



European Federation of Museum & Tourist Railways
Fédération Européenne des Chemins de Fer Touristiques et Historiques
Europäische Föderation der Museums- und Touristikbahnen

**NEWSLETTER
NOUVELLES BREVES
MITTEILUNGEN**

**No 15
II/02**

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Dear Sir / Madam
Dear friend's of FEDECRAIL,

On 1st January, 2002 a new epoch began in old Europe, when the EURO became the general means of payment. Because of this, a lot of things will be easier and simpler, certainly also in the field of our hobby. The treasurer is especially happy, since only few currencies remain in his cash book.

Unfortunately however, a substantial barrier still remains, the different languages. FEDECRAIL can only publish three languages in its communications and this already takes a great deal of time and effort in translation work. Nevertheless, the request of the editorial department in our last communications still stands:

There is still a need for collaborators in the national associations who will support the work of the editorial department locally.

If you do not feel competent in one of the three FEDECRAIL languages, write in your mother tongue to the editorial department, if you have any interesting reports. We will find a way to translate it. It would be a pity, if information could not reach all members just because of the language barrier.

Through FEDECRAIL, partners have been brought together into a strong alliance to the advantage of the European museum and tourist railways. And alliances have always positive objectives.

Good-bye until we meet again in Riga

Your Bruno Rebbelmund

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Any item for publication for Newsletter no.16 must be with the editor by 30. June 2002

FEDECRAIL CONFERENCE 2002

Friday 24.5.02 - Tuesday 28.5.02

BALTIC STATES

Peter Ovenstone / UK

This year's conference is being held in the Baltic States. The Conference main base will be RIGA capital of LATVIA as a geographical "middle" location with suitable hotels, conference facilities, international transport access, attractive historic city and pleasant alternative activities for partners. Fedecrail have reserved space rooms at some hotels in the old town.

The business sessions are on Friday, 24.05. and Saturday 25.05. and the visit programme run from Sunday, 26.05. until Wednesday, 29.05. During the visits we will also see railways and museums in ESTONIA and LITHUANIA. Because of limited railway services between the three Baltic States we will have to use coaches for our visits in these countries.

CONFERENCE Theme: "LOCAL GEOGRAPHICAL OBJECTIVES"

In addition to the "standard international objectives" of any Fedecrail conference:

- (1) To give Fedecrail members an awareness of railway preservation activity both achievements to date and - more significantly, proposed future development - in preserving operating railways and developing railway museums in the 3 Baltic states.
- (2) To give railway preservation volunteers and museum staff in the 3 Baltic states the opportunity to: (a) publicise their work and projects to colleagues from other European countries and (b) make 'networking contacts' to reap longer-term benefit e.g. sources of advice, help with publicity, encouraging future visits by railway enthusiasts to the Baltic states, generating limited financial help from future "sympathetic groups or individuals" which may emerge once there is a greater awareness of Baltic states heritage railways.

OUTLINE PROGRAMME

General content of proposed programme - details and in particular "running order" of elements within programme are subject to amendment.

(1) Thursday, 23rd. May : Pre-Conference Evening

- Arrival in Riga
- Fedecrail Council Meeting (late afternoon)
- Dinner

(2) Friday, 24th. May : Conference - Business Sessions Day 1.

- Press Conference
- Conference Opening Ceremony + Session 1 (morning)
- Partners Programme : 'Orientation Tour' of Riga Old Town (morning)
- Lunch : Reiterna Nams - Grand Salon or Cellar
- Conference : Session 2 (afternoon)
- Historic Tram Tour (+ modern tram for extra seats, participants "swap round" en route)
- Conference Dinner + Visit : Latvian Railway History Museum

(3) Saturday, 25th. May : Conference - Business Sessions Day 2. + Jelgava Visits

- Conference : Session 3 + Fedecrail General Assembly (morning)
- Partners Programme (morning)
- Lunch : Reiterna Nams - Cellar or Grand Salon
- Transfer : Train Riga - Jelgava (steam train or service train)
- Latvian Rly History Museum - Visits to Jelgava Branch Museum + Depot
- Dinner : Jelgava
- Transfer : Train / Coach return to Riga (service train if steam train for outward journey)

(4) Sunday, 26th. May : Visits : "Vidzemis Banitis" Aluksne - Gulbene + Working Peat Rly

- Transfer : Rail # - Riga to Sigulda or Cesis (if feasible); Coach from railhead to Gulbene
- Visit : Gulbene - Aluksne narrow gauge railway - depot visit + rail journey

- Lunch :
- Visit : Seda operational Peat Railway system near Valmiera
- Dinner : Rubene (near Valmiera)
- Transfer : Rubene - Riga (return mid-evening)

(5) Monday 27th. May : Visit - Estonia - Lavassaare Railway Museum, Parnu

- Transfer : Rail # (suburban electric) - Riga to Saulkrasti (if feasible); Coach to Lavassaare
- Visit : Lavassaare Railway Museum
- Lunch : Hotel "Parnu" in Parnu town
- Afternoon Programme - possible railtour on Estonian state railways ?
- Transfer : Coach to Riga (return early evening - dinner at leisure in Riga)

#NOTE

Coach should start from Riga old town on each day allowing delegates alternatives of a local rail journey or later start by coach as preferred.

