



# Powering Europe's recovery

The Recovery and Resilience Facility – State of Play

*ASECAP Webinar*

*22 March 2021*

# From crisis management to recovery support



**2020:  
Crisis management**

SGP/state aid relaxatio SURE CRII

CRII+ RescEU medical equipment

clearing house vaccine strategy

coordinating management of lockdown ...



**From 2021 onwards:  
Recovery support**

**Recovery Plan for Europe: MFF+ NGEU**

# Six Pillars

## Recovery and Resilience Facility



Green Transition



Digital Transformation



Social and Territorial  
Cohesion



Smart, Sustainable and  
Inclusive Growth



Health; Economic Social  
and Institutional  
Resilience



Policies for the next  
Generation

# Main Features of the Facility

## Functioning

- Works through grants and loans
- Linked to progress: Payments installments, when milestones and targets are met
- National recovery and resilience plans with reforms and investments for the years up to mid-2026.
- Member States report twice a year in the framework of the European Semester

## Grants and Loans

- **Grants** €312.5 billion
- **Loans** €360 billion
- Member States present plans by **30 April 2021** as a rule, can apply for grants until **31 December 2023**
- Maximum allocation according to agreed key
- Allocation of **up to 70% of complete contribution in 2021/22** remaining allocation in 2023
- **Prefinancing of up to 13%** available in 2021

## Use

- Appropriate contribution to the 6 pillars
- **Climate transition** 37%
- **Digital transformation** 20%
- Addressing **country specific recommendations**
- Appropriate balance between **reforms and investments**
- **Do-no-significant-harm** principle for all reforms and investment
- **Solid audit and control system** to ensure that the financial interests of the Union are protected

# 2021: Further guidelines and legal acts



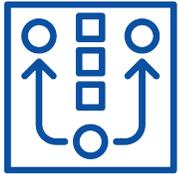
## Guidance to the Member States

- Updated guidance for the preparation of the national plans, published on 21 January
- Publication of the guidance of the no significant harm principle on 19 February

# Assessment of plans – Dialogue with Member States



- Very tight timeframe.
- Ongoing technical discussions with Member States. The current status differs considerably between Member States.



- Member States are requested to consult stakeholders on their national plan.
- Countries submit national plans of investments and reforms, with clear milestones and targets.



- The European Commission assesses these recovery and resilience plans.
- The Council approves national plans on a case-by-case basis.

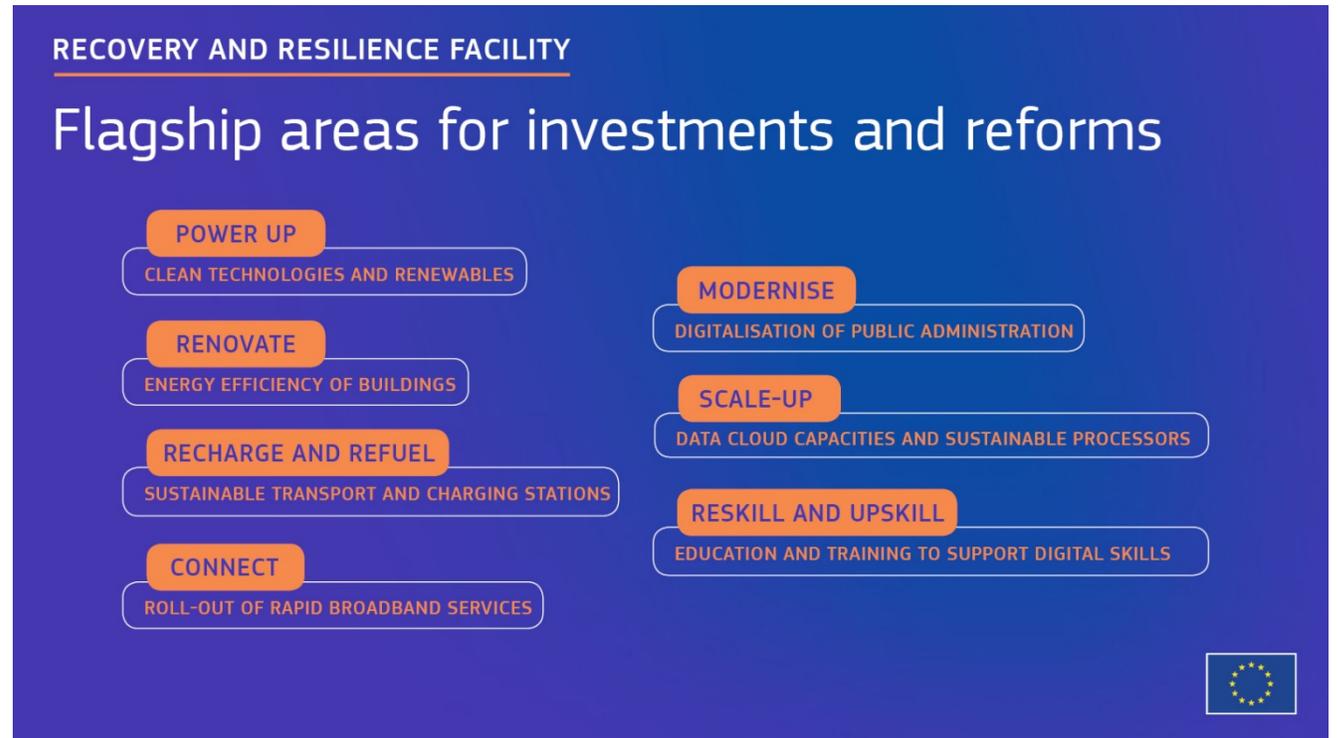
# Flagships: a tool to implement the EU Agenda



