REPORT

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

Committee on Industry, Research and Energy

Rapporteur: Seán Kelly
## CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXPLANATORY STATEMENT - SUMMARY OF FACTS AND FINDINGS</td>
<td>3</td>
</tr>
<tr>
<td>MOTION FOR A EUROPEAN PARLIAMENT RESOLUTION</td>
<td>10</td>
</tr>
<tr>
<td>OPINION OF THE COMMITTEE ON TRANSPORT AND TOURISM</td>
<td>24</td>
</tr>
<tr>
<td>INFORMATION ON ADOPTION IN COMMITTEE RESPONSIBLE</td>
<td>32</td>
</tr>
<tr>
<td>FINAL VOTE BY ROLL CALL IN COMMITTEE RESPONSIBLE</td>
<td>33</td>
</tr>
</tbody>
</table>
EXPLANATORY STATEMENT - SUMMARY OF FACTS AND FINDINGS

Background

Buildings are indispensable for reaching the EU’s carbon neutrality, energy efficiency and renewable energy objectives. Reaching our climate targets without decarbonising our living and working spaces seems impossible. Indeed, they are responsible for 36% of greenhouse gas emissions and 40% of the energy consumption in the EU. Yet, in today’s Europe, 75% of buildings are not energy efficient, mostly because many of the buildings in use today were constructed before the current requirements were in place.

As the Union recently set its target of net 55% emission reduction by 2030, increasing the energy performance of its buildings has to contribute largely to the achievement of that objective. In fact, the EU should reduce its buildings’ greenhouse gas emissions by 60%, their final energy consumption by 14% and energy consumption for heating and cooling by 18%. There are also numerous environmental, social and economic benefits associated with energy efficiency renovation, leading to energy savings, lower emissions, reduced energy bills for households and job creation, as well as improving European competitiveness and economic resilience.

While the latest energy requirements apply to new buildings, we must not forget the necessity of upgrading the energy efficiency of existing buildings, since about 85-95% of today’s buildings will be in use by 2050, according to estimates. Any convincing strategy must therefore tackle the stock of buildings as well as the new constructions.

However, the building renovation rate is currently low at around 1% per year and the programme of renovation does not always cover energy aspects. Commonly, it will target the energy consumption to reduce waste in supply and will improve the technical building systems. Installing renewables is less frequent and addressing structural energy performance issues even rarer. That raises the question of the strategies in place to ensure that the renovation rate accelerates while targeting energy performance problems.

Furthermore, the building renovation rate is impeded by the fact that the largest potential gains are in the residential sector, where landlords are more scattered than in the non-residential space.

Legislative framework

These observations have justified intervention at Union level to harmonise and set minimum expectations for improving energy performance in buildings.

The Directive 2010/31/EU (“Energy Performance of Buildings Directive” or “EPBD”) is the main legal instrument in the European Union. It provides for a comprehensive and integrated approach towards improving the efficient use of energy in both new and existing buildings,

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1 According to the impact assessment for the Climate Target Plan 2030, the residential sector would have to undergo the highest reduction in energy demand in heating and cooling, ranging between -19% to -23%, compared to 2015.
residential as well as commercial. The EPBD’s provisions cover energy needs for thermal insulation, space and hot water heating, cooling, ventilation and lighting.

The EPBD has two complementary objectives, namely to accelerate the renovation of existing buildings by 2050 and to support the modernisation of all buildings with smart technologies and a clearer link to clean mobility. The EPBD is also intended to provide a stable environment for investment decisions and enabling consumers and businesses to make more informed choices to save energy and money.

The EPBD requires Member States to adopt long-term renovation strategies and establish minimum requirements for the energy performance of newly constructed buildings and existing buildings undergoing major renovation. In other words, it fosters a convergent and ambitious approach to long-term renovation of buildings without mandating the pace and the method for that renovation, which are left to Member States.

It was complemented by Directive 2012/27/EU (the “Energy Efficiency Directive” or ‘EED’) that contained provisions on building renovation and long-term strategies for mobilising investment in the renovation of national building stocks.

The last revision to the EPBD occurred in 2018. The EPBD and the EED have been amended by Directive (EU) 2018/844, which entered into force on 9 July 2018 and was to be transposed by 10 April 2020. Importantly, this implementation report focuses on the latest changes to the EPBD that were introduced then, in particular the requirements for Member States to present an upgraded version of their Long-Term Renovation Strategies (LTRSs), and does not cover the implementation of the parts of the EPBD that were not affected by its latest revision.

Under the EED Article 4, Member States already had the obligation to present LTRSs to enable implementation of their efforts on the ground through strategic planning, effective policies and financial support. Strong LTRSs have been expected to accelerate the cost-effective renovation of existing buildings and ensure an increase in deep renovations. A strategy is not an end in itself, but a starting point for stronger action. LTRSs are also part of the National energy and climate plans (NECPs). While Member States must adopt LTRSs, there is no legal obligation on them to implement them and the Commission can therefore only assess them but not control their effectiveness.

There were iterations of the LTRSs in 2014 and 2017. The obligation for Member States to establish an LTRS of their national building stock was moved in 2018 to the EPBD from the EED. Indeed, Article 1 of Directive (EU) 2018/844 introduced into the EPBD a new Article 2a on LTRSs and repealed Article 4 of the EED.

