

InvestEU Scoreboard ⁽¹⁾

Presentation of the financing or investment operation:

Implementing Partner: EIB

Name of the Operation: ENGIE CLEAN MOBILITY

Type of approval: Individual financing or investment operation

Name of the final recipient: ENGIE

Country(-ies) of implementation: Belgium, France

Short description of the financing or investment operation: The project concerns the roll out of Alternative Fuels infrastructure for zero emission vehicles, including Electric Vehicles Charging (EVC) infrastructure and Hydrogen Refuelling Stations (HRS). The project will be implemented over a 4 year period across France and Belgium.

It is part of the Engie's wider ambition to contribute to decarbonize the transport sector with a mix of renewable electricity dispensed through a charging network of more than 12 000 CPs in France by 2025 and renewable hydrogen, in line with the requirements of the EU Taxonomy, through a network of 100 HRS by 2030

Public Statement

The project is in line with the InvestEU objective of the development of sustainable and safe transport infrastructures and mobility solutions, equipment and innovative technologies in accordance with Union transport priorities and the commitments taken under the Paris Agreement, in particular through: (f) alternative fuel infrastructure for all modes of transport, including electric charging infrastructure. The project would not have been carried out (to the same extent) by the EIB without the InvestEU support.

The Project concerns the deployment of alternative fuels infrastructure for zero emission vehicles (ZEV), including electric vehicle charging and hydrogen refueling station infrastructure, across France and Belgium. The project contributes the decarbonization of the road transport sector and to the EIB's objective of sustainable transport. It fits within a wide range of European policy measures aimed at achieving a more sustainable and lower carbon emissions transport sector such as the EU Green Deal and the Sustainable and Smart Mobility Strategy.

The ZEV market including electric and hydrogen vehicles is still at an early stage of development in France and Belgium with significant operational performance uncertainty and high upfront costs. The ZEV market is subject to network effect and depends upon the size and availability of the associated public electric vehicle charging and hydrogen refueling stations network.

The Project contributes to mitigate transport negative externalities in the form of the reduction of Green House Gases (GHG) and air pollutants emissions (Nitrogen Oxides, Particulate Matter) through the use of alternative fuels infrastructure. In so doing, the Project produces a sound economic return.

The Project contributes to the EIB's objectives of sustainable and decarbonised road transport and is consistent with the Bank's Climate Bank Roadmap and Transport Lending Policy. A small share of the Project is located along the TEN-T network and a majority share located in EIB Cohesion Priority Regions, fostering growth and employment in such regions.

The EIB would provide an adequate financing to the borrower, allowing it to further diversify its financing sources. The Bank's tailor-made product would provide the company with a longer maturity than the ones available on the market and more aligned with the expected lifetime of the project, as well as more favourable terms under various other dimensions (such as longer availability and grace period).

Finally, the EIB decision to finance the project is key for the promoter's application to the CEF Alternative Fuel

(1) This Scoreboard of indicators reflects the information presented to the InvestEU Investment Committee (IC) for its decision on the use of the EU guarantee for this operation. Therefore, the document does not take into account possible developments that could have occurred after this decision.

Infrastructure Facility ("AFIF") grant.

Pillar 3 - Market failure or sub-optimal investment situation addressed by the financing or investment operation
(Excellent)

Pillar 4 - Financial and technical contribution by the implementing partner **(Good)**

Pillar 5 - Impact of the financing or investment operation **(Very Good)**

Pillar 7 - Complementary indicators ⁽²⁾**Key project indicators****Expected at PCR**

Start of works	01.01.2023
End of works	31.12.2026
Project investment cost	613.22 MEUR
Mandate eligible investment mobilized	478.56 MEUR
Mandate multiplier effect	18.65
Mandate leverage effect	5.85
Amount of private financing	313.22 MEUR
Co-financing with national promotional banks	0.00 MEUR
Co-financing with structural funds (ESIF)	0.00 MEUR
Energy efficiencies realised	0.00 MWh/a
Climate Action indicator	100.00% Mitigation - Transport (transversal)
Less developed regions	1.54 %
Transition regions	53.70 %
Employment during construction - temporary jobs	3,111 person years
Employment during operation - new permanent jobs	325 FTE
Gender Tag	No Significant contribution to Gender Equality

Outputs**Expected at PCR**

Stations constructed or upgraded	3.00 Units
Repower EU - share of project investment cost	100.00 %

Outcomes**Expected at PCR**

Quantity of energy transported	280.10 GWh/yr
Alternative fuel stations	2,678 Units

(2) The abbreviation PCR stands for Project Completion Report. EIB internal methodologies are used in order to calculate the figures presented in this document. The Promoter's estimates might differ.