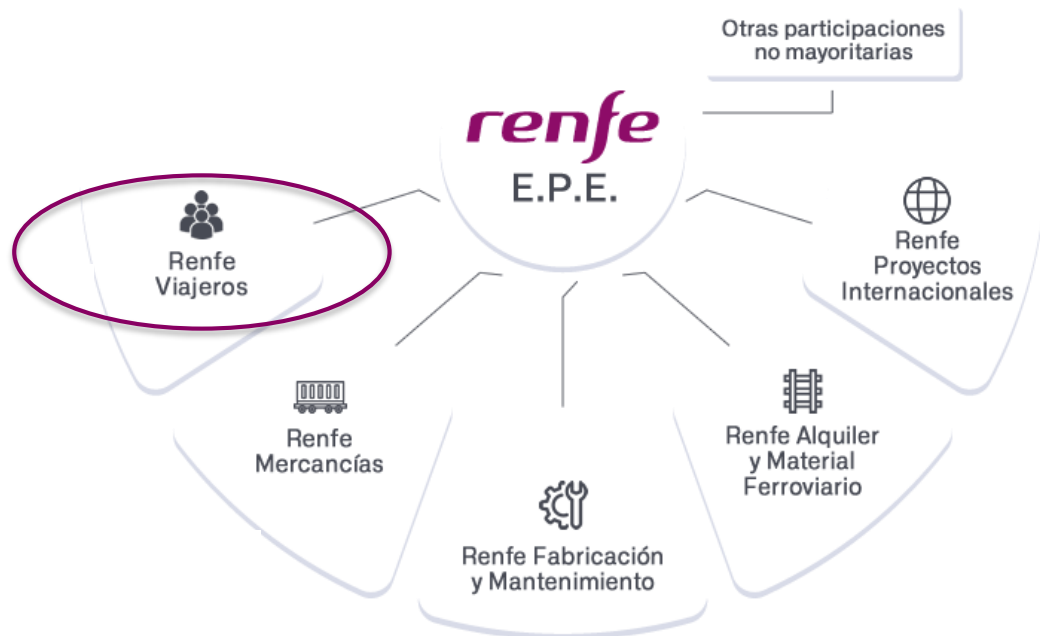


renfe

Spain's leading mobility operator



European Parliament
November 8th



- 2022 -

JOBS
+15.0000

REVENUES
4.127 M€

PASSENGERS
436 MILLION

FREIGHT
15 MILLION TONS

Renfe Viajeros main figures

renfe



436 Million passengers
per year



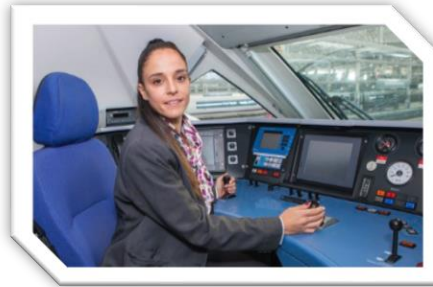
92% Punctuality Rate in
public services



5,472 train trips
per day



89.9% Satisfaction Rate
in commercial services



10.100 employees

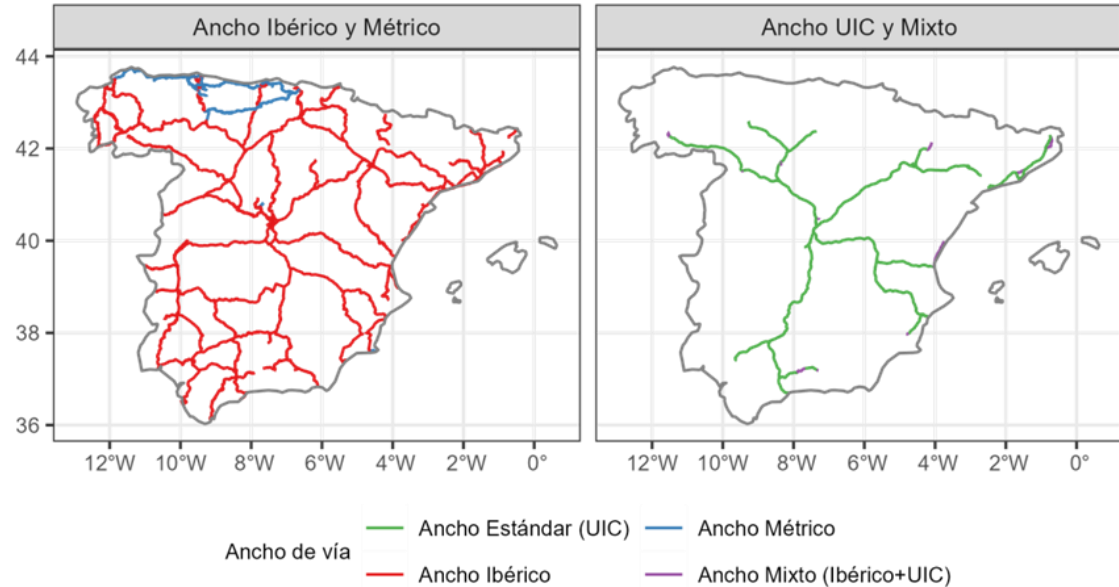


~2,000 Million €
