During the XX’s century, the aviation was growing spectacularly. In the year 1927, was been inaugurated the first regular service in Spain, between the cities Madrid-Barcelona. In that years one plane transported twenties people. Now days, this same trajectory it release, only with the air transport, more than four millions of people every year. This evolution can be away thanks by the advances of the airplanes and the good acceptance do by the population. Today the air transport is one form of transport to reach of everybody.

While the air transport was growing, the rail transport in Spain was stopped, because after the Second War the maintenance of infrastructure was very few and not exist advanced in the technology of the trains. In 1941 was born RENFE which objective was to improve the lines existents. In the eighties years, the Spanish trains drove to 160 km/h and in certain lines, the high speed arrive to 190 km/h.

France was the first in Europe who built new lines of high speed trains (TGV). In 1983 they inaugurated the relation Paris-Lyon. This constructions had a lot of exit and fifteen years after, they had the necessity of built TGV with more capacity for can offer the service to all the people who demanded. After this inauguration the constructions of new TGV don’t stop. The impact that this new high speed trains generated on the air transport was very important. The radial French flies were decreasing a lot.

The weight of tracks utility in the Spanish rail transport is of 1672 mm, bigger than the used in the all of Europe (1435 mm). This fact is the cause to have one more inversion to built the high speed lines in Spain, to can connected with the rest of Europe in the future.

In 1992, was inaugurated the first high speed line in Spain (AVE). It’s the line Madrid-Seville to can communicate Andalucia with the rest of Spain. The 75% the clients of the air transport between these two cities changed for the high speed rail transport. This new line was a very exit in the population. It was fifteen years that we project and built news services of AVE. The prescription carry out are the same of rest of Europe because in the future (2012) we will connect our net with the rest of Europe. All of these new lines are collected in the strategic plan of infrastructure and transport (PEIT) with horizon 2020.

In 2003, arrived to Zaragoza the services of AVE. On the air transport this fact produced an extreme decreasing. Now a day, there are only the minimum service between Madrid and Zaragoza. The next destination where will arrive the AVE will be Malaga, Valladolid y Barcelona before to finish the year 2007. On the trajectory between Madrid-Barcelona the high speed trains will arrive to the 350 km/h, and people will be only two hours and half in the train.

The apparition of the air companies of low cost was a boom because they has a very good intern politic about reduced the cost of the companies. These companies are the direct competition of the rest of air companies. In February of 2007, was inaugurated the first regular national peninsular route operated with a one company of low cost (easy Jet). The trajectories are very few and they aren’t considerate competition of the new rail high speed lines.

When we will be finished the constructions wrote in the PEIT 2020, Spain will have more than two thousand kilometers of high speed lines, and this railway will be connected with Portugal and France. Spain and France will be connected in two points: on the Mediterranean point (Figueres – Perpignan) and on the Atlantic point (Irun – Bayonne).