Annex 2- Transport

Disclaimer: The documents provided for this targeted public consultation are subject to modifications and may be updated or revised prior to publication. The information contained within these documents is for informational purposes only and should not be considered as final or definitive. Any feedback or comments provided during the targeted public consultation process may be taken into consideration for potential changes to the documents. Please consider these documents as advanced drafts for information.

Measure description	Criteria	Evidence [could be]
Awareness-raising activities		
T1. Activities and assets related to providing information, education, awareness and advice on sustainable and affordable mobility and transport alternatives.	N/A	N/A
Mobile assets – Road transport[1]		
T2. Personal mobility or transport devices, cycle logistics, including components		
For personal mobility or transport devices where the propulsion comes from the physical activity of the user, from a zero-emissions powertrain, or a mix of zero-emissions powertrain and human physical activity. This includes the provision of freight transport services by (cargo) bicycles and e-bikes. These conditions apply to the purchasing, financing, renting, leasing and operation of such vehicles, as well as for measures aimed at the development of second market of such vehicles.	N/A	N/A
T3. Zero-emission vehicles of category M1 (e.g., cars) and N1 (e.g., vans)		
For vehicles of category M1 and N1 with 'specific emissions of CO2' equal to 0 g CO2/km (i.e., electric cars, hydrogen/fuel cell cars) as defined by Article 3(1), point (h), of Regulation (EU) 2019/631 of the European Parliament and of the Council[2].	**POLLUTION PREVENTION AND CONTROL:** For road vehicles of categories M and N, tyres, except retreated tyres, comply with external rolling noise requirements in the highest populated class and with	**POLLUTION PREVENTION AND CONTROL:** Evidence on the external rolling noise and the Rolling Resistance Coefficient as reported by the European Product Registry for Energy Labelling (EPREL), and on

[1] This table covers cars (category M1), buses and coaches (M2 and M3), vans and lorries (categories N1, N2 and N3), motorbikes vehicles and quadricycles (category L), trailers for heavy-duty vehicles (category O), and bicycles.

[2] Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO2 emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (recast), p. 1.

These conditions apply to the purchasing, financing, renting, leasing and operation of such vehicles, as well as for measures aimed at the development of second market of such vehicles.	Rolling Resistance Coefficient (influencing the vehicle energy efficiency) in the two highest populated classes as set out in Regulation (EU) 2020/740 of the European Parliament and of the Council[3] and as can be verified from the European Product Registry for Energy Labelling (EPREL), where applicable. Tyres comply with Regulation (EU) 2024/1257 of the European Parliament and of the Council[4] where applicable.	tyre abrasion coefficient available on the type approval certificate of the tyre.
T4. Zero-emission vehicles of category N2 (e.g., delivery trucks) and N3 (e.g., articulated lorries and construction trucks).		
For vehicles: 1. without an internal combustion engine; 2. with an internal combustion engine that emits not more than 3g CO2/(t.km) or 1g CO2/(p.km) as determined in accordance with Article 9 of Regulation (EU) 2017/2400 of the European Parliament and of the Council[5]; 3. with an internal combustion engine emitting not more than 1 g of CO2/kWh as determined in accordance with Regulation (EC) No 595/2009 of the European Parliament and of the Council[6] and its implementing measures; or with an internal combustion engine not emitting more than 1 g of CO2/km as determined in accordance with Regulation (EC) No 715/2007 of the European Parliament and of the Council[7] and its implementing measures provided that no CO2	**POLLUTION PREVENTION AND CONTROL:** For road vehicles of categories M and N, tyres, except retreated tyres, comply with external rolling noise requirements in the highest populated class and with Rolling Resistance Coefficient (influencing the vehicle energy efficiency) in the two highest populated classes as set out in Regulation (EU) 2020/740 and as can be verified from the European Product Registry for Energy Labelling (EPREL), where applicable. Tyres comply with Regulation (EU) 2024/1257 where applicable.	**POLLUTION PREVENTION AND CONTROL:** Evidence on the external rolling noise and the Rolling Resistance Coefficient as reported by the European Product Registry for Energy Labelling (EPREL), and on tyre abrasion coefficient available on the type approval certificate of the tyre.

[3] Regulation (EU) 2020/740 of the European Parliament and of the Council of 25 May 2020 on the labelling of tyres with respect to fuel efficiency and other parameters, amending Regulation (EU) 2017/1369 and repealing Regulation (EC) No 1222/2009.

[4] Regulation (EU) 2024/1257 of the European Parliament and of the Council of 24 April 2024 on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7), amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009 of the European Parliament and of the Council, Commission Regulation (EU) No 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362.

[5] Commission Regulation (EU) 2017/2400 of 12 December 2017 implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the determination of the CO2 emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011, p. 2.

[6] Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information and amending Regulation (EC) No 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and 2005/78/EC

[7] Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information

emissions have been determined pursuant to Regulation (EU) 2017/2400. These conditions apply to the purchasing, financing, renting, leasing and operation of such vehicles, as well as for measures aimed at the development of second market of such vehicles.		
T5. Zero-emission vehicles of category L (e.g., motorbikes)		
For vehicles with tailpipe CO2 emissions equal to 0 g CO2/km calculated in accordance with Article 24 of and Annex V to Regulation (EU) 168/2013 of the European Parliament and of the Council[8]. These conditions apply to the purchasing, financing, renting, leasing and operation of such vehicles, as well as for measures aimed at the development of second market of such vehicles.	N/A	N/A
T6. Zero-emission vehicles of category O (e.g., trailers)		
For vehicles equipped with a device that actively supports its propulsion and has no internal combustion engine or has an internal combustion engine emitting less than 1 g CO2/kWh as determined in accordance with Regulation (EC) No 595/2009 and its implementing measures or in accordance with Regulation No 49 of the Economic Commission for Europe of the United Nations (UN/ECE)[9]. These conditions apply to the purchasing, financing, renting, leasing and operation of such vehicles, as well as for measures aimed at the development of second market of such vehicles.	N/A	N/A
T7. Zero-emission vehicles of category M2 (e.g., minibus), M3 (e.g., intercity coaches)		
For vehicles:	**POLLUTION PREVENTION AND CONTROL:**	**POLLUTION PREVENTION AND CONTROL:**

[8] Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles, pp. 24-64.
[9] Regulation No 49 of the Economic Commission for Europe of the United Nations (UN/ECE) — Uniform provisions concerning the measures to be taken against the emission of gaseous and particulate pollutants from compression-ignition engines and positive ignition engines for use in vehicles.