Revenues per year

Long Distance - High Speed is transforming travel in Spain

1. A continuous investment effort since the 90's with the entry into service of new lines.
2. More than 25 years of High Speed experience
3. Now close to 4.000 kms of high speed in Spain.
4. In 2022, 93.2% of the total investments in rail infrastructure (€1.416 billion) were essentially earmarked for new high-speed lines

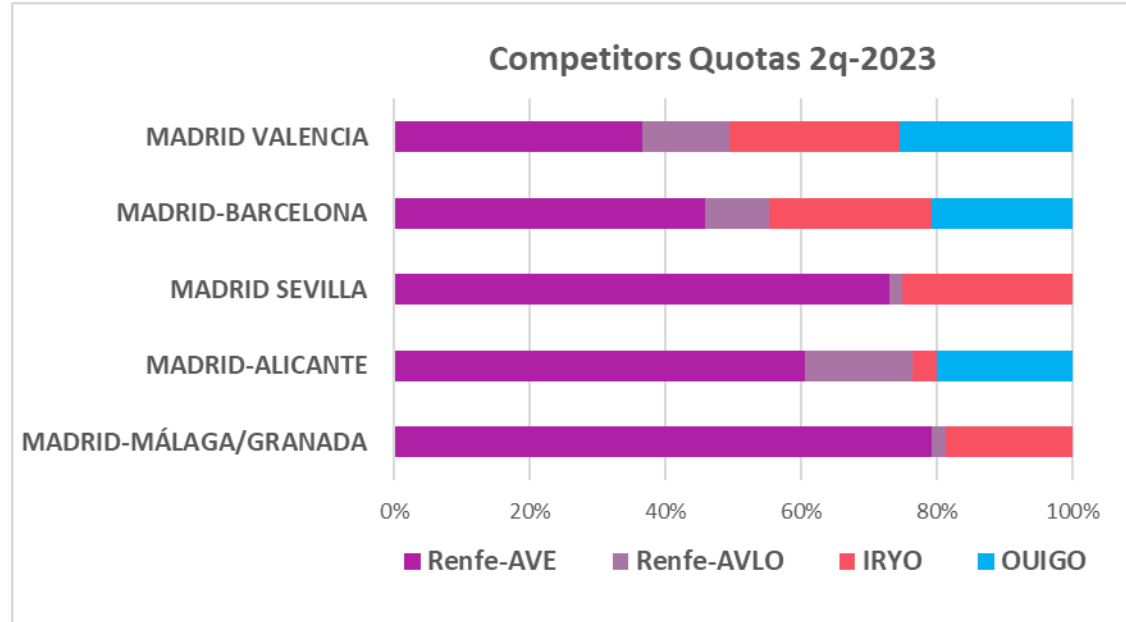
RFIG (General Interest Railway Network)



Source: CNMC with data from ADIF/ADIF-HS.

