

## Minutes from FEDECRAIL Heritage Operation group meeting 12<sup>TH</sup> April 2019, starting at 14:00

### Present:

Stuart Bamforth (GB)  
Roland Bol, MRO (SE)  
Rik Degruyter, FEBELRAIL (BE)  
Peter Deuss, SBM (NL)  
Anders Dørge, DVF (DK)  
Bruno Fleury, FEDECRAIL (Vice Chairman HOG), UNECTO (FR)  
Sébastien Jarne, Blonay-Chamby (CH)  
Anders Johansson, JHRF (SE)  
Ian Leigh, FEDECRAIL (Vice Chairman HOG) (GB)  
Pierluigi Scoizzato, FEDECRAIL (IT)  
Roar Stenersen, Norsk Jernbanemuseum (NO)  
Jonas Svartlok, FEDECRAIL (Secretary HOG) (SE)  
Anders Svensson, JHRF, ("Vice Secretary" HOG) (SE)  
Steve Wood, FEDECRAIL (Chairman HOG) (GB)  
Albert Wolter, AMTF, Train 1900 (LU)

### 1 Introduction, introduction of Bruno Fleury, New Vice President

Steve Wood welcomed and announced that notes had been sent out from the autumn meeting in Luxembourg – there was no comment on this. He thanked Bruno Fleury for having the opportunity to participate in the group – it is good with a participant from the French-speaking area why it is good that he accepts this. Bruno Fleury replied that this is the third time he is in the group and he will try to participate in the meetings. He is one of the vice presidents of UNECTO and there he handles heritage trains on the national network and he will also end up in Fedecrail's board. He thanked for becoming Vice Chairman of the Group. Steve Wood announced that the meeting would end no later than 17:00.

### 2 ETCS – position

Steve Wood began with this being things that have been going on for six months. Stuart Bamforth pointed out that what has been going on now is reviewing the lack of compatibility between installations and one can then change some shortcomings with ETCS, possibly by contacting other train operators. All projects are different, which also affects FEDECRAIL installations. One should not let the infrastructure managers and politicians take over the specifications. Anders Dørge announced that Denmark has not done anything new – a line is underway with ERTMS, but only with test trains. There are no yellow vehicles for this distance and the producers cannot provide locomotives with equipment. For the heritage trains, the report is clear, but not published - the signal program does

not want to publish it. It will be a workshop on risks by the end of April and you have also noticed the signal program on the French solution *Next EVC* and they will go to France and look at it. Steve Wood wondered if something has come out about grants? Anders Dørge replied that it is dependent on the report. Rich Degruyter pointed out that the solution is really simple, but the industry does not want it that way. Steve Wood told us that they not do anything with ERTMS in the UK now, except to close off ongoing projects. Stuart Bamforth pointed out that the problem is that the specifications are changing. Anders Dørge pointed out that there is always work with some national component that is going on. Roar Stenersen told us that a new name for Norwegian national operator NSB is *VY* and Chinese companies will install ERTMS in Norway until the summer, where a line and some yellow machine will be installed - he will be retired when ERTMS comes seriously in Norway. GSM-R does not have sufficient capacity for ERTMS installations.

### 3 EVC updated report

Steve Wood announced that Thomas Joindot sent a report. Bruno Fleury said that SNCF has the decision to have ERTMS level 2 on the entire system and wants the *Next EVC* to reduce costs. The Marseille–Vintimille section will be equipped 2024–2030 with ERTMS level 2. There will be two different systems, first with signals, then with ETCS equipment in the vehicles. The yellow vehicles are expensive to equip and the cost of installation is not sensible. You have to equip everything and *Next EVC* will be used to equip older vehicles, also heritage trains. An image of today's ETCS system was shown. Anders Johansson pointed out that *Next EVC* should be used for those vehicles that do not have to comply with the TSI. You switch from antennas and radar to GPS to get ambient data. Stuart Bamforth pointed out that possibly the equipment should include a French equivalent of STM. The transition between national train protection system and ETCS is managed in STM and one may have to stop the vehicle to change. Bruno Fleury pointed out that it is easy to install this system in heritage trains. Planning in 2017–2024 – it (starts) rolled out in the last year. Roland Bol pointed out that the project appears to hold the timetable until 2022, but that there is then a great risk of delays. Anders Dørge wondered which vehicles are not requiring TSI's? Anders Johansson replied that there are heritage trains, yellow vehicles, shunting vehicles and vehicles added before the TSI. Stuart Bamforth pointed out that a train equipped with this system cannot run on a conventional level 2 track. Pierluigi Scozzato said that in Italy you have to equip heritage trains with the easiest possible system with reduced speed. Steve Wood pointed out that Thomas Joindot is in place April 15<sup>TH</sup> for questions.

