

## Minutes from FEDECRAIL Heritage Operation group meeting 5<sup>TH</sup> October 2018, starting at 15:00

### Present:

Roland Bol, MRO

Olivier Broy, Train 1900

Rik Degruyter, FEBELRAIL

Ian Leigh, FEDECRAIL (Vice Chairman HOG)

Jaap Nieweg, FEDECRAIL (President, up to and including point 3)

Peter Ovenstone, FEDECRAIL (Up to and including point 3, from and including point 5 to 7)

Anders Svensson, JHRF ("Vice secretary" HOG)

Andres Wedzinga, HRN

Steve Wood, FEDECRAIL (Chairman HOG)

Albert Wolter, AMTF, Train 1900

### 0 Introduction

Steve Wood welcomed to the meeting. He had some introductory things to say: There was a problem with this meeting on Friday afternoon that was placed on this day because it was thought that Jonas Svartlok would be occupied by board meeting on Saturday morning and then could attend if the meeting was on Friday. But he could not come to Luxembourg anyway so one might have had the meeting on Saturday morning. Anders Dørge, Anders Johansson and Thomas Joindot will be on the Saturday meeting so they can be informed of what was being discussed at the meeting. This is a slightly different meeting with more discussion of the group's policy. The group endorsed this.

### 1 HOG roll and Terms of reference

Steve Wood started circulating a document with these data. Jaap Nieweg pointed out that FEDECRAIL started a technical commission 24 years ago, then with 60 % of participants from those with heritage railways, which later became HOG. It's important to talk about heritage trains both on state and private railways. What is being discussed concerns both, for example, environmental issues. Rik Degruyter pointed out that security management systems were taken over by the NSA for heritage railways. A new law in Belgium is about "order issues" on railways, and heritage railways are not included because they are not considered railways in this law – but risk management in the safety management system is subject to requirements for them.

Steve Wood wondered if the group should address this proposal for terms of reference? Rik Degruyter and Andres Wedzinga considered it to include all heritage trains. Ian Leigh emphasized the need to cover all that concerns heritage trains. There is a message from Kees Wijnobel from June 10 with this document. A draft based on this can be sent to the Board. Jaap Nieweg agreed that it is a

good way forward to work on this proposal and later send it to the board. The group **decided** on this procedure.

## 2 Fourth railway package

Ian Leigh began with the general impression of this package being of great urgency, so you can't make changes. ERA has discussed what to do with the NSA in the future. The work to do from now is that issues about heritage trains come in the implementing rules and that is the best we can get – he has seen this but can't find it on the website. Andres Wedzinga told us that there is a good Dutch website [www.saferail.nl](http://www.saferail.nl), which contains all EU legislation. Ian Leigh recommended to get TUV updates and check them out. Andres Wedzinga told us that in a presentation from the Netherlands, NSA had been informed that changes were being made. Ian Leigh pointed out that there are two choices for applications and that is to use ERA or local NSA. No infrastructure manager is involved in this. However, it will become an infrastructure register.

Jaap Nieweg announced that he will talk to Josef Doppelbauer about this; among other things, the possibility of using pilots will not be included in the directive and it is relevant to be involved in the translations of the countries. Andres Wedzinga pointed out that translations are made by the European Commission who don't know about railways. Rik Degruyter wondered if the directives were written by the European Commission? Andres Wedzinga replied that they are always written by the European Commission – ERA makes the TSI's. You need to contact the European Commission about this. First, existing directives will be developed, 2019 will be the EU elections, so you should list a list of things to be discussed with (the new) EU Commission. Ian Leigh wondered who to contact? Andres Wedzinga replied that there are representatives appointed by the Commission and that is why those are discussing. You have to find the right people to talk to. Steve Wood wondered who could take this contact? It was **encouraged** by Jaap Nieweg to contact the European Commission.

Ian Leigh pointed out that fees for the new regulations, etc., need to be investigated. Steve Wood pointed out that an investigation of members' problems is needed. Ian Leigh pointed out that ERA needs to get money for more staff and therefore there will be more fees. Andres Wedzinga pointed out that many people are required to do this, but it's not about legislation. Ian Leigh pointed out that most license applications will still be to the NSA. Andres Wedzinga wondered how many people need certificates for cross-border traffic? Ian Leigh et al. pointed out that at least some need it.