(6) Tuesday, 28th. May : Visit - Lithuania - "Siaurukas" Panevezys - Anyksciai - Rubikiai

- Transfer : Coach Riga to Anyksciai
- Visit : Anyksciai "Siaurukas" Narrow-Gauge Railway Museum
- Lunch :
- Visit : Rail journey on scenic section of "Siaurukas" railway, Anyksciai - Rubikiai
- Transfer : Coach Rubikiai - Panevezys
- Visit : "Siaurukas" Railway loco depot + Presentation on project at Panevezys Station
- Transfer : Coach Panevezys - Riga (return early evening - dinner in Riga)

(7) Wednesday, 29th. May : Extension Programme Visits

- Transfer : Coach Riga - Ventspils
- Visit : Ventspils Fishery Museum with narrow-gauge steam railway in grounds
- Visit : Possible additional visit to Slokenbaka Castle Road Museum
(Aim to provide possibility for a mid-afternoon return to Riga Airport to connect with late afternoon + evening flights)

CONFERENCE ORGANISER

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Members of FEDECRAIL

FEDECRAIL members come from the following 23*** nations to the Baltic Conference:

Austria, Belgium, Denmark, Estonia, Finland, France, Germany, Great-Britain, Italy, Ireland, Latvia, Lithuania, Luxembourg, Netherlands, Norway, Portugal, Russia, Sweden, Switzerland, Spain, Czech Republic, Ukraine.

***except our South-Africa member:

The Transnet Heritage Foundation, P.O. Box 850, SA-6530-GEORGE

FEDECRAIL PRESIDENT'S REPORT

David T. Morgan / UK

Now that Fedecrail has become firmly established, with members in 23 countries, we need to move to the next stage of our development. It is worth recalling that one of the prime motives for combining our different members into one European Federation was the need to protect steam railways from EU directives that were detrimental to our activities. In that respect, we have been remarkably successful, largely thanks to the help and support given by Brian Simpson MEP, who, to date, has succeeded in obtaining amendments to 5 directives and eliminating one altogether.

We have also succeeded in co-ordinating a sound approach to safety issues on which we have been able to provide some real assistance to individual members and to harmonise guidance and policy, largely thanks to the working group led by Sven Freden of Sweden. One of the benefits which flowed from the Turin conference was the liaison established with Mr A Lundstrom of the European Commission's Safety Directorate.

In promoting our activities, I feel that we have been less successful. Obviously budgetary factors constrain activity in this field, since it usually involves a degree of financing. As the organisation has grown, I believe that it is becoming increasingly important that we decentralise FEDECRAIL's activities and setting up working parties or commissions, as we have done with safety matters, is one way of achieving this. I hope that there will be some form of debate at our annual conference in Riga on 24/25 May 2002 on the Way Ahead as it is important to obtain our members' input if we are to meet their aspirations.

At our last Council meeting, it was agreed that we should establish a network of national correspondents for our newsletter. It is highly unfortunate that due to a number of problems which beset our editor, Bruno Rebbelmund, its appearance has been at best irregular over the last two years. To ensure that this does not recur, we have appointed John Fuller as assistant editor and we hope that the team of national correspondents will facilitate newsgathering on a wider scale.

Clearly activities undertaken by FEDECRAIL bear the risk of increasing costs, so it is important that these should generate real benefits for members and their member railways. At the same time, we have been exploring the possibility of reducing costs further (for example, by use of electronic mail (i.e. the internet)). At the same time, we recognise that there are key roles which FEDECRAIL should be playing more fully and I regard the setting up of working parties as key to this. The safety group is the first and so far have conducted their discussion over the internet. We can foresee however that from time to time meetings may be necessary and it would be almost certainly advantageous to all concerned if members of the working party attended our annual conference so that they could meet delegates and discuss any proposals formulated during working sessions. While this is not pressing at the moment, the Council have considered it prudent to start building up a reserve which is why a small increase in the budget has been proposed.

It is also possible that other working groups will be set up following discussions in General Assembly (e.g. to consider "interpretation", including the presentation and explanation of steam railways, their history and culture as well as the provision of texts in foreign languages) and we also need to be ready to meet any future legislative threat emanating from the European Commission.

Members may recall that a British magazine publisher had shown interest in publishing a guide to museum railways throughout Europe. Changes in personnel frustrated this hope but I believe that the new team is now interested and I would ask all member organisations to send me their latest guidebook or publicity leaflet.

Our affiliated body the New Europe Heritage Railway Trust has continued to offer assistance to those who seek to preserve, restore and operate lines in the countries of the former Soviet bloc. In Latvia, the narrow gauge line between Aluksne – Gulbene was handed over to the new organisation to assume operations and this will be visited after our conference in Riga.

Minutes of the eighth Annual General Meeting of Fedecrail on Saturday the 28th of April 2001

Eurostar Club at Porto Nuova station, Torino, Italy, from 14.05.

Livius Kooy, FEDECRAIL Secretary / NL

01. Opening, welcome by the Chairman, apologies for absence, agenda.

President David Morgan opened the AGM and welcomed all delegates and guests.

He reported that Member of European Parliament Brian Simpson had received a reply from the European Commissioner Mrs. De Palacio who promised that the European Union would always be careful not to harm the interests of (local, stand-alone) heritage railways in Europe.

Apologies for absence had been received from RMHL our member in Finland, the Estonian Museum Railway at Lavassaare, the A.M.T.F.-Train 1900 in Luxemburg, ARS the Czech member and Alfred Fleissner and family of the Museumstramway at Mariazell, Austria. Also from Bruno Rebbelmund our Newsletter Editor who, like A.M.T.F. delegates, had to attend the opening of his railway's season on the 1st of May.

