
Bane NOR Eiendom AS

Green Finance Framework

March 2024





Content

Introduction

Green Finance Framework

1. Use of Proceeds
2. Process for Project Evaluation and Selection
3. Management of Proceeds
4. Reporting and Transparency

Appendix 1: Overview and summary of main taxonomy criteria



Barcode seen from
Acrobat bridge, Oslo
Photo: Hilde Lillejord - Bane NOR

Introduction

Bane NOR Eiendom in Brief

Bane NOR Eiendom AS (with subsidiaries, “Bane NOR Eiendom”) is Norway’s leading public transportation hub developer. Bane NOR Eiendom own, develop, and manage railway stations, train workshops, and a range of properties in close proximity to the railway and city centres in major cities across Norway.

Bane NOR Eiendom is a wholly owned subsidiary of Bane NOR SF, the Norwegian rail infrastructure manager, which in turn is wholly owned by the Norwegian Ministry of Transport. Our overarching goal is to support the Norwegian railway and create attractive public transportation hubs that encourage more people to travel by rail and other green mobility alternatives over private cars.

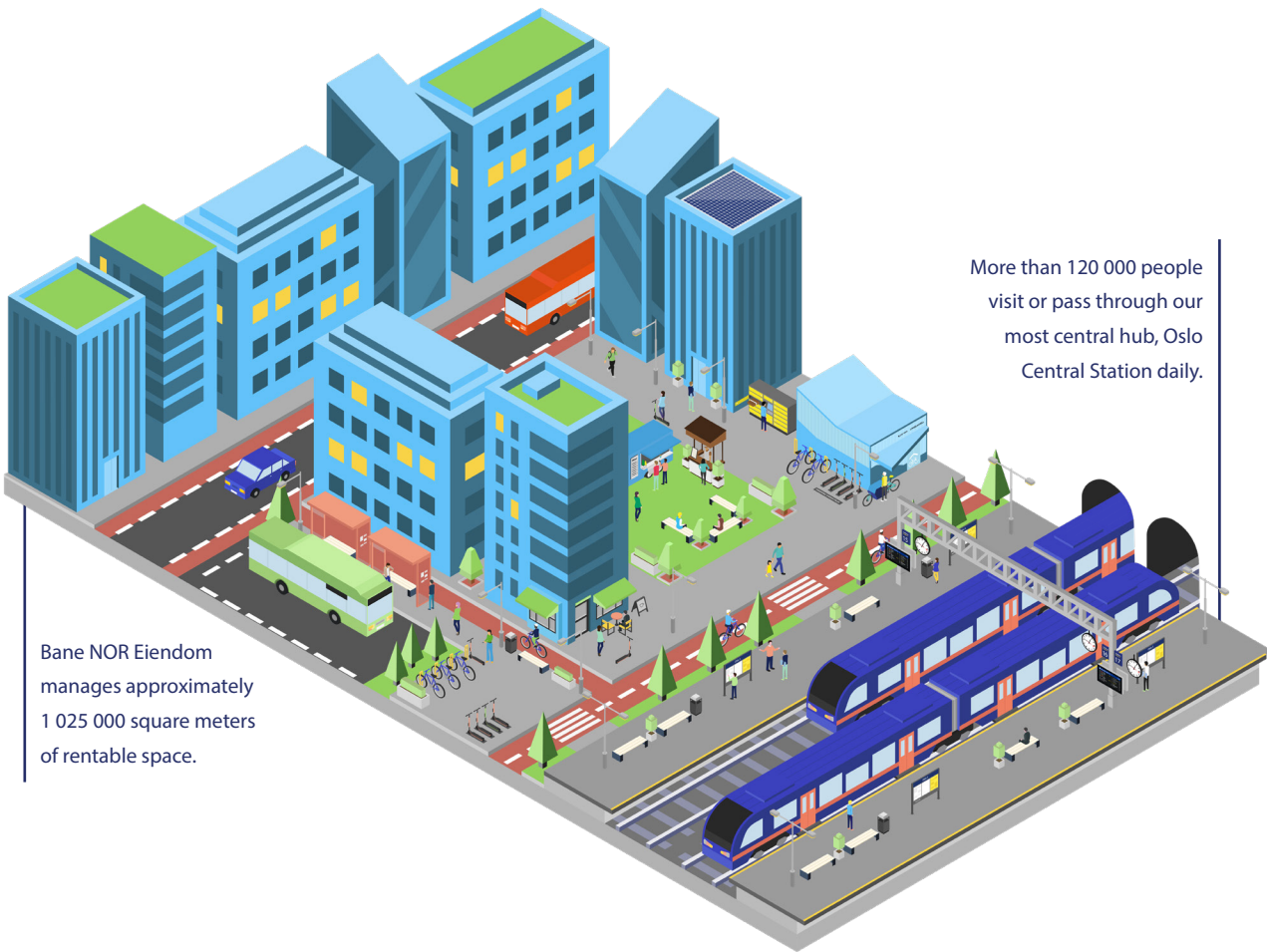
Sustainability through creating attractive hubs and supporting green mobility

