



AVERE

The European Association
for Electromobility

Guide to The Revised Energy Performance of the Buildings Directive (EPBD)

Keynote from our President

The need for energy is something that accompanies us throughout our whole day: from morning to evening, we require a power source, anywhere we go. This is especially true of buildings. From the fundamental human need for shelter, buildings also supply us with heat and electricity. As AVERE strives to make e-mobility a solid reality on the road, we also need to take it to home (and to work) – allowing destination charging for EVs, and thereby contributing to the clean and green energy transition. For this reason, the EPBD is a fundamental piece of legislation, bringing the much needed targets in the areas of pre-cabling and installation of charging points to certain types of buildings of both non-residential and residential. This is an opportunity for real change, making EV usage a viable, efficient, and sustainable reality for all.

Maciej Mazur, President



What is the EPBD?

Buildings are the single largest energy consumer in Europe. The building sector is therefore crucial to achieving the EU's energy and climate goals.

To boost the energy performance of buildings, the EU has established a legislative framework that includes the Energy Performance of Buildings Directive EU/2010/31 and the Energy Efficiency Directive EU/2023/1791, both revised in 2023.

Together, the directives promote policies that will help to:

- achieve a highly energy efficient and decarbonised building stock by 2050;
- create a stable environment for investment decisions;
- enable consumers and businesses to make more informed choices to save energy and money.

Source: European Commission



Applicability of the EPBD

- The revised EPBD will enter into force on the 20th day of its publication date in the Official Journal of the EU.
- The provisions of the EPBD related to the electromobility will be transposed into the national laws within 24 months after its date of entry into force.

Key Definition

Art. 2: Definition for Pre-Cabling

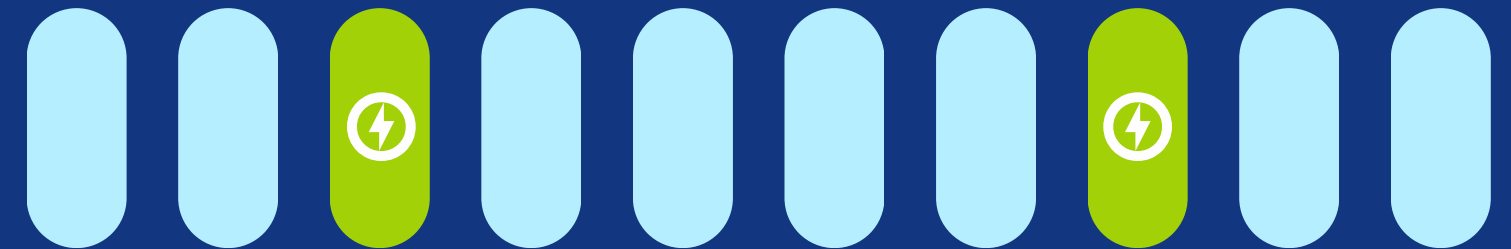
Pre-cabling' means all measures that are necessary to enable the installation of recharging points, including data transmission, cables, cable routes and, where necessary, electricity meters”.