**Latest developments**

The Commission subsequently issued in 2019 two recommendations on building renovation\(^2\) and on building modernisation\(^3\), based on the 2018 EPBD revision, to facilitate the Member

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States’ transposition an implementation of the Directive.

- Meanwhile, the Commission has worked on its next revision of the EPBD under the “Fit for 55” Package. Changes to the EPBD were announced in its Communication on the Renovation Wave Strategy of October 2020. It published in February 2021 an inception impact assessment as part of that work stream. Its objective is to adopt a legislative proposal revising the EPBD on 15 December 2021.

Elements of the latest EPBD revision

As the scope of this implementation report is restricted to the latest changes introduced in the EPBD, it is worth keeping in mind what those are and what their objectives were at the time of adoption.

- LTRSs (Article 2a(1))

Given the shortcomings of the 2014 and 2017 strategies and the increasing urgency to tackle climate change, the renovation strategy requirements were strengthened in the 2018 revision of EPBD. In particular, it expanded the scope of LTRSs. Like for the previous versions, LTRSs apply to the national stock of public and private, residential and non-residential buildings. However, the amended EPBD introduces new and broader obligations and identifies new areas of policy and action to be covered in the LTRSs.

Member States’ LTRSs must now cover existing elements (see Article 4 of the EED) and new elements (see Article 2a of the EPBD). A core change was the obligation to specify in the LTRSs how to support the renovation of national building stocks into highly energy-efficient and decarbonised buildings by 2050, facilitating the cost-effective transformation of existing buildings into nearly zero-energy buildings (‘NZEBs’).

In addition, Member States are now encouraged to give careful consideration to the new elements that make up their strategies (e.g. milestones, indicators, longer term vision, trigger points, worst-performing buildings, energy poverty and smart technologies), in order to ensure that the relevant policies and measures are as effective as possible.

The Commission has set up a webpage dedicated to the LTRSs and published a staff working document in March 2021 to present its preliminary assessment of 13 LTRSs.

- Roadmap (Article 2a(2))

A roadmap is now a compulsory element of the LTRSs. It includes “measures and domestically established measurable progress indicators, with a view to the long-term 2050 goal of reducing greenhouse gas emissions in the Union by 80-95 % compared to 1990”.

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4 COM(2020) 662 final. “The Commission will revise in 2021 the Energy Efficiency and the Energy Performance of Buildings Directives. It will propose to introduce a stronger obligation to have Energy Performance Certificates alongside a phased introduction of mandatory minimum energy performance standards for existing buildings. It will also propose to extend the requirements for building renovation to all public administration levels. The impact assessments accompanying these legislative revisions will consider different options in terms of the level, scope and timing of these requirements.”


7 COMMISSION STAFF WORKING DOCUMENT: Preliminary analysis of the long-term renovation strategies of 13 Member States (SWD(2021) 69 final)
• Obligation to facilitate access to mechanisms to support the mobilisation of investments (Article 2a(3))

The latest EPBD introduces an obligation on Member States to facilitate access to financial mechanisms to support the mobilisation of investments for achieving the renovation in line with the national strategy. This obligation builds on Article 20 of the EED, which requires Member States to facilitate the establishment of financing facilities, or the use of existing ones, for energy efficiency improvement measures. However, this provision did not exist under Article 4 of the EED. To drive their LTRSs, Member States will therefore need to create access to a range of financial mechanisms to support the mobilisation of investments.

• Public consultation and monitoring (Article 2a(5))

When developing its LTRS “each Member State shall carry out a public consultation”. This is a new element which did not exist under Article 4 of the EED. The consultation relates to the complete LTRS. As public consultations can improve policy results, the EPBD makes them mandatory, but leaves each Member State to determine the consultation format and method. Member States can also consider setting up a stakeholder platform.

• Technical building systems (Article 8)

The revision expands significantly the obligation, when renovating or constructing buildings, to install equipment that contributes to electro-mobility and smart readiness indicators. Such provisions, which did not exist in the 2010 version of the EPBD, are justified by the growing need for parking spaces, electric cables and charging stations for electric vehicles in in both new and renovated buildings and by the development of new tools that can help saving energy, such as self-regulating equipment for individual room control and the replacement of physical inspections with building automation and electronic supervision of technical building systems.

• Financial measures (Article 10(6))

The EPBD in its previous version only required Member States to “take account of the cost-optimal levels of energy performance when providing incentives for the construction or major renovation of buildings”. The 2018 revision mandates that they “link their financial measures for energy efficiency improvements in the renovation of buildings to the targeted or achieved energy savings” but allows different approaches to achieve it and provides flexibility to the Member States as to its implementation according to national or regional conditions

• Databases for Energy Performance Certificates (EPCs) (Article 10(6a))

The EPCs are important instruments that should contribute to the enhancement of the energy performance of buildings and to recognising the state of a building and informing landlords and tenants of the buildings in this regard. Article 20(2) EPBD had already mandated Member States to provide information on the EPCs and the inspection reports, on their purpose and objectives, on the cost-effective ways and, where appropriate, on the available financial instruments to improve the energy performance of the building to the owners or tenants of the buildings. Yet, the Article 10(6a) of the EPBD adds that EPC databases must allow for the gathering of consumption data (measured or calculated) of the buildings covered. Member States do not have to establish a database or register. Where such a database exists or is introduced, Member States must comply with this new provision.

There has been relatively low penetration of EPCs across the EU with only three Member States
the share of the dwellings covered exceeds 15% of the national building stock.

