

ECF amendments to the European Commission's proposal for the revision of the Energy Performance of Buildings Directive

March 2022



Fabian Küster, Director – Advocacy and EU Affairs: f.kuester@ecf.com

Ceri Woolsgrove, Policy Officer – Road Safety and Technical: c.woolsgrove@ecf.com

Key points

The European Cyclists' Federation (ECF) welcomes the European Commission's proposal (COM (2021) 802 final) to revise the Energy Performance of Buildings Directive (EPBD) (EU) 2018/844 as part of the "Renovation Wave" strategy and the "Fit for 55" legislative package.

Whereas the last EPBD revision in 2018¹ established the link between the building and mobility sector by providing requirements for charging infrastructure for "electric vehicles", this new revision, under the Commission's proposal, takes a much wider approach towards mobility by requiring new and renovated residential and non-residential buildings to also provide bicycle parking.

This integration is to be applauded. The bicycle has earned its place in the revision of this directive for at least three reasons:

- The bicycle is the most energy-efficient transport mode. As the International Transport Forum has pointed out, an electric bicycle consumes at least five times less energy (per passenger-km) than an electric car, a conventional bicycle less than 10 times (e-car: 188g CO₂/km; e-bike: 33.9g CO₂/km; bicycle: 17g CO₂/km).²
- A bicycle is also more space efficient than a car. Off-street bicycle parking as total space consumption per unit (i.e., the parking space + access lanes) is up to 20 times lower compared to car parking.³ Providing more bike parking at the expense of car parking would help to meet mobility needs of EU citizens while keeping increasing construction costs under control. The European Green Deal must go hand in hand with social balance.
- Consequently, bicycle parking per unit has a much lower carbon footprint compared to car parking. Less material resources are needed to build the parking infrastructure which has a positive impact on the overall life-cycle energy consumption of such buildings.

As much as the Commission's proposal is a significant step into the right direction, it has room for further improvement. ECF would like to raise following points:

¹ Directive (EU) 2018/844 of the European Parliament and of the Council of 30 May 2018 amending Directive 2010/31/EU on the energy performance of buildings and Directive 2012/27/EU on energy efficiency https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv%3AOJ.L_.2018.156.01.0075.01.ENG

² International Transport Forum (2019): Good to go. Assessing the Environmental Performance of New Mobility. <https://www.itf-oecd.org/sites/default/files/docs/environmental-performance-new-mobility.pdf>

³ How Many Bicycles Can Park in The Space Required By One Car? D PolitiFact. - Planetizen <https://www.planetizen.com/node/66021>

1. Quantitative and qualitative bicycle parking requirements

Quantitative requirements: ECF very much supports the Commission's proposal to have "at least two bicycle-parking spaces for every dwelling" in new and renovated residential buildings where the car park is larger than three parking spaces (i.e., car-parking spaces). Two per dwelling as a European minimum is a progressive and yet reasonable number, many cities apply the "one bike parking space per pillow" approach.⁴

As for new and renovated non-residential buildings with more than five parking spaces, the Commission proposes to have "At least one bicycle-parking space for every car-parking space". The same number is suggested for existing non-residential buildings with more than 20 parking spaces, as of 1 January 2027.

ECF suggests applying this approach only to buildings where demand for bicycle parking will generally be highest. In our opinion these are office buildings and buildings owned or occupied by public authorities. In other types of non-residential buildings, we propose to apply this formula:

The number of bicycle parking spaces shall be twice the number of car places raised to the power of 0.7 (or $2x^{0.7}$, where x = car-parking spaces).

While this will result in more bike-parking spaces than car-parking spaces in small car parks, it will lead to drastically lower numbers of bike parking against car parking in very large car parks. In return, opt-out clauses for Member States need to be tightened. **[Art. 12.1 - 12.4 residential]**. This table gives an idea of how this works in practice when the formula is applied to the ratio of car/bicycle parking spaces.

No. of car places	No. of bicycle places
1	2
2	4
5	7
10	11
20	17
50	31
100	51
200	82
500	155
1000	252
2000	410
5000	777

These two area graphs show the m² area that would be taken by bicycle if the car-parking spaces numbered 5,000 places, showing first the 1-to-1 ratio and then the suggested formula.

