



2021/2077(INI)

27.10.2021

OPINION

of the Committee on Transport and Tourism

for the Committee on Industry, Research and Energy

on the implementation of the Energy Performance of Buildings Directive
(2021/2077(INI))

Rapporteur for opinion: Maria Grapini

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SUGGESTIONS

The Committee on Transport and Tourism calls on the Committee on Industry, Research and Energy, as the committee responsible, to incorporate the following suggestions into its motion for a resolution:

- having regard to Directive (EU) 2018/844 of the European Parliament and of the Council of 30 May 2018 amending Directive 2010/31/EU on the energy performance of buildings and Directive 2012/27/EU on energy efficiency¹ (Energy Performance of Buildings Directive – EPBD), and its potential review,
- having regard to the recently published Fit for 55 package,
- having regard to Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and new light commercial vehicles² and the Commission proposal of 14 July 2021 to amend Regulation (EU) 2019/631 as regards strengthening the aforementioned standards in line with the Union’s increased climate ambition (COM(2021)0556),
- having regard to Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure³, and its planned review,
- having regard to Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 (‘European Climate Law’)⁴,
- having regard to the Commission communication of 11 December 2019 on the European Green Deal (COM(2019)0640) and to Parliament’s resolution of 15 January 2020⁵ thereon,
- having regard to the Commission communication of 14 October 2020 entitled ‘A Renovation Wave for Europe – greening our buildings, creating jobs, improving lives’ (COM(2020)0662),
- having regard to the Commission communication of 9 December 2020 entitled ‘Sustainable and Smart Mobility Strategy – putting European transport on track for the future’ (COM(2020)0789),
- having regard to the Commission staff working document of 25 March 2021 entitled ‘Preliminary analysis of the long-term renovation strategies of 13 Member States’ (SWD(2021)0069),

¹ OJ L 156, 19.6.2018, p. 75.

² OJ L 111, 25.4.2019, p. 13.

³ OJ L 307, 28.10.2014, p. 1.

⁴ OJ L 243, 9.7.2021, p. 1.

⁵ OJ C 270, 7.7.2021, p. 2.

- A. whereas electric vehicles (EVs) are an important element of the EU's clean energy transition based on energy efficiency measures, renewable energy, alternative fuels and innovative solutions for the management of energy flexibility and in order to achieve the objective of climate neutrality by 2050 at the latest;
- B. whereas the Energy Performance of Buildings Directive (EPBD) complements Directive 2014/94/EU on the deployment of alternative fuels infrastructure by providing a legal basis for the deployment of recharging points in residential and non-residential buildings; whereas the EPBD plays a key role at EU level to support smart, private recharging, given that the majority of recharging is likely to take place in private and on publicly accessible non-residential sites;
- C. whereas a thorough analysis of the implementation of the existing provisions of the EPBD, contrasted with the EU's strengthened climate objectives for 2030 and 2050, should serve as a reference point for the future revision of the EPBD, which the Commission is expected to publish by the last quarter of 2021;
- D. whereas private EV chargers often have different applications and technical requirements from public charging points, as they are supplied with less power and are used for longer charging periods, while remaining to a large extent the most affordable type of charging method;
- E. whereas the EPBD would need to reflect the requirements for the installation of a minimum number of recharging points for the parking spaces of buildings by mandating the deployment of adequate pre-cabling for EV charging; whereas from 2025 Member States must define a minimum requirement of recharging points for all non-residential buildings, both public and private, which have more than 20 parking spaces, according to the relevant national, regional and local conditions;

National policy frameworks, minimum energy performance standards, and charging point requirements

1. Welcomes the Commission's recognition of the importance of e-mobility by introducing minimum requirements for car parks over a certain size and other minimum infrastructure requirements for smaller buildings; emphasises that the roll-out of this recharging infrastructure must be further supported;
2. Emphasises the important role that the renovation of existing buildings and design of new buildings can play in encouraging the uptake of EVs such as cars, vans, bikes and motorcycles by providing both adequate parking spaces and charging infrastructure, thereby contributing to the overall decarbonisation of the transport sector; notes that with such an intervention buildings can be made healthier, greener and interconnected within a neighbourhood district, as well as more resilient to the negative impacts of climate change; calls on the Commission to consider extending the scope of mobility of the EPBD by introducing minimum requirements, where feasible, in different types of buildings for the parking infrastructure of bicycles and recharging points for electric bicycles;
3. Welcomes the recognition of the importance of the pre-cabling infrastructure requirements in new residential and non-residential buildings as one of the conditions

for the rapid deployment of recharging points; calls on the Commission to encourage the inclusion of such requirements in the national policy frameworks;

