

EPBD on the horizon

Renovations of buildings with a perspective on the future

The obligation to install charging infrastructure for electric vehicles will also apply to buildings undergoing renovations, particularly focusing on offices, where as many as half of the parking spaces will have to be equipped with charging devices.

The provisions of the EPBD will also affect residential developments - any major refurbishment will involve the installation of cabling and the creation of ducts for cables, which will prepare residential developments for future electromobility requirements.

What does this mean for developers and property owners?

Refurbishment of office buildings

Office buildings constitute a particular subcategory of non-residential buildings within the meaning of the EPBD and their renovation will entail higher electromobility requirements.

In the case of major refurbishment of office buildings with **more than 5 parking spaces, the installation of at least 1 charging point for every 2 parking spaces should be guaranteed.** This makes a big difference compared to other non-residential buildings, where only one in five parking spaces should be equipped with a charging point. However, a major refurbishment of an office building will also need to meet the pre-wiring and duct infrastructure requirements for electrical wiring specific to non-residential buildings.

The above provisions will also apply to the construction of **new office buildings.**



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Due to the fire safety issues of car parks, the European Commission has been obliged to develop and publish relevant guidelines in this regard by **31 December 2025**.

The need to install charging points during the renovation of residential buildings

So far, the obligations to install charging infrastructure for electric vehicles during the renovation or reconstruction of residential buildings were provided for in the Act on Electromobility.

According to Polish legislation, the above requirement applies to facilities with more than 10 parking spaces. As the EPBD is intended to support the development of electromobility, the EU legislator provided for more restrictive provisions in this respect.

According to the EPBD, for residential buildings undergoing major renovations that have **more than 3 car parking spaces**, the installation must be provided:

- pre-wiring for at least 50% of car parking spaces;
- duct infrastructure (i.e. channels for electrical wiring) for the remaining car parking spaces,

to allow the installation of charging points for electric vehicles, electric bicycles and other types of L-category vehicles at a later stage.

The above also applies to newly constructed buildings, subject to the condition that, in this case, the installation of **at least 1 charging point must be provided in addition**.

It is important to note that the obligation to install EV charging infrastructure applies to both car parks that are located inside and those adjacent to the building, and the pre-wiring must be sufficiently dimensioned to allow simultaneous use of charging points in all parking spaces.

However, during the implementation of the EPBD, Member States will be able to decide not to apply the new obligations to specific categories of buildings, e.g. when the cost of charging equipment and duct infrastructure exceeds **at least 10% of the total cost of a major renovation**.

It should be borne in mind that the EPBD has not yet undergone the process of implementation into the Polish legal order, which involves the possibility of introducing exceptions to the above-mentioned obligations, as well as the risk of the Polish legislator adopting even more ambitious electromobility targets.

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