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Updated climate tracking and digital tagging of the recovery and resilience plan of the Netherlands

Accompanying the document

Proposal for a COUNCIL IMPLEMENTING DECISION

amending the Implementing Decision of 4 October 2022 on the approval of the assessment of the recovery and resilience plan for the Netherlands

{COM(2026) 298 final}

Updated climate tracking and digital tagging of the recovery and resilience plan of the Netherlands

The table below presents the detailed application of the climate tracking and digital tagging methodologies set out respectively in Annexes VI and VII to Regulation (EU) 2021/241 in the modified Dutch recovery and resilience plan.

Int. Field = intervention field.

Coeff. = Coefficient for the calculation of support to climate change objectives and to digital transition, on the basis of Annex VI and Annex VII of the RRF Regulation.

New or revised measures are marked in yellow to distinguish them from the unchanged measures in the RRP.

(Sub)-Measure ID	(Sub-)Measure Name	Cost (EUR mln)	Climate		Digital*	
			Int. Field	Coeff. %	Int. Field	Coeff. %
P1.1I1.A	Offshore wind – ensuring shipping safety	0	074	100%		
P1.1I1.B	Offshore wind – electric (re-)charging points at sea and in the quay	0	077	100%		
P1.1I1.C	Offshore wind – strengthening and protecting the North Sea ecosystem	84	050	40%		
P1.1I1.D	Offshore wind – proper integration of the power connection to land	243	050	40%		
P1.1I2.A	Green power of hydrogen – demonstration facilities	30	032	100%		
P1.1I2.B	Green power of hydrogen – research programme	34	022	100%		
P1.1I2.C	Green power of hydrogen – human capital agenda	5	01	100%		
P1.1I3	Inland waterway energy transition, project ZES	16	074	100%		
P1.1I4.A	Aviation in transition – development and modification, in-flight testing and	10	022	100%		

(Sub)-Measure ID	(Sub-)Measure Name	Cost (EUR mln)	Climate		Digital*	
			Int. Field	Coeff. %	Int. Field	Coeff. %
	demonstration of components and systems in flight technology demonstrators based on hydrogen combustion					
P1.1I4.B	Aviation in transition – floating vision	19	027	100%		
P1.1I5	Subsidy scheme for electric personal vehicles (SEPP)	270	n.a.**	100%		
P1.1I6	AanZET	57	n.a.**	100%		
P1.2I1	Nature programme	444	049	40%		
P1.2I2	Aid scheme for the rehabilitation of pig farms	275	049	40%		
P2.1I1	Quantum Delta NL	264			021quater	100%
P2.1I2.A	AiNed and applied AI learning communities – development of highly specialised AI support services	43			021ter	100%
P2.1I2.B	AiNed and applied AI learning communities – development of digital skills	16			108	100%
P2.1I3	Digitalisation education impulse	209			012	100%
P2.1I4	Digital Infrastructure Logistics (DIL)	36	084bis	40%	084bis	100%
P2.2I1	European Rail Traffic Management System (ERTMS)	152	071	40%	071	100%
P2.2I2	Safe, smart and sustainable mobility	47	076bis	40%	076bis	100%
P2.2I3	Intelligent Roadside Stations (IWKS)	77	063bis	40%	063bis	100%
P2.3I1	Groundbreaking IT (GrIT)	94			011	100%

(Sub)-Measure ID	(Sub-)Measure Name	Cost (EUR mln)	Climate		Digital*	
			Int. Field	Coeff. %	Int. Field	Coeff. %
P2.3I2	Digitalisation of the criminal justice chain	75			011quater	100%
P3.1I1.A	Unlocking new construction projects – removal of bottlenecks	28	048	40%		
P3.1I1.B	Unlocking new construction projects – reducing nitrogen deposition	1	049	40%		
P3.1I1.C	Unlocking new construction projects – climate change adaptation	49	037	100%		
P3.2I1	Subsidy scheme for sustainability of public sector real estate	201	026	40%		
P3.2I2.A	Investment subsidy for sustainable energy and energy savings for households (ISDE)	504	025bis	100%		
P3.2I2.B	Investment subsidy for sustainable energy and energy savings for homeowners' associations (SVVE)	40	025	40%		
P4.2I1	National Education Lab AI	26			012	100%
P4.2I5	Laptops and tablets for online and hybrid education to combat and mitigate learning losses	24			012	100%
P5.1I3	SET COVID-19	50			013	100%
P5.1I4	Health Research Infrastructure (HRI)	22			013	100%
P8.I1	Scaled-up measure: Investment subsidy for sustainable energy and energy savings (ISDE)	1 417	025bis	100%		

While the estimated cost of the Netherlands' recovery and resilience plan exceeds the total allocation of non-repayable financial support to the Netherlands, the Netherlands will ensure that all spending related to the measures mentioned in this table as contributing to climate objectives are fully financed by the funds from the Recovery and Resilience Facility.

** Reforms and investments in the REPowerEU chapter are not taken into account when calculating the plan's contribution to the digital target requirement set by Regulation (EU) 2021/241.*

*** The 'Methodology for climate tracking' annexed to the Recovery and Resilience Facility Regulation does not set out intervention fields that would allow for climate or environmental tracking of electric vehicles, except for vehicles for urban transport falling under intervention field 074. According to Article 18(4)(e) of the Regulation, the methodology should however 'be used accordingly for measures that cannot be directly assigned to an intervention field listed in Annex VI'. In this context, the Commission has applied a 100% climate contribution coefficient for zero-emission vehicles of all categories (this includes battery electric and fuel cell/hydrogen-powered vehicles) and low-emission heavy duty vehicles (trucks).*