

FEDECRAIL REPORT APRIL 2020

DATE: 30TH APRIL 2020.

PERIOD: The present report covers the period between Council meeting 102 (11 January 2020) and the intended date of the 2020 AGM (25 April 2020) including matters of general interest.

1. Board matters.

a) Current developments and outlook for the coming years.

In all European countries, as a result from health concerns due to the Covid-19 pandemic, Governments have had to decide to impose far reaching restrictions regarding the free movement of people.

As an immediate result, Fedecrail has had to cancel the planned 2020 AGM. Fedecrail will have to follow advice from the Belgian Government to organise an AGM later than the required 'within six months after the calendar year'.

For the same reason, the 2020 Youth Exchange has been postponed till 2021.

For the immediate future, various restrictions are likely to remain in force and are only expected to be relaxed if the situation in each individual country allows to do so. This has obviously an unprecedented impact on the activities of our members and individual operators in our sector.

Under these conditions we are very much aware that all planned activities from Fedecrail, our members and individual operators are affected. For many this means a sharp reduction in revenue during the 2020 operation season, while financial obligations may still have to be met. It will take a major effort for many to face these challenges and adapt their operations to address the 'social distancing' requirements in their countries. Unfortunately there is no reliable indication how long this situation may last and which restrictions will remain for a longer period.

Fedecrail is in the process of reviewing its planned activities in the light of the present situation in order to remain available to assist members when required.

HRA has been conducting an on-line survey on the impact of Covid-19.

Please refer to Annexe 1 for more on this subject and possible share experiences.

b) Fedecrail constitution.

The latest version of the Fedecrail constitution, as approved during the 11 January 2020 General meeting which took place in Leuven (B), has been published in "Belgisch Staatsblad / Moniteur Belge" on 17 March 2020 and has taken effect that day.

c) Development of Internal rules

A comprehensive set of Internal rules has been developed by a working group. The draft document has been circulated among Fedecrail board members and officers for comments and improvements. Hopefully these will be finalized and approved by the board over the coming period, where after Fedecrail members will be informed.

d) Council composition after 2020 AGM

Following the notice for the 25 April Bilbao AGM, the Fedecrail secretary has received three nominations from members for board members, these are:

Bernd Weckler (nominated by VDMT)

Frédéric Riehl (nominated by Blonay - Chamby)

Mimmi Mickelsen (nominated by MRO-JHRF)

Elections for new board members is expected to take place during the (postponed) 2020 AGM.

2. Strategic Plan.

a) Annual plan and budget 2020

The 2020 annual plan and budget which was supposed to be discussed during the 2020 AGM, may require some serious re-writing to reflect the consequences of the current situation, both for the activities of Fedecrail as well as for the members and individual operators and associations. Depending on the activities which are still expected to be carried out during the remaining period of 2020, a revised budget may be drawn up and submitted during the 2020 AGM

3. Work Groups.

a) Youth Exchange 2020

The 2020 Youth Exchange, hosted by Seaton Tramway and West Somerset Railway (WSR) in the UK. has had to be postponed till 2021. As soon as more information is available, we will share this with you.

b) HOG

Please read annexe 2 for the latest from the Heritage Operations Group

4. Finances.

a) Financial status

Currently no data are available about the financial situation and expenditure during the past period.

5. Fedecrail AGM and Conference.

a) Date and venue

The 2020 Conference, Work Group meetings and AGM which were planned to be held in Bilbao (Spain) on 24 and 25 April 2020 have been cancelled. Depending on how the situation develops in the various European countries, awaiting formal announcements from the various governments about the relaxation of travel and restrictions like social distancing, new dates will be set for the AGM, Conference and group meetings.

It is very likely that the 2020 AGM will, according to Belgium Legal requirements, have to take place before the end of 2020.

Currently the Belgian Government has decided that an AGM has to be held not later than 10 weeks after 30 June 2020. If this decision remains valid, then the 2020 Fedecrail AGM may take place on Saturday 5 September 2020. Fedecrail will respect the three-month notice to inform members of the date and venue of the 2020 AGM.

Under these conditions it is likely that the Conference and Workgroup meetings will be postponed till 2021 and then coincide with the 2021 AGM. For this a date and venue has not yet been set.

6. Cooperation and International matters.

a) UIC-TopRail

See Annex 3 for latest update.

b) Europa Nostra.

See Annex 4 for latest update.

