



# FEM

REPORT 2014-2016



europaean materials handling federation

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# PRESIDENT'S MESSAGE



**Jan van der Velden**  
President

When I was re-elected in 2014 I assigned myself three objectives for my second term as FEM President. I am delighted to report that FEM has delivered on all three.

First, FEM issued a Manifesto in which our industry has set its midterm vision and strategy by flagging 7 areas that are key to maintain the competitiveness and overall success of our companies. This strategy is now guiding the actions of all the working forces of FEM at both horizontal and Product Group levels. It is a point of reference in our regulatory discussions with the European institutions on a number of issues (exhaust emissions, outdoor noise, market surveillance, energy & environment, etc.).

Second, just one year after the signature of a Memorandum of Understanding that marked the official launch of the World Materials Handling Alliance, we were able to issue the first world statistics on production value of materials handling equipment. They were presented on the occasion of the WMHA annual meeting on 27 October 2015 at CeMAT Asia in Shanghai. FEM played a crucial role in this achievement by taking responsibility for gathering, compiling and presenting the figures. We can be satisfied with this first tangible result of a collaboration process that started a few years ago. Yet this is only a first step and we are now working on other issues, notably in the field of regulatory exchange.

***“The FEM Development Strategy has been carried out smoothly. FEM budget has been doubled and members can feel the benefits of a more present, active, responsive and ultimately more valuable FEM”***

This work has contributed in reinforcing the FEM image worldwide. The same process took place at European level as FEM was present at several events, be they fairs or conferences. FEM also joined Orgalime, the European federation representing the interests at the level of the EU institutions of the European mechanical, electrical, electronic and metal articles industries as a whole. FEM can thus benefit from the power and weight of the organisation speaking for the largest industrial branch in the EU, with 130,000 companies employing some 10.3 million people and generating a turnover of more than €1,825 billion.

Finally, the FEM Development Strategy is near to completion and has been carried out smoothly. Adopted in 2011, it has enabled FEM to more than double its budget, mostly thanks to members' contributions but also by increasing the share of non-membership fee income to nearly 25%. Meanwhile, FEM has managed to maintain reserves twice as high as originally foreseen. Even more importantly, members can feel the benefits of a more present, active, responsive and ultimately more valuable FEM.

# SECRETARY GENERAL'S REPORT



**Olivier Janin**  
Secretary General

The European materials handling industry is dynamic, innovative and fascinating. The communication of these qualities is an important task for FEM. In the past two years, we have tried to better promote our companies and our national associations towards European decision-makers and more specifically Members of the European Parliament (MEPs). Several of them from strategic parliamentary committees have thus visited manufacturers in their constituency. These visits, which were very much appreciated by manufacturers, have provided unique opportunities to showcase the versatility and creativity of our industry and explain the challenges it confronts. Although such visits require logistic organisation, FEM will continue to bring together political decision-makers and manufacturers.

*“On the revision of the Directive on exhaust emissions from non-road mobile machinery FEM has achieved remarkable result that will have very tangible benefits for our manufacturers”*

This promotional initiative also represents a useful complement to FEM lobbying activities. The close links that FEM managed to build with several key MEPs were among the reasons explaining the success encountered on the revision of the Directive on exhaust emissions from non-road mobile machinery. This legislative dossier has monopolised substantial resources from the FEM Secretariat and experts over two years. Thanks to an efficient, consistent and collaborative lobbying campaign, FEM managed to have all its key requests taken on board in the final text, including a special exemption for mobile cranes despite strong resistance from the European Commission. This is a remarkable result that will have very tangible benefits for manufacturers. We can certainly be proud of our achievements.

Promoting the European materials handling industry starts with the FEM website. This has around 5,000 unique visitors a month, which is a very good result for a European trade association. Mindful of the fact that the website was becoming outdated, we decided to give it a complete revamping. We now have a modern, attractive and user-friendly website that truly represents what FEM is and does, a website able to fulfil new needs (increase in FEM and its Product Groups' activities, company advertisements, trade fair cooperation...) in a flexible manner and for the benefit of FEM, its members and Product Groups.

Finally, FEM has now equipped itself with a comprehensive and yet flexible trade exhibition policy, which has made it possible to deepen our cooperation with CeMAT and All4pack, thereby providing additional opportunities to promote FEM.

# LEGISLATIVE TASK FORCES

## 1-ORGANISATION

The FEM Task Forces on regulations are horizontal to all Product Groups. They define FEM positions and prepare lobbying actions towards the European institutions. Participation is open to all general members and Product Group members. Information is distributed to the National Committee and Product Group secretariats who circulate it to all their members.

## 2-STRUCTURE & SCOPE

FEM has one general overarching Task Force (TF EU Directives) and 3 specific Task Forces (NRMM, Noise and Machinery Directive). Altogether, these working bodies tackle many topics:

- Safety of machines
- Outdoor noise
- Exhaust emissions of non-road mobile machinery
- WEEE and RoHS
- Ecodesign
- Road circulation
- Chemicals legislation
- Construction products legislation
- Market surveillance

FEM collaborates with fellow trade organisations on issues of common interest. Such collaboration is particularly developed with CECE (construction machinery), CEMA (agricultural machinery), EGMF (garden machinery) and Euromot (engines), as well as Orgalime. Common issues include exhaust emissions of non-road mobile machinery, outdoor noise, safety of machines and market surveillance.

## 3-MAIN ACTIONS DURING THE LAST TWO YEARS AND KEY POINTS FOR THE FUTURE

### 3.1-EXHAUST EMISSIONS FROM NON-ROAD MOBILE MACHINERY

FEM has been deeply engaged in the whole legislative process for the new Regulation on type-approval and emission limits for engines installed in non-road mobile machinery (revision of Directive 97/68/EC).

After the European Commission proposal on the new NRMM Regulation was published on 25 September 2014, FEM issued a position paper with its main concerns and requests, accompanied by two annexes in the form of technical position papers from the Industrial Trucks (IT) and Cranes & Lifting Equipment (CLE) Product Groups. Another key document which has been of significant impact during the advocacy activities is a comprehensive impact study from PG CLE, elaborating on the main reasons for requesting a specific extension of the transition period for this type of equipment.

During 2015, the FEM position paper and the mobile cranes impact study were rigorously defended in meetings with Permanent Representations in Brussels (Latvia, Poland, Spain, Portugal, France, Belgium, UK, Italy, Czech Republic, Finland), as well as the European Parliament rapporteur for this dossier in the Environment (ENVI) Committee (Elisabetta Gardini, EPP political group), the opinion rapporteur from the Internal Market (IMCO) Committee, and the shadow rapporteurs from the other political groups.