Anders Svensson reported that JHRF participated in a commission of inquiry commissioned by the National Infrastructure Manager, Trafikverket, to undertake the Government's implementation of the fourth railway package's impact on heritage trains on the state track and then especially about ECM. However, ERTMS was only voluntarily negotiated. The federation has experienced that it

became a good report and Anders Johansson has translated the report's conclusions and sent to HOG's management. Steve Wood thanked for the information received about this Swedish investigation report. Ian Leigh pointed out that ETCS, which is a European standard, has many integration problems – working with the equipment of the track is not always easy. He is experiencing ERTMS as a solution looking for a problem. Rik Degruyter pointed out that it is also because of the rail industry that equipment is not interfacing correctly – it is the rail industry that lobbied against the ERA to introduce this. Steve Wood pointed out that the problems according to Anders Johansson are about financing the equipment. Ian Leigh pointed out that national governments should pay. Andres Wedzinga told that in the Netherlands, the government pays for the heritage train's equipment. Anders Svensson said that in the proposal for a national transport plan 2018-2029, Trafikverket proposed that they could provide contributions to ETCS equipment to supplement EU contributions, but this part was cancelled by the Swedish government when adopting the plan.

### 3 Group of Representative Bodies (GRB)

Steve Wood pointed out that there is a plan for circulation to members for the GRB meetings. There are many meetings and if you want to attend all of these, more people are needed. Ian Leigh pointed out that other organizations have paid staff who consults the members for the meetings – HOG needs a better way of reaching the members before the meetings. Roland Bol pointed out that many people need to read and hopefully understand the information ... Ian Leigh pointed out that the majority of those who are attending these meetings are only interesting for those who have extensive and daily operations - those who sign up for this group get two to three docs each day and they read some. If you participate in these meetings, the best way to keep informed is to continue, otherwise participation will only take place when you have questions. Roland Bol suggested trying to find the interesting questions and push them, but it is possibly difficult. Steve Wood pointed out that sometimes there are surprises: when lighting came up, it turned out to include methods that heritage trains uses and also noise rules affect the heritage trains. However, we need to involve more people. This fits into FEDECRAIL's strategic plan.

Jaap Nieweg emphasized that one has to ensure continuity and must study the real problems and try to solve them. You need to collaborate more about the problems and ask who can handle them. You can check what extra costs it will be and FEDECRAIL needs financial support for this – it will not increase membership fees. The same problem exists in many countries. Rik Degruyter pointed out that there are many different solutions in different countries, which is not good for the EU. In terms of funding, the point value (EUR per point) for member points has not increased much for many years and this should be increased. Jaap Nieweg agreed to this, but you also need to check funding from others, even directly from members. A new way of thinking is needed. We talk a lot about papers now instead of vehicles, infrastructure, etc.

Steve Wood wondered how to get more people to engage? Andres Wedzinga replied that volunteers are rare everywhere. It becomes difficult to solve all the members' problems, regional contacts are needed, and trying to organize this, but ERA pays travel and accommodation for participation in their meetings. The structure is about engaging people from several levels and it can be through e-mail contacts, but the need for some physical meetings gives costs. Jaap Nieweg replied that he will look for ambitious people and intend to achieve the goals supported by national governments and railways. He has contacted them in the Netherlands to get what is needed, but it often differs from what the commercial railways want. One should also be more open to their support. Andres Wedzinga pointed out that it also applies to talking to small operators who have the same problem – they can be allied. Rik Degruyter pointed out that in Belgium the heritage trains are not exempt from safety requirements even though they are not considered railways...

Steve Wood pointed out the particular problems in and from Britain through Brexit, where the "hard" do not want any contact with ERA and he feels very uncomfortable with this. He considered the possible need for a new HOG chairman for this. Jaap Nieweg pointed out that environmental issues are global and they also need UK management. Andres Wedzinga pointed out that the UK does not seem to be aware of its membership in OTIF, which also includes the EU, and that regulations come through them. OTIF members who are not in the EU have an agreement with ERA. All OTIF countries are also FEDECRAIL countries. Ian Leigh liked to hear this. Roland Bol noted that HRA is in FEDECRAIL and is it going to continued its membership after Brexit? Rik Degruyter wondered if there is a majority in the HRA Board to remain in FEDECRAIL? Peter Ovenstone replied that one wants to stay and FEDECRAIL : it is not an EU organization. Jaap Nieweg pointed out that with new members of the board in national member organizations, they ask what FEDECRAIL does. You must explain this and what you want the members to do. It is about listening for relevant problems and the extra annual meeting October 6<sup>TH</sup> is about this. Rik Degruyter pointed out that this is important and important for FEDECRAIL to do. Jaap Nieweg emphasized that there is much more common European problem nowadays. The conferences provide many ideas and solutions.