1. without an internal combustion engine; 2. with an internal combustion engine that emits not more than 3g CO2/(t.km) or 1g CO2/(p.km) as determined in accordance with Article 9 of Regulation (EU) 2017/2400, or 3. with an internal combustion engine that emits not more than 1 g/kWh of CO2 as determined in accordance with Regulation (EC) No 595/2009 and its implementing measures; or emitting not more than 1 g/km of CO2 as determined in accordance with Regulation (EC) No 715/2007 and its implementing measures provided that no CO2 emissions have been determined pursuant to Regulation (EU) 2017/2400. These conditions apply to the purchasing, financing, renting, leasing, and operation of such vehicles, as well as for measures aimed at the development of second market of such vehicles.	For road vehicles of categories M and N, tyres, except retreated tyres, comply with external rolling noise requirements in the highest populated class and with Rolling Resistance Coefficient (influencing the vehicle energy efficiency) in the two highest populated classes as set out in Regulation (EU) 2020/740 and as can be verified from the European Product Registry for Energy Labelling (EPREL), where applicable. Tyres comply with Regulation (EU) 2024/1257 where applicable.	Evidence on the external rolling noise and the Rolling Resistance Coefficient as reported by the European Product Registry for Energy Labelling (EPREL), and on tyre abrasion coefficient available on the type approval certificate of the tyre.
T8. Zero-emission vehicles of categories M1 and N1, designed for special purposes (e.g., ambulances)		
For vehicles without an internal combustion engine. These conditions apply to the purchasing, financing, renting, leasing, and operation of such vehicles, as well as for measures aimed at the development of second market of such vehicles.	**POLLUTION PREVENTION AND CONTROL:** For road vehicles of categories M and N, tyres, except retreated tyres, comply with external rolling noise requirements in the highest populated class and with Rolling Resistance Coefficient (influencing the vehicle energy efficiency) in the two highest populated classes as set out in Regulation (EU) 2020/740 and of the Council and as can be verified from the European Product Registry for Energy Labelling (EPREL), where applicable. Tyres comply with Regulation (EU) 2024/1257 where applicable.	**POLLUTION PREVENTION AND CONTROL:** Evidence on the external rolling noise and the Rolling Resistance Coefficient as reported by the European Product Registry for Energy Labelling (EPREL), and on tyre abrasion coefficient available on the type approval certificate of the tyre.
T9. Zero-emission vehicles of categories M2, M3, N2, N3 designed for special purposes (e.g., mobile library, mobile clinic, refrigerator truck, recovery truck)		
For vehicles: 1. without an internal combustion engine;	**POLLUTION PREVENTION AND CONTROL:** For road vehicles of categories M and N, tyres, except retreated tyres, comply with external rolling noise requirements in the highest populated class and with	**POLLUTION PREVENTION AND CONTROL:** Evidence on the external rolling noise and the Rolling Resistance Coefficient as reported by the European Product Registry for Energy Labelling (EPREL), and on

2. with an internal combustion engine that emits not more than 3g CO2/(t.km) or 1g CO2/(p.km) as determined in accordance with Article 9 of Regulation (EU) 2017/2400, or 3. with an internal combustion engine that emits not more than 1 g/kWh of CO2 as determined in accordance with Regulation (EC) No 595/2009 and its implementing measures; or emitting not more than 1 g/km of CO2 as determined in accordance with Regulation (EC) No 715/2007 and its implementing measures provided that no CO2 emissions have been determined pursuant to Regulation (EU) 2017/2400. These conditions apply to the purchasing, financing, renting, leasing and operation of such vehicles, as well as for measures aimed at the development of second market of such vehicles.	Rolling Resistance Coefficient (influencing the vehicle energy efficiency) in the two highest populated classes as set out in Regulation (EU) 2020/740 and as can be verified from the European Product Registry for Energy Labelling (EPREL), where applicable. Tyres comply with Regulation (EU) 2024/1257 where applicable.	tyre abrasion coefficient available on the type approval certificate of the tyre.
T10. Deployment and use of Intelligent Transport Systems (ITS)		
For ITS in which information and communication technologies are applied in the field of road transport, including infrastructure, vehicles and users, and in traffic management and mobility management, as well as for interfaces with other modes of transport. Systems that enable users to be better informed and make safer, more coordinated and 'smarter' use of transport networks, aiming to tackle congestion and minimise energy consumption and emissions.	N/A	N/A
T11. Demand-driven measures in the form of monthly public transport ticket, shared mobility subscription, on-demand transport services		
For transport vouchers : - Promoting the use of public transport and on-demand transport services, or - Promoting shared mobility not leading to an increase of overall vehicle trips, or - Promoting Mobility-as-a-service having a significant CO2 or energy consumption benefit.	N/A	N/A

T12. Low-emission vehicles of category M1 (cars) and N1 (vans)		
Low-emission vehicles of categories M1 and N1, as defined by Regulation (EU) 2019/1242 of the European Parliament and of the Council[10], are compliant when zero-emission vehicles are not an affordable or deployable solution. These conditions apply to the purchasing, financing, renting, leasing and operation of such vehicles, as well as for measures aimed at the development of second market of such vehicles.	**POLLUTION PREVENTION AND CONTROL:** For road vehicles of categories M and N, tyres, except retreated tyres, comply with external rolling noise requirements in the highest populated class and with Rolling Resistance Coefficient (influencing the vehicle energy efficiency) in the two highest populated classes as set out in Regulation (EU) 2020/740 and as can be verified from the European Product Registry for Energy Labelling (EPREL), where applicable. Tyres comply with Regulation (EU) 2024/1257 where applicable.	**POLLUTION PREVENTION AND CONTROL:** Evidence on the external rolling noise and the Rolling Resistance Coefficient as reported by the European Product Registry for Energy Labelling (EPREL), and on tyre abrasion coefficient available on the type approval certificate of the tyre.
T13. Low-emission vehicles of category M2 (e.g., minibus), M3 (e.g., intercity coaches), N2 (e.g., delivery trucks) and N3 (e.g., articulated lorries and construction trucks)		
Low-emission vehicles of categories M2, M3, N2 and N3, as defined by Regulation (EU) 2019/1242, are compliant when corresponding zero-emission vehicles are not affordable or deployable. These conditions apply to the purchasing, financing, renting, leasing and operation of such vehicles, as well as for measures aimed at the development of second market of such vehicles.	**POLLUTION PREVENTION AND CONTROL:** For road vehicles of categories M and N, tyres, except retreated tyres, comply with external rolling noise requirements in the highest populated class and with Rolling Resistance Coefficient (influencing the vehicle energy efficiency) in the two highest populated classes as set out in Regulation (EU) 2020/740 and as can be verified from the European Product Registry for Energy Labelling (EPREL), where applicable. Tyres comply with Regulation (EU) 2024/1257 where applicable.	**POLLUTION PREVENTION AND CONTROL:** Evidence on the external rolling noise and the Rolling Resistance Coefficient as reported by the European Product Registry for Energy Labelling (EPREL), and on tyre abrasion coefficient available on the type approval certificate of the tyre.
T14. Low-emission vehicles of categories M2, M3, N2, N3 designed for special purposes (e.g., mobile library, mobile clinic, refrigerator truck, recovery truck)		
Low-emission vehicles of categories M2, M3, N2 and N3 designed for special purposes, as defined by Regulation (EU) 2019/1242 and Regulation (EU) 2018/858[11], are compliant when corresponding zero-emission vehicles are not affordable or deployable.	**POLLUTION PREVENTION AND CONTROL:** For road vehicles of categories M and N, tyres, except retreated tyres, comply with external rolling noise requirements in the highest populated class and with Rolling Resistance Coefficient (influencing the vehicle	**POLLUTION PREVENTION AND CONTROL:** Evidence on the external rolling noise and the Rolling Resistance Coefficient as reported by the European Product Registry for Energy Labelling (EPREL), and on

[10] Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO2 emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC.