For Bane NOR Eiendom, sustainability is built upon principles of transit-orientated planning and supporting the Norwegian railway. Our railway stations have a major impact in each city, and developing dense and efficient transportation hubs makes the exchange between transport modes both convenient and appealing. By promoting public transportation as the most effective mode of travel, Bane NOR Eiendom encourage more sustainable travel. Attractive hubs contribute to innovation and efficiencies in local service provision and create sustainable cities and communities in which it is pleasant to live, work, and visit.

The railway plays a crucial role in achieving the climate goals of today and contributes strongly to reaching the Sustainable Development Goals set by the United Nations (SDGs). No other modes of transportation can accommodate as many people as efficiently as the railway with regards to energy

consumption, climate footprint and land appropriation, in addition to generating relatively little noise and making only a marginal contribution to local air pollution. Bane NOR Eiendom is integral in making the railway the most efficient, reliable, and safest green mobility alternative, by developing and managing train maintenance depots, railway stations and other railway-related infrastructure facilities that support the wider railway network.

With a rich history in the Norwegian railway, Bane NOR Eiendom is the owner of real estate at public transportation hubs in the city centre in all the major cities in Norway. Real estate no longer needed by the railway infrastructure are released for real estate development purposes. Redevelopment of such areas have significant impact on future mobility and development of modern cities.



Bane NOR Eiendom manages approximately 1 025 000 square meters of rentable space.

More than 120 000 people visit or pass through our most central hub, Oslo Central Station daily.

Living and working in close proximity to train stations reduce car use

The Institute of Transport Economics found positive environmental effects of locating housing and workplaces in close proximity to train stations, resulting in fewer car trips and fewer driven kilometers by car. The study shows that people living close to train stations in cities with a large portion of Oslo-commuters, like for example Drammen and Moss, have an estimated decrease in car use of approximately 20%. A similar study shows that most people choose to drive instead of walk if the distance is longer than 1 km, and the proportion increases considerably from 500 meters and upwards.

Source: Institute of Transport Economics, Environmental effects of locating housing and workplaces in proximity to railway stations, Report 1550/2017 and the National travel habits survey in Norway, 2009

Infrastructure and planning decisions have long term effects on cities CO2 emissions

A study by The Global Commission on the Economy and Climate found that CO₂ emissions vary widely between cities depending on past infrastructure and planning decisions, where emissions in Atlanta were found to be ten times higher per capita than in Barcelona.

Source: The New Climate Economy Report, World Resource Institute, September 2014

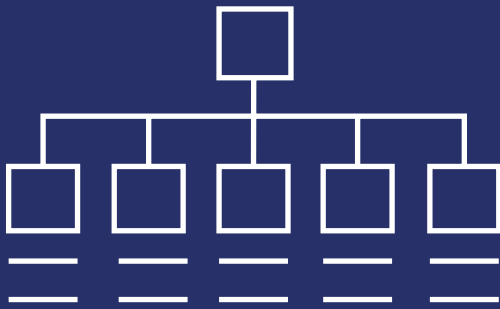
The effect of agglomeration on the environment, Barcode Bjørnvika, Oslo (now divested)

The Norwegian Institute of Transport Economics estimate the 12.500 jobs in Barcode to save the region 6.250 car trips and 110.000 driven kilometres a day compared to locating the premises similar to the current distribution in Oslo, saving 15 tonnes CO₂ emissions, 23 kg NO_x emissions and 8 kg NO₂ emissions per day, as well as 25 MWh of energy for transport.

Source: Norwegian Institute of Transport Economics report 1285/2013

We focus on sustainability where we have a comparative advantage

Our sustainability efforts are prioritized in areas where we have the greatest impact. We have identified four areas where we have a comparative advantage as a real estate developer, and can make a difference:



Large and diverse property portfolio with great potential for sustainable transformation

We own and manage a vast real estate portfolio across most parts of Norway. Wherever a train goes or has gone, we own land. Consequently, a significant portion of our portfolio comprises of former railway infrastructure released for real estate development.



