

Proposal for a Directive of the European Parliament and the Council amending Directive 2010/31/EU on the energy performance of buildings

EURELECTRIC voting recommendations

September 2017

EURELECTRIC is the voice of the electricity industry in Europe.

We speak for more than 3,500 companies in power generation, distribution, and supply.

We Stand For:

Carbon-neutral electricity by 2050

We have committed to making Europe's electricity cleaner. To deliver, we need to make use of **all low-carbon technologies**: more renewables, but also clean coal and gas, and nuclear. Efficient electric technologies in **transport and buildings**, combined with the development of smart grids and a major push in **energy efficiency** play a key role in reducing fossil fuel consumption and making our electricity more sustainable.

Competitive electricity for our customers

We support well-functioning, distortion-free **energy and carbon markets** as the best way to produce electricity and reduce emissions cost-efficiently. Integrated EU-wide electricity and gas markets are also crucial to offer our customers the **full benefits of liberalisation**: they ensure the best use of generation resources, improve **security of supply**, allow full EU-wide competition, and increase **customer choice**.

Continent-wide electricity through a coherent European approach

Europe's energy and climate challenges can only be solved by **European – or even global – policies**, not incoherent national measures. Such policies should complement, not contradict each other: coherent and integrated approaches reduce costs. This will encourage **effective investment** to ensure a sustainable and reliable electricity supply for Europe's businesses and consumers.

Dépôt légal: D/2017/12.105/43

WG Energy & Resource Efficiency

Contacts :
Henning HÄDER, Advisor Energy Efficiency and Electrification –
hhader@eurelectric.org

WG Electro mobility

Lisa WOLF, Advisor Electro mobility, Social Dialogue and Neighbourhood
Cooperation – lwolf@eurelectric.org

INTRODUCTION

EURELECTRIC fully supports the streamlining and simplification of the Energy Performance of Buildings Directive. We also welcome the long term perspective, but stress that the European strategy for decarbonisation of buildings must reflect the importance of decarbonised electricity. In this regard, the integration of electric vehicle (EV) charging infrastructure is seen as a key success factor for achieving a decarbonised economy in Europe.

This document contains a more detailed list of voting recommendations, from the European electricity sector's perspective, concerning a selection of key amendments.

The following issues are particularly crucial:

- **Infrastructure for electric vehicles in new and renovated buildings**

Most of the charging of electric vehicles will take place in buildings, be it at home or at the work place. Therefore, provisions for the installation of a minimum number of charging points and measures for making later installation of charging points quick and cost-effective, are of crucial importance. Pre-cabing is preferred to pre-tubing, as it makes it even easier to install a charging point at a later point in time.

Charging points should be able to adjust the charging process according to price or load signals (i.e. smart charging), even though this application might not be used at large scale today, the chargers we install now will still be there in 10 years, when this technology will certainly be needed. Whenever major renovation "related" to electrical infrastructure of the building is needed to trigger pre-equipment of parking places, it should be clear that the renovation only needs to include the electrical infrastructure and does not have to be limited to it.

- **Ensuring an inclusive, transparent approach to define and implement the Smartness Indicator**

The smartness indicator can be a promising tool but must be defined in consultation with experts and industry not at a later stage via delegated legislation. It is absolutely essential that the smartness indicator shows the benefits of using low carbon electricity.

- **Maintaining the Commission's text on the Primary Energy Factor in Annex I**

The Commission proposal foresees that Primary Energy Factors shall discount the share of renewable energy in energy carriers, ensuring equal treatment for RES generated on-site and RES supplied through the energy carrier. EURELECTRIC is firmly convinced that this is the right approach and that no distinction should be made.

This paper complements [EURELECTRIC's position paper](#) on the European Commission legislative proposal to amend the Energy Performance of Buildings Directive, available on the EURELECTRIC website.

Amendment	Article	Affected article in original Directive	EURELECTRIC recommendation	Justification
Infrastructure for electric vehicle charging in non-residential buildings				
340	Art 1.1.5b	Art. 8.2.1	Reject	This amendment consists in a simple deletion of requirements to equip buildings with infrastructure for EV charging.
343, 344, 348	Art 1.1.5b	Art. 8.2.1	Reject	These amendments makes the deployment of infrastructure voluntary by asking Member States to set indicative targets in their national policy frameworks under the AFI Directive, the deadline for which passed in November 2016.
346, 357	Art 1.1.5b	Art. 8.2.1	Reject	Freedom is given to Member States regarding installation of recharging points. This is possible already today.
349, 351, 360	Art 1.1.5b	Art. 8.2.1	Reject	No charging points to be installed and only very limited ducting infrastructure to be put in place.
355, 356	Art 1.1.5b	Art. 8.2.1	Reject	No installation of charging points, however pre-tubing of all parking spaces including extension of pre-tubing to all non-residential buildings as of 2025. This is problematic also because pre-tubing is not the appropriate measure for existing buildings which do not undergo renovation.
358	Art 1.1.5b	Art. 8.2.1	Reject	Deletion of the requirement to install smart charging points. Considering the relatively low costs and the important benefits controlled charging can offer, this is not supported by EURELECTRIC.
363	Art 1.1.5b	Art. 8.2.1	Support	Applies to more buildings (no threshold of 10 parking spaces per building), but lower ambition in charging point number per parking (at least 1 instead of 10%), resulting in too few charging stations, especially in large buildings.
364	Art 1.1.5b	Art. 8.2.1	Reject	Deletion of the requirement to install smart charging points and very low pre-cabling rate.
367	Art 1.1.5b	Art. 8.2.2	Reject	If the exemption is extended to buildings owned or occupied by SMEs, this would significantly lower the impact of the Directive in this regard.
341	Art 1.1.5b	Art. 8.2.1	Support	This amendment strikes a balance of a rather low rate of charging point installation, and coherent technical requirements for the charging stations installed. Furthermore it extends pre-equipment (pre-tubing) to non-residential buildings.