02. Minutes of the Bad Breisig meeting (Germany), 1st April of 2000.

There were no comments. The minutes were approved with all votes in favour.

03. Applications for membership as received today :

David Morgan invited Janis Eiduks to comment the application for membership of the Latvian narrow gauge railway system, named : SIA BO "Gulbenes-Aluksnes Banitis".

Janis explained that the aims of the newly formed non-profit company were to operate tourist trains over the narrow gauge line (750 mm) of the Latvian State Railways. As director, he applied for a five point membership, and was elected unanimously.

04. Report of the council over the year 2000.

In addition to the President's report previously circulated, David Morgan was pleased to report on some recent substantive achievements :

a) he was pleased that although the Lithuanian narrow gauge railway had ceased to operate a regular service, Stephen Wiggs of New Europe Heritage Railway Trust and others had been able to reverse the Government's closure policy. A public private partnership was now to be set up in order to reopen the line. Fedecrail had been thanked by our Lithuanian member "Hobis" for being their invaluable help in difficult times;

b) David had visited Argentina for the preparation of a World Congress of Tourist and Steam Trains which would be reported on later in the meeting.

05. Financial accounts over the year 2000, presented by the Treasurer.

The Treasurer Rik Degruyter explained the accounts as usual and that extra costs had been incurred in the production of both the brochure, and the Fedecrail video on working with the youth. However, this had generated income which had come from the sale of video's and clocks. There were no questions.

06. Report of the auditors and discharge of the Council from financial and criminal liability.

Raymond Duquenne and David Potter reported each in their language (French, English) that the accounts had been drawn up correctly. Many members have left the costs of international money handling for FEDECRAIL which is not correct, they should pay these themselves. Some payments had been made too early, before the vouchers were available.

They also mentioned that costs must be claimed earlier in order to let the auditors check in time. Belgian law demands a ten weeks period between the auditing and the AGM.

David Potter said that after a number of years, he wished to retire from his function as auditor, and he thanked John Snell (UK) who was prepared to follow him up. David Morgan thanked David Potter for his good work.

The auditors proposed the discharge of the Treasurer and Council from financial and criminal liability. John Snell proposed and Roar Stenersen (N) seconded the proposal, and the Council was discharged accordingly. David Morgan thanked the meeting.

07. Appointment of two auditors.

Raymond Duquenne stood for re-election, and John Snell was prepared to take the place of David Potter, and both were elected as auditors unanimously.

08. Approval of the budget for 2001.

Rik Degruyter explained that after many years without any other increase than created by an increase in members, Council proposed a raise to meet inflation, and to pay for Newsletter, working parties etc. From 2002 the budget would be shown in **EURO / €** instead of Belgian Francs.

In answer to a question about the nature of the HRA support, the Treasurer explained that he had allowed retention of FEDECRAIL subscription moneys in the UK for compensating UK FEDECRAIL officers, in order to avoid double exchange charges.

Roar Stenersen would like to know when video's could be purchased. Rik Degruyter had a number of copies with him. David Morgan explained that members could use the video to show to others like potential young volunteers, but FEDECRAIL would keep the copyright.

The approval of the budget was proposed by Roar Stenersen (N) and seconded by Carles Salmeron (Iberian Association).

09. Re-election of Council members Pascal Schnakenbourg and Rik Degruyter.

Both Pascal Schnakenbourg and Rik Degruyter retired by rotation, but were eligible for re-election. After David Morgan explained how much he depended on their good work, they were both reelected unanimously.

10. European Weekend of the Museum and Tourist Railways,

Second weekend of June 2001, Council proposal.

Pascal Schnakenbourg explained that it was the second year for this event, to be held on 9th/10th June 2001. It was first proposed as similar to the F.A.C.S./UNECTO Weekend for the press. Last year some 15 railways in France had participated. The suggestions from Livius Koooy and Pascal Schnakenbourg, to concentrate on "50 years of the Railway Volunteer", had been distributed in France in October.

Tony Tomkins reported that the production of Fedecrail flags had been a good idea, but not all railways displayed them on their engines during the weekend.

In France, no Members of European Parliament had been approached for the European Weekend, but F.A.C.S./UNECTO had signed a Charter with attendance on a Ministerial level.

11. Update :

11a) EU regulations :

Brian Simpson, Member of European Parliament, had asked the European Commission for protection of heritage operations.

The positive reply of the Commissioner mrs. De Palacio would be published in full in the next Newsletter no.14. The European Union will ensure in future that our operations are not to be harmed by EU regulations, by providing adequate exemptions. In the meantime our U.K./Irish member HRA had elected Brian as Vice-President.

11b) World Congress at Ushuaia/Argentina for a World Association :

David Morgan said that he had noted that A.M.T.F. in Luxemburg had suggested that they wanted to concentrate on European matters, but he did not agree for several reasons, not least the participation as a keynote speaker of Livio Dante Porta whose steam locomotives had shown astonishing success. In particular, the use of a chemical compound combined with an adaptation of André Chapelon's TIA programme had resulted in major reductions in the costs of boiler maintenance following some simplification in Argentina. Full details would be given in Ushuaia/Fireland.

Sergio Zubieta from Argentina informed the meeting that the world is the market for steam locomotives not just a single country. Argentina shows railway heritage from a very large number of European countries. He invited all to come to Ushuaia :

- Guests will not only be the heritage railways but also travel organisations;
- The World Bank will be represented by a speaker as it finances steam railways around the world especially in third world countries;
- Otherwise it would be very difficult to visit Ushuaia and the Patagonian Express and the Train of the Clouds and other Argentinian highlights in such a short time.