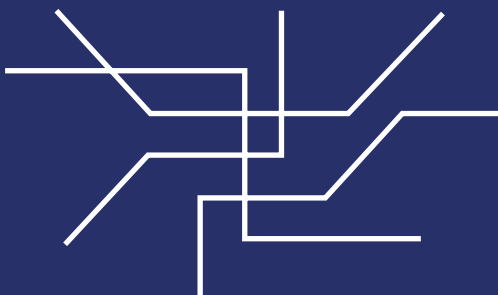
Norway's largest owner and manager of cultural heritage properties

We are the largest owner and property manager of protected and preservable buildings of historic and cultural importance in Norway. Buildings that form an important part of the Norwegian architectural and railway history. We believe in "preservation through use" by facilitating commercial activities in all our real estates.



Unique position to contribute to sustainable urban development

Some properties no longer needed for railway purposes are located at or near city centers and hubs. Transforming these areas for urban purposes contributes to more sustainable cities and communities by making it possible for more people to live and work near a hub without the necessity of relying on private cars. We are a large and influential real estate developer in most major cities in Norway.



Unique access to the intersection of real estate and railway gives an unmatched opportunity to promote sustainable mobility

Sustainable mobility is about effortless and easy travel without contributing to GHG-emissions. Facilitating sustainable mobility requires a comprehensive understanding of the entire mobility spectrum. We have that understanding, and we are accustomed to working closely with all stakeholders who play a role in this broader picture. Our mission is to promote seamless transition between green modes of transport, making use of cars redundant.



Ski station, the end of the Folloline and the start to a new attractive hub, Photo: Niklas Gogstad

Social sustainability

Everyday thousands of people pass through our stations, and we want their experience to be a good one. Safe and well-functioning stations, as well as the safety of travellers and customer focus, contributes to attract more people to choose train as their main mode of transportation.

Bane NOR Eiendom code of conduct for suppliers and other business partners demands that laws and conventions including the UN convention for human rights, ILO core conventions, UN child convention, OECD guidelines for multinational enterprises and UN Global Compact is to be followed.

The future transportation hub, Trondheim Stasjonssenter. Illustration: Arkitema Architects

Building certification and continuous improvement

We continuously improve the climate impact and performance of our buildings, as well as our tenants working environment. Our long-term goal is to minimize our net energy consumption. To achieve our goal, we have a group level initiative to install solar panels and systematically take advantage of the large surface area on Bane NOR Eiendom properties and railway-related land. To validate the actions taken towards sustainable development, we aim to certify our buildings according to the BREEAM-NOR standard on commercial projects over 10 000 m² with the goal of achieving the level of Excellent. BREEAM-In-Use is being implemented for the first time on the rehabilitation of the existing office location in Marienborg, Trondheim.



Climate neutrality

The Norwegian state's ownership policy defines a clear expectation for Bane NOR Eiendom to minimize its climate footprint and actively contribute to achieving Norway's national goals for reducing greenhouse gas emissions in alignment with the Paris Agreement¹. However, our vast undeveloped property portfolio has enough potential for commercial property development for the next century. Although hub development propels public travel and transport by near zero emission rail transport, our development projects impose greenhouse gas emissions during construction. We are convinced that our positive contribution to the green transition outweighs the initial negative impact.

Bane NOR Eiendom's GHG-emissions are recorded in the climate accounts of the Bane NOR group. We have relatively little direct emissions in Scope 1, and Scope 2 is well covered with physical data and a guarantee of origin on electricity consumption. The majority of our GHG-emissions occur in Scope 3, and as of 2023 these emissions are based on economic data. The work on the GHG-inventory in the future therefore lies in improving the data quality in Scope 3. With sustainability reaching the top of the agenda of regulators, contractors, and other suppliers, along with new data tools, we will be able to gather substantially more data from our activities going forward than we are today.

We have diverse activities that produce different types of waste. Stations and public areas produce some residual waste not feasible to categorize, while tenants at the large workshops produce waste of several fractions. To minimise waste in the workshops, environmental stations have been set up to increase the sorting and reuse rate. The activity with the most substantial waste production is the property development projects, therefore this activity has stricter requirements for waste management. Through certification and other requirements, the projects nevertheless have a higher sorting rate than Norwegian legislation, which requires a sorting rate of 70 percent.

We work on minimizing, sorting and reusing the waste continuously. As these requirements become more stringent, we gain more knowledge about what happens to our waste throughout the waste management chain. Wherever feasible, we strive to contribute to the circular economy. This involves collaborating with the industry and other stakeholders to reuse materials or incorporating these materials into our own projects.

