



Development of High Speed Rail Transport in Spain



By José Capel Ferrer, Director for European Affairs, ADIF



THE CURRENT SPANISH SCENARIO

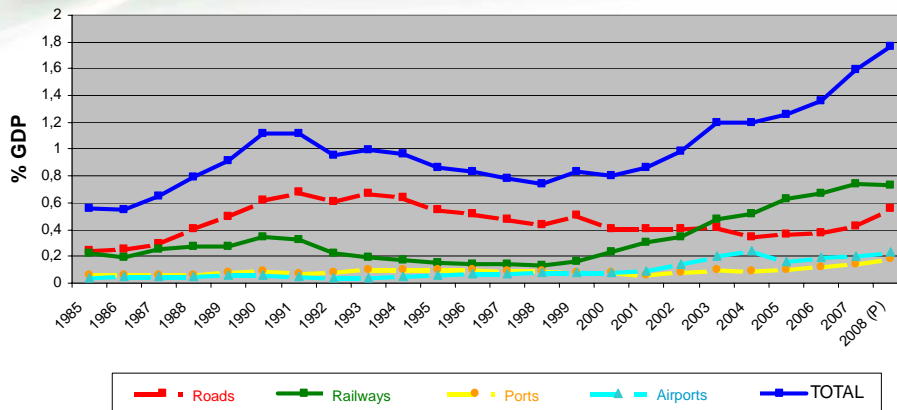
- A new rail sector organisation with independent:
 - Infrastructure Manager, ADIF; and
 - Railway Undertakings or Operators
- A Strategic Plan for Transport Infrastructures (PEIT 2005-2020), with a total budget of 250 Billion € for this period
- A real political will to invest in rail infrastructure (120 Billion € or 48%)
- A Multiannual Contract with the State (2006-2010)
- A clear commitment to Safety, Interoperability, HS

Key Decisions to Liberalisation

- New Railway Sector Law (2003 – 04) and related regulations
- RENFE split into two companies (01.01.2005)
 - The Infrastructure Manager: ADIF
 - A Railway Undertaking: Renfe Operadora
- ▶ Debt reduction
 - ▶ On 31 December 2004: 7.925 M € debt
 - ▶ On 1 January 2005, the State assumed: 5.459 M €
 - ▶ Renfe Operadora assumed: 1.379 M €
 - ▶ Adif assumed: 1.087 M €

Priority to Rail Investments

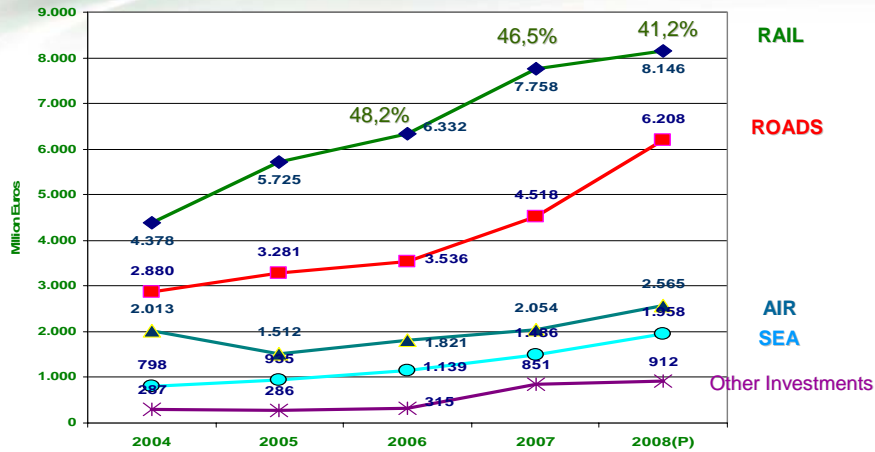
STATE INVESTMENTS IN TRANSPORT INFRASTRUCTURE (%GDP)





Priority to Rail Investments

INVESTMENTS BY MODE OF TRANSPORT



Dirección de Relaciones Internacionales
Dirección General de Planificación Estratégica

ADMINISTRADOR DE INFRAESTRUCTURAS FERROVIARIAS

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Adif's Main Functions

- Administration, maintenance and renewal of rail infrastructure
- Management of traffic control operations and safety systems
- Construction of new lines on behalf of the State
- Elaboration of the Network Statement
- Assignment of Capacity to Rus, currently 7
- Management of Tracks, Stations and Terminals
- Establishment and Perception of Charges and Tariffs
- Issuing of Safety Certificates (on behalf of the Ministry)
- Information on the issuing of Railway Operating Licences

