

Capacity Strategy 2030

Directorate for Traffic and Capacity Management
Deputy Directorate for Capacity Management

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1. INTRODUCTION

In the coming years, one of the railway sector's main objectives is to increase its share of the transport market. To achieve this, it will be necessary to implement planning and production processes that are both competitive and agile. In this context, and with the aim of improving these processes, RailNetEurope (RNE), in collaboration with Forum Train Europe (FTE), developed the Timetabling and Capacity Redesign (TTR) project.

The preparation of this document, entitled **"Capacity Strategy 2030"**, is part of the TTR project, in which ADIF and ADIF AV participate, with the overall objective of harmonizing the timetable redesign process. This project has gained greater relevance following the adoption of the new Regulation (EU) 2026/1184 of 20 May 2026 on the railway capacity framework in the European Union, which was approved in June 2026.

The Capacity Strategy should be understood as the foundation for more accurate timetable planning. In this regard, it should provide, from an early stage, information on the forecasts of Infrastructure Managers (IMs) and capacity applicants (Applicants) for the coming years, including aspects such as new traffic flows, the availability of new infrastructure, or information related to Temporary Capacity Restrictions (TCRs), among others.

The factors influencing the Capacity Strategy should be communicated with the highest level of detail available, even when limited, as this information is necessary both for the preparation of the Infrastructure Manager's plan and for its communication at the European level in order to build a common strategy. Nevertheless, the level of detail included in this Capacity Strategy should be aligned with the framework currently established at the European level. Furthermore, it is important to emphasize its primarily informative and non-binding nature.

Throughout this document, various data (infrastructure, projects, capacity, traffic flows, etc.) are presented in order to provide context for the reader. However, due to the evolving nature of this information, it should not be regarded as a definitive reference. Readers are therefore encouraged to consult the official documents published by the Infrastructure Manager, particularly the Network Statement.

For this purpose, and following the standardized template proposed by RNE in its document **"Capacity Strategy Template Timetable 203X" – Version 7.0**, the content is structured into the following chapters:

1. Introduction.
2. Geographical area.
3. Rail transport services used for strategic planning purposes.
4. Forecasted development of demand for rail transport services.
5. Traffic Planning approaches.
6. Capacity allocated in Framework Agreements.
7. Planned development of physical infrastructure.
8. Information about the availability and utilisation of railway infrastructure.
9. TCR-Planning principles.
10. Planned infrastructure works resulting in TCRs with major impact.
11. Contingency Plan.

12. Validation.

1.1 Contact details

For enquiries regarding the Capacity Strategy, please contact us at the following address:
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1.2 Publication

The Capacity Strategy is published in both Spanish and English. In the event of any discrepancy regarding its content, the Spanish-language version shall prevail.

1.3 List of involved IMs

Involved IMs
SNCF Réseau
Infraestructuras de Portugal, S.A. (IP)
Línea Figueres - Perpignan S.A.

Table 1: list of the involved IMs.

1.4 Service facilities

The [PISERVI](#) Service Facilities Portal provides easy access to information on the technical characteristics of various service facilities, as well as their descriptive fact sheets. These facilities include freight terminals, passenger stations, maintenance centers, private sidings, gauge-changing facilities, and others. Searches can be performed using different criteria, such as geographical location, type of facility, or type of service, thereby supporting railway undertakings and other logistics operators in the planning of rail services.

In addition, the portal includes an interactive map of the Spanish General Interest Railway Network (RFIG), allowing users to combine multiple search filters. The results are displayed directly on the map viewer, from which individual facilities can be selected and their corresponding descriptive fact sheets consulted.

Furthermore, Adif makes available to railway undertakings and other applicants the SYACIS IT application, which facilitates the request and allocation of capacity at service facilities managed by Adif. The regulated procedure governing these applications and allocations is described in Section 7 of the Adif and Adif AV Network Statement.

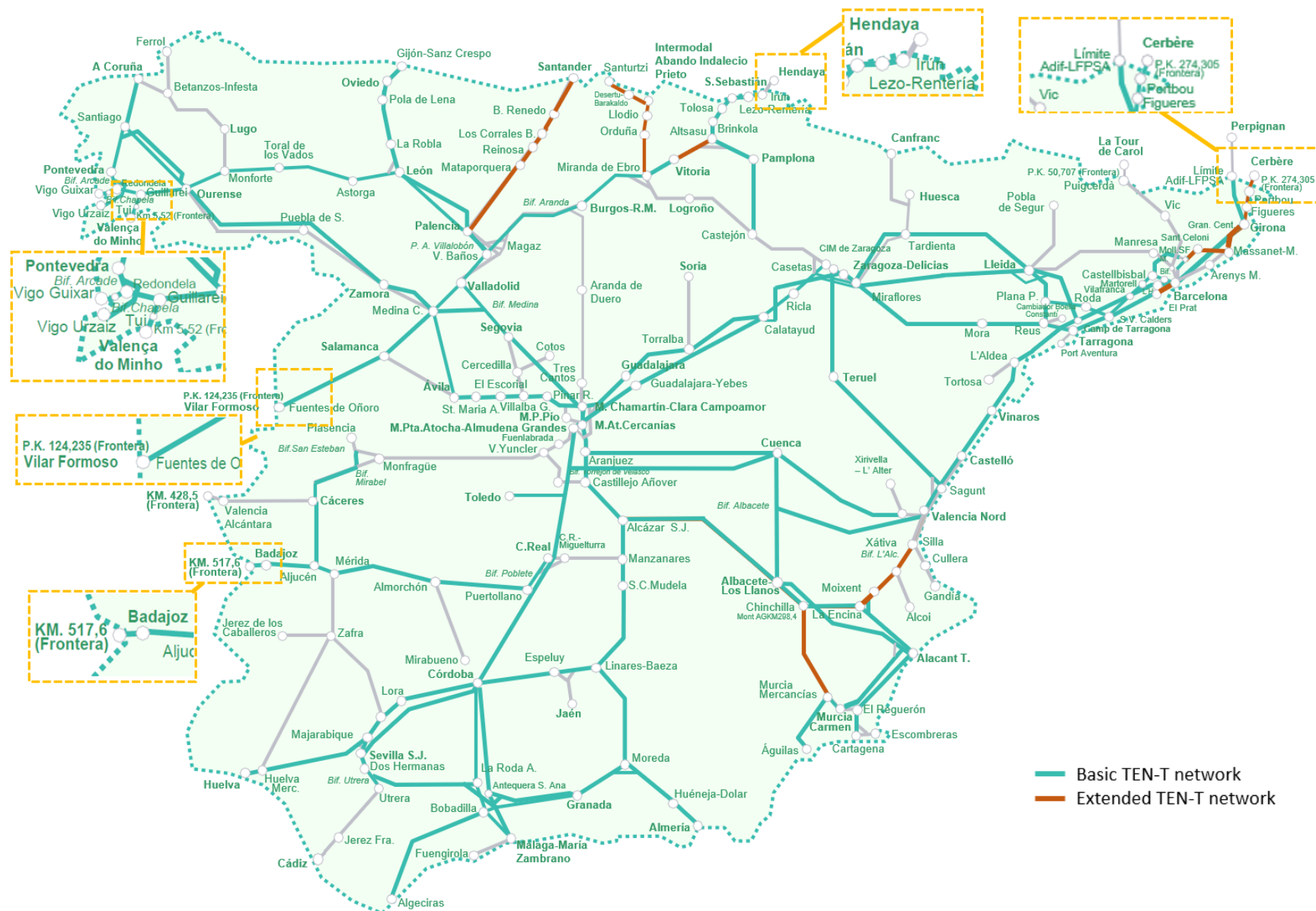
Access to the PISERVI Service Facilities Portal can be obtained through the following link:
[PISERVI](#).

2. GEOGRAPHICAL AREA

Capacity Strategy 2030 will apply to the lines that make up both the core and extended TEN-T network, covering a total of 200 lines.

These lines are highlighted in green on the map of the ADIF and ADIF AV Railway Network shown below. Cross-border sections are not included in the Capacity Strategy.





Map 1: geographical area of the lines that make up the basic and extended TEN-T network.

3. RAIL TRANSPORT SERVICES USED FOR THE PURPOSES OF STRATEGIC PLANNING

The purpose of this section is to establish a structured framework for the classification and analysis of the rail transport services used in strategic planning processes. In this context, the aim is to harmonize the interpretation of service categories at the European level with ADIF's operational and organizational specificities, thereby facilitating comparability and consistency in planning.

ADIF has defined a series of subcategories adapted to national and regional specificities. These subcategories, presented in the table below, make it possible to describe rail services more accurately according to various operational parameters that are relevant to network operation and planning.

This approach not only enables a better understanding of the diversity of existing rail services, but also provides a solid basis for strategic decision-making, resource optimization, and the future development of railway infrastructure.

The rail transport services that ADIF uses for strategic planning purposes are presented below:



European category (EFCM)	National sub-category	Description
Inter-urban	Long distance	Passenger services with journeys exceeding 300 kilometers, including the commercial branches of these trains.
Urban and regional	Regional	Passenger services with journeys of less than 300 kilometers, excluding commuter rail services. Commercial branches of long-distance services are not included.
	Commuter rail service	Passenger services operating entirely within commuter rail network.
Freight	Freight	Freight services whose length does not exceed the standard line length of the routes on which they operate.
	Special-length freight train	Freight services whose length exceeds the Basic Length of the lines on which they operate and therefore require explicit authorization from the Capacity Management.
Other	Test, training	Train movement services involving empty stock for testing and training purposes.
	IM internal services	Capacity reserved for the Infrastructure Manager.

Table 2: rail transport services used for the purposes of strategic planning.

4. FORECASTED DEVELOPMENT OF DEMAND FOR RAIL TRANSPORT SERVICES

Railway capacity planning requires a forward-looking view of the evolution of transport demand, particularly on corridors with an international dimension. To this end, expected trends in rail services are analyzed by transport segment, with particular attention paid to cross-border sections, in order to support strategic planning processes and medium- to long-term decision-making.

The assessment of these international flows has been carried out by considering Spain's rail connections with France and Portugal, promoting greater alignment between the methodological approaches and results adopted by the different countries. This facilitates more coherent and coordinated planning of the railway network at a cross-border level.

As a common reference for developing forecasts, the estimates provided by the European Transport Market Study (ETMS) are used, offering a harmonized basis for analyzing future demand. Their use contributes to greater transparency, strengthens international cooperation, and supports more robust capacity planning aligned with the expected evolution of the rail transport market.

Information regarding the ETMS can be found through the following links:

- [Atlantic corridor](#).
- [Mediterranean corridor](#).

The table below shows the projected evolution of demand for rail transport services, together with the differences between the ETMS forecasts and the harmonized estimations:



Element of infrastructure	Estimation of the ETMS	Harmonized estimations	Explanation of the divergencies
Portbou (ES) – Cerbère (FR)	According to the Mediterranean RFC TMS: 3.610 trains/year. 1 freight train path per hour.	2 urban and regional train paths per hour. 1 freight train path per hour.	Only the freight market study for the Mediterranean Corridor is currently available. The forecast for all other services is based on ADIF's own estimation.
Figueres (ES) – Perpignan (FR)	According to the Mediterranean RFC TMS: 1.820 trains/year. 1 freight train path per hour.	1 urban and regional train path per hour. 3 interurban train paths per hour. 1 freight train path per hour.	Only the freight market study for the Mediterranean Corridor is currently available. The forecast for all other services is based on ADIF's own estimation.
Irún (ES) – Hendaya (FR)	According to the Atlantic RFC TMS: 2.910 trains/year. 1 freight train path per hour.	1 urban and regional train path per hour. 1 interurban train path per hour. 1 freight train path per hour.	Only the freight market study for the Atlantic Corridor is currently available. The forecast for all other services is based on ADIF's own estimation.
Tui (ES) – Valença do Minho (PT)	According to the Atlantic RFC TMS: 2.340 trains/year. 1 freight train path per hour.	1 interurban train path per hour. 1 freight train path per hour.	Only the freight market study for the Atlantic Corridor is currently available. The forecast for all other services is based on ADIF's own estimation.
Fuentes de Oñoro (ES) - Vilar Formoso (PT)	According to Atlantic RFC TMS: 1.680 trains/year. 1 freight train path per hour.	1 freight train path per hour.	Only the freight market study for the Atlantic Corridor is currently available. The forecast for all other services is based on ADIF's own estimation.
Badajoz (ES) – Elvas (PT)	According to Atlantic RFC TMS: 1.060 trains/year. 1 freight train path per hour.	1 urban and regional train path per hour. 1 interurban train path per hour. 1 freight train path per hour	Only the freight market study for the Atlantic Corridor is currently available. The forecast for all other services is based on ADIF's own estimation.