FEM has been closely monitoring the legislative developments in the European Parliament following the calendar of both the ENVI and IMCO Committees in terms of debates, consideration of amendments and votes. We therefore prepared proposals for amendments ahead of relevant deadlines, and also voting recommendations before votes in these committees took place. Moreover, FEM kept an eye on the discussions in the Council meetings on the NRMM file at different levels (Working Party, COREPER), and also regularly kept in touch with the legislators during the triologue phase which started in mid-October 2015 and concluded in April 2016.



**Cosette Dussaughey**  
Chairperson TFs Noise  
& EU Directives



**Anne Claire Rasselet**  
Environment & Energy



**Ioana Smarandache**  
Internal market



Joint activities were also undertaken with other like-minded associations (CECE and CEMA) to restate common concerns and express support for decisions/results which were favourable to machine manufacturers, namely joint press releases following the votes in the ENVI and IMCO Committees, a joint statement to the Council with key messages to consider during the triologue negotiations, joint letters to the ENVI Committee and Council representatives to request the swift adoption of the Regulation, and a joint press release endorsing the positive outcome of the plenary vote on 5 July 2016.

FEM is pleased with the final compromise text resulting from the triologue meetings, which was then adopted in plenary and in the Council. The final text is broadly in line with the FEM positioning on this subject, notably regarding:

- The general extension of the transition period by 6 months (18-month production time limit + 6 months for placing on the market)
- The specific extension of the transition period granted to the mobile cranes sector by 12 months (30 months for production + 6 months for placing on the market)
- The inclusion of a replacement engines provision for NRE engines, with a time limitation of 20 years for placing on the market
- No change to the application dates initially proposed by the Commission (type-approval and placing on the market dates).

The new Regulation is currently foreseen to be published in the Official Journal in September 2016. All in all, this is a concrete example of very successful advocacy undertaken by FEM from September 2014 until the adoption of the Regulation by the Parliament and the Council.

In parallel to this process, FEM also actively participated in the Commission Expert Group meetings on NRMM (GEME) as well as in the sub-WGs which specifically worked on the drafting of the Delegated and Implementing Acts. FEM nominated two representatives in the expert groups preparing this supplementary legislation: one from PG CLE (participant in sub-WG1 – cross cutting provisions) and one from the IT PG (participant in sub-WG3 – in-service monitoring).

The Delegated and Implementing Acts are foreseen to be adopted and published by the end of 2016.

FEM is currently preparing a Guide on the new NRMM Regulation, together with CECE, CEMA, EGMF, EUnited Municipal and with the support of EUROMOT, in order to produce a common text for the key provisions which are relevant to machine manufacturers. FEM nominated a number of NRMM experts to provide their contributions and expertise to the content of the Guide. A kick-off meeting gathering the experts from each association and contact persons in the secretariats took place on 13 July 2016 to find an agreement on the structure of the Guide and what each chapter should focus on. Several web conferences and face-to-face meetings will be organised in the coming months, each meeting being dedicated to one or two chapters to be discussed in depth.

#### **Key points for the future**

- Monitor the publication of the Regulation and also the supplementary legislation (Delegated and Implementing Acts)
- Maintain a close collaboration with other machine manufacturers and pool expertise on this issue, with a view to developing a coherent and clear NRMM Guide by the end of 2016.

### **3.2-MACHINERY DIRECTIVE**

In February 2016 the European Commission contracted the consultant Technopolis to carry out a study on the evaluation of the Machinery Directive (MD). The review will cover all aspects of the Directive (scope, essential health and safety requirements, conformity assessment procedures etc.) over the period 2009-2014. Other more specific elements that will be addressed in the review are definitions of product categories in Article 2, definition of partly completed machinery, coherence of the MD with other internal market legislation, requirements to follow for modification of machinery already placed on the market, indicative list of safety components etc. The Commission's aim is not to substantially modify the MD but rather to clarify and adapt some of its provisions in line with the decisions in the Machinery Committee and Working Group, and align it with the New Legislative Framework. The evaluation study targets nine specific product categories, including non-road mobile machinery, lifts for lifting persons and loads, and lifting accessories. A more in-depth analysis is to be carried out for five to ten selected products within the above-mentioned broader categories.

The study has undergone two phases so far: inception (February-March 2016, consisting of background research, initial identification of key stakeholder groups, initial exploration of possible sources of information and data, development of draft evaluation questions) and desk research and consultation preparation (April-June, gathering and analysing relevant data and information from databases, reports, and other sources, in relation to the evaluation questions, and drafting the consultation tools (questionnaires and interviews). The next phase (August-November 2016) is that of the actual consultations (targeted consultation launched by the consultant and EC public consultation) and further analysis of the evidence found. The last phase of the study (December 2016-April 2017) will conclude with the publication of the final report in April 2017.

In anticipation of the study and to reflect on FEM's priorities for the review of the MD, in 2015 we prepared a brief working document on the main issues/concerns/suggestions for improvement during the process of evaluating this Directive. This document was updated in June 2016. As the consultation phase of the study is due to start shortly, the FEM Machinery Directive Task Force plans to hold a face-to-face meeting in September/October to concretely discuss how FEM will contribute to the consultation process, and what key messages should be put forward as answers to the evaluation questions.

In parallel to the review study, the Commission is preparing an update of the second edition of the Guide to the application of the MD. FEM provided comments which were all integrated into the Orgalime input on the draft revised Guide, submitted in early February 2016. The latest version of the revised Guide was made available in mid-July. As final comments can still be submitted by the end of September 2016, the FEM Machinery Directive Task Force will review the new draft and liaise with Orgalime to check if any pending issues still need to be addressed. The final Guide is intended to be adopted at the next MD WG meeting (tentatively scheduled on 9-10 November 2016). However any remaining controversial issues will be treated separately, within the MD WG, to be incorporated later in the Guide.

FEM is also an active participant in the meetings of the European Commission's Machinery Working Group which usually take place twice a year (in March and November). FEM made important contributions to the work of the MD WG on specific issues of concern. For instance, the PG CLE tabled a position paper on the formal objection to the standard EN 13135:2013 "Cranes - Safety - Design - Requirements for equipment". The IT PG also issued comments on the Q & A paper of the French Ministry of Labour on driver restraint systems, as well as the paper of the Italian Ministry of Economic Affairs and INAIL on industrial trucks and equipment for handling loads.

#### **Key points for the future**

- Keep monitoring the developments of the study and provide input to the upcoming targeted consultation (estimated to start in August 2016 and run until November) as well as the Commission's open public consultation (September-November 2016)
- Maintain regular contact with the European Commission and the consultant throughout the evaluation process
- Continue cooperating with Orgalime within the Machinery Core Group and liaise with other like-minded associations where interests converge
- Continue participating in the EC MD WG and monitor issues of interest.