[11] Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC.

These conditions apply to the purchasing, financing, renting, leasing and operation of such vehicles, as well as for measures aimed at the development of second market of such vehicles.	energy efficiency) in the two highest populated classes as set out in Regulation (EU) 2020/740 and as can be verified from the European Product Registry for Energy Labelling (EPREL), where applicable. Tyres comply with Regulation (EU) 2024/1257 where applicable.	tyre abrasion coefficient available on the type approval certificate of the tyre.
T15. Motor vehicles running on fossil fuels		
Any type of mobile asset built and acquired capable of running exclusively on fossil fuels over the life of the project, with the exception of those listed in this table.	Not DNSH compliant	N/A
T16. Motor vehicles dedicated to the transport and storage of fossil fuels.		
Any type of mobile asset built and acquired with the intention to predominantly transport or store fossil fuels over the life of the project.	Not DNSH compliant	N/A

Infrastructure – Road		
T17. Infrastructure for zero-emission private mobility		
Construction and modernisation of infrastructure for zero-emission private mobility, including the construction of electric recharging infrastructure and hydrogen refuelling stations, and infrastructure dedicated to pedestrians and/or bicycles.	N/A	N/A
T18. Individual infrastructure measures for road public transport		
- Installation of electric recharging infrastructure and hydrogen refuelling stations for public transport vehicles; - Upgrade of existing road for public transport not requiring any excavation works (e.g., modification of an existing road by introducing a lane dedicated to bus rapid transit or trolleybus via new floor markings); - Climate mitigation and adaptation measures on existing road public transport infrastructure (e.g., wildlife safe crossings, soil de-sealing, climate proofing); - Construction or upgrade of road public transport stops not requiring the construction of buildings (e.g., bus stops, trolleybus stops)[12]; - Installations to improve accessibility of passenger transport (e.g., platforms, lift or escalators).	N/A	N/A
T19. Construction of linear infrastructure for road public transport		
Construction of new physical "linear" structures and facilities that are arranged in a continuous, linear configuration to support the movement of public transportation vehicles along a specified route. This includes a new lane dedicated to bus rapid transit or trolleybus and associated support structures like bridges and tunnels, or the extension of an existing lane.	**CLIMATE CHANGE MITIGATION:** New infrastructure shall be complemented by infrastructure that enables sustainable road public transportation (e.g., depot charging, charging infrastructure for Bus Rapid Transit (BRT), overhead wires for trolleybus), where not already provided for. **CLIMATE CHANGE ADAPTATION:** Climate-related hazards based on the list (see "Classification of climate-related hazards" in the next column) potentially causing material risks are identified through a proportionate	**CLIMATE CHANGE MITIGATION:** Provision in the call for tenders specifically requiring the construction of infrastructure to support sustainable road public transportation, where it does not currently exist, as a complement to the new or extended lane; project technical specifications. **CLIMATE CHANGE ADAPTATION:** The climate risk assessment has the following characteristics:

[12] A "stop" is a specified location along a road or railway line where the public transport vehicle halts to facilitate the boarding and alighting of passengers. Unlike stations or terminals, stops lack extensive facilities, do not encompass real estate structures or require major construction works, and typically consists merely of a basic platform or halt. Stops are commonly situated in rural or sparsely populated regions where the demand for passenger services is relatively low.

	climate risk assessment (e.g., through the application of Commission Technical Guidance on Climate Proofing of Infrastructure, 29.7.2021 C(2021) 5430 final, using RCP4.5[13] as a baseline for scenario-based assessments, or are based on the local and national risk assessments, as appropriate).	• considers both current weather variability and future climate change, including uncertainty; • is based on robust analysis of available climate data and projections across a range of future scenarios; • is consistent with the expected lifetime of the activity. For existing activities, the implementation of physical and non-physical measures reducing material impacts may be phased and executed over a period of up to 5 years. For new activities, implementation of these measures must be met at the time of design and construction. New activities should not be carried out in flood prone areas. The activity should not increase the risks of an adverse climate impact on other people, nature and assets or hamper adaptation elsewhere. Consideration should be given to the viability of 'green' or 'nature-based-solutions' over 'grey' measures to address adaptation. Classification of climate-related hazards • Temperature-related: Changing temperature (air, freshwater, marine water); Heat stress; Temperature variability, Heat wave, Permafrost thawing, Cold wave/frost, Storm (including blizzards, dust, and sandstorms) • Wind-related: Cyclone, hurricane, typhoon, tornado • Water-related: Changing precipitation patterns and types (rain, hail, snow/ice), Precipitation or hydrological variability, Ocean acidification, Sea level rise, Saline intrusion, Drought, Flood (coastal, fluvial, pluvial, ground water), Glacial lake outburst • Solid mass-related: Coastal erosion, Soil degradation, Soil erosion, Solifluction, Landslide, Avalanche, Subsidence

13 Representative Concentration Pathways, IPCC.

	TRANSITION TO A CIRCULAR ECONOMY: The preparing for re-use[14] or recycling[15] of the non-hazardous construction and demolition waste generated on the construction site is at least [70 % (by mass in kilogrammes), excluding backfilling[16]]. This excludes naturally occurring material referred to in category 17 05 04 in the European List of Waste established by Decision 2000/532/EC. **PROTECTION AND RESTORATION OF BIODIVERSITY AND ECOSYSTEMS:** The infrastructure should as much as economically and technically possible follow the mitigation hierarchy by: a) minimising land take, loss of green areas and soil sealing through the project design, for instance by prioritising the use of recycling land and nature-based solutions; b) adopting mitigation measures, for instance integrating green infrastructure the use of native species, permeable materials, or other measures to improve water infiltration; and c) implementing on-site restoration or offsetting measures to compensate for loss of green areas and ecosystem services.	**TRANSITION TO A CIRCULAR ECONOMY:** 1. Waste recycled: Weight slip for waste brought to the waste recycling facility (in kg); 2. Total (non-hazardous) waste generated on site: The estimation of the total waste generated is interpreted in view of available evidence. It could be evidenced for example by one of the following: i) Receipts of total waste brought to different waste facilities (in kg) (i.e. recycling, landfilling etc.); ii) Receipt of skips (indicating their volume in m3) used on construction site; iii) Estimation of the total waste generation based on pre-demolition audit. **PROTECTION AND RESTORATION OF BIODIVERSITY AND ECOSYSTEMS:** Bills or certificate proving that the mitigation measures have been implemented.

14 As defined in Directive 2008/98/EC: 'preparing for re-use' means checking, cleaning or repairing recovery operations, by which products or components of products that have become waste are prepared so that they can be re-used without any other pre-processing. This includes, for instance, the preparation for re-use of certain parts of buildings like roof elements, windows, doors, bricks, stones or concrete elements. A pre-requisite for the preparation for re-use of building elements is usually the selective deconstruction of buildings or other structures.