Long-distance high speed undergoing liberalization

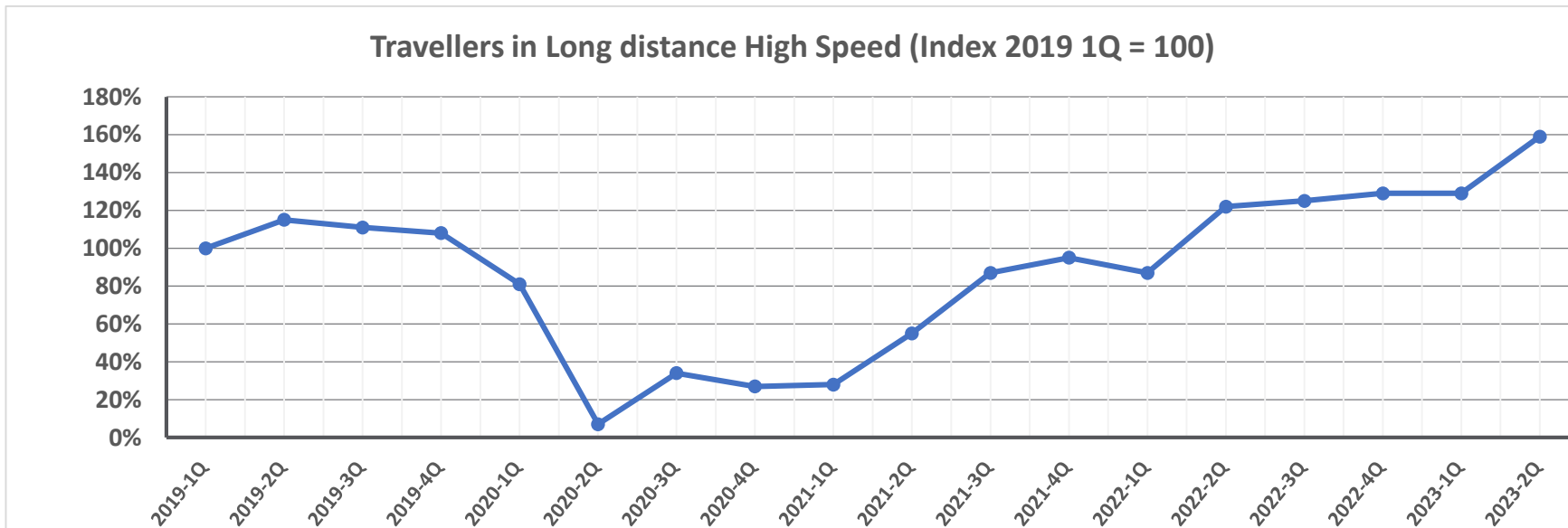
- Entry of new competitors : up to 3 competitors in some corridors
 - Ouigo from early 2021, IRYO from late 2022.
 - A drop in ticket prices on these corridors and increase in the number of travellers, well above pre-COVID levels.
- An example of today*, 8 November, Madrid-Barcelona, single, during the day:
 - 23 services of RENFE-AVE
 - 4 services RENFE-AVLO
 - 1 service RENFE Long distance
 - 16 services of IRYO
 - 5 services of OUIGO
 - Total 48 services of High Speed, 1 service not high speed.



CNMC -2Q 2023 Report

* Data taken 31/10/2023 from the websites of the companies

- Recovery and fast growth in HS number of passengers
 - 2022, LD AV reached 23,72 million passengers and exceed the levels of 2019 (22,3 million passengers)
 - 2023 follows the trend reaching aprox. +50 % of pre COVID levels (2019)



