

FEM

REPORT 2018-2020



European Materials Handling Federation

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President's Report

I became President on the occasion of what was arguably the most successful FEM Congress, not only because of the quality of the location and programme but also thanks to a fantastic Smart Logistics Challenge award ceremony. Our first student competition rejuvenated this historical biennial gathering and put our industry in the spotlight.

A year later, as a new EU cycle started, FEM launched an ambitious and forward-looking Strategic Vision 2025. Taking stock of the ongoing societal transformation, technological innovations and new logistics patterns, FEM expressed its objective of turning societal challenges into opportunities. We set 3 imperatives to fulfil our aspiration and take Europe, its citizens and industry to the forefront: an adapted energy, IT and transport infrastructure: a supportive framework that sustains innovation, promotes an international approach and nurtures new business models, and an advanced workforce driving technological progress in the digital era.

A few months later, the COVID-19 pandemic hit us suddenly and unexpectedly. Faced with an unprecedented sanitary emergency, we had to seclude. Our companies first experienced major supply chain disruptions and then a dramatic slowdown if not a complete halt of their business. As the pandemic is not over yet, they are now facing the most serious economic crisis of a generation.

In these difficult times, it is important for our industry to be able to count on a strong and supportive FEM. As soon as COVID-19 hit us, FEM reacted immediately by focusing its efforts on two main priorities: measuring impact and political outreach. On the latter, FEM was successful at postponing the revision of the Machinery Directive and securing a much-needed extension of some regulatory deadlines for non-road mobile machinery. That achievement saved our companies €100 million. This certainly demonstrates the value that FEM generates for its members.

My presidency was only partly what I wanted it to be. Like all of us, an unexpected change of fortune forced a sudden reorientation. Yet I take great pride in the way we have been able to adapt, not just our priorities but also our processes. More importantly, we continued to generate value for our members.

Even in a context that has changed dramatically, I strongly believe that our Strategic Vision remains fully valid. The immediate future may look difficult and uncertain, but it is also a time to provide Europe with the infrastructure and framework necessary for its recovery, providing opportunities to our companies. More than ever, their agility, resilience and versatility will be key.



Jos De Vuyst
President

Jos De Vuyst
President

Secretary General's Report

In the continuity of the period 2016-2018, the last two years saw a reinforcement of the digital agenda within FEM activities. This is the result of both an expansion of the EU regulatory footprint on digital topics (one of the two main priorities of the von der Leyen Commission) and an ever-growing presence in our companies' business. Naturally, the digital transformation featured high in FEM' Strategic Vision 2025. Now equipped with a solid team of experts, the FEM Task Force Digitisation is preparing a manifesto that will serve as the roadmap for FEM's future activities on a variety of digital issues (AI, cybersecurity, data, platforms, 5G...).



Olivier Janin
Secretary General

In line with the European Commission's other top priority - the EU Green Deal - batteries have received more focus with several initiatives in the regulatory pipeline. As the topic requires both specific attention and particular expertise, FEM has created a new Task Force under the leadership of FEM Board member, Rodolfo Occari.

FEM's most striking advocacy achievement however came with an unexpected topic: exhaust emissions from non-road mobile machinery (NRMM). With the COVID-19 pandemic, supply chains and production were heavily disrupted. With regulatory deadlines coming dangerously close, our NRMM manufacturers were faced with the risk of having to scrap hundreds of unfinished machines. Together with other NRMM industries, FEM raised the issue towards the European Commission and, after many efforts and a lot of delay, managed to get a proposal for a one-year extension tabled. The legislative process proved equally demanding but thanks to strategic advocacy and the collective work of European and national associations, FEM eventually managed to achieve success. Such a positive result in the space of 4 months and under difficult circumstances imposed by COVID-19 is unprecedented.

FEM has also been working extensively on 3 important pieces of legislation for our sector: the upcoming revision of the Machinery Directive and the Outdoor Noise Directive, and the preparation of a legislative proposal on road circulation. These, together with the batteries regulations and potentially others (AI, data, LVD) are expected to enter into a legislative process in the coming months. Concretely, this means that FEM is preparing itself for several legislative processes overlapping, which will require appropriate prioritisation and the necessary resources so that FEM can efficiently defend its members interests.

Internally, FEM is preparing an internal reorganisation that will result in the repatriation of the non-legally established Product Group's financial management towards FEM central. This decision, which does not affect the decentralised management of the Product Groups by some national associations, was made necessary by legal and tax considerations. The process will include the disbandment of the Product Group Conveyors for Bulk Handling that has been inactive for over a decade without any tangible perspective. Those manufacturers however remain part of the FEM family through the national associations.

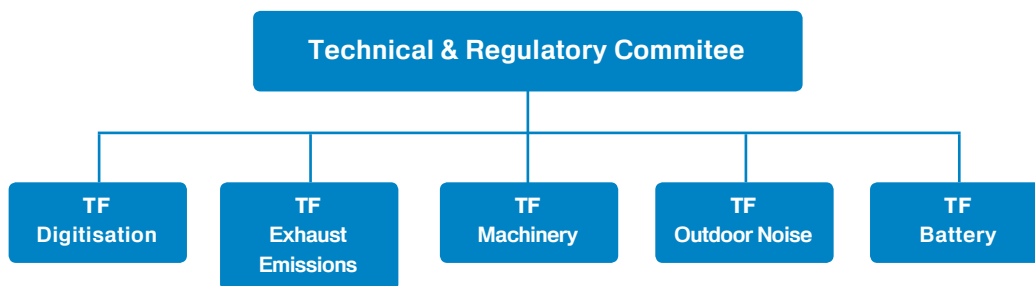
Olivier Janin
Secretary General

Legislative task forces

ORGANISATION

The FEM Task Forces (TF) on regulation 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.