- **Aggregated anonymised data: Article 10(6b)**
  
  This specific provision sets out that “at least aggregated anonymised data compliant with Union and national data protection requirements shall be made available on request for statistical and research purposes and to the building owner.” This provision does not require them to make changes to existing databases, but to ensure that the legislative framework allows the data to be made available.

- **Inspection of heating systems and air conditioning systems (Articles 14 and 15)**
  
  To ensure the initial and continued performance of heating systems, air-conditioning systems and ventilation systems, inspection schemes should be designed to maximise their results. Articles 14 and 15 of the EPBD expand the scope of technical building systems subject to mandatory regular inspections or alternative measures. In addition, those Articles lay down alternatives to inspections based on automation and control or electronic monitoring and set out new requirements on the installation of building automation and control systems in certain non-residential buildings. Building automation and electronic monitoring of technical building systems have proven to be an effective replacement for inspections. The implementation of the requirements in Article 14(4) and Article 15(4) of the EPBD will ensure that building automation and control systems are installed in non-residential buildings where heating or air-conditioning effective rated output is above a certain threshold, and where this is technically and economically feasible.

- **Information to owners or tenants of buildings (Article 20)**
  
  Article 20 was amended to clarify Member States’ obligation to provide information to tenants or owners. The list of cases now includes an obligation to provide information on replacing fossil fuel boilers with more sustainable alternatives. Article 20(2) requires further that Member States “provide the information through accessible and transparent advisory tools such as renovation advice and one-stop shops”.

**General assessment of LTRSs**

- According to the Commission’s preliminary assessment, there is a broad support for easier access to financing, technical support, promotion of advisory tools such as one-stop-shops, tackling energy poverty and better information.
- However, the LTRSs submitted so far vary in terms of the completeness of the elements required by the EPBD and the ambition level of renovation targets and goals in terms of objectives and budget allocation.
- As regards the completeness aspect, and from a formal point of view, the LTRS have in general respected the requirements of the EPBD, providing information in the different categories requested by Article 2a.
- As regards the strategies’ ambition level, Member States have committed to different types of indicative milestones for 2030, 2040 and 2050, and to different sets of policy measures and budget allocations.
- Strategies include an objective at or above 90% GHG emissions reduction, which is in

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8 https://ec.europa.eu/energy/content/buildings-epcs-registered_en
line with the legal requirement of the EPBD article 2a, that requires Member States to set a long-term 2050 goal of reducing GHG emissions in the EU by 80-95 % compared to 1990.

- With regards to the method to achieve that objective, most strategies appear to put more effort towards decarbonising energy supply systems and greenhouse gas emissions reduction, rather than actively improving the energy performance of buildings, reducing overall the energy consumption in this sector.
- In terms of granularity of the strategies, the level of detail provided varies from one document to another. The Joint Research Centre is currently working on an in-depth completeness check; this will be published complementary to the Commission assessment once all strategies have been submitted.
- Moreover, the data provided by Member States vary in nature and make it difficult to precisely compare the effect of the different national measures. In particular, not all long-term renovation strategies are providing GHG reduction data, which makes it difficult to assess the ambition of the strategies in terms of climate mitigation. There are also noticeable gaps in costs of renovation across Member States which are not always easy to justify.
- As for their overall coherence between commitments and funding, the strategies also fail to provide sufficient detail over the entire period to 2050 to enable an evaluation of whether the supporting policies and financial arrangements are adequate to meet the goals.
- Many Member States submitted late their LTRSs, which can be partly explained by the COVID-19 crisis and Member States’ need to provide also national plans under the Recovery and Resilience Facility that integrated a strong building renovation component. As of June 21, 2021, 2 Member States have not yet submitted their LTRSs (Poland; Malta).
- Early submissions of LTRSs strongly indicate a willingness of some Member States to act expeditiously towards implementing their renovation strategy, irrespective of the global context.
- Beyond the circumstances of recent months, those observations seem to reflect a deep trend of late submissions and incomplete or uncompliant strategies since 2014. It would appear that developing an LTRS is treated by some MS more as an obligation, as opposed to a real strategic tool at national level towards achieving the economic and social benefits that highly energy efficient, decarbonised and healthy buildings can bring. Yet this process is now much more important than in the past, because the Commission should be able to use the LTRSs to determine whether policies at national level can deliver on overall EU targets and therefore what needs to be in the new EU legislation.
- The timing of the submission of the long-term renovation strategies by Member States, spread over the entire year 2020 and not yet concluded (see above), has reduced significantly comparability among the plans elaborated in different Member States. Late submissions had indeed the possibility to include in their strategy also the COVID-19 crisis and the latest EU policy initiatives, such as the Renovation Wave.
- Beyond this, the objectives of the LTRS (described in EPBD Article 2a) are now misaligned with the EU’s strengthened 2030 Climate Target and 2050 climate-neutrality objective. There is therefore a risk that the policies and measures planned under the LTRSs are unlikely to significantly accelerate the rate and depths of renovation as necessary (that would be doubling the current rate since the Renovation Wave strategy,
published in October 2020, sets the goal to increase annual renovation rates in the EU from 1 % to 2 % over the next decade, and to boost deep renovations).