7. Next Council Meetings.

- a. Board meeting 104, 27 June 2020, Cancelled*
- b. AGM 27, Possible date 05 September, venue to be decided
- c. Board meeting 105, 03 October 2020,
- d. Board meeting 106, 16 January 2021, venue to be decided,
- e. Board meeting 107, AGM 28, Awaiting a proposal from the Conference Team.

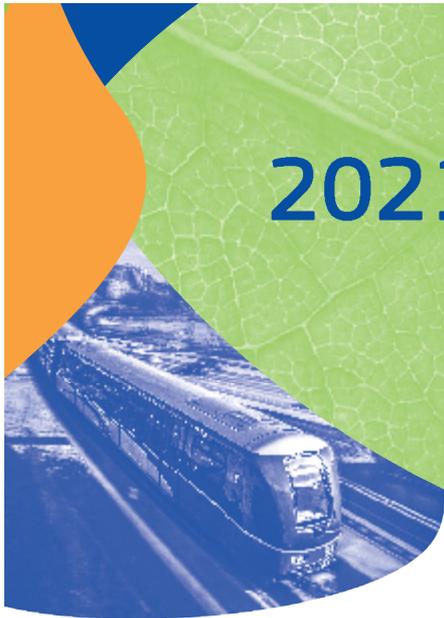
* Fedecrail board intends to organise electronic meetings according to needs during the coming months.



European Commission

2021: The European Year of Rail

The European Green Deal



March 2020
#EUGreenDeal

WHAT is it about?

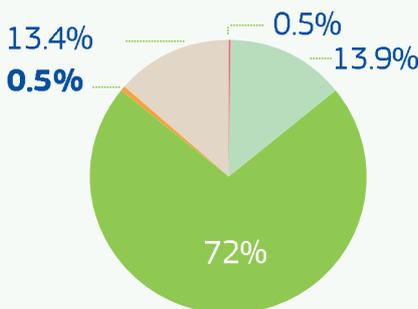
- > Reaching the European Green Deal objectives
- > Promoting attractive and sustainable way to connect people and businesses
- > Complementing the future Strategy for Sustainable and Smart Mobility
- > Highlighting other key initiatives
 - > Shift2Rail
 - > Revision of the TEN-T Regulation
 - > Fourth Railway Package



Since 2014, the European Union has allocated more than **EUR 35 billion** to rail

Rail is sustainable

Greenhouse gas emissions from transport (EU-28, 2017)



- Road transportation
- **Railways**
- Navigation (including international)
- Other
- Civil aviation (including international)

Rail connects people

Length of railway lines in use, in 1000 km



Source: Statistical Pocketbook 2019

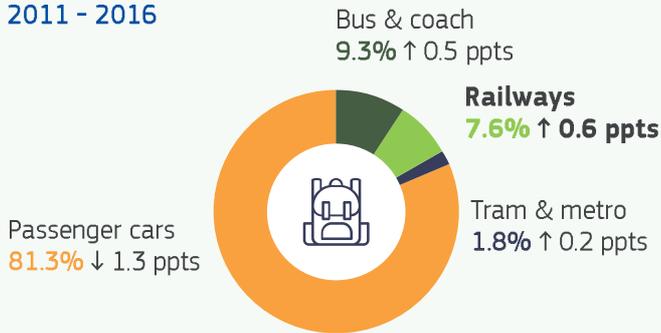
Rail is safe

Fatalities per billion passengers/km 2011 - 2015

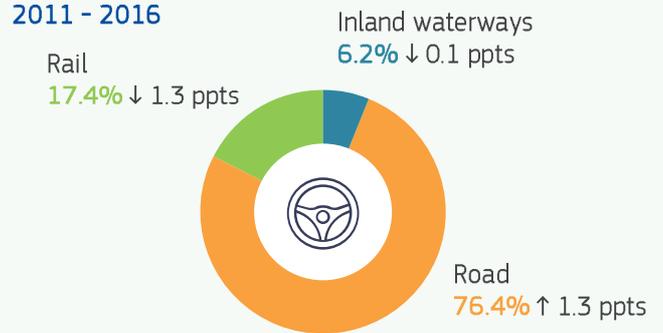


We need to significantly increase rail's share in transporting people and goods!

Passenger share 2011 - 2016



Freight share 2011 - 2016



Source: 6th Report on monitoring development of the rail market 2019

We want to make rail more attractive!