⁴ ECF (2019): Making buildings fit for sustainable mobility: Comparing Regulations for Off-street Bicycle and Car parking Regulations in Europe. https://ecf.com/system/files/Bicycle%20vs%20Car%20Parking%20in%20Building%20Codes_ECF_ONLINE.pdf

1-to-1 car-parking to bicycle parking ratio

59,500 m² car park area

6,300 m² bicycle parking area



Bike-parking places = Two times number of car places raised to the power of 0.7

59,500 m² car park area

979 m² bicycle-parking area



Qualitative requirements: While criteria for car parking are very much the same across EU Member States, this is not the case for bicycle parking. Yet the quality of a bicycle-parking space is the most important factor determining its use. We therefore suggest adding a definition on “bicycle-parking space” **[Art. 2 new (36)]** as well as requiring Member States to develop quality bicycle-parking requirements in their relevant national legislations **[Art. 12.9]**.

Bicycles also very much differ in size. Cargo bikes, tricycles, longtails or bicycles with trailers all need more space than a standard bicycle. Cargo bikes for example typically require 2.5-3.3 times more space than a standard bicycle. Yet their full potential will only be unlocked when adequate parking space and

easy accessibility is provided. We therefore propose that for every ten bicycle-parking spaces there shall be one parking space designed for bicycles with larger dimensions, with a minimum of one such parking space. **[Art. 12.1 - 12.2 and 12.4]**

2. National Renovation Plans.

ECF proposes to set national targets for building bicycle-parking spaces covered by the EPBD. This would form part of the Member States national renovation plan. Their inclusion makes them subject to the review procedure of the national renovation plans. A failure to make progress on these plans would open up the Member State to scrutiny by the European Commission.

Additionally, Member States that adjust their requirements for specific categories of non-residential buildings (see point 4 "Opt-out clauses for Member States") shall explain in their national renovation plan how they will compensate for these adjustments in other non-residential buildings to achieve an equivalent number of bicycle-parking spaces linked to non-residential buildings across the Member State. **[Art. 3(1)(a), 3(1)(c), 3(1), 3(3), 12.3 and 12.4]**

3. Scope of car parks

The Commission proposes to apply requirements related to recharging infrastructure and bicycle-parking spaces (article 12 "Infrastructure for sustainable mobility") to car parks *adjacent* to the building only. Car parks located *inside* the building, which are in the current Directive (EU) 2018/844 were deleted. This proposal is not sensible. As land is very expensive, in particular in urban centres, many, if not most, new car parks are located underground inside the building. To exclude the majority of buildings from the scope of the Directive would be a major shortcoming. **[Art. 12.1 - 12.2 and 12.4]**

4. "Opt-out" clauses for Member States

We understand that situations apply where it will be difficult to cater for the statutory number of bicycle-parking spaces, such as in existing residential buildings that undergo a major renovation and, in that process, need to provide at least two bicycle-parking spaces for every dwelling. The physical space to do so indeed might be limited in some cases. However, certain procedures at Member State level should be introduced to ensure that all possible measures are done to achieve the statutory number of bike parking spaces. In addition, we propose that lower numbers for certain types of non-residential buildings are compensated in other types of non-residential buildings. Member States should not be put in a position where they simply can draw an opt-out clause without much, or any, consideration. **[Art. 12.3 and 12.4]**

5. Charging infrastructure for electric bicycles

The charging provisions in the current Directive as well as in the proposed recast all relate to "electric vehicles." In reality, this is limited to e-cars only. No consideration is given to any other type of e-mobility, in particular e-bikes, which so far have seen by far the largest sales numbers of any type of electro-mobility in Europe. As many as 4.5 million electrically power assisted cycles (EPACs) were sold in the EU-27 in 2020 alone. On the current growth trajectory, annual sales are predicted to increase to as many as 17 million units in 2030, including hundreds of thousands of electric cargo bikes used for logistics purposes⁵.

ECF proposes to introduce an amendment that would stipulate that the installation of charging infrastructure for electric bicycles shall match that of electric vehicles. This leaves two options: either 1) recharging points for electric vehicles would be equipped with a household power socket allowing for easy charging of e-bikes as well as e-scooters and certain types of L-category vehicles, such as e-mopeds or 2) deploy a separate bicycle charging infrastructure with dedicated bicycle recharging points. **[Art. 12.1 - 12.2 and 12.4]**

⁵ <https://cyclingindustries.com/news/details/new-european-cycling-industry-forecast-shows-huge-growth-in-bike-and-e-bike-sales>

6. Wider mobility considerations

Proposed article 12.9 requires Member States to “ensure the coherence of policies for buildings, soft and green mobility and urban planning.” While this strengthening in wording compared to the current directive is welcome, it still leaves much room for interpretation. ECF proposes to focus, among other things, on car-parking policies. A lot of academic research has focused on the relationship between minimum car-parking requirements and higher rates of car ownership and car use. ECF therefore proposes to require Member States to review their relevant car-parking policies and consider introducing maximum norms, in particular in those areas that are well served by public transport, walking and cycling. In addition, ECF recommends Member States to support local authorities in developing and implementing SUMP's with a particular focus on the integration of housing policies with sustainable mobility and urban planning.