- The European Commission should monitor closely whether LTRS align with the Renovation Wave and the new targets. The Commission should assess all Member State LTRSs not only in accordance with the legal text of EPBD Article 2a, but also in view of aligning with the climate neutrality objective by 2050 (meaning a higher decarbonisation objective and stronger emphasis on reducing the energy demand in the buildings sector), and guide Member States accordingly for their next LTRS update which is due by 2024 at the latest.
on the implementation of the Energy Performance of Buildings Directive (2021/2077(INI))

The European Parliament,

– having regard to the Treaty on the Functioning of the European Union, in particular Article 194 thereof,

– having regard to its resolution of 17 September 2020 on maximising the energy efficiency potential of the EU building stock¹,

– having regard to its resolution of 21 January 2021 on access to decent and affordable housing for all²,

– having regard to its resolution of 19 May 2021 on a European strategy for energy system integration³,

– having regard to its resolution of 19 May 2021 on a European Strategy for Hydrogen⁴,


– having regard to Regulation (EU) 2021/1119 of the European Parliament and of the

¹ OJ C 385, 22.9.2021, p. 68.
² OJ C 456, 10.11.2021, p. 145.
⁴ Texts adopted, P9_TA(2021)0241.

– having regard to Commission Recommendation (EU) 2019/786 of 8 May 2019 on building renovation,

– having regard to Commission Recommendation (EU) 2019/1019 of 7 June 2019 on building modernisation,

– 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 2020 therein,

– having regard to the Commission communication of 11 March 2020 on a new Circular Economy Action Plan – For a cleaner and more competitive Europe (COM(2020)0098),

– having regard to the Commission communication of 14 October 2020 on 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 on a Sustainable and Smart Mobility Strategy – putting European transport on track for the future (COM(2020)0789),

– having regard to the Commission communication of 6 July 2021 on a Strategy for Financing the Transition to a Sustainable Economy (COM(2021)0390),

– 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),

– having regard to the recently published Fit for 55 package,

– having regard to Rule 54 of its Rules of Procedure, as well as Article 1(1)(e) of, and Annex 3 to, the decision of the Conference of Presidents of 12 December 2002 on the procedure for granting authorisation to draw up own-initiative reports,

– having regard to the opinion of the Committee on Transport and Tourism,

– having regard to the report of the Committee on Industry, Research and Energy (A9-0321/2021),

A. whereas buildings are responsible for 36 % of total greenhouse gas (GHG) emissions and whereas the building renovation sector is one of the key areas for reducing GHGs and reaching the EU’s climate neutrality, energy efficiency and European Green Deal

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10 OJ L 127, 16.5.2019, p. 34.
objectives;

B. whereas deep and staged deep renovations of the 210 million existing buildings will be crucial to any convincing strategy, as those are the most energy inefficient with up to 110 million buildings potentially in need of renovation;

C. whereas 6% of EU households were unable to pay their utility bills in 2019; whereas the energy efficiency of buildings can have a positive impact in combating energy poverty;

D. whereas the building renovation rate is currently very low at around 1% per year, with the rate of deep renovations at 0.2% per year; whereas renovation programmes do not always cover energy efficiency improvements and increases in renewable energy sources;

E. whereas in accordance with the definition of Article 2(18) of the European Climate Law, ‘energy efficiency first’ is a guiding principle of EU energy policy to make energy demand and energy supply more efficient, in particular by means of cost-effective end-use energy savings, demand-response initiatives and the more efficient conversion, transmission and distribution of energy;

F. whereas according to an assessment by the Commission, heating and hot water alone account for 79% of total final energy use in EU households (192.5 Mtoe);

G. whereas the latest revision of the EPBD in 2018 through Directive (EU) 2018/844 aimed to accelerate the renovation of existing buildings by 2050 and to support the modernisation of all buildings with smart technologies and a clearer link to clean mobility, as well as provide a stable environment for investment decisions and enable consumers and businesses to make more informed choices to save energy and money;

H. whereas since the last revision of the EPBD, the EU has adopted the objective of achieving climate neutrality by 2050 at the latest;

I. whereas the EPBD mandates Member States to adopt long-term renovation strategies (LTRSs), but without obliging them to renovate or setting out how to do so, and provides no clear means to check their strategies against results;

J. whereas the LTRSs should adequately support the energy performance of social housing;

K. whereas the building automation and control system measures included in the revised EPBD have not yet been fully transposed in the Member States; whereas implementation would create more certainty for investors and professionals;

L. whereas the Energy Efficiency Directive requires Member States to carry out comprehensive assessments on efficient and renewable heating and cooling with a view  

to identifying the potential for heating and cooling solutions in the building sector and proposing policies to deliver efficiency and renewable potential;

M. whereas the New European Bauhaus initiative aims to remove the divide between design and function, sustainable living, the smart use of resources, and innovative and inclusive solutions;

N. whereas adequate funding and financing is key to unleashing the Renovation Wave; whereas renovation is a flagship area for investment and reform under the Recovery and Resilience Facility;

O. 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;

P. whereas the 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;

Q. 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;

R. 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;

Observations

1. Highlights that the provisions of Article 2a of the EPBD will need to be strengthened and implemented effectively to ensure that the building sector successfully contributes to achieving at least 55 % GHG reductions by 2030 and the EU’s target of climate neutrality by 2050 at the latest; believes that the main objective and intermediate milestones and indicators of the EPBD will also need to be adapted in consequence, as the LTRSs are not currently at the requisite levels to achieve the objectives of the EPBD;