Table 3: forecasted development of demand for rail transport services.

5. TRAFFIC PLANNING APPROACHES

Railway capacity planning is based on a set of approaches and principles that make it possible to adapt the infrastructure offer to the operational needs of the network. These methods, aligned with the European Capacity Management Framework, guide how available capacity is structured and reserved, promoting the efficient and coordinated use of infrastructure.

Where more than one planning approach is applied within the same network, the geographical areas in which each approach is used are clearly identified, ensuring transparency of the process and a better understanding of the management criteria adopted by the Infrastructure Manager.

ADIF currently applies the following traffic planning methods:

- **Free Model:** this is the simplest approach, as it does not involve the prior application of any predefined criteria. Train paths are defined by seeking the best possible balance between capacity requests and available capacity. This model is used on lines where it is not possible to establish effective timetable design criteria. On such lines, train paths are therefore inserted on a flexible basis, train by train.
- **Integrated Cyclic Timetable Model:** this model consists of repeating an operating pattern at regular intervals. The repetition interval is referred to as the *INTERVAL*. Different intervals may be established for different periods of the day.

The current trend is towards the wider implementation of this model. Its most significant applications can currently be found on lines with intensive Commuter Rail Service operations.

- **Integrated Pre-Designed Timetable Model:** on railway lines where the majority of train paths have homogeneous running characteristics and are scheduled in batches, a generic timetable structure is developed to optimize both capacity and the quality of the grouped train paths.

Once this pre-designed timetable structure has been established, specific train path requests submitted by Applicants will be handled by the Capacity Manager on the basis of the pre-designed paths, allocating the generic train paths according to their availability.

Individual trains that cannot be accommodated within the standard train path model will be incorporated into the timetable on a case-by-case basis. The Capacity Manager may reject such train movements in order to make more efficient use of the available capacity.

This model is primarily applied on lines carrying significant freight traffic operated through batched train movements.

6. CAPACITY ALLOCATED IN FRAMEWORK AGREEMENTS

ADIF and Applicants may enter into Framework Agreements (FA) for the reservation of capacity, specifying the characteristics of the infrastructure capacity requested and offered to the Applicant for a period extending beyond a single timetable period.

Framework Agreements shall not specify train paths in detail, shall not prevent the use of the relevant infrastructure by other Applicants or for other services, and may be amended or restricted in order to allow more efficient use of the railway infrastructure.

Framework Agreements shall have a maximum duration of five years and may be renewed for successive periods of the same length. However, a duration exceeding five years may be agreed where justified by the existence of commercial contracts, dedicated investments, or associated risks. For services using specialized infrastructure that requires substantial long-term investments, duly justified by the Applicant, Framework Agreements may be concluded for a period of up to fifteen years.

The Framework Agreement template is available in the [Network Statement](#). It is provided as a reference model and may be subject to modifications agreed between the parties, in accordance with the principles and limits governing the activities of the Infrastructure Manager.

The table below presents information on the capacity allocated through framework agreements, including the route concerned, the portion of the Timetable Period to which it applies, the agreed transport type, the percentage of capacity utilisation, and the current status of the framework agreement:

Line	Whole/part of the TT period	Type of transport service	FA ratio over total capacity	Status
Madrid-Barcelona	Whole	Interurban passenger services	75%	Allocated
Madrid-Córdoba-Sevilla	Whole	Interurban passenger services	71%	Allocated
Madrid-Valencia-Alicante	Whole	Interurban passenger services	68%	Allocated

Table 4: capacity allocated in framework agreements.

7. PLANNED DEVELOPMENT OF PHYSICAL INFRASTRUCTURE

ADIF is undertaking a range of measures aimed at increasing network capacity, including track doubling projects, the construction of new tracks and access connections, the implementation of third-rail solutions, the upgrading of railway facilities, the deployment of the ERTMS system on various lines, and the development of rail motorways.

In addition, sidings capable of accommodating trains up to 750 meters in length are being constructed. This will facilitate the operation of longer freight trains and contribute to increasing the modal share of rail freight transport. Furthermore, work is underway to expand the UIC gauge network, either through mixed-gauge sections or through sections built exclusively to UIC gauge standards.

7.1 Changes with positive impact on the infrastructure

The actions set out in this section constitute an indicative planning framework based on the information, forecasts, and constraints known at the time of its preparation. Although these actions are expected to commence during the period between the present date and 2030, the implementation and completion timelines are purely indicative and may be subject to change as a result of technical, economic, administrative, regulatory, or any other circumstances.



ID	Network segment	Category	Improved characteristics
36	BIF. ARCHIDONA – BIF. CHANA	Track doubling and electrification	Electrified double standard-gauge track and track doubling.
40	ESTACIÓN VALENCIA JOAQUÍN SOROLLA	Remodeling of the track yard. Implementation of standard gauge	Creation of 5 new tracks (increasing from 5 to 10 tracks) with 1,435 mm gauge at the station.
40	VALENCIA JOAQUÍN SOROLLA	Access channel (expansion and remodeling of Valencia Joaquín Sorolla station and parking expansion) / Railway signaling and telecommunications system	Improvement of the Capacity of the station's service facilities. Capacity improvement through the construction of a grade-separated rail crossing (Salto de Carnero), removing at-grade conflicts between train movements.
42	ESTACIÓN ALACANT – TERMINAL	Remodeling of the track yard and electrification	Conversion from a station with 4 tracks of 1,435 mm gauge to a new station with 10 tracks of 1,435 mm gauge and 5 tracks of 1,668 mm gauge.
46	SAN ISIDRO - MURCIA	Second electrified standard-gauge track	Gauge conversion of the second track and electrification.
50	BARCELONA SANTS-CAMP DE TARRAGONA - LA BOELLA	Deployment of ERTMS n°2	Improvement of the train control and protection system.
50	ESTACIÓN LA SAGRERA	Track and electrification works for the new station	New station with 8 tracks of 1,435 mm gauge and 8 tracks of 1,668 mm gauge, plus 10 additional siding tracks.
50	BARCELONA SANTS - LÍMITE ADIF-LFPSA	Installation of ERTMS n°2	Installation of ERTMS Level 2 on the Barcelona - Figueres High-Speed. Installation of ERTMS Level 2 between the Figueres exit and the Figueres - Perpignan High-Speed Line.
50	NUDO DE MOLLET - CASTELLBISBAL – CAN TUNIS	Implementation of ERTMS Level 2 and GSM-R. Deployment of mixed-gauge track and electrification at Can Tunis.	Improvement of the train control and protection system.

ID	Network segment	Category	Improved characteristics
50	TERMINAL BEST - CAN TUNIS	New access via Street 4 to the BEST terminal (Port of Barcelona). Implementation of standard gauge	Implementation of a third rail on Track 4 (Calle 4), providing a connection between Can Tunis and the Port of Barcelona. Installation of a third rail on Track 2 of the Can Tunis tunnel, with a mixed-gauge connection between Track 2 and Track 4. Mixed-gauge conversion of Tracks 18, 20, 22, 46, 48 and 50. Connection to Track 2 at the Morrot-end throat.
80	VALLADOLID CAMPO GRANDE – NUDO NORTE VALLADOLID	Track doubling	Track doubling, 25 kV electrification, ERTMS Level 2 and GSM-R.
80	VALLADOLID CAMPO GRANDE TRAIN STATION	New track yard	The existing station with three 1,435 mm gauge tracks is being replaced by a new station with five 1,435 mm gauge tracks.
120	SALAMANCA - FUENTES DE OÑORO	Electrification	Operation with electric locomotives. Increased line versatility. Potential use of trains with higher maximum speeds
160	REINOSA – SANTANDER	Execution of the works associated with the project “Extension of sidings to 750 m at Los Corrales de Buelna Station (Province of Cantabria)”.	Increase in freight train length. Facilitates traffic regulation on a single-track commuter rail section
160	TORRELAVEGA – SANTANDER	Double-Tracking of the Renedo–Guarnizo Section and Other Improvements on the C1 Line between Torrelavega and Renedo	Capacity increase Facilitates traffic regulation on the existing single-track commuter rail section
200	AGUJA MIRAFLORES – PLANA PICAMOIXONS	Extension of 5 stations to accommodate 750 m of trains	Increase in the maximum length of freight trains to 750 m. Improved crossing capacity for both standard-length and long freight trains

ID	Network segment	Category	Improved characteristics
200	CALATAYUD – GRISÉN	Extension of stations to accommodate 750 m trains and refurbishment of Grisén station	Increase in the maximum length of freight trains to 750 m and greater operational flexibility for movements between Grisén and Cabañas de Ebro. Improved crossing capacity for both standard-length and long freight trains
210	CASTELLBISBAL - VILASECA	Deployment of ERTMS Level 2. Implementation of mixed gauge	Enhanced train control and protection system. Use of the same track for both gauges
210	LA CARTUJA – REUS	Extension of 5 stations to accommodate 750 m trains	Increase in the maximum length of freight trains to 750 m. Improved crossing capacity for both standard-length and long freight trains
222	PARETS – LA GARRIGA	Track doubling and construction of the new Parets station.	Capacity increase and journey time optimization.
240	L'HOSPITALET DE LLOBREGAT	Remodeling of the track yard at L'Hospitalet de Llobregat station	Accommodation of more 200 m trains and a slight increase in capacity through the construction of new platforms
240	MARTORELL – NUDO DE CASTELLBISBAL	Alternative analysis for increasing the capacity of the Barcelona Cercanías R4 line on the Martorell–Castellbisbal Junction section, and feasibility study for enhancing the capacity and intermodality of Martorell station.	Significant capacity increase through the construction of a grade-separated rail junction (flying junction).
254	ACCESO NUEVA TERMINAL AEROPUERTO DE BARCELONA	Implementation of double track	Double track line between L254, El Prat and Airport Terminal T1
294	RODA DE BARÀ	New line. New access. Single track. Track doubling	Improved departure speeds and a slight increase in capacity.