Targets for New and Renovated Non-Residential Buildings

with more than 5 car parking spaces

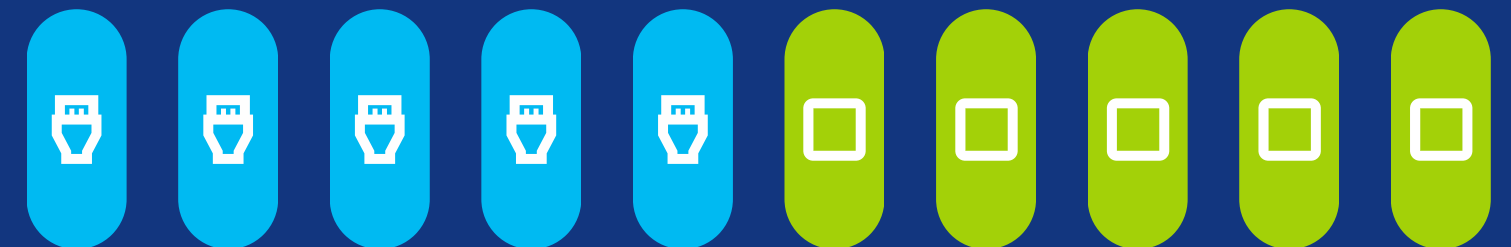
1

At least 1 recharging point for every 5 parking spaces, and



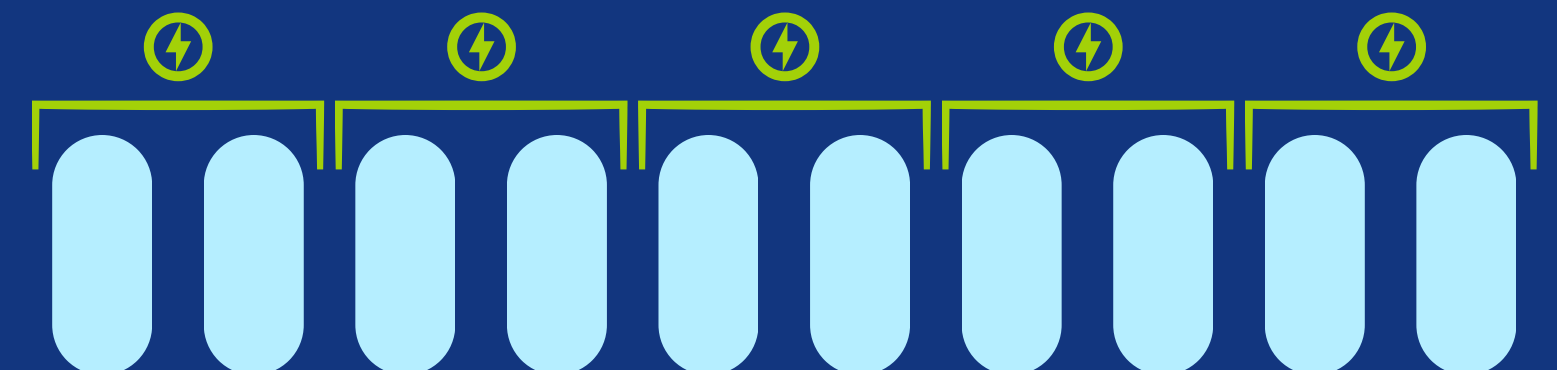
2

Dimensioned pre-cabling for at least 50% of car parking spaces and dimensioned ducting for the remaining parking spaces



3

Member States shall ensure the installation of at least 1 recharging point for every 2 parking spaces in **the new office buildings and office buildings undergoing major renovation, with more than 5 parking spaces.**