[Art.12.9]

Further information

ECF's EPBD position paper:

<https://ecf.com/files/reports/making-buildings-fit-for-cycling>

ECF's analysis 2018 EPBD transposition

<https://www.ecf.com/sites/ecf.com/files/ECF-Factsheet-EPBD-2018844EU%20%28lang.check%29.pdf>

ECF report comparing regulations for off-street bicycle and car parking in Europe

<https://ecf.com/users/fabian-k%C3%BCster/trusted-content/making-buildings-fit-sustainable-mobility>

ECF's EPBD homepage:

<https://www.ecf.com/what-we-do/making-buildings-fit-cycling>

Detailed amendments:

Legend: Deletion in black strikethrough ECF Addition in red

Article	Commission's draft proposal	ECF proposed amendments	Justification
Recital 40	Promoting green mobility is a key part of the European Green Deal and buildings can play an important role in providing the necessary infrastructure, not only for recharging of electric vehicles but also for bicycles. A shift to soft mobility such as cycling can significantly reduce greenhouse gas emissions from transport. As set out in the 2030 Climate Target Plan, increasing the modal shares of clean and efficient private and public transport, such as cycling, will drastically lower pollution from transport and bring major benefits to individual citizens and communities. The lack of bike parking spaces is a major barrier to the uptake of cycling, both in residential and non-residential buildings. Building codes can effectively support the transition to cleaner mobility by establishing requirements for a minimum number of bicycle parking spaces	Promoting green mobility is a key part of the European Green Deal and buildings can play an important role in providing the necessary infrastructure, not only for recharging of electric vehicles but also for bicycles. A shift to <i>active</i> mobility such as cycling can significantly reduce greenhouse gas emissions from transport. <i>With the rapid uptake of the sales of electric bicycles and electric cargo bikes, basic charging infrastructure for these types of vehicles also need to be provided to facilitate their regular use.</i> As set out in the 2030 Climate Target Plan, increasing the modal shares of clean and efficient private and public transport, such as cycling, will drastically lower pollution from transport and bring major benefits to individual citizens and communities. The lack of bike parking spaces is a major barrier to the uptake of cycling, both in residential and non-residential buildings. Building codes can effectively support the transition to cleaner mobility by establishing requirements for a minimum number of bicycle parking spaces.	<p>The term “active” is now widely used in the mobility sector by policymakers and experts alike to summarise walking and cycling, including in the 2021 Urban Mobility Framework (COM (2021) 811) and the proposal to recast the TEN-T guidelines (2021/0420 (COD)), Art. 3p: “active modes’ means the transport of people or goods, through non-motorised means, based on human physical activity”;</p> <p>Electric bicycles are booming, and not only since the outbreak of the COVID-19 pandemic. In 2020, 4.6 million units were sold across the EU. Almost one in five bicycles sold in the EU is electrically assisted. Sales of electric bicycles are forecasted by the European bicycle industry to grow to as many as 17 million units sold in 2030 alone.</p>
Art. 1 (2) (g)	This Directive lays down requirements as regards: [...] (g) sustainable mobility infrastructure in and adjacent to buildings; and	This Directive lays down requirements as regards: [...] (g) sustainable <i>and active</i> mobility infrastructure, in and adjacent to buildings; and	See Recital 40 above
Art. 2 new (36)		<i>‘bicycle parking space’ means a designated space for one bicycle, of varying size and intended use, that allows the bicycle to be left unattended for extended periods of time, provides secure and easy locking for a variety of bicycle types (such as ‘inverted U’ or ‘post and ring’ locking stations), and, where possible, is lit and protected from the weather.</i>	It is necessary to state what is meant by a ‘bicycle parking space’ since the quality of bicycle parking is the single most important factor determining their use. This would suggest to Member States or the relevant authorities to develop quality requirements without requiring it through the EU directive.

