

### Product Schedule 3

<b>Name of the Financial Product</b>	<b>CDP SIW/SISW General Debt Financial Product</b>
<b>Use of Policy Window(s) and EU Guarantee amount per Policy Window</b>	Sustainable Infrastructure Window and Social Investment and Skills Window.
<b>Policy objectives</b>	<p><b>Sustainable Infrastructure Window:</b></p> <p><b>Energy Sector</b> Financing in the following areas, including:</p> <ul style="list-style-type: none"> <li>a) Renewable energy generation, transmission, distribution and storage, including: <ul style="list-style-type: none"> <li>(i) Production, storage, transmission and distribution infrastructure in wind, solar, geothermal, hydro, bioenergy or other eligible technologies;</li> <li>(ii) Decarbonising heating and cooling infrastructure (including networks);</li> <li>(iii) Digitalising and modernizing energy grids to facilitate a greater uptake of renewables, as well as projects relating to energy storage;</li> </ul> </li> <li>b) Storage and hybrids renewables, including storage solutions, hybrid projects combining renewables with storage;</li> <li>c) Renewable infrastructure exposed to demand and price risk, including: <ul style="list-style-type: none"> <li>(i) Renewable energy generation, storage and transmission projects with revenues coming from merchant risk schemes;</li> <li>(ii) Storage projects based on batteries, pumped storage or other eligible technologies; and</li> <li>(iii) Projects developing the market for corporate Power Purchase Agreements (PPAs) that are linked to the construction of new renewable infrastructure projects;</li> </ul> </li> <li>d) Next generation renewable infrastructure exposed to technological risk (e.g. floating offshore wind energy, wave and tide power);</li> <li>e) Design and manufacturing of components and technologies for generation from renewable resources (e.g. PV modules design and production) with the aim of supporting availability of strategic technologies aimed at supporting the low carbon transition, as long as this is compliant with State aid rules, i.e. in regions in the Italy included in the regional aid map;</li> <li>f) Smartening and modernisation of electricity infrastructure via projects promoting new business</li> </ul>

	<p>models for the deployment of flexibility sources such as decentralised and small-scale energy sources, smart integration of distributed renewable energy production and storage;</p> <ul style="list-style-type: none"> <li>g) Energy efficiency, including: <ul style="list-style-type: none"> <li>(i) Energy efficiency (including public lighting) for Public Administration (“PA”) and private operators: often exposed to low spending power of the PA and counterparty risk, related to both PA and private operators, often small-sized and requiring bundling;</li> <li>(ii) New investments that lead to energy savings and reduce the costs linked to energy consumption;</li> <li>(iii) Support to energy efficiency projects based on Energy Performance Contracts, under which they guarantee a minimum level of energy savings;</li> </ul> </li> <li>h) Low carbon and renewable hydrogen production, storage or distribution;</li> <li>i) Energy infrastructures;</li> <li>j) Gas power plants (contributing to electricity grid balance) ;</li> <li>k) Cross-border energy infrastructure and / or projects of common interest (PCIs) under the revised TEN-E, including LNG carriers and storage 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, including cross border interconnections exposed to market risk;</li> <li>l) 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; and</li> <li>m) 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.</li> </ul> <p><b>Transport Sector</b></p> <p>Financing of sustainable and safe transport infrastructure, superstructures, mobility solutions and equipment, and innovative technologies, in accordance with the EU’s transport priorities, the Sustainable and Smart Mobility Strategy and the commitments taken under the Paris Agreement, including:</p> <ul style="list-style-type: none"> <li>a) The development of the trans-European transport network (TEN-T), in particular:</li> </ul>
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	<ul style="list-style-type: none"> <li>(i) The core and comprehensive network in accordance with Chapters II and III of the TEN-T Regulation<sup>1</sup>, 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;</li> <li>(ii) Cross-border links of the comprehensive network in accordance with Chapter II of the TEN-T Regulation;</li> <li>(iii) Sections of the comprehensive network located in outermost regions in accordance with Chapter II of the TEN-T Regulation, including relating to the relevant urban nodes, maritime ports, inland ports, airports and rail-road terminals of the comprehensive network as defined at Annex II to the TEN-T Regulation;</li> <li>(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</li> <li>(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.</li> </ul> <p>b) Cleaner, Safe and Smart Mobility, including:</p> <ul style="list-style-type: none"> <li>(i) Sustainable urban mobility (including urban air mobility), smart mobility, including shared mobility, mobility as a service and green city logistics;</li> <li>(ii) Deployment of recharging and refuelling infrastructure supplying electricity, hydrogen or future low carbon fuels or where necessary, as a transitional solution, gas. In case of recharging or refuelling infrastructure accessible by third parties, the infrastructure operator shall not unduly discriminate between users, including in relation to access, tariffs, authentication and payment methods and other terms and conditions of use<sup>2</sup> (which does not exclude infrastructure not accessible by third parties);</li> <li>(iii) Application of new technologies and innovation, including automation, enhanced transport services, modal integration and alternative fuels infrastructure, in accordance with Article 33 of the TEN-T Regulation;</li> <li>(iv) Heavy mass-transit infrastructure, and other collective passenger transport services;</li> </ul>
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<sup>1</sup> 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 Text with EEA relevance.