4. Considers it necessary to gradually introduce requirements on minimum energy performance standards in residential buildings, hotels and other accommodation in the Member States, devoting particular attention to financial and non-financial incentives for individual owners and segments; believes that this will also indirectly facilitate the decarbonisation of the transport and tourism sector;
5. Stresses that the availability of charging points is one of the incentives for a private residential or homeowner to opt for an e-mobility solution; notes, however, that the EPBD currently only lays down requirements on ducting infrastructure for new buildings and buildings undergoing major renovation with more than 10 parking spaces; points out that the directive provides for an opt-out if the cost of the recharging and ducting installations exceeds 7 % of the total cost of the overall renovation of the building; calls on the Commission, in cooperation with the Member States, to carry out a cost analysis to examine possible ways to encourage developers to deploy adequate infrastructure for EV users;
6. Recalls that the Member States must lay down requirements for the installation of a number of recharging points for all non-residential buildings with more than 20 parking spaces by 1 January 2025; notes the importance, in this regard, of identifying shortcomings with the implementation of the EPBD, the revision of which should incorporate provisions to further encourage and facilitate the deployment of private and public charging infrastructure in residential and non-residential buildings;

Accessibility and administrative barriers

7. Emphasises that e-mobility solutions must be readily accessible to all people; highlights, in this regard, the need to renovate buildings including car parks in order to improve the accessibility of people with reduced mobility; stresses the need, moreover, to set aside storage space for mobility devices in renovated and new buildings, including for wheelchairs and pushchairs;
8. Welcomes the recognition of the measures needed to facilitate and expedite the deployment of recharging infrastructure by addressing existing barriers such as split incentives and administrative burdens; points out, however, that administrative barriers continue to exist at national and local level with regard to infrastructural planning and permit procedures for recharging infrastructure, which are hampering the deployment of recharging infrastructure in new and existing residential and non-residential buildings; emphasises that further efforts are required to remove these clear administrative barriers;

Public-private infrastructure complementarity

9. Underlines the notion that recharging EVs in residential and non-residential buildings needs to complement publicly accessible recharging infrastructure to ensure the recharging capacity of EVs; highlights the need to increase investment in e-mobility and to deploy charging infrastructure capable of smart charging, which can facilitate peak shifting and demand response, creating cheaper and more efficient energy electricity

grids that require less generation capacity and infrastructure;

10. Believes that the deployment of public, semi-public and private smart charging infrastructure remains a core pre-condition to boost the market uptake of EVs; calls, therefore, for more investment in buildings and mobility, boosting innovation and the use of digital tools for e-mobility;
11. Points out that the relevant EU laws should facilitate the introduction of charging points for EVs in conjunction with renovations, new builds and new installations; highlights the importance of investment in public charging stations along core network corridors and on the comprehensive network, but emphasises that these can only be in addition to the much larger number of charging points that will be needed in urban areas; points out that the most cost-effective and practical way of speeding up the shift to electric power of vehicle fleets is to make charging points available near households and workplaces, where they serve as a fundamental adjunct to the necessary but more costly fast-charging infrastructure;

Cohesion, investment mechanisms and nearly zero-energy buildings

12. Highlights the importance of ensuring inclusive, cohesive and sustainable mobility for all Europeans and regions, including the outermost regions; underlines the importance of promoting alternative, inclusive, safe and sustainable modes of transport and the requisite infrastructure for this; calls on the Member States to ascertain socioeconomic and territorial cohesion when designing their requirements for the installation of a minimum number of recharging points; urges the Member States to identify and address any social, economic, legal, regulatory and administrative barriers to the rapid development of recharging points;
13. Emphasises that new constructions and renovations of residential and non-residential buildings must take account of environmental aspects, the digital transition and e-mobility; stresses the need to maintain the nearly zero-energy requirements for new buildings and for renovations, to the fullest possible extent;

SMEs

14. Underlines the fact that European small and medium-sized enterprises (SMEs), including from the transport and tourism sectors, will play an essential role in the ‘Renovation Wave’; emphasises that incentives such as the reskilling and upskilling of workers will be central to achieving the EU’s climate targets;
15. Stresses the need to provide adequate financial support to SMEs in the construction sector in order to encourage and stimulate the construction and renovation of buildings in accordance with minimum energy performance requirements; encourages the Member States to explore possible measures such as tax relief, the adoption of effective bank loan systems and other funding solutions to support SMEs in deploying smart, private recharging points, thereby also promoting the uptake of electric cars in their fleets of light-duty vehicles;

