FACTSHEET: ENERGY, INDUSTRY, BUILDING & MOBILITY

The Recovery Facility's **impact on the supply of clean electricity** will be smaller than its impact on the demand for it. Regarding renewable electricity supply, which is already cost competitive in most areas of Europe, the bottleneck may be less about financial support and have more to do with **regulatory constraints**.

Most Member States plan to achieve **medium-depth renovation**, which was the minimum required by the RRF Regulation so that those measures count fully towards the 37% green transition target. They have some potential to accelerate the transition of the building stock in the EU, but **fall short of the ambition necessary** for the buildings sector.

Member states are currently not required to develop plans for decarbonizing industrial sectors as part of the NECPS, though NECPs formed the basis for many member states recovery plans. **The lack of an existing framework, set of targets and measures** is illustrated in the RRPs by often **unrecognizable strategies** of measures regarding the decarbonization of industry.

As one-fifth of mobility-related recovery spending still goes to road transport infrastructure and in the form of subsidies to the automotive industry, **the transition to a truly sustainable mobility ecosystem** that prioritises public transport and active mobility over the use of private vehicles will be hampered.