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 Orgalim (Europe's Technology Industries). Common issues include exhaust emissions of non-road mobile machinery, outdoor noise, safety of machines, market surveillance, batteries, and digitisation.



STRUCTURE AND SCOPE

FEM has one general overarching working body (Technical & Regulatory Committee) and 5 specific Task Forces (Battery, Digitisation, Machinery, Exhaust Emissions and Outdoor Noise).

Altogether, these working bodies tackle many topics:

- ▶ **Safety of machines**
- ▶ **Outdoor noise**
- ▶ **Exhaust emissions of non-road mobile machinery**
- ▶ **Ecodesign**
- ▶ **Road circulation**
- ▶ **Chemicals legislation**
- ▶ **Fluorinated greenhouse gases**
- ▶ **Market surveillance**
- ▶ **Digital legislation (AI, TATA, Cybersecurity, etc...)**
- ▶ **Battery legislation**

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

Exhaust Emissions from Non-Road Mobile Machinery (NRMM)

FEM continued cooperating with its partner associations (CECE, CEMA, EGMF, EUropean Municipal Equipment, Eurogen, EUROMOT) through an update of the [joint industry FAQ on the NRMM Regulation \(EU\) 2016/1628](#), as well as a [new guidance](#) for the identification of NRMM and engines compliant with Regulation (EU) 2016/1628. This guidance document was issued in April 2019 focusing on interpreting the main requirements of the NRMM Regulation, to assist authorities in identifying compliant Stage V engines and transition engines, as well as compliant machines equipped with these engines. Furthermore, the guide provides information on the documentation required to demonstrate compliance (engine exhaust emissions statement of conformity, type-approval certificate), as well as the obligations of all economic

operators involved in the supply chain of engines and machines.

Further to the COVID-19 pandemic, amending the transition provisions regarding the 2020 application dates in the NRMM Regulation (for production of machines fitted with transition engines and their placement on the market) became an absolute necessity for NRMM manufacturers. At the request of FEM and the other associations, the European Commission tabled on 2 June a [proposal](#) amending Regulation (EU) 2016/1628 regarding its transitional provisions in order to address the impact of the COVID-19 crisis. The proposal essentially postpones the deadlines for production of machines equipped with <56kW and ≥130kW transition engines (30 June 2020) as well as for their placement on the market (31 December 2020) by twelve additional months. In the run-up to the Commission proposal, FEM actively put forward the key message that manufacturers were no longer able to meet the original 2020 deadlines as a result of the massive supply chain disruptions caused by the crisis. At the same time, FEM stressed that the postponement of the deadlines has zero environmental impact as transition engines have already been produced.

After a few months of intense advocacy to get the amendment to the NRMM Regulation published as soon as possible, the amended Regulation was adopted with a large majority in the European Parliament's plenary on 10 July and in the Council (by written procedure) on 15 July. The official publication of the [Regulation \(EU\) 2020/1040](#) took place on 17 July. The final text confirms the retroactive application of the extension of the 2020 transition deadlines as of 1 July 2020. The Regulation entered into force on 17 July.

Key points for the future:

- Monitor the implementation of the new Regulation amending the transition provisions in the NRMM Regulation
- Continue the close cooperation with FEM's partner associations on common initiatives related to NRMM legislation

Machinery Directive

The FEM Machinery Directive Task Force has been closely monitoring and active during the process for revising the Machinery Directive (MD). In this context, FEM provided its [input](#) on the inception impact assessment in February 2019, advocating minimal changes to the Directive, such as the alignment with the New Legislative Framework and the conversion of the Directive into a Regulation. Moreover, FEM manufacturers expressed support to the option of digital documentation which can be permitted via an amendment of the MD Guidelines. Similar messages were put forward in the FEM response to the public consultation submitted in August 2019.

As part of the impact assessment process, the European Commission contracted the consultancy VVA to perform an impact assessment study on the MD revision. Throughout the study FEM liaised with the consultant to give feedback on the different policy options under consideration; more specifically, VVA reached out to some FEM manufacturers who agreed to be interviewed and share their expertise on the Machinery Directive during the summer of 2019. At the Machinery Working Group (WG) meeting of February 2020, the findings of the draft final report of the impact assessment study were presented. The final report is still pending.

In addition, with regard to FEM's participation in the MD WG which is in the process of becoming an Expert Group, the Secretariat submitted a thorough application form

accompanied by the CVs and cover letters of the experts nominated to be part of the Expert Group on FEM's behalf. The Commission is currently assessing all applications and plans to officially announce the set-up of the Expert Group at the meeting scheduled in November 2020. In the meantime, the WG had a meeting on 19-20 February 2020 to discuss the preliminary inputs tabled by Member States and stakeholders on how to improve the current text of the MD in the context of the revision. Subsequently, FEM provided its [detailed feedback](#) on the existing comments submitted and presented in the meeting.

Following the COVID-19 outbreak, FEM sent out an official letter to the Head of Unit for Advanced Manufacturing requesting a postponement of the MD revision process until 2021, bearing in mind the negative unanticipated impacts of the pandemic (supply chain disruptions, halt in production, lay-offs etc.) which prevents the presence and effective participation of experts in the revision process. The Commission was sensitive to FEM's request thereby committing to delay the MD revision proposal until Q1 of 2021, as set out in its [updated 2020 work programme](#).

