



CO₂ PERFORMANCE LADDER

MEASURE LIST 2026

This is a PDF version of the Measure List 2026, available for completion by companies that are seeking certification for the CO₂ Performance Ladder via their [login page](#). The Measure List is a non-exhaustive list of CO₂ reduction measures, organised according to common activities of companies participating in the CO₂ Performance Ladder. The list is updated annually, based on the information completed by companies and any new activities that have been added.

Changes compared with the Measure List 2025 are indicated in the last columns below. For more information about the Measure List and its application, see the CO₂ Performance Ladder Handbook.

THEMES

BUILDINGS AND SITES
CONSTRUCTION SITES
EQUIPMENT
GENERAL ORGANISATION
ICT
**LOGISTICS &
TRANSPORT**
MATERIAL USE / SCOPE 3
PASSENGER MOBILITY
**PROCUREMENT &
CONTRACTING**

BUILDINGS AND SITES

STRATEGY	CODE	MEASURE	CATEGORY A	CATEGORY B	CATEGORY C	EXPLANATION	COMPARED TO 2025
Organisation-wide measure	AK1	Improving the energy performance of offices	The average energy label of owned or rented offices is B or C.	The average energy label for the organisation's owned or rented offices is A.	The average energy label for offices is better than A.	The energy label concerns the energy performance certification for buildings introduced in all EU countries by the EPBD. In the Netherlands, from 1 January 2023, a compulsory energy label level C applies to offices larger than 100 m ² . The average energy label can be calculated based on the energy index and surface area in use. This applies to all offices in use (owned or rented). Other buildings such as unheated industrial buildings fall under the measure 'Energy saving measures with payback period less than 7 years'. The percentage of offices is measured by floor area.	The measure has been amended textually
More sustainable energy	AK11	Heating with green gas	At least 10% of the gas used to heat owned or rented offices is green gas	At least 20% of the gas used to heat owned or rented offices is green gas	At least 50% of the gas used to heat owned or rented offices is green gas	Percentage of the share of gas use for offices that is met by green gas. Use of green gas must be demonstrated with GoOs. More info on green gas see www.CO2-prestatieladder.nl/en/green-gas . Note: this measure is not for CO ₂ -compensated gas.	The measure has been amended textually
Limit the activity or perform it more efficiently	AK12	Making agreements on energy performance in leases	When concluding or amending lease agreements for office space, improving the energy performance of the building is part of the negotiations.	All new lease agreements include provisions regarding improvements to the buildings energy performance, such as a bonus/penalty agreement based on the pre-agreed building-related heating and cooling energy consumption.	All new lease agreements stipulate a lease amount that includes energy and quantified savings targets, e.g. in the form of a GreenLease agreement.	For GreenLease agreements, see for example this website (in Dutch).	The measure has been amended textually
Organisation-wide measure	AK14	Making offices gas-free	At least 10% of all offices are gas-free	At least 50% of all offices are gas-free	At least 95% of all offices are gas-free	Percentage of offices (leased or owned) e.g. measured by use area (or for similar offices percentage of the number). Gasless offices should be designed and built such that the primary fossil energy consumption (according to NTA8800 or equivalent standard under the European Energy Performance of Buildings Directive – EPBD) is actually lower compared to gas heating.	The measure has been amended textually
Smart electrification	AK15	Charging stations for electric vehicles	The organisation has at least 1 charging station per 20 parking spaces	The organisation has at least 1 charging station per 10 parking spaces	[empty]	1 charging station per 20 parking spaces is the European standard (EPBD IV) for existing buildings from 2025. For new buildings and renovations, 1 charge point per 10 parking spaces is already the standard from March 2020.	The measure has been amended textually
Organisation-wide measure	AK16	Choosing a location based on public transport	At least 25% of the share of offices or commercial premises is located near public transport (maximum 500 m).	At least 50% of the share of offices or commercial spaces is located near public transport (maximum 500 m).	All offices or commercial premises are located near public transport (maximum 500 metres).	Part of the 10 measures of the Travel Differently Coalition (Coalitie Anders Reizen , website in Dutch).	The measure has been amended textually
Smart electrification	AK17	Smart charging	The organisation has introduced smart charging for at least 10% of its charging stations.	The organisation has introduced smart charging for at least 25% of its charging stations.	The organisation has introduced smart charging for at least 50% of its charging stations.	The smart charging of electric vehicles and equipment. Smart charging means that charging is controlled based on the supply of green electricity and the capacity of the electricity grid.	The measure has been substantively changed
Limit the activity or perform it more efficiently	AK4	Optimising climate control systems	The climate control systems in all offices taken into use in the past 5 years have been optimised by a professional installation contractor.	In at least 75% of all offices, the climate control system is optimised at least once every 5 years by a professional installation contractor.	[empty]	Optimisation of climate systems can be done in several ways including: setting heating lines, applying summer night ventilation, adjusting clock times, replacing filters on time and dynamic balancing on the air and/or water side.	The measure has been amended textually