The total programme would be more than a weekend : two weeks were possible. Then the total costs would amount \$3,000 for flight and all tours, but the Conference fee for only Buenos Aires and Ushuaia visits would be \$340 (US Dollars). Sponsoring of costs was expected from the State Secretary of Transport and the Provincial Council.

David Morgan asked all interested to give their full contact details to Richard Tapper at Boundary Road, NEWBURY, Berks, U.K. He thanked Sergio Zubieta for his contribution.

12. Other business previously arranged with the President.

David Morgan reported that the production of the Newsletter had been seriously delayed in the past year, although Bruno Rebbelmund had now been able to pick up speed again. He said that Council had decided to let the Friends of Fedecrail pay only for one year over the period 2000 and 2001, which means that those who had already paid for 2000 will not have to pay for 2001, and others pay their .40,00 € (EURO 40) in 2001 to include the year 2000.

François Cheveux (F) expressed as his view that FEDECRAIL'S working party on railway safety should also be concerned with the technical side of the matter.

David Morgan replied that Andres Wedzinga (NL) will head a FEDECRAIL working party about railway safety. It will communicate in English, whenever possible by e-mail. He asked for those to join in to contact Livius Kooy.

François suggested that more working parties were to be set up, also for tourism and for technical aspects.

13. 2002 place and date of next meeting.

David Morgan suggested we would hold next year's Conference and Annual General Meeting in RIGA/LATVIA, but no date had yet been fixed.

All members were invited to inform Livius Kooy whether they would prefer it to be held in March or May.

David Madden (U.K.) suggested to include a visit to Finland. David Morgan replied that while there may be enough to be seen to justify a separate visit, we would have to consider whether there would be enough time to combine such a visit with a meeting in the Baltic States.

Ushuaia / Argentine

The World Congress planned for the launch of the International Steam & Tourist Train Association has been postponed as a result of the financial and political instability in Argentina. Fedecrail Newsletter will be publicising the revised plans in due course.

Friends of FEDECRAIL

FEDECRAIL, the European Federation of Museum and Tourist Railways, represents the interests of its members on a European level. FEDECRAIL has members and friends in 24 countries. FEDECRAIL is an organisation fully staffed by volunteers.

For the last few years, private Persons have been able to become a friend of FEDECRAIL. This entitles them to attend Annual General Meetings and Conferences for an annual subscription of 25,00 €.

Friends of FEDECRAIL receive early Conference information like the full members, and the FEDECRAIL Newsletter which appears four times per year. More importantly, they can enjoy the annual Conferences where they meet colleagues from many countries, and hear experts speaking who can inform them on many things related to the operation of vintage railway, tramways and railway museums.

Topics in recent years have included marketing, tourism, working with young people, railway safety, environmental issues, preservation of working museum pieces and railway landscape. We have also been addressed by speakers from the world of science, management, insurance, national museums, preserved railways of course, the European Parliament and the European Commission railway department.

Texts of 40 speeches are available at a small charge from Kjell Palén, Baagevaegen 154, 85652 Sundsvall, Sweden, tel./fax +46-60-100535, e-mail palen@fedecrail.org

Each year, FEDECRAIL visits another host country which adds to the interest of the Annual Meetings and Conferences. After the sessions, a few days can be spent exploring preserved railways, museums, workshops, railway networks etc. as organised by our local hosts. Conference dinners extend the discussion time in an informal setting and they can prove useful.

The Conference Organiser is Peter Ovenstone, 33 Palmerston Place, Edinburgh EH12 5AU, U.K.
Tel. +44-131-225.1486; Fax +44-131-220.5886.

Friends offer FEDECRAIL the advantage of disseminating information more widely, and reduce costs by spreading the burden of payments, translation- and other organisation costs.

Thanks to the input of hard working volunteers, the Conference costs can be kept as low as possible. FEDECRAIL also offers a selection of **** to *** and ** hotels to meet each guest's preference.

Our website can be viewed at www.fedecrail.org
and the secretary is contactable via contact@fedecrail.org
or by mail :

Livius J. Kooy/Fedecrail, De Akker 25, 7481 NL Haaksbergen, The Netherlands;
Tel./Fax +31-53-57.273.57 (ring before sending a fax)

To join send your name, address and credit card details (cardholder name, card type, number and expiry date) with authority for the 40,00 € subscription. FEDECRAIL recommends to fill in the form on next page, and fax or mail this to the secretary.

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card details.

If you wish to pay by means other than credit cards, please contact the Secretary, or our
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The Register of Rail-related Objects and the formation of a
'National Collection'
in The Netherlands
Kees Willemakers / NL

Five years ago a working party started to compile, with the aim of completing it within four years, a Register of all historical rail vehicles in The Netherlands. The working party consisted of six people, all of whom were drawn from the Dutch rail and tram preservation movement. The Dutch Tourist Association ANWB was also involved.

The purpose of the Register was to provide a means of judging the historical value of any individual vehicle or object.

We started by comparing the policies and strategies of four major Dutch preservation schemes. However, the differences between the various schemes, policies and strategies were so large, it was impossible to draw any useful conclusions from their comparison.

