



# EUROPEAN FEDERATION OF MUSEUM & TOURIST RAILWAYS

Fédération Européenne des Chemins de Fer Touristiques et Historiques

Europäische Föderation der Museums- und Touristikbahnen

## **International Heritage Railway Conference**

Budapest, Hungary

03-05/04/2014

## **Conference Proceedings**



Conference 2014

Budapest, Hungary



Conference 2014

Budapest, Hungary

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The slide has a dark grey background with a light grey diagonal band from the top-left to the bottom-right. In the top-left corner, there are three logos: the European Museum Forum logo (a blue stylized 'M'), the European Council logo (a gold sunburst), and the European Union flag (a blue rectangle with yellow stars). The title "European Museum Forum and innovation in museums" is written in pink text across the diagonal band. Below the title, the text "Dr Miklos Cseri" and "National Correspondant of the European Museum Forum for Hungary" is written in white. At the bottom right, "Budapest, 4th April 2014" is written in white. A small pink triangle is in the bottom-right corner.

**European Museum Forum  
and innovation in museums**

Dr Miklos Cseri  
National Correspondant of the European  
Museum Forum for Hungary

Budapest, 4th April 2014

The slide has a dark grey background with a light grey diagonal band from the top-left to the bottom-right. The title "CONTENTS" is written in pink text at the top left. Below it, three bullet points are listed in white text: "What is the European Museum Forum", "EMF advocates importance of museums in Europe", and "Partnership with other organisations". A small pink triangle is in the top-right corner.

**CONTENTS**

- What is the European Museum Forum
- EMF advocates importance of museums in Europe
- Partnership with other organisations

## What is the European Museum Forum?

Excellence in focus for more than 37 years

### The profile

The European Museum Forum (EMF) is:

- ◉ an independent not-for-profit organisation
- ◉ a charitable company registered in the UK, with the office at ICOM headquarters in Paris
- ◉ works under the auspices of the Council of Europe

## Vision – what EMF is committed to?

EMF can serve as an information centre with a wide access to best practice examples in the museum sector, organising meetings, workshops and other activities to widen and exchange knowledge in cooperation with professional organisations across Europe in order to support and organise EMYA and a broader award scheme.



Meeting with partners to help the House of European History project, 2013. Bruxelles

## Mission – what do we do?

- ◉ The mission of EMF is to stand and advocate for innovation in museums' **public quality**, for new interpretation of cultural heritage practices and new education practices.
- ◉ It can be claimed that EMF is **a bridge between museums and public**.
- ◉ an advisor for governmental bodies on international national, regional and local levels, Council of Europe and EU



Council of Europe representative speaking at EMYA 2012 in Portugal



Council of Europe Prize Ceremony, 2012.

## Values – what EMF believes in

- ◉ EMF recognises the value of public engagement of museums and fosters excellence through a scheme of annual awards of which the European Museum of the Year Award and the Council of Europe Museum Prize are the main awards.
- ◉ It is dedicated to promoting innovation in museum practice and encouraging exchange of best practice and ideas across Europe.



Participation at TOYCO conference in Turkey, 2012.



## Unique position

- ◉ Legally protected award scheme and brand
- ◉ EMF occupies a unique position in the European museum scene, harnessing a wide range of national and international cultural contexts
- ◉ EMF work has real impact on museums and on their communities and guarantees the most extensive application of best practice models.
- ◉ Over 37 years experience in the European cultural field

EMYA winner 2012 giving interviews in Portugal





## AWARDS

- ◉ European Museum of the Year Award
- ◉ Council of Europe Museum Prize
- ◉ Kenneth Hudson Award
- ◉ Silletto Prize
- ◉ Special Awards

Museum of Liverpool, CoE  
Museum Prize winner in 2013



## EUROPEAN MUSEUM OF THE YEAR AWARD

### The European Museum of the Year Award



EMYA has proven to be the longest running and most prestigious museum award in Europe and continues to be the most important occasion for promoting innovative museum practice and public quality in the European museum sector. This award goes to a museum which contributes most directly to attracting audiences and satisfying its visitors with unique atmosphere, imaginative interpretation and presentation, a creative approach to education and social responsibility.

Past winners have been both large and small museums, but all developed something which was special and changed the standards of quality in museums within Europe.

*Photo: European Museum of the Year Award Trophy, The Egg by Henry Moore*

## EMYA 2013 CEREMONY



Lawrence Fitzgerald is receiving the Award for the Riverside Museum, Scotland's Museum of Transport and Travel, Glasgow

## Riverside Museum, Scotland's Museum of Transport and Travel, Glasgow – EMYA 2013



## COUNCIL OF EUROPE MUSEUM PRIZE

### The Council of Europe Museum Prize

The Council of Europe Museum Prize is a unique award intended to highlight the need to preserve and promote the European cultural heritage as a factor uniting the Council of Europe's 47 member states. It involves recognition of the excellence displayed by the winning museums in the approach they take to museum work, while complying fully with the EMYA criteria, and helps to give added dynamism and variety to the European museum sector.

This prestigious prize is awarded based on the recommendations of the EMYA Judging Panel, by the Committee on Culture, Science and Education of the Parliamentary Assembly of the Council of Europe to a museum which puts particular emphasis on a clearly understandable presentation of a European perspective, showing initiative in presenting themes of European relevance and adherence to the key values and priorities of the Council of Europe.

*Photo: Council of Europe Museum Prize Trophy, La femme aux beaux seins by Joan Miró*



## COE PRIZE WINNER IN 2013



David Fleming, the director of the National Museums of Liverpool received the prize in 2013

## SILLETTO PRIZE

TOPIC Puppet  
Museum,  
Spain



### The Silletto Prize

This prize goes to a museum which has in the past two years demonstrated excellence in involving its local community in planning and developing museum and heritage projects or has attracted outstanding support from its work with volunteers with the goal to enhance the public quality of the museum.

This prize is generously sponsored by the Silletto Foundation.

*Photo: Silletto Prize Trophy, Archibald Knox pewter (c. 1903)*

## KENNETH HUDSON AWARD

### ▪ The Kenneth Hudson Award

This is an award in honour of the founder of EMYA, Kenneth Hudson. The award goes to a museum, person, project or a group of people who have demonstrated the most unusual, daring and, perhaps, controversial achievement that challenges common perceptions of the role of museums in the society and carries forward the spirit of Kenneth Hudson.

The Kenneth Hudson Award winner is chosen by the EMF Board of Trustees, and will not necessarily be selected from the pool of the EMYA 2013 applicants.

Glasnevin  
Cemetery  
Museum, Ireland



## SPECIAL AWARDS



Kolomna Pastila Museum and Factory, Moscow Region



### ▪ Special Awards

A number of special awards will also be given to museums that have developed a new and innovative aspect of their public service and from which other European museums can learn.

