

Tekst Combined with PowerPoint presentation by the President of FEDECRAIL, Jaap Nieweg for the ERIH hybrid conference in Oberhausen. Title: “how to keep the wheels turning”.
On 08.10.2020 held from a location in the Netherlands, because of COVID-1

Fossiele brandstoffen in de 21^{ste} eeuw. Welke strategie kiest het mobiel erfgoed (in Europa) - 1 -

Illustr. Nr.	Illustration	Spoken tekst - Text
1.	<p>FEDECRAIL Logo</p> <p>Jaap Nieweg President of FEDECRAIL</p> <p>“How can we keep the wheels turning” as an answer on the question “why should the wheels stop turning !! ?”</p>	Ladies and gentlemen. It is almost 5 years ago that I was asked to become the president of the European Umbrella Organisation for Museum and Tourist Railways, FEDECRAIL.
2.	Membership overview	The Picture tells us that the 653 members are originating from 24 European countries .
3.	<p><i>Picture</i></p> <p>Locomotive 30 SHM in the bulbfields</p>	Having been involved in railway preservation as historian for more than 45 years, of which the last 22 years of my professional life as CEO of the leading Dutch Museum Railway, the Museumstoomtram Hoorn – Medemblik and just being pensioned at the moment of the request in 2016, I agreed. How different was the landscape of our heritage railway world if compared with today’s situation.
4.	Text: No Paris Agreements	There were no Paris environmental agreements and no European Green deal. Of course there was worked under the leadership of the United Nations for more than 25 years by many parties to achieve such an agreement. But no Paris Agreements.
5.	Text: No Paris Agreements Brexit	We had never heard of BREXIT. But who could imagine that a suggestion of British prime minister, Mr. Cameron during an election campaign, that if his party would be still in power after the election there should be held a referendum with the question to be answered are we remaining or leaving the EU..... And Brexit was born.
6.	Text: Paris Agreements Brexit COVID-19	And it was only at the very end of 2019 that there were rumours about a new CORONA virus, that saw the light in China and spread very fast as an enormous pandemic Ghost, over the whole world and became an very important ‘influencer’ of all of our lives. Culture in many forms is under thread and that is what we feel today also in the world of working industrial and mobile heritage.

7.	Picture Youngsters	Beside these three serious threads the whole sector was and is looking for younger people, to take over and continue the important work that has to be done to keep the wheels turning.
8.	Story telling Tk	They have to tell the story about the importance of this inheritance as an important element of developing and maintaining the European Identity, and it will play the role of a flywheel.
9.	<i>Picture</i> 19.04.2019 25 year jubilee of FEDECRAIL at the top of the Brocken mountain. The first light of the next 25 years	ON April the 19 th 2019, the formal founding date of FEDECRAIL in 1994, some 100 'FEDECRAILERS' gathered at 04.00 hours in the morning at the station of the Harzer Schmalspurbahn in Wernigerode for a steam train-ride up to the top of the Brocken mountain, the highest point of the Harz Area, to catch the first glimpse of light of the next 25 years. The days before the weather was dreadful, with fog and fresh snow, but the weather-forecast was optimistic for the 19 th . And this time they were right. We could see some 50 kilometres, with a temperature of minus 10 degrees. It was a symbolic moment of a bright collective future feeling.
10.	<i>Idem Picture FEDECRAIL Flag before train.</i>	It was time to point our flag in front of the train as prove that after 25 years we were still life and kicking.
11.	What can be influenced by us text: <i>New generation</i>	Hereunder I will explain how threads can be influenced by us. For the younger generation we have not to play the role of the old grandparents who know better. But showing the new generation that they are widely appreciated to be with the former generation. And that they – the youngsters will make the difference in assuring that the story of our whole sector can be experienced in the long term future. Herewith we might make young female and male persons aware of an interesting activity that is worth to spend time on. First as a volunteer but also as a possible paid employee in a very special job as part of an enterprise and a sector of which you can be proud being a part of.
12.	What can be influenced by us: <i>New generation</i> COVID-19	CORONA. Of course in many countries we have realized a new reality, with social distancing, washing hands, work at home if possible and if ill stay at home. But in reality, our influence on COVID-19 is as far as I can see, minimal. Even we have no prove for a solid terms of ending.
13.	What can be influenced by us: <i>New generation</i> COVID-19 BREXIT	BREXIT. At the moment of writing it is unclear how the future relationship between the UK, as the mother country of - Industrial and Mobile Heritage and also very special as the first place where a heritage railway (completely volunteer run) did arise - so the relationship between the UK and the rest of Europe will be formed. Personally I hope that we can realize a new constructive structure in which on those points where our interests are mutual, initiatives of new forms of co-operation will arise.