### **3.3-MARKET SURVEILLANCE**

FEM has been monitoring recent developments regarding market surveillance of products, particularly concerning the Commission Single Market Strategy which was launched on 28 October 2015. This Strategy comprises a number of legislative and non-legislative measures, mainly to simplify rules for SMEs and provide further administrative and financial assistance to micro-businesses, boost the internal market for services via the use of a "services passport", modernise the standardisation system by setting up a Joint Industry Initiative on European Standardisation and, last but not least, strengthen the existing market surveillance framework. The Commission pays particular attention to actions intended to improve market surveillance activities, with the overall objective of building up "a smart and cooperative culture of compliance and enforcement". In this respect, the Commission envisages a legislative proposal on a 'market information tool' for the Single Market which would facilitate the gathering of timely and reliable information from selected market players. Additionally, an EU-wide Action Plan to raise awareness of the principle of mutual recognition will be proposed, including specific actions for targeted sectors (e.g. construction).

In line with the proposed initiatives, the Commission issued an inception impact assessment on the Single Market (enforcement and compliance) and subsequently launched a public consultation on this initiative (deadline 31 October 2016). The aim is to assess the extent of product non-compliance, the reasons for it in different industry sectors, the impact of this problem and the actions required to address it. The results of the consultation will guide the Commission in selecting appropriate policy options for the likely elaboration of a future proposal on compliance and enforcement of EU product rules in the first half of 2017. FEM will consider providing input to the public consultation, either independently or via Orgalime.

### 3.4-MACHINERY EXPORTS TO TURKEY – FEM CASES

Towards the end of 2015 and in early 2016, some FEM members reported significant restrictions (non-tariff measures) imposed by the Turkish authorities to exports of materials handling equipment to Turkey. Industrial truck manufacturers have experienced increasing problems since the end of 2015/early 2016. Most of these problems are related to a misinterpretation or a misapplication of the Machinery Directive, but also other technical Directives (LVD, EMC etc.). One recurrent problem is the Turkish authorities' request for test reports and technical files, in addition to the manufacturer's Declaration of Conformity, with no reasoned justification in writing.

As a result, FEM joined a common industry group set up in January 2016 and composed of different sector associations having experienced similar issues, and other affected Orgalime members. A questionnaire was circulated to all participants in this joint industry platform to gather feedback on the main problems of machinery exports to Turkey, communication with the authorities/importers, the EU legislation that was not complied with in Turkey, and the impact of these issues on day-to-day business. Subsequently, a kick-off meeting took place on 1 March 2016, to allow the impacted industries to present their concerns and agree on joint actions to be undertaken in order to tackle this urgent issue. Several representatives of IT PG participated in this kick-off meeting. As a follow-up, a joint industry letter (co-signed by FEM) describing the industry cases and urging prompt actions to be taken by the Commission was sent to DG Trade (the lead DG for this issue), DG GROW and DG TAXUD in mid-April 2016. The joint industry group actively raised awareness of the concerns across different industries in different fora: the DG Trade Market Access Advisory (MAAC) Committee meetings, the MD WG, and the ADCO (Administrative and Cooperation Group) for Machinery.

A public consultation on the review of the EU-Turkey Customs Union Agreement was launched in April 2016 and ran until 9 June 2016. FEM submitted its own response on 3 June, re-stressing the problems encountered by industrial truck manufacturers when exporting to Turkey, and also the practical negative consequences of these problems (considerable administrative burdens and high costs to deliver the documentation requested by the Turkish authorities, daily fees charged for keeping the products at customs, delayed orders causing problems with customers, in some cases the "blacklisting" of some industrial truck models etc.).

FEM is closely monitoring the activities of the joint industry group coordinated by Orgalime, and also the steps the Commission will take to modernise the Customs Union Agreement and find concrete solutions, during the negotiations with Turkey, to the issues reported by engineering industries.

### 3.5-OUTDOOR NOISE DIRECTIVE

The European Commission launched a standalone review of the Outdoor Noise Directive (2000/14/EC) which sets noise emission limits and labelling requirements for various types of machines. The Commission contracted a consortium of consultants, called ODELIA, to assess the OND scope and noise limits in 2015. FEM actively contributed to the study through written comments, meetings with the ODELIA team and the Commission, as well as participation in the Steering Committee. FEM also liaised with Orgalime, which represents all impacted sectors in the mechanical industry.

ODELIA recommended new or stricter noise limits for two-thirds of current equipment in scope in total, including construction winches, lift trucks, mobile cranes and MEWPs. In addition, it suggested including new products in the scope, including some FEM equipment.



As a next step, the European Commission has launched an impact assessment study and the results are expected in 2017. FEM will continue playing an active role, notably by participating in consultations. The Commission proposal is expected at the end of 2017 or early 2018.

**Key points for the future:**

- Follow up the different steps of the OND review process, notably the impact assessment study and the drafting of the Commission legislative proposal
- Participate in the European Commission Noise Expert Group to defend FEM interests
- Continue the liaison with other associations, notably through the Orgalime OND Task Force, to build an industry coalition on general aspects, such as removal of third party certification.

### 3.6-CONSTRUCTION PRODUCTS REGULATION

Further to the review of European legislation on construction products (Regulation 305/2011), FEM has issued a guidance document providing assistance to members to interpret the key principles. This tool helps manufacturers to assess whether this piece of legislation applies to material handling equipment or not. Indeed, some equipment (such as racking & shelving, intralogistic systems, overhead travelling cranes, elevating equipment and conveyors for bulk handling) is often associated with construction work.

### 3.7-CHEMICALS LEGISLATION

FEM follows the implementation of the RoHS Directive and REACH Regulation. We focus on relevant requirements for equipment manufacturers, such as communication obligations and provisions restricting the use of chemical substances. As an example, the European Chemicals Agency suggested including four lead compounds which are used to manufacture batteries in the list of substances subject to REACH authorisation. This would negatively impact the price and availability of batteries manufactured in the EU. Therefore, FEM liaised with European battery manufacturers (EUROBAT) and users: the construction (CECE), garden (EGMF) and agricultural (CEMA) machinery sectors as well as the automotive industry (ACEA & CLEPA). The objective is to request an exemption from authorisation requirements to manufacture batteries.

**Key points for the future:**

- Monitor the implementation of REACH communication obligations, especially the new interpretation ruled by the European Court of Justice in 2015
- Monitor the scope review of the RoHS Directive, notably current exclusions and future provisions restricting the use of chemical substances under REACH and RoHS.

### 3.8-ECODESIGN

FEM followed the review of the Ecodesign measure (Lot 30) on electric motors, including those integrated into other products and variable speed drives. The European Commission suggested extending eco design requirements to all sizes of electric motors which use power from the grid. Since cordless or battery-operated equipment is excluded, only intralogistic systems and bulk conveyors are therefore potentially impacted.