## EMF advocates importance of museums in Europe

Museum landscape is hit by crises

## Crises are dangerous

- ◉ may be fundamentally reshaping public attitudes about supporting museums
- ◉ force museums to use methods that are not always popular
- ◉ savings reduce new projects

## RESOURCE NOT A BURDEN

- ◉ What philosophy should museums then pursue in this turbulent time? Should they try to prove how sustainable they are with their visiting numbers or souvenirs sold?



Global Heritage Forum in Dubrovnik, 2013



## Partnerships with other organisations

Various professional organisations should strengthen their position by joint actions

## STRATEGIC PARTNERSHIPS

Since September 2013 EMF has its office at ICOM in Paris



President of ICOM Hans Martin Hinz and Chair of EMF Goranka Horjan signed the agreement in Rio at ICOM General Conference in August 2013

## NETWORKING

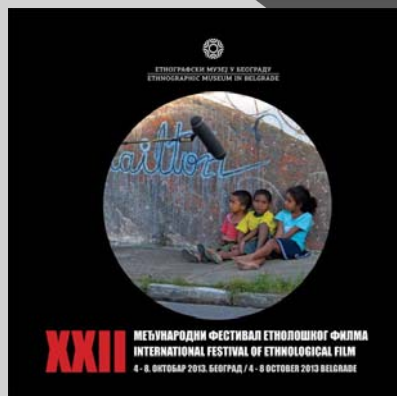
- ◉ EMF stimulates networking and develops projects to foster exchange of information and good relations between museum professionals and museum volunteers and supporters.
- ◉ EMF has a long list of dedicated partners – most dedicated are winners, nominees and candidates in EMYA competition

Signing a memorandum of understanding with Swiss Museums Association



## INTERNATIONAL COOPERATION

- Active cooperation within professional organisations



Festival held in the Etnographic Museum in Belgrade, Serbia



PARTNERSHIP WITH EUROPA NOSTRA

Excellent promotion for cultural heritage is done by the President of Europa Nostra Placido Domingo



## Cross-marketing



Supporting each other to secure public support – EMYA candidates in the Gallo Romeins Museum in Tongeren, Belgium In May 2013



## Going out of museums



Museum of Broken Relationships; Zagreb, Croatia, Kenneth Hudson Award winner in 2011 travelled around the globe with their success story

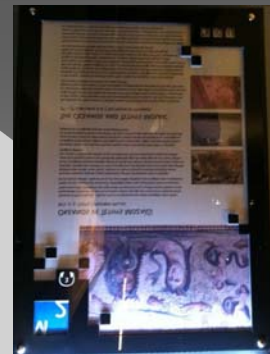


Coming closer to people – EMF recognises that quality in museums to attract audience

## EMF participates in the Ecultvalue project funded by EU



New technologies are used in museums in order to enhance public accessibility and participation



## Collaboration with IT developers – a new experience

ECULTVALUE FOSTERS COOPERATION BETWEEN MUSEUMS AND ICT SECTOR

Your experience and ideas are a valuable help for us



KRAN – an interactive patient developed by ART+COM firm for the Krapina Neanderthal Museum

## Ecultvalue



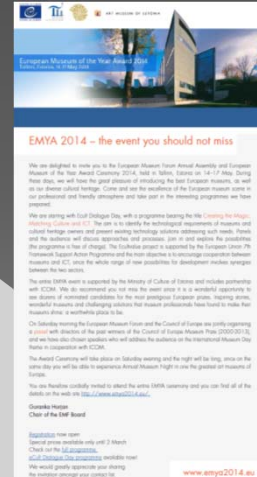
First Ecult Dialogue Day was held in Dubrovnik in cooperation with the Best in Heritage

## Examples we are looking for

- ◉ Exploring best practice models
- ◉ Sustainable technologies - lasting longer and with simple maintenance
  - ◉ Upgrading possibilities
  - ◉ User friendly
- ◉ Costs and benefits correspond

# DO NOT MISS THE OPPORTUNITY TO JOIN US AT THE NEXT EVENT IN TALLINN

PLEASE CHECK THE  
PROGRAMME OF THE  
WHOLE EVENT ON  
[www.emya2014](http://www.emya2014)








# THANK YOU FOR YOUR ATTENTION

Contact the EMF office:  
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c/o ICOM – International Council of Museums  
22 rue Palestro  
75020 Paris  
France

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Twitter: @museum\_forum






**MÁV AT PRESENT,  
ITS ROLE IN EUROPE,  
ITS DEVELOPMENTS  
PLANNED  
AND  
ITS COMMITMENT TO  
RAILWAY  
PRESERVATION**

*Piroska Volentné Sárvári  
Director for Operation of Railway  
Infrastructure  
MÁV Magyar Államvasutak Zrt.*







BUDAPEST  
4 APRIL 2014

1



**MÁV ZRT.**

<b>Owner:</b>	State of Hungary
<b>Role:</b>	- strategic management of state-owned railway holdings - operation of railway infrastructure
<b>Length of rail network:</b>	7,500 km (of this, international corridors: 2,641 km)
<b>Number of stations and halts:</b>	1,490
<b>Number of employees:</b>	17,000
<b>Number of employees in the Group:</b>	38,000
<b>Number of subsidiaries:</b>	33



2



MÁV-START ZRT.

Owner:

MÁV Zrt.

Role:

- rail passenger transport (public service)

- haulage (MÁV-TRAKCIÓ Zrt.)

- maintenance & repair of railway vehicles (MÁV-GÉPÉSZET Zrt.)

Number of passenger vehicles:

3,227

Number of locomotives:

900

Number of employees:



14,500






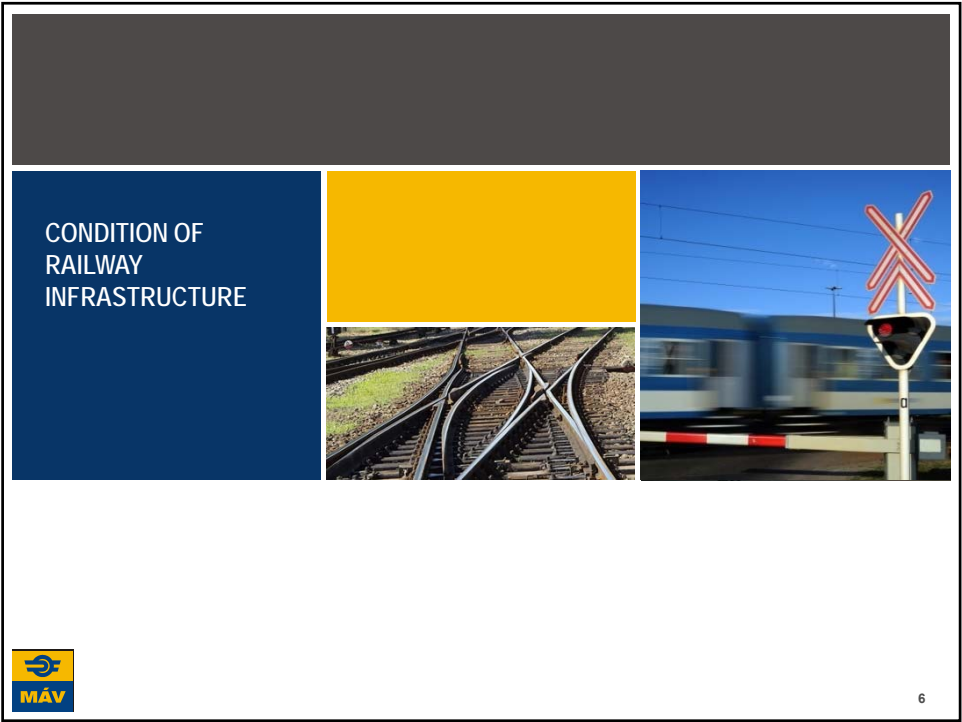
3

THE RAILWAY  
SECTOR IN HUNGARY





4





## CONDITION OF RAILWAY INFRASTRUCTURE AND ASSETS

- Every year 250 km of track must be rebuilt to maintain the 8,000 km network in good condition (assuming an average track life of 30 years)
- In the last 25 years the average rebuilt has been only 21 km per year
- The rolling stock has an average age of 33 years



### As a result:

- Speed restrictions are in place on nearly half the network
- 14% of the network is double track
- 35% is electrified
- The assets, improvements and installations (bridges, power supply, stations etc) are old, obsolete and sensitive to disturbances



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## THE REJUVENATION OF MÁV HAS STARTED



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## INVESTMENT IN RAILWAY INFRASTRUCTURE; RECONCILING THE MEANS WITH THE NEEDS

### The means

- Major refurbishment can only be financed with EU funding (capital investment through NIF, the National Infrastructure Development company, formerly by MÁV)
- Capital investment in advanced technology in the 7-year EU funding cycle will only have local effects, covering about 2% of the network
- Funding under the Integrated Transport Development Programme will be reduced by some 30-40% from the previous cycle

### The needs

- Improve the standard and competitiveness of passenger and freight transport
- Achieve consistent effects across the network
- Reduce sensitivity to disturbances
- Ensure financial and technical sustainability



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## CAPITAL INVESTMENT BY MÁV ZRT.

### Programmes to eliminate bottlenecks in the network:

- Elimination of speed restrictions
- Bridge improvement
- Track-doubling



### Electrification



Cooperation with third parties in designing and building intermodal facilities and in increasing the role of railway stations within their local communities

### Station upgrades (renovation)

**Pécs**

Kaposvár


Békéscsaba




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**CAPITAL INVESTMENT BY MÁV ZRT.**

- Railway automation, centralised traffic control




- Development of optical networks / GSM-R network






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**CAPITAL INVESTMENT BY MÁV-START ZRT.**


42 new Stadler electric multiple units from 2014




Manufacture of in-house-designed InterCity Plus carriages



Free WiFi in some 700 vehicles and at some stations from 2014




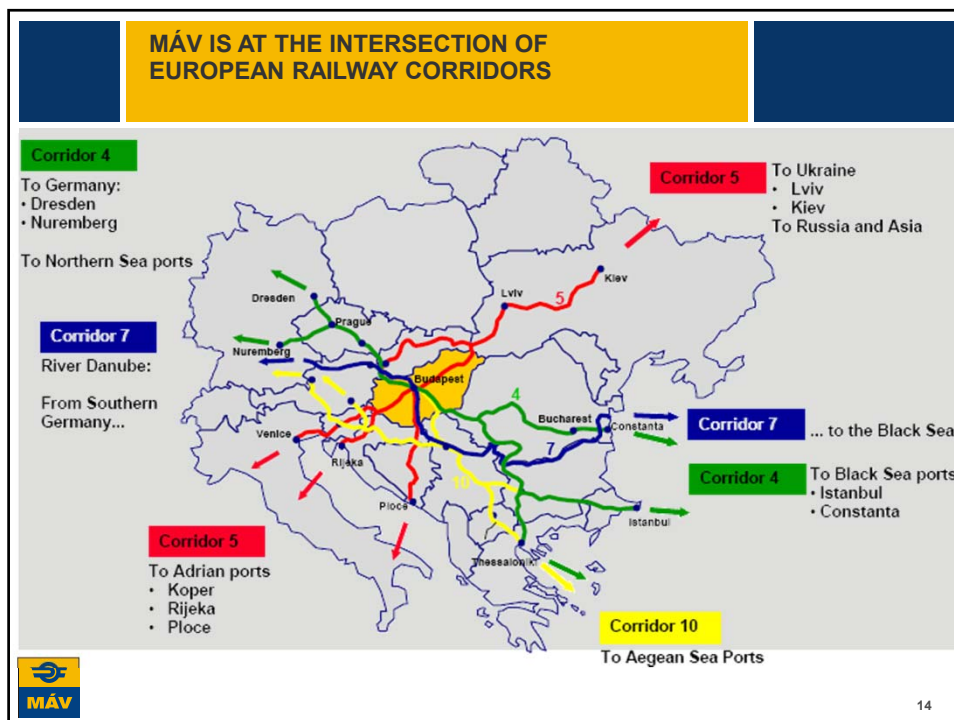

12



**MÁV AS A BRIDGE  
BETWEEN  
COUNTRIES  
AND  
ITS OTHER GOALS**









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THE PILLARS OF  
RAILWAY  
PRESERVATION


15

**PRESERVING HUNGARY'S RAILWAY HERITAGE**

**MÁV Heritage Committee:**

- Coordinates railway vehicle restoration and infrastructure preservation

**MÁV Nosztalgia Kft.:**

- Organises vintage train trips offering a range of dining and touristic experiences
- Functions as a railway operator with a fleet of some 100 vehicles



**Hungarian Railway Museum:**

- Opened in 2000, presenting the history of the Hungarian railways since 1846
- Deservedly one of Europe's best-known railway museums offering a wide range of interactive, hands-on activities


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### NARROW-GAUGE RAILWAYS THAT PROMOTE TOURISM AND AN INTEREST IN RAILWAY PRESERVATION

#### Budapest 's Children's Railway

- A world-famous 11 km narrow-gauge railway built in 1948 in the Buda Hills
- Provides railway training to children selected from the best students
- The pre-eminent constituent of the company's Corporate Social Responsibility