Client satisfaction can be improved:

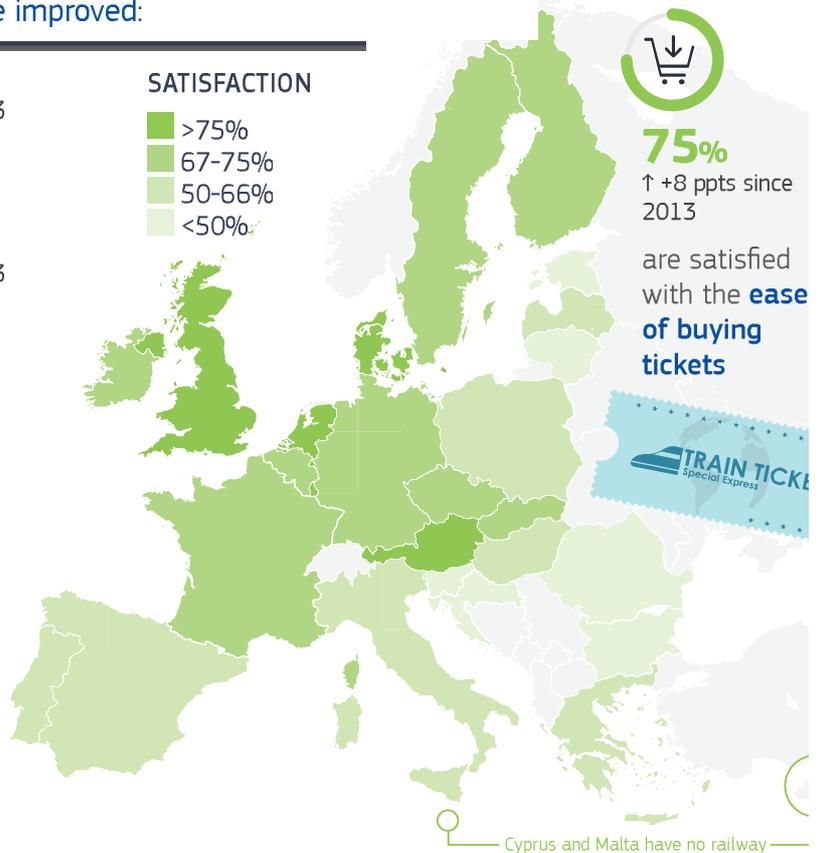
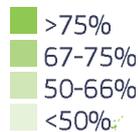


66% ↑ +7 ppts since 2013 are satisfied with the **frequency of trains**

55% ↑ +8 ppts since 2013 are satisfied with the **provision of information during the journey**

60% are satisfied with the provision of information on **connecting services with other modes of transport**

SATISFACTION



Source: Flash Eurobarometer 463 - Europeans' satisfaction with passenger rail services. Fieldwork: January - February 2018.

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Annexe 1

NATIONAL IMPACT SURVEYS

The Heritage Railway Association in the UK has been conducting an on-line survey on the impact of the pandemic on its member railways, tramways and museums. The smaller HRA members such as support groups, loco and rolling stock groups have also been asked to respond. The survey is being executed by a team from the Tourism Research Centre of Bournemouth University. It attempts to get a picture of both the early - current - impacts and longer-term effects, including day to day activities as well as financial, paid staff and volunteer staff work and roles. Other issues include means of maintaining contact with the public during lockdown closures, maintaining possible safe limited volunteer activities during restriction periods, potential risks to museum collections and heritage infrastructure in the absence from railways and sites of paid staff and volunteers.

Fedecrail would welcome details of similar surveys being conducted by our other umbrella organisation members. In some cases, this may be a specific tailored survey for rail heritage bodies, but in other cases umbrella bodies may have urged their members to respond to surveys by external organisations covering a broader spread of heritage and/or general tourism sectors.

Please do send information about such survey work to our Secretary, Kees Wijnobel at: wijnobel@fedecrail.org. All such details will help to provide very valuable data for both direct future lobbying by Fedecrail and onward input to other sector bodies such as Europa Nostra who are working to support the heritage of Europe.