In addition, FEM followed closely the study on the next Working Plan (2015-2017) which identifies priority products to be addressed through eco design and energy labelling measures. Although no materials handling equipment was considered as a potential target, the study suggested a horizontal measure on internal combustion engines. Therefore, FEM issued a position paper together with the agricultural (CEMA), construction (CECE) and garden (EGMF) machinery sectors as well as engine manufacturers (Euromot). FEM strongly opposed such a measure on internal combustion engines since it is infeasible, inappropriate and unnecessary.

**Key points for the future:**

- Monitor next steps of the decision-making process as regards the Ecodesign measure (Lot 30) on electric motors and variable speed drives
- Monitor the implementation of the next Ecodesign Working Plan and subsequent activities.



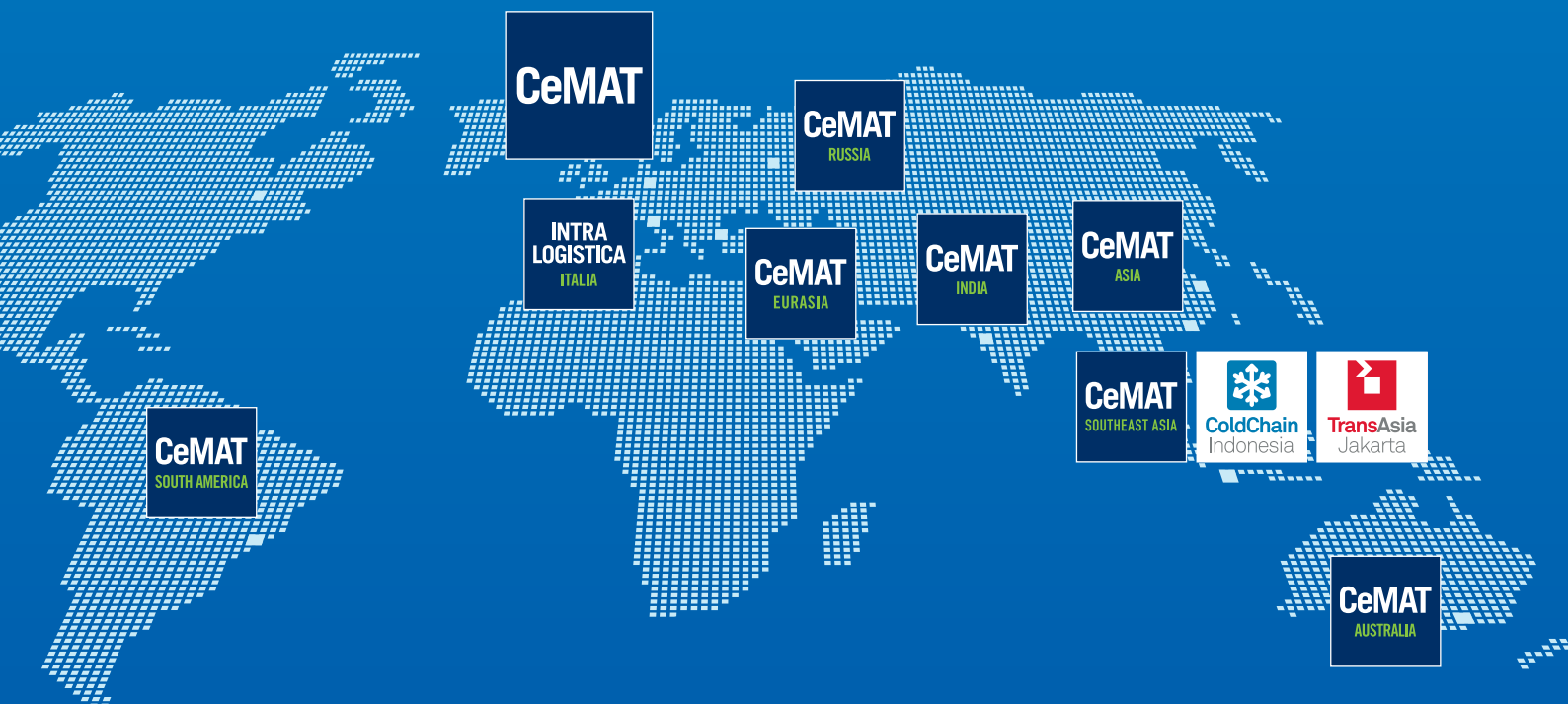
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# CONVEYORS FOR BULK HANDLING



**Armin Weih**  
Secretary

## SCOPE

- Wide range of different kinds of bulk handling conveyors, e.g. belt conveyors (curved, fixed, mobile), apron conveyors, screw conveyors, bucket elevators, vibrating conveyors, scraper and “en masse” conveyors
- Storage equipment for bulk materials, e.g. stackers and reclaimers, silos, hoppers, bunkers, feeders
- Ship loading and unloading systems
- Loose bulk sorting equipment
- Pneumatic handling equipment for bulk materials

## MEMBERS

The Product Group has been dormant during the report period so it has no members for the time being.

## WORK IN PROGRESS

The Product Group has been dormant and only routine work has been performed, e.g. printing and distribution of existing FEM documents and maintenance of the Product Group website.

The Product Group used to monitor standards work for continuous conveyors undertaken in CEN Committee TC 148 and ISO Committee TC 101.

While ISO Committee 101 has only been active with regard to systematic reviews of standards for the last two years, CEN Committee 148 is working on revisions of some standards e.g. EN 620:2001 – Safety and EMC requirements for fixed belt conveyors for bulk materials.

The Product Group would be ready to start activities very quickly if European manufacturers in the field of bulk handling conveyors showed interest in specific issues which should be dealt with on a European level.

# CRANES AND LIFTING EQUIPMENT



**Juha Erikilä**  
President



**Paul Zepf**  
Secretary

The **Cranes and Lifting Equipment (CLE) Product Group** was founded at the FEM General Assembly in 2004 as a merger of the former Heavy Lifting and Handling Equipment, Mobile Cranes and Series Lifting Equipment Sections which had existed since the founding of FEM in 1953. The Product Group is the voice of the cranes and lifting equipment industry covering tower and harbour cranes, lifting equipment (EOT) and hoisting equipment as well as mobile cranes, and including winches and hoists.

Today, the CLE Product Group has 7 national members: Finland (The Federation of Finnish Technology Industries), France (CISMA), Germany (VDMA), Italy (AISEM), Spain (FEM-AEM), Turkey (ISDER) and, since 2016, the Dutch Materials Handling Association (DMH).

The key role of the Group is to draft and communicate industry positions. It represents the technical, economic and political interests of the industry. It strives for technical progress and improving safety at work (e.g. via CEN, ISO and IEC through the establishment of guidelines and FEM documents and by actively supporting programmes to improve crane operator qualifications). It also acts as a bridgehead between industry and authorities, formulating and communicating the industry's position on European and worldwide legislation.

