

INTERNATIONAL CRANE EXCHANGE STATISTICS COMMITTEE MEETING

web conference

Monday, July 19, 2021

06:00 – 07:40 am CDT time, 13:00 – 14:40 pm CEST time, 20:00 – 21:40 p.m. JST time

Draft Minutes

Presiding: - Yoichiro Kimura, Chairman CEMA

Secretariat: Naoyuki Uchida, CEMA

Attendees:

Rex Sprietsma(AEM)、Mike Lietke(AEM)、Jacquelyn La Favor(AEM)、
Paul Zepf(VDMA/FEM)、Jan Keppler(Liebherr Ehingen / FEM)、
Jasmin Ege(Liebherr)、Florian Peters(Manitowoc)、
Robert Ritter(Manitowoc)、Christine Bhatt(Systematics)、
Manuel Bhatt(Systematics)、Helen Last(Systematics)、
Alexander Plonka(Tadano Ltd.)、
Daichi Wada(Tadano Ltd.)、Hiroyuki Suzuki(KATO WORKS CO.,LTD.)、
Tomoyasu Kato(KATO WORKS CO.,LTD.)、
Takemichi Hirakawa(KOBELCO CONSTRUCTION MACHINERY CO., LTD.)、
Toshirou Nakadai(Sumitomo H. I. C. Cranes Co.)、
Masayuki Fukuda(CEMA)

1. Call to Order, Welcome and Introductions

The meeting was called to order at 06:00 CDT; 13:00 CEST; 20:00 JST through the web.

When holding a meeting using ZOOM, the meeting was held after confirming that the Web participants were able to participate in the meeting without any problems.

2. Call for New Business and approval of the Agenda

The chairman has confirmed that there was no proposal for a new agenda. All participants check the 11 agenda items of this agenda, it was approved.

3. Approval of Minutes 2019-04-09

All participants have approved the minutes of the last meeting .

4. Review of the ICE General Policy Product Manual

a) Clarification of tonnage class unit reporting in ICE GPP Manual (Remaining issue after the ICE meeting on April 9, 2019.)

The problem with the current ICE GPP manual is that there are no clear descriptions about the tonnage class. FEM suggested it because it was not clear how to report cranes in different categories. The notation is metric tons and US tons, and the mobile cranes use metric tons and the boom truck cranes use US tons. Tipping weight %, which had been proposed in the last ICE meeting at Bauma 2019 are deleted. All participants have agreed and approved in this matter. We will update this manual and submit reports according to the updated manual in the future.

b) Existing discrepancies between ICE and CSC statistics and the issue of possible double reporting (Remaining issue after the ICE meeting on April 9, 2019.)

- FEM explained that the two programs have different definitions, so it is natural to have discrepancies between ICE and CSC statistics. FEM suggested that the two statistics should be regarded as different statistics while making best effort to improve quality.
- AEM pointed out that there is a difference in those statistics due to the difference in the number of reporting companies to ICE and CSC. AEM added that the discrepancies between those statistics have increased each year and all members should report both statistics to resolve this issue.
- CEMA emphasized that the reported numbers of those statistics should match. In order to minimize discrepancies, CEMA suggested to check and modify the system such that later reported data should overwrite the former reported data.
- This issue should be discussed further among ICE and also CSC members, which was agreed as an ongoing issue at the next meeting.

c) Proposed Changes to ICE P&P Manual

- If there is no 24-month shipping report for a particular model, such models are to be deleted from the model chart.
- The rule to restore the model chart again will be applied to all crane products when shipping is resumed.
The above two points were proposed by AEM in addition to their proposals of revisions for ICE P&P manual and appendix related to acknowledgement of confidentiality obligation.
FEM and CEMA have decided to discuss again at the next meeting, because they have not discussed with member companies yet.

5. FEM Proposal: Amendment of the CRAT tonnage classes.

a) 151t – 199.9t, 200t – 299t => 151t – 219.9t, 220t – 299t (Effective since 2020.)

It has already been reported that it has been valid for this class since 2020.

b) 0t – 65.9t => 0t – 50.9t and 51.0t – 65.9t (Remaining)

After AEM confirming whether there is an actual shipment, Systematics will conduct a disclosure test, and if there is no problem, class division will be carried out as proposed from January 2022.

6. FEM Proposal: Amendment of the CRLC tonnage classes

a) 500mt- 699mt&Over 700mt ⇒ 500mt- 700mt&Over 700mt

This proposal will affect three companies (Liebherr, XCMG and Sany). FEM stated that there was no problem. AEM will confirm with XCMG and Sany and inform each secretariat (FEM and CEMA) of the results. Systematics will finally confirm the contents, and if there are no problems, the class will be changed from January 2022.

7. AEM Decision to Move CSC Data Processing to HAI

It was reported that AEM decided to move the CSC program to Hargrove. AEM crane participants will continue to report ICE activities to Systematics. There was no particular objection from all associations and it was approved.

8. Systematics(SIL) System Changes/Updates

a) Changes/Updates

Systematic reported that the data quality of ICE would definitely be maintained as CSC members would continue to report to ICE at the independent national level.

No delay of reporting arose from CEMA members, some but within 2 days arose from FEM members. Chronic delay arises from CSC members some of which goes up to 4 days.

Definition of shipment differs between ICE and CSC manuals which inevitably creates difference in numbers. It may be recommended to review the both manuals and consider definitional measures if necessary.

b) Clarification of shipment date recording rule in case member associations or companies report different shipping dates for the same serial number.

This agenda has already been discussed and has been skipped.

9. Review Ongoing Program Costs (per ICE GPPM; p8)

Regarding the program cost, systematics expects no significant increase at present, but they will inform each association with details around September.

10. Next Meeting and Secretariat

2022-23: AEM

AEM chairs the ICE for two years. It was scheduled to be held face-to-face at Bauma, which is scheduled to be held in April 2022, but it was postponed to October. AEM would like to hold the meeting on the WEB next spring and face-to-face in the fall.

11. Adjournment

This meeting was adjourned at 07:40 CDT; 14:40 CEST; 21:40 JST.