<sup>2</sup> This does not prevent e.g. price differentiation.

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|  | <ul style="list-style-type: none"><li>(v) Urban nodes, in accordance with Article 30 of the TEN-T Regulation;</li><li>(vi) 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;</li><li>(vii) Railway infrastructure, other rail projects;</li><li>(viii) 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;</li><li>(ix) Fleet renewal or acquisition to stimulate demand for safe and clean mobile assets, that reduce CO<sub>2</sub>, directly and indirectly, and pollutant emissions in line with or beyond EU standards;</li><li>(x) Cleaner, safer and smart maritime and inland waterway transport (including the prevention of oil-spills from ships), airport and port infrastructure and related services whereby “cleaner” refers to investments in energy efficiency (including in buildings), circular economy and resource efficiency, decarbonisation (including through the production of renewable energy), reduction of pollution, biodiversity, climate adaptation measures, recharging and refuelling infrastructure (supplying electricity, hydrogen or future low carbon fuels or where necessary, as a transitional solution, gas) and investments for vessels (including retrofitting);</li><li>(xi) Motorways of the sea as provided for in Article 21 of the TEN-T Regulation;</li><li>(xii) 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 Directive on sustainability of biogas are complied with and including future low-carbon fuels;</li></ul> |
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- (xiii) 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;
- (xiv) Projects targeting emission and noise reduction and the development and deployment of new transport technologies and services;
- (xv) Mobile assets powered by electricity or by low-carbon and low carbon/renewable hydrogen, and the related supporting infrastructure; and
- (xvi) 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) General transport infrastructure, in terms of:

- (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);
- (ii) Safe and secure infrastructure and mobility, including road safety, and measures designed to upgrade, achieve or maintain compliance with environmental and safety standards (e.g., in accordance with Article 34 of the TEN-T Regulation), and projects to maintain, rehabilitate or upgrade existing transport infrastructure;
- (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
- (iv) Projects that provide for the use of at least two different modes of transport.

Targeted financing in sustainable transport may deploy innovative technologies.

**Water resources**

Financing investment projects and accompanying services in water resource management, efficiency and related technologies, including access to water supply and sanitation by completing and maintaining infrastructure for drinking water and wastewater treatment that complies with energy efficiency and leakage prevention criteria.

