SPANISH HIGH SPEED NETWORK AND SERVICES EVOLUTION

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1964

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Passenger transport system situation

- Highways dominant role
- Aviation increasing trend
- Railroad weakness/downward trend

OCTOBER 1986. DECISION TAKEN
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- Spanish railroads in the 80’s
  - Maximum speed ➔ 100 miles per hour
  - Reduced number of frequencies /services
  - Unattractive journey times
  - Reduction of services / closing lines
LOCAL, INDUSTRIAL AND TECHNOLOGICAL CONTEXT

- Previous experiences (Japan, France, Germany)

- Features of the Madrid-Sevilla model
  - Subsystems (components purchase optimization)
  - Suppliers selection opportunities
  - Cost effective
  - Gradual development opportunity for local industry
INTEROPERABILITY

- EU policy to integrate the European railway system
- Rolling stock and main subsystems (electrification and train control…)
- Long experience on reliable operation
1992
Some main goals:

• All main cities connected by high speed line

• 90% of the population with a high speed station at less than 30 miles distance

• $300 b for transportation infrastructures
WIDE RANGE OF SERVICES (REGIONAL, VERY LONG DISTANCE...)

FUTURE TRENDS