



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



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Who checks compliance

Driving to the goal



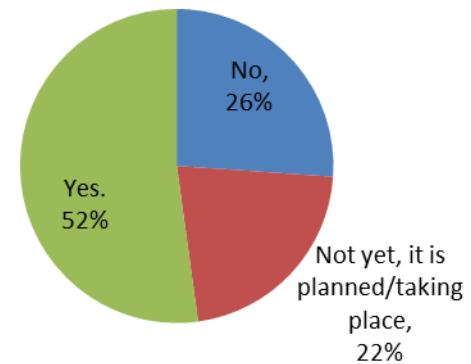
>A Key Performance Indicator (KPI):

- > a measurable value that demonstrates how effectively an organization is achieving key objectives.
- >KPI evaluate the success at reaching targets.

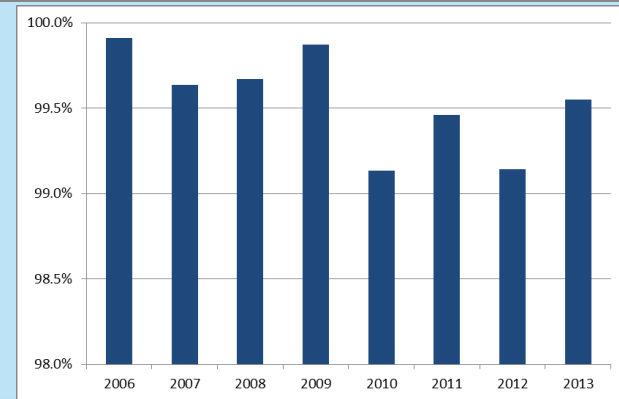
Driving to the goal

- > 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?



? → 80% → >99%



Travelling Europe



1. Driving to the goal
2. Compliance with speed limits
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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





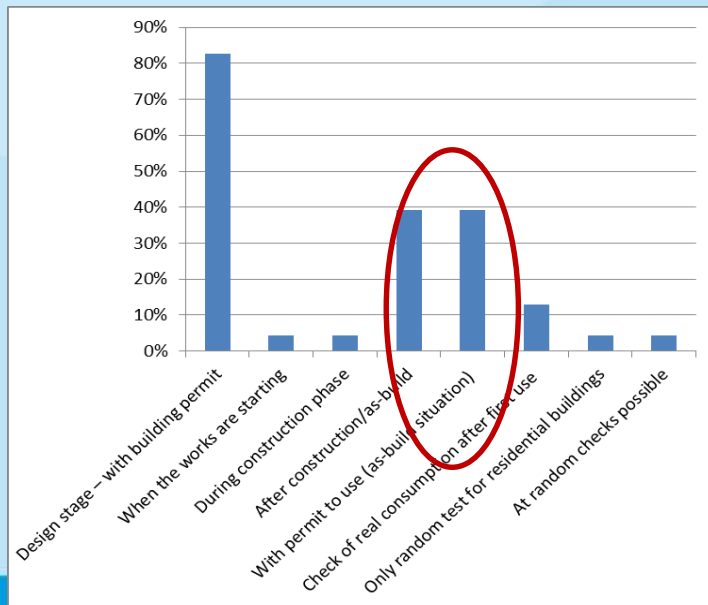
If buildings were cars



> 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
- > OECD (2014), Regulatory Enforcement and Inspections, OECD Best Practice Principles for Regulatory Policy, OECD Publishing.
- > <http://dx.doi.org/10.1787/9789264208117-en>

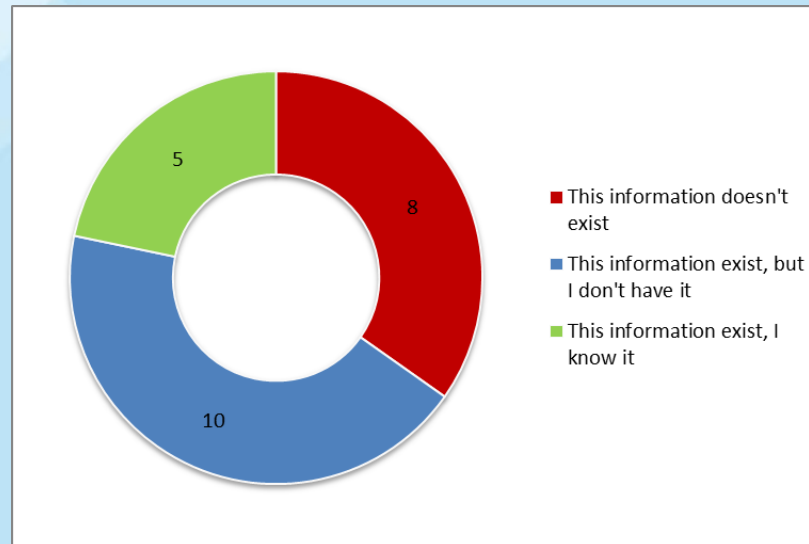




Quality control

> Monitoring is crucial

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



> Amelioration is needed



Success driving the car!



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