## A high-speed vision from Mount Fuji



PEAK PERFORMANCE: An N700 class high-speed train passing Mount Fuji in Japan. An international version of the train, which has a cruising speed of 205mph, is now available

Railway experts from Japan, France, Germany, Italy and Spain came to London in September with advice for Britain as we prepare to create our own high-speed rail network.

Japan, which opened its first Shinkansen line as far back as 1964 from Tokyo to Osaka, had advice about building lightweight trains with good fuel efficiency to minimise rail's environmental impact.

Spain gave tips on how to combine the advantages of dedicated high-speed lines with the existing network.

Germany warned of coming worldwide emissions trading which will discriminate against rail.

At the high-speed rail summit in London, Transport Secretary Lord Adonis said: "We should make sure we systematically learn from other countries."



CASH: The cities which make most money for the existing railway

External costs (average)

Outstream Process (energy production, disposal waste, etc.)

Oimpact on urban sprawl

Landscape

Oilmate change

Air pollution

Noise

Accidents

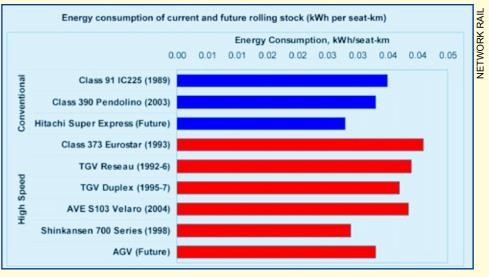
Private car Bus Rail Air

Magnitude of external costs in a medium-distance corridor, non-rush hour and without considering congestion (costs in € per 1000 passenger km)

Society as a whole picks up extra costs for car drivers and airline passengers

MB1.4 Route Plan and TSS Edinburgh Option MB 1.4 (TPH) Glasgov Caledonian Junction Preston GM North Junction Manchester Liverpool GM South Junc. Warrington Mersey Junction WM North Junc. WM South Junc. Birmingham WM West Junc. **London Central** 

Network Rail's preferred option for a high-speed route, above, with, top right, a service pattern giving, for example, four London-Birmingham trains an hour



Latest high-speed trains are more fuel efficient than Pendolinos and class 91s

www.railfuture.org.uk

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