The European Corridor

Climate

- A green light in the climate debate.
The European Corridor

The European Corridor is based on an entirely new rail line for very rapid transport of passengers and light freight, just like the TGV in France, and capable of speeds of up to 350 kilometres per hour, ensuring very short journey times. The transport system has been modelled using the latest research findings to ensure short travel times and high service frequency.

<table>
<thead>
<tr>
<th>Shortest time to Stockholm</th>
<th>Current best</th>
<th>With European Corridor</th>
<th>Change %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nyköping</td>
<td>0.59</td>
<td>0.36</td>
<td>-39%</td>
</tr>
<tr>
<td>Norrköping</td>
<td>1:13</td>
<td>0.51</td>
<td>-50%</td>
</tr>
<tr>
<td>Linköping</td>
<td>1.38</td>
<td>1.05</td>
<td>-25%</td>
</tr>
<tr>
<td>Jönköping</td>
<td>3.02</td>
<td>1.21</td>
<td>-58%</td>
</tr>
<tr>
<td>Göteborg</td>
<td>2.59</td>
<td>2.00</td>
<td>-27%</td>
</tr>
<tr>
<td>Värnamo</td>
<td>4.10</td>
<td>3.54</td>
<td>-14%</td>
</tr>
<tr>
<td>Helsingborg</td>
<td>4.40</td>
<td>2.11</td>
<td>-57%</td>
</tr>
<tr>
<td>Malmö</td>
<td>4.11</td>
<td>2.41</td>
<td>-29%</td>
</tr>
</tbody>
</table>

There is currently no transport alternative that has as little impact on the environment, and in the longer term on the climate, as express trains and high-speed trains.

All the known facts point clearly to the train as being the key element in what could be a sustainable European transport system. As a growing proportion of stakeholders in society weigh the environmental and climatic effects of different forms of transport against each other, the answer becomes increasingly apparent.

The European Corridor – Reducing carbon dioxide emissions.
- a key element in Europe’s future transport system.

The Swedish government has identified transport as a key area where environmental improvements are absolutely essential if we are to create a sustainable society.

With the European Corridor in place, carbon dioxide emissions will be drastically reduced. If road freight continues to grow at the current rate it will mean an increase of 40–60 per cent by 2010, or just over 270,000 tonnes/year.

It is expected that transport demand will rise by over 50 per cent between 2000 and 2010.

* The European Corridor is based on an entirely new rail line for very rapid transport of passengers and light freight, just like the TGV in France, and capable of speeds of up to 350 kilometres per hour, ensuring very short journey times. The transport system has been modelled using...
The European Corridor is based on an entirely new rail line for very rapid transport of passengers and light freight, similar to the Eurostar between Paris and London and the Shinkansen in Japan. The rail line will be dual track, totally separated from road traffic and capable of speeds of up to 350 kilometres per hour, ensuring very short journey times. The transport system has been modelled using the latest research findings to ensure short travel times and high service frequency.
The railway has enormous freight capacity. In comparison with road transport, a dual-track rail line is equivalent to a 12-lane motorway, but requires only eight per cent of the ground area.

**Very low energy consumption**

When a journey by express train is compared with a journey by car or air, the train is found to be seven times as energy-efficient as the car and ten times as efficient as flying. The latest high-speed trains are even more efficient and use around 10–20 per cent less energy than current trains. The switch to a high-speed train system would save as much energy as 900 GWh for example as much energy as the entire city of Lund uses in a year.
Twelve-lane motorway
A Strategic Environmental Assessment (SEA) is a preliminary general survey of the environmental consequences of political decisions, plans and long-term courses of action. The intention is that it should supplement the Environmental Impact Assessments (EIAs) that are carried out at a later stage of the planning process.

The European Council of Ministers and the European Parliament have adopted a common standpoint on the new SEA.

A checklist has now been agreed on for the SEA that can be seen as unique in its class in Sweden.
Living lakes and waterways.
- The European Line and Götaland Line may be significant in meeting the environmental target.

Vibrant water meadows.
- The European Line and Götaland Line will be less significant in meeting the environmental target.

A sea in balance.
- The European Line and Götaland Line have a very important role in meeting the environmental target.

Living forests.
- The European Line and Götaland Line may be significant in meeting the environmental target.

A rich landscape.
- The European Line and Götaland Line may be significant in meeting the environmental target.

Healthy mountain ecosystems.
- The European Line and Götaland Line will be less significant in meeting the environmental target.

Absence of radiation.
- The European Line and Götaland Line may be significant in meeting the environmental target.

Protective ozone layer.
- The European Line and Götaland Line will be less significant in meeting the environmental target.

Limited climate effects.
- The European Line and Götaland Line will play an essential part in meeting the environmental target.
A practical model for station layout has been developed based on experience from existing high-speed train systems around the world. An efficient logistics centre is built on a suitable site close to the city. The dual track has two side branches that allow slightly slower trains to stop so that passengers can join or leave the train. This also means that they do not obstruct non-stop, high-speed trains, which can pass through the station at regular intervals without reducing speed.

**Focusing on passenger comfort.**

Next to the station are good facilities for parking bicycles and cars, and a bus station that provides terminal services. There is ample space for taxis and other carriers to drop off and pick up passengers and freight. Connecting trains often stop at the station or can easily be reached by shuttle buses.

**Space for new business.**

In many areas stations have expanded to become new shopping areas and commercial centres. A diverse range of cultural attractions and entertainment has also sprung up successfully around stations.

**A station on the European Corridor will rapidly generate growth on every level.**

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*The current world speed record for a train is 574.8 kilometres per hour.*

*A common question is whether we should not plan for trains that are faster than the current 350 kilometre per hour speed. Experience shows that this is not advisable. There are special demands on materials, track construction and safety. Passenger comfort is also an important consideration.*
Stations play a central role in transportation systems. The current world speed record for a train is 574.8 kilometres per hour. A common question is whether we should not plan for trains that are faster than the current 350 kilometre per hour speed. Experience shows, however, that the limit should be set at around this speed. Higher speeds place special demands on materials, track construction and safety. Passenger comfort is also an important consideration.
1. The European Corridor is the region that stretches from Hamburg to Gothenburg and Stockholm, via Copenhagen and the Öresund region. Around 20 million people live and work here.

2. The communication systems in this region are inadequate.

3. Growth along the European Corridor can be promoted by extending the European Line (Stockholm – Helsingborg – Copenhagen – Hamburg) and the Götaland Line (Stockholm – Jönköping – Gothenburg).

4. There is a comprehensive transport system in the European Corridor that integrates rail, road, air and shipping links. The railway will be able to run light goods trains, local train services, regional train services and high-speed trains all on the same line.

5. The journey between Stockholm and Copenhagen takes 2 hours 35 minutes by high-speed train.

6. High-speed trains are fast and reliable, and fill the gap between long flights and short journeys by bus or car.

7. The European Corridor frees up and creates new capacity for more efficient freight transport (as well as regional and local transport) by rail.

8. The European Corridor is an environmental project. Preliminary studies show that the project could deliver valuable environmental benefits, largely through big reductions in emissions.

9. The European Corridor can be seen as a broadband link for physical transport that will yield benefits locally, regionally, nationally and internationally.

10. The European Corridor promotes networking as a result of fast, modern communications and ecologically sustainable development.
European Corridor
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