17

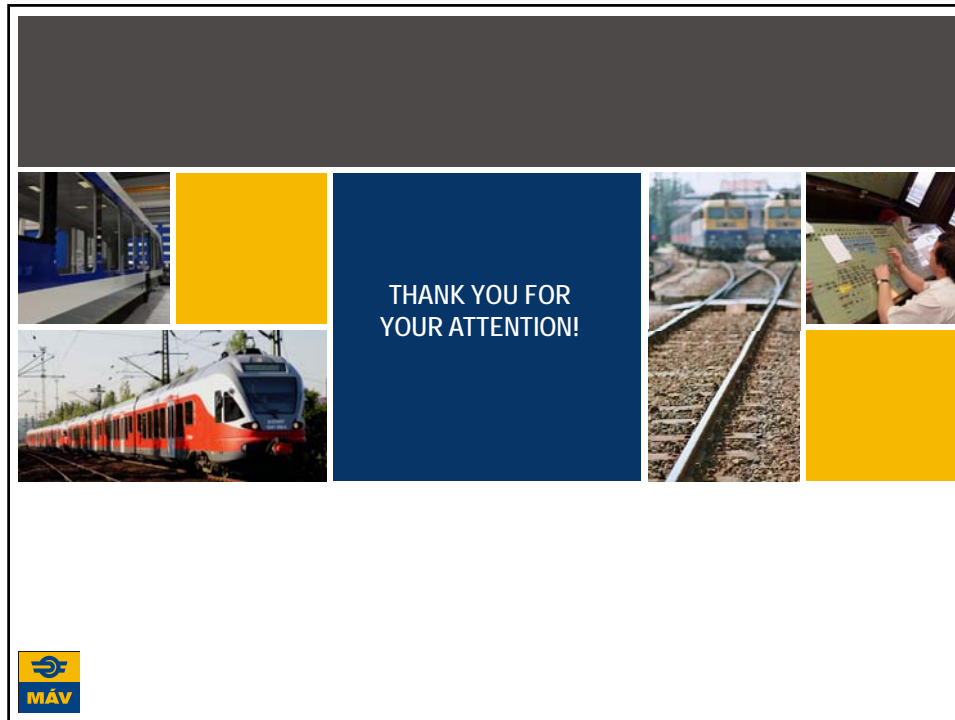
### NARROW-GAUGE RAILWAYS TO PROMOTE TOURISM AND RAILWAY PRESERVATION

#### Balatonfenyves Agricultural Railway

- Operation taken over by MÁV-START Zrt. in September 2012
- Scenic route very popular with railway enthusiasts and tourists alike
- A significant complement to the offer of the well-known tourist area of the south side of Lake Balaton



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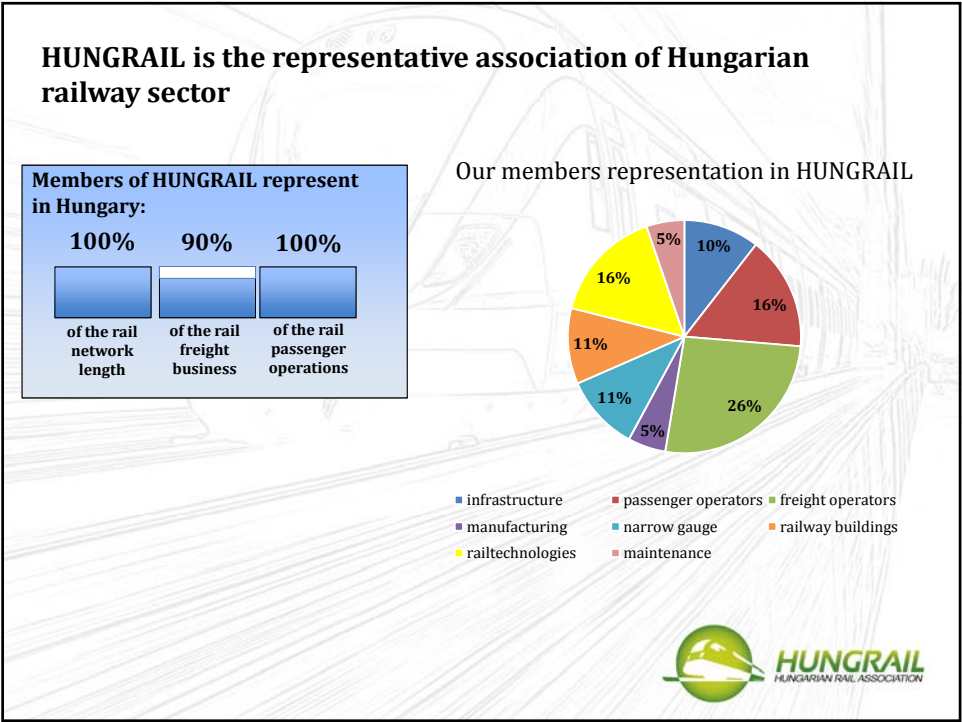
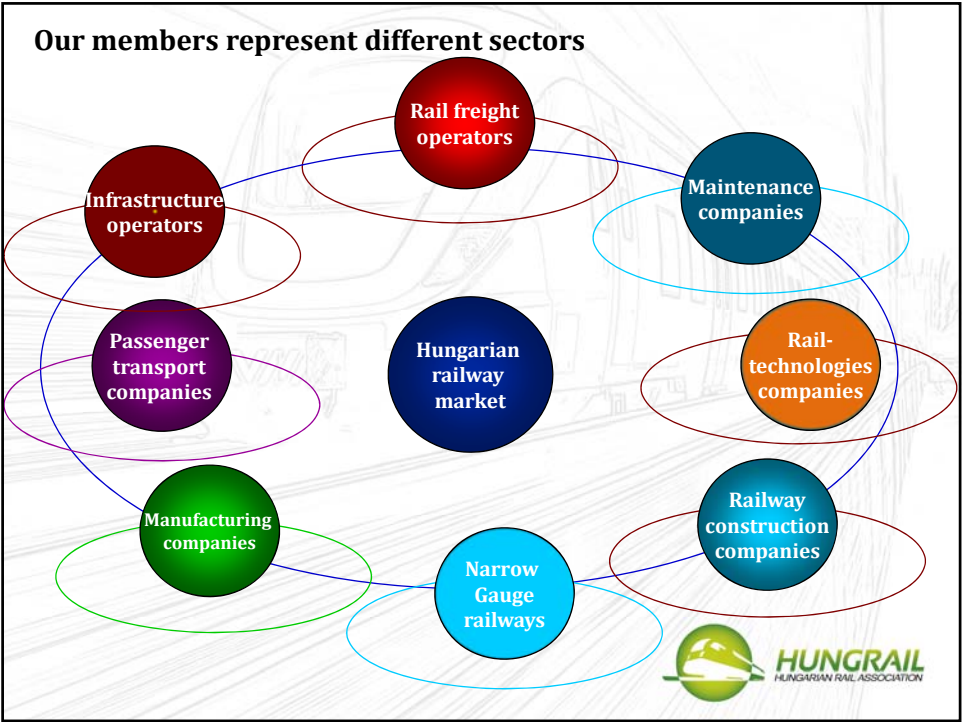