Considering our large and diversified real-estate portfolio, from railway stations worthy of conservation, large industrial workshops, to newer commercial premises, we and our tenants consume a significant amount of energy. Continuous energy-efficient measures are implemented throughout our portfolio to reduce the energy consumption, such as building automation systems at major locations. Through our energy monitoring system, we can measure the effectiveness of these initiatives. All electricity consumed in our properties comes from renewable sources.

Climate change

Climate change poses a direct risk of disrupting our day-to-day operations, as well as damaging our assets through unexpected events such as flood, heavy rain, or extreme heat. These risks may potentially reduce the desirability of some of our properties for tenants and could ultimately reduce the reliability of the railway. Consequently, we are currently working on how to assess the climate risk of our existing portfolio. For new acquisitions, climate risk assessment is integrated into the acquisition process, and for new projects, mitigating climate risk is a key criterion.

¹ Meld. St. 6 (2022-2023) "Greener and more active state ownership — The State's direct ownership of companies", page 8 ("The State's expectations of the companies")

Moving forward

We are continuously working towards making our sustainability effort more measurable. Since 2023, we have been working on implementing the EU Sustainability Directive, and conducted a double materiality analysis, in addition to prioritizing which ESRS standards to adopt. This work will intensify going forward, contributing to verifying the efforts on sustainability and minimizing our footprint taking place throughout the organization.

Train stations and a well-functioning public transportation system are catalysts for good urban development. By densifying city centres and hubs we significantly reduce GHG-emissions

In the coming years, Bane NOR Eiendom will develop 1 000 new workplaces and 400 residences in close proximity to the new train station in Ski. This densification in the centre of the city will save 11 million kilometres driven by car and an estimated 2 200 tons of GHG-emissions, as well as have several other positive ripple effects: When many people live and work near a hub, car usage decreases, while environmentally friendly travel by train and other green mobility alternatives increase.

Simultaneously, large amounts of GHG-emissions are saved, and environmental impact are reduced: When dense construction occurs in the city centre, new buildings are placed where existing establishments already exist. In other words, the expansion does not take place on the outskirts, where new buildings with associated parking lots and roads often replace nature, forests, or arable land.

Calculations from the Institute of Transport Economics show the following for residents of Ski municipality:

- People working near the hub will reduce their car usage by 25%. Residents in the greater city centre of Ski will increase the use of public transport, thereby reducing car usage for commuting by an estimated 15%.
- Approximately 2 200 tons of GHG-emissions are saved because the new buildings, situated on 30 acres in the center of Ski, avoid replacing valuable arable land, nature, or forests – which sequester greenhouse gases.
- At the same time, densification in the centre will result in fewer car trips within the municipality, compared to developments on the outskirts of town. When people live, work, and shop in the same place, car usage decrease. More people walk, cycle, and use public transport in their daily lives, which is positive for both public health and the climate. In total, the densification of Ski municipality will save an estimated 11 million kilometres driven by car.

Source: <https://www.baneforeiendom.no/knutepunktutvikling/artikler/jernbanen-gir-barekraftige-byer/>

Contribution to the UN Sustainable Development Goals

The United Nations' [UN] 17 sustainability goals constitute the world's joint work plan to eradicate poverty, fight inequality and stop climate change by 2030.

Although all the goals depend on each other and should be seen in an overall context, there are some goals that are more relevant than others to work towards for an actor like Bane NOR Eiendom. We are happy and proud to be able to contribute positively to several of the UN's defined sustainability goals.

8 DECENT WORK AND ECONOMIC GROWTH



Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all

- We emphasize having an inclusive and pleasant workplace that stimulates learning and growth
- It must be safe to go to work with us, which is why we give high priority to HSE for our own employees and our contractors
- We must have a commercial mindset in the way we invest in and manage our portfolio. We use life cycle cost as a basis for our decisions

9 INDUSTRY, INNOVATION AND INFRASTRUCTURE



Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation

- We contribute to a reliable, sustainable and solid infrastructure of high quality being made available to more people, and we work to make journeys more seamless by offering good and corresponding transitions to other means of transport
- We are restructuring the value chain to become more sustainable by demanding innovative solutions from our suppliers
- We have a positive attitude towards adopting new technology

11 SUSTAINABLE CITIES AND COMMUNITIES



Make cities and human settlements inclusive, safe, resilient and sustainable

- We create attractive and well-functioning public transport hubs with housing, workplaces and service offerings
- We contribute to increased access to a safe, easily accessible and sustainable transport system: the railway
- We challenge ourselves to build and manage a sustainable property portfolio