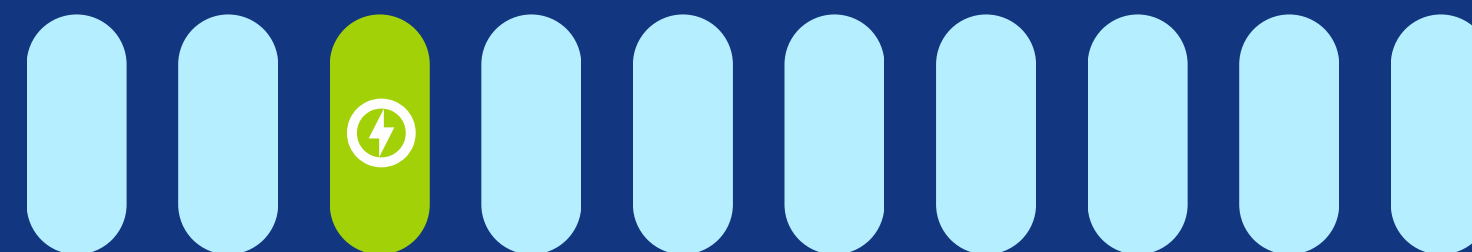


Targets for Existing Non-Residential Buildings

with more than 20 parking spaces - by 1 January 2027

1

At least 1 recharging point for every 10 parking spaces, or



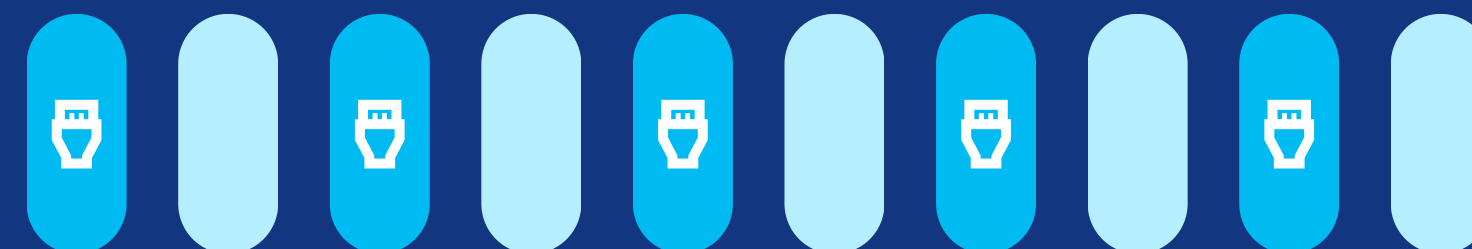
2

Ducting for at least 50% of the parking spaces to enable the installation at a later stage of recharging points for electric vehicles



3

In case of buildings owned or occupied by public bodies, Member States shall ensure pre-cabling for at least 1 in 2 parking spaces by 1 January 2033.



Targets for New and Renovated Residential Buildings

with more than 3 parking spaces

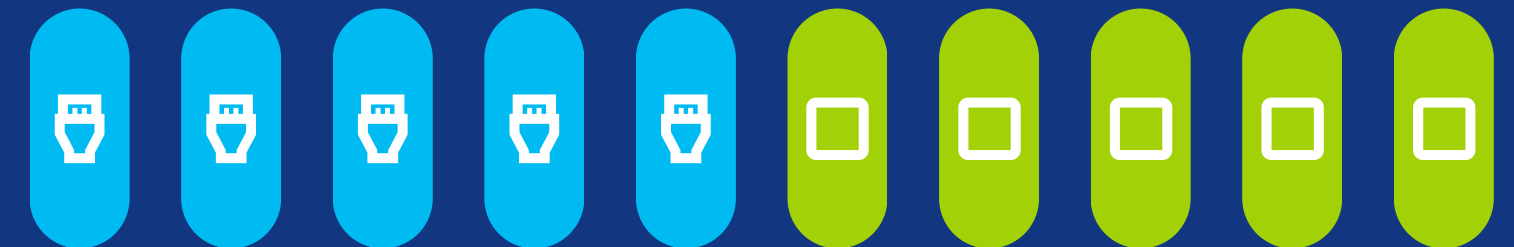
1

At least 1 recharging point for new residential buildings, and



2

Dimensional pre-cabling for at least 50% of car parking spaces and dimensional ducting of recharging points for electric vehicles.



Exemptions

Member States may decide not to apply these targets, where:

1

The pre-cabling required would rely on micro-isolated systems or the buildings are situated in the outermost regions within the meaning of Article 349 TFEU, if this would lead to substantial problems for the operation of the local energy system and would endanger the stability of the local grid; or

2

The cost of the recharging and ducting installations exceeds at least 10 % of the total cost of the major renovation of the building.

Member States may decide to postpone the **implementation of the targets set for the existing non-residential buildings until 1 January 2029**, given that they have been renovated in the 2 years prior to entry into force of this directive to comply with the national requirements set in accordance with Article 8(3) of the EPBD.

Right to Plug

Member States shall provide:

Simple, streamlined & accelerated installation procedures for new and existing residential and non-residential buildings.

Remove regulatory barriers.

Member States shall consider:

Introduction of support schemes for the installation of charging stations, pre-cabling or ducting of parking spaces in line with the number of battery electric light-duty vehicles registered in their territory.