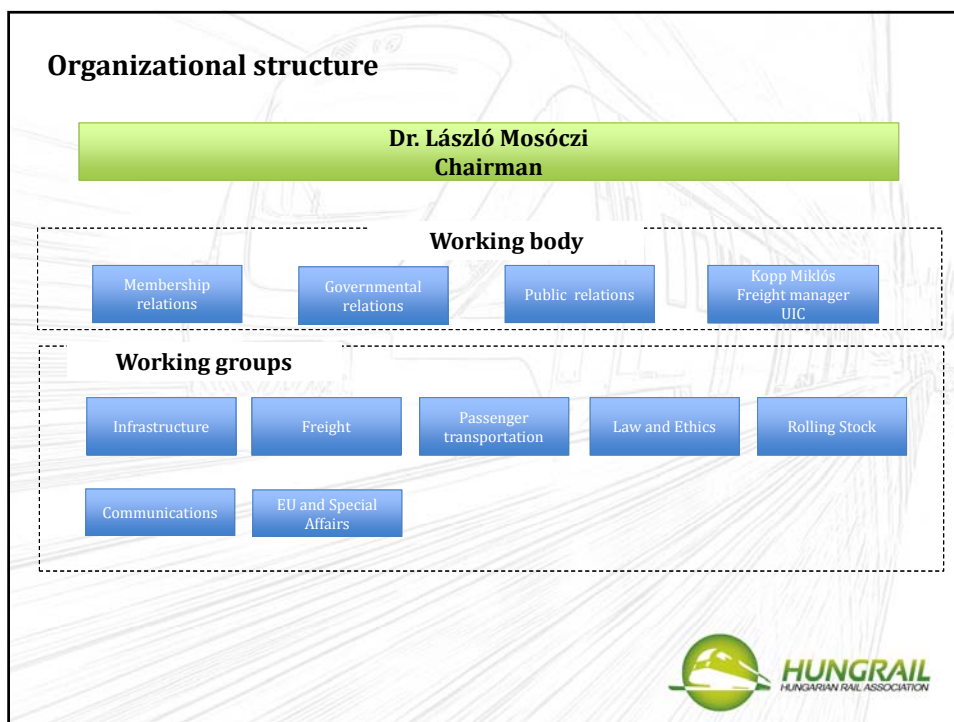
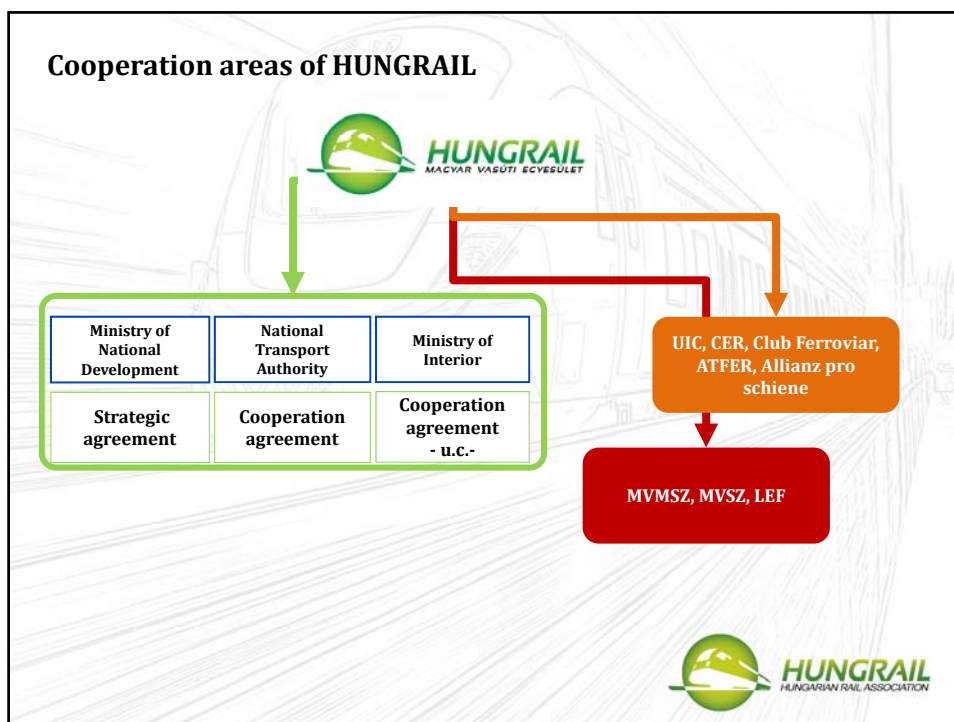
### Our aims