12 RESPONSIBLE CONSUMPTION AND PRODUCTION



Ensure sustainable consumption and production patterns

- We set high standards for reuse and sorting in our projects. We challenge our value chain to use environmentally friendly technology and sustainable materials to the greatest extent possible
- We work purposefully with energy efficiency in our property portfolio

13 CLIMATE ACTION



Take urgent action to combat climate change and its impacts

- We contribute by building hubs that promote walking, cycling and public transport rather than cars
- We commit to the network Grønn Byggallianse's 20 immediate measures
- We think from cradle to grave in our projects and build buildings with a long lifespan

Green Finance Framework

This Framework (the “**Framework**”) has been developed to be compatible with the EU Taxonomy Regulation (December 2021). Moreover, this Framework complies with the ICMA Green Bond Principles 2021² (GBP) and the LMA Green Loan Principles 2023³ (GLP).

The EU Taxonomy is a classification system, establishing a list of environmentally sustainable economic activities, with the purpose of scaling up sustainable investments. The taxonomy regulation states that an activity must make a substantial contribution to at least one of the six environmental objectives set out by the EU, while it does not cause significant harm towards the other five objectives and meets the minimum social safeguards. Bane NOR Eiendom acknowledges the importance of a common definition of sustainable activities and supports the continued development of the green finance market. Consequently, to reflect emerging regulations, with regards to the EU Sustainable Finance Action Plan and the EU Taxonomy, the eligibility criteria are set to align with the EU taxonomy technical screening criteria for substantial contribution to climate change mitigation as outlined by the EU Taxonomy regulation Delegated act annex 1 (June 2021) as approved and adopted at the time of the publication of this **Framework**.

With regards to the EU Taxonomy, we believe it is reasonable to assume that a substantial part of our activities meets the Do No Significant Harm (“DNSH”) criteria for all environmental objectives even though we at the time of this **Framework** have yet to perform substantial climate risk or environmental impact assessments.

Bane NOR Eiendom’s activities are carried out in Norway and in compliance with the minimum social safeguards set out in the taxonomy regulation related to international minimum human and labour rights and standards. The taxonomy regulation defines the minimum rights and standards as being defined by the OECD Guidelines for Multinational Enterprises, the UN Guiding Principles on Business and Human Rights, including the declaration on Fundamental Principles and Rights at Work of the International Labour Organisation (ILO), the eight fundamental conventions of the ILO and the International Bill of Human Rights.

² Green Bond Principles published in June 2021 (with June 2022 Appendix I) are voluntary process guidelines for issuing Green bonds established by International Capital Markets Association (ICMA).

³ Green Loan Principles published in February 2023 are voluntary process guidelines for issuing Green loans established by Loan Markets Association (LMA).

1. Use of Proceeds

An amount equivalent to the proceeds of any financing under this **Framework** (“**Green Financing**”) will exclusively be used by Bane NOR Eiendom to fully or partly finance or refinance investments and expenditures on assets (“**Eligible Green Assets**” or “**Green Assets**” or “**Green Projects**”) that promote the transition to low-carbon, climate resilient and sustainable economies, and comply with the categories and criteria below. Refinancing is defined as eligible assets financed prior to the reporting year of a new issuance.

Exclusions

The proceeds will not be allocated or linked to fossil-based energy generation, nuclear energy generation, research and/or development within weapons and defence, potentially environmentally negative resource extraction (such as rare-earth elements or fossil fuels), gambling or tobacco.

Eligible Green Assets

For an asset or project to be eligible, the **Green Asset/Project** must comply with the criteria in the “Green Asset criteria” column specified in the tables below. Bane NOR Eiendom main activities in the taxonomy is defined by the sectors “Transportation” and “Construction and real estate activities”.

The combined amount allocated to a specific **Green Asset/Project**, by one or several sources of financing with specified use of proceeds, may not exceed its value. The proceeds will be used exclusively to finance or refinance **Green Assets/Project** in Norway.