2. Stresses that the EPBD and detailed LTRSs should be a driving force to increase the scale, speed, depth and quality of the renovation of Europe’s building stock through new innovative policy measures, as suggested in the Renovation Wave;

3. Regrets the fact that some Member States submitted their LTRSs late and one has yet to even submit theirs; points out that as a result it is difficult to compare the Member
States’ plans; highlights the positive fact that late submissions were able to include links to national recovery plans adopted as a result of the COVID-19 crisis and the latest EU policy initiatives such as the European Green Deal and Renovation Wave; notes, however, that this created disparities between those Member States that submitted their LTRSs prior to their pandemic recovery plans;

4. Recalls the importance of making adequate financial resources available through NextGenerationEU in the area of the renovation and energy performance and efficiency of buildings; believes that linking building renovation to recovery funds provides an economic opportunity and a means for Member States to reduce GHG emissions;

5. Notes that the submitted LTRSs have in general broadly respected the requirements of Article 2a of the EPBD, providing information on the different categories laid down therein; regrets the fact, however, that the level of detail and ambition varies from one LTRS to another; regrets the fact that several Member States have not set clear milestones for 2030, 2040 and 2050 as required by Article 2a; regrets the fact, moreover, that not all LTRSs provide GHG reduction data, which makes it difficult to assess the ambition of the strategies in terms of climate mitigation; believes that the LTRSs should work to create clear measures and monitoring tools to triple the yearly renovation rate, taking into account the different starting points and building stocks across the Member States;

6. Points out that Member States broadly focused on decarbonising energy supply systems and on GHG emissions, rather than actively developing dedicated measures and policies aimed at improving the energy performance of buildings by applying the energy efficiency first principle and thereby reducing overall energy consumption in the sector as part of an integrated systems approach to energy; stresses that energy efficiency and the use of renewable energy should be maximised across the entire energy value chain, including electricity, heat and gas, and not only for individual buildings;

7. Calls on the Commission to closely monitor whether the objectives of the LTRSs are aligned with the Renovation Wave, the heating and cooling comprehensive assessments required by the Energy Efficiency Directive and Renewable Energy Directive\textsuperscript{16}, and the new climate and energy targets for each Member State according to their building stock;

8. Calls on the Member States to foster renovation that favours the energy system integration of renewables in buildings, such as the installation of EV charging infrastructure, thermal storage and connection to smart grids; encourages the Member States and the Commission to promote the sharing of best practices;

9. Believes that citizens’ engagement in the green transition and building renovations is key to their success; stresses that involving experts and harnessing public expertise can help to improve implementation; calls on the Member States to provide sufficient transparency throughout the public consultation process on LTRSs and to ensure that the process is inclusive by facilitating the involvement of all of the relevant stakeholders in accordance with the specific requirements of the EPBD;

10. Regrets the fact that the EU did not achieve its energy efficiency target in 2020; highlights that there is a collective ambition gap in terms of national contributions under

the national energy and climate plans to achieve the energy efficiency target in 2030 and that Member States will therefore need to significantly ramp up their efforts;

11. Notes that construction is a complex activity that requires close coordination between a large number of professionals and craftspersons and relies on the use of a wide range of construction techniques and materials; believes that the review of the EPBD needs to consider the interaction with other sustainable construction policies and material neutrality in order to decarbonise European buildings efficiently;

12. Highlights the importance of sustainability in material use and resource consumption of a building’s lifecycle, from material extraction, construction and use, to end of use and demolition as well as recycling and reuse, including renewable and sustainable nature-based materials; highlights, moreover, that building planning should utilise the circular economy during the different stages of the construction process;

13. Supports the use of sustainable, innovative and non-toxic construction materials and highlights the importance of strengthening the circularity of building materials by implementing or creating a circular economy labelling system based on environmental standards and specific criteria for certain materials; notes that further research is required into sustainable materials and sustainable processes; highlights that wood-based materials can play a role in substituting fossil-based alternatives in the construction of buildings and highlights their long-term carbon storage potential;

14. Acknowledges that while deep renovations have the advantage of bringing about holistic change in a building’s energy performance, staged and staged deep renovations can allow for less disruptive and more cost-efficient renovation measures by aligning them with given ‘trigger points’; notes that such occasions are prompted by either practical opportunities, personal circumstances, change of ownership, or a change of tenant in rental properties; encourages the Member States to consider how to use ‘trigger points’ to incentivise renovations; notes that one-step and staged renovations are not in competition with each other, but are both suitable solutions depending on the particular situation; believes that staged and staged deep renovations must be carried out in line with deep renovation standards to avoid lock-in effects by ensuring a building renovation roadmap;

15. Notes that the current definition of nearly zero-energy buildings in the EPBD is of a qualitative nature and leaves a wide margin of discretion to the Member States in setting standards accordingly; calls on the Commission to introduce a ‘deep renovation’ standard to achieve energy savings and GHG emission reductions as well as a harmonised definition of nearly zero-energy buildings;

16. Believes that renovations and standards for new builds should address fire safety and risks related to intense seismic activity, which affect the energy efficiency and lifetime of buildings, and should incorporate high standards on health; calls on the Member States to develop an electrical inspection regime in view of the fact that 30% of domestic fires and 50% of domestic accidental fires have an electrical source; believes that renovations of the European building stock should integrate electrical safety checks and upgrades and ensure sufficient ventilation for smoke in case of fire;

