



I. V. Z. W.

# EUROPEAN FEDERATION OF MUSEUM & TOURIST RAILWAYS

Fédération Européenne des Chemins de Fer Touristiques et Historiques

Europäische Föderation der Museums- und Touristikbahnen

## **UPDATE NR 26**

**April 2015**

**WHAT'S HAPPENING ON THE HERITAGE RAILWAYS AROUND  
EUROPE NEWS ♦ VIEWS ♦ ARTICLES ♦ CURRENT EVENTS ♦  
OPINIONS**

*If you would like to receive your copy of Update in French or German, please let Josef Sabor know (contact details on the last page).*

*Si vous souhaitez recevoir une version française de Update, veuillez le notifier à Josef Sabor (coordonnés en dernière page).*

*Wenn Sie das Update auf Französisch oder Deutsch erhalten wollen, wenden Sie sich bitte an Josef Sabor (Kontakt siehe letzte Seite).*

### **PRESIDENT'S REPORT 21<sup>st</sup> February 2015**

The second meeting of member chairmen held in Nuremberg was attended by six organisations and their representatives (either chairman or deputy chairman) engaged in some very constructive discussions similar to those of the first. It was good to hear “from the horse’s mouth” – as we say in English – that they agreed with our priorities, in particular on the importance of lobbying in Brussels. There was some concern that FEDECRAIL’s influence might wane with the retirement of Brian Simpson, MEP, from the European Parliament and from the chair of its Transport & Tourism Committee in particular. However, we were able to give some reassurance as a result of the welcome and support we had been given by our colleagues from the national networks now that FEDECRAIL

is an official consultative body recognised by both the European Rail Agency (RTA) and the Union Internationale des Chemins de Fer (UIC).



Moreover, Brian took over from me the chairmanship of the Heritage Railway Association (HRA) in June 2014 and has been retained by the European Commission to lead on its “Motorways of the Sea” project. This enables Brian to retain his links with our member railways and their activities and with EU officials. I am also happy to inform you that Brian was awarded a medal in the Queen’s New Years Honours list by the granting of an OBE (Order of the British Empire) for his services to the European Parliament.

In the UK, there has been a strong focus on training and the need for apprenticeships. Four years ago I was invited to join the Board of the Boiler & Engineering Skills Training Trust. The company had been formed four years previously but had failed to find premises in which to further its original objectives of setting up a boiler shop on one of Britain’s heritage railways. What evolved was a sounder project of setting standards and training for some of the traditional skills essential to the carrying out of building, restoring and maintaining steam boilers and other pressure

vessels. Having amended its constitution to comply with charity law and to qualify for registration as a charity, BESTT applied to the Heritage Lottery Fund for a substantial grant and was successful. As a result, BESTT has now taken eight young people on as apprentices and is currently interviewing for the next intake.

At the same time, HRA is engaging with the National Skills Academy – Rail Engineering to look at other skills. The reason I have raised this at length, I think that FEDECRAIL needs to examine how best we can ensure that these historic skills are passed on to the next generation. The FEDECRAIL youth camps are one way to engage with the young. When I was challenged about the value of these camps by a former chairman of the German umbrella organisation, “VDMT” (Verband der Deutsche Museum-und Touristikbahnen), it was the young who shouted him down and indeed VDMT has been one of the staunchest supporters of the youth camps.

How we develop those camps to realise their full potential has yet to be explored but I am sure that this is one area which needs fuller attention.

**David T Morgan MBE TD  
President**

**Fedecrail's Lobbying Progress since January 2014.**  
*The snowball started rolling.*

Since 31<sup>st</sup> January 2014, Fedecrail has the status of representative organisation to ERA the European Railway Agency. We owe eternal gratitude to Brian Simpson MEP for his help, and ERA itself from where the idea originated.

After the 2014 AGM at Budapest, Steve Wood had really done his best to get an appointment with his former boss in Network Rail, Andy Doherty who is the Chairman of the Group of Representative Bodies or GRB. This meeting took place by the end of September. Andy recommended that we should focus on the Plenary sessions of GRB for a start. From there, we could think of participating in more specific ERA working groups such as for ERTMS.

As member of the GRB or Group of Representative Bodies, our delegates have attended both meetings of the Plenary, in November and December 2014, as well as the Core Group in January and February 2015. Most meetings are held in the office of CER in Brussels.

