

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 Directive¹ (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.² 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. pedelecs³) outside the scope of the proposed revision. With regard to bicycle parking in general, with the exception of a few countries such as France⁴ and Hungary⁵, 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."



¹ 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.

² 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% .

³ 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.

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

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



Justification for ECF's position

- The key message of the EU Cycling Strategy⁶ 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 EU⁷, bringing the total stock to 8.2 million units, of which more than 95 % are pedelecs which do not belong to the L-category⁸. 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 2030⁹, 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;¹⁰
- (E-)cargo bicycles gain in popularity across Europe and have proven to be a realistic alternative for **last-mile inner-city logistics deliveries**¹¹;
- 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.¹² 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 CO₂e in CH¹³

- 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 CO₂e;
- 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 CO₂e in 2030.



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⁶ 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

⁷ Conebi, European Bicycle Market 2017 edition. https://issuu.com/conebi/docs/20170713_european_bicycle_industry_a

⁸ 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.

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

¹⁰ According to ECF calculations. See EU Cycling Strategy.

¹¹ www.cyclelogistics.eu

¹² 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

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