Key points for the future:

- Monitor the updated legislative calendar for the MD revision (in line with the 2020 work programme), particularly the publication of the legislative proposal and the subsequent decision-making process
- Participate in the Machinery Directive Expert Group to defend FEM's interests
- Continue cooperating with Orgalim within the MD Core Group, and other like-minded associations where interests converge

Market Surveillance

FEM was actively involved in the legislative process of the Goods Package, notably the [Regulation \(EU\) 2019/1020](#) on market surveillance and compliance which was published on 25 June 2019. FEM undertook a joint advocacy with Orgalim on this file, supporting the articles related to the inclusion of a responsible economic operator when products are placed on the EU market, and the possibility to carry out joint market surveillance activities between authorities and organisations representing economic operators (Article 9). As regards the latter, the agreement under which these joint activities are to be undertaken must ensure that the criteria of independence, impartiality between the parties is preserved, to avoid unfair competition. In May 2019, industry stakeholders, including FEM, were consulted by the European Commission on the framework, criteria, and content of these joint activities. The overall objective is to develop a template agreement that can serve as an official contractual arrangement for future joint activities between authorities and economic operators.

The Regulation on market surveillance and compliance entered into force on 16 July 2019 but will be fully applicable as of 16 July 2021.

Key points for the future:

- Follow the implementation of the Market Surveillance Regulation, notably articles 4 (responsible economic operator) and 9 (joint activities)
- Engage with the European Commission/DG GROW to ensure FEM is involved in the discussions on the set-up of the template agreement for Article 9

Outdoor Noise Directive

The revision of the Outdoor Noise Directive (OND) has been a top policy priority for FEM in the last two years. In April 2019 the FEM Noise Task Force worked on a comprehensive [position paper](#) consisting of two parts: a general introduction summarising FEM's core messages on the revision, accompanied by product-specific tables which describe the FEM machine types affected by the OND as well as provide an analysis of the environmental and economic impacts linked to the stringency of noise limits. The paper was issued on 2 May 2019 and then presented to the European Commission/DG GROW both in the Noise WG meeting on 4 June as well as in a subsequent informal meeting with the OND desk officer and the Head of Unit on Advanced Manufacturing. The Commission asked FEM and other stakeholders to provide: additional arguments and data in support of self-certification; proposals for a system of collecting information (whether a noise database or something similar) in case the current database is maintained; a mapping of measurement methods and standards which currently need to be revised; possible impacts that changes in test codes could have on the stringency of noise limits. FEM therefore produced a complementary paper responding to these questions and had the opportunity to explain it to DG GROW in another meeting held on 26 September 2019. The Commission appreciated the information provided by FEM, notably the evidence, figures and graphics on costs, populations, and the related in-depth explanations.

As regards the legislative calendar for the OND revision, the evaluation conclusions to be prescribed in a European Commission report and accompanying document (so-called staff working document) have been put on hold for an undefined period, following the COVID-19 pandemic and the departure of the Commission desk officer for the OND. No information as to when the Commission intends to resume its work on the revision process has been provided in

the [revised Commission work programme 2020](#).

Key points for the future:

- Closely monitor the Commission's plans to resume the OND revision process, particularly the drafting of the legislation proposal and the subsequent decision-making process
- Participate in the FEM Noise Expert Group to defend FEM's interests

Radio Equipment Directive

FEM mainly monitored two impact assessment studies on different aspects of the Radio Equipment Directive (RED): on the one hand, related to protection of personal data and privacy as well as protection from fraud in internet-connected radio equipment and wearables; and on the other hand, related to reconfigurable radio systems (upload of software into radio equipment). The [final report](#) of the impact assessment study on internet-connected radio equipment was published on 15 April 2020. In this report, the consultant recommends the activation of delegated acts according to RED articles 3(3)e and f (regarding data protection, privacy, and protection from fraud), as the most suitable option to close the current regulatory gaps. Industry associations have been firmly advocating against the delegated acts, proposing instead a more holistic approach that would cover all networkable products (such as a new cybersecurity legislation).

Regarding RRS, a [targeted consultation](#) was open until 19 June, while the [open public consultation](#) ran until 14 September. Stakeholders are requested to provide feedback on possible problems that may occur when software (new or modified) is installed in radio equipment, and whether the upload of software may affect the compliance of the equipment with the Radio Equipment Directive. Among the policy options under investigation, these

range from option 0 (no change), to option 1 (voluntary industry self-regulation), to the activation of delegated acts for RED Article 3(3)(i) and 4. The FEM TRC prepared a response to the public consultation over the summer 2020.

Key points for the future

- Continue monitoring ongoing developments on the possible adoption of delegated acts in the framework of the RED implementation
- Cooperate with Orgalim to strengthen industry's position concerning the planned delegated acts

Chemicals legislation

In 2018, the [revised Waste Framework Directive](#) introduced new obligations for manufacturers and importers to report on the presence of substances of concern into their equipment, from 5 January 2021. Therefore, FEM closely followed the development of the new 'waste database' that is now called 'SCIP' database, meaning substances of concern in articles, as such or in complex objects (products).

Since the beginning, FEM, together with its partners representing the European mobile machinery sector, advocated for a workable tool with justified and proportionate requirements leading to actual benefits. FEM strongly opposed the initial approach exceeding the legal requirements and being extremely burdensome for our manufacturers. We also called for a future scheme respecting the European intellectual property rights, data privacy and commercial secrets.