Enabler of Policies

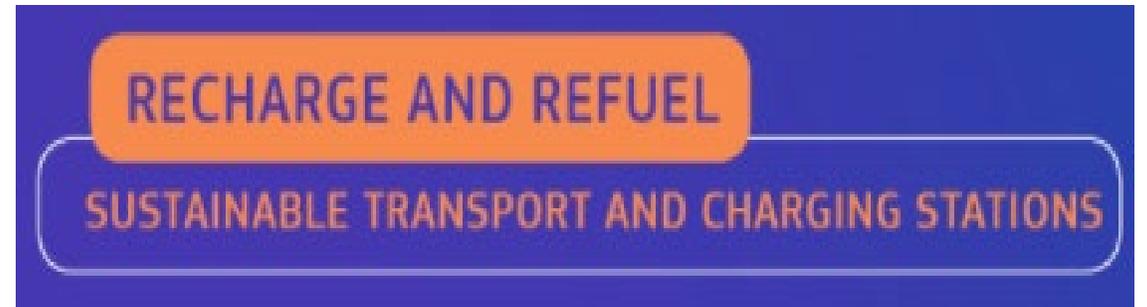


Substantial support to key investment priorities (flagships) including cross-border projects



# The Recharge and Refuel Flagship

- Promoting future-proof clean technologies to accelerate the use of sustainable, accessible and smart transport, charging and refuelling stations and extension of public transport
- By 2025, the flagship will aim to build one out of the three million charging points needed in 2030 and half of the 1000 hydrogen stations needed.
- Several Member States plan to support electric and hydrogen charging stations with RRF financing.



# Sustainable and smart road investment

## Climate contribution:

- Charging infrastructure: 100% contribution towards the climate target
- Clean urban transport infrastructure & rolling stock: 100% contribution
- Digitalisation of transport (if in part dedicated to reduction of GHG emissions): 40% contribution

## Digital contribution:

- Digitalisation of transport: 100% contribution towards the digital target

# ‘do no significant harm’ principle

- Any measure in a national plan must comply with the ‘do no significant harm’ (DNSH) principle
- Particularly relevant for road transport climate change mitigation & pollution prevention and control
- To ensure that measures are future-proof and do not lead to harmful lock-in effects, and to promote beneficial dynamic effects, accompanying reforms and investments may be required.
- Examples of such accompanying measures include equipping roads with low-carbon infrastructure (e.g. charging stations for electric vehicles or hydrogen fuelling stations) and putting in place appropriate road access or congestion charges, or broader reforms and investments to decarbonise national electricity mixes or transport systems.
- Member States may also include accompanying measures that support the shift to cleaner modes of transport, such as reforms related to road pricing, investments supporting modal shift to rail, inland waterways or incentives for the use of public transport.

# Thank you!



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