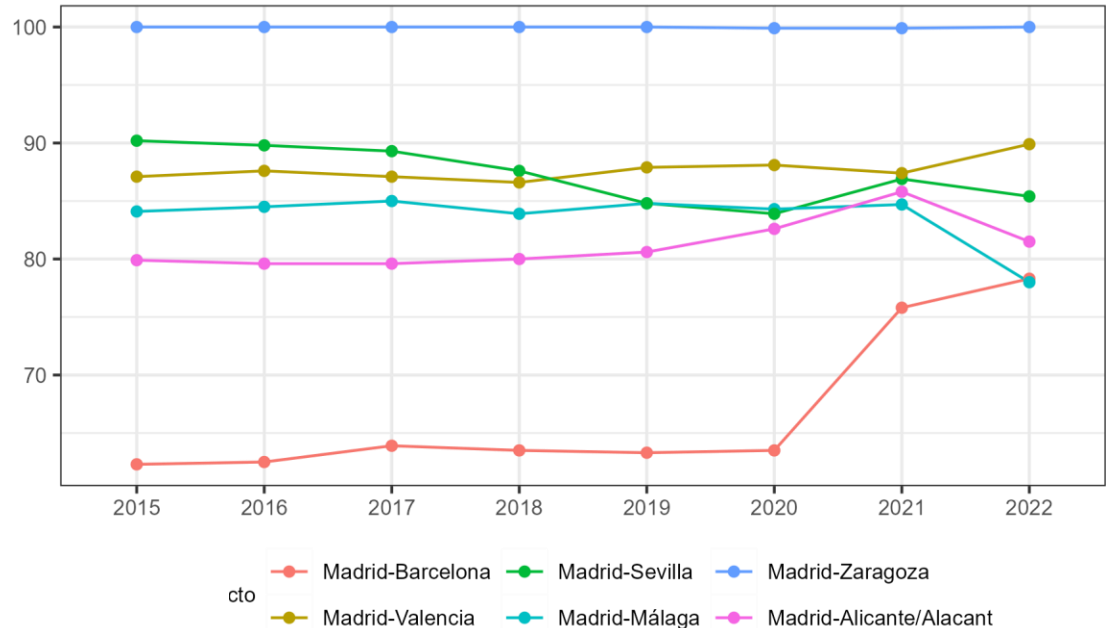
Long Distance - High Speed is undergoing a major transformation



Spain is the country in the world with the highest level of competition in the long-distance high-speed passenger rail transport sector..

And as a result... the number of passengers has substantially increased and they are shifting from air to rail.

Percentage of travellers choosing to travel by train compared to flying



Source: CNMC Annual Report 2022, with data from RU and AENA

For the same results in the rest of Europe it is needed

The completion of the trans-European core network corridors is very important if we want to have truly trans-European infrastructures, as the name suggests

i.e. a single "European" railway area and not a collection of areas, which is what Europe is today.

For Spain, the completion of the Mediterranean and Atlantic corridors is essential to facilitate this modal shift to rail.

Even if their completion seems to be a very distant reality.



For the same results in the rest of Europe it is needed

Harmonized systems are needed to facilitate interoperability and not to slow down the entry of new operators,

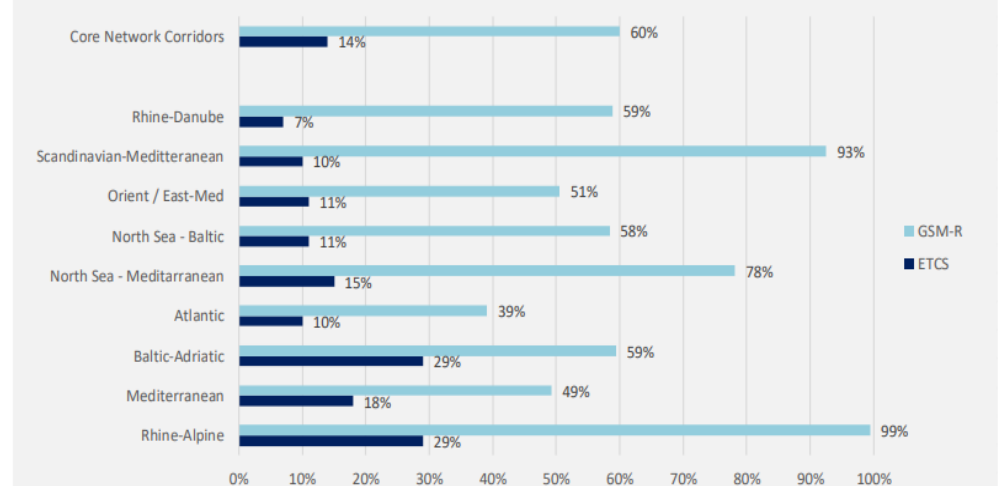
....who face major difficulties in adapting safety systems to different national systems.

ERTMS, which is still to be implemented on a large part of the network, is a key element in facilitating the simultaneous operation of several railway undertakings on different national networks.

Again, their completion seems a distant reality.

Figure 6 - Deployment of ERTMS on Core Network Corridors (end June 2022)

ETCS and GSM-R equipped lines among core network corridor lines



Source: Work Plan 2022 of the European Coordinator for ERTMS (based on DMT/TENtec database - DG MOVE)

Thank you for your attention!
See you on our next trip