		<p>As far as I can see, there is on both sides an unpleasant feeling, fed foremost by uncertainty about how BREXIT will be realized in the ultimate form from 2021 on.</p> <p>It is hardly to be influenced by us. The conclusion could be, to be patient until the new situation in the relationship is more clear and definite for a longer period.</p>
14.	<p>What can be influenced by us: <i>New generation</i> COVID-19 BREXIT Green Deal and the Paris environmental agreement</p>	<p>The Green Deal is presented by the new European Commission after the 2019 Elections for the European Parliament. It can be experienced as the translation how the EU will fulfil the Paris agreements made in 2017 of which the first official evaluation will be held in 2023 and then the agreement will be evaluated every 5 years (so 2028 will be the second one).</p> <p>Since many of the things, identified in the Paris Agreements as the cause of climate change, are at the heart of their material and immaterial values for working industrial and mobile heritage, we must see the Paris Accords as a major long term threat for our form of Cultural heritage and as a result should be influenced by us.</p> <p>Some examples.</p>
15.	<p>Illustration. Loading electricity in busses in Rotterdam</p>	<p>Today Urban Public Road Transport is in an change from diesel to electric. The modern coal yard is showed here in Rotterdam.</p>
16.	<p>Illustration: Coal in the depot of The Hague State Railway SS 1913</p>	<p>This wonderful Picture, made in 1913 in the centre of The Hague, the coal yard of the locomotive depot of the Staatsspoor tells us the story how mobility was organized. The Express locomotive gets its coal loaded by hand in buckets and the loaders had to climb via a wooden ladder to the top of the tender. This tender had a capacity for 4000 kg of coal and some 10.000 litres of water. The coal was divided in smaller and bigger pieces. This all was under supervision of the shedmaster and his coal-yard chief, the man standing on the left coal pile in a civil costume but with a railway head on so that you could see his rang and so knew his status. Loading was done under very exact supervision, because it was the base of the so called coal-premium, that gave the good drivers the chance to earn some extra money (7 to 8 %).</p> <p>The coal gave a wonderful smell, especially mixed with the warm steam and oil. And when this Express locomotive was leaving The Hague for Utrecht and Arnhem it made without any doubt a wonderful sound of the exhaust of the hard</p>

		working engine. Smell and sound are immaterial part of their heritage and so of the conceptual authenticity
17.	Illustration Harbour life in the fifties	<p>Many cities in Europe are making green areas, where cars, trains and ships are not longer allowed to be driven by power installation fed by fossil fuel.</p> <p>This harbour view from the fifties, in the heart of Rotterdam looks as quite exceptional, but it was day to day practice.</p>
18.	Illustration Ss Christiaan Brunings	<p>Today's harbour life is of course completely different, but if the Harbour Museumships still can be used after 2050 in a carbon neutral society that is a question to be answered .</p> <p>This wonderful 120 years old steam vessel, owned by the Maritime Museum of Amsterdam , is used on special occasions like the arrival of Sinterklaas in the Capital of The Netherlands, for trips organized by the Maritime Museum, through the harbour in and on the waterways around Amsterdam.</p> <p>The volunteers who are responsible for the maintenance of the ship are a nice mixture of younger and older people. The technical group is lead by the former chief of the steam ships of the Dutch war Fleet. He wrote a complete maintenance plan in detail that is studied and used now by younger people. A problem nowadays is that the inspection thinks that the ship does not longer comply with the newest rules for ships, like not having a modern automatic fire extinguisher system.</p> <p>The green areas and these types of modernism are not fitting in the idea of retaining the conceptual authenticity for monuments of working industrial and mobile heritage.</p> <p>In the Netherlands we developed together with the Ministry of Culture a register in which all objects of mobile heritage were validated on cultural value as a start of support and protection against modernism as meant above.</p> <p>This steamship, the Christiaan Brunings is part of this Register of the Dutch Mobile Collection.</p>
19.	Illustration Cover of The Study of the heritage houses	<p>In 2019 the former EC published a first Pan-European Study on family owned heritage houses in Europe. This study was initiated by the European Parliament in 2018.</p> <p>In 2017 FEDECRAIL wrote a first attempt as reaction to the Paris environmental agreement, called Plan Paris, where on main issues was pointed out how the sector should act. And there we said that this should be not a sole heritage rail action, but that all the working industrial and mobile heritage should be united and involved. One of the main first steps should be the production of a study in which the importance of the complete sector with elements as cultural, technical,</p>

20.	<p>Illustration Cover of the MCN Book Heritage that moves Erfgoed dat beweegt</p>	<p>historical, social, economical values etc. should be researched. We recognize now immediately the Pan European study of the old houses as a wonderful example for our sector.</p> <p>The Dutch Mobile Collection published with support of the Ministry of Culture and the governmental services of the Ministry, this book, titled “Erfgoed dat beweegt” translated “Heritage that moves” in which the validating process for mobile heritage is prescribed. This made it for politicians in my country clear what the importance was and what type of need the government should give to the sector.</p> <p>In my opinion we need to answer the question if we organize a mutual platform in which all stakeholders will work closely together to arrange the pan European study on working industrial an mobile heritage together with the European Parliament and the European Commission.</p> <p>Or that we start to do a study just for the heritage railsector.</p> <p>If possible I want to go for the first option. All together makes us much stronger.</p> <p>The example can be Dutch, as the Dutch Minister of Culture in the year 2001 wanted answers on the following questions :</p>
21.	<p>Illustration text: volume & quality</p>	<p>What is the volume and the quality of the Dutch Mobile Collection. He had at that moment really no idea</p> <p>He made money available to make an two year inventory and a National Register for Mobile heritage</p> <ul style="list-style-type: none"> * we made 4 registers for the 4 forms of Mobile heritage ic: The sectors of water, road, rail and air. • And in the book we gave also an answer on what specific problems do you experience in the working presentation in maintenance and safety to the public and the workers. <p>The umbrella organisations for this 4 sectors were heavily involved and a first draft was produced after 2 year, inclusive a first form of cultural validating, like was developed and used for the Dutch Museum collections a few years earlier It brought in the end formal policy for safeguarding our collections and the possibility to show them working to the public. Something like that would be as necessary as wonderful on European scale.</p>