Article	Commission's draft proposal	ECF proposed amendments	Justification
Art.3(1)(a)	(a) an overview of the national building stock for different building types, construction periods and climatic zones, based, as appropriate, on statistical sampling and expected share of renovated buildings in 2020 the national database for energy performance certificates pursuant to Article 19, an overview of market barriers and market failures and an overview of the capacities in the construction, energy efficiency and renewable energy sectors;	(a) an overview of the national building stock for different building types, construction periods and climatic zones, <i>including the number of new bicycle parking spaces as a result of the requirements pursuant to Article 12 and any deviations from the specified targets</i> , based, as appropriate, on statistical sampling and expected share of renovated buildings in 2020 the national database for energy performance certificates pursuant to Article 19, an overview of market barriers and market failures and an overview of the capacities in the construction, energy efficiency and renewable energy sectors;	This requires each Member State to provide a concrete overview of the bicycle parking spaces under construction and enables interest groups and other stakeholders to hold the Member State to account.
Art.3(1)(c)	(c) an overview of implemented and planned policies and measures, supporting the implementation of the roadmap pursuant to point (b); and	(c) an overview of implemented and planned policies and measures, supporting the implementation of the roadmap pursuant to point (b), <i>including an explanation of how the Member State will compensate for bicycle parking spaces where these could not be realized, pursuant to Article 12(3)</i> ; and	This amendment picks up the amendments in Article 12(3) (see below) and anchors the requirement to provide compensatory bicycle parking spaces where these are otherwise not built due to the reasons given in Article 12.
Art. 3(1)	The roadmap referred to in point (b) shall include national targets for 2030, 2040 and 2050 as regards the annual energy renovation	The roadmap referred to in point (b) shall include national targets for 2030, 2040 and 2050 as regards the annual energy renovation rate, the primary and	This amendment creates the requirement to set national targets for building bicycle parking spaces covered by the EPBD. This

Article	Commission’s draft proposal	ECF proposed amendments	Justification
	rate, the primary and final energy consumption of the national building stock and its operational greenhouse gas emission reductions; specific timelines for buildings to achieve higher energy performance classes than those pursuant to Article 9(1), by 2040 and 2050, in line with the pathway for transforming the national building stock into zero-emission buildings; an evidence-based estimate of expected energy savings and wider benefits; and estimations for the contribution of the building renovation plan to achieving the Member State’s binding national target for greenhouse gas emissions pursuant to Regulation (EU) .../... [revised Effort Sharing Regulation], the Union’s energy efficiency targets in accordance with Directive (EU) .../.... [recast EED], the Union’s renewable energy targets, including the indicative target for the share of energy from renewable sources in the building sector in accordance with Directive (EU) 2018/2001 [amended RED], and the Union’s 2030 climate target and 2050 climate neutrality goal in accordance with Regulation (EU) 2021/1119.	final energy consumption of the national building stock and its operational greenhouse gas emission reductions; specific timelines for buildings to achieve higher energy performance classes than those pursuant to Article 9(1), by 2040 and 2050, in line with the pathway for transforming the national building stock into zero-emission buildings; an evidence-based estimate of expected energy savings and wider benefits; and estimations for the contribution of the building renovation plan to achieving the Member State’s binding national target for greenhouse gas emissions pursuant to Regulation (EU) .../... [revised Effort Sharing Regulation], the Union’s energy efficiency targets in accordance with Directive (EU) .../.... [recast EED], the Union’s renewable energy targets, including the indicative target for the share of energy from renewable sources in the building sector in accordance with Directive (EU) 2018/2001 [amended RED], and the Union’s 2030 climate target and 2050 climate neutrality goal in accordance with Regulation (EU) 2021/1119. <i>The roadmap referred to in point (b) shall also set out national targets for constructing bicycle parking spaces, developed in line with the relevant provisions of this Directive.</i> ⁶	would form part of the Member States national renovation plan. Their inclusion makes them subject to the review procedure of the national renovation plans. A failure to make progress on these plans will open up the Member State to scrutiny by the European Commission.
Art. 3(3)	To support the development of its long-term renovation strategy building renovation plan, each Member State shall carry out a public consultation on its draft building renovation	To support the development of its long-term renovation strategy building renovation plan, each Member State shall carry out a public consultation on its draft building renovation plan long-term renovation	Granting groups “working on the promotion of active mobility” a special status interest group status in the public consultation to

⁶ This provision tracks the formulation of Article 4(1) of Directive 2009/128/EC of the European Parliament and of the Council of 21 October 2009 establishing a framework for Community action to achieve the sustainable use of pesticides (Text with EEA relevance) (available via: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02009L0128-20190726>) (See Annex).

