



COMMITTEE FOR EUROPEAN
CONSTRUCTION EQUIPMENT

THE ROAD TO 2024

A CECE MANIFESTO FOR THE EU LEGISLATIVE TERM

THE EUROPEAN **CONSTRUCTION EQUIPMENT** SECTOR IN FIGURES



The European construction equipment industry forms an integral part of the European engineering sector, with 1,200 companies ranging from highly specialised SMEs to large European and multinational companies with production sites in Europe.

The European construction machinery sector is at the centre of the global marketplace. This has been and continues to be a great added value for a competitive and innovative industry like CECE's, whose members manufacture 20% of the global output of construction equipment.

At the same time, such global integration sometimes turns out to be a source of challenges, considering fierce competition from other global players supported by strong national Industrial Policy strategies and booming infrastructure projects.

For this reason, we believe in and we need a European Union that champions and implements the values of global rule-based trade, insisting on the application of principles such as fair competition, reciprocity and openness.

We call on the European Union to base the 2019-2024 legislature and its institutional setup on fostering the fundamental contribution of industry to pursuing the Sustainable Development Goals.

A CALL TO POLITICAL ACTION

WE CALL ON THE EUROPEAN PARTIES, ALL CANDIDATES AND FUTURE ELECTED MEPs TO SUPPORT A MAJORITY COALITION MANDATE TO THE EUROPEAN COMMISSION ONLY IF INDUSTRY IS SHORTLISTED AS A TOP-5 PRIORITY OF ITS POLITICAL PROGRAMME.

THE EU POLICIES TO SUPPORT A COMPETITIVE

1 | INTERNAL MARKET

The Internal Market is an EU success story. This calls for great responsibilities in making sure it is completed, implemented, monitored and “cared for”.

For these reasons, we call on the 2019-2024 European legislature to:

- // **PROPOSE AND SWIFTLY ADOPT A LEGISLATIVE TEXT** for EU harmonised road circulation requirements for non-road mobile machinery, such as construction equipment.
- // **ENSURE LONG-TERM LEGISLATIVE STABILITY** for key Internal Market areas, such as the Machinery Directive, which is still fit for purpose.
- // **RETHINK THE MARKET SURVEILLANCE PARADIGM:** it is key to reconcile the discrepancy between an EU Single Market and strictly national market surveillance competences and responsibilities.
- // **REINFORCE THE ROLE OF HARMONISED STANDARDS IN THE NEW LEGISLATIVE FRAMEWORK** by ensuring their swift publication and citation in the Official Journal of the EU.

2 | ENVIRONMENTAL SUSTAINABILITY

Construction machines are tools whose performance has a direct impact on the sustainability of business operations. The industry has gone to great lengths curbing emissions and with the entry into force of Stage V regulation, the road will be complete with an overall 95% reduction in emissions of harmful pollutants in less than 15 years.

This technological development is a reason of pride for CECE members that have been investing heavily in new engine and machine manufacturing. These new machines are being proposed to potential clients and need to prove their worth to justify new investments by contractors and rental companies.

Concerning CO₂ emissions, estimated by the EU Joint Research Centre at 2% of all transport emissions, it is important to recognize the greater effectiveness of a holistic approach over a traditional machine-specific approach, considering the entire production processes where construction machines are involved. For this reason, CECE developed a comprehensive 4-pillars approach informing on the multifaceted reality of CO₂ emissions.

For these reasons, we call on the 2019-2024 European legislature to:

- // **SUPPORT EUROPEAN AND NATIONAL INITIATIVES** to incentivise fleet renewal solutions in the construction equipment sector. New machines not only offer better emission performance but also improved safety, enhanced operator comfort, lower noise and higher efficiency.
- // **ENSURE A HARMONISED AND COORDINATED** implementation of Low Emission Zones in European urban areas, with the adoption of LEZ schemes according to the EU legislation engine emission stages, now recognizable by all parts of industry.
- // **SUPPORT THE 4-PILLARS** approach regarding CO₂ emissions from construction machinery.
- // **BASE NEW LEGISLATIVE INITIATIVES AND POLICY-MAKING DECISIONS** on solid scientific and economic impact assessment studies, refusing simplistic solutions that become technically impossible or imposing technologies that would undermine innovation.