We then decided to try draw up a number of basic criteria; a statement stating that an objects ranking in the register should not be based upon its condition; neither should it be based upon whether the object or vehicle is in working order or not. In other words, the overriding issue is the object's basic historical value, regardless of current physical condition. In order to rank historical value, we decided to use an adapted form of the classification developed by the Mondriaan Foundation. This eventually led us to develop three categories.

The first, A-category, is based upon the rarity of the object concerned. In order to score highly in this category, an object should represent a crucial development in the history and technical development of Dutch rail traffic; alternatively, it should be the unique or almost unique representative of a class that has long been a symbol of Dutch rail traffic.

To be considered for the second B-category, a vehicle should be part of a number of vehicles that has, as a whole, a historical value. When an object was involved in a major event in the history of Dutch rail transport, or when it has extra value because of the location where it is preserved, or if the object has not been altered since its manufacture, it can be placed in B-category.

The third, C-category, contains those objects which are necessary to maintain and present a collection as a whole, but which do not have historical value in themselves.

In the short term, as we wanted to start by registering all rail vehicles, it was important to convince the owners of historical rolling stock of the value and benefits of registration. With registration, Governments, either local, provincial or national, as well as other restoration funds, will have a means of judging, on a neutral basis, requests for grants for the restoration of heritage rolling stock. Secondly, registered objects could enjoy certain benefits, such as a reduction of taxes, or being excluded from safety or environmental measures. These sorts of benefits still have to be worked out. Communication with the owners of heritage rolling stock was of vital importance. A number of discussions were arranged at several places in The Netherlands, yielding a number of relevant additions to the project and creating more support for it. We were very pleased to discover that almost all owners of historical rolling stock in the Netherlands welcomed the registration scheme as a very valuable way of adding more status to railway and Tramway preservation in The Netherlands.

We started with an exhaustive stock take of all preserved engines, coaches and wagons in The Netherlands. A list of around 1200 objects was compiled. The owners were asked to check and, if necessary, to complete these lists.

In the meantime, an assessment committee was set up. Members were drawn both from the rail and tram preservation field, as well as the industrial heritage and engineering history field. It was a great pleasure to discover that everyone who was asked, joined. To ensure impartiality, it was made clear from the beginning that owners would not be eligible to sit on the committee.

In the meantime a number of very inspiring discussions took place on the working-party. Some examples follow.

- Should an objects' value depend in any way upon its condition? Our answer was no. Any object can have historical value, regardless of its condition. Whether it is in use as a pigeonhouse as a certain steam

tramcar, or as a holiday-home as a former State Railways guard's van, they still have a certain intrinsic value

- If an object is valued as a class A object, does this mean that the owner should be forced to restore it to its original condition? Is this the aim of registration? We were concerned that such suggestions would make owners of historical objects less keen to present their items for registration. We made, however, a number of recommendations on how preserved rolling stock should be both maintained and restored. One of these recommendations was that an owner should develop a collection-management plan. Others are that the owner should document all objects in his collection and that restoration of an object should be based upon thorough research.

- What about replicas? Should they be part of a national collection? We did agree that replicas can sometimes fill a gap in an existing collection. Perhaps 'De Arend' in the Dutch Railway Museum at Utrecht is the most vivid example of this. Built in 1938, almost 100 years after the original 'De Arend' was built in England. It has become so famous and it enables the Railway Museum to show the development of steam locomotives in such a way that it almost has become a museum piece in itself. Another example is the replica of the Arnhem-tram 76 [dia?], completed three years ago. The original 76 was built for metre-track, but the replica received standard gauge bogies, to be able to run in the Arnhem open air museum. Another example: the Haaksbergen-Boekelo has operated for more than 25 years an 0-6-0Tank nr.4 on their preserved line between Haaksbergen en Boekelo. The engine therefore become very familiar on this line. Unfortunately the engine doesn't have history on Dutch railways. As a matter of fact it was imported from Germany in 1968, when this preserved line started. Our opinion was that we should not built a 'museum of museums', so we decided not to incorporate rolling stock from abroad, even if it has been in use for a long time on a Dutch preserved railway. It is important to note though, that excluding foreign rolling stock from the register does not mean it has no value; on the contrary, from a European perspective it could be of great importance.

- Of several classes of engines and trams, more than one have been preserved. Do they all receive the same status? Should it be 'first come, first served', does the lowest number of a preserved engine class receive the highest status, should this be reserved for the one that has been restored most? This last question was decided for us, as only a small number of NS steam locomotives have been preserved, since the operation of steam locomotives on Dutch Railways stopped in 1958.

FEDECRAIL LIST OF AVAILABLE CONFERENCE PAPERS

(FRAILPapList2)

Kjell Palén / Sweden

2002-03-05 1(4)

| Designation: FRAILPap- | Price Euro | Pages | Author(s)/Speaker(s) | Paper/Title |
|---------------------------|---------------|-------|----------------------------|---|
| 94CS | 7,50 | 71 | 17 speeches (Complete Set) | The FEDECRAIL Inaugural Conference (1994) |
| 94InE | 2,00 | 3 | | Introduction: About FEDECRAIL |
| 9400E | 2,00 | 4 | | The FEDECRAIL Inaug. Conf. – Theme: 'The European Initiative' + 'Welcome' |
| 9401E | 2,00 | 1 | Morgan, David T | (Intro to Sess:) Our Common Culture: Promoting both our National and European Heritage. |
| 9402E | 2,00 | 3 | Arrivetz, Jean | The preservation of the Railway Heritage in France |
| 9403E | 2,00 | 6 | Bishop, Michael | Environmental Enhancements on and about a railway |
| 9404E | 2,00 | 6 | De Boer, Hildebrand | Traces of Track |
| 9405E | 2,00 | 1 | Clancy, Edel, mrs | Community of European Railways/CER [+video; not included !] |
| 9406D | 2,00 | 3 | Conrad; Kluge; Möbius | Inventarisierungsprojekt mit dem Verkehrsmuseum Dresden |
| 9407E | 2,00 | 2 | Dunstone, Denis | Cultivating the Private Sector [Sponsors; Transport Trust] |
| 9408E | 2,00 | 4 | English, Michael | Contribution of Culture Unit, DG X, European Commission – A Summary |
| 9409E | 2,00 | 2 | Krenek, Jaroslav | KHKD Prague and Rly Preserv. Clubs in the Czech Repub. [+video; not included!] |

