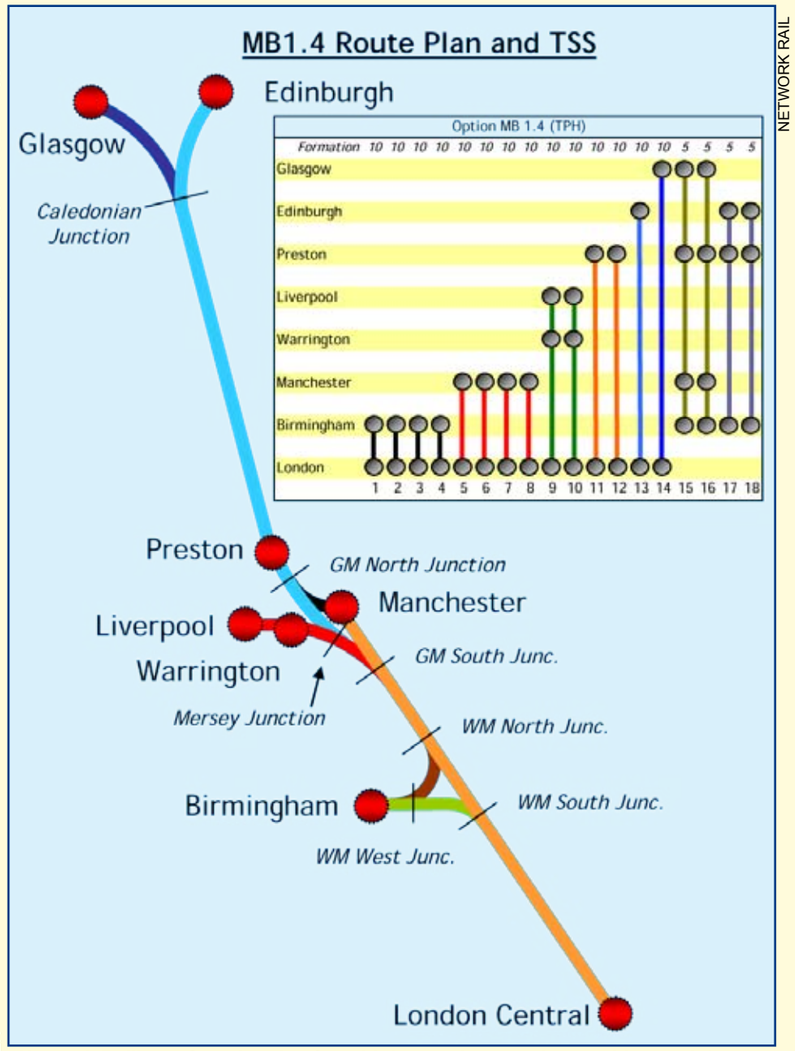
A high-speed vision from Mount Fuji

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

Picture: CENTRAL JAPAN RAILWAY COMPANY



NETWORK RAIL

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

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.

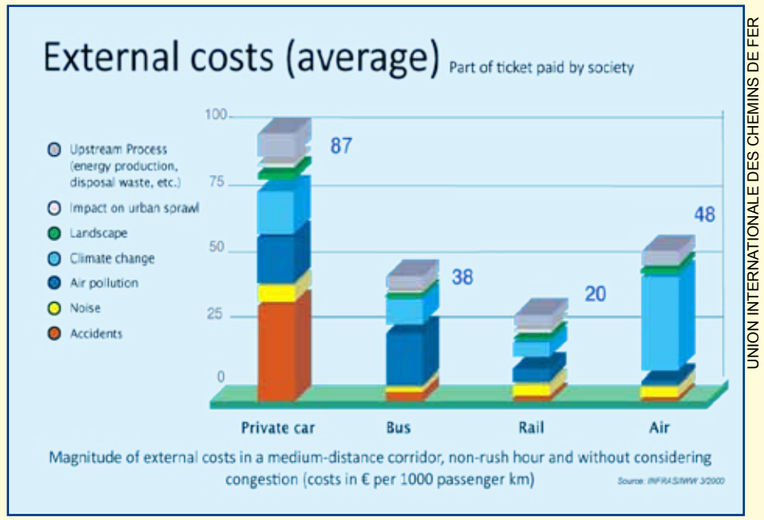
Spain gave tips on how to combine the advantages of dedicated high-speed lines with the existing network.

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."

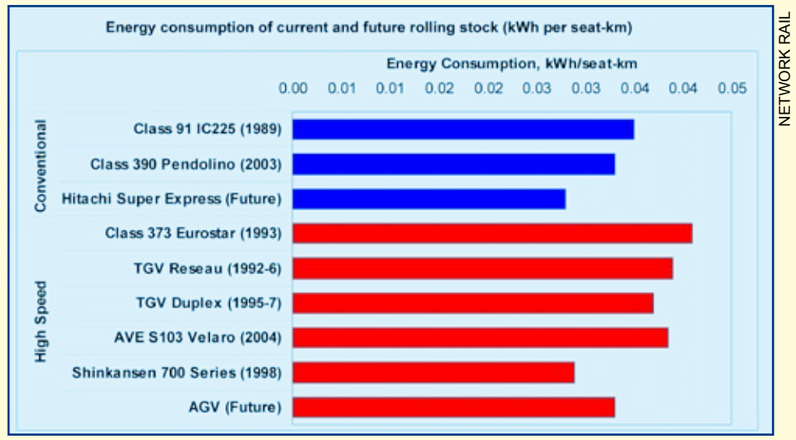
NETWORK RAIL

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



UNION INTERNATIONALE DES CHEMINS DE FER

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



NETWORK RAIL

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