15 As defined in Directive 2008/98/EC: 'recycling' means any recovery operation by which waste materials are reprocessed into products, materials or substances whether for the original or other purposes. It includes the reprocessing of organic material but does not include energy recovery and the reprocessing into materials that are to be used as fuels or for backfilling operations.

16 As defined in Directive 2008/98/EC: 'Backfilling' means any recovery operation where suitable non-hazardous waste is used for purposes of reclamation in excavated areas or for engineering purposes in landscaping. Waste used for backfilling must substitute non-waste materials, be suitable for the aforementioned purposes, and be limited to the amount strictly necessary to achieve those purposes.

T20. Construction of non-linear infrastructure for road public transport		
Construction of physical "non-linear" structures and facilities that are arranged in a non-continuous or networked configuration and support the movement of public transportation vehicles across various intersecting routes and modes. This includes bus stations or depots and parking facilities next to stations.	**CLIMATE CHANGE MITIGATION:** New infrastructure shall be equipped with infrastructure enabling sustainable road public transportation (e.g., depot charging, charging infrastructure for Bus Rapid Transit, overhead wires for trolleybus), where not already provided for. **CLIMATE CHANGE ADAPTATION**: Climate-related hazards based on the list (see "Classification of climate-related hazards" in the next column) potentially causing material risks are identified through a proportionate climate risk assessment (e.g., through the application of Commission Technical Guidance on Climate Proofing of Infrastructure, 29.7.2021 C(2021) 5430 final, using RCP4.5[17] as a baseline for scenario-based assessments, or are based on the local and national risk assessments, as appropriate).	**CLIMATE CHANGE MITIGATION:** Provision in the call for tenders specifically requiring the construction of infrastructure to support sustainable road public transportation, where it does not currently exist, as a complement to the new or extended lane; project technical specifications. **CLIMATE CHANGE ADAPTATION:** The climate risk assessment has the following characteristics: • considers both current weather variability and future climate change, including uncertainty; • is based on robust analysis of available climate data and projections across a range of future scenarios; • is consistent with the expected lifetime of the activity. For existing activities, the implementation of physical and non-physical measures reducing material impacts may be phased and executed over a period of up to 5 years. For new activities, implementation of these measures must be met at the time of design and construction. New activities should not be carried out in flood prone areas. The activity should not increase the risks of an adverse climate impact on other people, nature and assets or hamper adaptation elsewhere. Consideration should be given to the viability of 'green' or 'nature-based-solutions' over 'grey' measures to address adaptation. **Classification of climate-related hazards** • Temperature-related: Changing temperature (air, freshwater, marine water); Heat stress; Temperature variability, Heat wave, Permafrost thawing, Cold

[17] Representative Concentration Pathways, IPCC.

	TRANSITION TO CIRCULAR ECONOMY: The preparing for re-use[18] or recycling[19] of the non-hazardous construction and demolition waste generated on the construction site is at least 70 % (by mass in kilogrammes), excluding backfilling[20]. This excludes naturally occurring material referred to in category 17 05 04 in the European List of Waste established by Decision 2000/532/EC.	wave/frost, Storm (including blizzards, dust, and sandstorms) • Wind-related: Cyclone, hurricane, typhoon, tornado • Water-related: Changing precipitation patterns and types (rain, hail, snow/ice), Precipitation or hydrological variability, Ocean acidification, Sea level rise, Saline intrusion, Drought, Flood (coastal, fluvial, pluvial, ground water), Glacial lake outburst • Solid mass-related: Coastal erosion, Soil degradation, Soil erosion, Solifluction, Landslide, Avalanche, Subsidence **TRANSITION TO CIRCULAR ECONOMY:** 1. Waste recycled: Weight slip for waste brought to the waste recycling facility (in kg); 2. Total (non-hazardous) waste generated on site: The estimation of the total waste generated is interpreted in view of available evidence. It could be evidenced for example by one of the following: i) Receipts of total waste brought to different waste facilities (in kg) (i.e. recycling, landfilling etc.); ii) Receipt of skips (indicating their volume in m3) used on construction site; iii) Estimation of the total waste generation based on pre-demolition audit.

[18] As defined in Directive 2008/98/EC: 'preparing for re-use' means checking, cleaning or repairing recovery operations, by which products or components of products that have become waste are prepared so that they can be re-used without any other pre-processing. This includes, for instance, the preparation for re-use of certain parts of buildings like roof elements, windows, doors, bricks, stones or concrete elements. A pre-requisite for the preparation for re-use of building elements is usually the selective deconstruction of buildings or other structures.

[19] As defined in Directive 2008/98/EC: 'recycling' means any recovery operation by which waste materials are reprocessed into products, materials or substances whether for the original or other purposes. It includes the reprocessing of organic material but does not include energy recovery and the reprocessing into materials that are to be used as fuels or for backfilling operations.

[20] As defined in Directive 2008/98/EC: 'Backfilling' means any recovery operation where suitable non-hazardous waste is used for purposes of reclamation in excavated areas or for engineering purposes in landscaping. Waste used for backfilling must substitute non-waste materials, be suitable for the aforementioned purposes, and be limited to the amount strictly necessary to achieve those purposes.

	PROTECTION AND RESTORATION OF BIODIVERSITY AND ECOSYSTEMS: 1. The new infrastructure is not built on one of the following: a) Land defined as wetlands, peatlands and permanent grassland in Natura 2000 sites, regardless of whether the land continues to have that status after 1 January 2025. b) land matching the definition of forest[21]. 2. New infrastructure should as much as economically and technically possible follow the mitigation hierarchy by: a) minimising land take, loss of green areas and soil sealing through the project design, for instance by prioritising the use of recycling land and nature-based solutions; b) adopting mitigation measures, for instance integrating green infrastructure the use of native species, permeable materials, or other measures to improve water infiltration; and c) implementing on-site restoration or offsetting measures to compensate for loss of green areas and ecosystem services.	**PROTECTION AND RESTORATION OF BIODIVERSITY AND ECOSYSTEMS:** For 1a): The criteria should be interpreted based on available evidence. This means that if there is no evidence that an area has been defined as the type of land listed in the criteria, we assume that the beneficiaries comply with the criteria. Available evidence includes the following: • The information that Member States have to collect by 1 January 2025 as part of their Common Agricultural Policy (CAP) Strategic Plans. [This information covers at least wetland and peatland covered by agricultural areas supported by the CAP.]; • The Natura 2000 viewer and the Grassland watch portal [provide detailed information of the three categories of lands in each Member State' Natura 2000 areas at a 50 m by 50 m resolution]; • The Global Peatland Database of the Greifswald Moor Centrum [which also provides geodata on peatlands in a grid of 1x1 km]; • The information on land use that Member States have to collect by 2026 as part of their obligations under the Land Use, Land Use Change and Forestry Regulation [which include peatland and wetlands]. For 1.b), data from FISE based on national definitions would be accepted as valid evidence until standardised data on forest area based on the Forest Monitoring Law is available in FISE; For 2), bills or certificate proving that the mitigation measures have been implemented.