In addition, in the context of the COVID-19 outbreak, FEM is lobbying to postpone the January 2021 deadline. Indeed, consequences of the crisis and the extremely tight development timeline for

this new tool made it nearly impossible. Our manufacturers need more time to meet their reporting obligations.

In parallel, FEM followed provisions restricting the use of chemical substances. For example, we are monitoring the possible restriction of further substances used in electrical and electronic equipment under the Restriction of Hazardous Substances (RoHS) Directive.

Key points for the future:

- Continue advocating for workable implementation of communication and reporting obligations, especially the new database called SCIP
- Monitor the revision of the RoHS Directive, especially provisions related to the scope and relevant exclusions for the materials handling industry

Ecodesign

In 2019, FEM was rewarded for the work dedicated to specific Ecodesign measures over the last years. Also, our strategy to carry out these actions in cooperation with other European associations was successful! Indeed, we were glad to see that we managed to get necessary exemptions for material handling equipment and keeping the administrative burden as low as possible.

As regards electric motors, FEM secured exclusions for motors in battery and hand-guided mobile equipment. The final regulation on lighting products includes a series of relevant exclusions for material handling equipment, including one for component to be installed in non-road mobile machinery - upon FEM request. Despite the shrinking of exclusions for electronic displays in the final stage of the process, FEM achieved positive results.

Key points for the future:

- Monitor the implementation of the [Circular Economy Action Plan](#) and its set of measures aiming to achieve a more sustainable economy

Road Circulation

FEM continued participating in the ITF Road Circulation contributing to the industry technical document which contains technical requirements for self-propelled mobile machinery and towed machinery occasionally travelling on the road. This document was finalised in mid-March 2019 and submitted to the European Commission as the industry's main contribution in view of the upcoming harmonised legislation for road circulation. Further to the publication of the document, ITF organised a bilateral meeting with the Commission/DG GROW in order to explain the contents of the technical document, in particular the logic behind the proposed approval procedures (in line with the French legislation) and their corresponding technical requirements elaborated in the chapters of the document. The industry's efforts put into producing this document were highly appreciated by the Commission - following the feedback received in the meeting and some specific questions, the ITF group also worked on a complementary Q&A document focusing on answering the Commission's questions and providing further clarifications, where necessary.

In parallel to the ITF activities, in January 2019 a specific external economic study was launched in order to complement the original impact assessment study and focus on the costs and benefits of the harmonisation of road circulation requirements. In mid-April 2019, the consultant PPMI launched targeted surveys for different stakeholder groups, including manufacturers and industry associations. As a result, interested FEM members were contacted to submit their reply to the interview.

On 9 December 2019, the Commission held a stakeholder workshop to present the findings of the study and also the result of a survey specifically targeting Member States. Most Member States prefer granting a type approval for mobile machines going on the road, either as in the current type-approval in the Tractor Regulation or based on conformity assessment combining procedures of type-approval and new approach (hybrid approach).

The current focus of the ITF is to convince Member States of the need for and benefits of a new EU law for road circulation allowing an EU-wide approval of mobile machinery going on the road, to replace the current national fragmentation on this issue caused by the duplication of the national type-approvals. The ITF also committed to completing another technical proposal for towed equipment (which follows the same structure of the initial document) which is intended to be distributed to the Commission in the coming weeks. The work on the towed equipment document is driven by the Secretary of FEM CLE Tower and Harbour Cranes Group and of the CECE Road Equipment Group.

In terms of next steps at regulatory level, the Commission's public consultation is planned in the autumn of 2020 and will be followed by a stakeholder workshop in early 2021. The aim is to adopt a legislative proposal for a new Road Circulation Regulation in the second half of 2021.

Key points for the future:

- Continue participating in the ITF Road Circulation to shape the future road circulation legislation and maintain a constructive dialogue with the European Commission on this matter
- Monitor the publication of the legislative proposal for a road circulation Regulation

Digitisation

FEM worked mainly on two digital issues: cybersecurity and artificial intelligence (AI). As a new cybersecurity legislation was adopted, FEM worked together with Orgalim, notably by feeding in Orgalim's positions. FEM's general position was in favour of a flexible and future-proof Cybersecurity Act that boosts competitiveness rather than prevent innovation. To this end, involvement of the industry is paramount. Although the Act is now adopted, cybersecurity continues to pop up in different pieces of legislation. Mindful of the risk of fragmentation, FEM is now working with Orgalim on an integrated approach.

Our work on AI has mainly been in the context of the upcoming revision of the Machinery Directive (see update above). The AI High-Level Group (HLG) set up by the European Commission has now completed its mission and we can expect a stand-alone proposal that will address the various dimensions of AI: societal, technological etc. As the impacts of such a piece of legislation could be substantial for our industry, FEM will have to be more directly involved.

Finally, the TF Digitisation that was recently set up is now populated with a number of delegates representing a wide range of expertise on the various facets of digital. The secretariat has also allocated Pierre Lucas, who was Orgalim's representative in the AI HLG and comes with a wealth of knowledge on digital topics. Together with the TF Chair Eva Virtute, he is coordinating the preparation of a Manifesto that will serve as FEM's compass on digital.

Battery

At the end of 2018, FEM set up new Task Force focusing on battery related issues. This group aimed to work on specific battery legislation on sustainability and end-of-life aspects as well as regulatory developments about the use of chemicals, such as lead.