ID	Network segment	Category	Improved characteristics
300	NUEVO CAMBIADOR FUENTE SAN LUIS	Support stabling facility for Valencia Joaquín Sorolla at Fuente de San Luis. Gauge changer. Implementation of mixed gauge	Replacement of the gauge changer removed at Joaquín Sorolla. Enhancement of the station's service facilities capacity. Restoration of the network connectivity provided by this strategic link between the two track gauges, thereby improving interoperability and operational flexibility.
300	LA ENCINA – MOIXENT - XÀTIVA - VALENCIA	La Encina-Moixent junction. Track doubling on selected sections (Moixent–L'Alcudia). Installation of the second track, electrification and a 750 m passing loop at Vallada. In Valencia, deployment of ERTMS n°2 + ASFA + GSM-R	Improvement of the Capacity of the station's service facilities and enhanced operational regularity. In Valencia, increased capacity through upgrades to the onboard train control system
300	XÀTIVA – LA ENCINA	Track duplication between Xàtiva and La Encina on the La Encina–Moixent–L'Alcudia de Crespins sections. Expansion of the track yard at L'Alcudia station and construction of a 750 m passing siding at Vallada station.	Enhancement of the capacity of the station's service facilities and improvement of safety. In Valencia, capacity increases through the upgrade of the onboard train system.
336	ACCESO PUERTO DE ALICANTE - PUERTO DE ALICANTE	Implementation of mixed gauge	Possibility of using the track for services operating on both gauges.
400	CÓRDOBA EL HIGUERÓN	Track Rehabilitation at Córdoba El Higuero for Access by Trains Operating on the Algeciras–Zaragoza Rolling Highway	Upgrade and adaptation of facilities for the reception and dispatch of trains on the future Rail Motorway between Algeciras and Zaragoza.
400	VENTA DE CÁRDENAS – LOS CANSINOS	Tunnel gauge clearance enhancement. Modification of tunnels to provide the required clearance gauge.	Loading-gauge enhancement of 13 tunnels (Venta de Cárdenas–Los Cansinos). Extension of tracks to 750 m at Pedro Abad, Fernán Núñez, Montilla and Puente Genil.
400	JEREZ DE LA FRONTERA	New Cercanías station.	Construction of a new commuter rail station in Jerez and reconfiguration of the track yard at Jerez Airport station.

ID	Network segment	Category	Improved characteristics
420	BOBADILLA – RONDA	Elimination of telephone block signaling. Implementation of BAU and GSM-R.	Improved reliability of railway systems and increased line capacity
420	ALGECIRAS - RONDA - BOBABILLA	Electrification (Ronda - Algeciras). Deployment of Automatic Block Signaling (BAU)	Operation with electric locomotives. Increased line versatility. Potential use of trains with higher maximum speeds. Electrification of the single-track line. Elimination of telephone block signaling
432	CÓRDOBA	Extension of Passing Loops to 750 m at Córdoba Freight Station	Construction of 750 m Tracks at Córdoba Freight Station. Enables the Reception, Marshalling and Dispatch of Longer Freight Trains
400/452	LA NEGRILLA - LA SALUD	Signaling and ERTMS deployment for the Port of Seville section between La Negrilla and Puerto de la Salud.	Improved reliability and journey time optimization. Access to the Port of Seville. New rail alignment from La Negrilla to the new train reception yard
520	MÉRIDA – ALJUCÉN	Track doubling	Increased capacity and optimized journey times
600	CAMBIADOR DE LA BOELLA - CASTELLÓN	Gauge conversion	Implementation of standard gauge
600	CASTELLÓN - VALENCIA	Implementation of mixed gauge	Use of the same track for both gauges
600	L'AMETLLA – CAMBIADOR DE LA BOELLA	Safety systems project. ERTMS n°2	Capacity increase through upgrades to onboard train control systems
610	BIF. TERUEL - CAMINREAL BIF. TERUEL - SAGUNTO SAGUNTO - MONREAL	Bif. Teruel– Caminreal: implementation of BAU. Bif. Teruel–Sagunto: electrification and gauge enhancement. Sagunto–Monreal: implementation of BAU.	Bif. Teruel–Caminreal: capacity increase through the ability to dispatch more than one train between two stations. Bif. Teruel–Sagunto: operation with electric locomotives. Increased line versatility. Potential use of trains with higher maximum speeds. Sagunto–Monreal: capacity increase through the ability to dispatch more than one train between two stations.
420	BOBADILLA - ALGECIRAS	Loading gauge enhancement works	Capability to operate rolling highway services.
602/606	ACCESO PUERTO DE VALENCIA	Implementation of mixed gauge	Use of the same track for both gauges

ID	Network segment	Category	Improved characteristics
220/270	VALLBONA/BIF. AIGÜES	Vallbona and Aigües Junction bypass (Barcelona)	Capacity increase resulting from the construction of a grade-separated flyover junction (Salto de Carnero). Estimated entry into service: 2028/2029
300/100	ARANJUEZ – VILLALBA	Deployment of ERTMS Level 2	Improved reliability and journey time optimization. Capacity increase focused on commuter rail services
New line	FUENTE DE SAN LUIS – ALMUSSAFES	New line. Single-track mixed-gauge line for both freight and passenger services	Track running almost parallel to the existing high-speed line. Additional tracks on the Valencia–Silla section, with provision for a freight bypass route
New line	MURCIA – ALMERÍA	New line	Double standard-gauge track, 25 kV electrification, ERTMS Level 2, and mixed-use operation (passenger and freight)
New line	MURCIA – LORCA	Murcia–Lorca converted to a new 1,435 mm standard-gauge line. The Murcia Mercancías–Lorca section has been closed since October 2021	New line
New line	VALENCIA – XÀTIVA (new UIC line)	Commissioning of a new UIC-gauge line and deployment of ERTMS Level 2.	Improved train management and protection system. Double-track standard-gauge line, 25 kV electrification, ERTMS Level 2.
Cercanías	CANTABRIA	Installation of the ERTMS signaling system. Cantabria Commuter Rail Network.	Capacity increase. Facilitates traffic regulation on the existing single-track commuter rail section.

Table 5: changes with positive impact on the infrastructure.

7.2 Changes with negative impact on the infrastructure

The actions set out in this section constitute an indicative planning framework based on the information, forecasts, and constraints known at the time of its preparation. Although these actions are expected to commence during the period between the present date and 2030, the implementation and completion timelines are purely indicative and may be subject to change as a result of technical, economic, administrative, regulatory, or any other circumstances.



ID	Network segment	Category	Changed characteristics
46	SAN ISIDRO – MURCIA	Second standard-gauge track	Iberian-gauge trains will no longer be able to operate on the line
600	CAMBIADOR DE LA BOELLA – CASTELLÓN	Installation of UIC gauge	Iberian-gauge trains will no longer be able to operate on the line. Closure of the 1,668 mm gauge section.

Table 6: changes with negative impact on the infrastructure.

8. INFORMATION ABOUT THE AVAILABILITY AND UTILISATION OF RAILWAY INFRASTRUCTURE

As a starting point, the overall situation regarding the availability and utilization of railway infrastructure on the network under study will be analyzed in order to obtain a comprehensive overview of capacity occupancy levels and their sustainability for current and future operational needs.

Subsequently, the analysis will focus on highly utilized infrastructure sections and those declared congested within the scope of the network, assessing the causes behind these situations and their impact on railway operations.

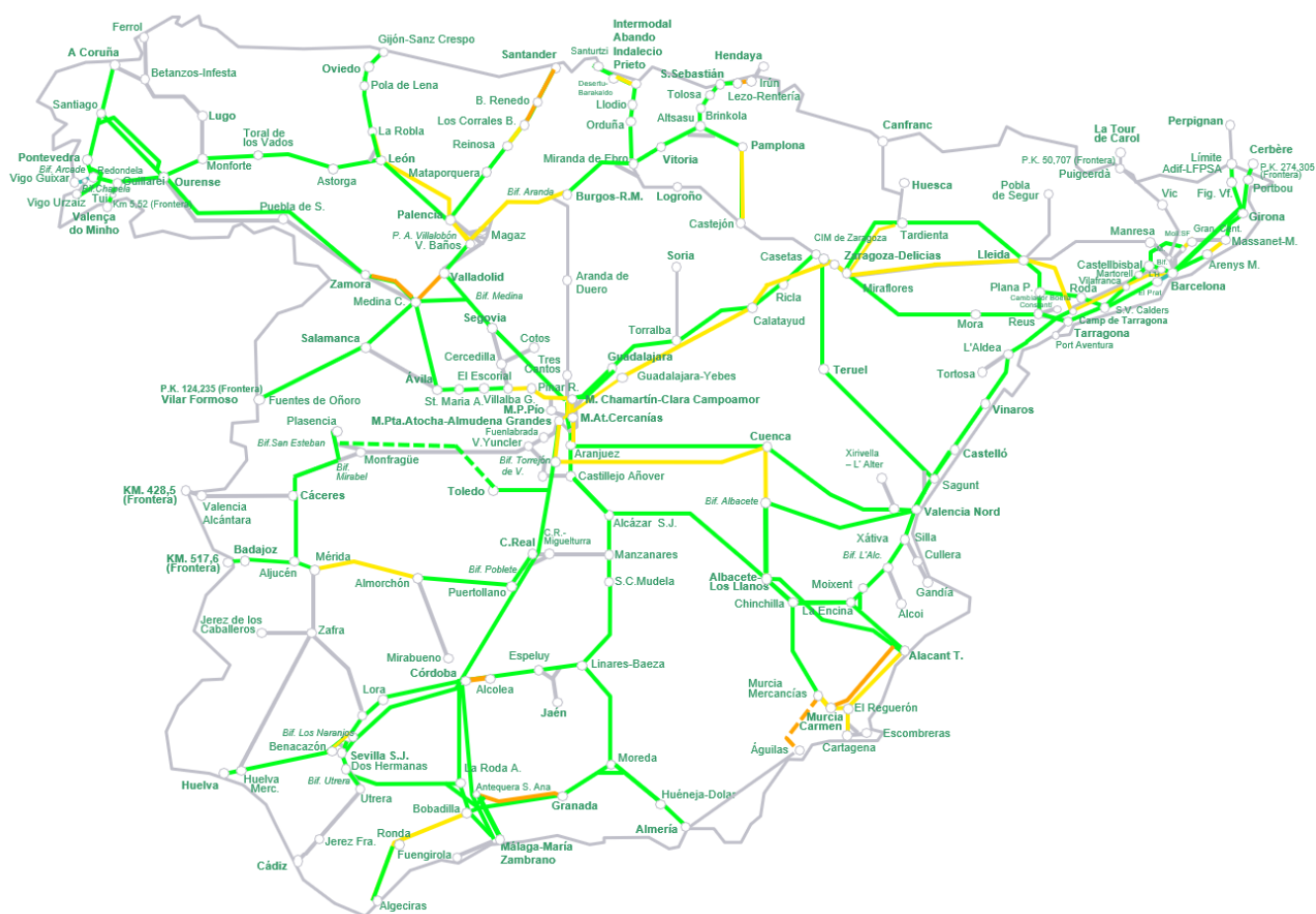
Finally, cross-border traffic flows will be examined, covering both rail connections with France and Portugal. This study will make it possible to distinguish passenger train paths per hour, including both long-distance and regional/commuter services.

8.1 General situation

The situation map of the network sections included within the scope of the study is presented below. Each significant section has been color-coded to indicate its level of saturation according to the following criteria:

- Green: no saturation issues are identified. All capacity requests can be accommodated and allocated.
- Yellow: the section experiences occasional saturation issues. It may be necessary to propose adjustments to the capacity requests received
- Orange: the section experiences systematic saturation issues, occasionally reaching a state of congestion. It may be necessary to reject some capacity requests





Map 2: saturation level of network.

Due to the limited availability of projected information for the 2030 horizon, this map has been prepared using the most recent data available, corresponding to the current year.

8.2 Highly used/congested infrastructures

This section presents the track sections currently designated as highly used/congested segments for the different lines considered:

ID	Line	Network segment	Highly utilized/ Congested
10	MADRID P. ATOCHA A.G.-SEVILLA S. JUSTA	MADRID P. ATOCHA A.G.-BIF. TORREJON V.	Congested

Table 9: sections currently designated as highly utilized/congested lines.

