

#EUYearofRail



Iberian Cooperation and National Strategy for Passenger Services

Manel Villalante, Director General of Development and Strategy. Renfe

**80 years**

quality, safety and punctuality

+ 5,000

trains running every day in Spain

+ 500

million passengers a year

± 17,500

Employees Renfe group

± 17,000,000

tons of goods a year

STRATEGIC PLAN 2019 - 2023

PILLARS

ENABLERS

Digital Transformation



Cultural Transformation



Strategic Alliances



Customer focus



Internationalization



Efficiency



RENFE AIMS TO BE...

- Digitalization
- Innovation
- Integral Mobility Operator
- Integral Logistic Operator
- Internationalization
- New trains
- Sustainability



THE LIBERALIZATION PROCESS IN SPAIN



2005

FREIGHT
SERVICES



2010

INTERNATIONAL
PASSENGER
SERVICES



2013

TOURISTIC
SERVICES



2021

DOMESTIC
COMERCIAL
PASSENGER
SERVICES



2023*

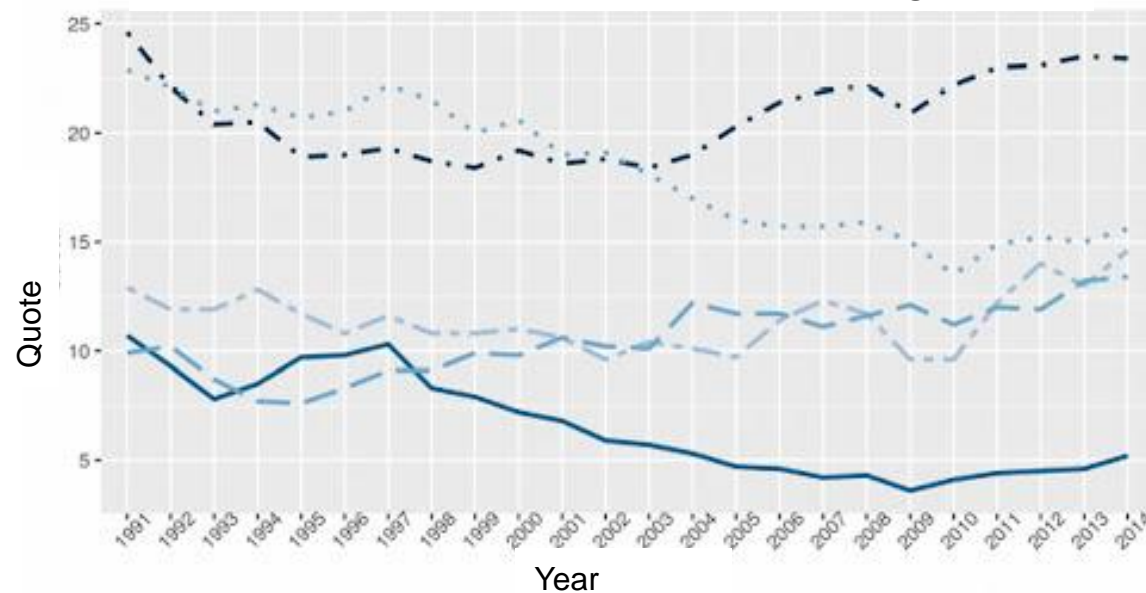
PUBLIC
SERVICES
OBLIGATION



WHAT HAPPENED WITH THE LIBERALIZATION OF FREIGHT SERVICES IN SPAIN?