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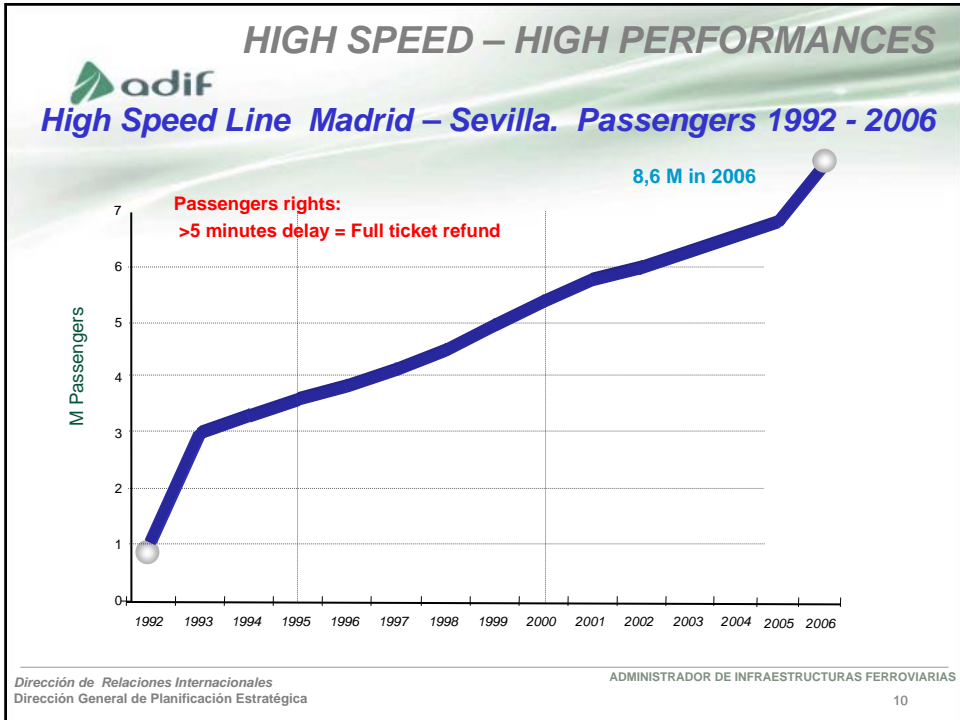
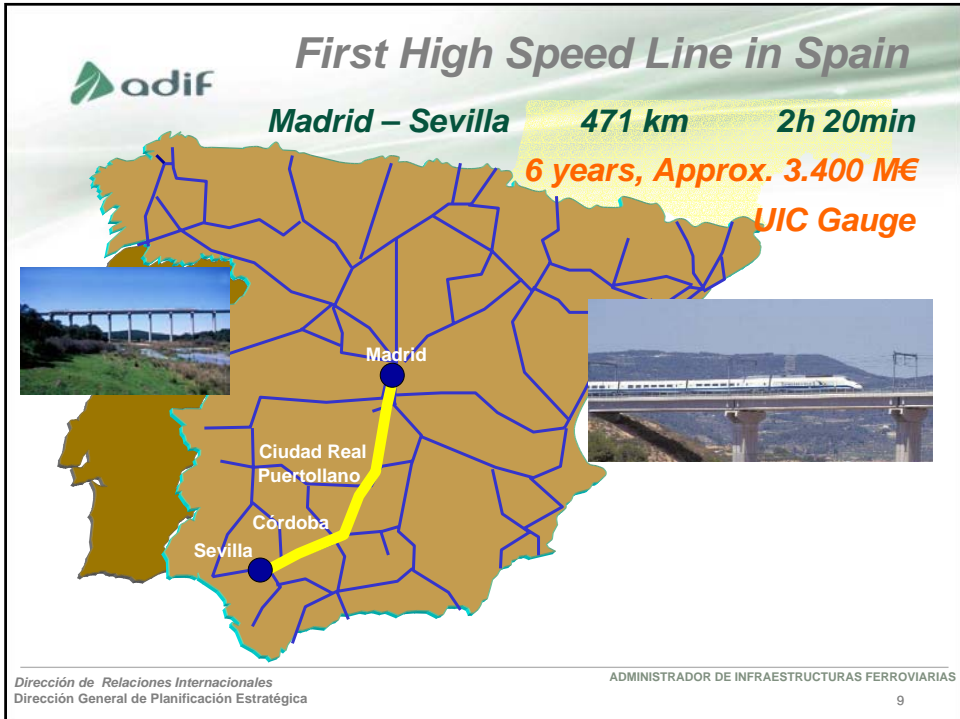
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Network Ownership

- The **Conventional Network** belongs to the State, but ADIF is in charge of its management
- The **High Speed Network**, current and future, together with passenger stations, freight terminals, and telecommunication network are assets owned by ADIF

ADIF 2006 Key Data

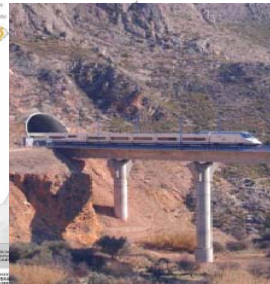
14.287	Employees
24.587	M € Assets
19.569	Million Euros Own Funds
12.991	Km of Tracks
1.247	Km of High Speed Lines
1.568	Km for 200-300 km/h
11.000	Km of Optical Fibre
517	Million passengers / year
5.000	Trains / day
176	Millions Trains-km / year
420	Square Km of Real Estate (land).





