



Introducing cycling provisions in the recast of the Energy Performance of Buildings Directive (EPBD)

Ceri Woolsgrove - Senior Policy Officer c.woolsgrove@ecf.com

Park4SUMP – Parking hi-level meeting

A few words about the EPBD

- EPBD 1.0 (2010) – Ignores mobility related issues
- EPBD 2.0 (2018 recast) – Introduces few mobility requirements
- EPBD 3.0 – Proposal for recast published by European Commission on 15 December 2021
- **EPBD is the ONLY EU piece of legislation to possibly regulate bicycle infrastructure in and around buildings**



What does the 2018 EPBD say on mobility?

E-cars

- **At least one recharging point** in new and renovated non-residential buildings with more than 10 parking spaces
- **Ducting infrastructure** for at least one in every five parking spaces in new and renovated residential buildings to enable the installation at a later stage of recharging points for electric vehicles

Other, including (electric) bicycles

- Recital 28: “...*dedicated parking infrastructure for electric bicycles ...*”
- Art. 8.8 “*Member States shall consider the need for coherent policies for buildings, soft and green mobility and urban planning.*”

Transposing the 2018 EPBD into national law

- E-cars: 24/27
- Other Sustainable mobility options?
 - *3 countries (Cyprus, Italy and Malta) literally translated the non-binding sentence; a further 8 alluded to it*
 - *16 ignored cycling or other forms of sustainable mobility altogether*



Factsheet on national transpositions of the Energy Performance of Buildings Directive

Introduction

The purpose of this factsheet is to analyse how the Energy Performance of Buildings Directive (2018/844/EU) was transposed by Member States into national law. We focus on Article 8 "Technical building systems, electromobility and smart readiness indicator" with a specific attention on sustainable mobility and cycling.

The legal basis

The first version of the Energy Performance of Buildings Directive (EPBD) 2010/31/EU did not contain any mobility-related measures. This changed when a revised version was adopted in 2018 (2018/844/EU). However, while it introduced specific legal requirements for charging infrastructure for electric cars in new residential and non-residential buildings and those undergoing major renovations, **references to cycling and wider mobility considerations were of a non-binding legal nature.**

These are the relevant parts on cycling:

Recital 28: "When applying the requirements for electromobility infrastructure provided for in the amendments to Directive 2010/31/EU, as set out in this Directive, Member States should consider the need for holistic and coherent urban planning as well as the promotion of alternative, safe and sustainable modes of transport and their supporting infrastructure, for example through dedicated parking infrastructure for electric bicycles and for the vehicles of people of reduced mobility."

Article 8.8: "Member States shall consider the need for coherent policies for buildings, soft and green mobility and urban planning."

A guidance document¹ issued by the European Commission in its advice to Member States on how to transpose the directive into national law builds on these references by recommending:

"Member States without requirements or guidelines on bicycle parking should develop as a minimum, guidelines to local authorities on

¹ Commission Recommendation (EU) 2019/1019 of 7 June 2019 on building modernisation

the inclusion of bicycle parking requirements in building regulations and urban planning policies. These guidelines should include both quantitative (i.e. number of parking spaces) as well as qualitative elements."

The most commonly used method by Member States in order to transpose Article 8 was to amend their existing national or regional building codes with an additional chapter focusing on "Electromobility".

Transposition

ECF's analysis of the 27 individual Member State transpositions shows a **low implementation rate of Recital 28 and Article 8.8** into national legislation.

3 out of 27 Member States (Cyprus, Italy and Malta) opted for a literal transposition of Article 8.8.

The documentation submitted by **8 Member States** (Austria, Belgium, Bulgaria, Denmark, France, Greece, Lithuania and Romania) contains provisions which we could best classify as falling under Article 8.8 and Recital 28. However, some of these provisions were in place prior to the revision, such as it was the case in Bulgaria and Denmark, and were not necessarily spurred by the EPBD.

16 Member States did not include any reference to cycling or other forms of "soft and green mobility" in their transposition.

The situation is even less encouraging when it comes to **electrical bicycle parking and charging infrastructure**. The cases of Greece, Romania and Brussels Capital Region are the only examples of transposition that went into any elaboration in this respect. Unfortunately, their relevant articles are equally lacking in any clear mandates for the instalment of qualitatively and quantitatively prescribed charging points.



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ECF Life-cycle GHG emissions* per vehicle km

EUROPEAN CYCLISTS' FEDERATION

- Private bicycle: 17g CO₂
- Private e-bike: 33.9g CO₂
- Private e-car: 188g CO₂



As a principle of fairness and common sense, if the EPBD is regulating infrastructure for e-cars, so it must for (electric) bicycles!

Source: International Transport Forum (2019): Good to go. Assessing the Environmental Performance of New Mobility. <https://www.itf-oecd.org/sites/default/files/docs/environmental-performance-new-mobility.pdf>

* Life-cycle GHG emissions: Vehicle component, fuel component, infrastructure component



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- Introduce minimum requirements for bicycle parking.
- Introduce minimum requirements for e-bike charging infrastructure.
- Improve the social, environmental and mobility performance of buildings by better regulating requirements for car parking.