The new location for the Statistics Norway (SSB) main office will be in Kongsvinger and the building will be BREEAM-NOR v6.0 Excellent. Illustration: IPO arkitekt

Transportation

The Green Asset criteria is substantial contribution to climate change mitigation as outlined by the EU Taxonomy regulation Delegated act annex 1 (June 2021) as approved and adopted at the time of the publication of this **Framework**. The relevant SDGs for the category “Transportation” is identified as:

9 INDUSTRY, INNOVATION
AND INFRASTRUCTURE



11 SUSTAINABLE CITIES
AND COMMUNITIES



13 CLIMATE
ACTION



GBP category	Taxonomy category		Green Asset criteria ¹
Clean transportation	6.13	Infrastructure for personal mobility, cycle logistics	The infrastructure is dedicated to personal mobility or cycle logistics
	6.14	Infrastructure for rail transport	<p>1. The activity complies with one of the following criteria:</p> <ul style="list-style-type: none"> a. The infrastructure and installations (incl. railway stations, workshops, and other rail service facilities) are dedicated to either: <ul style="list-style-type: none"> i. electrified trackside infrastructure and associated subsystems ii. transshipping freight and goods iii. the transfer of passengers from rail to rail or from other modes to rail. b. The infrastructure and installations are dedicated to transshipping freight between the modes; terminal infrastructure and superstructures for loading, unloading and transshipment of goods; c. Infrastructure and installations are dedicated to the transfer of passengers from rail to rail or from other modes to rail; d. Digital tools enable an increase in efficiency, capacity or energy saving. <p>2. The infrastructure is not dedicated to the transport or storage of fossil fuels</p>

¹ For more information on the substantial contribution criteria and taxonomy, see Appendix 1

Construction and real estate activities

The Green Asset criteria is substantial contribution to climate change mitigation as outlined by the EU Taxonomy regulation Delegated act annex 1 (June 2021) as approved and adopted at the time of the publication of this **Framework** or BREEAM-NOR certification as specified in the table below. The relevant SDGs for the category “Construction and real estate activities” is identified as:

7 AFFORDABLE AND CLEAN ENERGY



8 DECENT WORK AND ECONOMIC GROWTH



11 SUSTAINABLE CITIES AND COMMUNITIES



12 RESPONSIBLE CONSUMPTION AND PRODUCTION



13 CLIMATE ACTION



GBP category	Taxonomy category		Green Asset criteria ^{1,2}
Green buildings	7.1	Construction of new buildings	New buildings that have or will receive a design stage or post-construction certification of at least BREEAM-NOR “Excellent”
	7.2	Renovation of existing buildings	Renovated buildings that have or will receive a BREEAM-NOR design stage, post-construction, or in-use certification and an EPC label A
	7.3	Installation, maintenance and repair of energy efficiency equipment	Prequalified measures specified in Appendix 1
	7.4	Installation, maintenance and repair of charging stations for electric vehicles in buildings (and parking spaces attached to buildings)	Installation, maintenance or repair of charging stations for electric vehicles
	7.5	Installation, maintenance and repair of instruments and devices for measuring, regulation and controlling energy performance of buildings	Individual measures to monitor and control energy use of buildings as specified in Appendix 1
	7.6	Installation, maintenance and repair of renewable energy technologies	Individual renewable energy measures on-site as specified in Appendix 1
	7.7	Acquisition and ownership of buildings	Acquisition and ownership of buildings that have or will receive a BREEAM-NOR design stage, post-construction, or in-use certification and an EPC label A

¹ For more information on the substantial contribution criteria and taxonomy, see Appendix 1

² As the standard for calculating the NZEB threshold in Norway Bane NOR Eiendom will at all times adhere to the prevailing industry standard. As of the date of this Framework, the «Veiledning om beregning av primærenergibehov i bygninger og energirammer for nesten nullenergibygninger» («Instructions on the calculation of primary energy demand in buildings and nearly zero-energy buildings») published January 2023 by the Norwegian Ministry of Local Government and Regional Development and corrected December 2023 by the Norwegian Ministry of Finance is the standard.

2. Process for Project Evaluation and Selection

Eligible Green Assets will be evaluated, selected, and approved in consensus by the appointed Green Financing Committee, consisting of:

- Director, Sustainability and Business Development
- Director, Projects
- Director, Corporate Finance

The evaluation will include an assessment of the overall environmental impact and risk, including life cycle considerations, potential rebound effects and/or resilience to climate change.

In addition to screening for projects eligible for green financing, the committee must on an annual basis ensure that the **Green Finance Asset Pool** is updated to reflect the actual portfolio. The committee is responsible for:

- Evaluating the compliance of **Eligible Green Assets/Projects** with the eligibility criteria outlined in the Use of Proceeds section above,
- Ensuring that the pool of **Eligible Green Assets** is aligned with the categories and criteria as specified in the Use of Proceeds section and
- Replacing assets that no longer meet the eligibility criteria (e.g. following divestment, liquidation, etc.)