Article	Commission’s draft proposal	ECF proposed amendments	Justification
	<p>plan long-term renovation strategy prior to submitting it to the Commission. The public consultation shall involve in particular local and regional authorities and other socio-economic partners, including civil society and bodies working with vulnerable households. Each Member State shall annex a summary of the results of its public consultation to its long-term renovation strategy draft building renovation plan. Each Member State shall establish the modalities for consultation in an inclusive way during the implementation of its long-term renovation strategy</p>	<p>strategy prior to submitting it to the Commission. The public consultation shall involve in particular local and regional authorities and other socio-economic partners, including civil society, <i>groups working for the promotion of active mobility</i>, and bodies working with vulnerable households. Each Member State shall annex a summary of the results of its public consultation to its long-term renovation strategy draft building renovation plan. Each Member State shall establish the modalities for consultation in an inclusive way during the implementation of its long-term renovation strategy.</p>	<p>allow for the policing of the national building renovation plans by these interested groups.</p>
12 (1)	<p>With regard to new non-residential buildings and non-residential buildings undergoing major renovation, with more than ten five parking spaces, Member States shall ensure [...]</p>	<p>With regard to new non-residential buildings and non-residential buildings undergoing major renovation, with more than ten five parking spaces, <i>and where (a) the car park is located inside the building, and, for major renovations, renovation measures include the car park or the electrical infrastructure of the</i></p>	<p>Sustainable mobility will not develop its full potential unless the scope of this Directive is extended to car parks located <i>inside</i> the building. Indeed Article 1 (2)g talks about “sustainable mobility infrastructure <i>in</i> and adjacent to buildings” We have re-instated</p>

Article	Commission's draft proposal	ECF proposed amendments	Justification
	<p>(a) the installation of at least one recharging point within the meaning of Directive 2014/94/EU of the European Parliament and of the Council</p> <p>(b) the installation of pre-cabling for every parking space to enable the installation at a later stage of recharging points for electric vehicles; and</p> <p>(c) "At least one bicycle parking space for every car parking space."</p> <p>and ducting infrastructure, namely conduits for electric cables, for at least one in every five parking spaces to enable the installation at a later stage of recharging points for electric vehicles where (a) the car park is located inside the building, and, for major renovations, renovation measures include the car park or the electrical infrastructure of the building,; or (b) the car park is physically adjacent to the building, and, for major renovations, renovation measures include the car park or the electrical infrastructure of the car park.</p>	<p><i>building,; or (b) the car park is physically adjacent to the building, and, for major renovations, renovation measures include the car park or the electrical infrastructure of the car park,-</i>Member States shall ensure [...]</p> <p>i. the installation of at least one recharging point within the meaning of Directive 2014/94/EU of the European Parliament and of the Council</p> <p>ii. the installation of pre-cabling for every parking space to enable the installation at a later stage of recharging points for electric vehicles; and</p> <p>iii. at least one bicycle parking space for every car parking space <i>in all office buildings and buildings owned or occupied by public authorities</i></p> <p>iv. <i>The number of bicycle parking spaces in all other non-residential buildings shall be 2 times the number of car places raised to the power of 0.7 (or $2x^{0.7}$ where x is the number of car parking spaces.)</i></p> <p>v. <i>that at least for every 10 bicycle parking spaces there shall be one parking space designed for bicycles with larger dimensions than standard bicycles, such as cargo bikes, tricycles, and bicycles with trailers, with a minimum of one space</i></p> <p>vi. <i>the installation of charging infrastructure for electric bicycles shall match that of electric vehicles</i></p> <p>and ducting infrastructure, namely conduits for electric cables, for at least one in every five parking spaces to enable the installation at a later stage of recharging points for electric vehicles where (a) the car park is located inside the building, and, for major</p>	<p>'inside the building' at placed it at the top of the article so it runs smoother.</p> <p>iii. The 1-to-1 requirement (1 bicycle place per car parking place) should be used for public buildings as per Recital 51 that states that public buildings should 'show an example' and be ambitious and should therefore have as many bike parking as possible. We also include this requirement for office buildings as the bicycle has been firmly established for years now as a major commuting alternative to the motor car.</p> <p>iv. However, although we welcome the ambition of the Commission proposal to provide 1-to-1 parity with car parking in all non-residential buildings, this may be an over-requirement in some large, extra urban commercial premises (such as supermarkets, large furniture retailers etc.), while it may not be sufficient in dense urban areas with smaller spaces. We therefore apply a sliding scale of 2 times the number of car parking spaces raised to the power of 0.7 ensuring the number of bicycle parking spaces is more than car parking spaces at lower numbers but this increases at a slower rate than the car parking spaces, thereby there are less and less bicycle parking spaces per car parking spaces with an increased number of car parking spaces.</p>