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|--------------|-------|----|---------------------------|--|
| 9410E | 2:00 | 2 | Kucera, Tomás | Railway Collection of the National Technical Museum in Prague |
| 9411E | 2,00 | 2 | Madden, David | Risk Assessment |
| 9412E | 2,00 | 2 | Morgan, David | Funding by European Union |
| 9413E | 2,00 | 4 | Palén, Kjell | View from a 'Non-EU Member' Country; Similarities and Diff. of Situation in Sweden. |
| 9414E | 2,00 | 5 | Prak, Max | Museum Railways in the Netherlands, the Growth towards Independent Companies |
| 9415D (E) | 2,00 | 5 | Ratjen, Rudolf | VDV and UITP, our work with the European Authorities in Brussels [Headings in English; Text: in German/auf Deutsch] |
| 9416E | 2,50 | 8 | Rees, Hugh | The Common Transport Policy of the European Union |
| 9417E | 2,00 | 5 | Scott, Andrew | Some Thoughts on the World of Railway Preservation |
| 9501E | 2,00, | 5 | Hoftijzer, R, (DG V) | Health and Safety at Work in the European Union |
| 9502E | 2,00 | 3 | Fredén, Sven | The preservation of the railway landscape and the role of the museum railway |
| 9503E | 2,00 | 4 | Arrivetz, Jean | The preservation of Railway Landscapes |
| 9601E | 3,50 | 26 | Aitkin, Howard | EC Funds: Partnership, Planning and Preserverance – East Lancashire Railway |
| 9601F | 3,50 | 27 | | Le chemin de fer protège du Lancashire de l'est: Une étude de cas dans l'obtention de financement structurel Européen [+ 10 pages ” English Appendix”] |
| 9602E | 2,00 | 6 | Hogg, Steven | EC Funds: EC Funding for Rural Areas – Objective 5B –The NYMR Experience |
| 9602F | 2,00 | 7 | | <i>No French title</i> |
| 9603E | 3,50 | 21 | Dufetrelle, Frédéric | Marketing: The French Experience + Comparisons from Other Countries (+ annex) |
| 9603F | 3,00 | 17 | - ” - - ” - | Le marketing des chemins de fer touristiques [+ Annexe 1 – 3] |
| 9603D | 3,00 | 19 | - ” - - ” - | Marketing der Touristikbahnen [Englisch/Französisch Annexe 1-3] |
| 9604E | 2,00 | 6 | Lee, Mike | Marketing: Role of Professional Agencies in Helping to Market Preserved Railways Only 12 OH ”pictures” = text synopsis] |
| 9605E | 2,00 | 4 | Madden, David | Marketing: (AIRPS Marketing Officer) |
| 9605F | 2,00 | 4 | - ” - - ” - | Association des chemins de fer indépendants et des sociétés de préservation; (Président du comité marketing) |
| 9606E | 2,00 | 5 | Nieweg, Jaap/Kooy, Livius | Marketing: Marketing Netherlands Museum Railways |
| 9606F | 2,00 | 5 | | Rapport de questionnaire SOS |
| 9607E | 2,00 | 1 | Morgan, David | Insurance: Identifying the Risks (Introduction to Theme) |
| 9607F | 2,00 | 1 | - ” - - ” - | Assurance: Evaluer les risques |
| 9608E | 2,00 | 3 | Knope, Victor | Insurance: European Approach towards Insurance |
| 9701E | 3,50 | 24 | Guldborg, Christian | Signalling the future of rail transport [Text: 9 pages + 15 OH B/W ”pictures”] |
| 9702E | 2,00 | 4 | Wedzinga, A | Level crossing safety demands good solutions |
| 9703E | 2,00 | 5 | Balensi, Jean-Paul | Comparison of the Regulation of Level Crossings for Museum and Tourist Railways in Various EU Countries |
| 9704D | 2,50 | 8 | Engel, Thomas | Die Schwächen des schwedischen Kulturgesetzes; Das schwedische Schutzgesetz oder das Streben nach Vollkommenheit. |