[21] 'Forest' means land spanning more than 0,5 hectares with trees higher than 5 meters and a tree crown cover of more than 10 %, or trees able to reach those thresholds in situ, excluding land that is predominantly under agricultural or urban land use. It includes areas with trees, including groups of growing, young, natural trees, or plantations that have yet to reach the minimum values for tree crown cover or an equivalent stocking level or minimum tree height, including any area that normally forms part of the forest area but on which there are temporarily no trees as a result of human intervention, such as harvesting, or as a result of natural causes, but which area can be expected to revert to forest.

T21. Renovation or upgrade of non-linear infrastructure for road public transport[22]		
Renovation or upgrade of "non-linear" infrastructure for road public transport, as defined above.	**CLIMATE CHANGE MITIGATION:** The infrastructure to be renovated or upgraded shall be equipped with infrastructure enabling sustainable road public transportation (e.g., depot charging, charging infrastructure for Bus Rapid Transit), where not already provided for. **CLIMATE CHANGE ADAPTATION:** Climate-related hazards based on the list (see "Classification of climate-related hazards" in the next column) potentially causing material risks are identified through a proportionate climate risk assessment (e.g., through the application of Commission Technical Guidance on Climate Proofing of Infrastructure, 29.7.2021 C(2021) 5430 final, using RCP4.5[23] as a baseline for scenario-based assessments, or are based on the local and national risk assessments, as appropriate).	**CLIMATE CHANGE MITIGATION:** Provision in the call for tenders specifically requiring the construction of infrastructure to support sustainable road public transportation, where it does not currently exist, as a complement to the new or extended lane; project technical specifications. **CLIMATE CHANGE ADAPTATION:** The climate risk assessment has the following characteristics: • considers both current weather variability and future climate change, including uncertainty; • is based on robust analysis of available climate data and projections across a range of future scenarios; • is consistent with the expected lifetime of the activity. For existing activities, the implementation of physical and non-physical measures reducing material impacts may be phased and executed over a period of up to 5 years. For new activities, implementation of these measures must be met at the time of design and construction. New activities should not be carried out in flood prone areas. The activity should not increase the risks of an adverse climate impact on other people, nature and assets or hamper adaptation elsewhere. Consideration should be given to the viability of 'green' or 'nature-based-solutions' over 'grey' measures to address adaptation. **Classification of climate-related hazards**

[22] Renovation means that at least 50% of the existing building is retained. This is to be calculated based on the gross external floor area retained from the original building using the applicable national or regional measurement methodology, alternatively using the definition of 'IPMS 1' contained in the International Property Measurement Standards.
[23] Representative Concentration Pathways, IPCC.

	TRANSITION TO A CIRCULAR ECONOMY: The preparing for re-use[24] or recycling[25] of the non-hazardous construction and demolition waste generated on the construction site is at least 70 % (by mass in kilogrammes), excluding backfilling[26]. This excludes naturally occurring material referred to in category 17 05 04 in the European List of Waste established by Decision 2000/532/EC.	• Temperature-related: Changing temperature (air, freshwater, marine water); Heat stress; Temperature variability, Heat wave, Permafrost thawing, Cold wave/frost, Storm (including blizzards, dust, and sandstorms). • Wind-related: Cyclone, hurricane, typhoon, tornado. • Water-related: Changing precipitation patterns and types (rain, hail, snow/ice), Precipitation or hydrological variability, Ocean acidification, Sea level rise, Saline intrusion, Drought, Flood (coastal, fluvial, pluvial, ground water), Glacial lake outburst. • Solid mass-related: Coastal erosion, Soil degradation, Soil erosion, Solifluction, Landslide, Avalanche, Subsidence. **TRANSITION TO A CIRCULAR ECONOMY:** 1. Waste recycled: Weight slip for waste brought to the waste recycling facility (in kg); 2. Total (non-hazardous) waste generated on site: The estimation of the total waste generated is interpreted in view of available evidence. It could be evidenced for example by one of the following: i) Receipts of total waste brought to different waste facilities (in kg) (i.e. recycling, landfilling etc.); ii) Receipt of skips (indicating their volume in m3) used on construction site; iii) Estimation of the total waste generation based on pre-demolition audit.

[24] As defined in Directive 2008/98/EC: 'preparing for re-use' means checking, cleaning or repairing recovery operations, by which products or components of products that have become waste are prepared so that they can be re-used without any other pre-processing. This includes, for instance, the preparation for re-use of certain parts of buildings like roof elements, windows, doors, bricks, stones or concrete elements. A pre-requisite for the preparation for re-use of building elements is usually the selective deconstruction of buildings or other structures.

[25] As defined in Directive 2008/98/EC: 'recycling' means any recovery operation by which waste materials are reprocessed into products, materials or substances whether for the original or other purposes. It includes the reprocessing of organic material but does not include energy recovery and the reprocessing into materials that are to be used as fuels or for backfilling operations.

[26] As defined in Directive 2008/98/EC: 'Backfilling' means any recovery operation where suitable non-hazardous waste is used for purposes of reclamation in excavated areas or for engineering purposes in landscaping. Waste used for backfilling must substitute non-waste materials, be suitable for the aforementioned purposes, and be limited to the amount strictly necessary to achieve those purposes.

Description	Criteria	Evidence [could be]
Mobile assets – Railways		
T22. Zero-emission railway, metro or tramway rolling stock, including its components		
Purchase, rental and leasing of railway, metro or tramway rolling stock, including components of such trains as long as trains, locomotives, passenger coaches or freight wagons have zero direct tailpipe CO2 emissions	N/A	N/A
T23. Bi-mode rolling stock		
Purchase, rental, leasing and operation of trains, locomotives and passenger coaches or freight wagons operated with zero direct (tailpipe) CO2 emission on an electrified track, and with a conventional engine where such infrastructure is not available.	N/A	N/A
T24. Retro-fitted or upgraded railway, metro or tramway rolling stock and related components		
Activities aimed at retrofitting or upgrading railway, metro or tramway rolling stock – including procurement for components enabling the retrofitting. Retrofitting activities may target, for instance, train control/signalling, noise reduction, or other purposes that serve better interoperability, safety, security, efficiency - including capacity increase, or environmental performance. Retrofitting to zero-emission propulsion system is also compliant.	N/A	N/A
T25. Railway or tramway rolling stock that is not zero-emission, low-emission, bimodal or a shunting locomotive.		
Purchase or leasing of any passenger or cargo train or tramway running with non-zero direct (tailpipe) CO2 emissions and are not bimodal, low-emission, or shunting locomotives in compliance with the requirements set above.	Not DNSH compliant	N/A
T26. Rolling stock dedicated to the transport and storage of fossil fuels		
Vehicles dedicated to the transport and storage of fossil fuels. "Dedicated" means built and acquired with the explicit intention to predominantly transport or store fossil fuels over the life of the project.	Not DNSH compliant	N/A