	<p><b>Circular economy</b></p> <ul style="list-style-type: none"> <li>a) Financing investment projects and accompanying services in waste reduction, collection, recovery, including investments in the segregated collection of waste, redundant products, parts, materials and residues in order to enable high quality recycling, reuse, recovery and/or valorisation;</li> <li>b) Investments with a substantial contribution to a circular economy, as defined in the EU taxonomy for circular economy<sup>3</sup>; in particular investments in key sectors that use the most resources and where the potential for efficient circularity is high: electronics and ICT, batteries and vehicles, packaging, plastics, textiles, construction and buildings (including building materials), food, water, nutrients, and renewable energy equipment;</li> <li>c) Investments to ensure a sustainable supply of secondary critical raw materials through recycling of mining waste (e.g. bauxite, iron ore), or the recycling of products such as recovery of rare earths from used permanent magnets; and</li> <li>d) Investments replacing a critical raw material with a non-critical raw material that offers similar performance; for the avoidance of doubt this does not include the manufacturing of non-critical raw materials.</li> </ul> <p><b>Digital Connectivity &amp; Data Infrastructure</b></p> <p>Financing of digital connectivity and data platforms and infrastructures, including the following areas:</p> <p><b>Very high-capacity gigabit networks &amp; 5G networks</b></p> <ul style="list-style-type: none"> <li>a) For fixed networks (including fixed wireless networks), including access and backhaul networks, subject to market failure demonstrated as the absence of any fixed very high capacity network present or committed to be built, and subject to effective wholesale access for operators subject to SMP access obligations, projects that contribute to the achievement of the EU's strategic connectivity objectives, as defined in the 2021 Communication from the European Commission "2030 Digital Compass: the European way for the Digital Decade" which aims that all European households will be covered by a gigabit network; this includes digital infrastructure deployment for projects of common interest relating to the deployment of safe and secure fixed very high capacity digital networks and 5G systems;</li> </ul>
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<sup>3</sup> In the period up to adoption of the relevant delegated act under the EU Taxonomy Regulation, reference should be given to the report: "Categorisation system for the circular economy: A sector-agnostic approach for activities contributing to the circular economy", provided that projects that concern industrial waste, except in case of innovation, research or development, shall not correspond to prevailing practice in the sector in the region.

- b) For mobile networks including access and backhaul networks subject to market failure demonstrated as insufficient performance of mobile networks present or committed to be built, projects that contribute to the achievement of the EU's strategic connectivity objectives as defined in the 2021 Communication from the European Commission "2030 Digital Compass: the European way for the Digital Decade" which aims that all populated areas are covered by 5G mobile networks; this includes digital infrastructure deployment for projects of common interest relating to the deployment of safe and secure mobile very high capacity digital networks and 5G systems.

#### **Sustainable Data Infrastructures**

- a) The rollout of new generation (not yet present on the market) high capacity or energy efficient interconnected cloud infrastructures within the EU (such as the deployment of software defined infrastructures for workload balancing optimization among clouds and sustainable connectivity networks for interconnecting cloud infrastructures);
- b) Best-in class energy efficient European data centres supported by the retrofitting of data centres for both large and small companies (such as new cooling systems and power management solutions) as it supports the delivery of the Green Deal in particular when it comes to reduce greenhouse gas emission of the ICT sectors in particular of data centres; and
- c) Innovative solutions for enhancing the sustainability of data centres.

#### **Backbone networks of strategic importance**

Subject to a market failure demonstrated as absence or insufficient capacity of backbone networks present or committed to be built or absence of redundancy ensured by at least two networks:

- a) Digital backbone networks inside Member States or connecting on EU territories among them or third countries, including submarine connectivity, terabit connectivity to HPC centres and interconnections of cloud infrastructures; and
- b) Digital connectivity and research and development on data infrastructure projects integrating quantum technologies and systems into conventional communication infrastructures.