FALL OF MODAL QUOTE IN FREIGHT RAILWAY TRANSPORT

Evolution of the share of the rail freight



Germany

France

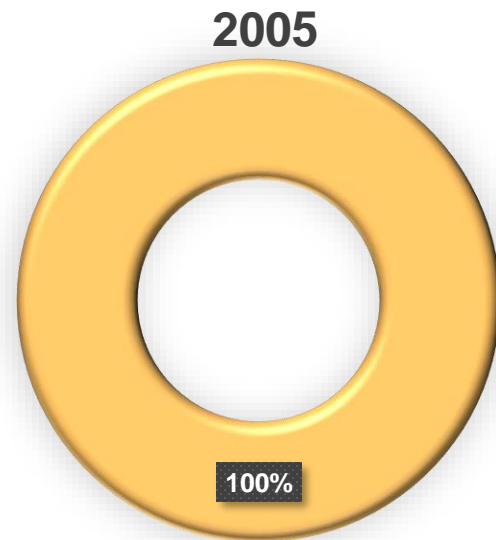
Italy

UK

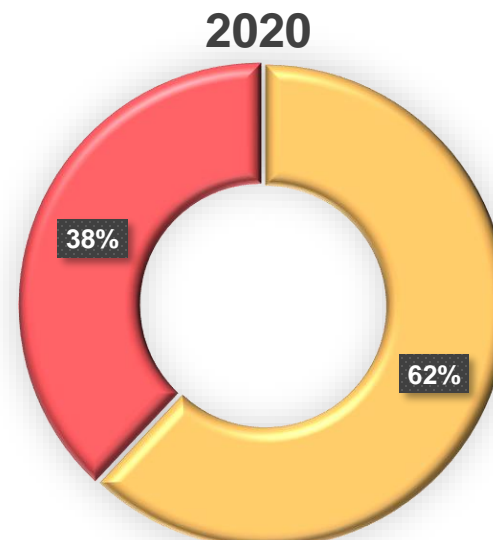
Spain



FALL OF MODAL MARKET SHARE IN FREIGHT RAILWAY TRANSPORT



31,000.9 tones
transported

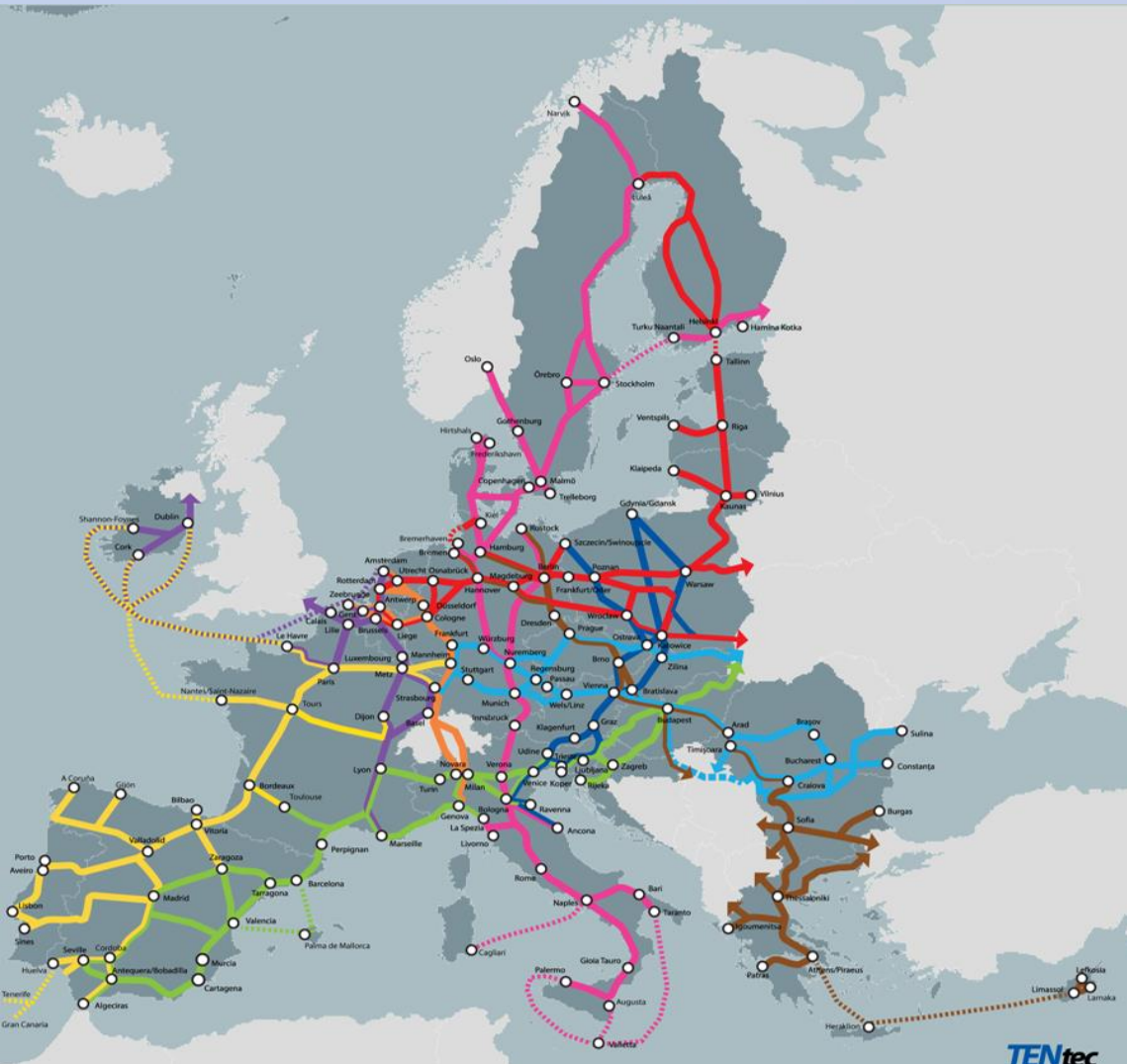


10,473 tones
transported

Until the liberalization of the rail freight market in 2005, only Renfe operated these services. Nowadays, **Renfe** has a market share of **62%** compared to the **38%** share of the **rest of the companies** that compete with us.

The market has not only been **distributed** but has also **lost** a large number of transported goods and increased the Co2 emissions