Renovations, long-term renovation strategies and urban planning

16. Underlines the fact that the renovation of buildings plays an essential role for the decarbonisation, integration of renewables and digitalisation in the transport sector; stresses that energy efficiency measures and a higher renovation rate for the current building stock will be important to achieve the EU's short- and long-term climate objectives and facilitate the transport sector's contribution thereto; recalls, in this regard, the Commission's ambition as outlined in its communication on a Renovation Wave for Europe to at least double annual energy renovation rates for all buildings and increase deep renovations;
17. Stresses that all building renovation work should follow the 'energy efficiency first' principle and contribute to the EU target of achieving climate neutrality by 2050 at the latest; calls on the Commission and the Member States to ensure that private and public financial institutions are motivated through appropriate investment mechanisms to increase the volume of renovations and construction, encourage capital inflows to end users, and attract return on investment;
18. Recognises the benefits of district- and community-centric approaches to building renovation projects to ramp up and benefit from synergies and economies of scale; believes that more local planning is instrumental in order to enhance connections between transport modes, accessibility and the functionality of community spaces and neighbourhoods, and to integrate climate mitigation and adaptation measures to improve air quality and public health, as well as the preservation of cultural heritage;
19. Takes the view that improving the energy performance of buildings has the potential to foster urban regeneration, which is instrumental to employment, building regeneration and changing mobility and accessibility patterns, which play an important role in promoting sustainable and high-quality tourism;
20. Urges the Member States to devote particular attention in their long-term renovation strategies to the renovation of car parks and other relevant buildings for recharging EVs, while taking national and regional specificities into account; calls on the Member States to outline as comprehensively as possible how these renovations will be carried out, including by addressing unconscious bias and systemic structural barriers such as intersectional socioeconomic and gender inequalities; calls on the Commission to provide guidance on the implementation of the long-term renovation strategies;
21. Emphasises the need for holistic, coherent and inclusive urban planning and the promotion of safe and sustainable modes of transport and their supporting infrastructure;
22. Recognises the importance of maintaining existing urban green spaces and sustainable urban drainage systems to the fullest possible extent when planning the construction of residential and non-residential charging infrastructure and parking spaces;

Lack of progress by the Member States

23. Notes that only a few Member States have reported promising progress on EV recharging infrastructure in buildings and car parks; expresses concern at the lack of progress in other Member States and calls for a wider range of data to be made available more swiftly; notes that most Member States have provided estimates for the uptake of

EVs and targets for the deployment of electric rechargers for the year 2020; points out, however, that just two thirds of the Member States provided data on targets for 2025 and 2030;

24. Points out that several local authorities have started formulating decarbonisation plans that also include setting binding deadlines on banning the use of internal combustion engines in vehicles; calls on these authorities to ensure that their plans include dedicated financial and technical support to adapt their building stock in order to meet their decarbonisation plans;
25. Recalls that with more than 50 million people affected by energy poverty in the EU, financial assistance should be provided to support low-income households in complying with minimum energy performance standards; considers it important that Member States guarantee access to electricity for vulnerable people.

INFORMATION ON ADOPTION IN COMMITTEE ASKED FOR OPINION

Date adopted	27.10.2021
Result of final vote	+: 45 -: 3 0: 1
Members present for the final vote	Magdalena Adamowicz, Andris Ameriks, José Ramón Bauzá Díaz, Izaskun Bilbao Barandica, Paolo Borchia, Marco Campomenosi, Ciarán Cuffe, Johan Danielsson, Karima Delli, Anna Deparnay-Grunenberg, Ismail Ertug, Gheorghe Falcă, Giuseppe Ferrandino, Mario Furore, Søren Gade, Isabel García Muñoz, Jens Gieseke, Elsi Katainen, Elena Kountoura, Julie Lechanteux, Peter Lundgren, Benoît Lutgen, Elżbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Tilly Metz, Cláudia Monteiro de Aguiar, Caroline Nagtegaal, Jan-Christoph Oetjen, Philippe Olivier, João Pimenta Lopes, Tomasz Piotr Poręba, Dominique Riquet, Dorien Rookmaker, Massimiliano Salini, Vera Tax, Barbara Thaler, István Ujhelyi, Henna Virkkunen, Petar Vitanov, Elissavet Vozemberg-Vrionidi, Roberts Zīle, Kosma Złotowski
Substitutes present for the final vote	Clare Daly, Tomasz Frankowski, Maria Grapini, Roman Haider, Pär Holmgren, Patrizia Toia
Substitutes under Rule 209(7) present for the final vote	Karolin Braunsberger-Reinhold

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

45	+
ECR	Tomasz Piotr Poręba, Roberts Zile, Kosma Złotowski
ID	Paolo Borchia, Marco Campomenosi, Roman Haider
NI	Mario Furore
PPE	Magdalena Adamowicz, Karolin Braunsberger-Reinhold, Gheorghe Falcă, Tomasz Frankowski, Jens Gieseke, Elzbieta Katarzyna Łukacijewska, Benoît Lutgen, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Massimiliano Salini, Barbara Thaler, Henna Virkkunen, Elissavet Vozemberg-Vrionidi
Renew	José Ramón Bauzá Díaz, Izaskun Bilbao Barandica, Søren Gade, Elsi Katainen, Caroline Nagtegaal, Jan-Christoph Oetjen, Dominique Riquet
S&D	Andris Ameriks, Johan Danielsson, Ismail Ertug, Giuseppe Ferrandino, Isabel García Muñoz, Maria Grapini, Vera Tax, Patrizia Toia, István Ujhelyi, Petar Vitanov
The Left	Clare Daly, Elena Kountoura, João Pimenta Lopes
Verts/ALE	Ciarán Cuffe, Karima Delli, Anna Deparnay-Grunenberg, Pär Holmgren, Tilly Metz

3	-
ID	Julie Lechanteux, Philippe Olivier
NI	Dorien Rookmaker

1	0
ECR	Peter Lundgren

Key to symbols:

+ : in favour

- : against

0 : abstention