

Product Schedule n° 2

Name of the Financial Product	CDPE SIW Intermediated Equity Financial Product
Description of the Financial Product	This Financial Product aims to make a relevant contribution to the European Green Deal ¹ by investing through funds in Target Equity Final Recipients, that are active in areas such as backbone infrastructure and industrial ecosystems in energy, transport, environment, water, digital, and social infrastructure as detailed below and in the deployment of net-zero technologies as detailed below (including through manufacturing of final products, key components, and machinery primarily used for their production).
Use of Policy Windows and EU Guarantee amount per Policy Window	Sustainable Infrastructure Window
Policy objectives	<p>Clean Energy Transition- Climate</p> <ul style="list-style-type: none"> a) Renewable Energy generation, transmission, distribution and storage, including: <ul style="list-style-type: none"> (i) Production, storage, transmission and distribution infrastructure in onshore wind and offshore renewable energy, solar, PV and solar thermal, heat pumps and geothermal, hydro, bioenergy or other eligible technologies; (ii) Decarbonising heating and cooling infrastructure (including networks) in buildings or other facilities; (iii) Decarbonisation of manufacturing facilities; and (iv) Digitalising and modernizing energy grids to facilitate a greater uptake of renewables, including smart grid technologies (including but not limited to HVDC cable manufacturing, with particular attention to the development of the trans-European energy network (TEN-E), as well as projects relating to demand-side flexibility and the energy storage. b) Storage and hybrids renewables, including: <ul style="list-style-type: none"> (i) Storage solutions, hybrid projects combining renewables with storage (e.g. solar generation with battery storage, or solar generation with wind generation or pumped storage, etc.) or a portfolio of different RES technologies combined with storage managed under a virtual power plant concepts that provide flexible generation capacity (50% capped covered by RES); and (ii) Projects providing seasonal storage, (as opposed to short-term balancing) are included. c) Renewable infrastructure exposed to demand and price risk, including: <ul style="list-style-type: none"> (i) Renewable energy generation, storage and transmission projects with revenues coming from merchant risk schemes; (ii) Storage projects based on batteries, pumped storage or other eligible technologies; (iii) Projects developing the market for corporate Power Purchase Agreements (PPAs) that are linked to the construction of with new renewable infrastructure projects;

¹ COM/2019/640 final

- (iv) Energy efficiency improvement through renovations of existing buildings; and
 - (v) Highly energy efficient new buildings on, among others, social housing, tourism facilities, hospitals and public buildings exceeding national nearly zero-energy buildings standards.
- d) Energy efficiency, including:
- (i) Public and private infrastructure, heavy and light industrial and residential applications (e.g. smart cities) complying with energy efficiency requirements in production, storage and transmission;
 - (ii) New investments that lead to energy savings and reduce the costs linked to energy consumption; and
 - (iii) Support to energy efficiency projects based on energy performance contracts, under which they guarantee a minimum level of energy savings.
- e) Low carbon and renewable hydrogen production, storage or distribution, including but not limited to manufacturing of electrolyzers and fuel cells.
- f) Cross-border energy infrastructure/projects of common interest (PCIs), including construction or upgrades aiming at completing and connecting the European internal energy market and for reaching the EU's energy policy objectives of affordable, secure and sustainable energy.
- g) Projects that support the decarbonisation of and substantial reduction of emissions of energy-intensive industries, including closed-loop systems and deployment of innovative low-carbon emission technologies including energy storage, carbon capture, transport, storage and/or use (CCUS) as well as operations that promote the decarbonisation of the energy production and distribution chain by phasing out the use of coal and oil, and gradual substitution of natural gas by low-carbon gases.
- h) Carbon capture, transport, storage and/or use (CCUS) technologies and infrastructure for the production of renewable electricity, heat and cold, low-carbon gases (such as hydrogen) or industrial processes, as well as bio-energy plants and manufacturing facilities enabling the energy transition, or carbon removals;
- i) Offshore development for decarbonisation, including floating wind farms, cabling for an offshore grid with a particular focus on AC connections from turbines to hubs which then use DC interconnectors to shore and devices for wave and tide energy;
- j) Any other infrastructure investments, including application of innovative technologies that have a positive contribution to decarbonisation and energy transition covered by the InvestEU Fund's priorities under the SIW.

Sustainable Transport

Sustainable and safe transport infrastructure, superstructures, mobility solutions and equipment (including but not limited to batteries), and innovative technologies, in accordance with the national and EU's transport priorities, the Sustainable and Smart Mobility Strategy² and the commitments taken under the Paris Agreement³, including, but not limited to:

- a) General transport infrastructure, in terms of:

² COM(2020) 789 final.

³ OJ L 282, 19.10.2016, p. 4.