In the past two years, a variety of EU legislation affecting the cranes and lifting equipment industry has been under revision. CLE has provided input to the revision of the Non-Road Mobile Machinery Directive on exhaust emissions, the Outdoor Noise Directive, and Ecodesign – Lot 30 “Motors and drives”. The Machinery Directive has been one further major work item, on which CLE:

- Developed a proposal to address the German objections to EN 13135 “Cranes - Safety - Design - Requirements for equipment”. In March 2016 the formal objection was withdrawn
- Provided input on the revision of the Machinery Directive Guide and
- Started work on the review of the Machinery Directive.

The Group consists of three Sub-Groups: Lifting Equipment (EOT) & Hoisting Equipment, Tower & Harbour Cranes (THC) and Mobile Cranes (MC).

**For the Lifting Equipment & Hoisting Equipment (EOT) sub-group**, with members from Germany, Finland, France, Italy, Spain and Turkey, the following main items have been on the agenda:

- Monitoring and supporting work on EU legislation and following standardisation bodies:
  - CEN/TC 147 – Cranes – Safety; in particular the following working groups:
    - CEN/TC 147 WG 14 Bridge and Gantry Cranes
    - CEN/TC 147 WG 17 Power-Driven Winches and Hoists
  - ISO/TC 96 – Cranes
  - IEC (International Electrotechnical Commission)
- Publication in September 2015 of N 0089 - a brief guide for identification of non-compliant winches and hoists - which aims to support market surveillance authorities and is available on the FEM EOT webpage and on the industry's support platform [www.machinery-surveillance.eu](http://www.machinery-surveillance.eu).
- Development of a new EOT paper comparing the new approach to hoist classification according to EN 13001 and re-classification according to FEM/ISO classification.

EOT has published in total 14 FEM documents.

**The Tower & Harbour Cranes (THC) Sub-Group**, with members from France, Germany, Italy, Spain and Turkey, maintains a close liaison with the Committee for European Construction Equipment (CECE) to exchange ideas and pursue common technical interests.

In 2015 and 2016, the main activities have been:

- Supporting CEN/TC 147 WG 12 “Tower cranes”, providing a detailed analysis of access to cranes in order to improve standards EN 13586 (Access to cranes) and EN 14439 (Tower Cranes – Safety) and supporting the revision of EN 14439.
- Participation in the international tower crane conference organised by KHL in May 2015 in London and presentation of the FEM position on “Loads on supporting structures”.
- Exchange of technical matters with Singapore Ministry of Manpower, especially regarding black boxes on tower cranes.

THC has published in total 4 FEM documents.

**The Mobile Cranes (MC) Sub-Group**, with members from Germany, France, Spain, Italy, Turkey and, since 2016, the Netherlands, has two sections and six Working and Task Force Groups. The major work item for the Technical Committee was the Non-Road Mobile Machinery Directive on exhaust emissions. The Parliament and Council have agreed to grant mobile crane manufacturers an additional 12-month transition period in order to take into account the specificities of the mobile crane sector and to allow enough time to adapt the entire product portfolio developing Stage V while, at the same time, reducing the environmental impact.

Publication of Documents:

- FEM 5.022 Safety Measures and Procedures related to work at height – Mobile Cranes 1st edition (several language versions available) (05.2015).
- FEM 5.023 Guideline - “Using Mobile Cranes for Pile Driving/Extraction” (in English, German, French) (11.2014).
- In cooperation with VDMA, CLE published the “Impact Study on Mobile Cranes Emissions Inventory and Impact Assessment Directive 97/68/EC: Projection into a Change from Stage IV to V by W. A. Günthner / J. Freis / M. Amberger. (02.2015).

The main work items are:

- **High Performance Fibre Ropes:** Together with experts from rope and synthetic fibre manufacturers as well as universities, MC has established a task force on the safe use of high performance fibre ropes with the aim to publish a FEM guideline. In 2015 and 2016 the task force has met three times.
- **Road Regulations:** MC has established a Working Group to comment on the most recent developments in the field of the framework directive for road homologation including the introduction of several UNECE directives substituting EC directives. CLE is an observer at the UN World Forum for Harmonization of Vehicle Regulation (WP 29) and participates in meetings of the different working parties e.g. GRRF.
- **European Regulations:** FEM and ESTA have established a working group “European Regulations” covering all aspects of cranes on roads and when working as a crane. This working group meets 2-3 times a year (often in parallel to ESTA congresses) and is seen as an effective platform for information exchange and being pro-active. The main issue is the revision of the Exhaust Emissions of NRMM Directive.
- **Standardisation:** Support for CEN/TC 147 WG 11, where a revision of the entire EN 13000 regarding mobile cranes is currently under preparation.
- **ECOL:** The intention of the working group is to define and harmonise requirements of a European Crane Operator Licence in Europe. The group is collaborating with ESTA and work is underway to establish an ECOL foundation. The EU has granted funding via the Erasmus programme.

MC has published in total 19 FEM documents.



## **Liaison:**

MC has liaisons with two international groups:

### **International Crane Stakeholders Assembly (ICSA)**

ICSA meetings were held in April 2016 during BAUMA and September 2015 in Australia at the invitation of CICA:

- Members are:
  - CICA (Crane Industry Council of Australia)
  - ESTA (European Association of abnormal road transport and mobile cranes) - EU
  - SC&RA (Specialized Carriers & Rigging Association) - USA
- Manufacturer Associations
  - AEM (Association of Equipment Manufacturers) - USA
  - CCMA (China Construction Machinery Association) and MHCC - China
  - FEM (European Materials Handling Federation) - Europe
- Mission Statement:
  - Facilitate information sharing and meaningful dialogue between crane industry stakeholders on safety and technical & regulatory issues of concern to the international crane industry.
- Documents:
  - In 2015 and 2016, three ICSA position papers were published and are available for download on the CLE MC webpage:
    - ICSA 001: Leaving mobile cranes unattended
    - ICSA 002: Lifting a load with several mobile cranes
    - ICSA 003: Lifting of persons with mobile cranes
  - In 2017 the ICSA annual meeting will be held during CONEXPO in Las Vegas

### **The International Crane Exchange (ICE)**

Meetings were held in Munich during BAUMA 2016 and in April 2016, and during INTERMAT in Paris in April 2015. Currently three associations are participating in the ICE programme: AEM (USA), FEM (Europe) and CEMA (Japan). The main work items are running the world statistic programme for mobile cranes, updating the current crane model chart and updating the Policy and Procedure Manual.

At the moment 30 FEM documents are available and many have been partly incorporated into EN Standards or are quoted in EN Standards, which means they are quasi harmonised documents. This shows that FEM documents from the Cranes and Lifting Equipment Product Group have reached an exceptional status in the world of standards.

