EPBD CA III findings on compliance

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1. Driving to the goal
2. Compliance with speed limits
3. Building the car
If organizations use cars

1. Driving to the goal
2. Compliance with speed limits
3. Building the car
Driving to the goal

> Goal = energy efficient building stock

> Strategy in EPBD:
  > New buildings NZEB
  > Renovation to cost optimal level
  > EPC: Information and advice at critical moments

> MS have build cars to reach this goal
Driving to the goal

> MS cars (regulation, system)

Who is responsible

Who checks compliance
Driving to the goal

> A Key Performance Indicator (KPI):

> a **measurable** value that demonstrates **how effectively** an organization is **achieving** key objectives.

> KPI evaluate the success at reaching targets.
Driving to the goal

KPI and K result indicators are missing in a lot of MS:

- Average EP/year
- Amount NZEB/year
- Compliance rate

Does your country has a view on compliance rates of new buildings with EP requirements?

- Yes, 52%
- No, 26%
- Not yet, it is planned/taking place, 22%

? 80%  >99%
Travelling Europe

1. Driving to the goal
2. Compliance with speed limits
3. Building the car
Travelling Europe

> 1995: no control => speed limit 150-180?

> 2005: announced control

> 2015: massive control => big effect
  > >50,000 Belgians - July 2015 in France
  > 3,600 fixed, 780 mobile and 259 driving speed cameras, section control
If buildings were cars

> Some MS don’t check some of the EPBD obligations

> EP requirements:

> Some MS only look to the papers of the car (design calculations for requirements)

> Most MS also look to (some of) the cars after a road test (as build result)
Compliance

> Like speeding control… it’s about priorities

> All EPBD requirements should be checked
  > At least at random (e.g. is EPC made, is inspection performed)
  > Compliance with requirements should be checked for every building

> Infringements need to be sanctioned, it’s in many MS not the case
Quality control

1. Driving to the goal
2. Evaluating the car
3. Building the car
Quality control

> ‘Independent control system’
> Random check => view on quality %
> 95%-5%
> Subsampling

> Targeted
> Risk based
> Efficient detection and enforcement of bad quality

> http://dx.doi.org/10.1787/9789264208117-en
Quality control

> Monitoring is crucial

> Amount of good quality EPC as result of random sample check (January 2015)

> Amelioration is needed
Success driving the car!