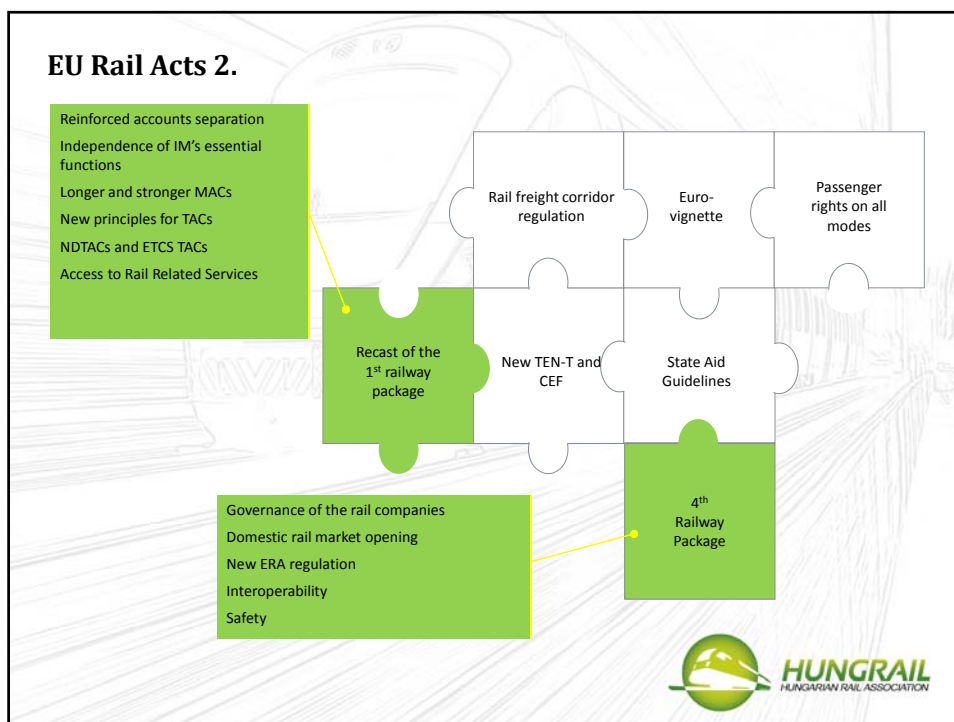
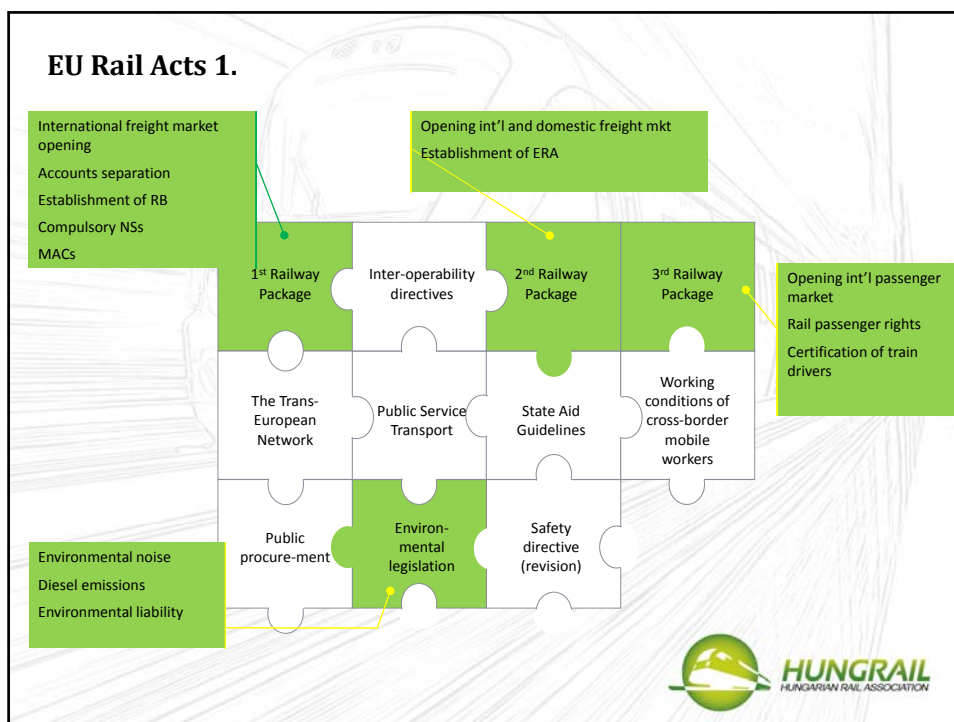
1. The Association aims to increase the competitiveness of rail transport sub-sector, taking into account the principle of sustainable development, the European Union's railway policy, legislation and other requirements to facilitate compliance with the Hungarian rail market participants.
2. To display and represent the common professional interests of the sub-sector, to help our members in professional and social networking activities.
3. Organizing volunteer programs to meet the objectives of the Association.
4. Supporting members as business entities by means of NGO-tools.
5. In order to attain these aims, the Association is ready to cooperate with every public, social economic and other organizations which may help the effectiveness of HUNGRAIL in representing the interests of its members, and the Hungarian Railway subsector.











### Why it is important to create a „new” Act on Railways?

- The deadline for the implementation of Directive 2012/34/EU ( recast) into Hungarian law is 16. June 2015. The object of this Directive is the procreation of the Single European Railway Area and to define the necessary requirements to be carried out by its recipients by the harmonisation of their actual railway law.
- The fourth railway package is under discussion as well, which includes a lot of radical changes.
- This changing legal environment makes the business activity of the railway infrastructure and of the RU-s equally more difficult.
- A „new” Act of Railways ( a new Act or a thorough modification ) is needed to achieve the short-, medium, and long term goals of the EU railway policies and of the National Transport Strategy



### The concept of the „new” Act on Railways

- To differentiate in the regulation for „big” railways and others (local, small railway, other else- for example: cable car)
- To create a transparent structure of operation
- Where possible to make it simple and flexible- as much as the requirements of safety allows
- To form an applicable framework for the fourth railway package





**In which areas can be improvement expected for our members of the narrow-gauge?**

- Differential rules
- Acknowledging the specialities
- Safety of railway operation ( vehicles, equipment, etc)
- Competence of railway employees
- Minimising bureaucracy
- Lifting the level of services
- Rationalisation of costs of operation



**Thank you for your attention.**





## FEDECRAIL – REPRESENTATIVE BODY STATUS WITH ERA

An update presented by Steve Wood – Chairman Heritage  
Operations Group

### Introduction to the Heritage Operations Group (HOG)



- HOG is represented by ten countries.
- HOG evolved from the Main Line Operations Group founded in Austria in 2008 from an idea by Livius Kooy.
- In Helsingborg in 2012 it was considered practical to merge with the Safety Working Group, and rename the combined working group the Heritage Operations Group, so HOG was born.
- Topics discussed are principally concerned with main line running on national railway systems, recently with particular emphasis on ERTMS, and the Train Drivers Directive.
- HOG meets at the Fedecrail Conference each year, with additional meetings as necessary.
- The current Chairman is Steve Wood (UK), and the Secretary Albert Wolter (L).

## The European Railway Agency (ERA)



- Located in Valenciennes France
- Coordinates railways across Europe
- A harmonised safety regulatory framework for railway undertakings
- A simplified vehicle authorisation
- A single European train control system. (ERTMS)
- To support the provision of railway equipment and services

## Albi (F) 2013



- HOG needs to find a practical and affordable solution to ERTMS to allow main line running of heritage trains on national networks.
- Suggested that a meeting is set up with the ERA.
- Brian Simpson MEP managed to arrange a meeting to be held at the offices of ERA in Valenciennes on 15th May 2013.



## Meeting with ERA 15<sup>th</sup> May 2013

- Fedecrail went in the spirit of mutual co-operation.
- Very positive reception from ERA representatives.
- Subjects discussed:
  - I. The organisation and aims of Fedecrail.
  - II. ERTMS practical and economic solutions for the continuing operation of heritage trains on national networks.
  - III. The Train Drivers Directive.
  - IV. SMS
- Two positive outcomes.
  - I. Invited to participate in the Train Drivers Directive questionnaire.
  - II. ERA suggested we apply for representative status.



## The Application

- The hard work begins.
- Many drafts, modifications, and fine tuning were circulated, and went backwards and forwards between various HOG members.
- 100's of emails exchanged.
- Draft submitted to ERA for comment. Very positive feedback with suggestions for improvements to improve our chances.
- Brian Simpson MEP checked and commented on the draft.
- President David Morgan signed the completed document on behalf of Fedecrail in September 2013.
- The completed application handed over in Brussels on 30th September 2013





## Success

- Several months elapsed before a decision was given.
- At the Railway Safety and Interoperability Committee held in Brussels on 29th and 30th January 2014 Fedecrail was granted the status of Representative Body of the ERA.
- **Notification:** On behalf of Mrs. Prout, I would like to inform you that at the Railway Safety and Interoperability Committee held in Brussels on 29 and 30 January 2014, FEDECRAIL has been formally granted the status of the Representative Body of the European Railway Agency, under Article 3 of Regulation (EC) No 881/2004.

Please, note that this decision has immediate effect.



## What the status means to Fedecrail

- We have a seat at the ERA table.
- We are an advisory body, and therefore have a voice
- ERA MUST consult with Fedecrail.
- We can sit on working groups of the ERA.
- There is an allowance for travel expenses and attendance at working groups which is met by the ERA .