### 4 ECM position

Steve Wood said that he received emails April 11<sup>TH</sup> where it was announced that the ECM rules were voted through. Bruno Fleury pointed out that ERA wants ECM-regulated workshops, but in France it is a major problem for heritage train workshops, which cannot pay what this certification costs. Joseph Doppelbauer points to the possibility of exemption for heritage trains. Ian Leigh pointed out

that it has not given effect. Steve Wood pointed out that the recommendation is to address this with their NSA. Rik Degruyter pointed out that the German parliament decided to exclude heritage trains from EU security rules. Leaving this to the Member States may be like Belgium, where they do not want to see heritage trains on the national network. He pointed out that those who drive heritage trains in Belgium can become their own infrastructure managers and their own operators as a solution to accessing the network.

Steve Wood wondered if ECM is a big problem in Norway? Roar Stenersen replied that it has solved itself – one has now received five years of exemption from ECM. One should vote again on the fourth railway package. Anders Svensson said that in Sweden, the implementation of the fourth railway package has been postponed to July 1<sup>TH</sup> 2020. Anders Dørge pointed out that FEDECRAIL must grab this because NSA's are working differently. Rich Degruyter wondered if it was a good proposal to try to get exemptions for heritage trains in the same way across Europe? You can return to Joseph Doppelbauer about this. Pierluigi Scozzato pointed out that in Italy, all railway vehicles must be handled by a certified ECM workshop. Anders Dørge wondered who can certify? Pierluigi Scozzato replied that national workshops have this certification. Enthusiasts cannot themselves work on heritage train vehicles on the Italian national network. Bruno Fleury wondered if you should send a question to Joseph Doppelbauer and return with answers to the group? Steve Wood replied that it was a good solution. It was **decided** to take the issue of exemptions from ECM to Joseph Doppelbauer.

## 5 Report from Sweden

Anders Svensson said that the National Heritage Authority's report on the mobile heritage and a strengthened legal protection for this had been completed by the end of December. Transport History Network (ThN) was very pleased with the report and has only minor comments. He had translated the report's summary into English and sent it to HOG's chairman and the UpDate editor, who did not mention it in the latest Update. He had also sent a slightly abbreviated version with an introductory introduction and a conclusion with wishes to get information on whether there is legal protection for mobile heritage in other countries as an article to the international industrial heritage network TICCIH's newsletter *Bulletin*. The newsletter editor had announced that he intended to publish the article. It was **decided** to send out the English-language summary to HOG.

Anders Johansson pointed out that the Swedish Transport Administration (Trafikverket) also wrote a report on heritage trains in the fourth railway package. It says that nothing in the fourth railway package really refers to heritage trains. Anders Dørge wondered if you could thus exclude heritage trains? Anders Johansson replied that the Swedish Transport Agency (Transportstyrelsen, Swedish NSA) does not say so, but the Swedish Transport Administration wants it. In addition, the Swedish Work Environment Authority (Arbetsmiljöverket) has introduced requirements for certification for EUR 5,000 for firemen's, including requirements for digital control systems. A limit of 2 kW power

was set for exceptions to these rules, but steam locomotive has much more. JHRF has started collaboration with a company that is doing this to solve the issue. Johan Vinberg has worked on this and he will be present later. Inspectors can still not what they should inspect ... The important thing is to check out the training for firemen's. Rik Degruyter pointed out that in Belgium, the fireman is not part of the safety.

## 6 Fourth railway package

Ian Leigh pointed out that this package is translated into law and eventually comes. One-Stop-Shop (OSS) comes, but it may take a few years. Steve Wood pointed out that there is something more to do. You have to take out what is important. Bruno Fleury pointed out that it will come in France in June next year, but many countries have not arranged translation, while a number of other countries are ready. Ian Leigh pointed out that it is incorporated into national law and should be incorporated. In some cases, you must apply for a permit via the OSS, in other cases via its national NSA. Anders Dørge pointed out that if the application concerns more countries, the respective national NSA should be mixed in. Steve Wood was **commissioned** to continue to guard the fourth railway package with Ian Leigh and Bruno Fleury.

## 7 HOG's structure/changes

Steve Wood announced that the secretary and vice chairman functions are being switched between Jonas Svartlok and Ian Leigh.

Steve Wood announced that no one has complied with the requested official information - there is a need for several to set up communication tasks, etc. Ian Leigh told us that this was up in the FEDECRAIL board and Heimo Echensperger had an idea of writing job descriptions so that it could attract someone completely outside HOG. After the conference, a HOG newsletter will be published on the website.

