

Feasibility of a high-speed railway network on the main corridors of the countries recently incorporated into the European Union

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Synopsis

Over the last few decades, various high-speed rail lines have been built across the EU-15 countries, improving the quality of daytime connectivity between cities. In particular, this effort has been focused on the construction of new infrastructure suitable for high-speed rail.

The incorporation of new countries into the European Union has enabled the EU-25 nations to consider the construction of a high-speed railway network, in particular, the construction of a high-speed railway network in the EU-10.

This paper analyzes the experience available, synthesizes the guidelines used in the EU-15 countries and applies them to the countries that have recently joined the European Union to form the EU-25.

The conclusions of the research conducted by the authors at the Centre for Innovation in Transport (CIT) during the year 2003, serve as the basis of a direct comparison of the EU-15 countries' experience to the Central/Eastern European Countries.

The [Hyderabad Unified Metropolitan Transport Authority](#) (HUMTA) has issued a request for bids from professional businesses to conduct a “pre-feasibility study” for a proposed semi-high-speed rail connection between Hyderabad and Warangal and Hyderabad and Vijayawada.

This project is part of the State government’s proposed [Regional Rapid Transit System](#) (RRTS).

It is distinct from conventional railways and Hyderabad Metro Rail Limited services. RRTS intends to provide precise regional transit at faster rates.

“The project would provide a secure and hassle-free commuting,” said a representative from the Hyderabad Metropolitan Development Authority (HMDA).

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