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17 Forum for European Electrical Domestic Safety (FEEDS), ‘In the news: the European Parliament calls on Member States to develop an electrical inspection regime’.
underlines that the LTRSs should also contribute to the static and structural reinforcement of building stocks;

17. Reiterates the need to take into account the presence of asbestos-containing products in buildings and to remove these products and protect buildings from the emission of asbestos into the environment when they are upgraded for energy efficiency purposes;

18. Regrets the fact that although the deadline to transpose the EPBD expired on 10 March 2020, some Member States have still not fully implemented this legislation;

19. Recalls the importance of putting in place adequate incentives for the renovation of buildings as well as financial measures conditional on energy efficiency improvements and energy savings, in accordance with Article 10(6) of the EPDB and in order to ensure the affordability of renovations;

20. Highlights the importance of clear and accurate information on energy performance and energy costs for prospective buyers and prospective tenants; recognises the need to improve and better harmonise energy performance certificates (EPCs) across the Member States in order to make them easier to compare, of better quality and more reliable, while also taking into account the different starting points and building stocks across the Member States; believes, therefore, that the EPCs should be made easier to access and read, should display practical information on real energy performance, particularly on the actual carbon footprint of a building, should be digitised, and should integrate information from the local market at EU level and information regarding indoor environmental quality parameters such as thermal comfort; highlights that the EPCs could therefore be used for optional demand-response services as a reference for regulatory measures, funding programmes and integrated renovation policies;

21. Highlights the gap between real energy performance and performance calculated through the EPCs, which is a source of confusion for EPC users; highlights the need to integrate the building renovation passport, digital building logbook, and smart readiness indicator (SRI) within the EPC framework to avoid a multiplication of tools and bring more clarity to consumers; believes that this will facilitate renovation, increase its depth, ensure coordination between the different measures over time, and capture multiple benefits;

22. Recalls that the LTRSs should include the wider benefits of renovations such as health, safety, thermal comfort and indoor air quality; notes that according to a Commission study, health was the primary incentive of private homeowners when carrying out energy renovations, with a clear connection between home quality, energy poverty and health; believes that indoor air quality should be included when Member States promote building renovation through public incentive schemes and information campaigns, among other initiatives; encourages the Member States to improve data collection on indoor environmental quality parameters with a view to developing minimum indoor environmental quality standards;

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19 Comprehensive study of building energy renovation activities and the uptake of nearly zero-energy buildings in the EU, November 2019.
23. Highlights that ambitious goals for deep and staged deep renovation of the existing building stock could create up to 2 million jobs\(^\text{20}\), mostly local, non-outsourceable positions especially in small and medium-sized enterprises, and provide clean and affordable energy to consumers and deliver improvements to occupants’ living conditions;

24. Recalls that public buildings must lead the way in renovation rates and in achieving decarbonisation, energy efficiency and cost effectiveness, thereby helping to raise awareness and garner acceptance among the wider public;

25. Reiterates its call for the promotion of an EU skills initiative, including aspects to encourage gender inclusivity, together with national efforts in order to enable intermediaries such as installers, architects or contractors to advise, prescribe or install the requisite solutions, including digital solutions, to deliver energy efficiency programmes and a decarbonised building stock, as well as focusing on the upskilling and reskilling of all actors involved in the construction sector; deems it necessary that the Member States provide a clear link between their national LTRSs and adequate initiatives to promote skills and education in the construction and energy efficiency sectors;

26. Believes that the principles of cost efficiency and of cost neutrality whereby rent increases are balanced with energy savings will reduce energy bills for end-use consumers; encourages the Member States to systematically include in their LTRSs policies and actions to tackle energy poverty and the worst-performing buildings in their national building stocks and to counter market distortions and speculative acquisitions that lead to higher rents, which disproportionately affect low-income tenants; recalls that the burden placed on the most vulnerable consumers by variability in the energy markets can be significantly reduced by enhancing energy efficiency in buildings; emphasises the need to ensure flexible financial support and mechanisms for these consumers in order to help tackle energy poverty; notes, however, that incentives to reduce renovation costs for specific target groups and sectors should be considered;

27. Highlights that the EPBD should ensure that renovation delivers return on investment for homeowners and building owners by establishing real and measured improvements in the energy performance of buildings; underscores that an approach based on the measured energy saved as a result of renovation will drive down the cost and increase the depth, quality and scale of energy efficiency retrofits for existing buildings; asks the Commission to investigate whether a revision of the cost-optimal level, as defined in Article 2(14), is necessary as part of the EPBD review;

28. Welcomes the relative success of one-stop shops and emphasises the critical role they can play in connecting potential projects with market players, including citizens, public authorities and project developers, in particular smaller-scale projects; notes that there is no common understanding on what a one-stop shop is, as the existing models across the EU differ in terms of structure, management and the type of assistance provided; recalls the importance of increasing awareness of one-stop shops, including at local and regional levels; stresses that one-stop shops can play a considerable role in addressing the issue of lengthy and cumbersome permit procedures and in promoting access to

funding for building renovation, helping to disseminate information on terms and conditions; believes that one-stop shops should advise and support both single-family homes and multi-unit buildings and provide support for accredited installers;

29. Recalls that Article 19 of the EPBD sets out a review clause, including an ex post evaluation to be carried out by 2026 at the latest; highlights that this should enable lessons to be learnt from the implementation of the EPBD and serve to assess the progress made in its application across the Union;