Member States shall assess:

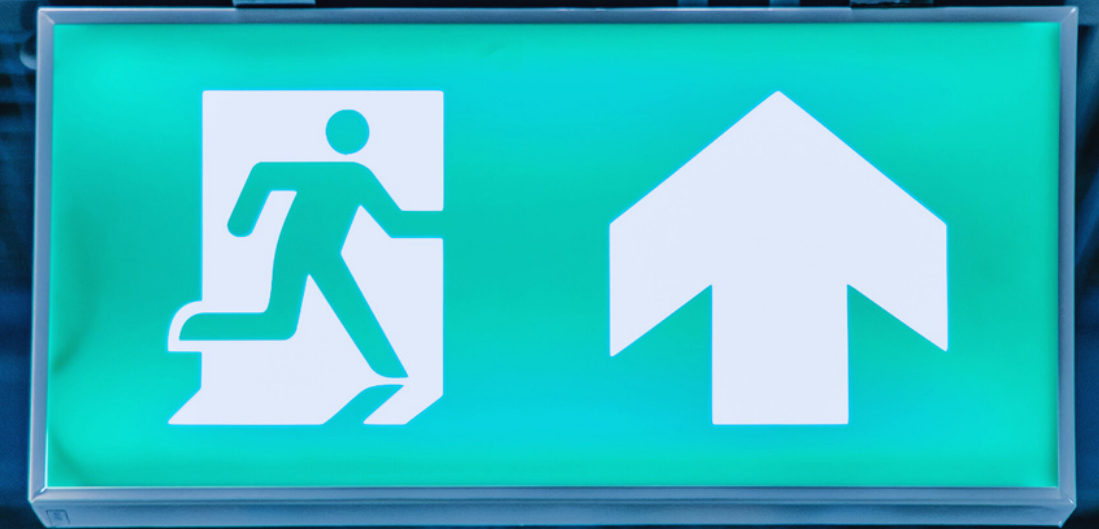
Administrative barriers regarding the application for the installation of a recharging point in a multi-dwelling building at a tenants' or co-owners association.



Fire Safety

The European Commission shall publish:

Guidance on the fire safety of buildings with the deployment of batteries and recharging infrastructure for the Member States by 31 December 2025.



Smart Charging/V2G

Member States shall ensure:

Recharging points in existing, new and renovated non-residential buildings as well as in new and renovated residential buildings are capable of smart charging and, where appropriate, bidirectional charging, and that they are operated based on non-proprietary and non-discriminatory communication protocols and standards, in an interoperable manner, and in compliance with any legal standards and protocols in the delegated acts adopted pursuant to Article 19(6) and Article 19(7) of the AFIR.



One Stop Shop

Member States shall ensure at least 1 establishment of a one-stop shop:

Per 80 000 inhabitants, per region, or

In areas where the average age of the building stock is above the national average, or

In areas where Member States aim to implement integrated district renovation programmes, or

In a location that can be reached within less than 90 minutes of average travel distance.

Member States shall ensure:

Technical assistance, targeting all actors involved in building renovations, including home owners and administrative, financial and economic actors, including microenterprises and SMEs.



AVERE Recommendations for implementation

Set targets for the installation of charging points in **depots**

Define serious and legitimate grounds for declining a request by tenants to install recharging infrastructure in buildings

Keep a record of number of private recharging points in the EU for safety and better planning

Establish electrical safety rules according to the **AVERE checklist**

Define support schemes for the installation of recharging points, ducting and pre-cabling requirements in line with the number of battery EVs registered

Establish accessibility and safety requirements for the deployment of recharging points in buildings which follow European guidelines to ensure greater harmonisation and greater user-friendliness

Ensure better coordination between the implementation of the AFIR & EPBD by identifying capacity maps for the grids

Create rules for home charging compensation schemes for company cars which enable employees to be rewarded for charging at home while ensuring the scheme does not have undesirable side effects (e.g., installation of multiple chargers in one home)

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