This new working body reflects the increasing electrification of the material handling industry. It also echoes the bigger focus on battery as the European Commission aims to make Europe a world leader in the sustainable battery technology.

FEM mainly worked on the preparatory process of the future sustainability requirements for batteries as well as the revision of the existing legislation tackling end-of-life aspects. FEM closely monitored the technical study phase and participated in stakeholders' meetings and public consultations.

In general, FEM calls for a strong battery value chain in Europe, better funding access, and measures accelerating innovation to maintain the European competitiveness.

Would prefer merging possible sustainable requirement in the upcoming Batteries Directive review (2006/66/EC), as part of the waste policy.

Key points for the future:

- Working on the preparation of the Commission proposal and the legislative adoption of the future regulation on batteries
- Monitoring the ongoing discussions on lead compounds and lead metal under the REACH Regulation



Eva Virtute
Technical & Regulatory
Committee Chair



Anne Claire Rasselet
Environment & Energy



Ioana Smarandache
Internal market

Expand your global reach



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**HANNOVER
MESSE**

Conveyors for bulk handling

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. Therefore, the group 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, or maintenance of the Product Group website. The Product Group Conveyors for Bulk Handling 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 620:2002+A1:2010 - 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.



Armin Weih
Secretary



Cranes and lifting equipment

Cranes and Lifting Equipment Product Group (CLE)

The Cranes and Lifting Equipment Product Group (CLE) is the voice of the cranes and lifting equipment industry covering tower and harbour cranes, mobile cranes, lifting and hoisting equipment as well as winches. Today, the CLE Product Group has 7 national members from the Netherlands (DMH), Finland (The Federation of Finnish Technology Industries), France (CISMA), Germany (VDMA), Italy (AISEM), Spain (FEM-AEM) and Turkey (ISDER) and consists of three sub-groups: Lifting Equipment and Hoisting Equipment (EOT), Tower and Harbour Cranes (THC) and Mobile Cranes (MC).

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 through the development of FEM guidelines and by actively supporting the development of standards (e.g. CEN, ISO, and IEC), and programmes to improve the qualification of crane operators (e.g. ECOL). 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 review. CLE has provided input to the review of the Outdoor Noise Directive and the Machinery Directive and actively followed the revision of the Machinery Guide.

Lifting Equipment and Hoisting Equipment (EOT) Sub-Group

The Lifting Equipment and Hoisting Equipment (EOT) Sub-Group has members from Germany, Finland, France, Italy, Spain, and Turkey. During the last

two years, EOT has worked together with VDMA to develop an OPC UA Companion Specification for cranes, which will serve as a common language enable digitisation and interconnectivity. Further work includes:

- Publication of the new EOT paper FEM 9.521 comparing the new approach to crane and lifting equipment classification according to EN 13001 and re-classification according to FEM/ISO classification. In total, EOT has now published 15 FEM documents.
- Following the work of standardisation bodies CEN/TC 147 - Cranes - Safety (esp. working groups: WG 14 Bridge and Gantry Cranes and WG 17 Power-Driven Winches and Hoists), ISO/TC 96 - Cranes and IEC (International Electrotechnical Commission).

Mobile Cranes (MC) Sub-Group

The Mobile Cranes (MC) Sub-Group has members from France, Germany, Italy, the Netherlands, Spain, and Turkey. The main work items for the past two years have been:

- **Pile Driving:** In 2019 the guideline FEM 5.023 was substantially improved and updated. The second edition is available via the VDMA Verlag. MC has published in total 18 FEM documents.
- **The Road Regulations Working Group** follows the developments in road homologation. 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.



Franz Schulte
President

- **Standardisation:** Support for CEN/TC 147 WG 11, where a revision of the entire EN 13000 regarding mobile cranes is currently under preparation.
- **ECOL:** Together with ESTA and with financial support from the EU Erasmus plus programme, FEM has been working to define and harmonise requirements of a European Crane Operator Licence in Europe. In May 2017, the ECOL Foundation was founded and since 2018, crane operators can train to receive the ECOL license. Website: www.ecol-esta.eu.
- **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.
- MC has liaisons with two international groups:

► International Crane

Stakeholders Assembly (ICSA)

Meetings were held in March 2020 during CONEXPO in Las Vegas, and April 2019 in Munich. In 2021, CICA will host the ICSA annual meeting in Australia. ICSA works on aligning crane standards and safety guidelines. Currently, four ICSA position papers are available for download, including a new publication in 2020: "ICSA N004: Mobile Crane Ground Preparation for Wind Farm Construction". Members are: CICA (Australia); ESTA (Europe); SC&RA (USA); CRAC (Canada); AEM (USA); JCA (Japan) and FEM.

► The International Crane Exchange

manages the world statistic programme for mobile cranes. Currently three associations are participating in the ICE programme: AEM (USA), FEM

(Europe) and CEMA (Japan). For the years 2018-19, FEM acted as Secretariat of ICE. Meetings were held during CONEXPO in Las Vegas in March 2020 and April 2020 in Munich.

