

Exclusions	Exceptions in line with 1.5°C scenario
<p><u>Exploration, extraction and transport</u> No support for fossil infrastructure for:</p> <ul style="list-style-type: none"> • Exploration & extraction of oil & gas • Transport via pipelines 	<p>Exception possible for suppliers of support services or capital goods for <u>existing</u> fossil infrastructure provided:</p> <ul style="list-style-type: none"> • there is an improvement in environmental performance and/or safety and/or health, without extending the economic life <p><i>Note: repurposing and dismantling fossil infrastructure remains possible</i></p>
<p><u>Substantiation</u></p> <ul style="list-style-type: none"> • The current transition paths¹ offer no room worldwide for the growth of coal, oil and gas extraction. • Existing extraction capacity is sufficient to meet the demand in the 1.5°C scenario. New fossil infrastructure for the exploration and extraction of oil & gas is therefore no longer considered necessary. • For such investments based on fossil energy, a high stranded asset financial risk threatens. It is not possible for the government to distinguish which new extraction will lead to stranded assets. <p><u>Examples export credit insurance (EKV) portfolio</u></p> <ul style="list-style-type: none"> • EPC contracts for offshore infrastructure, including for drilling platforms and pipelines. • Floating Production Storage Offloading (FPSOs) units. • Drilling rigs, mooring systems. 	<p><u>Substantiation</u></p> <ul style="list-style-type: none"> • The existing production of oil and gas will have to be phased out to be in line with the 1.5°C paths. • Investments in existing fossil infrastructure will partly still be necessary during this period. • Environmental benefits can be achieved with improved environmental performance of existing infrastructure (e.g., counteracting methane leakages). Existing fossil infrastructure can play a role in future renewable energy chains. • Existing infrastructure must remain safe and well maintained until repurposing or dismantling. <p><u>Examples export credit insurance (EKV) portfolio</u></p> <ul style="list-style-type: none"> • Fire extinguishing systems for existing FPSO unit.
<p><u>Processing, storage, transshipment & distribution</u> No support for fossil infrastructure for:</p> <ul style="list-style-type: none"> • Oil & gas processing (oil refineries & LNG production) • Storage, transshipment & distribution of oil products and gas (terminals, pipelines) 	<p>Exception possible for suppliers of support services or capital goods for <u>existing</u> infrastructure provided:</p> <ul style="list-style-type: none"> • there is an improvement in environmental performance and/or safety and/or health (e.g., prevention of oil leaks, methane leaks), without extending the economic life
<p><u>Substantiation</u></p> <ul style="list-style-type: none"> • Existing capacity for the processing of crude oil by refineries and gas (such as LNG process installation) is sufficient to meet the demand in the 1.5°C scenario. Overcapacity for oil refineries is expected. • New fossil infrastructure for the processing of oil & gas is therefore no longer considered necessary. • For such investments based on fossil energy, a high stranded asset financial risk threatens. It is not possible for the government to distinguish which new extraction will lead to stranded assets. <p><u>Examples export credit insurance (EKV) portfolio</u></p> <ul style="list-style-type: none"> • EPC contracts for the processing of oil and gas, for example, for the construction or expansion of oil refineries, LNG processing installations, terminals and pipelines. 	<p><u>Substantiation</u></p> <ul style="list-style-type: none"> • Diversification of existing oil refineries is expected. Investments in existing fossil infrastructure will therefore continue to be necessary. Existing infrastructure must remain safe and well maintained until repurposing or dismantling. <p><u>Examples export credit insurance (EKV) portfolio</u></p> <ul style="list-style-type: none"> • (Shut-off) valves for oil refinery maintenance • Water treatment and sampling systems for oil refineries • Vacuum trucks for oil refineries • Installation flaring reduction refinery • Oil vacuum cleaner in port for oil company
<p><u>Electricity generation</u></p>	

¹ IEA report Net Zero by 2050, <https://www.iea.org/reports/net-zero-by-2050>, IPCC AR6 WG3 report April 2022 <https://www.ipcc.ch/report/ar6/wg3/>