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|---------|-------|-----|---------------------------|--|
| 9704E | 2,00 | 5 | - " - - " - | The Deficiencies of the Swedish Cultural Act; The Swedish Conservation Act or the Struggle for Wholeness. |
| 9704F | 2,50 | 10 | - " - - " - | Les faiblesses de l'acte culturel suédois; L'acte de conservation suédois ou la lutte pour la totalité. |
| 9705E | 2,00 | 3? | Moskalev, Leonid | Central Museum of the October Railway; Museum of Railway Equipment |
| 97x1TT | 2,00 | 2 | (Tomkins, Tony) | (Practical Aspects of Environmental Management for Museum Railways) |
| 98CS | 10,00 | 75? | 7 speeches (Complete Set) | Day of Modern Steam Traction + FEDECRAIL Conference, Barcelona, Spain, 1998 |
| 9801E | 3,00 | 14 | Porta, Livio D | XXIst Century Steam |
| 9802Spa | 3,00 | 13 | Olmo, José Pérez | Tracción a vapor moderna y sostenible – el escenario cubano. [Spanish !!!] |
| 9803E | 2,00 | 7 | Waller, Roger M | Modern Steam in Revenue Service |
| 9804E | 2,00 | 5 | Serchinger, Reinhard W | Modern Steam Traction and the Protection of the Environment |
| 9805E | 2,50 | 11 | Porta, Livio D | Fundamental Principles of Steam Locomotive Modernisation and their Application to Museum and Tourist Railway Locomotives |
| 9806E | 2,00 | 5 | Waller, Roger M | Steam Locomotive Components for Museum and Tourist Railways |
| 9807E | 3,00 | 15? | Quellmalz, Jürgen | Further Development of the Classic Steam Locomotive 301'2 etc; |
| 9901D | 2,00 | 7 | Simpson, Brian, MEP | Redebeitrag zur FEDECRAIL Konferenz 1999 |
| 9901E | 2,50 | 11? | - " - - " - | Speech to FEDECRAIL Conference, Prague |
| 9901F | 2,00 | 5 | - " - - " - | Présentation à la conférence FEDECRAIL, Prague |
| 9902D | 2,50 | 12 | Drees, Hans-Udo | Das Dampfloswerk Meiningen; Eine Darstellung seiner Aktivitäten in der Vergangenheit, Gegenwart und Zukunft |
| 9902E | 2,50 | 11 | - " - - " - | The Meiningen Locomotive Works, Meiningen, Germany; A Presentation of it's Past, Present and Future Activities |
| 9902F | 2,50 | 8 | - " - - " - | Les usines de locomotives de Meiningen, Allemagne; Une présentation de leurs activités passées, présentes et futures |
| 9903D | 2,00 | 2 | Dorozhkov, Sergei | Pereslavl Schmalspurbahn und Museum |
| 9903E | 2,00 | 3 | - " - - " - | Pereslavl Narrow Gauge Railway and Museum |
| 9903F | 2,00 | 3 | - " - - " - | Histoire des chemins de fer russe à voie étroite/ Projet du musée et du chemin de fer à voie étroite de Pereslavl. |
| 9904E | 2,00 | 4 | Kucera, Tomás | Should we operate the museum exhibits or not ? |
| 9905D | 2,00 | 4 | Rachota, Jindrich | Betrieb/Instandhaltung historischer Eisenbahnfahrzeuge in der Tschechischen Republik |
| 0000 | | - | FEDECRAIL Video | Working with Young People.[Several languages !] |
| 0001D | 2,00 | 7 | Rabenau, Gerhard | Jugendarbeit im Eisenbahnmuseum, Projektwoche und Vater-Sohn-Wochenende |
| 0001E | | | - " - - " - | Project Weeks for School Classes at Museum Railways |
| 0002D | 2,50 | 9 | Smith, Ian | Junge Freiwillige bei den historischen Eisenbahnen |
| 0002E | 2,00 | 6 | - " - - " - | Young Volunteers on Heritage Railways |
| 0002F | 2,50 | 9 | - " - - " - | Les jeunes volontaires dans les chemins de fer touristiques |
| 0004D | 2,50 | 10 | Langela, Robert | Die Belgische Vennbahn und ihr Einfluß auf den Tourismus |
| 0004E | 2,50 | 8 | - " - - " - | The Belgian Vennbahn and its Influence on Tourism |
| 0004F | 2,50 | 9 | - " - - " - | Le chemin de fer des Venns en Belgique et son influence sur le tourisme |

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|-------|------|-----|-----------------------|---|
| 0101E | 2,50 | 11 | Wedzinga, Andres A | Bridging a Century – 21 st Century Safety for 19 th Century Rail |
| 0101F | 3,00 | 18? | - " - - " - | A un siècle d'écart: la sécurité du 21 ^e siècle pour le rail du 19 ^e |
| 0102E | 2,00 | 5 | Degruyter, Rik | Tourist Railways in Belgium: Tales of the Unexpected ! |
| 0102F | 2,00 | 6 | - " - - " - | Les chemins de fer touristiques en Belgique: les contes de l'imprévu ! |
| 0103E | 2,50 | 11? | Poyntz, John | Railway Regulation in the UK |
| 0103F | | | - " - - " - | Réglementation des chemins de fer au Royaume-Uni |
| 0104E | 2,00 | 7? | Ravera, Gianni | New Regulations on Safety for Tourist and Museum Railways |
| 0105D | 2,50 | 9? | De Martino, Salvatore | Strafprozesse und Sicherheit (italienische Erfahrungen und Anlage) |
| 0106E | 2,00 | 4 | Dauvilliers, Annie | Tourist and historic railways in France. [The French solution to the Regulation Problem – Implementing the new Regulatory Regime for Heritage and Tourist Rlys] |
| 0106F | 2,00 | 4 | - " - - " - | Les chemins de fer touristiques et historiques en France |
| 0107E | 2,50 | 11 | Echensperger, Heimo | Organized Safety – The Safety Framework of the German Mus. and Tourist Rlys |
| 0107F | 2,50 | 12 | - " - - " - | La sécurité organisée – l'organisation de la sécurité dans les musées et chemins de fer touristiques en Allemagne |
| 0108E | 2,00 | 4? | Lundström, Anders | Developing European Railways – The Commission's Proposal on Railway Safety |
| 0109E | 2,00 | 5 | Woodhouse, David | a) How Regulations Affect Heritage Railways in the UK; b) What Have We learnt, What of the Future ? |
| 0109F | 2,50 | 8? | - " - - " - | L'impact de la réglementation sur les chem. de fer historiques en Grande-Bretagne |

(Number of pages and other alterations may occur !) Some papers are rewritten (to "FEDECRAIL Standards") others are as they were presented at "their" conferences respectively.