# ELEVATING EQUIPMENT



**John Meale**  
President



**Tim Faithfull**  
Secretary

The Elevating Equipment Product Group was formed at the 2004 Congress and has since met 2 or 3 times a year in various European cities, but most recently has used venues in London, UK. Some meetings are aligned with other FEM meetings, including the biennial Congress, for the convenience of members.

The Product Group has the following objectives:

- Promoting and encouraging free communication, discussion and exchange of views between members and users of the products on all matters relating to the design, manufacture, supply and service of the products covered.
- Promoting policy amongst the members and between FEM EE PG and any governmental and other bodies and associations directly or indirectly affecting the design, manufacture, supply and service of products covered.
- Safeguarding the interests of the industry, particularly on economic, technical and legislation matters.
- Encouraging technical progress and safety in the field of the products.
- Harmonisation of legislation, standardisation and testing procedures at international and European levels to facilitate free trade.
- Assisting and advising relevant authorities at national and European levels on all matters concerning the products covered.

During the period 2014-2016, the Product Group work has included:

- Reviewing FEM guidance on Dock Leveller Selection to make customers, specifiers and end users aware of the importance of selecting equipment that will support the required total load when used with the chosen materials handling equipment. Dock Leveller Deck Plate Awareness Guide (FEM 11.004).
- Publishing FEM guidance on the Safety, Performance and Use of Vehicle Restraining Devices (FEM 11.005)
- Reviewing FEM guidance document: Safety on and around a Vehicle Loading Area (FEM 11.003).
- Reviewing the separate FEM guidance documents on the Thorough Examination of Lift Tables (FEM 11.001) and Dock Levellers (FEM 11.002).
- Starting work on a new project, developing Guidance on Saving Energy in a Loading Dock/Bay.
- Promoting the benefits, to manufacturers and purchasers of equipment, of using the appropriate harmonised CEN standard.
- Promoting the discussion of CEN standards, draft standards and proposed amendments between those manufacturers, from different EU Member States, who are not directly involved in standardisation activities.
- Evaluation, discussion and input to FEM central on various EC Directives and initiatives discussed at FEM Task Force meetings.
- Evaluation and discussion of other EC Directives and documents produced in CEN and ISO.
- Monitoring proposals for new national regulations which would restrict the free movement of equipment.
- Trying to attract more FEM national associations into membership of the Product Group for the benefit of their manufacturing members and those already working in the PG.

The applicable CEN standards, including those in progress, are:

- EN 1570-1: 2011+A1:2014 Safety requirements for Lifting Tables serving 2 landings not passing through a floor

Note: work on a revision started in 2016

- prEN 1570-2: Safety requirements for Lifting Tables serving 2 or more landings and travelling through a floor
- EN 1398: 2009 Safety requirements for Dock Levellers
- EN 1756-1: 2001+A1:2008 Rev1 Platform lifts for mounting on wheeled vehicles – Safety requirements – Part 1: Tail Lifts for goods
- EN 1756-2: 2004 Platform lifts for mounting on wheeled vehicles – Safety requirements – Part 2: Tail Lifts for passengers

# INDUSTRIAL TRUCKS



**Ken Dufford**  
President



**Heiko Boekhoff**  
Secretary

The Industrial Trucks Product Group is focused on communicating the industry's position on economic, technical and political matters.

The Group has been instrumental in achieving European and global industry harmonisation on safety issues primarily through its work in CEN and ISO standards committees.

The following countries are currently represented in the Product Group through membership of their National Associations:

- Finland (The Federation of Finnish Technology Industries)
- France (CISMA)
- Germany (VDMA)
- Italy (ANIMA)
- The Netherlands (DMH)
- Spain (FEM-AEM)
- Sweden (Teknikföretagen)
- Turkey (ISDER)
- United Kingdom (BITA)

## TECHNICAL ACTIVITIES

FEM ITT, the Technical Standing Committee, meets once per year to review and discuss the ongoing developments in European legislation, international standardisation (ISO and CEN) and collaboration with the national H&S authorities.

The Product Group followed the development of several pieces of European legislation, provided expert knowledge to the European Commission, and participated in public consultations on the following topics:

- Revision of the Guide to the Machinery Directive 2006/42/EC
- Revision of the Outdoor Noise Directive 2000/14/EC
- Revision of the Non-Road Mobile Machinery Directive 97/68/EC
- Revision of the Ecodesign Directive 2009/125/EC
- WEEE and RoHS recast

Representatives of the Product Group are members of the FEM OND, NRMM and EU Directives Task Forces, contributing input to FEM positions.

The following technical guidelines are currently under revision:

- FEM 4.003 - Noise Information
- FEM 4.004 - Periodic Inspection of Industrial Trucks

The Technical Committee has accepted two new work item proposals:

- Position paper on assistance systems for industrial trucks
- Guide for identification of non-compliant industrial trucks for ATEX applications

A liaison working group with the Racking & Shelving Product Group is developing a technical guide on warehouse floors operated by industrial trucks.

Emmanuel Deparis has been elected as the new Secretary of the Rough-Terrain Trucks Sub-Committee, which held several meetings covering specific challenges, legislation and standardisation. In particular, it is also active in the follow-up of the Tractor Regulation 167/2013/EU, as Variable Reach Trucks may be in scope.

## STATISTICS

The web-based FEM statistics contain reports on order intake and shipment figures of European manufacturers of industrial trucks, and are the European input for the World Industrial Truck Statistics (WITS).

FEM IT ST, the Statistics Standing Committee, meets twice per year to discuss upcoming data queries and further improvements to the system. In general, ongoing monitoring to ensure data quality continues to be performed at FEM and WITS level.

## GLOBAL ALLIANCE

The Alliance of Industrial Truck Organizations (AITO) has been established to discuss and work on global matters. Together with the Group's work with other regional associations, this has led to a fruitful cooperation on many issues, such as the establishment of global industry statistics.

Current member associations of AITO are:

- ITA - Industrial Truck Association (USA, Canada, Mexico)
- CITA - China Industrial Truck Association (China)
- JIVA - Japan Industrial Vehicles Association (Japan)
- FEM - European Materials Handling Federation – Industrial Trucks Product Group (Europe)

The 2014 AITO meeting was hosted by FEM IT and took place in conjunction with the FEM Congress in York, UK. In 2015, the AITO meeting was hosted by ITA in Palm Beach, during their Fall Meeting.

Ken Dufford, President of the Product Group during this period, reported on the general economic development of the European market. He also provided an overview of the key industrial truck markets and especially Eastern Europe and Russia, which have been affected by the political situation.