Infrastructure - Railways		
T27. Individual infrastructure for rail public transport		
- Electrification of tracks (e.g., installation of catenary); - Installation of electric recharging infrastructure and hydrogen refuelling stations for rail transport; - Digital equipping of tracks (e.g., equipment with European Rail Traffic Management System (ERTMS), radio systems, other signalling and safety systems for public transport, transport digitalisation, prioritisation at traffic lights, advanced traffic management, digital connectivity for passengers based on ERTMS and digital automatic couplings, connectivity based on 5G and satellite and inertial units for the geopositioning units of ERTMS); - Climate mitigation and adaptation measures on existing public transport and rail infrastructure (e.g., wildlife safe crossings, soil de-sealing, climate proofing); - Construction or upgrade of public transport stops not requiring the construction of buildings (e.g., tramway stops, railway stops[27]; - Installations to improve accessibility of passenger transport (e.g., platforms, lift or escalators); - Targeted upgrade of existing rail infrastructure that does not impact additional land take (e.g., measures to improve safety of level crossings, measures to mitigate noise and vibration caused by rail transport, including noise protection barriers).	N/A	N/A
T28. Construction of linear infrastructure for rail public transport		
Construction of new physical "linear" structures and facilities that are arranged in a continuous, linear configuration to support the movement of public transportation vehicles along a specified route. This includes the following assets: a) infrastructure and other rail subsystems (as defined in Annex II.2 Points 2.1, 2.2., 2.3, 2.5, 2.6, 2.8 to Directive	**CLIMATE CHANGE ADAPTATION:** Climate-related hazards based on the list (see "Classification of climate-related hazards" in the next column) potentially causing material risks are identified through a proportionate climate risk assessment (e.g., through the application of Commission Technical Guidance on Climate Proofing of Infrastructure, 29.7.2021 C(2021) 5430 final, using RCP4.5[30]	**CLIMATE CHANGE ADAPTATION:** The climate risk assessment has the following characteristics: • considers both current weather variability and future climate change, including uncertainty;

[27] A "stop" is a specified location along a road or railway line where the public transport vehicle halts to facilitate the boarding and alighting of passengers. Unlike stations or terminals, stops lack extensive facilities, do not encompass real estate structures or require major construction works, and typically consists merely of a basic platform or halt. Stops are commonly situated in rural or sparsely populated regions where the demand for passenger services is relatively low.

[30] Representative Concentration Pathways, IPCC.

(EU) 2016/797 of the European Parliament and of the Council[28]). b) construction of tunnels and bridges. c) sidings. d) Infrastructure and installations dedicated to the transfer of passengers within and between modes of transport such as planning/design, construction installation, technical consulting, retrofitting, upgrade, repair, operation, maintenance, repurposing equipment, systems and software. e) other rail service facilities[29]. f) infrastructure and installations dedicated to urban and suburban public passenger transport, including associated signalling systems for metro, tram and rail systems.	as a baseline for scenario-based assessments, or are based on the local and national risk assessments, as appropriate).	• is based on robust analysis of available climate data and projections across a range of future scenarios; • is consistent with the expected lifetime of the activity. For existing activities, the implementation of physical and non-physical measures reducing material impacts may be phased and executed over a period of up to 5 years. For new activities, implementation of these measures must be met at the time of design and construction. New activities should not be carried out in flood prone areas. The activity should not increase the risks of an adverse climate impact on other people, nature and assets or hamper adaptation elsewhere. Consideration should be given to the viability of 'green' or 'nature-based-solutions' over 'grey' measures to address adaptation. **Classification of climate-related hazards** • Temperature-related: Changing temperature (air, freshwater, marine water); Heat stress; Temperature variability, Heat wave, Permafrost thawing, Cold wave/frost, Storm (including blizzards, dust, and sandstorms). • Wind-related: Cyclone, hurricane, typhoon, tornado. • Water-related: Changing precipitation patterns and types (rain, hail, snow/ice), Precipitation or hydrological variability, Ocean acidification, Sea level rise, Saline intrusion, Drought, Flood (coastal, fluvial, pluvial, ground water), Glacial lake outburst.

[28] Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (recast).
[29] In accordance with Article 3, point (11), of Directive 34/2012/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (OJ L 343, 14.12.2012, p. 32).

	TRANSITION TO A CIRCULAR ECONOMY: The preparing for re-use[31] or recycling[32] of the non-hazardous construction and demolition waste generated on the construction site is at least [70 % (by mass in kilogrammes), excluding backfilling[33]]. This excludes naturally occurring material referred to in category 17 05 04 in the European List of Waste established by Decision 2000/532/EC. **PROTECTION AND RESTORATION OF BIODIVERSITY AND ECOSYSTEMS:** New infrastructure should as much as economically and technically possible follow the mitigation hierarchy by: a. minimising land take, loss of green areas and soil sealing through the project design, for instance by prioritising the use of recycling land and nature-based solutions; b. adopting mitigation measures, for instance integrating green infrastructure including green roofs, the use of	• Solid mass-related: Coastal erosion, Soil degradation, Soil erosion, Solifluction, Landslide, Avalanche, Subsidence. **TRANSTION TO A CIRCULAR ECONOMY:** 1. Waste recycled: Weight slip for waste brought to the waste recycling facility (in kg); 2. Total (non-hazardous) waste generated on site: The estimation of the total waste generated is interpreted in view of available evidence. It could be evidenced for example by one of the following: i) Receipts of total waste brought to different waste facilities (in kg) (i.e. recycling, landfilling etc.); ii) Receipt of skips (indicating their volume in m3) used on construction site; iii) Estimation of the total waste generation based on pre-demolition audit. **BIODIVERSITY AND ECOSYSTEM RECOVERY AND RESTORATION:** Bills or certificate proving that the mitigation measures have been implemented.

[31] As defined in Directive 2008/98/EC: 'preparing for re-use' means checking, cleaning or repairing recovery operations, by which products or components of products that have become waste are prepared so that they can be re-used without any other pre-processing. This includes, for instance, the preparation for re-use of certain parts of buildings like roof elements, windows, doors, bricks, stones or concrete elements. A pre-requisite for the preparation for re-use of building elements is usually the selective deconstruction of buildings or other structures.

[32] As defined in Directive 2008/98/EC: 'recycling' means any recovery operation by which waste materials are reprocessed into products, materials or substances whether for the original or other purposes. It includes the reprocessing of organic material but does not include energy recovery and the reprocessing into materials that are to be used as fuels or for backfilling operations.