Source: Adif



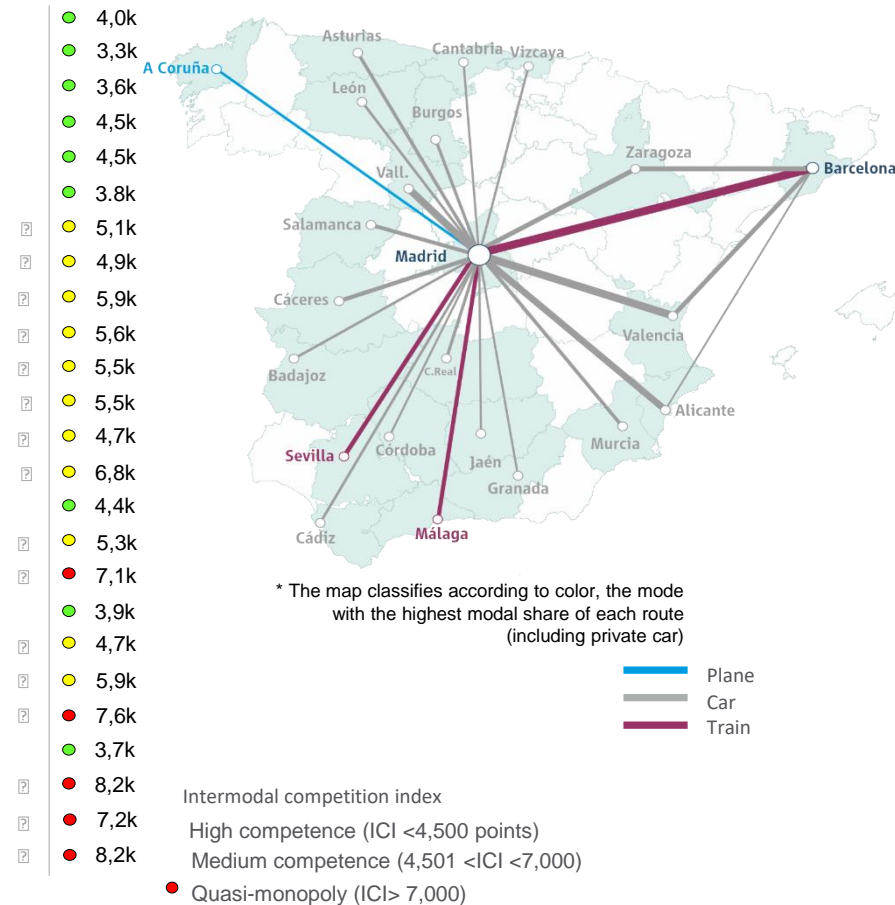
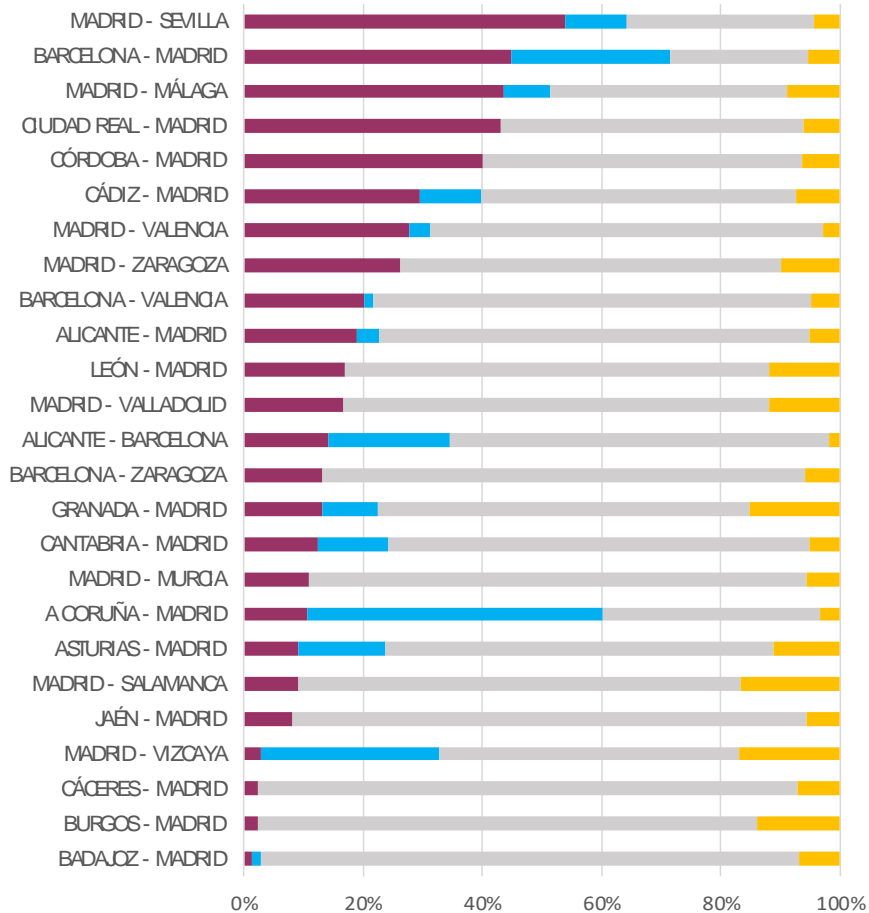
SINGLE EUROPEAN RAILWAY AREA

- More **efficient** European rail network
- **Seamless** cross-border mobility
- Rail as the **backbone** of European mobility
- **Intermodality** and **interoperability**
- **Modal transfer**
- **Climate neutrality**
- **Sustainability**
- Improvement of the **quality** of rail services
- Market and industrial **development**



WHAT ABOUT COMMERCIAL SERVICES?