Recommendations

30. Stresses that the EPBD is crucial to successfully delivering on the Renovation Wave and emissions reduction;

31. Calls on the Member States to ensure the proper implementation of the directive in all its aspects, with particular regard to the social housing stock; calls on the Commission to continue monitoring this implementation and to take action, where necessary, in the event of non-compliance;

32. Calls on the Commission to strengthen the current provisions of the EPBD to ensure that Member States’ LTRSs are consistent with the EU’s climate neutrality goals and energy targets; highlights that building renovations will need to be carried out at a rate of 3% per year for deep and staged deep retrofits in order for the EU to achieve climate neutrality by 2050;

33. Calls on the Commission to investigate how to formulate a standard template that Member States could use to ensure they address all of the requirements of Article 2a of the EPBD and to harmonise the objectives and requirements to ensure better comparability of progress and results, and an assessment of national recovery and resilience plans, or any other EU funding, for which a complete LTRS is a condition; encourages the Commission to create an ad hoc network of experts to support Member States in the design, monitoring and implementation processes of their LTRSs;

34. Calls on the Commission to consider how to facilitate further the development of one-stop shops that provide advisory services to citizens and other stakeholders, including through more stringent measures in the EPBD; is convinced that additional guidance and support measures, notably technical assistance, information campaigns, training and project financing, can lead to a higher renovation rate;

35. Considers that the digitalisation of buildings and construction technologies, where feasible, can play an important role in increasing energy efficiency; believes that the revision of the EPBD should serve to further promote smart and flexible buildings technologies in line with the energy efficiency first principle and foster a data-centric approach; encourages the use and deployment of emerging technologies such as smart meters, smart charging, smart heating appliances, storage technologies and energy management systems that are interoperable with the energy grid, 3D modelling and simulation and artificial intelligence in order to drive carbon emissions reductions at every stage of a building’s lifecycle, beginning with the planning and design phases and continuing into construction, operations and retrofit;

36. Highlights that up-to-date, reliable and complete data on the performance of the entire
European building stock is key to developing and implementing effective policies aimed at improving the energy efficiency of the sector; notes that digital technologies should also be used to support the mapping of the existing stock and support LTRS deployment;

37. Believes that a data-centric approach should be deployed to ensure a wider availability of aggregated and anonymised data for homeowners, tenants and third parties, who can use it to optimise energy consumption, including through GDPR-secure consent schemes, as well as for statistical and research purposes;

38. Encourages the Member States to ensure effective, ambitious and consistent implementation of the approved SRI scheme across the EU; points out that the SRI should serve to achieve the Renovation Wave and energy system integration by supporting the uptake of smart and flexible buildings; recognises that the SRI will help to further encourage the design and construction of new buildings as zero-energy buildings;

39. Believes that the LTRSs should provide more details for long-term action and integrated infrastructure planning based on a roadmap with concrete policies and a timeline with clear milestones for 2030, 2040 and 2050, in order to create a more stable environment for investors, developers, homeowners and tenants and address the entire lifecycle impact of buildings; stresses that the Member States must improve access to a range of financial and fiscal mechanisms to support the mobilisation of private investments and foster public and private partnerships; calls for action to promote loans that set energy efficiency as a criterion for lower interest rates;

40. Highlights that the EPBD should ensure that renovation delivers value for money and a return on investment for homeowners and building owners, reduced energy bills and improved sustainability by establishing real and measured improvements in the energy performance of buildings; underlines that an approach based on the actual energy saved as a result of renovation will drive down the cost and increase both the quality and scale of the energy efficiency retrofits for building renovations;

41. Highlights the potential of green infrastructure such as green roofs and walls in improving the energy performance of buildings and promoting climate adaptation and mitigation and biodiversity, particularly in urban areas;

42. Calls for the Member States to use the LTRSs to implement innovative policies to actively involve citizens in their establishment and implementation and in energy efficiency programmes; stresses the importance of involving and mobilising stakeholders, including citizens, local municipalities, housing associations and building professionals, in the creation of integrated plans and implementation strategies for the decarbonisation of buildings;

43. Acknowledges the different construction and renovation dynamics for different types of buildings (public and private, non-residential and residential) in the Member States; calls on the Commission to provide a framework to introduce minimum energy performance standards, accounting for different starting points and building stocks across the Member States, notably buildings of special architectural or historical merit, to accelerate renovation rates and provide visibility to the entire value chain about expected improvements and to stimulate innovation, while ensuring affordability,
particularly for those on low incomes and in vulnerable situations;

44. Calls on the Member States to develop an integrated and embedded framework which includes relevant financing and technical assistance for the gradual introduction of minimum energy performance standards, which will ultimately ensure the achievement of the 2030, 2040 and 2050 milestones set out in their LTRSs; underlines that such minimum standards would help to roll out the pathway to climate neutrality in the building sector by 2050 at the latest, and could provide visibility and security for the market regarding the transformation of the existing building stock; recognises that the Member States have the flexibility to devise the requisite measures to accommodate different economic, climate, political, social and construction conditions; considers that specific financial instruments and incentives should be provided for buildings with technical, architectural, heritage-related and historical constraints that may not be renovated at a reasonable cost compared to the property’s value;

