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**PRESS RELEASE**

**Mobile Crane Study investigates the impact of the proposed engine emission regulation on manufacturers and the environment: The proposed transition scheme is too short and will increase overall emissions from mobile cranes**

In September 2014, the European Commission adopted a proposal for introducing more stringent stage V exhaust emission limits for non-road mobile machinery. In their Impact Study Professor Willibald Günthner and his team from the Institute for Materials Handling, Material Flow, Logistics of the Technical University in Munich examined the impacts of the Commission proposal on the mobile crane industry and the environment and how a longer transition scheme would affect the results, with following findings:

- Since 1999, mobile crane manufacturers have undertaken enormous efforts to reduce emissions, resulting in NOx and particulate matter emission reductions of more than 95%. Just the transition from Stage IIIb to the current Stage IV engines introduced in 2014, cost the mobile crane industry approximately 57 Mio €.
- The mobile crane sector needs to make further huge investments into developing Stage V for the entire product portfolio. The authors of the study estimate that the cost for engine and mobile crane manufacturers will be approximately 66 million €.
- The mobile crane industry needs sufficient time for transitioning to stage V. Approximately 4.5 years are needed for converting the approximately 40 crane models per manufacturer. **The study shows that due to the proposed very short transition scheme the total PM emissions from mobile cranes and thus the environmental impact will be higher over a 5-year period after introduction of Stage V compared to scenarios with no introduction of Stage V ("business as usual") and scenarios with longer transition schemes.** As it is estimated that only a third of the mobile crane portfolio can be converted in time for the introduction of Stage V and new Stage IV cranes cannot be placed on the market anymore, crane operators will be forced to run older, more polluting equipment until Stage V equipment becomes available.
- The cost-benefit analysis shows that for mobile cranes the Commission Proposal has a negative net benefit to society due to the high cost of converting mobile cranes to stage V engines and the low share of mobile cranes in total emissions

The proposed transition scheme in its current form is not feasible for mobile cranes. Mobile crane manufacturers need a transition scheme extension of 24 months to tackle the large variety of products and mobile crane specific challenges arising through technical and regulatory requirements.