INTERMODAL COMPETITION

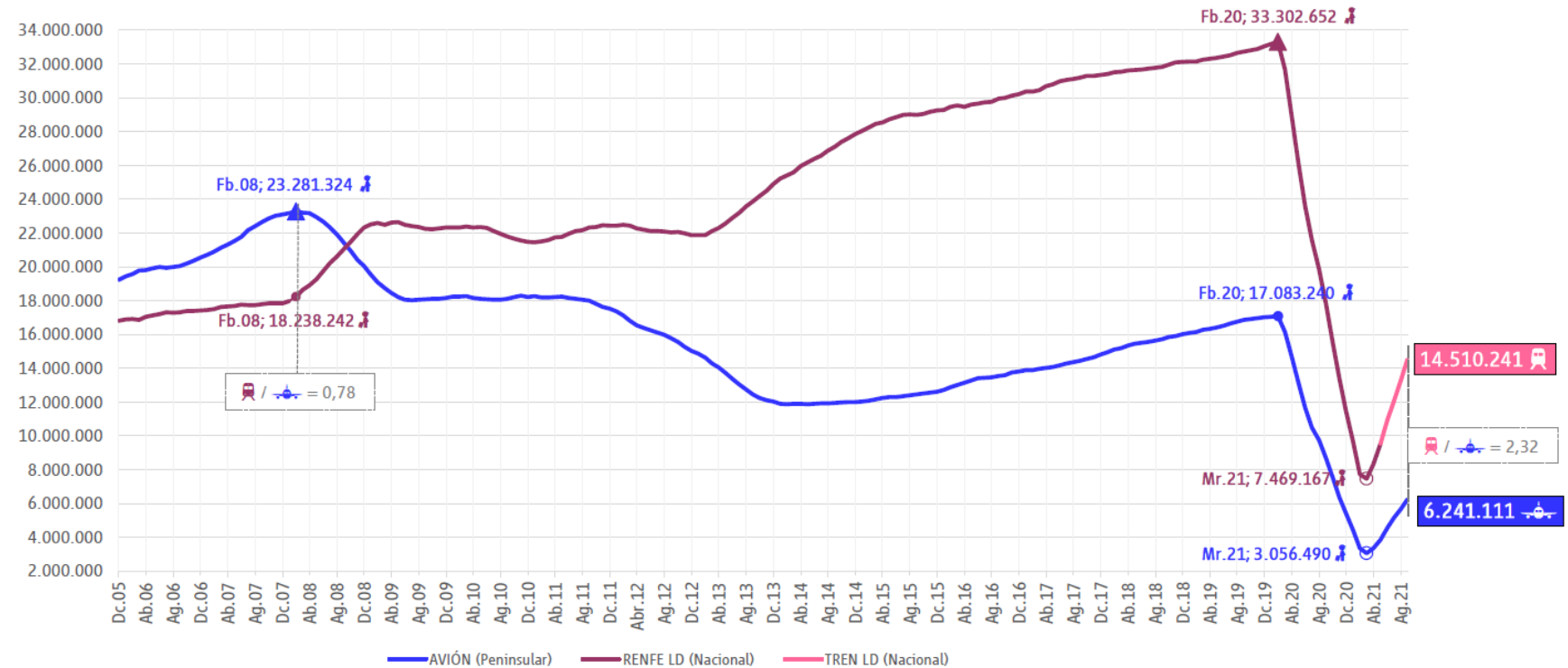


INCREASING THE MODAL QUOTE OF PASSENGER BY TRAINS

Modal share

Plane vs Train in Spanish Passenger services

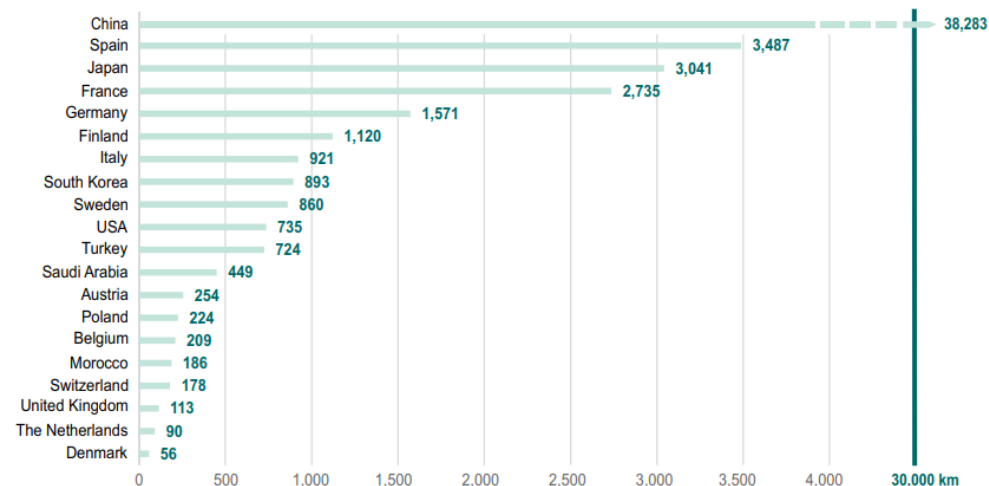
*High Speed and Long Distance
services





Spain has the **most extensive high speed network** in **Europe** (more than 3,400 kms) and the second in the world, behind China