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| | <ul style="list-style-type: none"> (i) infrastructures and operations, equipment and innovative technologies, with focus on alternative fuel infrastructure, transshipment infrastructure and superstructures, dedicated infrastructure for urban public transport and for active modes (e.g. walking and cycling); and/or (ii) measures designed to upgrade, achieve or maintain compliance with environmental and safety standards (e.g., in accordance with Article 34 of the TEN-T Regulation⁴) and projects to maintain, rehabilitate or upgrade existing transport infrastructure; and/or (iii) freight transport services in accordance with Article 32 of the TEN-T Regulation, including heavy mass-transit infrastructure, and other collective passenger transport services and last mile sections allowing freight or passenger traffic to be shifted to more sustainable transport modes such as rail transport, public/collective transport, inland navigation or short sea shipping; and/or (iv) projects that provide for the use of at least two different modes of transport. <p>b) Cleaner, safe and smart mobility, including:</p> <ul style="list-style-type: none"> (i) sustainable urban mobility (including urban air mobility), smart mobility, including shared mobility, mobility as a service and green city logistics; (ii) deployment of recharging and refuelling infrastructure supplying electricity, hydrogen or future low carbon fuels or where necessary, as a transitional solution, gas; (iii) urban nodes, in accordance with Article 30 of the TEN-T Regulation; (iv) digital transport management systems, including telematic applications systems, including for safety purposes, in accordance with Article 31 of the TEN-T Regulation; whereby traffic management systems cover, <i>inter alia</i>, projects for the deployment of the ITS, RIS, ERTMS, U-space airspace and SESAR systems, in line with Article 31 of the TEN-T Regulation, other digital transport infrastructure and other smart and sustainable mobility projects including for infrastructure capacity planning and management; (v) railway infrastructure, other rail projects; (vi) renewal, retrofitting and deployment of mobile assets (rail rolling stock, road transport vehicles, aircraft and vessels) and related equipment, including at pre-commercial level or early commercialisation stage and related infrastructure; (vii) fleet renewal or acquisition to stimulate demand for safe and clean mobile assets, that reduce CO₂, directly and indirectly, and pollutant emissions in line with or beyond EU standards; (viii) cleaner, safer and smart maritime and inland waterway transport (including the prevention of oil-spills from ships), airport and port infrastructure and related services; (ix) motorways of the sea as provided for in Article 21 of the TEN-T Regulation; (x) production, storage and transmission of sustainable aviation and waterborne fuels including advanced biofuels and renewable fuels of non-biological origin provided that the requirements of the Renewable Energy Directive⁵ on sustainability of biogas are complied with and including future low-carbon fuels; |
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⁴ Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p.1).

⁵ Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources (recast) (OJ L 328, 21.12.2018, p. 82).

- (xi) smart and sustainable mobility projects in urban and rural areas targeting road safety, accessibility for all users in accordance with Article 37 of the TEN-T Regulation;
- (xii) projects targeting emission and noise reduction and the development and deployment of new transport technologies and services;
- (xiii) mobile assets powered by electricity or by low-carbon and low carbon/renewable hydrogen, and the related supporting infrastructure;
- (xiv) projects deploying innovative technologies in the transport sector utilising renewable energy, whereby “innovative” has the meaning in accordance with Article 33 of the TEN-T Regulation.

c) The development of the trans-European transport network (TEN-T), in particular:

- (i) the core and comprehensive network in accordance with Chapters II and III of the TEN-T Regulation, including relating to urban nodes, maritime ports, inland ports, airports and rail-road terminals of the core network as defined in Annex II to the TEN-T Regulation;
- (ii) cross-border links of the comprehensive network in accordance with Chapter II of the TEN-T Regulation;
- (iii) sections of the comprehensive network located in outermost regions in accordance with Chapter II of the TEN-T Regulation;
- (iv) projects of common interest in order to connect the trans-European network with infrastructure networks of neighbouring countries as defined in Article 8(1) of the TEN-T Regulation; and
- (v) projects in the TEN-T core network, identified in the core network corridor work plans that address missing links, bottlenecks or cross-border connections.

Targeted investments in sustainable transport may deploy innovative technologies.

Environment and resources

a) Natural capital and circular economy infrastructure, in particular with respect to:

- (i) support (via projects and accompanying services) to drinking water supply, sanitation (such as infrastructure for the collection and treatment of waste water, carbon neutral and resource recovery wastewater treatment plants), river restoration, flood protection, networks efficiency, leakages reduction, water use and reuse, coastal infrastructure, and other water-related green infrastructure;
- (ii) support to circular economy in line with the EC Circular Economy Action Plan and waste prevention programmes (based on the revised Waste Framework Directive⁶), where investments should consider the entire life cycle of products and/or materials:
 - the establishment and support of reuse and repair networks, the setting up of functional waste separation and collection schemes, and material recovery and recycling facilities for end-of-life products, packaging, scrap and biowaste; and
 - transition to circular design, production, and use of products and/or materials, circular innovations, support tools and services, circular resource management, building and construction in urban areas and in regions, SMEs competitiveness, digitalisation, resource efficient and low carbon business models, sustainable consumption, etc.