Tower and Harbour Cranes (THC) Sub-Group

The Tower and Harbour Cranes (THC) Sub-Group, with 13 members from France, Germany, Spain, and Turkey, is working on Regulations and Standardisation activities. In 2019 and 2020, the main activities were:

- **Supporting CEN/TC 147/ WG12** «Tower cranes», especially the current revision of EN 14439 (Tower Cranes - Safety).
- **Exchanging information and views with other FEM CLE sub-groups** aiming at defending a common position on some horizontal and controversial issues discussed in CEN/TC 147.
- **Informing the members about some new regulatory aspects**, like the revision process of the Machinery or Outdoor Noise Directives and the regulatory project supported by the Industrial Task-Force (FEM, CEMA, CECE, E-United ME, EGMF) related to an European harmonisation of road requirements for non-road mobile machinery (i.e. roading project).
- **Contributing to the FEM Noise Task-Force** draft position related to the Outdoor noise directive.
- **Continuing its involvement in the «Roading» Industrial Task-Force**, especially in the «towed equipment» ad'hoc group which was formed by an initiative of FEM CLE THC. Seven meetings (mostly 2 day-meetings) took place in Europe during the past two years,



Paul Zepf
Secretary

in collaboration with representatives of CECE and E-United Municipal Equipment associations in order to deliver a preliminary draft aiming at addressing the relevant road safety issues for towed equipment intending to circulate on public roads.

Publications

Preliminary draft on towed equipment delivered to the European industrial Task-Force on the 18 February 2020, in Brussels.

THC has published in total 4 FEM documents.

Liaisons

FEM CLE THC Secretary is regularly in dialogue with the Secretary of CECE Tower Crane group in order to exchange some general information about the matters of interest in both groups but also to drive members of CECE Tower Crane group to be more involved in THC activities.



Elevating equipment

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 and CeMAT, for the convenience of members.

Objectives

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.

Technical work

During the period 2018-2020, the Product Group work has included:

- Guidance on Ways to Save Energy in a Vehicle Loading Dock area published and available on FEM website (FEM 11.006).
- Reviewing and updates to the FEM guidance document: Safety on and around a Vehicle Loading area (FEM 11.003).
- Guidance for the installation of traffic light systems in the loading dock area currently under review.
- Reviewing and amending EN1570-1 Lifting tables serving up to two fixed landings. The standard will now include Group A Static Elevating Work Platforms and Lifting Tables used in Skillet Lines and Autonomous Ground Vehicles amongst other major changes. The standard is currently under review by the CEN consultant prior to release to all countries for general comment later this year.
- 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.



John Meale
President 2018 - 2020



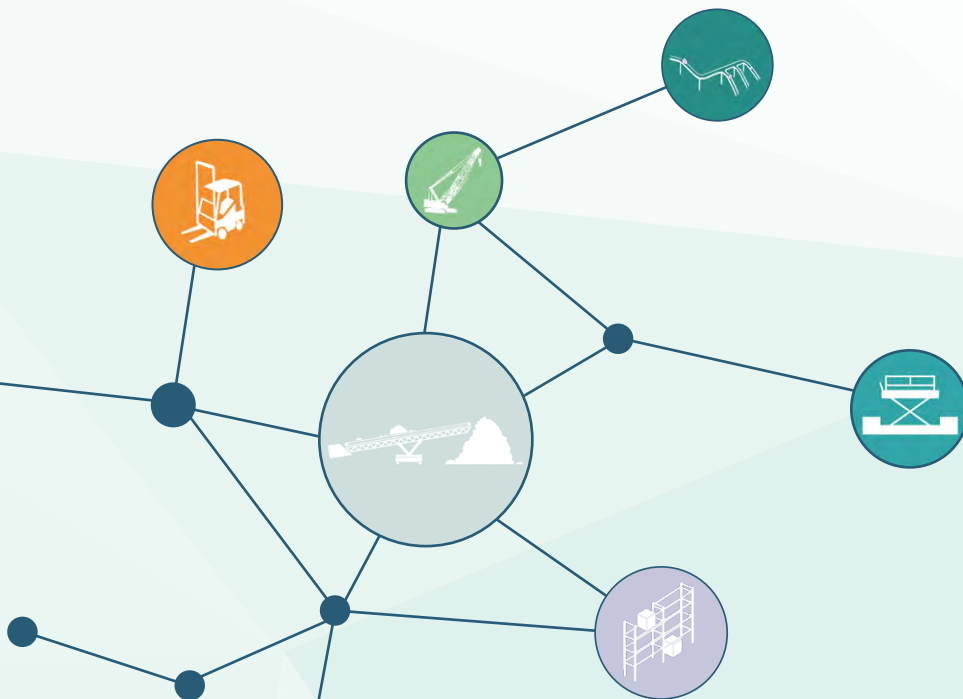
Rob Oliver
Secretary

- Evaluation and discussion of other European Commission 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 group.

CEN Standards

The applicable CEN standards are:

- EN 1570-1: 2011+A1:2014 Safety requirements for Lifting Tables serving up to 2 fixed landings. Under revision since 2016
- EN 1570-2: 2016 Safety requirements for Lifting Tables serving more than 2 fixed landings of a building for lifting goods with a vertical travel speed not exceeding 0.15mps
- EN 1398: 2009 Safety requirements for Dock Levellers
- EN 1756-1: 2001+A1:2008 Safety requirements for Tail Lifts



Industrial trucks

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 standardisation committees.

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

- ▶ Finland (FFTI)
- ▶ France (EVOLIS)
- ▶ Germany (VDMA)
- ▶ Italy (ANIMA - AISEM)
- ▶ The Netherlands (DMH)
- ▶ Spain (FEM-AEM)
- ▶ Sweden (Teknikföretagen - MHG)
- ▶ Turkey (ISDER)
- ▶ United Kingdom (BITA)

Technical Activities

FEM IT T, 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.