Spanish High Speed Network: Current Situation

Operational 1.247 km
Under construction 1.326 km



Madrid – Barcelona – French Border Line



Total Length (Madrid – Figueras): 804 km
In commercial operation: Madrid – Tarragona (562 km)
Construction Works:

- Ended: 80 km
- In progress: 107,8 km
- In project: 32,2 km

Total Investment foreseen: 12.375 M€



Córdoba – Málaga Line



Total Length: 155 km
In operation : 100 km
On works: 55 km

Total Investment : 2.538 M€

Abdalajís Tunnel: 7.000 m length (bitube)

After opening line
Distance reduction
Córdoba – Málaga: 20 km



North and Northwest Railway Access



Total Length: 179 km
Construction works in progress:
179 km

Investment: 4.205 M €

Guadarrama Tunnel:
28.377 m long (bitube)
(The fifth longest tunnel in the world
1.219 M€)

San Pedro Tunnel:
8.930 m long (bitube)

After the opening of the line:
Overall reduction in distances
and journey times (more than 2 hours)



High Speed Lines entrusted to ADIF

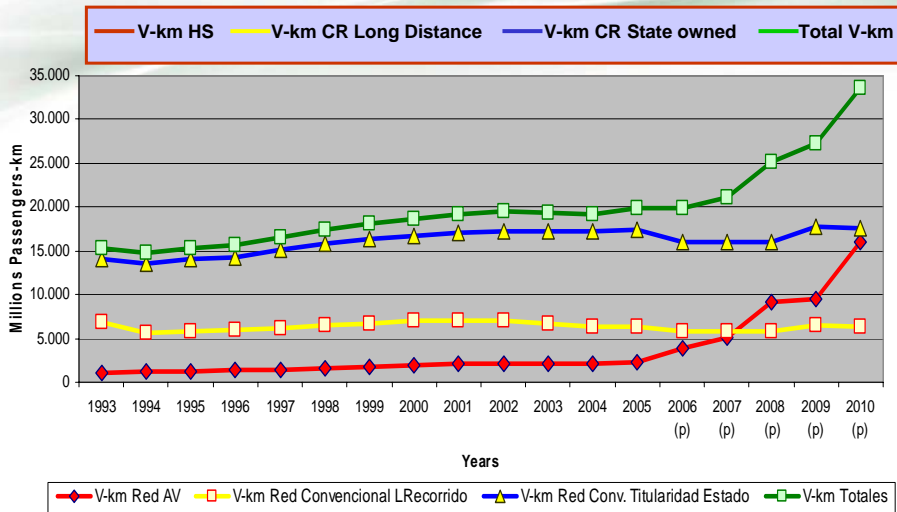
- ✓ Madrid– Sevilla (471 km, in operation)
- ✓ New railway access to Toledo (21 km, in operation)
- ✓ Madrid– Zaragoza– Lleida– Barcelona– Figueres (821 km, 12.375 Mill.€.)
 - Madrid– Zaragoza– Lleida (519 km, in operation)
 - Lleida– Camp de Tarragona (82 km, in operation)
 - Camp Tarragona– Barcelona (+88 km, in operation 2007)
 - Barcelona– Figueres (+132 km)
- ✓ Córdoba– Málaga (155 km, 2.538 Mill.€, in operation 2007)
 - Córdoba– Antequera (100 km, in operation)
- ✓ Madrid– Segovia– Valladolid (179 km, 4.205 Mill.€, in operation 2007)
- ✓ Valladolid– Burgos– Vitoria (211 km, 3.017 Mill.€)
- ✓ Vitoria– Bilbao– San Sebastián (173 km, 2.567 Mill.€)
- ✓ Palencia– León– Asturias (314 km, 5.474 Mill.€)
- ✓ Bobadilla– Granada (109 km, 1.355 Mill.€)
- ✓ Madrid– Castilla-La Mancha– Comunidad Valenciana– Región de Murcia (914 km, 12.106 Mill.€)
- ✓ Murcia– Almería (198 km, 2.519 Mill.€)
- ✓ Navalmodal de la Mata– Cáceres– Badajoz – Frontera portuguesa (278 km, 2.688 Mill.€)

