

Eurailspeed

Round table 1 (Railways)

Luis de Santiago Perez

Director General of

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DEVELOPING HIGH SPEED NETWORK IN SPAIN



Luis de Santiago Pérez
Director General of Railways
Ministry of Fomento (Spain)



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SUCCESS OF HIGH SPEED LINES IN SPAIN

**The new HSL
Madrid- Seville
started
operation in
1992**



**THEN: the upgraded HSL
Valencia-Tarragona & the
section Madrid- Lleida of
new HSL Madrid-
Barcelona- Perpignan**

**SUCCESS OF
FIRST HSL**



**HIGH SOCIAL DEMAND TO
EXTEND THE HS NETWORK**

NOW UNDER CONSTRUCTION <>1200 km

**New lines: Toledo, Cordoba- Malaga, Madrid-Valladolid,
Lleida- Barcelona- Perpignan, Galicia HSN, Madrid-East...**

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THE STRATEGIC PLAN FOR INFRASTRUCTURE & TRANSPORT 2005- 2020 (P.E.I.T)



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Approved by the Government: July 2005

- Framework for **multimodal** planning on transport infrastructure & services
- **Railways** play a **central role** in the Plan and in the future multimodal transport system

Railway investment: about 50% of total

- High performance rail network (High Speed Lines) connecting main hubs.

TARGET



COMPETITIVE TRAVEL TIME

ESTIMATED INVESTMENT= 83,000 M€

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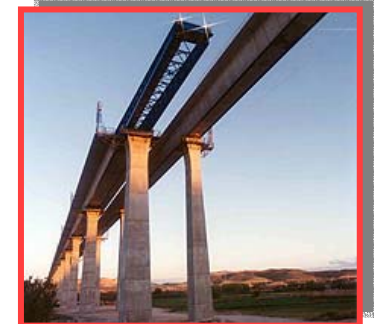


HIGH PERFORMANCE NETWORK (September 2005)

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OPERATION
1270 km



CONSTRUCTION
1190 km

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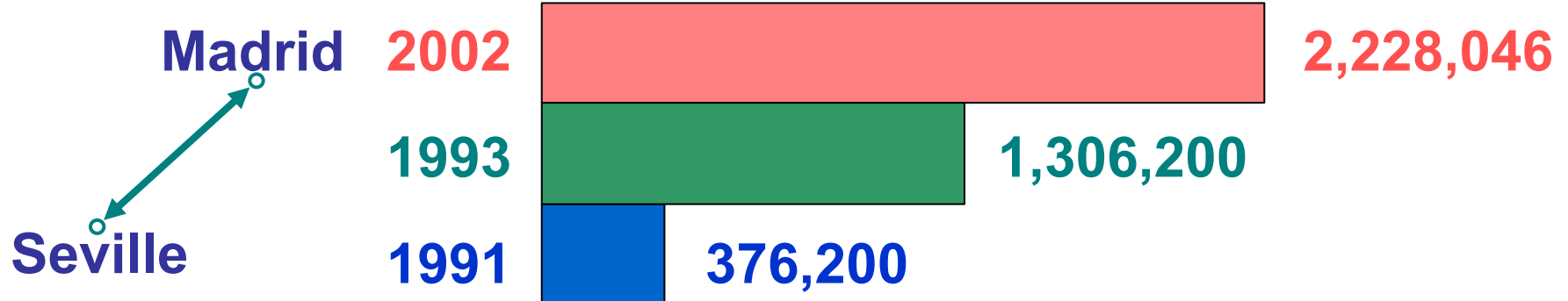
FUNDING HIGH PERFORMANCE NETWORK

Competitive travel time HSL



Δ TRAFIC LEVEL

Passengers on HSL \leftrightarrow 40% long distance market



6 Millions Passengers on the HSL Madrid- Seville in 2004
17 MP estimated on the HSL Madrid- Barcelona- F. Border

Traffic revenues are not enough to fund new lines

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FUNDING THE P.E.I.T

Railway funding (PEIT): 81% Budget + 19% Others sources

ALTERNATIVE SOURCES

— **Regional and Local Administrations**

— **Private finance: concession schemes, partial financing by the constructor**

— **Increasing the user's share in infrastructure financing**

✓ **Urban projects**

✓ **Concession Figueres- Perpignan**

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CONCESSION FIGUERES- PERPIGNAN

Construction and operation under a concession scheme of a HSL (44,4 km) between Spain and France



CHRONOLOGY

- X-10-1995: Treaty of Madrid
- II-17-2004: Signature of contract
- XI-2004: Start of the works

Concession period: 50 years

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CONCESSION FIGUERES- PERPIGNAN

✓ **TOTAL INVESTMENT:** 1,096.7 M€ (949,1 M€ construction)

✓ **FUNDING:** State grant  540.0 M€

Bank lending  400.0 M€

Equity  108.3 M€

✓ **TRAFFIC:** ➤ 2.9 Mpassengers/1st operation year

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✓ **CHARGE:** ➤ Passenger: 1,350 €/train

➤ Freight: 550 €/train

(Initial weighted average)

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