Annexe 2

Heritage Operations Group

Update on recent activities

Meeting with Ian Conlon from DG MOVE

DG Move is a department within the EU commission with the transport remit. As Fedecrail is a representative body we can ask the EU and the European Union Agency for Rail for a meeting at any time. We asked to meet the commission at the request of one of the Swedish members. This member had seen their members being denied access to Swedish main lines due to the introduction of ERTMS on those routes. As the Swedish track authority has refused to pay for the fitment of the on-board equipment to allow heritage trains to continue to run. The meeting with Ian took place at the end of January 2020 in Brussels. There is EU funding for the fitment of trains. As the EU and member states have realised that if the trains are fitted with ERTMS, then it is more likely infrastructure managers will install ERTMS when resignalling a line. However the funding will not be sufficient to fit all the trains Europe wide and so any applications for funding will have to be accompanied with a very good business case. If you are interested in accessing this funding please contact the HOG team and we will do our best to help.

Letter to ERA requesting postponement of ECM Regulations

As members may know, following a serious freight train accident in Viareggio in Italy in 2009, the Italians challenged the EU on the standards for wagon maintenance. The wagons involved in the accident were owned by one organisation, leased to another and registered with two non - Italian railways. In addition, the wagons were reported to be a poor state of repair. The EU responded with the ECM Regulations that harmonise the standards for waggon maintenance across the EU member states and require certification of workshops. This is an onerous burden for our members, who vehicles often require bespoke maintenance. So, we did object to the proposals being applied to all vehicles. However, the ERA decided that we should be included in the scope and the new regulation should come into force from 16th June 2020. So this is now a challenging timescale the Group of Representative Bodies (GRB), including Fedecrail, has written to the EU requesting that the implementation be deferred until next year. At the time of writing, 28th April, we are awaiting a reply.

Possible three month delay to implementation of the 4th railway package

In a similar fashion we have joined with the GRB to request a deferment of the implementation of the 4th railway package from June 2020. This is probably of reduced interest to members as it concerns mostly European wide safety certification of new vehicles. In this case the commission has responded that this regulation may be deferred in implementation for 3 months.

Communication to our members offering help and assistance during and after Coronavirus.

As HOG we have emailed our contacts asking if Fedecrail can assist members in post virus recovery. So far we have not received any replies but please do send us your ideas, requests for help and questions and we will do what we can to help. This might be as simple as a letter to the appropriate government department in support of a funding application. Or just running through a check list for things you need to check on restarting operations. Or as complex as helping with a large grant application, we really need you to tell us the help you need.

Potential lobby of TRAN Committee in EU Parliament

We have contacted Ian Conlon as mentioned earlier to see if the EU have any funds for financial help in recovery from the effects of the virus. He replied that the commission do not have any funds, for post virus recovery. He suggested we should lobby the Transport Committee in the EU Parliament. So, we are going to contact the committee. We can make a much more powerful argument if we have facts and figures to quote and specific projects to promote. To help if we could give us an estimate of how many jobs your members support both directly and indirectly. Then how many of those jobs might disappear if your railway or tramway doesn't reopen. Then how much funding you are asking for, what will the will the money be spent on, with what aim for the local economy.

New representative body ERTMS Accredited Laboratories.

One consistent problem with ERTMS is the specification for the system is open to interpretation. So, there is no guarantee that different manufacturers equipment will work with each other. As a result, the systems have to be tested to ensure the lineside equipment works correctly with the onboard train equipment. Known as system integration. There is a new representative body that of the ERTMS Accredited Laboratories. They will be contracted to carry out the system integration between track and train.

This may be useful for us, as members or members of members might be able to offer their trains and track as testbeds for the various types of equipment. This would allow testing to take place in a less pressured environment than a main line railway on the national network.

We plan to discuss these possibilities with them when we meet the new body at the next GRB meeting we are able to attend.

If your members are interested in being a test railway, please let us know.

TSI revisions

ERA has a programme to revise the Technical Standards for Interoperability (TSI) over the next few years. We had planned to attend as many meetings discussing the revisions as we have people and funding for. The virus has delayed the work schedule on these revisions. We go to the meetings so we can see the revised TSIs don't impact adversely on members operations. There should be no impact on members.

Steve Wood, Bruno Fleury, Ian Leigh and Jonas Svartlok

Annexe 3

UIC-TopRail

During the period of this report there have been three meetings of the UIC Passenger Department TopRail group, two of which have been virtual meetings due to the COVID-19 virus. At the end of January the final work on the “Guidelines on how to increase attractiveness for rail tourism” UIC publication was completed and this can be downloaded from <https://toprail.org/about-us>

At this location you will also find the previous publication “Guidelines on Sustainable Tourism by Rail” as well as the UIC TopRail Charter on Sustainable Rail Tourism of which Fedecrail is a signatory. It is recommended that members download and circulate both of the Guidelines documents to appropriate managers and officers responsible for the future planning and strategy of your railways and museums.