Representatives of the Product Group are actively involved in all the FEM Task Forces and in the Technical & Regulatory Committee. Major important topics include:

- Revision of the Machinery Directive 2006/42/EC and of the official Guide
- Revision of the Outdoor Noise Directive 2000/14/EC and of the official Guide

- Revision of the Ecodesign Directive 2009/125/EC

The following technical guidelines have been published:

- FEM 4.004 EN - Periodic Inspection of Industrial Trucks (2019)
- FEM 4.004 IT - Controllo Periodico dei Carrelli Industriali (2020)
- FEM 4.103 - Warehouse floors - Part 1 (2018, in Liaison with FEM PG R&S)
- FEM 4.104 - DoC and marking for perm. mounted RT-VRT equipment (2018)

Statistics

FEM IT ST, the Statistics Standing Committee, meets twice per year to discuss upcoming data queries and further improvements to the web-based system.

FEM IT statistics contain monthly orders and quarterly shipments and are the input of the European manufacturers for the World Industrial Truck Statistics (WITS).

Global Alliance (AITO)

Together with ITA (USA, Canada, Mexico), CITA (China) and JIVA (Japan), FEM IT forms the Alliance of Industrial Truck Organizations (AITO). This group has been established to discuss and work on global matters. The 2019 AITO meeting was hosted by ITA in San Diego, USA.



Gordon Riske
President



Heiko Boekhoff
Secretary

Subgroup Rough Terrain Trucks (RTT)

The Sub-Committee Rough-Terrain Trucks (SC RTT) has been created lately to address topics specific to the category of industrial trucks used outdoor.

These trucks are either masted or most commonly telehandlers, whose market is shared between construction, agriculture, and industry.

The sub-committee is running on a pace of meeting 4 times a year, in conjunction with the CEN standardisation working-group covering telescopic handlers. Current topics are addressed, like standards under development (CEN, ISO, or others), and European legislation:

- Exhaust emission regulation R2016/1628/UE published in 2017 and their on-going changes or implementations,
- Outdoor noise directive 2000/14/EC: preliminary studies in view of its future revision and is about to affect this type of trucks,
- Machinery directive 2006/42/EC, the major legislation for safety in Europe is about to be revised in order to better address 2020 tech changes (A.I., digital information, etc),
- Tractor Mother Regulation, applicable since 2016 and continuously amended. Many telehandlers designed for the agricultural market are type-approved as a tractor,

- Standardisation activities: maintenance of EN 1459 series and ISO 10896 series, drafting other relevant standards, commenting Australian standards, etc.

SC RTT addresses also other topics:

- Specific market concerns (USA, UK Brexit, etc.)
- Administration (registration for roading, duplicate of DoC)
- Attachments (interchangeable equipment)



Olivier François
Chairman



Emmanuel Deparis
Secretary

Intralogistic systems

The Product Group Intralogistic Systems gathers manufacturers of single materials handling products, integrators, and suppliers of complete systems. Our members provide a wide range of systems, including automated dispatching and order picking systems, complex baggage transport systems, and automated storage systems.

Robotisation and AI

At its 2019 plenary meeting held at SSI Schäfer Technology Centre, the Product Group focused its discussions on new opportunities brought by advanced digital technologies to the sector. Robotisation and artificial intelligence in particular have the potential to greatly improve efficiency in complex intralogistics systems. However, these new tools demand strong cybersecurity requirements to ensure the protection of the goods. Members exchanged views on those topics with the Institute for Factory Automation and Production Systems and with Code White, a cybersecurity company, about hacking risks in intralogistics.

Ecodesign Regulation

The Product Group achieved success on the revision of the Ecodesign measures on electric motors and variable speed drives, adopted in October 2019. The lobbying work on the Regulation, beginning in 2014, resulted in new exemptions for material handling equipment - keeping the administrative burden as low as possible. Exemptions from energy efficiency requirements are included for motors in cordless or battery-operated equipment and hand-guided mobile equipment moved while in operation. In addition, the information to be supplied by the equipment manufacturer in the technical document alongside the product containing the exempted motor is very limited. It does not include the obligation to provide additional

information on a free access website, as it was planned in the initial revision proposal.

Technical work

The Intralogistic Systems Product Group worked on the following technical guidelines:

- Operational Performance Availability
- Performance data of storage and retrieval machines, with the revision of the FEM Guideline 9.851
- Performance data for shuttle vehicles in pallet storage systems
- Cycle time calculation for automated vehicle storage and retrieval systems, amending the FEM Guideline 9.860

In addition, the Product Group cooperated with the Racking & Shelving group on the Guideline FEM 10.2.19 (FEM Code of Practice, Design of Shuttle racking). The group also started to work on Automated Guided Vehicles, with a first step consisting of a dialogue with the Industrial Trucks Product Group on obstacles posed by the current standardisation framework.

Statistics

Product Group members can take part in two FEM statistical exercises:

- FEM statistics OIIS "Order Intake Intralogistic Systems"
- FEM Statistics S/R Machines

In view of making the system more practical and attractive for manufacturers, members explore the possibility of establishing a common statistics platform shared with other FEM product groups.



Jan van der Velden
President



Johannes Rehner
Technical Secretary



Laure Dulière
General Secretary

Mobile elevating work platforms

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

The main objectives of the Product Group (PG) are to represent the technical, economic, and political interest of the MEWPs industry and to promote the safe use of MEWPs through strong and effective collaboration with all the stakeholders.

The Product Group has been reorganised during the last couple of years to align its structure to all other FEM Product Groups.