	<p><b>Social Investment and Skills Window:</b></p> <p>Operations shall fall under at least one of the following policy objectives:</p> <p><b>Social Infrastructure</b></p> <p>Financing to the following areas including:</p> <ul style="list-style-type: none"> <li>a) Health and care (including hospitals, university hospitals, primary and community care centres, hospitals connected to such centres, integrated healthcare facilities and other health infrastructure and connected health services);</li> <li>b) Facilities providing social services (including at community based-level), such as long-term care, targeted social services, integrated social services' infrastructure, infrastructure and services enabling inclusion of persons with disabilities and persons at risk of poverty and social exclusion;</li> <li>c) Educational and training infrastructure, including student housing and schools (including the related digital equipment);</li> <li>d) Replacement construction, refurbishment and equipping of existing health infrastructure; and</li> <li>e) Infrastructure and equipment for preparedness, response and recovery to public health crises.</li> </ul>
<b>Targeted geography</b>	Italy



**Product Schedule 4**

<p><b>Name of the Financial Product</b></p>	<p><b>CDP SIW Thematic Debt Financial Product</b></p>	
<p><b>Use of Policy Window(s) and EU Guarantee amount per Policy Window</b></p>	<p>Sustainable Infrastructure Window</p>	
<p><b>Policy objective(s)</b></p>	<p><b>Clean energy and low carbon innovation</b></p>	<p>Innovative, early demonstration projects or companies targeting technologies at an early stage of deployment and new business models or manufacturing plants:</p> <ul style="list-style-type: none"> <li>a) Renewable energy, energy storage, renewables in heating and cooling, smart energy systems, and integrated into or connected with utilisation or storage of CO<sub>2</sub>; production and supply of renewable and low carbon alternative fuels for transport and energy carriers such as clean hydrogen; provided that for Carbon capture use and storage (CCUS);</li> <li>b) In case it does not concern research, development or innovation, the CO<sub>2</sub> capture, transport, use and storage, including individual elements of the CCUS chain, are integrated into or connected with a complete CCUS, chain, and  either (x) the investment in the CCUS component is distinct from the industrial application or power plants, or (y) for cases where the CCUS component is inextricably linked to an industrial application or power plant, such industrial application or power plant is a project concerning research, development or innovation (including demonstrating, testing and validating new or improved products, technologies, processes or services in environments representative of real life operating conditions, including the development of a first commercially usable line producing the final commercial product, which is too expensive to produce for it to be used only for demonstration and validation purpose);</li> <li>c) Energy efficiency: up-scaling and industrialisation of green or innovative building renovation solutions; demonstration of technological innovations linked to new business models; innovative measures for social housing and/or low-income households to eradicate energy poverty; and</li> </ul>

	<p>d) Smartening and modernisation of electricity infrastructure via projects promoting new business models for the deployment of flexibility sources such as demand response and battery storage, and decentralised and small-scale energy sources, smart integration of distributed renewable energy production and storage.</p> <p><b>Future mobility</b></p> <p>High-risk deployment of recharging and refuelling infrastructure supplying electricity, hydrogen or future low carbon fuels or where necessary as a transitional solution gas, first phases of commercial rolling out of innovative technologies (within the meaning of Article 33 of the TEN-T Regulation), projects contributing to opening rail market to new entrants, and smart mobility services, covering in particular investment in transport integration related opportunities, energy related – notably (i) deployment of electric and hydrogen vehicles including vessels, rail rolling stock, aircraft, whereby investments in the uptake of gas vehicles are eligible to the extent that they are necessary as a transitional solution, and (ii) related infrastructure and zero-emission mobile assets, digitisation and service related modes (i.e. smart mobility services) and manufacturing of equipment that enable the deployment of such solutions; including without limitation:</p> <p>a) Highly innovative projects in the transport sector utilising renewable energy, hence complying with the requirement of promoting innovative, replicable and scalable use of renewable energy, whereby “highly innovative” has the meaning in accordance with Article 33 of the TEN-T Regulation;</p> <p>b) Green mobile assets;</p> <p>c) Railway rolling stock intended for setting up, expanding, or improving cross-border or long-distance passenger services or cross-border high-speed freight services, including associated facilities such as maintenance depots and intermodal facilities/freight terminals; and</p> <p>d) Renewable energy used in transport infrastructure.</p>
<b>Targeted geography</b>	Italy