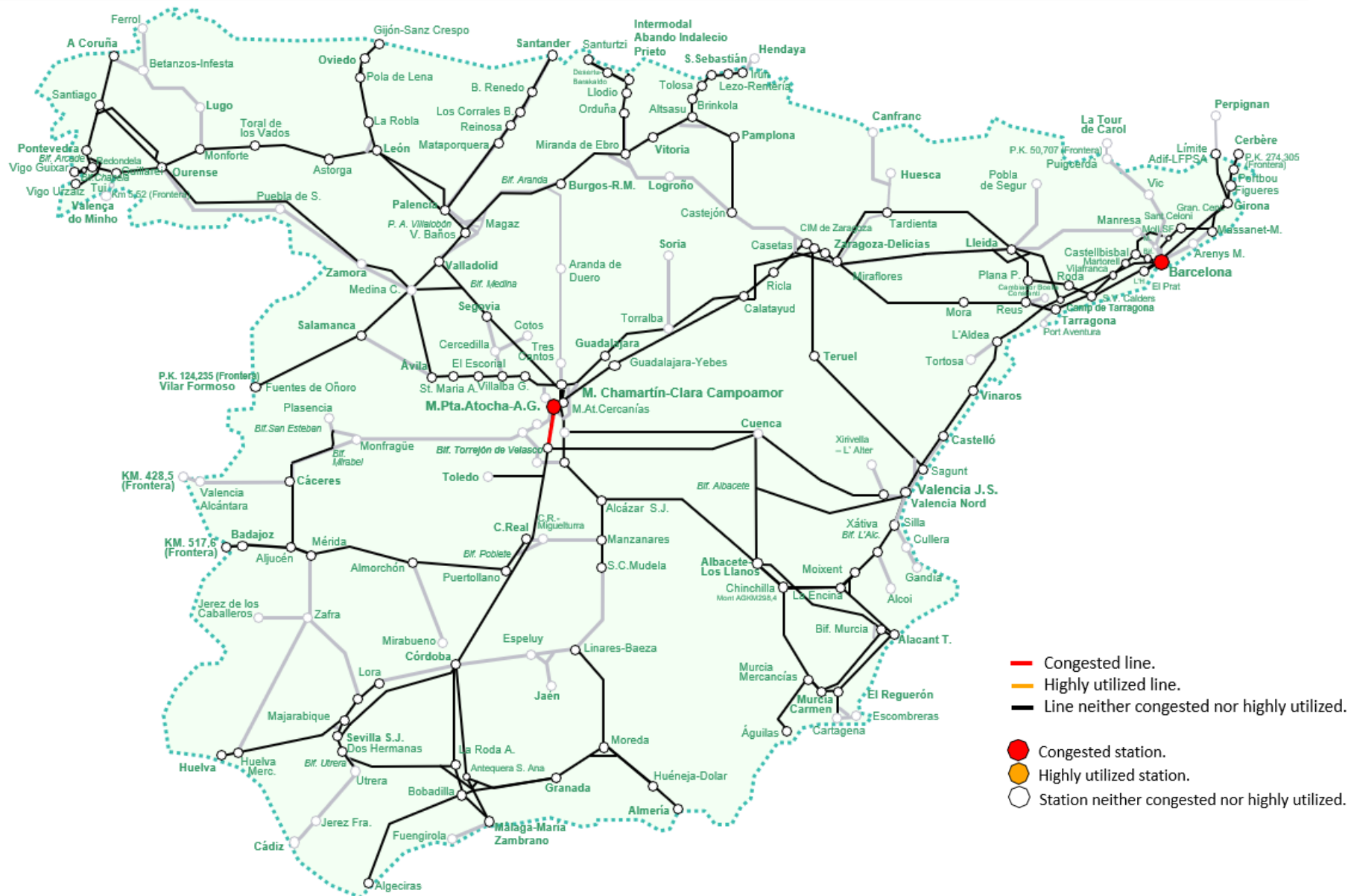
Similarly, the currently designated as highly utilized/congested stations are presented below:

ID	Train station	Associated lines	Highly utilized/ Congested
60000	MADRID PTA. ATOCHA A.G.	MADRID P. ATOCHA A.G.-SEVILLA S. JUSTA (L010) and MADRID P. ATOCHA A.G.-LÍMITE ADIF-LFPSA (L050)	Congested
71801	BARCELONA SANTS	MADRID P. ATOCHA A.G.-LÍMITE ADIF-LFPSA (L050)	Congested

Table 10: train stations currently designated as highly utilized/congested.

The map below shows the sections and stations with the highest levels of utilization and congestion:





Map 3: congested sections and stations, highly utilized sections and stations, or sections and stations neither congested nor highly utilized.

8.3 General considerations for the international traffic flow

For the calculation of the number of trains per hour, an operation of 7 days per week and 24 hours per day has been assumed, except in specific cases where otherwise indicated.

It should be noted that cross-border traffic flows may not be evenly distributed throughout the day, particularly during maintenance periods, when infrastructure capacity may be reduced.

8.3.1 Spain – France border

The analysis of traffic flows across the Portbou-Cerbère and Irún-Hendaya border crossings has been carried out separately, taking into account the two tracks of different gauges (UIC and Iberian) that cross each border section.

The data presented in the table are based on information available to the IM (primarily the number of train paths requested for TT 2027) and on experience gained from previous TT periods. Several Spanish freight railway undertakings have acquired locomotives capable of operating on the Figueres-Perpignan International Section. Consequently, a potential increase in freight traffic through this border section is expected over the coming years.

Border section	Passenger train paths per hour		Freight train paths per hour
	Long distance	Regional/Commuter rail services	
Figueres V. – Perpignan BV	0,8 ⁽¹⁾	0	0
Figueres V. – Perpignan FI (Le Soler)	0	0	0,8 ⁽¹⁾
Cerbère – Portbou (UIC-gauge track)	0	1,0	0,7
Cerbère – Portbou (Iberian-gauge track)	0	0,9 ⁽²⁾	0,1
Irún – Hendaya (UIC-gauge track)	0	0,5	0,4
Irún – Hendaya (Iberian-gauge track)	0	1,3	0,1
Puigcerdà – La Tour de Carol (Iberian-gauge track)	0	0,7	0

(1) The maintenance window on the International Section involves a full closure for 5 hours; therefore, the number of hours considered per day is 19.

(2) Traffic in both directions is counted, even where it has been requested through a single application (covering both directions).

Table 7: planned train paths on Spain-France border sections.

Cross-border Traffic flows between Spain and France have been subject to information exchange and coordination between ADIF and SNCF Réseau.

8.3.2 Spain – Portugal border

The data presented in the table are based on information available to the IM (primarily the number of train paths requested for TT 2027):

Border section	Passenger train paths per hour		Freight train paths per hour
	Long distance	Regional	
Badajoz - Elvas	0	0,2	0,2
Vilar Formoso – Fuentes de Oñoro	0	0	0,2
Valença do Minho - Tui	0,2	0,2	0,4

Table 8: planned train paths on Spain-Portugal border sections.



9. TCR-PLANNING PRINCIPLES

9.1 Principles for TCR planning

The continuous conservation and investment work that ADIF is entrusted with on all its managed lines, either through maintenance works on the infrastructures in service, or by conducting improvement and expansion works on its network, may inevitably lead to capacity restrictions.

Additionally, in accordance with the provisions of Delegated Decision 2017/2075 replacing Annex VII of Directive 2012/34/EU, and following the "Guidelines for Coordination/Publication of Planned Temporary Capacity Restrictions for the European Railway Network" published by RailNet Europe, ADIF makes the following classification of TCRs:

- **Minimal impact:** unspecified days - less than 10 % of traffic affected.
- **Minor impact:** 7 consecutive days or less - more than 10% of traffic affected.
- **Medium impact:** 7 consecutive days or less - more than 50% of traffic affected.
- **High Impact:** more than 7 consecutive days - more than 30% of traffic affected.
- **Major Impact:** more than 30 consecutive days - more than 50% of traffic affected.

In order to calculate the percentage of affected traffic that allows a homogeneous classification of the TCRs, the unit of reference measurement shall be a full day, as a general rule, a Thursday, which is representative, that is, with a high volume of traffic only on the entire section of the line on which the respective TCR is located, without taking into account the collateral effects of the TCR on other sections of the line.

For such purposes, the formula to be applied shall be the following:

$$\text{Impact of TCR on the traffic} = \frac{\text{Number of paths affected by TCR}}{\text{Number of paths on the representative day}} \times 100$$

Likewise, in "intermediate" cases where a TCR does not meet both the criteria of number of consecutive days and % of traffic cancelled, diverted or substituted to be classified by impact as minimum - minor - medium - high - large, the TCR will be classified by its immediately lower impact.

The ADIF Capacity Manual includes, among other information, the characteristics and equipment of each line or the maintenance band interval, any traffic restrictions that may exist for accessing each of the lines comprising the ADIF and ADIF-AV network.

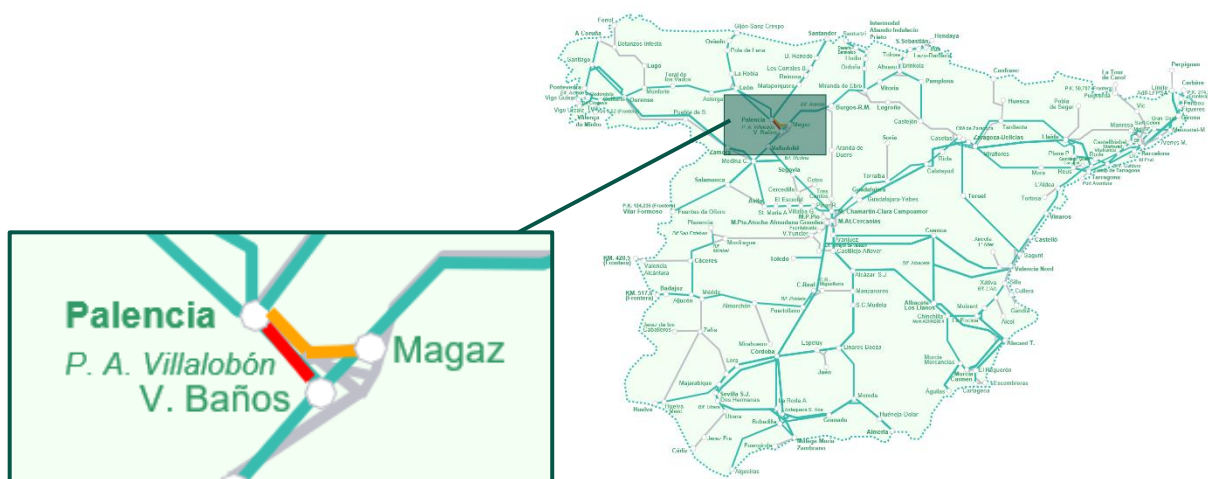
9.2 Clustering of TCRs to minimize the gravity of impact and duration

In accordance with the specific procedure **Scheduling of Intervals for Extraordinary Works (ADIF-PE-402-001-005-SC-524)**, whenever possible and when conditions are adequate, efforts will be made to coincide the extraordinary works on a line or route, thus benefiting from traffic suspension and alternative plans.