Steve Wood pointed out that it was a very successful meeting with Josef Doppelbauer - will it be a new meeting with him? Jaap Nieweg replied that it would be, and happily, earlier than planned - to help ERA with information about national legislation.

#### 4 Share operational best practice between members

Roland Bol wondered if there is anything to say about this? Ian Leigh replied that there is not yet, but it could be a lot to say. Andres Wedzinga pointed out that he was talking about this in Austria and there are many questions from countries that are new to museum trains such as steam. One has to wait until the development of rules becomes more clear. Roland Bol pointed out that there are questions about this, for example education issues, and the Swedish national organizations have safety seminars for information exchange. Some countries do not have the critical mass for their own

discussions and they may be more dependent on HOG. Ian Leigh pointed out that they could come to HOG and ask. Roland Bol pointed out that you can have knowledge documents, but also informal contacts and you may need contact information on many topics on the FEDECRAIL website, which may take several years to develop. Steve Wood pointed out that this resembles the HRA has and it can be developed into a FEDECRAIL counterpart. That's a good idea! Ian Leigh pointed out that, however, there needs to be a voluntary...

5 Monitoring of future legislation

Not treated.

6 Can the members of the working group take on tasks?

Roland Bol noted that more people needed, but how to recruit and educate them? Steve Wood agreed on the challenge to do this... Roland Bol pointed out that recruiting from members and their members and he has informed about this at the previous weekend's MRO meeting. There may also be students studying EU laws and may need essay dissertations. Steve Wood thought this was a good idea. Rik Degruyter pointed out that it is usually the same people who do everything in all organizations. Roland Bol did not agree with this – one might find people interested in most things. It can be somebody who is not (so) active, but it is important to know what they are interested in. But there is a problem communicating through multi-level communication.

Peter Ovenstone pointed out that job descriptions are needed that can be placed on FEDERAIL's website - people can be found on this route. He has included job descriptions in newsletters that completely "unknown" have read. It is important to test information via the Internet. Steve Wood et al. thought this was a good idea. Roland Bol pointed out that it is not certain that the right people read the FEDECRAIL website because it is also about spreading it to other sources. Peter Ovenstone pointed out that it may be UIC and others. Steve Wood also saw the need to do something for *Update*. Peter Ovenstone emphasized that then someone has to read it. Rik Degruyter pointed out that one should also join Facebook and others. This will be addressed by the press officer. Roland Bol wondered who it is? Rik Degruyter replied that Ingrid Schütte is the press officer. Andres Wedzinga pointed out that a structure is needed and that the secretary needs to take responsibility for the content.

7 Home page function

Ian Leigh pointed out that HOG needs a communication officer. Steve Wood pointed out that it has been talked about HOG pages on the FEDECRAIL website several years ago. Ian Leigh pointed out that one should look for people who can take on a special task. Steve Wood pointed out that the e-mail like Jonas Svartlok sends out to 33 people and there may be some. Peter Ovenstone emphasized that the first step is job descriptions published on websites etc. Ian Leigh offered to sketch on these. Roland Bol wondered if HOG has a website? Ian Leigh replied that Heimo Echensperger has explained that there is the possibility of internal ones. Roland Bol wondered if it works more like Dropbox? Ian Leigh replied that it does.

Steve Wood saw three ways forward: job descriptions like Ian Leigh do, Jonas Svartlok can circulate information with a HOG mailing list and you can post information on a website. Andres Wedzinga emphasized that it is better to seek out assets in larger groups. Steve Wood wondered if it should be an own HOG website? Andres Wedzinga wondered what to put on this now, in addition to best practice, lists etc.? Roland Bol replied that it could be on the FEDECRAIL website, but not in three languages. Now there is nothing about HOG on this website and there should also be information about TG. The website can be used to circulate internal documents in a way that they are sent via e-mail. He is the webmaster of another website where there is no such extensive work and can be set up for HOG - it is important to come up with what and he wondered who is a webmaster? Peter Ovenstone replied that it is Heimo Echensperger with Ingrid Schütte as information manager for parts of it.