Article	Commission's draft proposal	ECF proposed amendments	Justification
		<p>renovations, renovation measures include the car park or the electrical infrastructure of the building,; or (b) the car park is physically adjacent to the building, and, for major renovations, renovation measures include the car park or the electrical infrastructure of the car park.</p>	<p>v. The diversity of bicycles is growing rapidly, in particular for logistic purposes. These types of buildings, especially commercial buildings, are perfect for the use of cargo bikes in carrying goods back home and substituting car journeys. To facilitate their regular use, bicycle parking spaces need to be designed accordingly.</p> <p>vi. To avoid that the users of e-bikes with empty batteries becoming stranded at non-residential buildings such as shopping-centres and super-markets, it is needed to have some basic charging infrastructure.</p>
12 (2)	<p>Member States shall lay down requirements for the installation of a minimum number of recharging points for all non-residential buildings with more than twenty parking spaces, by 1 January 2025 Member States shall ensure the installation of at least one recharging point for every ten parking spaces, and at least one bicycle parking space for every car parking space, by 1 January 2027. In case of buildings owned or occupied</p>	<p>Member States shall lay down requirements for the installation of a minimum number of recharging points for all non-residential buildings with more than twenty parking spaces, by 1 January 2025 Member States shall ensure by 1 January 2027 (a) the installation of at least one recharging point for every ten parking spaces, and</p>	<p>To increase the ambition of the Directive we suggest reducing the number of parking spaces by which the legislation is activated from 20 to 5. This ensures the maximum environmental improvement.</p> <p>For amendments (b) to (e) the same justifications as in 12 (1) apply.</p>

Article	Commission's draft proposal	ECF proposed amendments	Justification
	by public authorities, Member States shall ensure pre-cabling for at least one in two parking spaces by 1 January 2033.	<p><i>(b) at least one bicycle parking space for every car parking space in all office buildings and buildings owned or occupied by public authorities</i></p> <p><i>(c) The number of bicycle parking spaces in all other non-residential buildings shall be 2 times the number of car places raised to the power of 0.7 (or $2x^{0.7}$ where x is the number of car parking spaces.)</i></p> <p><i>(d) that at least for every 10 bicycle parking spaces there shall be one parking space designed for bicycles with larger dimensions than standard bicycles, such as cargo bikes, tricycles, and bicycles with trailers, with a minimum of one space</i></p> <p><i>(e) the installation of charging infrastructure for electric bicycles shall match that of electric vehicles</i></p> <p>by 1 January 2027 In case of buildings owned or occupied by public authorities, Member States shall ensure pre-cabling for at least one in two parking spaces by 1 January 2033.</p>	
12 (3)	Member States may adjust requirements for the number of bicycle parking spaces in accordance with paragraphs 1 and 2 for specific categories of non-residential buildings	<i>After due assessment of the potential for bicycle parking by a committee of experts that includes experts on active mobility, and after taking into account the results of a public consultation, and contributions by relevant stakeholders, including</i>	It is important to analyse the future <i>potential</i> for bicycle use and parking, not only current usage. For example, in the proposed recast of TEN-T regulation ⁸ , some 420 urban nodes are required to develop a SUMP, with the

⁸ Proposal for a Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013 https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12532-Trans-European-transport-network-TEN-T-revised-guidelines_en

Article	Commission's draft proposal	ECF proposed amendments	Justification
	where bicycles are typically less used as a means of transport	<p><i>cycling NGOs</i>, Member States may adjust requirements for the number of bicycle parking spaces in accordance with paragraphs 1 and 2 for specific categories of non-residential buildings where bicycles are typically less used as a means of transport.</p> <p><i>Member States that adjust their requirements for specific categories of non-residential buildings shall explain, in their national building renovation plan pursuant to Article 3, how they will compensate for these adjustments in other non-residential buildings to achieve an equivalent number of bicycle parking spaces linked to non-residential buildings across the Member State. Member States shall focus their compensatory bicycle parking spaces on non-residential buildings where bicycles can be used effectively and their use promotes general active mobility⁷</i></p>	<p>objective to prioritise active mobility and public transport over private car use. In tying the adjustment of parking spaces in non-residential buildings to the national building renovation plan, Member States are encouraged to provide a higher number of bicycle parking spaces in areas where these are in high demand (e.g., urban shopping and transportation building), as this will act as a free allowance when reducing the number of bicycle parking spaces in other non-residential buildings that experience less demand (e.g., furniture stores or rural supermarkets).</p> <p>As with the proposed amendment for Art. 12(4), the inclusion in the national building renovation plan will further result in scrutiny from a public consultation and the Commission.</p>
12 (4)	<p>With regard to new residential buildings and residential buildings undergoing major renovation, with more than ten three parking spaces, Member States shall ensure:</p> <p>(a) The installation of ducting infrastructure, namely conduits for electric cables, pre-cabling, for every parking space to enable the installation, at a later stage, of recharging points for electric vehicles; and</p>	<p>With regard to new residential buildings and residential buildings undergoing major renovation, with more than ten three parking spaces, and where (a) <i>the car park is located inside the building, and, for major renovations, renovation measures include the car park or the electric infrastructure of the building,;</i> or (b) <i>the car park is physically adjacent to the building, and, for major renovations, renovation measures include the car park or the electrical</i></p>	<p>E-cars and cycling will not develop their full potential unless the scope of this Directive is extended to car parks located inside the building. Indeed Article 1 (2)g talks about "sustainable mobility infrastructure <i>in</i> and adjacent to buildings" We have re-instated 'inside the building' at placed it at the top of the article so it runs smoother</p>

