

## MINUTES FROM HOG MEETING LONDON – 26<sup>TH</sup> NOVEMBER 2016

*Meeting started at 10:00 with participants briefly introducing themselves.*

1. ETCS/ERTMS update from all countries.

*Participants declared the current status within their countries with the following highlighted.*

*In the UK the situation is going through a major shift change mainly due to a change in management. There is now a different approach from implementing ERTMS changed from a roll out over the whole network to implementation on a business case basis. SW estimated that the development in the UK had taken a step back by some ten years.*

*UK is still looking at rollout on East Coast mainline somewhere between Kings Cross and Doncaster as well as on the Thameslink going ahead with ETCS and automatic driving.*

*AD presented an excellent report on the subject of Danish implementation in reference to heritage mainline operations which is attached to the minutes as appendix 2. Danish government is in general still positive to heritage operation.*

*JS reported that the situation in Sweden has to some extent turned over as the commercial operators now are publicly questioning the benefit from ERTMS implementation nationwide. The response from the minister has been silence so far, but there might be a change in the Swedish approach.*

*TD reported France is also turning over to a business case implementation rather than nationwide and prognosis is that 1000 km will be equipped with ERTMS level 2. This will mostly be on the high speed lines particularly Paris to Lyon where there is perceived to be a capacity benefit and unlikely to affect heritage operations. The more interesting case is for Marseille to Ventimiglia where the stock is more or less captive to the line. SNCF are proposing to develop a simplified version of ETCS for the diesel sets that work north of Nice but are maintained in Marseille and for the yellow plant and engineering trains. They would be willing to share this solution in other countries.*

2. Presentation on ETCS/ERTMS as given to HRA Main Line Committee

*SW mentioned that Network Rail had made a presentation to HRA regarding ERTMS. As the presentation is 40 slides, the meeting agreed that the slides shall be included as an appendix to the minutes. Please see appendix 3.*

3. Heritage wagon operation on main line as highlighted by Norway

*Due to an issue highlighted by Roar Stenersen, from Norway the meeting had a discussing regarding heritage freight cars in reference to EU demands for ECM for freight vehicles.*

*AD pointed out that FEDECRAIL could help in terms of describing what a heritage vehicle is in order to make discussions easier.*

*JS referred to item 6, first line, in the agenda for the meeting meaning that this is exactly what is meant by that idea. (Please see item 6 for more).*

#### 4. 4<sup>th</sup> Railway Package

*IL gave a brief review describing contents within the 4<sup>th</sup> railway package. FEDECRAIL has made comments to the ERA on the draft implementing act. Please refer to Appendix 4.*

- Discussion on wording “member states **MAY** exclude”

*JS reported that from a Swedish point of view it would be preferred that the word “should” be used instead of “may” as the Swedish NSA has had legal issues with the wording. IL reported that the wording came from the EU directive so it was not possible to change the wording. So FEDECRAIL has made the point to the ERA that the draft implementing act should also contain this exclusion.*

- Report on Vehicle Authorisation as discussed at two-day workshop at Lille attended by SW and IL, including discussions with Josef Doppelbauer and Pio Guido from ERA.

*SW and IL briefly reported. Positive discussions were held with Josef Doppelbauer, who said steam locomotives may be able to be considered as a single entity. If a vehicle is altered it may be necessary to re-authorise it, this includes retro fitting with ERTMS. This will be either through the local NSA or ERA. Technical files will need to be created.*

- IL to attend the next three-day workshop at Valenciennes to finalise the enabling act.

*TJ kindly offered to present an additional participant from UNECTO in order to assist IL. This was **agreed**.*

#### 5. Meetings attended

- GRB Plenary – SW to report
- GRB Core – IL to report.

*FEDECRAIL is continuing attending this meeting mainly present IL and SW. IL pointed out that it may not be necessary to attend every meeting. AD pointed out that if some brief information would be sent out to members, it would be appreciated. IL agreed that we would report when there was something of interest to say to the members. At the moment our value in attending the meetings is so that we are not forgotten*

*SB reported from meeting regarding ERTMS in Valenciennes. The ERA is proposing to fix the base line at 3.6.0 for the roll out of ERTMS Europe wide and that they will approve each track side installation but only from an interoperability point of view. The NSA will still approve the installation. ETCS is not backwards compatible so until all installations are brought up to 3.6.0 and all trains are equipped the system will still not be interoperable. In addition, the local NSA may approve national features*

*such as Denmark requiring level crossings to be shown on the planning area, again rendering the system non-interoperable.*

6. Future Actions.

- Proposal to ERA regarding a separate document handling heritage operations

*Meeting discussed possibility to talk to ERA regarding exemptions from certain things, like ECM for heritage freight cars.*

*Meeting agreed that it is a good idea and it was decided that SW, IL and JS picks up the discussion and get back to HOG-members.*

- Attend GRB plenary in Brussels on December 15<sup>th</sup> of particular note is the election of a Chairman, and the CER website of which we can contribute and review.

*SW reported that there is a rotation of chairman coming up and that FEDECRAIL will be present through SW and IL in order to show support for Andy Doherty, who is the present chairman and positive to heritage operations.*

- NRB meeting in Lille. This is the first time we will have attended this

*SW and IL will report back to HOG.*

- Working visit to ZLSM NL on December 12th with Andres Wedzinga and Olaf Mette (ERA) principally to discuss the Train Drivers Directive.

*SW and IL will report back, along with Andres W.*

7. Report to main Council meeting.

*SW and JS will report to Council. (Note: done nov 26)*

8. Any other business.

*AD asked about the report from questionnaires regarding national rules, from heritage railway customers as well as the questionnaires from use of coal. It was decided that SW and JS should address these questions to the board. (Note: done nov 26)*

*RD reported that a steam loco in Belgium currently is at a workshop in order to investigate how to equip it with ETCS/ERTMS and that there is still no mainline heritage operation in Belgium.*

9. Calendar and actions for next year.

*Next meeting in Antwerp along with conference/AGM.*

*Meeting was closed by chairman SW at 13:00.*



## Appendix 1, Participants

Anders Dorge	(AD)	DVF-Denmark
Anthony McDiarmid	(AMD)	APPFI-Mora la Nova
Ian Leigh	(IL)	Vice Chairman, HOG
Jonas Svartlok	(JS)	Secretary, HOG/JHRF
Jordi Sasplugas Deu	(JSD)	APPFI-Mora la Nova
Peter Deuss	(PD)	ZLSM
Roland Bol	(RB)	MRO
Rik Degruyter	(RD)	FEBELRAIL
Stuart Bamforth	(SB)	FEDECRAIL
Steve Wood	(SW)	Chairman, HOG
Thomas Joindot	(TJ)	UNECTO