

EUROPEAN PERFORMANCE OF BUILDINGS DIRECTIVE (EPBD) AND EMOBILITY

Invest now & save later – Advancing Building Energy Efficiency and E-mobility via EPBD

Making sure people can charge at home and at work is why the EPBD is so important to facilitate the transition towards e-mobility. Further, more, smart EV charging can contribute to building energy efficiency by making the building an active, productive participant in the energy system, consuming energy when it's best to do so, supporting the integration of renewable energy, and even providing clean energy to the building.

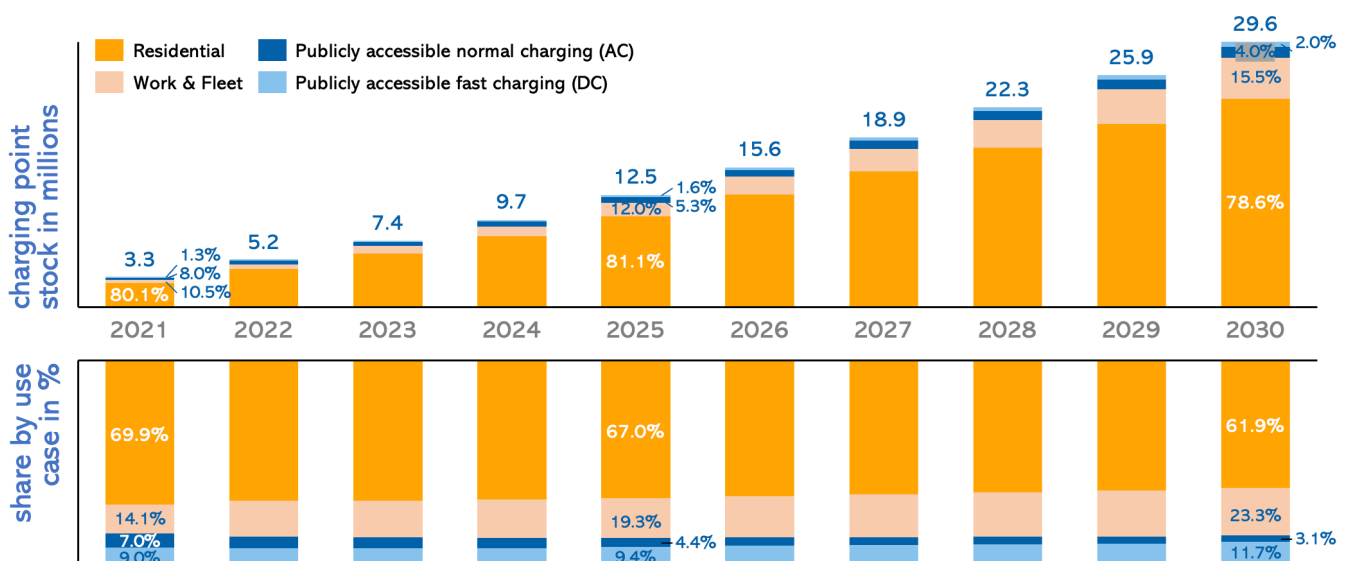
Our top asks in one glance:

- Ensure pre-cabling requirements to accelerate EV uptake.
- A strong right to plug as a standard that guarantees the accessibility of EV charging.
- Private charging stations should be digitally connected and smart charging capable.

As trilogue negotiations will start in the coming weeks, ChargeUp Europe calls on EU institutions to embrace this opportunity to ensure the speedy roll out of Europe's private charging network. Today, 75% of EV charging takes place at home or at the workplace (1),

(1) Forecast of Stock of Charging Infrastructure & Share of Installed Charging Capacity in EU-27 divided by Use Case

[in million units; share of installed capacity in %]



and these use cases will remain the dominant ones for the foreseeable future. Making sure that people can charge at home or at the workplace is therefore a top priority. Private charging also includes the important category of depot charging for fleet vehicles.

At the same time, EV charging solutions have a major role to play in decarbonizing the EU building stock. E-mobility is one part of a smart building: it will help integrate renewable energy into the system (e.g. solar panels may not feed into the building, but they will feed into the EV, which in turn is connected to the grid).

Making sure that sufficient EV chargers are put in place will thus not only benefit consumers, it will also allow the EU to achieve its decarbonization objectives.

The Commission's proposal was already a huge step in the right direction, and with the European Parliament and Council positions now in place, all the building blocks are there to ensure that buildings are EV ready by 2030.

ChargeUp Europe would like to remind the co-legislators that we need:

I - Ambitious EV charging infrastructure targets, to support a booming EV market. There should be a minimum target set for EV charging stations to support the uptake of E-mobility in residential and commercial buildings, however beyond that flexibility is needed to reflect utilisation rates, as well as size and needs of different locations, depending on occupancy and market demand.

II - Future-proof pre-cabling requirements for new, renovated and existing residential and non-residential buildings, as only this will allow EV users to easily install chargers in their (future) homes. This is necessary to work around the first mover issue (greater cost borne by the individual who wants a charger and must pay out of pocket for everything from cabling to metering. Putting these costs on one individual first mover is financially regressive: the less wealthy, the bigger the first mover problem.)

III - A strong 'Right to Plug', as everyone should be able to have the possibility to install an EV charger within a limited timeframe of 6-months. This is a win for all: integrating a strong right to plug will make buildings more commercially attractive for renters, and owners won't have to build the connection at a later stage.

IV - Buildings that can interact with EVs, because system integration allows for balancing and flexibility, helping buildings become more energy efficient and reducing additional generation needs. All private chargers should therefore be smart charging capable and digitally connected.

A lot of buildings are being designed now, and today's decisions will impact the market for years to come.

Like so many elements of the green transition, these items are CAPEX intensive but with lower input and operating costs over their lifetimes. It is also far more economical, efficient and resilient to plan and construct now, rather than make costly retrofits later. Thus, these are investments now for the imminent future.

EU institutions have a unique opportunity to shape an ambitious private charging environment, a critical enabling condition for the acceleration of EV uptake in Europe.