3. Management of Proceeds

Bane NOR Eiendom will establish a **Green Finance Register** to monitor the allocation of net proceeds from any **Green Financing** under this **Framework**. The treasury department will maintain an aggregate portfolio of the **Eligible Green Assets** (the "**Green Finance Asset Pool**") as defined under this **Framework**. Bane NOR Eiendom will strive, over time, to achieve a level of allocation for the **Green Finance Asset Pool** that matches or exceeds the balance of net proceeds from its outstanding **Green Financing** in the **Green Finance Register**. Unallocated net proceeds will be held in the Bane NOR Eiendom treasury liquidity portfolio at Bane NOR Eiendom's own discretion until allocation.

An appropriate internal independent party with the relevant expertise and experience will annually assure that the selection process and financing of **Eligible Green Assets** are in accordance with the criteria described in this **Framework**. If an **Eligible Green Asset** no longer qualifies or if the underlying project or asset is divested or lost, it will be removed from the **Green Finance Asset Pool** and an amount equal to the funds allocated towards it will be removed from the **Green Finance Register** or reallocated. Funds may be reallocated to other **Green Assets** during the term of any **Green Financing** (unless restricted by the terms in any loan documentation).

4. Reporting and Transparency

To be fully transparent towards its stakeholders, Bane NOR Eiendom will publish an annual **Green Finance Report** in English that will contain information about the allocation of funds and adherence to this **Framework**. The **Green Finance Report** will be published annually within six months after the end of the financial year, until such time that no **Green Financing** is outstanding. The **Green Finance Report** will contain information about the **Green Assets** that have been financed with **Green Financing** during the period, as well as information on the allocation of **Green**

Financing proceeds between new assets, projects, refinancing or any unallocated balance outstanding (Allocation Reporting).

Where feasible, Bane NOR Eiendom intends to report on the environmental impact of the Green Financing (Impact Reporting). The impact report aims to provide a description of relevant green projects and relevant metrics such as energy usage, certifications and performance of the Bane NOR Eiendom real estate portfolio.

External review

To secure alignment with national and international guidelines Bane NOR Eiendom has obtained an external second party opinion on the **Framework** from S&P Global Ratings (formerly Cicero).

Publicly available documents

The **Green Finance Framework**, including the second party opinion and annual **Green Finance Reports**, are publicly available on the investor relations webpage (www.banenor.no/ir).

Appendix 1: Overview and summary of main taxonomy criteria

The table below summarizes and provides an indicative overview of the relevant Technical Screening criteria applicable at the time of publication of this **Framework** (the Climate Delegated Act, December 2021). The information in the table below is a summary of the Climate Delegated Act published in the Official Journal of the European Union in December 2021. In case of any discrepancies between the summary and the Climate Delegated Act the latter should prevail.

Category	Technical Screening Criteria (TSC)
6.13	Infrastructure for personal mobility, cycle logistics
6.14	<p>1. The activity complies with one of the following criteria:</p> <ul style="list-style-type: none"> a. the infrastructure (as defined in Annex II.2 to Directive (EU) 2016/797 of the European Parliament and of the Council) is either: <ul style="list-style-type: none"> i. electrified trackside infrastructure and associated subsystems: infrastructure, energy, on-board control-command and signalling, and trackside control-command and signalling subsystems as defined in Annex II.2 to Directive (EU)2016/797; ii. new and existing trackside infrastructure and associated subsystems where there is a plan for electrification as regards line tracks, and, to the extent necessary for electric train operations, as regards sidings, or where the infrastructure will be fit for use by zero tailpipe CO2 emission trains within 10 years from the beginning of the activity: infrastructure, energy, on-board control-command and signalling, and trackside control-command and signalling subsystems as defined in Annex II.2 to Directive (EU)2016/797; iii. until 2030, existing trackside infrastructure and associated subsystems that are not part of the TEN-T network and its indicative extensions to third countries, nor any nationally, supranationally or internationally defined network of major rail lines: infrastructure, energy, on-board control-command and signalling, and trackside control-command and signalling subsystems as defined in Annex II.2 to Directive (EU) 2016/797; b. the infrastructure and installations are dedicated to transshipping freight between the modes: terminal infrastructure and superstructures for loading, unloading and transshipment of goods; c. infrastructure and installations are dedicated to the transfer of passengers from rail to rail or from other modes to rail; d. digital tools enable an increase in efficiency, capacity or energy saving. <p>2. The infrastructure is not dedicated to the transport or storage of fossil fuels</p>
7.1	<p>Constructions of new buildings for which:</p> <ol style="list-style-type: none"> 1. The Primary Energy Demand (PED), defining the energy performance of the building resulting from the construction, is at least 10% lower than the threshold set for the nearly zero-energy building (NZEB) requirements in national measures implementing Directive 2010/31/EU of the European Parliament and of the Council. The energy performance is certified using an as built Energy Performance Certificate (EPC). 2. For buildings larger than 5000 m², upon completion, the building resulting from the construction undergoes testing for airtightness and thermal integrity, and any deviation in the levels of performance set at the design stage or defects in the building envelope are disclosed to investors and clients. As an alternative; where robust and traceable quality control processes are in place during the construction process this is acceptable as an alternative to thermal integrity testing. 3. For buildings larger than 5000 m², the life-cycle Global Warming Potential (GWP) of the building resulting from the construction has been calculated for each stage in the life cycle and is disclosed to investors and clients on demand.

