%.

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