⁶ Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives (OJ L 312, 22.11.2008, p. 3).

- (iii) waste management infrastructure, i.e. infrastructure necessary to support the transition to a more circular economy in Member States or OCTs notably shifting upwards in the implementation of the EU waste hierarchy.
 - b) Support to the conservation, restoration, management and enhancement of natural capital (e.g. biodiversity, ecosystems) to improve ecosystem services and/or adaptation benefits (including by means of green and blue infrastructure projects);
 - c) Bioeconomy, with respect to:
 - (i) sustainable investments pertaining to primary production and its up and down value chains in food, forestry, fisheries, aquaculture and bio-based industries, relying on sustainably produced raw materials (e.g. wood, algae, residues of agriculture, forestry, fisheries and aquaculture), side streams, residues and bio-waste and their sustainable use and transformation into bio-based products that help replacing fossil resources, while not competing with food;
 - (ii) sustainable advanced bioenergy production (including sustainable biogas/biomethane technologies), that can be promoted, provided that it is based on waste and residues that can be extracted in a sustainable manner without negative impact on the environment, in particular soil organic carbon;
 - (iii) solutions to the environment's plastic pollution problem, e.g. by developing biodegradable, compostable and bio-based, not reliant on food/feed feedstock, alternatives to plastic.
 - d) enhancement and restoration of eco-systems and their services, promote the conservation, restoration, management and enhancement of natural capital for biodiversity and adaptation benefits, including by means of green and blue infrastructure projects.
 - e) rehabilitation of industrial sites (including contaminated sites) and restoration for sustainable use;
 - f) projects aiming at climate change adaptation and increasing the resilience to current and future climate, including the protection of low-lying areas, coastal areas and other measures related to sea-level rise, flood prevention, improved and sustainable use of water supply and drought prevention, and adaptation of infrastructure to extreme temperature;
 - g) projects that implement circular economy systems, including the sustainable use of raw materials, including projects integrating resource efficiency in the production and product life cycle;
- Targeted investments in Environment and resources may deploy innovative technologies.

Digital Connectivity & Data Infrastructure

- a) Digital connectivity, including support to projects in the field of Gigabit connectivity and Fibre-based networks and energy-efficient 5G infrastructure with the aim to deploy safe and secure digital networks and services, and support critical infrastructures, as well as in strategic backbone networks (submarine cables, HPC interconnections, quantum secure infrastructures etc.).

- b) Data Infrastructure, including support to secure and sustainable cloud and edge infrastructures, middleware platforms and services (including cloud market places), integrated service platforms, data storage and data-sharing tools, architectures and governance mechanisms for thriving data sharing and data processing ecosystems.
- c) Online platforms & media infrastructure, including support to platforms for immersive, games and other creative content.

Social Infrastructure

Social infrastructure investments, as defined in Annex II 12.d) of the InvestEU Regulation and in the Investment Guidelines, in particular in section 6.4.1.

Space Infrastructure

The development, upgrade and greening of new and existing space and ground infrastructure, including, but not limited to, manufacturing, assembly, testing, operation, maintenance and launch facilities (e.g. green materials and propellants, re-usable components, green propulsion systems, etc.) and solutions for spacecraft de-orbiting and de-commissioning.

Critical infrastructure

The development, upgrade and greening of new and existing space and ground infrastructure, including, but not limited to, manufacturing, assembly, testing, operation, maintenance and launch facilities (e.g. green materials and propellants, re-usable components, green propulsion systems, etc.) and solutions for spacecraft de-orbiting and de-commissioning.

Support to defence industry infrastructure may include the upgrade of existing or the installation of new infrastructures needed to support from a technological and industrial perspective the life cycle of defence technologies and products or training facilities. These infrastructures refer not only to the traditional air, land and sea domains, but also to emerging ones such as information, space and cyber. They may also be used for the R&D, demonstration, testing and certification of defence systems or technologies, including developed in the context of the European Defence Fund, as well as dual-use systems and technologies. Multinational projects open to users from other Member States should be supported. Support may also target projects oriented to implement pan-European digital and cyber capacities and infrastructure related, for instance, to virtual engineering development environments, digital test beds and labs, new collaborative combat environment, supercomputing, artificial intelligence (AI) and related advance digital skills for defence (e.g. digital shipyard; digital model, or twin, of military systems).

- a) In the area of critical raw materials (CRMs) supported investments may include projects and beneficiaries contributing to increased Union autonomy and resilience in industrial ecosystems for e-mobility, batteries, renewable energies, pharmaceuticals, digital applications and defence. CRM-linked priority investment areas may include magnet development, recovery of rare earths from used magnets, rare earth refining, primary ores and recycled mining waste (bauxite, iron ore, coal waste). Other CRM needs may emerge in the future.

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| | <p>b) In order to ensure a safe and sustainable food supply, relevant investments for example into transport, logistics, decentralised food chain infrastructure and the setting up of clusters in the area of food supply may be supported.</p> |
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