⁷ This provision tracks the formulation of Article 4(2) of Directive (EU) 2016/2284 of the European Parliament and of the Council of 14 December 2016 on the reduction of national emissions of certain atmospheric pollutants, amending Directive 2003/35/EC and repealing Directive 2001/81/EC (Text with EEA relevance) (available via: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32016L2284&qid=1646257387254>). The idea of the compensation to achieve an equivalent level of parking spaces is also found in Annex V, Para. 2e of Directive 2012/27/EU of the European Parliament and of the Council of 25 October 2012 on energy efficiency, amending Directives 2009/125/EC and 2010/30/EU and repealing Directives 2004/8/EC and 2006/32/EC (Text with EEA relevance) (available via: <https://eur-lex.europa.eu/legal-content/en/TXT/?uri=celex:32012L0027>).

Article	Commission's draft proposal	ECF proposed amendments	Justification
	<p>(b) at least two bicycle parking spaces for every dwelling.</p> <p>where: (a) the car park is located inside the building, and, for major renovations, renovation measures include the car park or the electric infrastructure of the building,; or (b) [Missing fragment?] the car park is physically adjacent to the building, and, for major renovations, renovation measures include the car park or the electrical infrastructure of the car park</p>	<p><i>infrastructure of the car park, Member States shall ensure;</i></p> <p><i>i. The installation of ducting infrastructure, namely conduits for electric cables, pre-cabling, for every parking space to enable the installation, at a later stage, of recharging points for electric vehicles; and</i></p> <p><i>ii. at least two bicycle parking spaces for every dwelling,</i></p> <p><i>iii. that in communal bike parking spaces for every 10 bicycle parking spaces there shall be one parking space designed for bicycles with larger dimensions than standard bicycles, such as cargo bikes, tricycles, and bicycles with trailers, with a minimum of one space</i></p> <p><i>vii. the installation of charging infrastructure for electric bicycles shall match that of electric vehicles</i></p> <p>Where: (a) the car park is located inside the building, and, for major renovations, renovation measures include the car park or the electric infrastructure of the building,; or (b) [Missing fragment?] the car park is physically adjacent to the building, and, for major renovations, renovation measures include the car park or the electrical infrastructure of the car park.</p>	<p>iii. Larger bicycles such as cargo bikes are becoming more and more popular, especially when an assisted motor is added opening the market to all users. These bicycles not only substitute motor vehicle trips but substitute motor vehicles. Carrying children, shopping and everything that has traditionally been the domain of the car. It is important to welcome and promote the growth of these game changing vehicles by providing adequate parking spaces</p> <p>iv. Electric Power Assisted bicycles (EPACS) are also a hugely beneficial development, in 2020 4.5 million EPACs were sold across the EU and are around 25% of the bicycles sold in the EU. They are currently the most popular electric vehicle in the EU. They break down some of the barriers to bicycle use while maintaining all the benefits of the traditional bicycle. Again, it is important to welcome and promote the use of these vehicles by providing charging points.</p>
12 (4) new	<p>Member States shall ensure that the pre-cabling is dimensioned to enable the simultaneous use of recharging points on all parking spaces. Where, in the case of major renovation, ensuring two bicycle parking spaces for every dwelling is not feasible, Member States shall ensure as many bicycle parking spaces as appropriate.</p>	<p>Member States shall ensure that the pre-cabling is dimensioned to enable the simultaneous use of recharging points on all parking spaces. Where, in the case of major renovation, ensuring two bicycle parking spaces for every dwelling is <i>physically</i> not feasible, Member States shall ensure as many bicycle parking spaces as appropriate. <i>all reasonable solutions are pursued to achieve the statutory number of at least two bicycle parking spaces for every dwelling.</i></p>	<p>This amendment reduces the possibility for Member States to exempt residential buildings from being subject to constructing the statutory minimum number of bicycle parking spaces. The additional requirement to provide an explanation and compensation for unrealized parking spaces in the national renovation plan acts as a disincentive for the Member State to interpret this provision too narrowly.</p>