	Non-residential buildings		Residential buildings		
	New and renovated Buildings	Existing Buildings	New Buildings	Renovated Buildings	Existing
Bicycle parking requirement	<p>“At least one bicycle parking space for every car parking space.”</p> <p>Make more realistic to avoid MS resorting to opt out. Except for public and office buildings.</p>	<p>“... At least one bicycle parking space for every car parking space, by 1 January 2027.”</p> <p>Too Good</p>	<p>“At least two bicycle parking spaces for every dwelling.”</p> <p>Great!</p>		n/a
Scope	<p>- For buildings with more than five car parking spaces</p> <p>include eBike charging parity with eCars. Plus, cargo bikes (1 in 10)</p>	<p>- For buildings with more than twenty parking spaces</p> <p>eBikes and cargo bikes</p>	<p>- For buildings with more than three parking spaces</p> <p>we want to include eBike charging parity with eCars. Plus, cargo bikes</p>		
Opt-out clause	<p>“Member States may adjust requirements for the number of bicycle parking spaces for specific categories of non-residential buildings where bicycles are typically less used as a means of transport.”</p> <p>Make this ‘opt-out’ more difficult with committee sign-off and public consultation. Plus, compensatory actions in other categories.</p>			<p>“Where...two bicycle parking space...is not feasible, Member States shall ensure as many bicycle parking spaces as appropriate.”</p> <p>make this ‘opt-out’ more difficult.</p>	
General provision	<p>Member States shall consider the need for coherent ensure the coherence of policies for buildings, soft and green mobility and urban planning.</p> <p>MS to; introduce bike parking quality standards into building codes; consider moving from Min car parking to Max; Should support LA’s with</p>				

Commission Proposal (and ECF suggested amendments)

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COM proposal

12 (1) and 12 (2)

- New/Renovated - “At least one bicycle parking space for every car parking space.”
- All - “At least one bicycle parking space for every car parking space, by 1 January 2027.”

ECF proposed amendment

- Support for 1-2-1 but *only for office and public buildings*
- *Sliding scale for all other non-residential buildings*
- “The number of bicycle parking spaces shall be twice the number of car places raised to the power of 0.7 (or $2x^{0.7}$, where x = car-parking spaces).”

A=	2
B=	0.7
car places	bike places
1	2
2	4
5	7
10	11
20	17
50	31
100	51
200	82
500	155
1000	252
2000	410
5000	777

non-residential new/renovated with 5 parking spaces

non-residential buildings (all other) with more than 20 parking spaces – we want to be more ambitious and use 5 parking spaces



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Opt-out clauses – Non-Residential

COM proposal

12 (3)

- “Member States may adjust requirements for the number of bicycle parking spaces in accordance with paragraphs 1 and 2 for specific categories of non-residential buildings where bicycles are typically less used as a means of transport.”

ECF proposed amendment

- *After due assessment of the potential for bicycle parking by a committee of experts that includes experts on active mobility, and after taking into account the results of a public consultation, and contributions by relevant stakeholders, including cycling NGOs, then...etc.*
- *+ explanation in national building renovation plans how to compensate...*

E-bike charging and larger bikes

COM proposal

12 (1), 12 (2), 12 (4)

- Not mentioned

ECF proposed amendment

Larger Dimensioned Vehicles

- *For every 10 bicycle parking spaces there shall be one parking space designed for bicycles with larger dimensions than standard bicycles, such as cargo bikes, tricycles, and bicycles with trailers, with a minimum of one space*

eBikes

- *the installation of charging infrastructure for electric bicycles shall match that of electric vehicles*

non-residential new/renovated with 5 parking spaces = installation of at least one recharging point + installation of pre-cabling for every parking space

non-residential buildings (all other) with more than twenty five parking spaces = at least one recharging point for every ten parking spaces + pre-cabling for at least one in two parking spaces by 1 January 2033

Residential Buildings with three parking spaces = pre-cabling for every parking space



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National Renovation Plans

COM proposal

3 (1)

- The roadmap referred to in point (b) shall include national targets for 2030, 2040 and 2050...specific timelines for buildings to achieve higher energy performance classes...and etc...

ECF proposed amendment

- Support this and add;
- *The roadmap referred to in point (b) shall also set out national targets for constructing bicycle parking spaces, developed in line with the relevant provisions of this Directive*



Wider mobility and urban planning considerations

COM proposal

12 (9)

- “Member States shall ~~consider the need for coherent~~ ensure the coherence of policies for buildings, soft and green mobility and urban planning.”

ECF proposed amendment

- Support this and add following criteria:
- *Member States shall develop/update quality bicycle parking standards to existing building codes addressing*
 - *General accessibility requirements*
 - *Space requirements (m2/ standard bicycle and bicycle with larger dimensions)*
 - *Quality bike racks*
 - *Charging installations*
- *Member States shall re-evaluate car parking norms and consider amendments to current minimum norms*
- *Member States should support local authorities in developing SUMP integrating building policy*

To sum up

- Residential buildings: defend Commission two bicycle parking spaces per dwelling
- Non-residential buildings: tweak Commission proposal to make it easier for MS to implement?
- Opt-out clauses: limit them as much as possible, create a bit more friction here
- E-bike charging: Parity with eCars; 10 % for non-residential
- Wider mobility considerations:
 - Quality bicycle parking standards
 - Car parking norms
 - Support local authorities to develop SUMP



Opinions? How to improve?

- Some MEPs, Member State, Commission staff have asked if we have suggestions on how to change this without reference to car parking
- Other suggestions to include bicycle parking in the EPBD?
 - Area? Employees? Workers? Cycling infra?...
- Does this relate to real life? (remember it applies to all EU buildings)
- What else should we ask for inclusion in national renovation plans?