Amendment	Article	Affected article in original Directive	EURELECTRIC recommendation	Justification
350, 359	Art 1.1.5b	Art. 8.2.1	Support	Keeps initial Commission ambition to equip 10% of parking spaces with charging points and adds some clarifications. However, EURELECTRIC does not support the prescription of any charging capacity in this legislation. By reference to the AFI Directive all normal power charging points have to offer capacity between 3,7 and 22kW – any prescription beyond this unnecessarily reduces the choice of customers.
352	Art 1.1.5b	Art. 8.2.1	Support	Keeps initial Commission ambition to equip 10% of parking spaces with charging points and extends the pre-tubing requirements.
353, 361	Art 1.1.5b	Art. 8.2.1	Support	Increasing the ambition in terms of smart charging point installation (compared to the Commission's proposal), however without pre-tubing requirements.
365, 366	Art 1.1.5b	Art. 8.2.2	Support	These rules should also apply to buildings owned and occupied by small and medium-sized enterprises. An exception could be made for small and micro-sized enterprises.
Infrastructure for electric vehicle charging in residential buildings				
368, 369	Art 1.1.5b	Art. 8.3	Reject	Deletes the pre-tubing requirements for residential buildings.
371, 373, 380, 385, 387, 388, 390	Art 1.1.5b	Art. 8.3	Reject	Leaves it up to Member States to decide the share of parking spaces to be equipped with pre-tubing.
375, 392	Art 1.1.5b	Art. 8.3	Reject	Pre-tubing only for very few parking spaces.
391	Art 1.1.5b	Art. 8.3	Reject	Pre-tubing only for very large residential buildings with more than 20 parking spaces.
394	Art 1.1.5b	Art. 8.3	Reject	Delays the application of this paragraph by one year after transposition of the Directive.
370	Art 1.1.5b	Art. 8.3	Support	Extends pre-tubing requirements to all new or renovated residential buildings, with 3 or more parking spaces. However, it does limit pre-tubing to 30% of parking spaces.

Amendment	Article	Affected article in original Directive	EURELECTRIC recommendation	Justification
372	Art 1.1.5b	Art. 8.3	Support	Applies pre-tubing to all new residential buildings and all parking spaces and includes a reference to actual charging points to be installed (numbers to be defined by Member States). However, it is disappointing that this amendment limits the “right to a plug” and only grants this right to residents of buildings undergoing renovation. In contrast, it should be granted to every tenant and co-owner.
374, 377, 378, 379, 381, 382, 383, 384, 386, 389	Art 1.1.5b	Art. 8.3	Support	Maintains the Commission proposal’s level of ambition, with minor clarifications. However, it is crucial to clarify that major renovation “related” to electrical infrastructure of the building has to be interpreted in a way that electrical infrastructure should be included in the renovation, but the renovation does not need to be limited to electrical infrastructure in order to trigger the pre-equipment of parking spaces.
376	Art 1.1.5b	Art. 8.3	Support	Keeps the Commission proposal’s level of ambition and adds the right to install a charging point for residents.
393	Art 1.1.5b	Art. 8.3	Support	Extends pre-tubing requirements to all parking spaces of all new or renovated residential buildings.
Infrastructure for electric vehicle charging in other places and other issues				
395	Art 1.1.5b	Art. 8.3a (new)	Reject	Reference to other alternative fuels, for which no installation in buildings is needed. Out of scope of this Directive.
401	Art 1.1.5b	Art. 8.4	Reject	Exemption for buildings located in the outermost regions is not needed, as electrically propelled transport will become a means to travel across all European regions.
396, 399, 406	Art 1.1.5b	Art. 8.3a (new) Or 8.4a (new)	Support	Extends the requirements for non-residential buildings to publically accessible parking lots.
397	Art 1.1.5b	Art. 8.3a (new)	Support	Extends the requirements for non-residential buildings to buildings of mixed use.
398	Art 1.1.5b	Art. 8.3a (new)	Support	Highlights the importance of smart charging points.
407	Art 1.1.5b	Art. 8.4a (new)	Support	Right for all tenants and co-owners to install recharging points in the building they occupy.
409	Art 1.1.5b	Art. 8.4b (new)	Support	Charging points in buildings are only one part of a wider electromobility-ecosystem.