## INTERNAL ORGANISATION

With the purpose of aligning the term of the Product Group's Presidency with that of FEM Central, the Product Group Plenary amended its Standing Orders during its 2015 meeting in Barcelona and re-elected Ken Dufford / Crown / NL as its President for the period 2015/2016.



# INTRALOGISTIC SYSTEMS



**Jan van der Velden**  
President



**Johannes Rehner**  
Technical Secretary



**Anne Claire Rasselet**  
General Secretary

The Intralogistic Systems Product Group gathers system integrators and suppliers of complete systems. Examples of systems are automated dispatching and order picking systems, automated guided vehicles (AGV), complex baggage transport systems and automated storage systems in warehouses.

The Product Group released a customer handbook providing advice on how to ensure successful and fair cooperation with an equipment supplier or system integrator. It draws customers' attention to key aspects, from the design of a system and the selection of the supplier to the implementation of the final project. This leaflet is available in English, French, German and Spanish.

In addition, the Product Group has issued a short guidance on the application of the Construction Products Regulation to its equipment that comes in an annex to the general FEM guide. The assessment concludes that, in general, intralogistic systems cannot be considered as a construction product and are therefore not affected by this Regulation. This tool provides arguments for manufacturers in case of an enforcement check by authorities.

## TECHNICAL WORK

The Intralogistic Systems Product Group revised two FEM documents:

- a) **9.001:** "Guideline / Terminology – Dictionary Storage and Retrieval Machines" (published in February 2016)
- b) **9.101** "Guideline / Terminology – Storage and Retrieval Machines - Definitions" (publication foreseen at the end of 2016)

In addition, our Product Group is currently working on the creation of two additional technical documents:

- c) **FEM 9.842** "Rail dependent storage and retrieval systems - Consideration of kinetic energy action in compliance with EN 528"

The content and structure of this new FEM document have been developed: description of a system-compatible implementation of kinetic energies, from EN 528 to manageable quasi-static forces, to be considered in the rack design. It was decided to split the document into Part 1 and Part 2 (Part 1 was published in November 2014).

- d) **FEM 9.XXX** "Cycle time calculation of shuttle systems"

The Working Group unanimously agreed to develop a cycle time calculation for shuttle systems (shuttle bound to aisle). It was confirmed that the aim is not to develop a tool to determine the throughput of a shuttle system, i.e. replace a simulation model. However, in some cases strategies to determine the throughput have to be taken into consideration and could be mentioned in an extra chapter. In this way a wise setting of system boundaries would be guaranteed, which is a must. The recommendation will be split into a minimum of two parts:

1. System scheme + examples + special cases (miniload + pallet)
2. Calculation method (for miniload and pallet separately)

In total the Product Group has 15 documents available.

## STATISTICS

The Product Group develops statistics that are based on figures which come from its members. They can take part in two FEM statistical exercises:

### a) FEM statistics OIIS “Order Intake Intralogistic Systems”

14 companies contribute to these yearly statistics, which started in 2006. These statistics take into account the place of installation of the intralogistic system, and not the place of production.

### b) FEM Statistics S/R Machines

17 companies contribute to these quarterly statistics, which started in 1997. As with OIIS, the place of installation is taken into account. These statistics include the product sector “shuttle systems” with a division into number of aisles and number of shuttles, which are split into “shuttles for pallets” and “shuttles for boxes”.

In addition, a factsheet providing general information on the economic situation of the sector is available on the FEM website. The factsheet is illustrated with indexed figures from OIIS and S/R Machines statistics. 2015 was a good year for the intralogistic systems industry as a whole: over 350 projects were included in total (ranging from €0.5 million to more than €20 million) and order intake increased by 20% compared to 2014.

## ENERGY EFFICIENCY

Together with the Karlsruhe Institute of Technology, in 2015 the Product Group developed a common measurement method for the energy consumption of intralogistic systems, notably conveyors, merging and diverting elements, sorting systems, shuttle systems and stacker cranes. A second phase of the study started in April 2016 to achieve a user-friendly tool and extend the method to a whole intralogistic system. This project aims to allow benchmarking and comparison of the energy consumption of intralogistic systems and increase the energy efficiency of those systems. Final results to be translated into a FEM recommendation are expected in 2017.

In addition, the Product Group closely followed the Ecodesign requirements for electric motors and variable speed drives (Lot 30). The Group raised strong concerns about the possible extension of the product information requirements to all types of motors, notably small ones. Such requirements will result in no benefit for the environment or for market surveillance, and are likely to unnecessarily jeopardise the competitiveness of European intralogistic systems manufacturers.

# MOBILE ELEVATING WORK PLATFORMS



**Luisa Parisotto**  
President



**Chris Wraith**  
Secretary

The MEWPs Product Group covers all types of Mobile Elevating Work Platforms, including mobile and static vertical and boom type lifts.

The main objectives of the Product Group are to represent the technical, economic and political interests of the MEWP industry and to promote the safe use of MEWPs by a strong and effective collaboration with all stakeholders.

As the popularity of MEWPs increases and the benefits of safe and efficient work at height are recognised worldwide, more manufacturers are marketing their products globally. Recent research by IPAF (International Powered Access Federation) indicates there is currently a worldwide rental fleet in excess of 1,170,000 MEWPs.

The need for greater awareness and alignment of international design and safe use standards has never been more important than it is now if manufacturers are to be able to meet demand in a global marketplace. With this in mind, the MEWPs PG has been active in reviewing current and potential worldwide changes to legislation and technical standards. Through consultation and collaboration, it is working towards a greater alignment of design requirements and an awareness of the potential impact that constantly changing legislation and standards may have on the supply chain.

This same culture of collaboration has enabled MEWP manufacturers to work in partnership to improve MEWP safety and design.

## Technical activities

### Best practices

The PG, working in conjunction with the MEWP Industry Manufacturer Group (MIMG), which is a successful collaboration between IPAF with the US Association of Equipment Manufacturers (AEM) committee, has worked with experts from the UK Health & Safety Executive (HSE) and Health & Safety Laboratory (HSL) to complete research into human factors and ergonomics of MEWP control design. This work has resulted in a proposal for a draft ISO design standard for MEWPs to consider control function consistency.

In collaboration with IPAF, the PG has been actively involved in developing MEWP-related safety guidance including:

- Exiting the work platform at height
- Use of banners on scissor lifts
- Use of MEWPs in the tree care industry
- Loading and unloading of MEWPs
- Guidance on major inspections

### Position papers

The PG has been active in contributing to discussions and activities of FEM Task Forces on legislative matters, providing input and developing specific position papers, and supporting common industry positions, notably:

- New Regulation on engine exhaust emissions for non-road mobile machinery
- Revision of Outdoor Noise Directive
- Revision of Machinery Directive
- Radio Equipment Directive
- REACH

## Standardisation

During the period 2014-2016 the PG has been involved with CEN/TC98/WG1, which is concerned with the harmonised standard EN 280 determining design calculations, stability criteria, construction, safety, examinations and testing requirements for MEWPs.

