

## Include (electric) bicycle parking in the revision of the EPBD

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### Revision of the EPBD: What it is about

The proposed revision of the Energy Performance of Buildings Directive<sup>1</sup> (EPBD) is part of delivering on the overall EU 2030 objectives as set out in the Energy Union and the Energy and Climate Policy Framework.<sup>2</sup> The Commission's proposal establishes a linkage between the building and the mobility sector by suggesting the provision of charging infrastructure for electric vehicles.

### ECF position

The proposal is a step into the right direction. The building and mobility sector cannot be seen in isolation as the overall energy efficiency of a particular building also largely depends on what type of mobility it supports. However, the Commission's proposal fell short as it targeted motorised vehicles, keeping 95% of all electric bicycles (i.e. pedelecs<sup>3</sup>) outside the scope of the proposed revision. With regard to bicycle parking in general, with the exception of a few countries such as France<sup>4</sup> and Hungary<sup>5</sup>, most Member States' building codes are not fit for purpose, leaving it to the discretion of local authorities to set minimum requirements. Supporting Amendment 405 would address this shortcoming!

### Recommendation to the European Parliament: Support AM 405

*"Member States shall ensure that in all new buildings and in all buildings undergoing major renovation, at least a space for bicycles, cargo-bicycles, e-bikes, pedelec, walking frames, wheel-chairs and push-chairs is created; the space shall be common, covered, theft-protected, free of architectural barriers and proportional to the number of users of the building; the space could be created nearby the building, in case of documented technical impossibility."*



<sup>1</sup> COM(2016) 765 final: Proposal for a Directive of the European Parliament and of the Council amending Directive 2010/31/EU on the energy performance of buildings.

<sup>2</sup> [https://ec.europa.eu/clima/policies/strategies/2030\\_nl](https://ec.europa.eu/clima/policies/strategies/2030_nl). Reduce **greenhouse gas emissions** by at least 40 % by 2030 (from 1990 levels); achieve at least 27% share for **renewable energy** and improve **energy efficiency** by at least 27% .

<sup>3</sup> Pedelec – Pedal Electric Cycle. These bikes have an assisted motor of up to 250 watts and a speed of 25 kph before the motor cuts out.

<sup>4</sup> LOI n° 2010-788 du 12 juillet 2010 portant engagement national pour l'environnement.

<sup>5</sup> 253/1997. (XII. 20.) Government decree on national spatial planning and building requirements.



## Justification for ECF's position

- The key message of the EU Cycling Strategy<sup>6</sup> that was developed by 15 different organisations and delivered to the European Commission in June 2017 is that cycling should have a **level-playing field with other transport modes**. Consequently applying this approach, *electro-mobility* policies should not be limited to primarily supporting e-cars but extended to electric bicycles;
- **Electro-Mobility, to date, is largely a success because of electric bicycles**. 1.66 million electric bicycles were sold in 2016 in the EU<sup>7</sup>, bringing the total stock to 8.2 million units, of which more than 95 % are pedelecs which do not belong to the L-category<sup>8</sup>. Pedelecs are charged through a standard household socket.
- The EU Cycling Strategy estimated, based on average annual growth rates of 16 % in the years 2013 – 2015, that if that rate continued until 2030<sup>9</sup>, annual sales would increase to 12 million units in 2030, representing a 60 % market share among total annual bicycle sales of 20 million units and hereby bringing the total stock of electric bicycles to 62 million units;<sup>10</sup>
- (E-)cargo bicycles gain in popularity across Europe and have proven to be a realistic alternative for **last-mile inner-city logistics deliveries**<sup>11</sup>;
- 40 % of all car journeys in the EU are shorter than 5 km; about 2/3 of car journeys take place within a range of 15 km. These are distances that to a large extent can be done by (electric) bicycles. Cyclelogistics, an EU-funded project, estimated that 43 % of all car journeys could be realistically shifted to (electric) bicycles.
- However, that potential for cycling through regular, electric and (e-)cargo bicycles will only be fully unlocked if **secure and easily accessible bicycle parking** is provided both in residential and non-residential buildings, ideally equipped with a sufficient number of standard household sockets/ power points.<sup>12</sup> At this point, only a few Member States make strong provisions in their national building codes with regard to bicycle parking.

### A Swiss case study (2014): E-cycling saves 42,3000 tonnes of CO<sub>2</sub>e in CH<sup>13</sup>

- By the end of 2013, 233,000 electric assisted bicycles existed on the Swiss market;
- 2,600 km is the average mileage of an electric assisted bicycle in CH; thereof, 400 km is new traffic; 1,000 km is shifted from cars, 570 km from public transport, 420 km from 'normal' bicycles; 32 % of e-bike owners would cycle more often if there was better theft-protection;
- The annual mileage of all electric assisted bicycles in CH was estimated at 595 million km resulting in net GHG emission savings of 42,300 tonnes of CO<sub>2</sub>e;
- The reports puts the potential of more electric assisted bicycles in usage by 2030 at the factor of 2.7 – 7.9. This could lead to savings of between 114,000 to 322,400 tonnes of CO<sub>2</sub>e in 2030.



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<sup>6</sup> ECF (ed.): EU Cycling Strategy. Recommendations for Delivering Green Growth and an Effective Mobility System by 2030. June 2017. [https://ecf.com/sites/ecf.com/files/EUCS\\_full\\_doc\\_small\\_file.pdf](https://ecf.com/sites/ecf.com/files/EUCS_full_doc_small_file.pdf)

<sup>7</sup> Conebi, European Bicycle Market 2017 edition. [https://issuu.com/conebi/docs/20170713\\_european\\_bicycle\\_industry\\_a](https://issuu.com/conebi/docs/20170713_european_bicycle_industry_a)

<sup>8</sup> Pedal Electric Cycle = Pedelec. Pedelecs are classified as conventional bicycles. They have an assisted motor of up to 250 watts and a speed of 25 km/h before the motor cuts out.

<sup>9</sup> 2016 annual growth rate in electric bicycle sales in the EU: 22%. See. Conebi 2017.

<sup>10</sup> According to ECF calculations. See EU Cycling Strategy.

<sup>11</sup> [www.cyclelogistics.eu](http://www.cyclelogistics.eu)

<sup>12</sup> PRESTO, Bicycle parking in residential areas. Funded by Intelligent Energy Europe.

[http://www.rupprecht-consult.eu/uploads/tx\\_rupprecht/13\\_PRESTO\\_Infrastructure\\_Fact\\_Sheet\\_on\\_Bicycle\\_Parking\\_in\\_Residential\\_Areas.pdf](http://www.rupprecht-consult.eu/uploads/tx_rupprecht/13_PRESTO_Infrastructure_Fact_Sheet_on_Bicycle_Parking_in_Residential_Areas.pdf)

<sup>13</sup> Bundesamt für Energie, Verbreitung und Auswirkungen von E-Bikes in der Schweiz, August 2014.