Amendment	Article	Affected article in original Directive	EURELECTRIC recommendation	Justification
Smartness Indicator				
117	Recital	Recitals	Reject	The amendments seek to delete the reference to the smartness indicator.
424	Art 1.1.5 (c)	Art 8.6	Reject	
119	Recitals	Recitals	Support	These amendments foresee a proper consultation with the relevant interest groups and Member States to determine the definition of the smartness indicator and provisions concerning its implementation.
427, 430	Art 1.1.5 (c)	Art 8.6.1	Support	
584	1.1.11	Art 23.1	Support	This amendment would allow smartness indicator to be developed in cooperation with expert stakeholders, not via a delegated act.
Primary Energy Factor				
607, 608, 609	Annex I, 1(b)	Annex I.2.2	Reject	In order to not undermine the penetration of decarbonised, sustainable energy use in buildings in a technology neutral way the Commission's proposed text should be maintained as is.
610, 611, 612, 613, 614, 615, 616	Annex I, 1(b)	Annex I.2.3	Reject	These amendments delete or undermine a crucial element needed to increase the penetration of renewable and decarbonised energy to be used in buildings. Member states must be allowed to discount the share of renewable energy in energy carriers so that calculations equally treat: (a) the energy from renewable source that is generated on-site (behind the individual meter, i.e. not accounted as supplied), and (b) the energy from renewable energy sources supplied through the energy carrier.'
Energy Efficiency Targets				
61, 62, 63, 68, 79, 102, 106, 109	Recitals	Recitals	Reject	These amendments call for an energy efficiency target above 30%, which is not cost-efficient, as concluded in the Commission impact assessment and many other analyses. It would further have severe, negative impacts on the EU Emissions trading scheme.
259, 260, 273, 290	Art 1.1.2	Art 2a.2.1	Reject	

Amendment	Article	Affected article in original Directive	EURELECTRIC recommendation	Justification
80, 86, 96	Recitals	Recitals	Reject	These amendments call for the introduction of sub-targets (e.g. demand reduction in buildings) going beyond what is currently envisioned and analysed. EURELECTRIC supports a market approach for the decarbonisation of buildings.
Energy Poverty				
65, 76, 95	Recitals	Recitals	Reject	Tackling energy poverty is an important issue for many EU member states. Efficiency legislation should be allowed to contribute to the alleviation, but Member States should not be forced to do so through energy policy.
277, 278, 279, 280, 282, 285, 288,	Art 1.1.2	Art 2a.2.2	Reject	
A secure, competitive and decarbonised power system by 2050				
84, 85, 87	Recitals	Recitals	Reject	While there is indeed need for the full decarbonisation of the EU building stock by 2050, the energy mix for this decarbonised environment should be left to the market.
90	Recitals	Recitals	Support	The amendment calls on the importance to decarbonise the building stock to reach the Paris agreement – an important factor.
Renovation Strategies				
75	Recitals	Recitals	Support	De-risking energy efficiency investments and promoting innovative financing solutions are critical steps to overcoming the energy efficiency investment gap.
270	Art 1.1.2	Art 2a.2.1	Support	The amendment introduces the need for renovation strategies to boost the uptake of EVs.
324, 326	Art 1.1.2	Art 2a.3c Art 2a.3d	Support	The amendments make the necessary link between the strategies and the Energy Union Governance Regulation.
244, 258, 262, 263, 269, 315	Art 1.1.2	Art 2a.1 Art 2a.2.1 Art 2a.3a	Reject	The introduction of sub-targets as part of the strategies is not supported.

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Digital Single Market and the Energy Union				
113	Recitals	Recitals	Support	The amendment underlines the potential for digitalisation to provide consumers with more accurate information about their consumption patterns, and empowering them to optimise their energy use, and by enabling the system operator to better manage the grid.
Inspection of heating systems				
524	1.1.7 (b)	Art 14.3a	Support	The amendment proposes to introduce labels for old inefficient heaters in existing buildings. This will create awareness of the inefficiency of such systems and speed up the deployment of efficient technologies needed to decarbonise the heating sector.
Definitions				
204	Article 1.1.1	Art 2.3	Reject	The amendment reduces the scope for the definition of 'technical building system', which must include items such as automation, EV infrastructure etc.
205	Article 1.1.1	Art 2.3	Support	Recharging of electric vehicles in the meaning of Directive 2014/94/EU, on-site vertical mobility such as lifts, elevators or escalators, on-site energy storage systems.

EURELECTRIC pursues in all its activities the application of the following sustainable development values:

Economic Development

▶ Growth, added-value, efficiency

Environmental Leadership

▶ Commitment, innovation, pro-activeness

Social Responsibility

▶ Transparency, ethics, accountability



Union of the Electricity Industry - EURELECTRIC aisbl
Boulevard de l'Impératrice, 66 - bte 2
B - 1000 Brussels • Belgium
Tel: + 32 2 515 10 00 • Fax: + 32 2 515 10 10
VAT: BE 0462 679 112 • www.eurelectric.org
EU Transparency Register number: [4271427696-87](https://ec.europa.eu/transparency/regexpert/?s=participations&id=4271427696-87)