Firstly, David Morgan went to a Plenary Meeting in November with Steve Wood. This was a Plenary for welcoming Josef Doppelbauer as the new boss of ERA. David Morgan also met with Dominique Riquet MEP, who is now the Vice-Chairman of the EP Working Group on Transport and Tourism. He was asked to be a speaker at our Padova Conference, but sadly MEP Riquet was too busy at the time.

Livius Kooy attended a Plenary in December 2014, where he asked all present for sympathy and support as we felt that the costs of ERTMS would lead us to earning back times of a few hundred years- for most of our members who were running on the mainline. This led to sympathetic reactions from the side of EIM the European Rail Infra Managers, as well as from CER the Community of European Railways. Livius also suggested the new Belgian Railway Museum as perhaps an original venue for the June Plenary.

In the following weeks, correspondence with the EIM representative led to further progress.

In the Core Group of January 2015, Steve Wood and Livius Kooy attended. They had a dinner the night before with our old friend Janis Eiduks from Latvia, which EU state held the EU Presidency in the first half of 2015. His stories about the very hard work done by the Latvians in the first months were appreciated by the ERA GRB, which was highly surprised to learn that we knew the Latvian Director of Railways well. (Janis co-organised our 2002 Conference in Riga, and had helped saving the narrow gauge railway in Gulbene).

After the meeting, Steve and Livius went to the EIM office, they were kindly invited by Bartlomiej Jesionkiewicz and Tommaso Spanevello to write officially to their Director, asking for cooperation between EIM and Fedecrail. This was of course done as soon as possible.

Livius Kooy then attended the Core Group meeting of February, because it wanted to have a location visit to the museum. There was considerable interest, the location looked really suitable if not sublime. However a

planning for any events there proved to be too early for NMBS (the opening was planned for September 2015).

At the same time, Andres Wedzinga our specialist EU railway lawyer from Nederland, had seen that the remarks from Fedecrail side about the Train Drivers Directive or TDD had not been reported within the ERA group. He volunteered to attend the next Task Force (TF TDD) meeting in Lille and also wrote to the representative from CER, as to find allies. In the meeting he chose the side of CER as our interests seemed to be parallel in many ways. (This can easily be found on the CER and also EIM websites).

This led to an invitation from CER side: he was welcome to meet their Director late March.

Perhaps you may think this is all very much and that there are people really spending lots of their free time for the good cause, but it is still not enough! As I wrote, we want cooperation for a cost-effective cheaper ERTMS which we have in mind. If EIM would be willing to help us, then this would be a great step forward. We would benefit from their expertise.

Several Fedecrail members and their volunteers have offered their help. As you may read from the above, even manning a “pool” of ERA ERTMS working group representatives takes time. Having communication with the most important European railway organisations is really very useful. They treat us very friendly, as good colleagues. Finding the right person within ERA for our access to one of more working groups took time, but we are now registered as a legal entity by ERA. There is very much work to be done, and I can only express my sincere gratitude for all those who are travelling not for “fun”, but for attending an ERA meeting, at Brussels or Lille- hoping to have a good input on behalf of Fedecrail.

Steve Wood, Albert Wolter, Livius J. Kooy, HOG members.

**FEDECRAIL-GRB Logo on letter templates**

Since 2014 FEDECRAIL has been member of the „Group of Representatives Bodies (GBR)“ and with this has been acknowledged a consultative voice as professional association at the European Railway Association (ERA). The European umbrella organisation of the museum and tourism trains not only has been welcome as new partner, but has also been included with its logo in the list of representatives on the official letter template of the GBR. With this FEDECRAIL joins organizations such as CER (Community of European Railway and Infrastructure Companies), EIM (European Rail Infrastructure Managers), EPTTOLA (European Passenger Train and Traction Operating Lessors Association), ERFA (European Rail Freight Association), UIC (Union International Chemin de Fer/International Union of Railways), UIP (International Union of Wagon Keepers), UIRR (International Union for Road-Rail Combined Transport), UITP (International Association of Public Transport) Europe and UNIFE (Union des Industries Ferroviaires Européennes/The association of European Rail Industry).

Josef Sabor  
UPDATE Editor

E-mail: [sabor@fedecrail.org](mailto:sabor@fedecrail.org)

Update: 11042015