9.3 Description of connected areas where simultaneous planning of TCRs will be avoided whenever possible due to capacity constraints

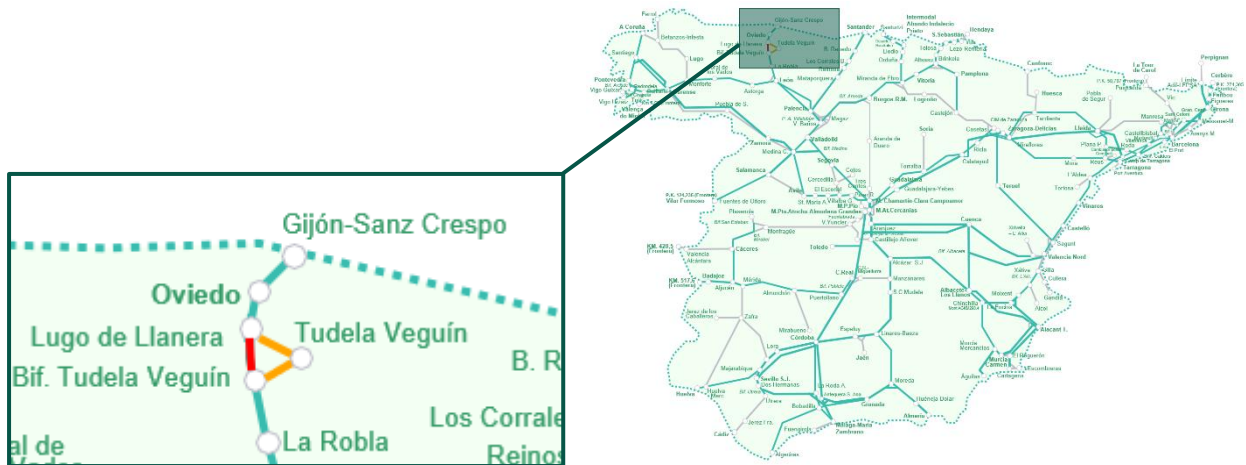
As far as possible, the simultaneous planning of high-impact TCRs will be avoided, whether due to limited capacity availability or because they require alternative routing, on the following sections:

a) Venta de Baños – Palencia section, line 130, and Magaz – Palencia section, line 164:



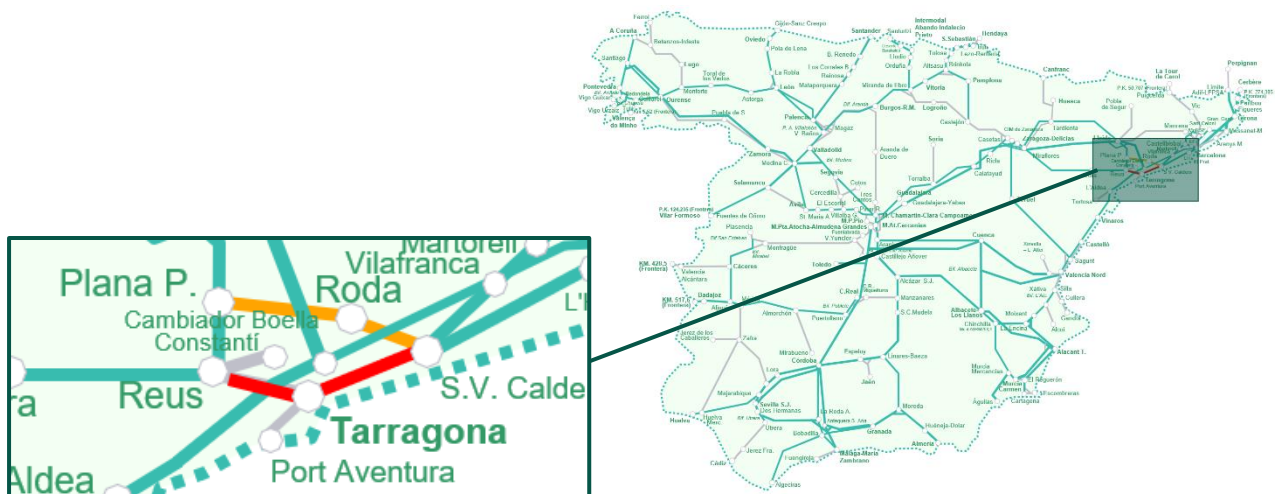
Map 4: sections of lines 130 and 164 where the simultaneous scheduling of RTCs will be avoided.

b) Bif. Tudela Veguín – Lugo de Llanera section, line 130 and sections Bif. Tudela Veguín – Tudela Veguín, line 140 and Tudela Veguín – Lugo de Llanera, line 154:



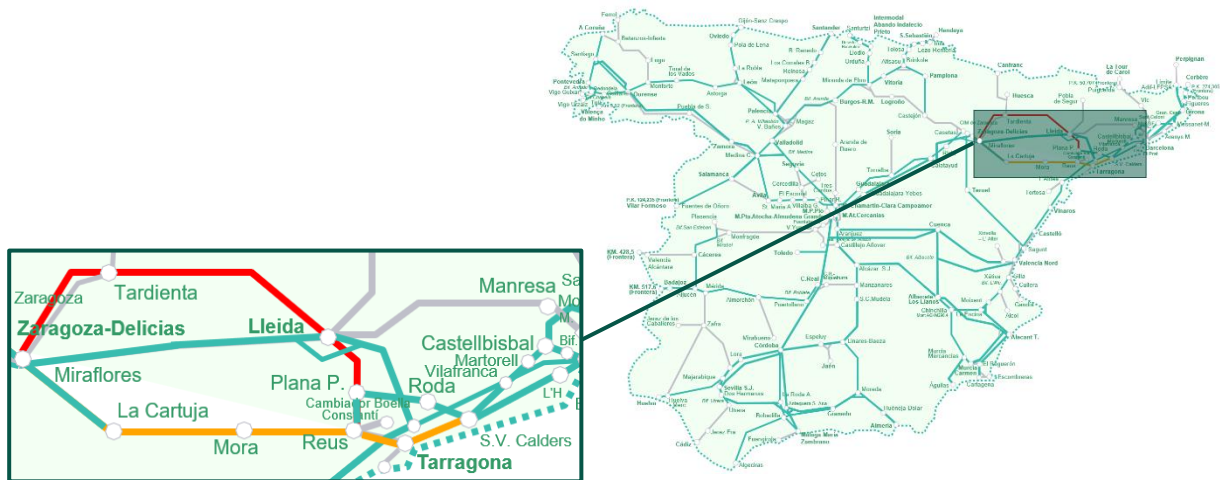
Map 5: sections of lines 130, 140 and 154 where the simultaneous scheduling of RTCs will be avoided.

c) La Plana-Picamoixons – Sant Vicenç de Calders section, line 200 and Reus – Sant Vicenç de Calders section, line 210:



Map 6: sections of lines 200 and 210 where the simultaneous scheduling of RTCs will be avoided.

d) Miraflores – La Plana-Picamoixons section, line 200 and La Cartuja – Sant Vincenç de Calders section, line 210:



Map 7: sections of lines 200 and 210 where the simultaneous scheduling of RTCs will be avoided.

e) Zaragoza CIM – Miraflores section, line 200 and Zaragoza CIM - La Cartuja section, line 214:



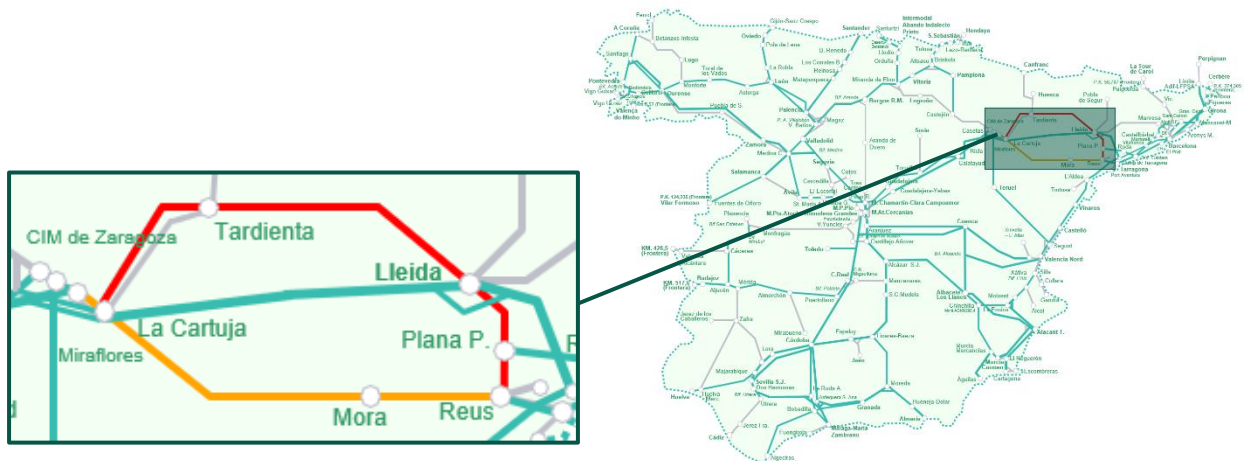
Map 8: sections of lines 200 and 214 where the simultaneous scheduling of RTCs will be avoided.

- f) Urban tunnel of Zaragoza on line 200 versus the Southern Ring of Zaragoza on line 214, between Zaragoza CIM and La Cartuja:



Map 9: sections of lines 200 and 214 where the simultaneous scheduling of RTCs will be avoided.

- g) Section from Miraflores Switch to Plana Picamoixons on line 200, section from Plana to Reus on line 230, and section from La Cartuja to Reus on line 210:



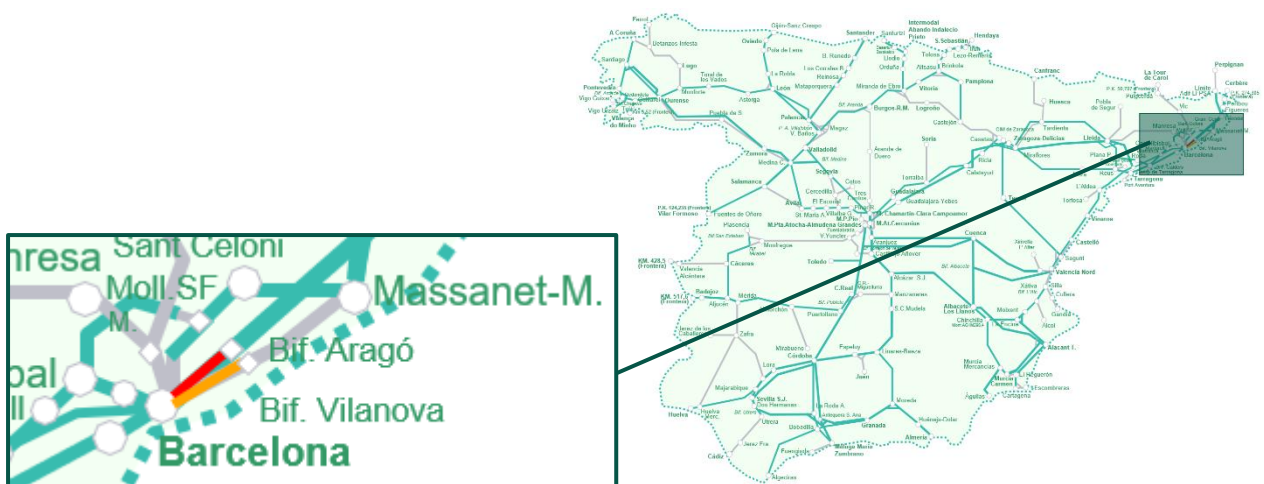
Map 10: sections of lines 200, 230 and 210 where the simultaneous scheduling of RTCs will be avoided.

h) Sant Vicenç de Calders – Bellvitge section, line 200 and Sant Vicenç de Calders – Castellbisbal section, line 240:



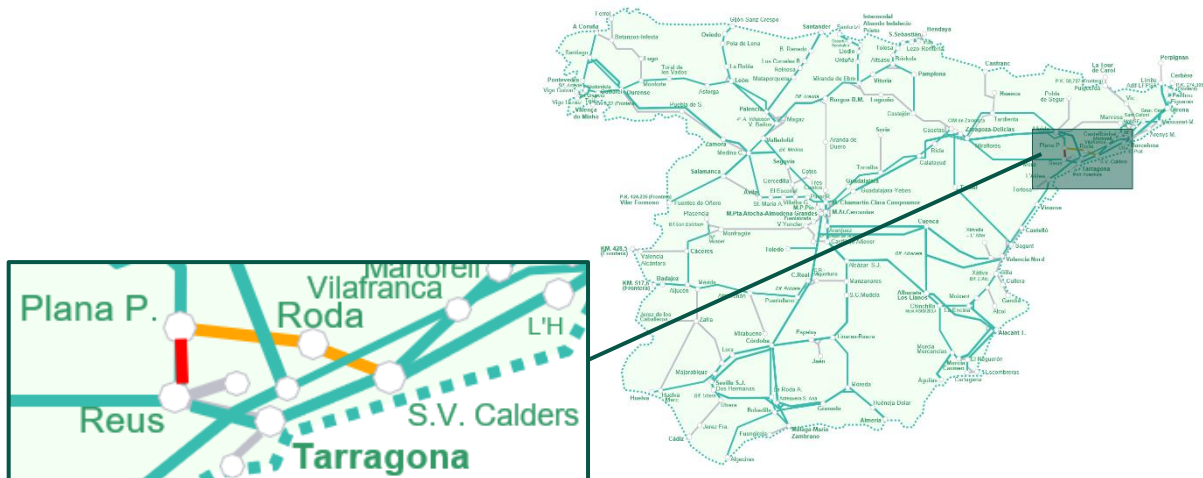
Map 11: sections of lines 200 and 240 where the simultaneous scheduling of RTCs will be avoided.

i) Barcelona Sants – Bif. Aragón section, line 200 and Barcelona Sants – Bif. Vilanova section, line 276:



Map 12: sections of lines 200 and 276 where the simultaneous scheduling of RTCs will be avoided.

j) Reus – La Plana-Picamoixons section, line 230 and La Plana-Picamoixons – Sant Vicenç section, line 200:



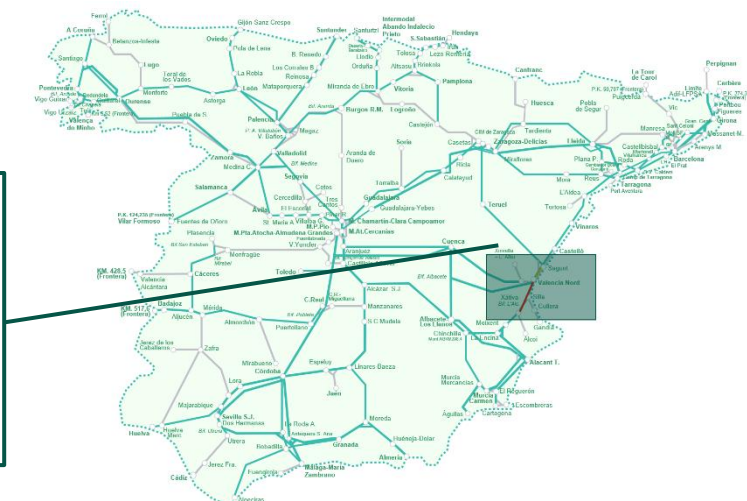
Map 13: sections of lines 200 and 230 where the simultaneous scheduling of RTCs will be avoided.

k) Sant Vicenç de Calders – Castellbisbal section, line 240, Sant Vicenç de Calders –Bellvitge-Gornal Switch sections, line 250, Bellvitge-Gornal Switch to L'Hospitalet de Llobregat section, line 250 and L'Hospitalet de Llobregat – Castellbisbal section, line 240:



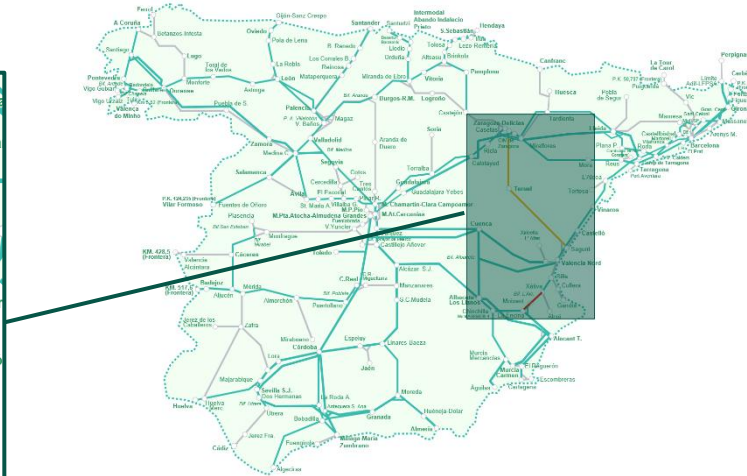
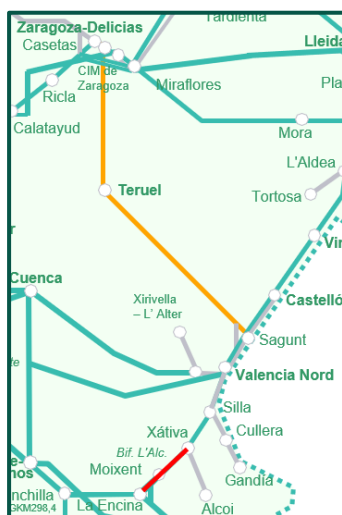
Map 14: sections 240 and 250 where the simultaneous scheduling of RTCs will be avoided.

l) Valencia – Xàtiva section, line 300 Valencia – Sagunto section, line 600:



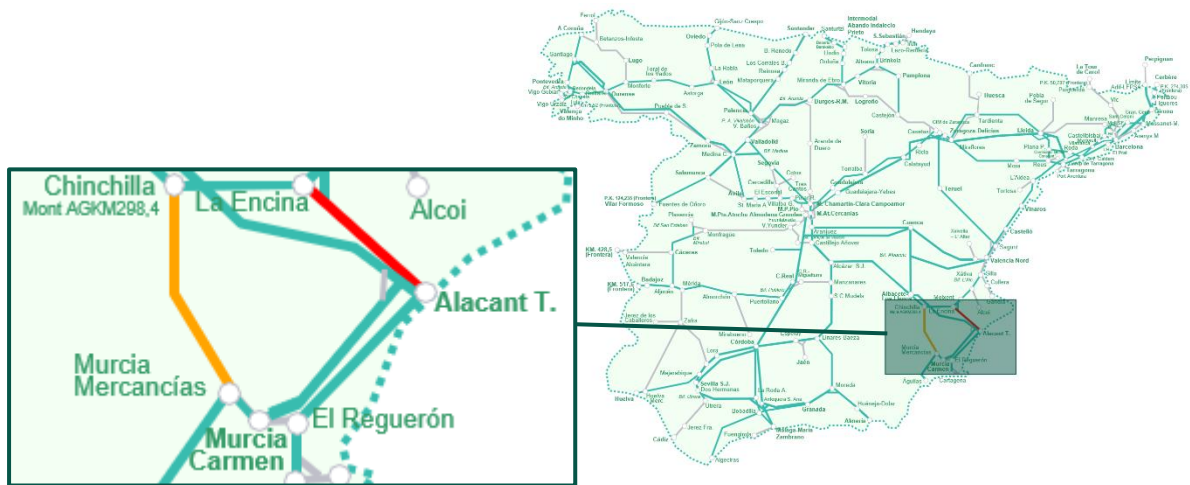
Map 15: sections of lines 300 and 600 where the simultaneous scheduling of RTCs will be avoided.

m) Xàtiva – La Encina section, line 300 and Sagunto – Zaragoza section, line 610:



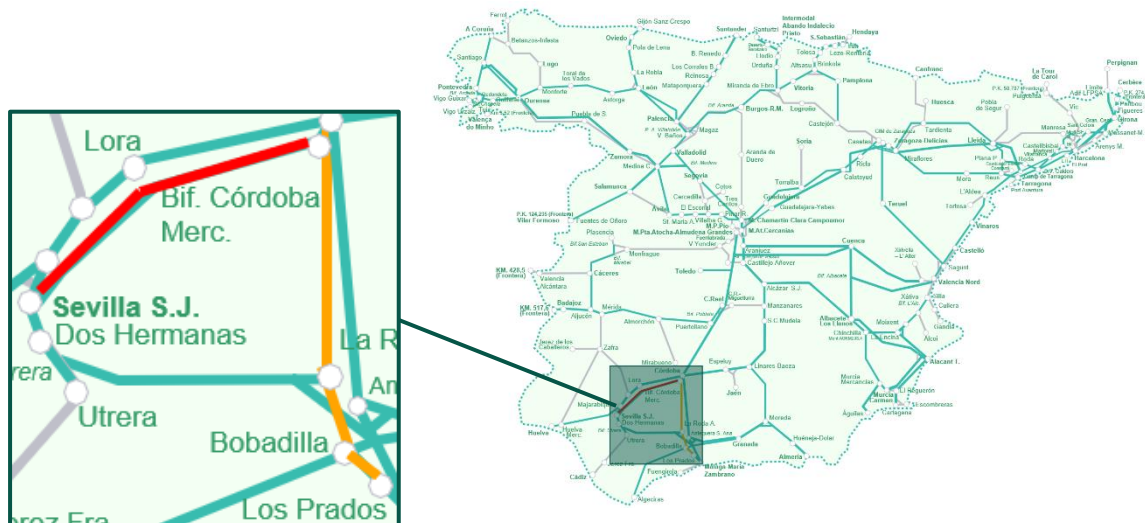
Map 16: sections of lines 300 and 600 where the simultaneous scheduling of RTCs will be avoided.

n) Chinchilla – Murcia Freight section, line 320 and Alicante T. – La Encina section, line 330:



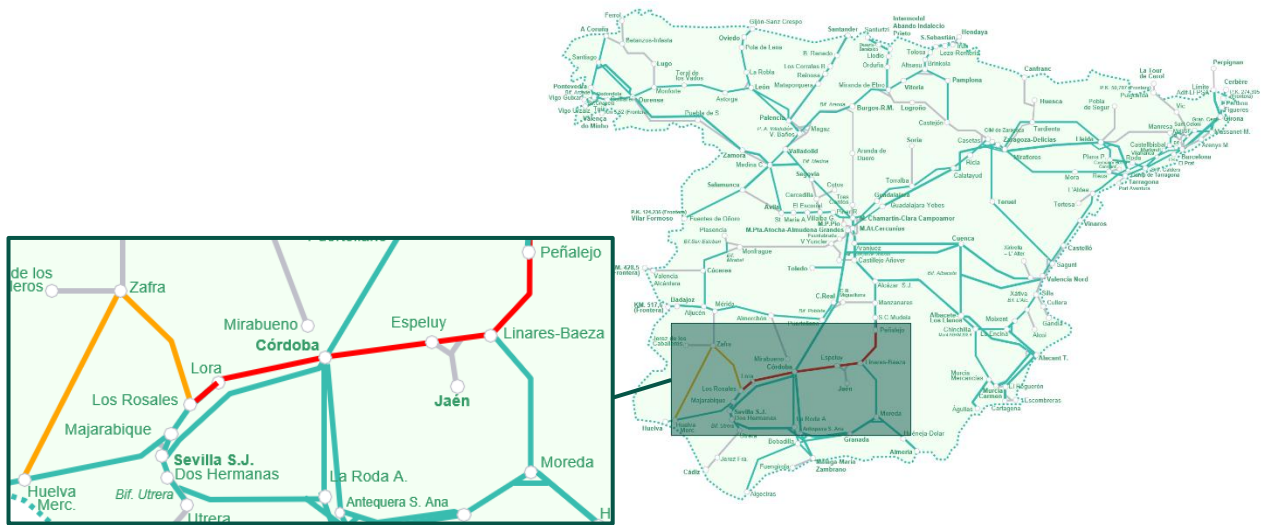
Map 17: sections 320 and 330 where the simultaneous scheduling of RTCs will be avoided.

o) Bif. Córdoba Freight – Sevilla Santa Justa section, line 400 and Bif. Córdoba Freight Los Prados section, line 430:



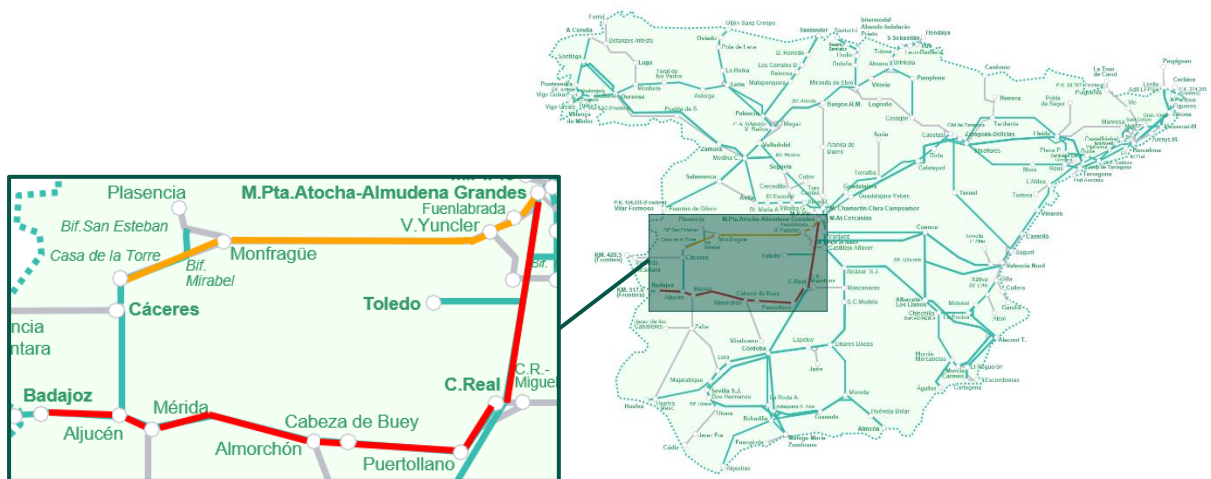
Map 18: sections 400 and 430 where the simultaneous scheduling of RTCs will be avoided.

p) Peñalajo – Los Rosales/Zafra section, line 400 and Zafra – Los Rosales/Zafra – Huelva Freight sections, lines 512/516:



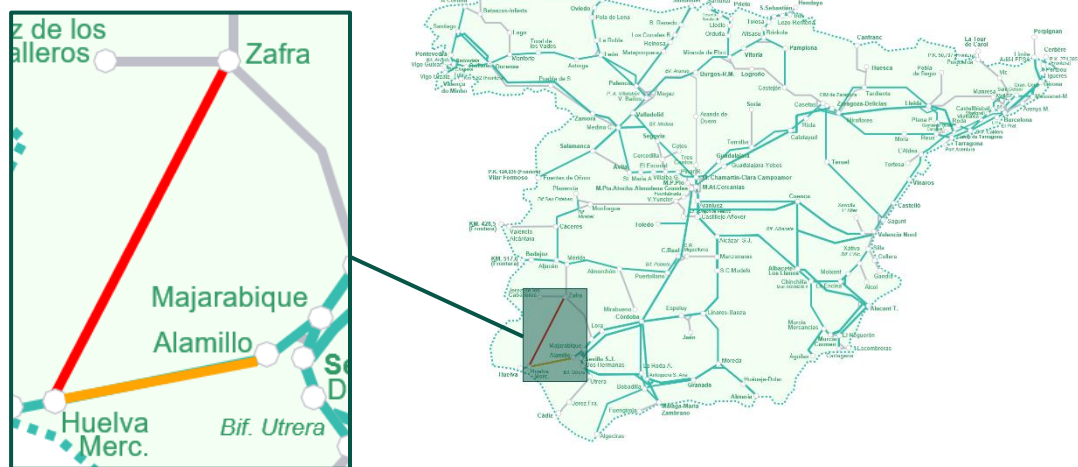
Map 19: sections 400 and 512/516 where the simultaneous scheduling of RTCs will be avoided.

q) Bif. Casa de la Torre – Bif. Planetario section, line 500 and Cabeza de Buey – Badajoz section, line 520:



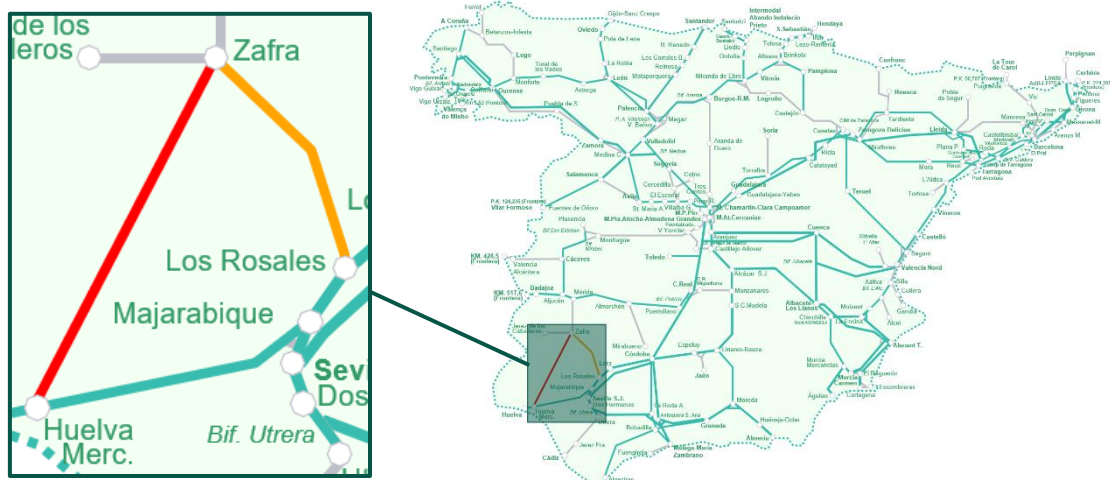
Map 20: sections 500 and 520 where the simultaneous scheduling of RTCs will be avoided.

r) Zafra – Huelva Freight section, line 512 and Zafra – Los Rosales section, line 516:



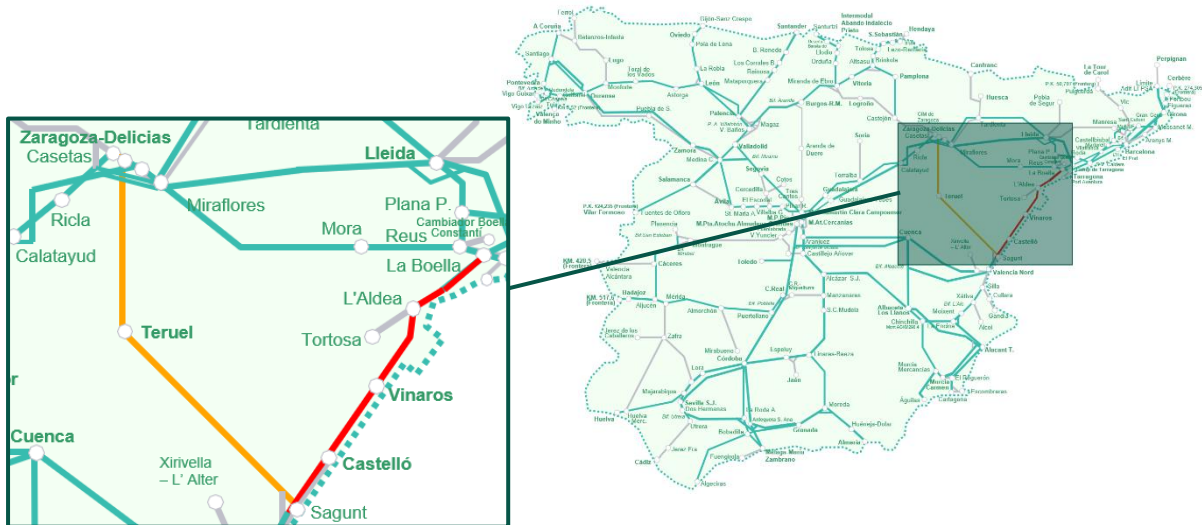
Map 21: sections 512 and 516 where the simultaneous scheduling of RTCs will be avoided.

s) Zafra – Huelva Freight section, line 512 and Alamillo – Huelva Freight section, line 440:



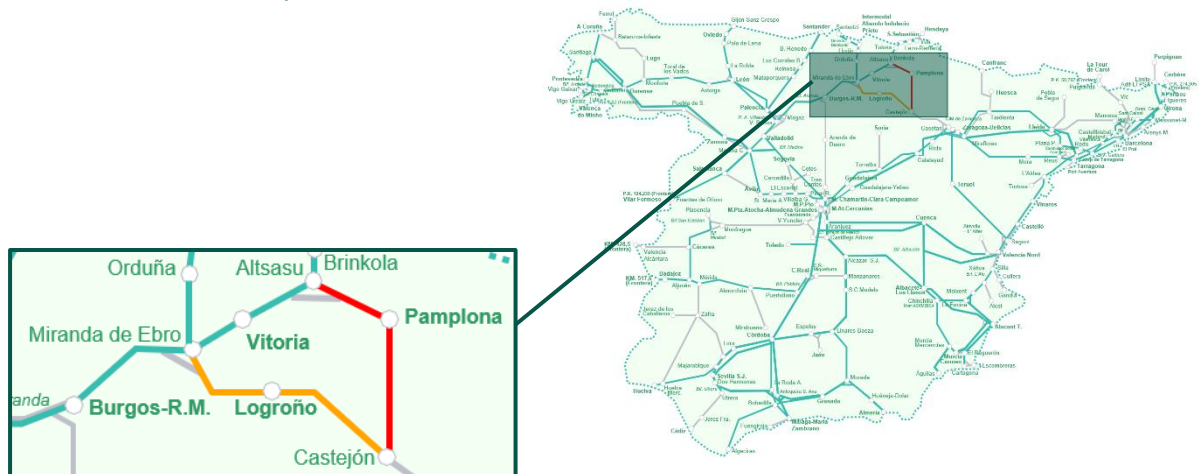
Map 22: sections 512 and 440 where the simultaneous scheduling of RTCs will be avoided.

t) Sagunto – La Boella section, line 600 and Sagunto – Zaragoza section, line 610:



Map 23: sections 600 and 610 where the simultaneous scheduling of RTCs will be avoided.

u) Castejón de Ebro – Miranda de Ebro section, line 700 and Castejón de Ebro – Altsasu section, line 710:



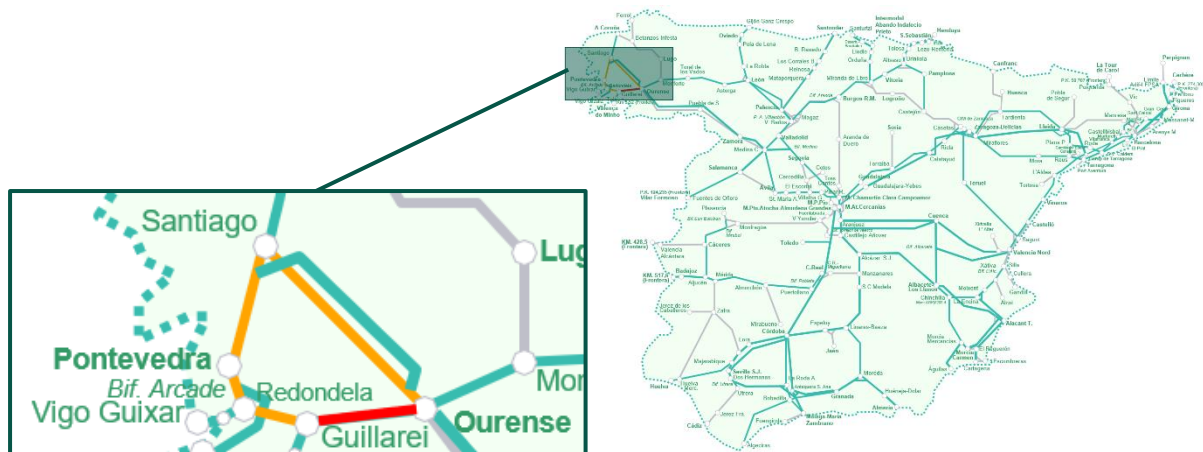
Map 24: sections 700 and 710 where the simultaneous scheduling of RTCs will be avoided.