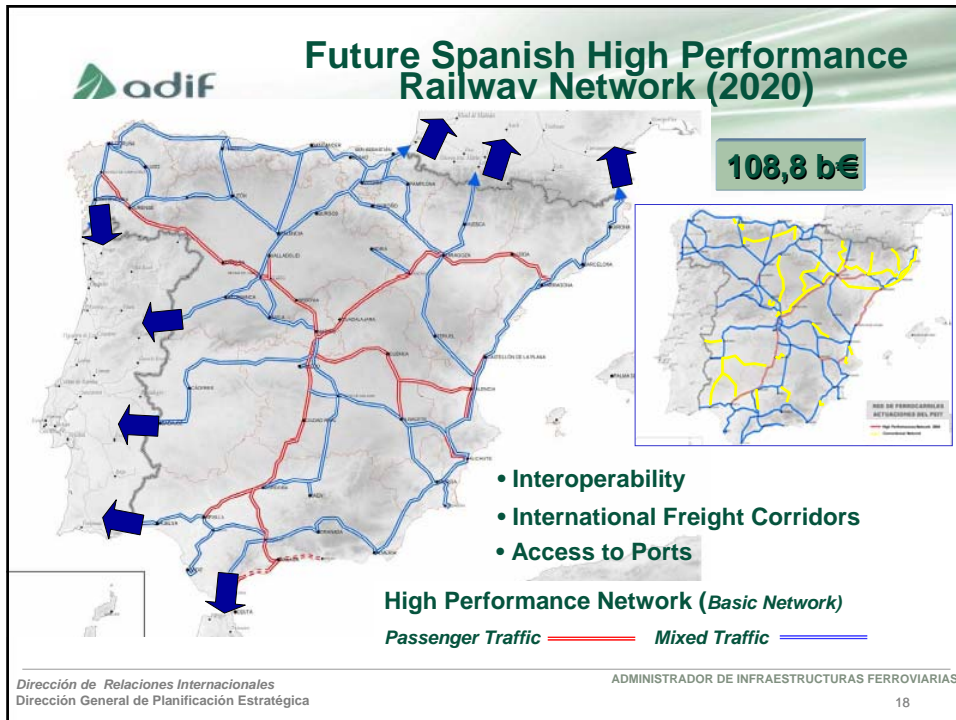
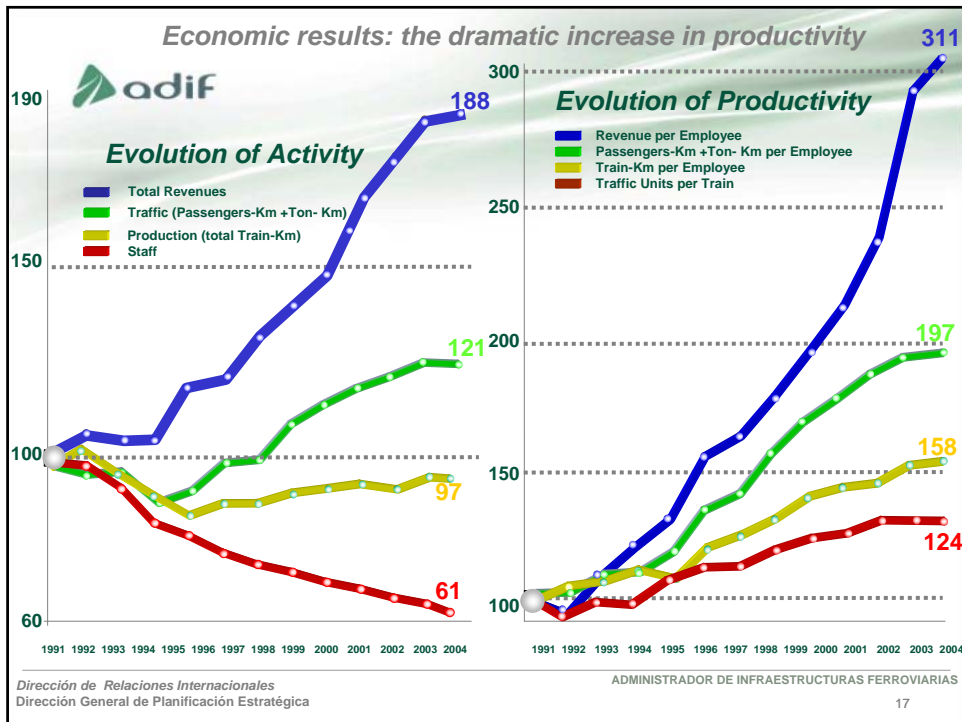
2006: 207 new km of High Speed Lines

2007: 322 new km of High Speed Lines



Passenger Traffic on Spanish Conventional & High Speed Networks







www.adif.es