<p>No support for electricity production from oil and gas</p>	<p>Exception possible for suppliers of support services or <u>capital goods for existing</u> power plants provided:</p> <ul style="list-style-type: none"> • there is an improvement in environmental performance and/or safety and/or health, without extending the economic life. <p>Exception possible for <u>electricity production, backup power and cooking energy</u> in low-income countries provided that:</p> <ul style="list-style-type: none"> • there is a significant contribution to solving an acute energy shortages or lack of energy access in low-income countries with extreme energy poverty. • there is a significant contribution to an energy transition path towards climate neutral. • there is no viable sustainable alternative and the country concerned invests in renewable energy. <p><i>Note: the EKV will remain accessible to gas-fired power stations to replace coal-fired power stations until 2030 if this leads to a serious emission reduction in the country concerned where the investment takes place, in line with European standards for sustainability.</i></p> <p><i>Note: oil and gas power plants equipped with Carbon Capture and Storage (CCS), Utilisation (CCU) remain possible</i></p>
<p><u>Substantiation</u></p> <ul style="list-style-type: none"> • In the transition paths, global electricity production should already be CO₂ neutral by 2040. • Western countries' energy needs are decreasing due to cutbacks/efficiency. • Emerging markets' energy needs are increasing due to economic development. • Renewable energy is a cost-effective solution almost everywhere. The vast majority of new electricity production worldwide already concerns solar and wind (90%). • Lock-in investments in oil/gas infrastructure. <p><u>Examples export credit insurance (EKV) portfolio</u></p> <ul style="list-style-type: none"> • - 	<p><u>Substantiation</u></p> <ul style="list-style-type: none"> • In low-income countries with a weak electricity grid, and in decentralised electricity systems, gas-fired power stations and diesel generators often still provide the necessary backup to integrate variable renewable energy. • Innovation in electricity grids and electricity storage is taking place globally on a large scale, making this unnecessary in the long term. • In some context, LPG/gas offers an important alternative to traditional cooking on firewood and charcoal (and associated health and climate damage). • This is in line with NL policy on financing instruments, including Invest International. <p><u>Examples export credit insurance (EKV) portfolio</u></p> <ul style="list-style-type: none"> • Waste gas boilers for existing gas turbines/gas plants to improve energy efficiency. • (Hybrid) diesel generators for low-income countries. • LPG cooking/heating facilities.
<p><u>Shipbuilding (and other moveable assets)</u></p> <p>No support for vessels or vehicles technically designed and/or with the following <u>sole purpose</u>:</p> <ul style="list-style-type: none"> • Construction and expansion of fossil infrastructure for the exploration, extraction, processing of fossil fuels • Transport of fossil fuels by rail, road and water 	<p>Exception possible for specific vessels and vehicles for supporting services for existing fossil infrastructure.</p> <p>In line with ADSB green label, exception possible for transport of fossil fuels by means of new vehicles (road or rail) or new vessels using low-carbon fuels, electric or hydrogen technologies. This exception also applies if the modification or replacement of existing vehicles, rail or vessel fleets leads to a reduction in greenhouse gas emissions of at least 20%.</p>
<p><u>Substantiation</u></p> <ul style="list-style-type: none"> • Existing extraction and processing capacity is sufficient to meet the demand. • Construction of new fossil infrastructure for the exploration, extraction and processing of oil & gas is no longer considered necessary. • Vessels that are technically designed only for the construction of fossil infrastructure are therefore no longer considered necessary. 	<p><u>Substantiation</u></p> <ul style="list-style-type: none"> • Ancillary services (such as transport of personnel, oil platform security) do not contribute to extending the economic life. These vessels operate for reasons of safety, surveillance and disaster prevention at offshore locations. • Moreover, vessels are also used for purposes other than just fossil infrastructure, such as port operations, offshore wind and surveillance. • Investments in existing fossil infrastructure will continue to be necessary. Existing infrastructure

<ul style="list-style-type: none"> Vessels that are technically designed only for the transport of fuels are no longer considered necessary. <p>Examples export credit insurance (EKV) portfolio</p> <ul style="list-style-type: none"> Pipe-laying vessel. Chemical tanker for offshore oil platform. Inland vessel for transport of fuels. Dredger with the sole purpose of constructing single-purpose fossil infrastructure. 	<p>must remain safe and well maintained until repurposing or dismantling.</p> <ul style="list-style-type: none"> Environmental benefits can be achieved with improved environmental performance of existing infrastructure (e.g., green service vessels). Shipbuilding is making a transition to net-zero following its own transition path. Dutch shipbuilders are at the forefront internationally in this regard. <p>Examples export credit insurance (EKV) portfolio</p> <ul style="list-style-type: none"> Fast crew supply vessel with services for existing infrastructure as the first use. Platform supply vessels with services for existing infrastructure as the first use. Patrol and surveillance vessels. Oil spill recovery vessels. Workboats (tugs) and dredgers that can be used for multiple purposes (including multi-purpose ports and existing single-purpose ports). Preconditions for the security and safety of existing offshore operations (tugs and workboats for tug and salvage services, oil spill recovery, surveillance (as well as search and rescue), Personnel transport vessels (CTVs) Green LNG barges
<p>Maritime-related infrastructure</p> <p>No support for construction or expansion of single-purpose ports (including access channels) for the fossil energy sector and for expansion of multi-purpose ports (including access channels) where the expansion is only intended for processing and/or storage or transshipment for the fossil energy sector.</p>	<p>Exception possible for maintenance of existing single-purpose ports (for the fossil energy sector). The construction and maintenance of multi-purpose ports also remains possible.</p>
<p>Substantiation</p> <ul style="list-style-type: none"> Existing extraction and processing capacity is sufficient to meet the demand. Construction of new fossil infrastructure (such as ports) for the processing of oil & gas is no longer considered necessary. <p>Examples export credit insurance (EKV) portfolio</p> <ul style="list-style-type: none"> Construction of a port for the processing of oil and gas. Construction of an access channel for a port for the processing of oil and gas. 	<p>Substantiation</p> <ul style="list-style-type: none"> Existing port infrastructure must be safe and well maintained. This also applies to other services and functions in ports, including storage and transshipment of goods and foodstuffs, coastal security, etc. Investments in multi-purpose ports remain necessary. <p>Examples export credit insurance (EKV) portfolio</p> <ul style="list-style-type: none"> Maintenance dredging of ports and access channels. Construction of multi-purpose ports and access channels.

<p>Other exceptions</p>
<p>European security of supply Short-term exceptions possible in line with REPowerEU for European security of supply of oil and gas, such as LNG terminals and pipelines. To be reassessed in 2023</p>
<p>Substantiation</p> <ul style="list-style-type: none"> Reducing unwanted European dependencies on (especially Russian) oil and gas through diversification in combination with acceleration of the energy transition. LNG terminals and infrastructure that are built for existing LNG sources must be hydrogen ready as much as possible. <p>Example</p> <ul style="list-style-type: none"> An exception for vessels that are a critical part of the value chain and security of supply. Examples include LNG tankers for the European import of gas from regions such as UAE or Africa.