The General Assembly of the UIC have agreed the TopRail budget programme for the 2020-2022 financial period and additional UIC full members French Railways(SNCF) and Slovak Railways (ZSSK) have joined the group. New Memorandums of Understanding (MoU) have been signed by the UIC with the European Tour Operators Association (ETOA) and the International Air Transport Association (IATA) who will join the TopRail work to promote Rail Tourism.

For the period to July 2022 the UIC has joined with other partners for the RailtoLand Project (www.railtoland.eu) co-funded under the Erasmus+ programme. The result will deliver an integrated package linking European Cultural Landscapes with Railway Heritage which can be accessed by tourist travellers both before and during railway journeys. The pilot will use the CP Porto – Vigo line.

A virtual meeting in late March discussed the issues for rail tourism expected to arise from the COVID-19 virus and noted the establishment of the UIC COVID-19 Task Force. An initial presentation was made regarding the work proposed for Benchmarking of New Technologies for Enhancing the Digital Passenger Experience. This will be ongoing work to identify how emerging technology can deliver attractions to enhance rail tourism. A discussion on proposals to enhance the TopRail Website was deferred as technical problems prevented a number of key members from participating.

An International TopRail Forum to promote sustainable rail tourism that was proposed for the end of May 2020 has been postponed to a future date.

A virtual meeting was held in late April to review TopRail members’ plans and timescales for returning to normality. There is hope that the period May-June will be used to implement proposals for a later safe return for business in accordance with varying national government proposals but there are of course wide variations depending on country. The common carrier commitments will come first with tourism traffic and products to follow.

Annexe 4

EUROPA NOSTRA - NEWS UPDATE

Lobbying - As a first step in late March, EN along with 37 cultural networks from throughout Europe sent a joint letter to the European Commissioner for Culture & Education, Marilya Gabriel, urging the adoption throughout all European countries of emergency measures to support the sustainability of cultural and heritage bodies. Additionally, a plea that part of the initial European Commission € 25 billion emergency package should specifically be earmarked for the cultural and creative sectors. The letter was signed not only on behalf of EN and its own members (including Fedecrail) but also the Heritage Alliance 3.3 lobbying group of heritage umbrella bodies (Fedecrail also a member) for which EN provides administrative support. Other lobbying of course continues....

Research - EN also launched a research project to gather data and views on impact of the pandemic on the heritage sector in *every* country of Europe covering in particular:- general impact on heritage organisations: measures being taken by heritage bodies to sustain themselves and overcome crisis; most urgent needs of heritage sector at present; measures needed at both European and national levels to support heritage bodies *during* and *after* the pandemic . This exercise is being conducted in collaboration with many of the other member organisations of the Heritage Alliance 3.3 Group.

Special Newsletter - EN recognised current need to circulate relevant news quickly, not only of its own activities and programmes, but other significant news. The long-standing EN occasional newsletters are now supplemented by *EN Digital Agora Weekly Update* a weekly newsletter which started publication on Friday 10.04. The first editions can be downloaded from the EN website: www.europanostra.org/newsletters with also an opportunity to sign up to get future editions emailed direct. Much of the content may not be directly relevant to our sector, but some items will be of interest. Like Fedecrail, EN has also had to postpone its AGM and 'European Heritage Summit' originally planned for Brussels in June (including a potential visit to Febelrail member MTUB Tramway Museum at Tervuren). New date has not yet been fixed and further news awaited.

EN Industrial & Engineering Heritage Committee

The specialist section of EN for industrial heritage with whom we work closely has adapted to maintain progress on preparing a book on industrial heritage locations recognised in the annual EN European Heritage Awards between 2002 - 2019 (many award winners have been current and former railway structures and locations). The book will mark the 10th anniversary of creation of this specialist group and will also acknowledge the support for the Committee of Fedecrail and other international industrial heritage umbrella bodies. Committee members include David Morgan and Peter Ovenstone. A planned mid-March committee meeting and seminar were abandoned, but research and preparation has continued successfully by email and a series of Zoom web conferences. This project is one good example of applying flexibility to enable at least some activities to be progressed, despite national lockdowns and other current restrictions.

Peter Ovenstone - Joint Secretary, EN Industrial & Engineering Heritage Committee