August 2013 saw the publication of EN 280:2013. At the same time, CEN approved a new work item EN 280:2013/prA1 to focus on two specific topics: strength calculations and safety devices according to EN ISO 13849-1. This work was concluded in a relatively short timeframe and resulted in the publication of EN 280:2013+A1:2015 in June 2015. The revised standard has a transition period of 18 months which will result in EN 280:2013 being withdrawn by February 2017.

2015 also saw the start of another 5-year work item to further review EN280. TC98/WG1 has received proposals for consideration of two additional normative annexes regarding:

- 1/ Leaving and re-entering the work platform at height
- 2/ Additional requirements for load lifting appliances on the extending lifting structure and work platform

To assist with the latest review, TC98/WG1 has also established several working groups to research specific topics including restraint and fall arrest anchorages, controls, and risk assessment. It is intended that the working groups will, in due course, bring specific proposals back to the main committee for consideration. The current revision work is not expected to be completed and approved for publication before 2020/21.

The proposal and draft ISO design standard for MEWPs to consider control function consistency mentioned above were discussed at the ISO TC214/WG1 plenary meeting in Seattle in June 2016. The new work item ISO NWIP/WD 21455 Mobile elevating work platforms — Operator's controls — Actuating forces, displacement, location and method of operation, was approved and attendees spent two days reviewing a first draft of the proposed standard.

The TC214/WG1 plenary also approved resolutions to:

- 1/ Revise ISO 20381 – Mobile elevating work platforms – symbols for operator controls and other displays. Target date for circulation of a new draft: 31 December 2016.
- 2/ Revise ISO 16368 - Mobile elevating work platforms – design, calculations, safety requirements and test methods. There is no target date for the launch of this new project.

## Key points for the future

The group intends to focus on the development of other best practice/technical guidelines looking at the incoming legislation that will affect MEWPs (e.g. a proposal for a noise test code, sustainability and energy consumption), promoting safe use of platforms, as well as continuing to support standardisation and FEM lobbying activities.

Note:

- Applicable CEN and ISO standards are:
- EN 280:2013 Mobile elevating work platforms - Design calculations, Stability criteria, Construction, Safety, Examinations and tests
- ISO 16368:2010 Mobile elevating work platforms - Design, calculations, safety requirements and test methods
- ISO 18893:2014 Mobile elevating work platforms - Safety principles, inspection, maintenance and operation
- ISO 18878:2013 Mobile elevating work platforms - Operator (driver) training



# RACKING & SHELVING



**Tony Gresham Jones**  
President



**Colin Hinton**  
Secretary

The European Racking Federation (ERF), which is the FEM Racking and Shelving Product Group, held its Annual General Meetings in Haarlem in 2014 and in Berlin in 2015. The Management Board also held annual meetings to provide recommendations for the Annual General Meeting.

## CODE DEVELOPMENT

The ERF Working Groups have been extremely active throughout the last 2 years and the following 5 FEM guidance documents have been completed:

- FEM 10.2.09 - The Design of Cantilever Racking
- 10.2.15 Part 1 EN 15512 - Racking Design Code: Worked Example
- FEM 10.2.06 Part 2 - The Design of Hand load steel static shelving by analytical methods
- 10.2.11 Part 1 - Rail Dependent Storage and Retrieval Systems: Consideration of accidental kinetic energy action in compliance with EN 528
- 10.3.01 Part 1 - Tolerances, Deformations and Clearances in the Storage System

These Codes have been endorsed by the AGM and are available for sale, along with other previous Codes, on the [www.erfed.org](http://www.erfed.org) website. Sales of these Codes continue to increase and ERF supplies to orders from all over the world.

Further Working Groups are developing the following guidance documents:

- Drive-in Design Code: Worked Example
- Racking Protection

The Information Bulletin no 7 Rack Repair has been finalised by our Technical Chairman Kees Tilburgs and has been posted on the website.

Liaison and meetings with other FEM Product Groups have been maintained, particularly in regard to racking structure interfaces with Industrial Trucks and Intralogistic Systems. Work is currently ongoing on FEM 10.2.14 Warehouse Floors and Part 1 is due to be finalised for approval at the ERF AGM in 2016.

ERF is also actively involved with the CEN Committee for the industry “CEN TC344 Steel Static Storage Systems” including funding the Secretariat and as a Liaison Group. EN16681 Steel static storage systems: Seismic Design Code has recently been published.

Work currently ongoing includes the revision of the European Racking Design Code EN15512 and future work includes the revision of the European Racking Tolerances, Deformations and Clearances

Code EN15620, which is due to commence in late 2016.

## QUALITY CERTIFICATION

ERF has decided to lead the way with CE marking under the Construction Products Regulation. As there is no harmonised standard relevant for adjustable pallet racking, 11 ERF member manufacturers have applied for an EAD for racking systems which will allow manufacturers to apply for an ETA approval and CE marking of any approved racking system under the Construction Products Regulation. The ETA is a voluntary approval which will assist the free movement of goods.

The ETA will include factory production and testing requirements in accordance with EN15512. However it does not cover design and therefore ERF, under the Chairmanship of Stefano Calzolari, has set up a Working Group to explore the possibilities for creating an ERF certification scheme. This Working Group is due to prepare a presentation to the 2016 ERF AGM for approval to proceed.

## WEBSITE

The website has been significantly updated in 2015/16 and each ERF Working Group now has its own Working Area where all relevant documents can be stored, retrieved and commented upon as the Working Group members cooperate to create a new Code.

## MANAGEMENT STRUCTURE

Following discussions at the Annual General Meeting held in Haarlem in 2014, a process to invite additional representatives onto the ERF Management Board was put in place and three new Members of the Board from France, Scandinavia and Belgium were voted in for Board places.

The present President, Anthony Gresham Jones, has announced his intention to retire as President at the AGM in 2017. The Management Board has recommended Jos De Vuyst as the new Vice President for 2016 and as President in 2017. This recommendation will be voted on at the AGM in 2016.

Gill Hinton has been appointed as Business Finance Officer and a number of organisational improvements have been made and further developments are planned.

## MEMBERSHIP

ERF now has sixteen members and two associate members and has welcomed new Austrian and Czech Republic members, who were voted in at the AGM 2015.

Finally, any European countries which have a racking and shelving National Association, or any racking and shelving companies (where no National Association exists), are invited to make contact, to ensure they are involved in the latest industry technological developments.

# GENERAL SECRETARIAT



**Olivier Janin**  
Secretary General



**Anne Claire Rasselet**  
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**Ioana Smarandache**  
Internal market



**Janet Almond**  
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