[33] As defined in Directive 2008/98/EC: 'Backfilling' means any recovery operation where suitable non-hazardous waste is used for purposes of reclamation in excavated areas or for engineering purposes in landscaping. Waste used for backfilling must substitute non-waste materials, be suitable for the aforementioned purposes, and be limited to the amount strictly necessary to achieve those purposes.

	native species, permeable materials, or other measures to improve water infiltration; and c. implementing on-site restoration or offsetting measures to compensate for loss of green areas and ecosystem services.	
T29. Upgrade of linear infrastructure for rail public transport		
Upgrades to increase speed, axle load, loading gauge, structural improvements in track beds and the structural–rehabilitation works on bridges and tunnels to preserve or restore their serviceability and to extend their service life.	**CLIMATE CHANGE ADAPTATION:** Climate-related hazards based on the list (see "Classification of climate-related hazards" in the next column) potentially causing material risks are identified through a proportionate climate risk assessment (e.g., through the application of Commission Technical Guidance on Climate Proofing of Infrastructure, 29.7.2021 C(2021) 5430 final, using RCP4.5[34] as a baseline for scenario-based assessments, or are based on the local and national risk assessments, as appropriate).	**CLIMATE CHANGE ADAPTATION:** The climate risk assessment has the following characteristics: • considers both current weather variability and future climate change, including uncertainty; • is based on robust analysis of available climate data and projections across a range of future scenarios; • is consistent with the expected lifetime of the activity. For existing activities, the implementation of physical and non-physical measures reducing material impacts may be phased and executed over a period of up to 5 years. For new activities, implementation of these measures must be met at the time of design and construction. New activities should not be carried out in flood prone areas. The activity should not increase the risks of an adverse climate impact on other people, nature and assets or hamper adaptation elsewhere. Consideration should be given to the viability of 'green' or 'nature-based-solutions' over 'grey' measures to address adaptation. **Classification of climate-related hazards** • Temperature-related: Changing temperature (air, freshwater, marine water); Heat stress; Temperature variability, Heat wave,

34 Representative Concentration Pathways, IPCC.

	TRANSITION TO A CIRCULAR ECONOMY: The preparing for re-use[35] or recycling[36] of the non-hazardous construction and demolition waste generated on the construction site is at least [70 % (by mass in kilogrammes), excluding backfilling[37]]. This excludes naturally occurring material referred to in category 17 05 04 in the European List of Waste established by Decision 2000/532/EC.	Permafrost thawing, Cold wave/frost, Storm (including blizzards, dust, and sandstorms) • Wind-related: Cyclone, hurricane, typhoon, tornado. • Water-related: Changing precipitation patterns and types (rain, hail, snow/ice), Precipitation or hydrological variability, Ocean acidification, Sea level rise, Saline intrusion, Drought, Flood (coastal, fluvial, pluvial, ground water), Glacial lake outburst. • Solid mass-related: Coastal erosion, Soil degradation, Soil erosion, Solifluction, Landslide, Avalanche, Subsidence. **TRANSTION TO A CIRCULAR ECONOMY:** 1. Waste recycled: Weight slip for waste brought to the waste recycling facility (in kg); 2. Total (non-hazardous) waste generated on site: The estimation of the total waste generated is interpreted in view of available evidence. It could be evidenced for example by one of the following: i) Receipts of total waste brought to different waste facilities (in kg) (i.e. recycling, landfilling etc.); ii) Receipt of skips (indicating their volume in m3) used on construction site; iii) Estimation of the total waste generation based on pre-demolition audit.

35 As defined in Directive 2008/98/EC: 'preparing for re-use' means checking, cleaning or repairing recovery operations, by which products or components of products that have become waste are prepared so that they can be re-used without any other pre-processing. This includes, for instance, the preparation for re-use of certain parts of buildings like roof elements, windows, doors, bricks, stones or concrete elements. A pre-requisite for the preparation for re-use of building elements is usually the selective deconstruction of buildings or other structures.

36 As defined in Directive 2008/98/EC: 'recycling' means any recovery operation by which waste materials are reprocessed into products, materials or substances whether for the original or other purposes. It includes the reprocessing of organic material but does not include energy recovery and the reprocessing into materials that are to be used as fuels or for backfilling operations.

37 As defined in Directive 2008/98/EC: 'Backfilling' means any recovery operation where suitable non-hazardous waste is used for purposes of reclamation in excavated areas or for engineering purposes in landscaping. Waste used for backfilling must substitute non-waste materials, be suitable for the aforementioned purposes, and be limited to the amount strictly necessary to achieve those purposes.

T30. Construction of non-linear infrastructure for rail public transport		
Construction of physical "non-linear" structures and facilities that are arranged in a non-continuous or networked configuration and support the movement of public transportation vehicles across various intersecting routes and modes. This includes new metro stations or train stations, train depots.	**CLIMATE CHANGE ADAPTATION:** Climate-related hazards based on the list (see "Classification of climate-related hazards" in the next column) potentially causing material risks are identified through a proportionate climate risk assessment (e.g., through the application of Commission Technical Guidance on Climate Proofing of Infrastructure, 29.7.2021 C(2021) 5430 final, using RCP4.5[38] as a baseline for scenario-based assessments, or are based on the local and national risk assessments, as appropriate).	**CLIMATE CHANGE ADAPTATION** The climate risk assessment has the following characteristics: • considers both current weather variability and future climate change, including uncertainty; • is based on robust analysis of available climate data and projections across a range of future scenarios; • is consistent with the expected lifetime of the activity. For existing activities, the implementation of physical and non-physical measures reducing material impacts may be phased and executed over a period of up to 5 years. For new activities, implementation of these measures must be met at the time of design and construction. New activities should not be carried out in flood prone areas. The activity should not increase the risks of an adverse climate impact on other people, nature and assets or hamper adaptation elsewhere. Consideration should be given to the viability of 'green' or 'nature-based-solutions' over 'grey' measures to address adaptation. **Classification of climate-related hazards** • Temperature-related: Changing temperature (air, freshwater, marine water); Heat stress; Temperature variability, Heat wave, Permafrost thawing, Cold wave/frost, Storm (including blizzards, dust, and sandstorms). • Wind-related: Cyclone, hurricane, typhoon, tornado.

[38] Representative Concentration Pathways, IPCC.

	TRANSITION TO A CIRCULAR ECONOMY: The preparing for re-use[39] or recycling[40] of the non-hazardous construction and demolition waste generated on the construction site is at least 70 % (by mass in kilogrammes), excluding backfilling[41]. This excludes naturally occurring material referred to in category 17 05 04 in the European List of Waste established by Decision 2000/532/EC. **PROTECTION AND RESTORATION OF BIODIVERSITY AND ECOSYSTEMS:** 1. The new infrastructure is not built on one of the following:	• Water-related: Changing precipitation patterns and types (rain, hail, snow/ice), Precipitation or hydrological variability, Ocean acidification, Sea level rise, Saline intrusion, Drought, Flood (coastal, fluvial, pluvial, ground water), Glacial lake outburst • Solid mass-related: Coastal erosion, Soil degradation, Soil erosion, Solifluction, Landslide, Avalanche, Subsidence **TRANSITON TO A CIRCULAR ECONOMY:** 1. Waste recycled: Weight slip for waste brought to the waste recycling facility (in kg); 2. Total (non-hazardous) waste generated on site: The estimation of the total waste generated is interpreted in view of available evidence. It could be evidenced for example by one of the following: i) Receipts of total waste brought to different waste facilities (in kg) (i.e. recycling, landfilling etc.); ii) Receipt of skips (indicating their volume in m3) used on construction site; iii) Estimation of the total waste generation based on pre-demolition audit. **PROTECTION AND RESTORATION OF BIODIVERSITY AND ECOSYSTEMS:** For 1a): The criteria should be interpreted based on available evidence. This means that if there is no evidence that an area has been defined as the type of land

[39] As defined in Directive 2008/98/EC: 'preparing for re-use' means checking, cleaning or repairing recovery operations, by which products or components of products that have become waste are prepared so that they can be re-used without any other pre-processing. This includes, for instance, the preparation for re-use of certain parts of buildings like roof elements, windows, doors, bricks, stones or concrete elements. A pre-requisite for the preparation for re-use of building elements is usually the selective deconstruction of buildings or other structures.