		The outcome should serve as an informing element for the EU Parliament and the EU Commission to built realistic policy on.
22.	Illustrations of coalmines and miners	<p>A few important and related questions</p> <p>What coalmine will we keep open to deliver for the long term the right coal for the sector.</p> <p>How can we keep the profession of miners alive as a result of this action</p> <p>What coalmine has such an interesting form, that it can stay open and produce coal as a working Museum. Where coal is really getting around with noise and dirt, so an interesting place for visitors to experience the really industrial force of a working coalmine as part of the working industrial and mobile heritage.</p> <p>How can we finance such a thing in buying, maintaining and preserving.</p>
23.	Four decisions for the future as part of the European Green Deal conceptual authenticity	<p>Four decisions for the future as part of the European Green Deal:</p> <ol style="list-style-type: none"> 1. Preservation of the conceptual authentic state is at the heart of the preservation of working Industrial and Mobile Heritage. At the moment the conceptual authenticity is changed to fit into modern legislation it will loose its heritage status.
24.	Four decisions for the future as part of the European Green Deal -conceptual authenticity -splitting in relation use of fossil fuel as yes /no part of conc. Authent.	<ol style="list-style-type: none"> 2. Make a split between those objects where the use of fossil fuels strongly belongs to the conceptual authenticity and the objects where this is not or much less the case. Example: a steamroller versus a historic sailing ship
25.	Four decisions for the future as part of the European Green Deal -conceptual authenticity -splitting in relation use of fossil fuel as yes /no part of conc. Authent. -Reduce CO2 where possible	<ol style="list-style-type: none"> 3. The organizations reduce CO2 emissions where possible by improving the quality of boiler water, insulation and improved staff training. As a result the conceptual authenticity of the object remains maintained. Collect the heat released when lighting up and cooling down and use it for heating the buildings of the organization during winter, together with the help of solar panels on the roofs of the buildings of the organization.

26.	<p>Four decisions for the future as part of the European Green Deal</p> <ul style="list-style-type: none"> -conceptual authenticity -splitting in relation use of fossil fuel as yes /no part of conc. Authent. -Reduce CO2 where Possible -Coal as real value of conceptual authenticity. 	<p>4. Research which coal mine should be preserved as a real working Museum. Organize the acquisition and retention of knowledge and jobs (i.e. including theoretical and practical training and transfer of knowledge from traditional coal mining).</p> <p>Develop the mine as a unique attractive museum, one of a kind in Europe . Let's make fossil fuel like coal as a real value of conceptual authenticity.</p> <p>These 4 decisions will make a truly essential contribution to the preservation, management and presentation of the long-term working perspective of industrial and mobile heritage, as a contribution to the development of European Identity.</p>
27.	Illustration RIGA Charter	<p>The illustration shows us the so called RIGA charter, produced by the heritage rail sector initiated by FEDECRAIL and presented to the European Parliament some 10 years. It shows that the sector already developed elements of policy, as did the maritime sector with the Barcelona charter, and the road sector with the Charter of Turin and of course the oldest charter for the built monuments, the Charter of Venice. In the Netherlands the historic aviation is part of the Dutch Mobile heritage collection and register.</p>
28.	<p>Appeal to all parties</p> <p>Loc 13 2.9.57 Dtc</p>	<p>Before finalizing my speech, with an appeal to all parties involved, I want to take you back to my birthplace in the Netherlands. It is Doetinchem the 2nd September 1957 and this small 57 years old tramway locomotive, number 13 namend "Silvolde", is prepared by her driver for the very last formal trip on a 75 cm gauge steam tramway network of over 200 kilometres, of which 12 kilometres were left at that moment. That started in 1881 and ended in 1957. In the last two year the public transport company used her for a first attempt for a historic ride during the summer holidays. A first example of heritage rail. On the day this picture was taken, she balanced on the border between the commercial use by her owners and becoming a museum piece, what she became afterwards. It was this company and this locomotive that made me to decide as a 4 years old boy, not becoming a pilot, a member of the fire brigade or a bus driver. I would without any doubt become a steam tramway locomotive driver.</p> <p>That is the main reason of course that I propose an appeal to all of you to become involved in the idea, that as a main goal should bring the working industrial and mobile heritage, a fair place in the European Green deal and so in the Paris environmental agreements, so that we can keep the wheels turning as an answer on the question "whu should the wheels stop turning" !! ?</p>
28.	FEDECRAIL	Thank you very much for your attention.