This call to action is complemented by concrete measures CECE is advocating to make sure that Industry and Manufacturing are at the heart of EU policy-making during the 2019-2024 legislature.

// **APPOINTMENT OF A VICE-PRESIDENT** for Industry within the European Commission

// **OUTLINING A NEW AND AMBITIOUS LONG-TERM VISION** to feed a newly-drafted EU Industrial Strategy

// **CONSIDERATION OF THE INDUSTRY4EUROPE COALITION JOINT PAPERS** in drafting the EU Industrial Strategy

// **MANDATING THE VICE-PRESIDENT** for Industry to implement the EU Industrial Strategy

// **MAINSTREAMING INDUSTRIAL COMPETITIVENESS** into all EU regulatory decisions through rigorous impact assessment of new initiatives and review of the existing legal framework

// **DEVELOPMENT OF THE EU INDUSTRY DAY** into the reference appointment and the annual occasion to measure progress in implementation of the EU Industrial Strategy

// **CREATION OF A EUROPEAN PARLIAMENT INTERGROUP** on Sustainable Industrial Competitiveness to accompany the work of the Commission and gather relevant stakeholders from across all areas and interests

IVE CONSTRUCTION EQUIPMENT INDUSTRY

3 | INTERNATIONAL TRADE

Being an exclusive competence of the European Union, trade is a fundamental policy area. The tensions brought by the ongoing tariffs war put strains on the global trade system, which is key to ensure openness and reciprocity, the fundamental elements of a fair competition.

For these reasons, we call on the 2019-2024 European legislature to:

// **CHAMPION GLOBAL TRADE AND OPENNESS** by furthering the current system of multi and bi-lateral trade agreements.

// **DE-ESCALATE TENSIONS IN THE FRAMEWORK OF TARIFFS WARS AND IMPOSE RETALIATORY OR RESTRICTIVE MEASURES** only after careful considerations of all involved European industry sectors.

// **FULLY IMPLEMENT, MONITOR AND EVALUATE** existing Free Trade Agreements, starting from providing proper information to European companies about their concrete advantages in export creation.

// **ADOPT A MORE COORDINATED APPROACH** to trade, ensuring consistency between EU policies in the fields of trade, customs and industrial strategy. This should start by better coordination of the different Directorate Generals of the European Commission dealing with these policies. This should also help speed up the process of consultation and negotiation of new potential Free Trade Agreements.

4 | DIGITAL CONSTRUCTION

CECE fully supports the EU focus to support the digital transformation of industry and the proposal to create a proper Digital Europe Programme within the next Multiannual Financial Framework to continue and expand the effort of the Digitising European Industry initiative. This is even truer for the construction sector, currently the lowest ranked economic sector in terms of digital uptake in Europe.

Being aware of the intrinsic collaborative dimension of digitalisation, CECE joined forces with the representatives of the construction value chain towards a Digital Construction Manifesto.

Reminding policy-makers that digitalisation is not a goal in itself, but a key enabler for the construction industry, CECE calls on the 2019-2024 European legislature to take the following measures:

// **THE EUROPEAN UNION MUST TAKE THE POLITICAL LEAD ON DIGITAL CONSTRUCTION** by prioritising the construction industry within the Digital Europe Programme.

// **DIGITALISATION OF THE CONSTRUCTION VALUE CHAIN MUST BE A PRIORITY AREA** of any future Public-Private Partnership under Horizon Europe for Research & Development.

// **INDUSTRY NEEDS A BUSINESS-FRIENDLY REGULATORY** framework on data policy, most of all in the realm of business-to-business data flows that take place within construction.

// **THE EU BUDGET MUST TACKLE THE LACK IN DIGITAL CONSTRUCTION SKILLS** by funding training programmes with a strong partnership between training providers and industry players.



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CONTACT US

+32 2 706 82 26
info@cece.eu

WWW.CECE.EU