## The Working Groups

- There are thirty working groups within the ERA, obviously all are not applicable to Fedecrail.
- HOG members held a meeting in Lille in March to discuss which groups we should seek to participate in, the headings being:
  - I. Safety
  - II. Conditions of Access
  - III. ERTMS
  - IV. Conditions for Maintenance
  - V. Training for drivers on heritage rolling stock
  - VI. Networking
- There may be more
- We need experts – You!



## Next Steps

- This was discussed at the HOG meeting in Lille.
- A further meeting with the ERA to discuss which working groups are suitable for us.
- Recruit Fedecrail members for delegates on the working groups. It is hoped that two countries per group will be represented.
- To keep Fedecrail members updated on progress at regular intervals.



## Conclusion

- This status can only be GOOD for Fedecrail.
- Thanks to all HOG members for their help in making this happen
- The application was very much a team effort.
- Myself and HOG would like to make a public acknowledgement to Brian Simpson MEP for his help and support during the application process.

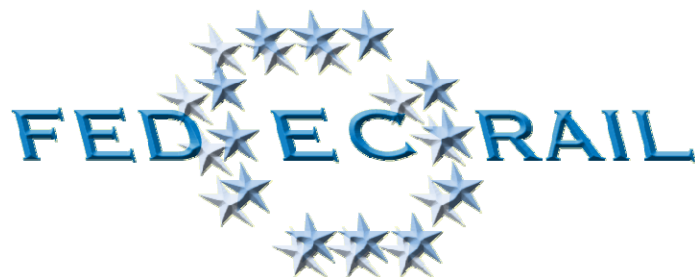


## Question or Comments?

Thank you for your  
interest

This is what it is all about





## **European Union Funding 2014-2020**

John Jones  
FEDECRAIL Funding Advisor

---

### **Funding Programmes**



- Horizon 2020
  - Life
  - European Territorial Cooperation ETC
  - DG ENT (Enterprise)
  - Structural Funds: Regional and Social
-

**Horizon 2020**

- Framework
  - 100% Funded
  - Up to 25% Overheads
  - Consortia
  - European Entities represented
- 

**Horizon Framework Programme 7**

- Framework Approach essential
  - Research and Innovation essential
  - Global Budget = €70.2 billion
  - Key words for Fedecrail
    - Smart, green and integrated transport
    - Inclusive, innovative and reflective societies including
    - Cultural heritage (cultural heritage of war)
    - SME business model innovation
  - Partnership, multinational and agency minimum 3 BUT usually at least 10
-

**Horizon 2014-2020****Ideas**

- Promoting sustainable mobility with special target group offers
  - Target
  - Strategies
  - "The last mile"
  - Target groups (viz handicapped)
- 

**LIFE**

- Essentially about the environment
  - Up to 75% intervention so other funding essential (Public)
  - Can be single applicant or [artnership
  - €3.5 billion
-

**DG ENT – Tourism**

- Reimbursement principle therefore full cost
  - Partnership or single
  - NEW – post-Lisbon Treaty legal competence of Tourism
  - Tenders only so no grant but at price
  - Service Agreement with Directorate General
  - Fedecrail engaged with DG Staff - Vice President Daffis
- 

**ETC – Territorial Cooperation**

- Successor to Interreg
  - €70.2 billion
  - Four Themes
  - Axis 1 Research Technology and Development RTD
  - Axis 2 SME Competitiveness
  - Axis 3 Low Carbon Economy
  - Axis 4 Environmental and Resource Efficiency
-

**ETD Central Europe – An Example**

- AREA Poland, Czechia, Slovakia, Hungary, Austria, Croatia, Slovenia, Italy (Parts of North), Germany, (Baden-Württemberg, Bavaria, Saxony, Thuringia, Mecklenburg-Vorpommern, Saxony-Anhalt, Brandenburg, Berlin)
  - Priority Axis 4 - Cooperation on transport and co-ordination of regional pax systems with special emphasis on peripheral regions.
- 

**ETD Danubia – An Example**

- All parts of EU that are in the Danube basin plus all Romania, Bulgaria, and non-EU Ukraine Transcarpathia and other oblasts, Serbia, Montenegro Bosnia and Moldavia.
-



**ETD – Cross Frontier**



- Partnerships: Vertical and Horizontal – Essential
  - Know your public authorities
  - See yourself as others might
  - Understand what the funding can be used for
  - Review your own budgets
-



## PREMIÈRES ACTIONS AUPRÈS DU SERVICE TOURISME DE LA COMMISSION EUROPÉENNE

Budapest le 04 avril 2014



European Federation of Museum & Tourist Railways

Fédération Européenne des Chemins de Fer Touristiques et Historiques

Europäische Föderation der Museums- und Touristikbahnen

## LOBBYING TOURISME / OBJECTIFS

- Représenter les chemins de fer historiques et touristiques
- Nous faire connaître des publics de la commission européenne
- Trouver des financements pour développer FEDECRAIL



## MOYENS ET TIMING

- Une démarche professionnelle
- Optimisation des moyens de FEDECRAIL
- Un bilan et des résultats espérés pour le congrès 2015 de FEDECRAIL



## POSITIONNEMENT

- Nous représentons FEDECRAIL sous les aspects liés au tourisme.
- Nous faisons part de nos réalisations
- Nous faisons part de nos projets
- Nous écoutons nos interlocuteurs
- A l'écoute de bonnes idées !