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About risk evaluation of museum railways traffic

Sven Freden / Sweden

This discussion is only concerned with museum railways with their own, "stand alone railways". The same type of discussion shall be done concerning museum trains on main lines ("veteran trains"), it will however be more complicated because of the interaction with other traffic.

All discussion about ATP, safety rules and safety related equipment on museum railways is basically a question of risks.

There are then several problems that should be solved (or at least discussed)

1. How do we define risk¹ when talking about museum railway traffic? The societal risk is obviously negligible but should the individual risk be "fatalities per hour travelling with the museum railway" or "fatalities per year caused by travelling with museum railways for any person in a country". The second definition is probably not acceptable but the first may be? Given that nobody travels with museum railways not more than a few day per year (how many hours on the suburban train?) even if the probability for a fatality is a hundred times higher when travelling with the museum than with the commuter train is still the individual risk lower for the first?
2. According to EU there shall be an acceptable risk level: Common Safety Target (CST). We will have to prove beyond reasonable doubts that our techniques and our way of traffic control give a risk lower than CST.
3. The EU Directives also introduced Common Safety Methods (CSM). It would be a great benefit if something like this could be accepted by the Member States. In Sweden there is today nothing like a CST or CSM and there is no way to prove that your traffic has an acceptable risk. We are totally dependent on the more or less unfounded opinion of our authorities.

Talking about ATP I can mention that I have had the opportunity to read a new risk analysis about ATP (in Sweden called ATC). This analysis has the title Basis for Rules about Speed Supervision on Railways and concerns both museum railways and veteran trains. The producer of the report is a well known consulting firm with a very good reputation in the field of risk analysis (mainly offshore equipment). Here I would like to write some English understatement but I can't find the words. The quality of the report is very low. With this type of "risk analysis" we can expect any result; for example that all engines shall have ATP when travelling faster than 15 kph. or the man with the red flag shall be reintroduced when using steam locomotives. I will again stress that from my viewpoint is it essential that FEDECRAIL helps us (via EU?) to make trustworthy risk assessments so we can show that our activity has an acceptable risk or identified what we need to do to reach the CST.

Note:

[†]Risk, as usual, is defined as the product of the probability of accidents and the consequences of them (this definition is a little loose but acceptable here).

FEDECRAIL VIDEO “STEAM PASSION, YOUTH ON LINE”

In 2000, Fedecrail realised that young people should be made interested in the volunteer work that keeps the heritage railway a working memory of the past, a living museum indeed. Therefore, the professional video and TV documentary producer Timevision a.s.b.l. in Brussels, Belgium, was invited to make a video about working with the youth. The often very beautiful shots were taken at the A.M.T.F. museum railway in the South of Luxembourg, where generations work together to keep the old steam train going.

After a rather surprising introduction, FEDECRAIL President David Morgan and several A.M.T.F. volunteers explain how important young people are for the continuity of our work.

The video can be shown to potential new volunteers, but also to local authorities and others who want information about working on preserved railways. The duration of this VHS video is 19 minutes. The price is 15,00 € when collected and 17,50 € when mailed.



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What is FEDECRAIL

FEDECRAIL – the Federation of European Museum- and Tourist Railways – is an organisation under Belgian law. It was founded in April 1994 in Brussels and was authorised by royal Belgian decree.

FEDECRAIL – is the European parent organisation for all friend's of railways who are engaged in the maintenance, preservation and operation of historical railways.

FEDECRAIL – every European national parent organisation for Museums- and Tourist Railways can become a member of FEDECRAIL. Individual associations can only become members if there is no national organisation. Individual members or extra-European associations can join the circle of the "FRIENDS OF FEDECRAIL" as promoters, patrons or sponsors as members without the right to vote.

FEDECRAIL – is a connecting link between the national parent organisations and the European committees (EU parliament, EU commissions, EU executive boards, etc.)

FEDECRAIL – is the forum for discussions and the exchange of information for the European Museum- and Tourist Railways

FEDECRAIL – council, managing committee and technical representatives come from all European member associations and work exclusively on a honorary basis.

FEDECRAIL – publishes a bulletin with important information four times a year

FEDECRAIL – organises an annual conference with specific European topics about the Museums- and Tourist Railways such as the preservation and maintenance of the European heritage, incorporation into the regions, labour safety, financing, legislation, harmonisation, environmental protection, etc. Study trips on 3 days to the vicinity of the respective places of conference are always an element of the conference. These have thus far been:

1994 - BRUXELLES/Belgium

1995 - STRASBOURG/France

1996 - BIRMINGHAM/United Kingdom

1997 - STOCKHOLM/Sweden

1998 - BARCELONA/Spain

1999 - PRAGUE/Czech Republic

2000 - BAD BREISIG/Germany

2001 - TORINO/Italy

2002 - RIGA/Latvia