



**EUROPEAN COMMISSION**  
SECRETARIAT-GENERAL

**Directorate E – Single market and connectivity**  
**Unit E2 – Natural resources, Energy Union and sustainability**  
**The Head of Unit**

Brussels  
SG/E2

Dear petitioner,

Thank you for your email, calling on the European Commission to green its recovery and proposing to subsidise cabling infrastructure for electric vehicles in buildings. Executive Vice-President Dombrovskis asked me to reply to you on his behalf.

On 27 May 2020 the Commission put forward its proposal for a recovery instrument, called Next Generation EU, leading the way for a sustainable, even, inclusive and fair recovery for all Member States. In its 21 July Conclusions on the recovery plan, the European Council confirmed the Commission’s proposal to allocate EUR 750 billion to Next Generation EU, along three pillars: supporting Member States, boosting private investments, and learning from the current crisis. All these investments are underpinned by the understanding that the choices we make today will define tomorrow’s future for younger generations. While we are focused on supporting Europe in a quick recovery from the crisis, we must not forget the damage that climate change is inflicting on our planet. As President von der Leyen herself has said, “there is no vaccine against climate change”.

The Commission’s Next Generation EU proposal thus aims for a collective and cohesive response that accelerates the twin green and digital transitions that were already set out in the Green Deal Communication published in December 2019<sup>1</sup>. Investing in a large-scale renovation wave, in renewable energies, sustainable food, clean transport and a smart circular economy has enormous potential to put Europe's economy on the path of sustainable growth. Similarly, investing in digital infrastructure and skills will help boost competitiveness and technological sovereignty. Such an approach, we believe, will strengthen Europe’s competitiveness and resilience, while ensuring that this happens in a fair way for all the regions and citizens of Europe.

In line with the EU’s political commitment to become climate neutral by 2050 and transport accounting for a quarter of the EU’s greenhouse gas emissions, accelerating the shift to sustainable and smart mobility lies at the heart of the Commission’s priorities. The Commission will present its Strategy on Sustainable and Smart Mobility by the end of this year.

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<sup>1</sup> COM(2019) 640 final

One aspect of a more sustainable and smarter mobility is to increase the use of electric vehicles. The Commission estimates that by 2025, about 1 million public recharging and refuelling stations will be needed for the 13 million zero- and low-emission vehicles expected on European roads. As spelled out in the Green Deal Communication, the Commission will thus support the deployment of public recharging and refuelling points where persistent gaps exist.

Already existing legislation include ambitious provisions to ensure interoperability and continuity of alternative fuels infrastructure along the Trans-European Networks-Transport and that buildings' car parks will be progressively equipped with recharging points, allowing electric vehicle owners charge their vehicles when and where needed.

The Energy Performance for Buildings Directive<sup>2</sup> for instance, which was transposed by Member States into national legislation by March 2020, ensures the deployment of recharging infrastructure for electric vehicles in new and renovated residential and non-residential buildings' car parks. It also requires Member States to simplify the deployment of recharging points in buildings, for example in relation to permitting and approval procedures.

The recently adopted EU Strategy for Energy System Integration<sup>3</sup> is the first of several initiatives planned for 2020 or 2021 to further increase the fully interoperable roll-out of electric vehicle infrastructure and the related infrastructure use services, to improve information for consumers and enable deployment of smart recharging infrastructure and the safe and affordable renewable electricity supply. Such initiatives include the revisions of the Alternative Fuels Infrastructure Directive and the Trans-European Networks-Transport (TEN-T) Regulation as well as the Renewable and Energy Efficiency Directive Reviews. Funding will be made available through various programmes such as the Connecting Europe Facility, Horizon Europe, the European Structural and Investment Funds and the European Strategic Fund for Investment.

Given that these initiatives and the subsequent legislative proposals resulting from these initiatives will unfold in the next months, I encourage you to continue actively taking part in the European Commission's policy-making by sharing your views<sup>4</sup> on Commission initiatives and legislative proposals at key stages of the policy and law-making cycle.

Yours sincerely,

e-signed  
François ARBAULT

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<sup>2</sup> DIRECTIVE (EU) 2018/844

<sup>3</sup> COM(2020) 299 final

<sup>4</sup> <https://ec.europa.eu/info/law/better-regulation/have-your-say>