**Virtual meeting with DG Ener B3. Unit on the revision of the EPBD**

*September 30th, 2021 – 15:00-16:00*

Platform for Electromobility

**Participants:**

* **DG Ener, B3. Unit Buildings and products:**
* Anette PERSSON, Policy officer, Seconded National Expert
* Serena PONTOGLIO, Team Leader - Buildings policy and Renovation Wave implementation
* Pau GARCIA AUDI, Policy officer
* **Platform for Electromobility**
* Théo FIEVET, Secretariat of the Platform
* UFE, Chair of Working Group Infrastructure
* Fabian SPERKA, T&E
* Koen NOYENS, EVbox

**Presentation**:

1. **Introduction on the Platform for Electromobility (Théo)**
2. **General position of the Platform (UFE)**

* Electromobility is a key element of the revision of the EPBD
* **Article 8** needs to be reopened and its requirements strengthened to achieve the decarbonisation of transport.
* The deployment of private charging is as important for the growth of electromobility and the decarbonisation of transport as that of charging accessible to the public
* 90% of EV charging happens at home and 80% of the current building stock will still be in use in 2050
* Platform has set some key recommendations to address the barriers to private charging

1. **Key recommendations**
2. **Ensure the right-to-plug (UFE)**

* Guarantee it to all EV users to enable them to **charge at the most convenient locations** (including electric bicycles – i.e. e-cargo bikes, e-two-wheelers, e-moped and e-cars) and make it as simple as a subscription to other services like internet, phone provider
* **Extend it to all buildings** (residential/non-residential + new/existing) 🡪 for existing buildings provisions should not be limited to buildings undergoing major renovations

* **Remove unnecessary exemptions to SMEs** (paragraph 4) 🡪 SMEs represent 99% of the businesses in Europe with more than 100 million people employed

1. **Address the outstanding barriers to the installation of charging points in multi-dwellings (T&E)**

* Multi dwellings is not a secondary issue => In France for instance: 44% of French people live in a collective residence
* **Set an obligation to pre-cable all buildings**: all buildings should be pre-cabled by 2035 (DSOs – a word possibly on their capacity of integrating electric mobility into the grids/Eurelectric-Enedis data)
* **Introduce an obligation to plan collective charging infrastructure** projects as well as their sizing in all buildings by 2035
* **Simplify permits and installation procedures** 🡪 examples from Spanish, Dutch or Norwegian legislation
* Ensure the installation of a charging point in a collective property **does not exclude 3 months**
* Tackle the administrative hurdles, collective actions problem (T&E?)
* Set up local or regional accessible websites and portals combining various services, including the right to request & with streamlined permits and installation procedures

1. **Ensure all new chargers are smart charging-ready (EVbox)**

* Smart charging particularlyrelevant for private charging
* Benefits both the energy system (flexibility, integration of renewables) and EV users (reduces their bills 🡪 brings in average the reduction of the annual cost of recharging an electric vehicle to 240€/year with V2G, while it is of 420€/year without smart charging functionalities)
* Consistency needed with AFIR and RED on provisions regarding smart charging

1. **Consistency with the AFIR objectives (EVBox)**

* Coherent roll-out of charging infrastructure (public/private) across Europe
* Question of private parking spaces considered as publicly accessible in the definition set in AFIR