Length of the high-speed network in commercial operation by country

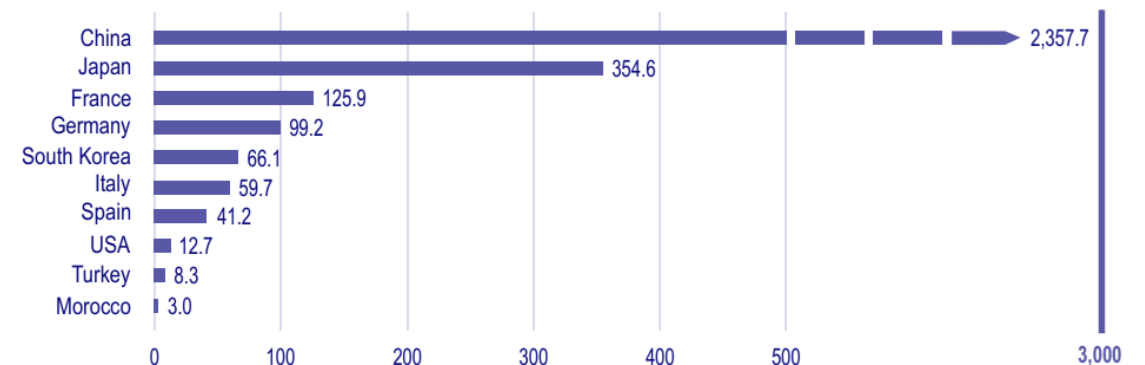


Source: compiled by authors based on International Union of Railways, 2020



We have **20% more Km of high speed** tracks than France but we have **one third of travelers**.
In Spain, the number of **travelers per km of AV** network in **2019** was **13,883**

Number of passenger (millions) by countries (2019)



Source: compiled by authors based on International Union of Railways, 2021



LIBERALIZATION

- Opportunity
- Modal share
- Reduction of access charges for the use of railway infrastructure
- Generate more train trips
- Win clients for the train and better positioning for Renfe in new segments
- Extending the use of railway
- Sustainability

PASSENGERS SERVICES SERVICES TIMELINE



2020

COMERCIAL
PASSENGER
SERVICES



May 2021

FIRST OUIGO'S
SERVICE



June 2021

FIRST AVLO'S
SERVICE



2022

BEGINNING
ILSA'S SERVICE



COOPERATION SPAIN & PORTUGAL

PASSENGERS SERVICES COLABORATION

1863

The First train connected Portugal and Spain between Elvas and Badajoz

1878

Finish the connection Vigo – Tui

1913

First service Vigo-Porto

1943

First night train Lisboa – Madrid: Lusitania Expresso

1967

Regional train TER Lisboa Expresso Porto – Salamanca

1968

Train Vigo – Porto and Lisboa

1989

Day service between Lisboa – Madrid: Talgo Luís de Camões



PASSENGERS SERVICES COLABORATION

**1995**

Final service Talgo Luís Camões
Begin the service night train Lisboa – Madrid: Lusitania Comboio Hotel

2005

Final service Comboi international

2011

Train Lusitania change the route by Beira Alta and Salamanca-Fuentes de Oñoro
Final service International Porto-Vigo