- v) Ourense – Monforte section, line 810 and A Coruña – Monforte section, line 800 and A Coruña – Santiago section, line 822:



Map 25: sections 810, 800 and 822 where the simultaneous scheduling of RTCs will be avoided.

- w) Guillarei – Ourense section, line 810 and Santiago – Ourense section, line 822 and Guillarei – Santiago section, line 824:



Map 26: sections 810, 822 and 824 where the simultaneous scheduling of RTCs will be avoided.

9.4 Description of the periods during which regular TCR windows will be scheduled (nights, weekends)

With regard to the general principles to be taken into account when planning these RTCs, the activities will, in most cases, involve maintenance work carried out within the maintenance zone and will therefore have no impact on traffic. As for those activities that require traffic closures, every effort will be made to carry them out during weekends, when traffic impact is lower. As a last resort, they may require lane closures on working days, preferably affecting only one track/lane, so that the complete closure of both tracks/lanes is implemented only when strictly necessary. Likewise, the most severe restrictions will be scheduled, whenever possible, during periods of lower traffic volumes, such as the summer season.

10. PLANNED INFRASTRUCTURE WORKS RESULTING IN CAPACITY RESTRICTIONS WITH MAJOR IMPACT

Due to the significant impact that they may have on allocated capacity, and with a view to their consideration by railway undertakings when planning their transport services, the works giving rise to major-impact RTCs are identified below. These are defined as works whose expected duration exceeds 30 consecutive days and which result in the cancellation, rerouting, or replacement by other modes of transport of more than 50% of the estimated daily traffic volume on a railway line, for 2030 and exclusively within the selected geographical area.

Detailed information on these restrictions, as well as on those affecting the rest of the railway network, is available in the Network Statements of ADIF and ADIF Alta Velocidad (ADIF-AV).



ID	Line	Section	Purpose	Time of execution	Impact (total closure/single track operation, etc.)	Estimated impact on traffic (if it is known)
100	MADRID CHAM. C. C.- P.K. 641.181 (FRONTERA)	ST. MARÍA ALAMEDA- ÁVILA	Repair of 5 tunnels	2028-2029	Single-track operation for 10 months and full closure for 20 weekends	Replacement of all Passenger services by bus
						Freight services diverted
130	VENTA DE BAÑOS-GIJÓN- SANZ CRESPO	POLA DE LENA-SOTO DE REY	Track renewal	1 st Semester 2026 – 2 nd Semester 2029	Daily 5-hour closures	-
					Occasional single-track operation for 53 hours	
					Exceptional full closure	
130	VENTA DE BAÑOS-GIJÓN- SANZ CRESPO	SOTO DE REY-OVIEDO	Track renewal	1 st Semester 2026 – 2 nd Semester 2029	Daily 5-hour closures	-
					Occasional single-track operation for 53 hours	
					Exceptional full closure	
200	MADRID CHAM. C. C.- BARNA-FRANÇA	MADRID CHAM. C. C.-S. FERNANDO HEN.	Remodeling of the Madrid Chamartín track layout	2030-2032	Full closure for 3.7 + 2 months and single-track operation for 21.5 months	-
200	MADRID CHAM. C. C.- BARNA-FRANÇA	S. FERNANDO HEN. - ALCALÁ HENARES	Remodeling of the San Fernando de Henares and Torrejón de Ardoz stations	2027-2032	Single-track operation for 3 months at Torrejón de Ardoz, plus 18 days without access to the Torrejón de Ardoz freight terminal	-
210	MIRAFLORES-S. VICENÇ CALDERA	MORA LA NOVA-REUS	Repair of the Riera de Riudecols, Riera de les Borges del Camp and Riera de Maspujols viaducts	3T 2029 - 4T 2029	Full closure for 4 weeks	Bus replacement service for the R15 line between Marçà and Reus
						Freight services diverted via Line 200 (L200)

ID	Line	Section	Purpose	Time of execution	Impact (total closure/single track operation, etc.)	Estimated impact on traffic (if it is known)
300	MADRID CHAM. C. C.-VALENCIA-NORD	BIF. MOIXENT-L' ALCUDIA	Repair of the slab in La Encina tunnel nº1	August 2029 - September 2029	Full closure	Replacement of all passenger services by bus
						Freight services diverted via Line 610 (once electrified)
330	LA ENCINA-ALACANT-TERMINAL	LA ENCINA-S. VICENT CENTRE (APD)	Implementation of mixed gauge between La Encina and Alicante Terminal	January 2028 - September 2029	Full closure	Replacement of all passenger services by bus
						Freight services with no possible alternative route
330	LA ENCINA-ALACANT-TERMINAL	S. VICENT CENTRE (APD)-ALACANT-TERMINAL	Implementation of mixed gauge between La Encina and Alicante Terminal	January 2028 - September 2029	Full closure	Replacement of all passenger services by bus
						Freight services with no possible alternative route
336	EL REG. AG. 525.3-ALACANT-TERMINAL	EL REG. AG. 525.3-ALACANT-TERMINAL	Conversion of the San Isidro-Murcia section to UIC gauge	January 2028 - September 2029	Full closure	Replacement of all passenger services by bus
						Freight services with no possible alternative route
410	LINARES BAEZA-ALMERÍA	MOREDA-ALMERÍA	Granada-Almería section upgrading project	2 nd T 2028 – 1 st T 2030	Corte total de 22 meses	Replacement of all passenger services by bus
416	MOREDA-GRANADA	MOREDA-AG. KM 54.289	Granada-Almería section upgrading project	2 nd T 2028 – 1 st T 2030	Corte total de 22 meses	Replacement of all passenger services by bus

ID	Line	Section	Purpose	Time of execution	Impact (total closure/single track operation, etc.)	Estimated impact on traffic (if it is known)
416	MOREDA-GRANADA	AG. KM 54.289-GRANADA	Granada-Almería section upgrading project	2 nd T 2028 – 1 st T 2030	Full closure for 22 months	Replacement of all passenger services by bus
800	LEÓN AG. KM. 123.6-A CORUÑA	LEÓN AG. KM. 123.6-ASTORGA	Full upgrade of the León-Monforte de Lemos route, including the simultaneous extension of stations for 750m freight trains	During 2028 - 2029	16-month full closure of the León-Ponferrada section (impact on the León-Porqueros section to be determined)	-
800	LEÓN AG. KM. 123.6-A CORUÑA	ASTORGA-PONFERRADA				
800	LEÓN AG. KM. 123.6-A CORUÑA	PONFERRADA-MONFORTE LEMOS				
810	MONFORTE LEMOS-BIF. CHAPELA	MONFORTE LEMOS-OURENSE	New Orense intermodal station	July 2024 - May 2030	Full closure of the Santiago side (duration yet to be determined)	-
810	MONFORTE LEMOS-BIF. CHAPELA	OURENSE-GUILLAREI	New Orense intermodal station	July 2024 - May 2030	Full closure of the Santiago side (duration yet to be determined)	-
822	BIF. VALORIO-A CORUÑA	TABOADELA AG. KM 234.0-OURENSE	New Orense intermodal station	July 2024 - May 2030	Full closure of the Santiago side (duration yet to be determined)	-
822	BIF. VALORIO-A CORUÑA	OURENSE-SANTIAGO COMPOSTELA	New Orense intermodal station	Julio 2024 - Mayo 2030	Full closure of the Santiago side (duration yet to be determined)	-
908	HORTALEZA-AEROPUERTO-T4	HORTALEZA-AEROPUERTO-T4	This line is indirectly affected by closure ID 74	2030-2032	Full closure	-

Table 11: planned infrastructure works resulting in capacity restrictions with major impact.

11. CONTINGENCY PLAN

ADIF's Contingency Plan has been approved by the Ministry of Transport and Sustainable Mobility and consists of a set of procedures that serve as alternatives to normal operations, designed to ensure continuity even when a function or facility becomes unavailable due to incidents, whether internal or external to the organization. Its purpose is to establish a general framework for action that enables the organization and management of any situation that disrupts the normal operation of railway traffic, addressing it from a preventive, predictive and corrective perspective.

The plan includes, among other aspects, the general framework for action, priority criteria for traffic management in contingency situations, recommended measures, communication procedures with the infrastructure manager's bodies and with Public Administrations, as well as risk maps and other complementary plans and protocols that support and further develop it.

The Contingency Plan can be consulted at the following link:

➤ [Contingency Plan.](#)

This Contingency Plan consists of the following annexes:

- [Annex I:](#) priority criteria for traffic regulation in the event of incidents.
- [Annex II:](#) incident prevention and management manual.
- [Annex III:](#) directory of responsible personnel and contact telephone numbers.
- [Annex IV:](#) monitoring contingency indicators.
- [Annex V:](#) master plan for winter preventive measures.
- [Annex VI:](#) master plan for summer preventive measures.
- [Annex VII:](#) fire prevention plan.

The priority criteria for Traffic Regulation in contingency situations are set out in Annex I and are based on the following principles:

- **Principle of non-discriminatory treatment:** to ensure non-discriminatory treatment regardless of a railway undertaking's affiliation, the priority criteria are defined according to the circumstances that place a train in a preferential position in each specific case, independently of the license holder. This preferential position may be occupied by any railway undertaking (RU) depending on the contingency concerned.
- **Principle of hierarchy:** the H24 Network Management Centre as the hierarchical authority above the Traffic Control Centers, may modify this order of priority at any time, provided that the decision is duly reasoned and justified.
- **Principle of transparency:** these criteria will be communicated to all parties involved in the train regulation process (railway undertakings, other applicants, etc.). Furthermore,

whenever these criteria are not applied due to particular circumstances, the reason will be documented and communicated through the corresponding incident report.

- **Principle of objectivity:** decision-making shall be based on objective data available to the H24 Network Management Centre and the Traffic Control Centers at the time the decision is taken.
- **Principle of regulation:** the objective of traffic regulation is to ensure that all trains reach their destination at the time established in the transport plan, or within the defined punctuality margin. To this end, the actual operating margin available to each train in service will be taken into account.
- **Principle of proportionality:** decisions shall be weighed in light of the circumstances in which they are taken and their consequences for the railway undertakings, avoiding significant detriment to one undertaking in order to prevent only a minor disadvantage to another.

Annex III contains the details of the personnel responsible and contact telephone numbers, organized by time period, for each railway undertaking and for the infrastructure manager, to be used in the event of a contingency affecting railway operations.

In accordance with Article 13.3(I) of Royal Decree 929/2020 of 27 October, railway undertakings are required, as part of the process for obtaining their Safety Certificate, to establish a Contingency Plan agreed with the railway Infrastructure Manager.

12. REFERENCE DOCUMENTS

To provide the necessary context and ensure the traceability of the information used, this section contains links to the electronic documentation that complements the content of this document, provides further detail on specific aspects, and serves as an up-to-date reference source for monitoring and review purposes. These references have been taken into account throughout the analysis, definition and validation process of the strategy, thereby helping to ensure its alignment with the guidelines, criteria and objectives established by the organization.

- [ADIF Temporary Capacity Restrictions \(RTCs\) Catalogue.](#)
- [ADIF-AV Temporary Capacity Restrictions \(RTCs\) Catalogue.](#)
- [ADIF Network Statement – Framework Agreements.](#)
- [ADIF-AV Network Statement – Framework Agreements.](#)
- [PISERVI.](#)
- [ETMS information for the Atlantic Corridor.](#)
- [ETMS information for the Mediterranean Corridor.](#)
- [Contingency Plan.](#)

13. VALIDATION

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Deputy Director of Capacity Management at ADIF