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

- ▶ Finland (The Federation of Finnish Technology Industries)
- ▶ France (EVOLIS)
- ▶ Germany (VDMA)
- ▶ Italy (ANIMA)
- ▶ Spain (FEM-AEM)
- ▶ Turkey (ISDER)
- ▶ United Kingdom (BMHF/IPAF)

Over the period 2018-2020 the attention of the Product Group continued to be primarily focused on the legislation at European level and on European and International standardisation activities. This included continuously updating the Product Group Members and direct contribution to the FEM position papers on the revision of the Outdoor Noise Directive, contribution in the definition of the FEM comments on the revision of the Machinery Directive, guidance on the implementation of the Regulation on engine exhaust emissions for non-road mobile machines and discussion on EU Sustainable Batteries initiative.

Within the activities related to the revision of the Outdoor Noise Directive, the FEM MEWPs PG developed a proposal for a new standardised noise test code for MEWPs. The proposal has been positively assessed by the European Commission and is now on the table of CEN TC 98 for inclusion in the revision of the harmonised standard EN 280.

The FEM MEWPs PG is in fact continuing to actively follow the ongoing revision of EN 280 inside CEN TC 98 WG1. The result of the revision will be a standard divided in two parts:

- Part 1: Design calculations - Stability criteria - Construction - Safety - Examinations and tests
- Part 2: Additional safety requirements for load lifting appliances on the extending lifting structure and work platform

The two parts are supposed to be published by mid-2021.

Always in the framework of standardisation activities, the FEM MEWPs PG is taking part in preliminary standardisation work in the field of Multi-Purpose Elevating Platform by bringing into the relative working group the position of the MEWPs industry.

As a direct result of the re-organisation, the FEM MEWPs PG started to increase the efforts in the development of sectorial technical guidance with the aim of promoting the technical progress and improving safety at work.

In October 2019, the guidance - FEM 12.001 Practical guidance for the purchase of pre-owned MEWP - has been published. The document helps to avoid costly and potentially dangerous mistakes when buying a pre-owned MEWP.



Luisa Parisotto
President



Andrea Pasquini
Secretary

Another guidance is in an advanced stage of development and will speak about information and suitability of the MEWP for the task of exiting at height, a particular task for which clarification and advice is needed by the market.

Key points for the future:

- The group intends to continue to focus on following the developments on EU Product legislation that affects MEWPs, take active part in relevant standardisation activities and developing new best practices for the sector.
- Since the digital transformation, sustainability and energy efficiency are increasingly prioritised in the agenda of the European Commission, the FEM MEWPs PG intends to expand its efforts in these important fields.



Racking & Shelving

The FEM Racking and Shelving Product Group (R&S) held its Annual General Meetings in Antwerp in 2018 as part of the FEM Congress and then in Tuscany in 2019. These were attended by between 35 and 45 delegates from all over Europe with key discussions about priorities for future work and the operation of the organisation. The Management Board also held a number of meetings to provide recommendations and implement the decisions of the Annual General Meeting.

Management

The President, Mr. Jos De Vuyst, initiated a number of changes to the Management Board Structure including the recommendation of Mr. Eugen Talmann as Vice President and the introduction of Mr. Jan-Willem Frederiks as the representative for the Netherlands. Mr. Leif Larsson has taken over as the representative for Scandinavia on the Management Board.

CEN TC344

FEM R&S are actively involved with the CEN Committee for the industry "CEN TC344 Steel Static Storage Systems", including funding for the Secretariat and as a Liaison Group. The CEN TC344 Plenary meeting is held as a separate meeting within the FEM R&S AGM and, at the 2019 meeting, Mr. Giuseppe Fabbri was appointed as Chairman of CEN TC344.

The major focus for this Committee over the past two years has been the revision of EN15512, which is due for publication in the near future.

FEM Codes

A Worked Example for Drive-in Racking has been published and a Worked Example for use with the new EN15512 Code is nearing completion. The Worked

Examples provide important information and clarification for Design Engineers and Checking Authorities.

A Warehouse Floors Code has been completed in liaison with FEM Industrial Trucks. This Document has been published in parts as below:

- Part 1: Tolerances, deformations, and methods of measurement
- Part 2: Design requirements: Interface with Racking and Shelving

CE Marking

The EAD (European Assessment Document) for Pallet Racking Components for external racking, racking with floors and rack clad structures, with testing in accordance with EN15512 and manufacture in accordance with the relevant sections of EN1090, has been published.

Any manufacturer can now progress an ETA (European Technical Approval) for a CE Mark under the CPR for components based on the EAD. The ETA is voluntary, although components covered by a company ETA must be CE Marked.

FASTCOLD research project

The testing program for the FASTCOLD Project (Fatigue strength of cold-formed structural steel details) is nearing completion. FEM R&S is a partner in this 3 years European Commission Research Project.

Information Bulletins

Information Bulletins have been issued on the Repair of Racking and Safety Backstops.



Jos De Vuyst
President



Colin Hinton
Secretary

Ongoing Work

The following projects are currently ongoing:

- FEM Shuttle Racking Design Code
- FEM Mobile Racking Design Code
- Review of EN 15620 through TC344

Membership

Any countries which have a racking and shelving National Association, or any racking and shelving company (where no National Association exists), are invited to make contact, to ensure they are involved in the latest industry technological developments. European countries are invited to be full members while non-European members can become Associate Members. All members are required to be members of FEM. The Management Board welcome enquiries for Membership within the FEM rules.



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Olivier Janin
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