2013

Beggining service 'Celta Train' between Vigo and Porto

2020

COVID Restrictions

2021

Celta Train connexions between Vigo - Porto

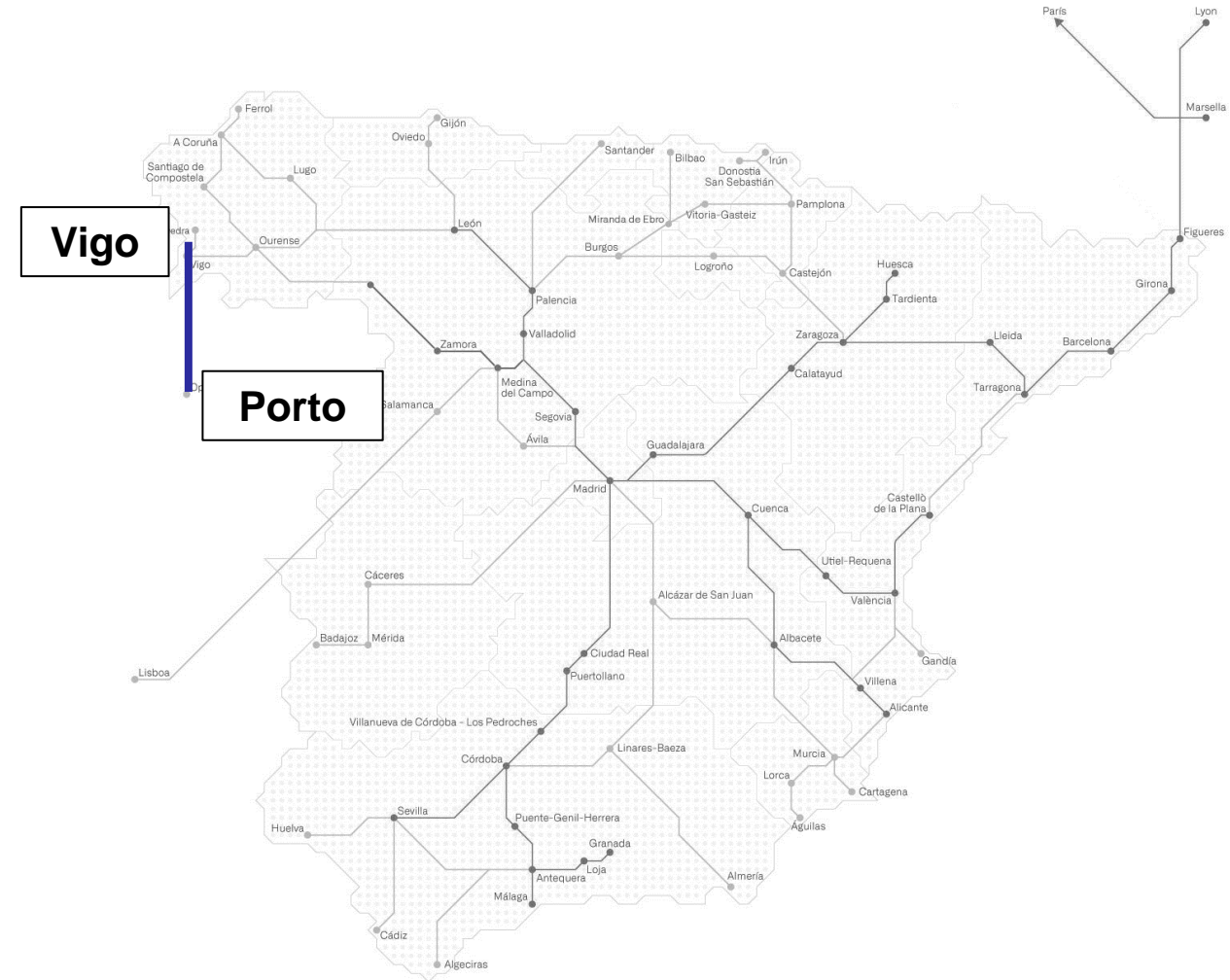


VIGO – PORTO

“Celta Train”

- 2 trains daily trains (recently)
- Time travel: 2 h 22 min

Governed by the Agreement for the
Provision of the International Train
Service between Vigo and Porto