## PREMIÈRES ÉTAPES

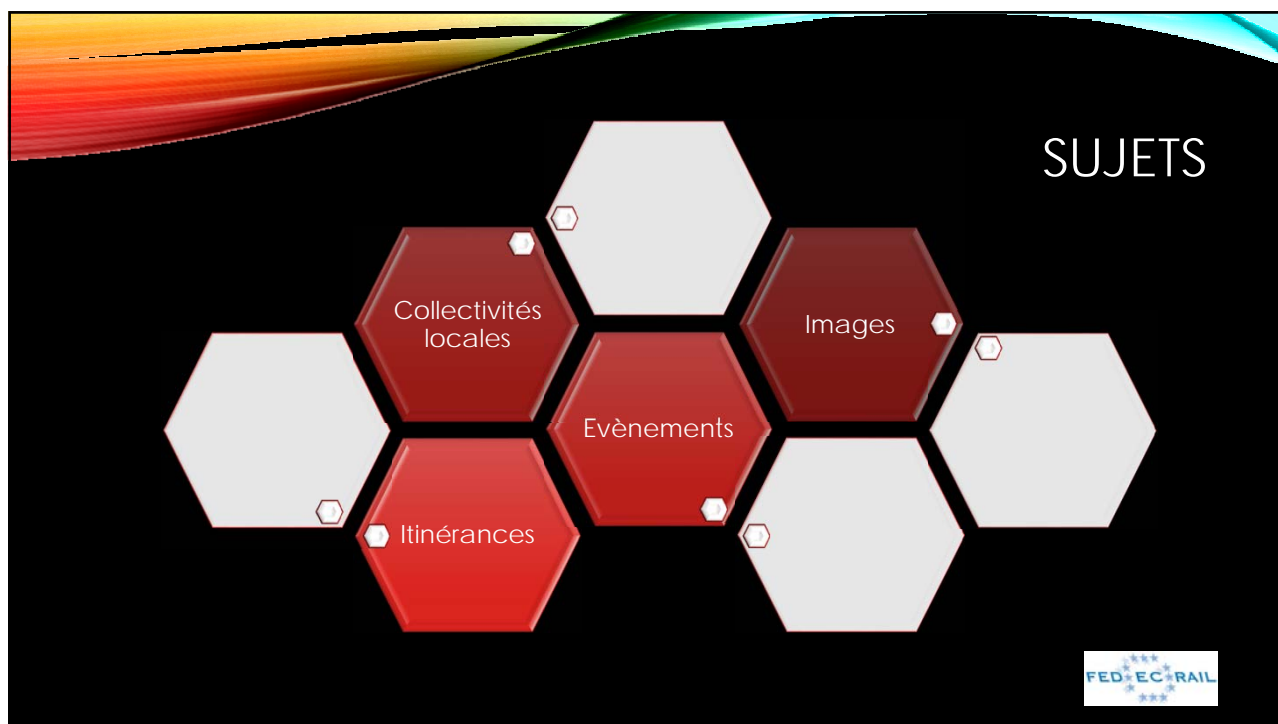
1. Recherche documentaire (Union Européenne)
2. Participations à plusieurs journées organisées par DG Industries
3. Rendez-vous / réunions
4. Identification d'opportunités



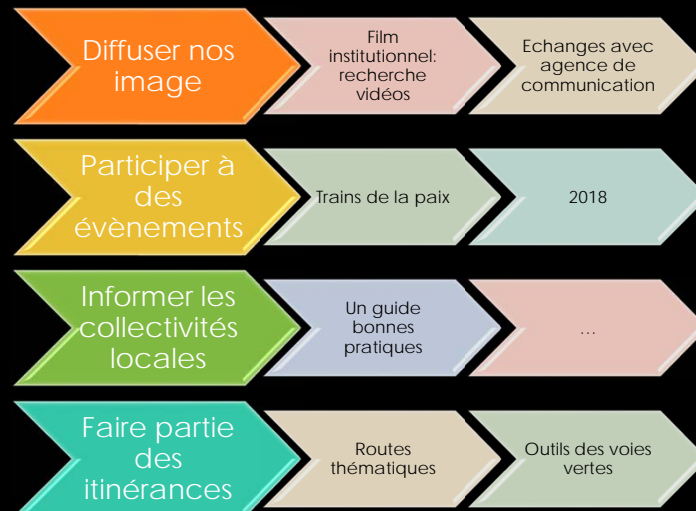
## LES RÉACTIONS DE DG INDUSTRIES

- FEDECRAIL et DG Tourisme : des petits nouveaux dans le tourisme !
- Nos interlocuteurs sont attentifs
- Nous apparaissions comme un secteur « concret et imagitatif » (dixit)
- Nos interlocuteurs se montrent particulièrement sensibles :
  - A nos relations avec les collectivités locales
  - A notre modèle économique
  - Aux aspects sociaux : emplois, bénévoles, patrimoine ....





## PERSPECTIVES / COURT TERME



## DATAS

- Nous devons disposer de données simples pour :
  - nous présenter devant les institutionnels
  - Informer sur l'évolution de nos activités : augmentation / réduction
  - Nous situer par rapport aux autres secteurs touristiques.
- A votre avis :
  - Les chemins de fer touristiques français sont-ils plus ou moins fréquenté que le château de Versailles – Louis XIV - ?
  - Les chemins de fer touristiques européens sont-ils plus ou moins fréquentés que Euro Disney ?

L'état de nos connaissances :

Nos données sont trop partielles, imprécises, insuffisantes

Nous appelons les fédérations nationales à accentuer leur effort de collecte





MERCI DE VOTRE ATTENTION



European Federation of Museum & Tourist Railways

Fédération Européenne des Chemins de Fer Touristiques et Historiques

Europäische Föderation der Museums- und Touristikbahnen





# FEDECRAIL

## Youth activities

Budapest Conference,  
4<sup>th</sup> of April, 2014

## Overview of the FEDECRAIL Youthcamp

- International yearly camps since 2007: *Sweden, Latvia, Germany, Hungary, Poland, United Kingdom, Austria,*
- Coming soon: 2014 – Netherlands
- 20 or more participants from all over Europe, from any age between 16 and 25. **Girls too!**

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## Overview of the FEDECRAIL Youthcamp

### Programme:

- Several sites visited through 10 days, at least two campsites, usually both urban and countryside settings
- Ideal mix of: **work** – **culture** – **railway** – **fun**
- Team spirit demonstration:  
<https://www.youtube.com/watch?v=rNu4-O3hgG0>

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## Benefits of the Youthcamp – for participants

- Learn about other preserved railways; seeing how they run and operate. Hands on experience and useful work!



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## Benefits of the Youthcamp – for participants

- Learn about the other participants: their experience and customs, food & drink.
- Get to know the history and culture of the host country and region!



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## Benefits of the Youthcamp – for participants

- Get to see parts of countries that one would not normally go to.
- Meet people who can give you ideas that help to operate your railway, and share ideas with other young people.



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## Benefits of the Youthcamp – for participants

- Meet new people out of the normal language comfort zone.



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## FEDECYOUTH

Using social media (private Facebook page) to:

- Help organise the camps
- Keep in touch with participants from previous camps
- Share photos, experiences, and do some networking!



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## FEDECYOUTH

Who are we?

- Adults working for the Youthcamp (Bruno Rebbelmund, Liz Fuller, Sten Erson-Wester)
- Participants of past camps

Guidelines:

- To make it easier to organise a camp as an „outsider”
- Professional help from previous organisers is also available.

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## Benefits for FEDECRAIL (and members)

- Press, (local) government attention
- International awareness of FEDECRAIL and railways participating in the camp
- Enthusiastic, high-skilled, volunteer workforce for a day or two at your railway!
- Upbringing of new, EU-wide generation of railway enthusiasts
- It is an investment into the future!

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## Future

- We are looking for:
  - great, adventurous, enthusiastic participants
  - host countries for 2015 and 2016!
- FEDECYOUTH will work to:
  - Set up a homepage in the near future
  - Take a step further :
    - Assisting the current organisers of the camp
    - Disseminating information / news
    - Keeping contact with participants of previous years
    - Unofficial, less formal level of contact between participants?
    - Solve some issues... (funding, concentration on some participants, etc.)

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# Thank you for your attention!

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