1. As the Commission noted in its proposal for a revision of the CO2 emission performance standards for cars and vans, electric cars are normally cheaper to operate for households due to much lower running cost, while the comparatively higher purchase cost and model availability still pose barriers to market growth. Importantly, on the same day as those standards, the Commission proposed the regulation on the deployment of alternative fuels infrastructure to ensure that there will be sufficient and user friendly infrastructure across the EU. Among others, the proposal sets mandatory deployment targets for Member States to ensure that for each battery electric vehicle at least 1 kW of power output is provided; this means that if the average power output of a recharging point was 15 kW, one recharging point must be deployed for every 15 battery electric vehicles.

2. The need for recharging infrastructure in apartments is particularly acute and to address it, on 15 December 2021 the Commission adopted a proposal for a recast of the Energy Performance of Buildings Directive with a requirement to pre-cable all parking spaces in new and renovated residential buildings with more than three parking spaces, in order to prepare for the installation of recharging points for electric vehicles. In addition, the Commission proposed a requirement for Member States to remove barriers to the installation of recharging points in residential buildings, ensuring a 'right to plug', which specifically targets apartment blocks. The EU-wide European Solar Rooftops Initiative, announced in the Commission’s REPowerEU Communication would also facilitate electric vehicle recharging. These proposals are now being discussed by the co-legislators.

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1 COM/2021/556 final
2 COM/2021/559 final
3 COM/2021/802 final
4 COM/2022/230 final