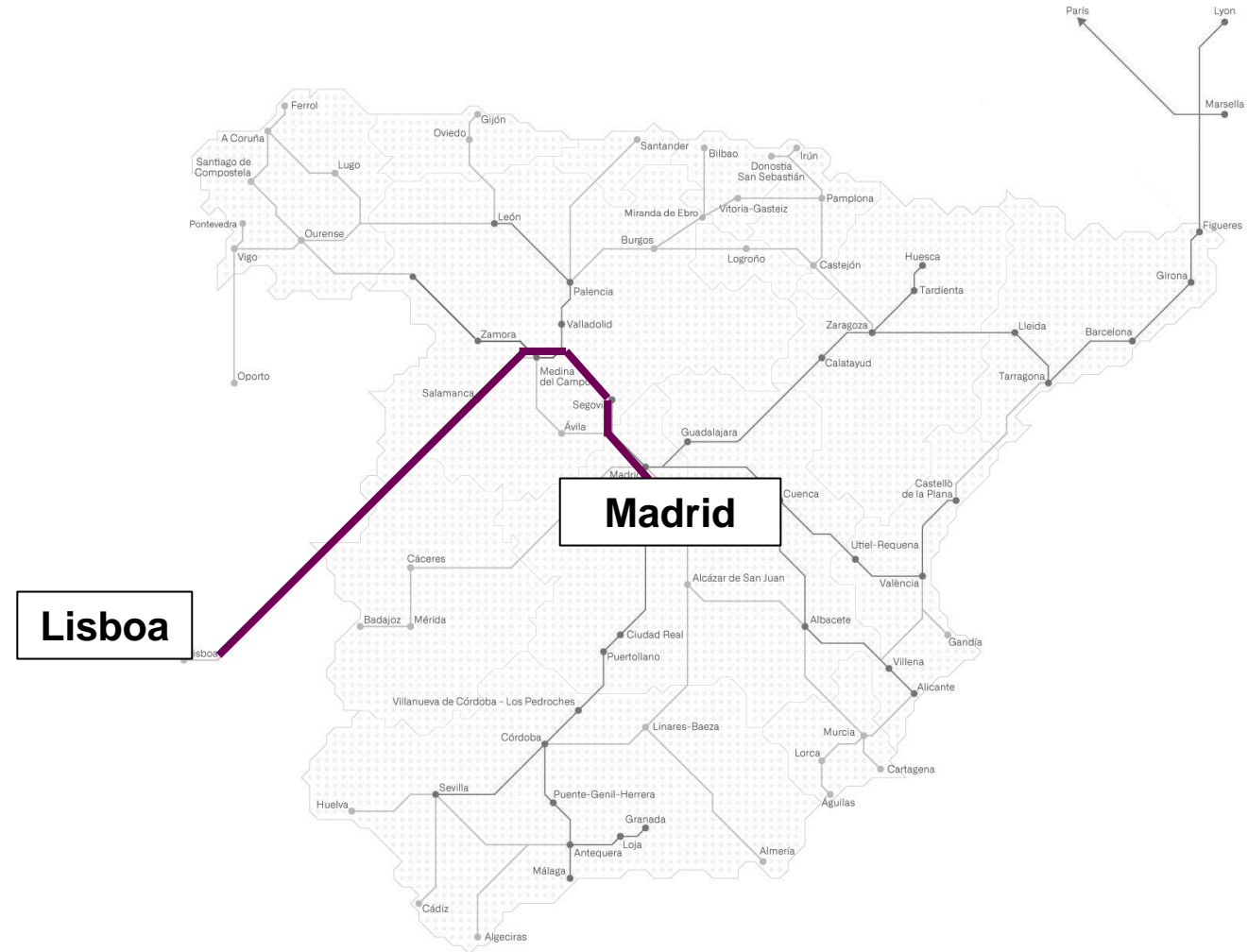
LISBOA-MADRID

Lusitania

- **Temporary out of service**
- Before covid: 1 night train

Governed by the Commercial Agreement
between Renfe and CP from 11 June
2007

- Affected line for works
- Analyzing new possible routes

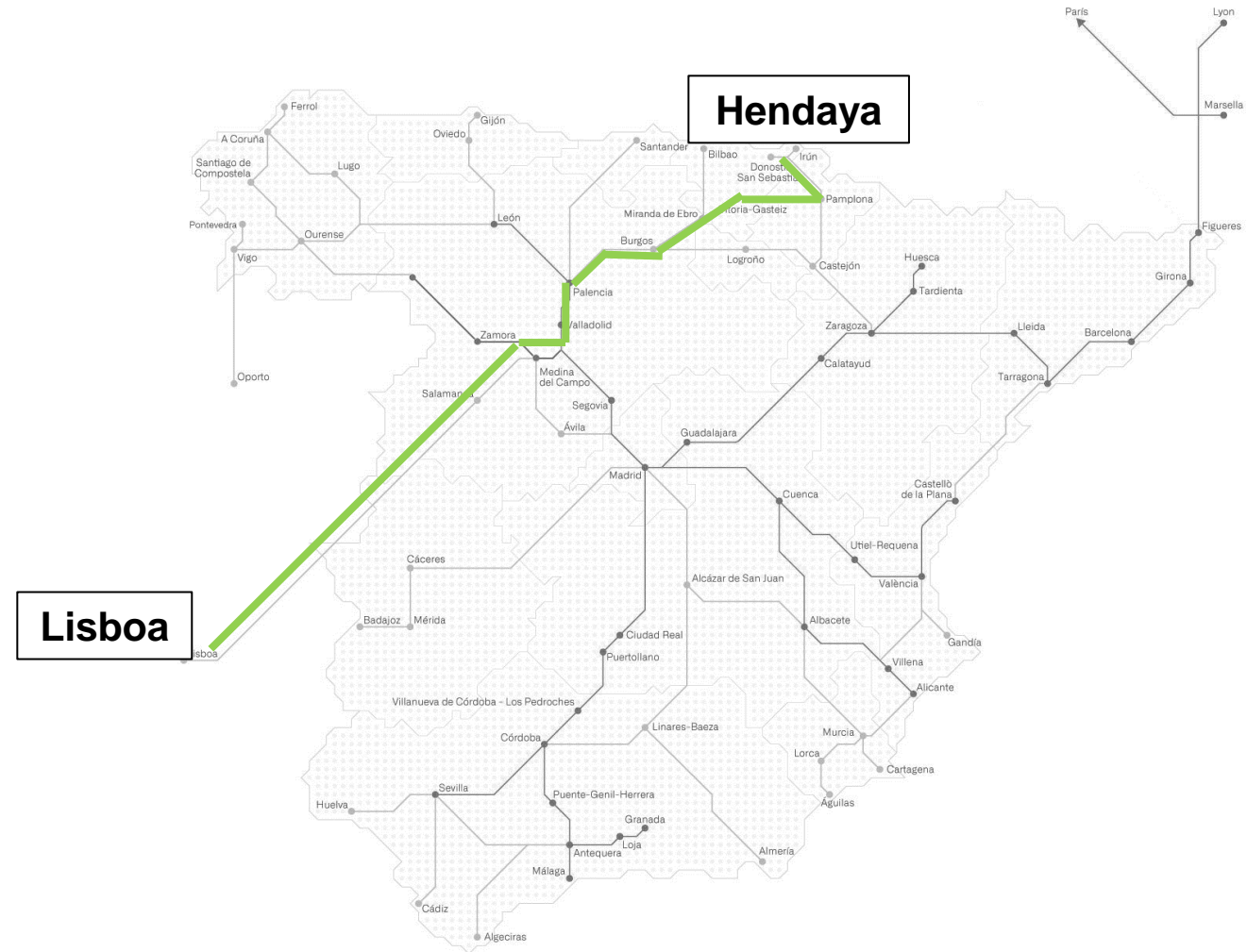


LISBOA-HENDAYE

Surexpresso

- **Temporary out of service**
- Before covid: 1 day service

Governed by the Contract Cesion Rolling stock, and Maintenance services talgo Seri IV