45. Calls on the Commission to link the LTRSs with the relevant provisions of the Energy Efficiency Directive and the Renewable Energy Directive on efficient district heating and cooling and on the promotion of renewable energy in the building sector, such as solar, thermal and geothermal energy, as well as a greater role for energy storage and self-consumption in response to grid and micro-grid signals, while recognising that fossil fuels, especially natural gas, are currently employed in heating systems for buildings; notes that consumers need support to switch away from fossil fuels;

46. Calls on the Member States to fully implement the provisions of Articles 14 and 15(4) of the EPBD, providing citizens and professionals with clear details on how the building, automation and control system can deliver the mandatory capabilities as soon as possible, in order to ensure that all of the preparatory action is taken without delay and before the 2025 deadline; calls on the Commission and the Member States to consider using tools or checklists developed by experts and professionals when transposing those provisions;

47. Calls on the Member States to target the decarbonisation of heating and cooling in buildings, in line with the priorities of the Renovation Wave, and to consider incentive schemes, with a focus on the most vulnerable consumers, to replace old, fossil-based and inefficient heating systems in buildings, including by introducing replacement targets in line with the LTRSs;

48. Recalls its demand for the next revision to evaluate the need to increase the charging infrastructure requirements in the EPBD, taking into account the need to ensure grid stability, for instance by putting in place smart charging functionalities, and to foster sustainable mobility, as well as include an integrated, systematic and circular approach for both urban and rural developments, in accordance with proper urban planning and transport routes;

49. Encourages the Member States to consider how best to reap the benefits of a district-based approach for large-scale renovations in conjunction with stakeholders and local communities;

50. Calls on the Commission and the Member States to ensure that charging points in buildings are ready for smart charging and to align the requirements with the revised Renewable Energy Directive; calls on the Member States to develop a framework to
help to simplify and accelerate the deployment of charging points in new and existing residential and non-residential buildings, to address possible regulatory barriers, and to promote suitable ways to ensure easy access and storage for bicycles in building design;

51. 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;

52. 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;

53. 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;

54. 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;

55. 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;

56. 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;

57. 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;

58. 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;

59. 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;

60. 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;

61. 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;

62. 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;

63. 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;

64. 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;

65. Instructs its President to forward this resolution to the Council and the Commission.
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

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 the recently published Fit for 55 package,


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European Green Deal (COM(2019)0640) and to Parliament’s resolution of 15 January 2020, 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),

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

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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

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<td><strong>Substitutes present for the final vote</strong></td>
<td>Clare Daly, Tomasz Frankowski, Maria Grapini, Roman Haider, Pär Holmgren, Patrizia Toia</td>
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<td><strong>Substitutes under Rule 209(7) present for the final vote</strong></td>
<td>Karolin Braunsberger-Reinhold</td>
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**FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION**

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<td>ECR</td>
<td>Peter Lundgren</td>
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Key to symbols:
+ : in favour
- : against
0 : abstention
### INFORMATION ON ADOPTION IN COMMITTEE RESPONSIBLE

<table>
<thead>
<tr>
<th>Date adopted</th>
<th>9.11.2021</th>
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</table>
| **Result of final vote** | +: 51  
| | -: 11  
| | 0: 2  |
| **Substitutes present for the final vote** | Pascal Arimont, Damian Boeselager, Salvatore De Meo, Ismail Ertug, Eleonora Evi, Martin Hojsík, Janusz Lewandowski, Adriana Maldonado López, Dragoș Pîslaru, Dominique Riquet, Massimiliano Salini, Jacek Saryusz-Wolski, Susana Solís Pérez, Ivan Štefanec, Emma Wiesner |
| **Substitutes under Rule 209(7) present for the final vote** | Rosanna Conte, Rosa D’Amato, Claude Gruffat, Ska Keller, Harald Vilimsky, Petar Vitanov |
## FINAL VOTE BY ROLL CALL IN COMMITTEE RESPONSIBLE

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<tr>
<td>51</td>
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<td>NI</td>
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<tr>
<td>PPE</td>
<td>Pascal Arimont, Tom Berendsen, Vasile Blaga, Jerzy Buzek, Maria da Graça Carvalho, Pilar del Castillo Vera, Salvatore De Meo, Christian Ehler, Seán Kelly, Andrius Kubilius, Janusz Lewandowski, Eva Maydell, Angelika Niebler, Markus Pieper, Massimiliano Salini, Ivan Stefanec, Riho Terras, Pernille Weiss,</td>
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<td>RENEW</td>
<td>Valter Flego, Claudia Gamon, Christophe Grudler, Martin Hojsík, Mauri Pekkarinen, Dragoș Pîslaru, Dominique Riquet, Susana Solís Pérez, Emma Wiesner</td>
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<td>VERTS/ALE</td>
<td>Damian Boeselager, Ignazio Corrao, Ciarán Cuffe, Rosa D'Amato, Eleonora Evi, Claude Gruffat, Henrik Hahn, Ska Keller, Manuela Ripa</td>
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<tr>
<td>11</td>
<td>-</td>
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<td>Robert Roos, Jessica Stegrud</td>
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<tr>
<td>ID</td>
<td>Paolo Borchia, Markus Buchheit, Rosanna Conte, Jérôme Rivière, Harald Vilimsky</td>
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<td>Martin Buschmann</td>
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<td>Marc Botenga, Marisa Matias, Sira Rego</td>
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<td>Jacek Saryusz-Wolski, Grzegorz Tobiszowski</td>
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</tr>
</tbody>
</table>

### Key to symbols:
- **+**: in favour
- **-**: against
- **0**: abstention