[40] As defined in Directive 2008/98/EC: 'recycling' means any recovery operation by which waste materials are reprocessed into products, materials or substances whether for the original or other purposes. It includes the reprocessing of organic material but does not include energy recovery and the reprocessing into materials that are to be used as fuels or for backfilling operations.

[41] As defined in Directive 2008/98/EC: 'Backfilling' means any recovery operation where suitable non-hazardous waste is used for purposes of reclamation in excavated areas or for engineering purposes in landscaping. Waste used for backfilling must substitute non-waste materials, be suitable for the aforementioned purposes, and be limited to the amount strictly necessary to achieve those purposes.

	a) Land defined as wetlands, peatlands and permanent grassland in Natura 2000 sites, regardless of whether the land continues to have that status after 1 January 2025. b) land matching the definition of forest[42]. 2. New infrastructure should as much as economically and technically possible follow the mitigation hierarchy by: a) minimising land take, loss of green areas and soil sealing through the project design, for instance by prioritising the use of recycling land and nature-based solutions; b) adopting mitigation measures, for instance integrating green infrastructure the use of native species, permeable materials, or other measures to improve water infiltration; and c) implementing on-site restoration or offsetting measures to compensate for loss of green areas and ecosystem services.	listed in the criteria, we assume that the beneficiaries comply with the criteria. Available evidence includes the following: • The information that Member States have to collect by 1 January 2025 as part of their CAP Strategic Plans. [This information covers at least wetland and peatland covered by agricultural areas supported by the CAP.]; • The Natura 2000 viewer and the Grassland watch portal [provide detailed information of the three categories of lands in each Member State' Natura 2000 areas at a 50 m by 50 m resolution]; • The Global Peatland Database of the Greifswald Moor Centrum [which also provides geodata on peatlands in a grid of 1x1 km]; • The information on land use that Member States have to collect by 2026 as part of their obligations under the Land Use, Land Use Change and Forestry Regulation [which include peatland and wetlands]. For 1.b), data from FISE based on national definitions would be accepted as valid evidence until standardised data on forest area based on the Forest Monitoring Law is available in FISE; For 2), bills or certificate proving that the mitigation measures have been implemented.
T31. Renovation of non-linear infrastructure for rail public transport[43]		
Renovation or upgrade of "non-linear" infrastructure for road public transport, as defined above.	**CLIMATE CHANGE ADAPTATION:** Climate-related hazards based on the list (see "Classification of climate-related hazards" in the next column) potentially causing material risks are identified through a proportionate	**CLIMATE CHANGE ADAPTATION:** The climate risk assessment has the following characteristics:

[42] 'Forest' means land spanning more than 0,5 hectares with trees higher than 5 meters and a tree crown cover of more than 10 %, or trees able to reach those thresholds in situ, excluding land that is predominantly under agricultural or urban land use. It includes areas with trees, including groups of growing, young, natural trees, or plantations that have yet to reach the minimum values for tree crown cover or an equivalent stocking level or minimum tree height, including any area that normally forms part of the forest area but on which there are temporarily no trees as a result of human intervention, such as harvesting, or as a result of natural causes, but which area can be expected to revert to forest.

[43] Renovation means that at least 50% of the existing building is retained. This is to be calculated based on the gross external floor area retained from the original building using the applicable national or regional measurement methodology, alternatively using the definition of 'IPMS 1' contained in the International Property Measurement Standards

	climate risk assessment (e.g., through the application of Commission Technical Guidance on Climate Proofing of Infrastructure, 29.7.2021 C(2021) 5430 final, using RCP4.5[44] as a baseline for scenario-based assessments, or are based on the local and national risk assessments, as appropriate).	• considers both current weather variability and future climate change, including uncertainty; • is based on robust analysis of available climate data and projections across a range of future scenarios; • is consistent with the expected lifetime of the activity. For existing activities, the implementation of physical and non-physical measures reducing material impacts may be phased and executed over a period of up to 5 years. For new activities, implementation of these measures must be met at the time of design and construction. New activities should not be carried out in flood prone areas. The activity should not increase the risks of an adverse climate impact on other people, nature and assets or hamper adaptation elsewhere. Consideration should be given to the viability of 'green' or 'nature-based-solutions' over 'grey' measures to address adaptation. **Classification of climate-related hazards** • Temperature-related: Changing temperature (air, freshwater, marine water); Heat stress; Temperature variability, Heat wave, Permafrost thawing, Cold wave/frost, Storm (including blizzards, dust, and sandstorms). • Wind-related: Cyclone, hurricane, typhoon, tornado. • Water-related: Changing precipitation patterns and types (rain, hail, snow/ice), Precipitation or hydrological variability, Ocean acidification, Sea level rise, Saline intrusion, Drought, Flood (coastal, fluvial, pluvial, ground water), Glacial lake outburst.

[44] Representative Concentration Pathways, IPCC.

	TRANSITION TO A CIRCULAR ECONOMY: The preparing for re-use[45] or recycling[46] of the non-hazardous construction and demolition waste generated on the construction site is at least 70 % (by mass in kilogrammes), excluding backfilling[47]. This excludes naturally occurring material referred to in category 17 05 04 in the European List of Waste established by Decision 2000/532/EC.	• Solid mass-related: Coastal erosion, Soil degradation, Soil erosion, Solifluction, Landslide, Avalanche, Subsidence. **TRANSTION TO A CIRCULAR ECONOMY:** 1. Waste recycled: Weight slip for waste brought to the waste recycling facility (in kg); 2. Total (non-hazardous) waste generated on site: The estimation of the total waste generated is interpreted in view of available evidence. It could be evidenced for example by one of the following: i) Receipts of total waste brought to different waste facilities (in kg) (i.e. recycling, landfilling etc.); ii) Receipt of skips (indicating their volume in m3) used on construction site; iii) Estimation of the total waste generation based on pre-demolition audit.

[45] As defined in Directive 2008/98/EC: 'preparing for re-use' means checking, cleaning or repairing recovery operations, by which products or components of products that have become waste are prepared so that they can be re-used without any other pre-processing. This includes, for instance, the preparation for re-use of certain parts of buildings like roof elements, windows, doors, bricks, stones or concrete elements. A pre-requisite for the preparation for re-use of building elements is usually the selective deconstruction of buildings or other structures.

[46] As defined in Directive 2008/98/EC: 'recycling' means any recovery operation by which waste materials are reprocessed into products, materials or substances whether for the original or other purposes. It includes the reprocessing of organic material but does not include energy recovery and the reprocessing into materials that are to be used as fuels or for backfilling operations.

[47] As defined in Directive 2008/98/EC: 'Backfilling' means any recovery operation where suitable non-hazardous waste is used for purposes of reclamation in excavated areas or for engineering purposes in landscaping. Waste used for backfilling must substitute non-waste materials, be suitable for the aforementioned purposes, and be limited to the amount strictly necessary to achieve those purposes.