Category	Technical Screening Criteria (TSC)
7.2	<p>The building renovation complies with the applicable requirements for major renovations.</p> <p>Alternatively, it leads to a reduction of primary energy demand (PED) of at least 30%.</p>
7.3	<p>The activity consists in one of the following individual measures provided that they comply with minimum requirements set for individual components and systems in the applicable national measures implementing Directive 2010/31/EU and, where applicable, are rated in the highest two populated classes of energy efficiency in accordance with Regulation (EU) 2017/1369 and delegated acts adopted under that Regulation:</p> <ul style="list-style-type: none"> a. addition of insulation to existing envelope components, such as external walls (including green walls), roofs (including green roofs), lofts, basements and ground floors (including measures to ensure air-tightness, measures to reduce the effects of thermal bridges and scaffolding) and products for the application of the insulation to the building envelope (including mechanical fixings and adhesive); b. replacement of existing windows with new energy efficient windows; c. replacement of existing external doors with new energy efficient doors; d. installation and replacement of energy efficient light sources; e. installation, replacement, maintenance and repair of heating, ventilation and air-conditioning (HVAC) and water heating systems, including equipment related to district heating services, with highly efficient technologies; f. installation of low water and energy using kitchen and sanitary water fittings which comply with technical specifications set out in Appendix E to this Annex and, in case of shower solutions, mixer showers, shower outlets and taps, have a max water flow of 6 L/min or less attested by an existing label in the Union market.
7.4	<p>Installation, maintenance or repair of charging stations for electric vehicles.</p>
7.5	<p>The activity consists in one of the following individual measures:</p> <ul style="list-style-type: none"> a. installation, maintenance and repair of zoned thermostats, smart thermostat systems and sensing equipment, including motion and day light control; b. installation, maintenance and repair of building automation and control systems, building energy management systems (BEMS), lighting control systems and energy management systems (EMS); c. installation, maintenance and repair of smart meters for gas, heat, cool and electricity; d. installation, maintenance and repair of façade and roofing elements with a solar shading or solar control function, including those that support the growing of vegetation.
7.6	<p>The activity consists in one of the following individual measures, if installed on-site as technical building systems:</p> <ul style="list-style-type: none"> a. installation, maintenance and repair of solar photovoltaic systems and the ancillary technical equipment; b. installation, maintenance and repair of solar hot water panels and the ancillary technical equipment; c. installation, maintenance, repair and upgrade of heat pumps contributing to the targets for renewable energy in heat and cool in accordance with Directive (EU) 2018/2001 and the ancillary technical equipment; d. installation, maintenance and repair of wind turbines and the ancillary technical equipment; e. installation, maintenance and repair of solar transpired collectors and the ancillary technical equipment; f. installation, maintenance and repair of thermal or electric energy storage units and the ancillary technical equipment; g. installation, maintenance and repair of high efficiency micro CHP (combined heat and power) plant; h. installation, maintenance and repair of heat exchanger/recovery systems.
7.7	<ol style="list-style-type: none"> 1. For buildings built before 31 December 2020, the building has at least an Energy Performance Certificate (EPC) class A. As an alternative, the building is within the top 15% of the national or regional building stock expressed as operational Primary Energy Demand (PED) and demonstrated by adequate evidence, which at least compares the performance of the relevant asset to the performance of the national or regional stock built before 31 December 2020 and at least distinguishes between residential and non-residential buildings. 2. For buildings built after 31 December 2020, the building meets the criteria specified in Section 7.1 of this Annex that are relevant at the time of the acquisition. 3. Where the building is a large non-residential building (with an effective rated output for heating systems, systems for combined space heating and ventilation, air-conditioning systems or systems for combined air-conditioning and ventilation of over 290 kW) it is efficiently operated through energy performance monitoring and assessment.