## 8 HOG's webpage

Ian Leigh continued that HOG wishes a webpage manager (a webmaster and one who provides the webpage with content) and one who communicates more actively with the members – it has been asked for HOG contacts and it is desirable to get more contact between the meetings. A manager who checks which one to have contact with is needed and also someone who checks which legislation is going on. It is an advantage for these managers to speak English. Steve Wood wondered

if that's the right way to go? Anders Svensson replied that this was the group's opinion at the last meeting. Ian Leigh pointed out that he has some ideas, eg to get all the documents you get from ERA on the webpage.

## 9 Communication with members

Jonas Svartlok pointed out that the biggest problem is getting the information to trickle down towards the members( members) and you need to find other ways. Anders Dørge agreed on this - *Update* has become shorter, but still may not be as relevant to the members. It is not that easy to translate it, but it would facilitate the spread. Steve Wood pointed out that the anniversary news letters were good. Anders Dørge wondered how they are spread? Steve Wood replied that they would be disseminated through the national organizations. Anders Dørge wondered if the group followed up on what it came up with, for example about the cultural heritage year 2018? Jonas Svartlok replied no one takes up the ball. Anders Dørge pointed out that you will then lose it.

Jonas Svartlok wondered if you could use social media? Steve Wood pointed out that he cannot. Jonas Svartlok pointed out that he can. Anders Dørge pointed out that social media is not good for following up cases. And the managers are still not set up ... Steve Wood pointed out that HOG may be able to do this in cooperation with the Tramway Group (TG) - they also need such solutions. Roland Bol pointed out that with lists, there is a risk that something will not happen and some things do not trickle down, for example about legislation that prevents. Steve Wood pointed out that this is an interesting question – many members of national organizations wonder what it will be for all the money for FEDECRAIL. Roland Bol pointed out that he presents the FEDECRAIL issues at MRO meetings. One might need to broaden the business to what was before the EU, for example to manage boilers, water quality and so on – to exchange experiences. He sees the website as a possible knowledge bank.

## 10 Meetings attended and associated reports

Bruno Fleury and Ian Leigh announced that they have participated in GRB and NRB meetings. Bruno Fleury said that it was a meeting with ERA March 14–15<sup>TH</sup>. For the work with the fourth railway package, 200 people need to be recruited and they have received 30 files for certification. For all Member States, license applications must be submitted to ERA.

## 11 Meetings to attend including division of workload

Bruno Fleury said that the new Commission is preparing for the TSI because the Member States do not have the same speed. ERA works with the various NSA's on a similar standard for reporting accidents. It is important that everyone talks about what happened after accidents – ERA sent a group of experts after the accident in Denmark (on the Stora Bält bridge). Steve Wood insisted on continuing to participate. The next GRB is June 20<sup>TH</sup>, NRB is July 9<sup>TH</sup>. One should also meet Joseph Doppelbauer and Christian Reisch. Steve Wood pointed out that there may not be much to deal with Joseph Doppelbauer. Anders Svensson pointed out that, according to point 4, there was an assignment to address the issue of ECM exemptions. Steve Wood wondered if anyone can attend the ERMTS conference in Valenciennes October 15–17<sup>TH</sup>? One should go a few at this conference and some intended to do so. Stuart Bamforth, Bruno Fleury, Ian Leigh and Steve Wood may attend. Rik Degruyter pointed out that it is not only ETCS to monitor but also national and international security requirements.

Roar Stenersen said that the Norwegian Railway Museum (Norsk Jernbanemuseum) was contacted about what to do with terrorism. Roland Bol contacted the local police for cars that drove into the station area, but the police said that the societies events (700 people) were too small to consider specific efforts against terrorism, so most of the events in the heritage train world are not concerned. Steve Wood told us that this came to an NRB meeting. Roar Stenersen pointed out that the Norwegian Railway Museum could hardly get permission because of this. Anders Johansson told about the old car ban in the Almedals area on Gotland because of this. But during the last visit by the Swedish NSA at his own society, it was enough to refer to contact with the security police in the event of an event. Roland Bol wondered if anyone could take over a steam locomotive to have it explode at Uppsala C...

## 12 AOB – Items to be reported to the AGM

Anders Johansson proposed to let Thomas Joindot make a short presentation of *Next EVC* at the annual meeting (he did not, however, attend; meeting secretary note).

## 13 Others

Anders Svensson wondered when the next meeting would take place? Ian Leigh replied that it will be in connection with the FEDECRAIL board meeting September 28<sup>TH</sup> in Bilbao (ES).

The meeting ended at 16:20.

ASv April 20<sup>TH</sup> 2019