Steve Wood noted that opportunities exist, but who can look at this? Roland Bol replied that it was about recruiting them. Andres Wedzinga stressed that only when there is something to show on a website should it be one. Roland Bol pointed out that an example of content is a word list already available, where he has his own things to add and others can add correspondingly in other languages. Steve Wood pointed out that HOG should publish its own material, but needs someone to do it. Ian Leigh can make job descriptions. Andres Wedzinga pointed out that more "regulars" need more people – he has had contact with various NSA's and their international group ILGRI. There are limitations on how long surveys can be sent to the members. It is about finding someone who can work with the rules. Roland Bol emphasized that it would be good to find each national representative in ILGRI. Andres Wedzinga agreed to find people and structures to handle this. One should also be prepared for a fifth railway package ... Rik Degruyter told that VDMT won against German EBA in court...

## 8 ETCS general and updates from France

Steve Wood announced that he has not heard anything more about this.

Steve Wood wondered if there are any urgent questions to discuss with him? Andres Wedzinga replied that he asked some such questions to Jonas Svartlok – there are also questions to discuss with the European Commission. Refer to national rules if possible, but there are many detailed rules for certification. Exceptions to these are a mess and there is a need for interface between commercial railway operators and heritage trains. Rik Degruyter pointed out that many years ago, exceptions were sought for heritage trains, but now the exemptions work against us. Andres Wedzinga pointed out that heritage trains are not mentioned in the rules, instead “local” and “regional” railways – “If you do not receive contributions you do not transport people”. The train drivers directive is a mess and has national differences. There are other problems, among other things, by making regulations more detailed and all possible EU harmonization. In the Netherlands, detailed requirements are set, but a driver's license can be obtained with a simpler procedure in Germany, valid in the Netherlands. In addition, maintenance companies are not mentioned. EU regulation has thoughts about what it should support, but it is not in accordance with reality. Ian Leigh emphasized that the goal of EU regulations is to promote competition. Andres Wedzinga pointed out that it makes it more complicated – for the heritage trains... Ian Leigh pointed out that if there is a meeting based on Andres Wedzinga's emails, examples will be asked – how to get them? Andres Wedzinga agreed that it is a big job. You can check out the FEDECRAIL website where information about the members is available. You can give examples from the members. Ian Leigh agreed that a meeting with the European Commission is a good idea. Can they talk to Andres Wedzinga about this? Andres Wedzinga explained that it's OK for him.

Ian Leigh wondered what the group does? It seems to be working on best practice, GRB etc.

Rik Degruyter pointed out that there may be different introductions of EU rules in different countries. Steve Wood agreed on this ... He wondered if there are still no steam trains (on state networks) in Belgium? Rik Degruyter replied that it's not – there is an ETCS-equipped engine that is not allowed to run...

Albert Wolter said that in Luxembourg there is a problem getting in contact with their NSA – they do not want to be bothered ... Steve Wood pointed out that in UK there is a better discussion with NSA and they come to HRA with questions. They have more work with heritage trains than with the commercial ones. Some issues are delegated to the HRA. Ian Leigh proposed to put into contact the British and Luxembourg NSA. Roland Bol pointed out that in Sweden, it is more like in the UK with the

NSA contacts. Steve Wood wondered if they could drive a steam locomotive in Luxembourg? Albert Wolter replied that now you can't do it...

Roland Bol pointed out that he saw an email from Tomas Joindot about a UNECTO representative who intended to meet with ERA and that FEDECRAIL sent someone else instead. Ian Leigh replied that it was partly about lack of communication and that there could also be something about the translation of the email conversation. It was never a question of replacing him with someone else – he could also have come. Steve Wood intended to talk to Jacques Daffis before the extraordinary annual meeting about this – we want to get more people involved. Rik Degruyter recommended to specifically talk with Jacques Daffis about this. He will meet UNECTO soon and can inform about this question. There was also the issue that apparently nothing did happen with the Peace Train. Steve Wood intended to offer the UNECTO representative a vice presidency. Roland Bol pointed out that the email suggested that Ian Leigh was sent instead of this Frenchman, but apparently it was not the intention. Rik Degruyter emphasized that more cooperation with France can be benefited.

Anders Svensson said that the Swedish National Heritage Authority (Riksantikvarieämbetet, RAÄ) has been given a government mission to investigate the introduction of legislation for the protection of the mobile heritage. They are constantly cooperating with civil society in the form of *Transport History Network* (Transporthistoriskt Nätverk, ThN) – there have been a number of meetings, both across the network and by sections, where opportunities for commenting have been given. The impression so far is that they have done a good job. The report shall contain legislative proposals and be completed by the end of October. Sweden can become the second country in Europe, possibly the world, which gets law protection for mobile heritage. Steve Wood thought they would be interesting to know the results.

The meeting ended at 17:30.

ASv October 11<sup>TH</sup> 2018