Article	Commission's draft proposal	ECF proposed amendments	Justification
		<i>Member States shall explain, in their national building renovation plans pursuant to article 3, how they compensate for any losses in bicycle parking spaces due to infeasibility during major renovations by otherwise promoting bicycle parking in and around residential buildings to achieve an equivalent number of bicycle parking spaces linked to residential buildings across the Member State.⁹</i>	Moreover, Article 3(3) of the EPBD Proposal requires Member States to conduct a public consultation on its draft building renovation plan. This means that Member States' compensatory measures adopted as part of Article 12(4) would be subject to civil society scrutiny before they are sent to the European Commission for review and recommendations pursuant to Article 3(4).
Art 12(8)	Member States shall provide for measures in order to simplify the deployment of recharging points in new and existing residential and non-residential buildings and remove regulatory barriers, including permitting and approval procedures, without prejudice to the property and tenancy law of the Member States. Member States shall remove barriers to the installation of recharging points in residential buildings with parking spaces, in particular the need to obtain consent from the landlord or co-owners for a private recharging point for own use.	Member States shall provide for measures in order to simplify the deployment of recharging points <i>and bicycle parking spaces</i> in new and existing residential and non-residential buildings and remove regulatory barriers, including permitting and approval procedures, without prejudice to the property and tenancy law of the Member States. Member States shall remove barriers to the installation of recharging points in residential buildings with parking spaces, in particular the need to obtain consent from the landlord or co-owners for a private recharging point for own use.	Including bicycles here can reduce regulatory hurdles which will have a positive knock-on effect for the spread of bicycle parking spaces in existing buildings, especially in dense urban areas.

⁹ Ibid.

Article	Commission's draft proposal	ECF proposed amendments	Justification
	Member States shall ensure the availability of technical assistance for building owners and tenants wishing to install recharging points	Member States shall ensure the availability of technical assistance for building owners and tenants wishing to install recharging points and <i>bicycle parking spaces</i>	Including bicycle parking spaces under this provision provides greater assistance to property owners wanting to improve the bicycle parking spaces in their buildings.
12(9)	Member States shall consider the need for coherent ensure the coherence of policies for buildings, soft and green mobility and urban planning.	Member States shall consider the need for coherent ensure the coherence of policies for buildings, soft <i>active</i> and green mobility, and urban planning. <i>(a) Member States shall introduce amendments to existing building codes on the technical requirements for the installation of bicycle parking spaces in all new residential and non-residential buildings, as well as residential and non-residential buildings undergoing major renovation. These technical requirements shall include, but are not limited to:</i> <i>- General accessibility requirements of the bicycle parking space, safety and anti-theft measures;</i>	Active mobility may be the more common term for cycling and walking. (a) The quality of bicycle parking is a major factor in their usability. Requiring what is to be expected of developers with regards to the quality of the cycling infrastructure gives clarity to the sector and also provides details on what size of space to be used for each bicycle, and the requirements for the electrical charging points. (b) As recommended by the ITF https://www.itf-oecd.org/parking-prices-

Article	Commission's draft proposal	ECF proposed amendments	Justification
		<ul style="list-style-type: none"> - <i>Minimum amount of space allocated to a standard bicycle (in m²) and to bicycles with larger dimensions (in m²);</i> - <i>the quality of the bicycle racks;</i> - <i>the electric installations for the bicycle charging points.</i> <p><i>(b) Member States shall consider moving from 'minimum' car parking requirements to 'maximum' car parking requirements, particularly in those areas that are already well served by public transport and walking and cycling</i></p> <p><i>(c) Member States should support local authorities in developing and implementing SUMPs with a particular focus on the integration of housing policies with sustainable mobility and urban planning, hereby ensuring and prioritising accessibility of all new major urban developments by active mobility and public transport.</i></p>	<p>and-availability-mode-choice-and-urban-form-0 and EU funded project Park4Sump https://park4sump.eu/sites/default/files/2021-02/EN%20%28web%29.pdf Parking spaces in new urban development projects should not be oriented to expected future demand of motor vehicle use, but should achieve modal split targets with a view to sustainable urban development. For car parking this implies substituting minimum requirements with maximum requirements.</p> <p>(c) Building requirements have an important part to play in improving mobility options and use in our cities. As such they should be seen in the context of SUMP implementations.</p>

European Cyclists' Federation

Mundo Madou
Avenue des Arts 7-8
B-1210 Brussels
+32 2 329 03 80
office@ecf.com



www.ecf.com