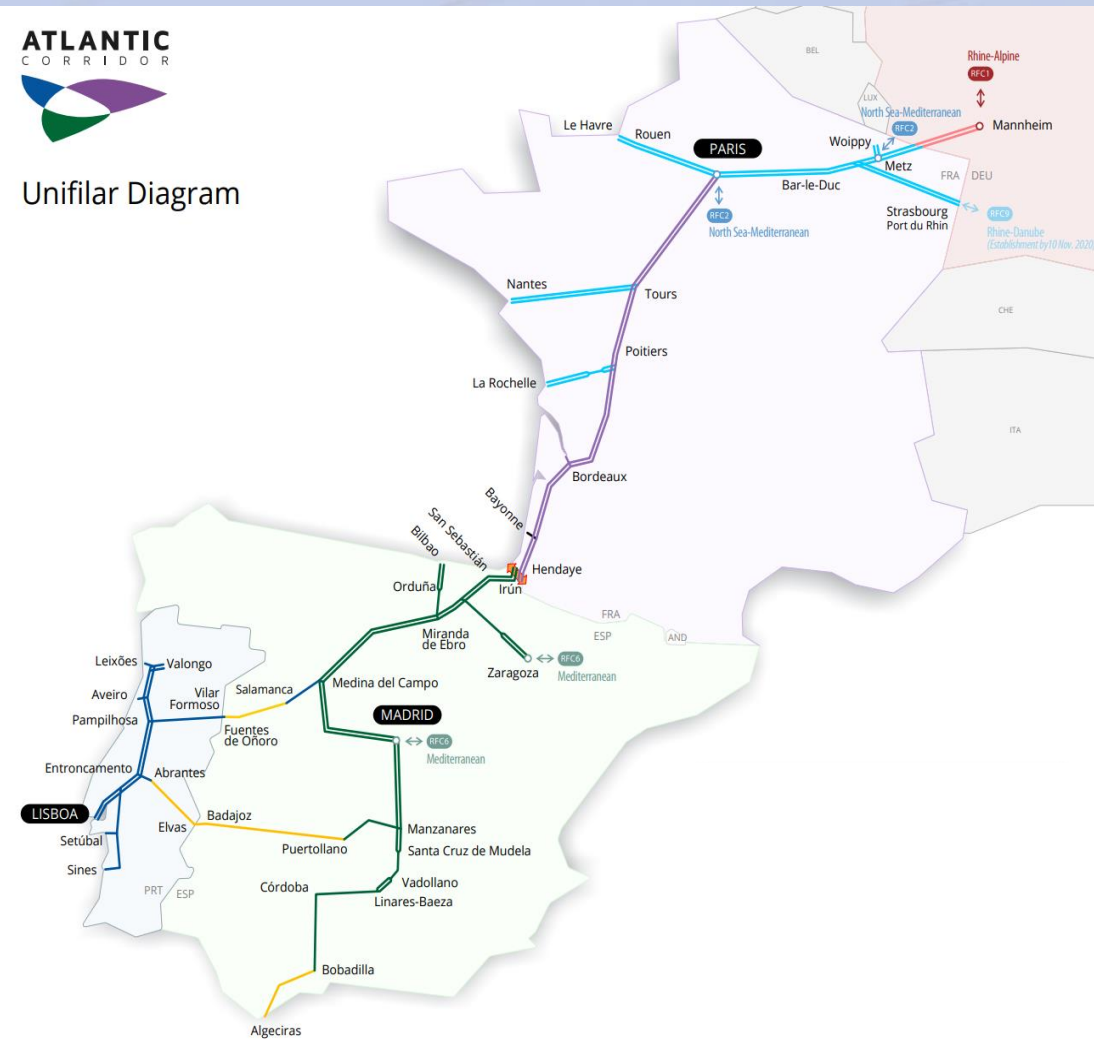


ATLANTIC CORRIDOR

- Electrified iberian track 25 000V~
- Electrified iberian track 3 000V CC
- Non-electrified iberian track
- Electrified UIC track 1 500V CC
- Electrified UIC track 15 000V~
- Electrified UIC track 25 000V~
- Non-electrified UIC track
- Freight transshipment | changing boggies
- Interface with other corridors
- Single track
- Double/multiple track



Unifilar Diagram



INTEROPERABILITY BETWEEN PORTUGAL & SPAIN NEEDS

Improve the interoperability in the border points:



**SAME DRIVERS
IN BOTH
COUNTRIES**



**SINGLE TRAIN
TRACTION**



NORMATIVE



**ELECTRIC
LINES**

SPANISH – PORTUGUESE SUMMIT

28th October

- **Treaty of Friendship and Cooperation** for strategic and multidimensional relationship
- **Promoting** and achieving tangible results of the **commitments and agreements**.
- Common Strategy for **Cross-Border Development**
- **Tourism development** in the Iberian market
- They reaffirm commitment to the **Paris Agreement**
Climate neutrality: rail more sustainable mode of transport
- **Digital transformation**: Portugal - Spain



SPANISH – PORTUGUESE SUMMIT

28th October

First Iberian Conference for adaptation to Climate Change, jointly organized by both countries in November 2020, with a high level of assistance , was a good example of bilateral collaboration.

- Spain and Portugal reiterate their intention to continue collaborating in the field of adaptation to climate change
- Sustainable and accessible mobility
- commitment to develop the Atlantic corridor and interoperability
- European Resilience Funds: decarbonization and digitization, territorial cohesion
- Energy challenge: energy efficiency
- Iberian renewable hydrogen



UPCOMING OPPORTUNITIES

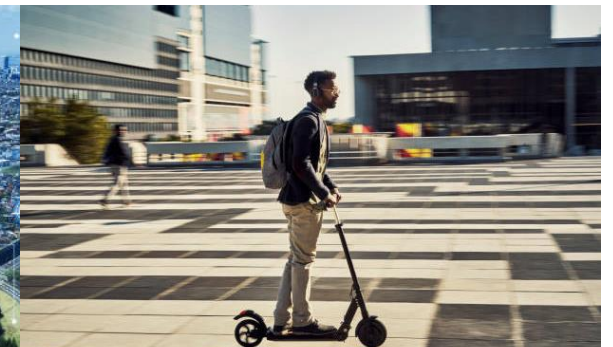
The will to collaborate between Spain and Portugal is projected in the joint study and analysis of opportunities and projects, the main objective of which is to facilitate cross-border mobility.

- Recovery of services suspended by the pandemic.
- Consolidation and improvement of existing services and possible touristic routes (improvement of the Atlantic corridor, with reduction of time on the Vigo-Porto route in 2030).
- Development of new opportunities for routes and Services between both countries to passenger and freight trains.
- Improve possible High Speed Connections linked to the infrastructure works



UPCOMING OPPORTUNITIES

- **European Funds and Resilience plans**
- **European Green Deal:** railway as the backbone of sustainable mobility in Europe
- **ODS:** economical, environmental and social development
- **Single European Railway Area**
- **Innovation and digitalization**
- **Mobility 4.0**



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