BUILDINGS AND SITES

STRATEGY	CODE	MEASURE	CATEGORY A	CATEGORY B	CATEGORY C	EXPLANATION	COMPARED TO 2025
Limit the activity or perform it more efficiently	BR5	Using LED outdoor lighting	At least 50% of the outdoor lighting on the organisation's premises consists of LED lighting	At least 95% of the outdoor lighting on the organisation's premises consists of LED lighting	[empty]	The percentage can be calculated, for example, by the area of the organisation's outdoor area to be lit or by the total number of lamps.	The measure has been amended textually
Reduce non-CO₂ greenhouse gases		Capturing CH ₄ /N ₂ O at sewage treatment plants (STPs)	The organisation has taken measures to capture CH ₄ and/or N ₂ O at at least 25% of its STPs	The organisation has taken measures to capture CH ₄ and/or N ₂ O at at least 50% of its STPs	The organisation has taken measures to capture CH ₄ and/or N ₂ O at at least 75% of its STPs	The captured CH ₄ or N ₂ O must not be released into the atmosphere after capture. CH ₄ can for example be converted into green gas or by combustion in a CHP into electricity and heat.	Measure is new

CONSTRUCTION SITES

STRATEGY	CODE	MEASURE	CATEGORY A	CATEGORY B	CATEGORY C	EXPLANATION	COMPARED TO 2025
More sustainable energy	BB2	Generating renewable electricity at the construction site	[empty]	[empty]	At least 10% of the electricity on the construction sites is generated in-house from renewable sources (through own investment or a lease).	Percentage relative to total electricity use average for all the organisation's construction sites.	The measure has been substantively changed
Limit the activity or perform it more efficiently	BB5	Using road plates or other temporary hard paving to reduce rolling resistance	Where the subsoil of a building site or supply routes is unpaved, temporary hard paving is installed over transport routes at all times	[empty]	[empty]	Temporary hard paving could include the use of road plates or stelcon plates, for example.	The measure has been amended textually
More sustainable energy	BB6	Providing renewable fuel on the construction site	[empty]	For projects where the organisation, as the main contractor, provides fuel at the construction site, it ensures that at least 10% of the total fuel input on the construction sites is renewable fuel.	For projects where the organisation, as the main contractor, provides fuel at the construction site, it ensures that at least 20% of the total fuel input on the construction sites is renewable fuel.	This concerns the use of, for example, biofuels (such as HVO), in addition to any legally required blending of sustainable fuels. The sustainable energy carriers must meet the requirements of the EU RED II (e.g. through certification according to ISCC or another system recognised by the EU). This measure refers to the total amount of fuel consumed on the project, including by subcontractors.	The measure has been amended textually
Smart electrification	BB7	Matching electricity supply and demand on construction sites	[empty]	[empty]	Organisation has a (pilot) project to match electricity supply and demand	This covers physical measures on the construction site, such as flexible use of heavy machinery, pumps, heat pumps or furnaces, but also energy storage.	The measure has been amended textually

EQUIPMENT

STRATEGY	CODE	MEASURE	CATEGORY A	CATEGORY B	CATEGORY C	EXPLANATION	COMPARED TO 2025
Smart electrification	BM10	Electrification of hand tools	The organisation uses electric hand tools instead of fuel-powered hand tools	[empty]	[empty]	[empty]	The measure has been substantively changed
Limit the activity or perform it more efficiently	BM11	Applying 'new parking'	[empty]	The organisation reduces transport kilometres for equipment by storing it closer to the work site on its own premises or on the premises of fellow companies.	[empty]	[empty]	The measure has been amended textually
More sustainable energy	BM12	Using sustainable energy construction machinery	At least 10% of the fuel input is renewable fuel	At least 20% of the fuel input is renewable fuel	At least 50% of the fuel input is renewable fuel	Percentage of the share of fuel use for mobile and stationary equipment that is met by sustainable energy carriers. This concerns the use of, for example, HVO or biofuels, in addition to any legally required blending of sustainable fuels by the supplier. The sustainable energy carriers must meet the requirements of the EU RED II (e.g. through certification according to ISCC or another system recognised by the EU).	The measure has been amended textually
Limit the activity or perform it more efficiently	BM15	Using a hybrid generator	[empty]	The organisation uses at least one hybrid generator.	At least 20% of the generators used by the organisation are hybrid.	A hybrid generator consists of a generator with battery pack.	The measure has been amended textually
Limit the activity or perform it more efficiently	BM16	Using mobile machines based on a hybrid system/ technology	The organisation uses at least one mobile machine based on hybrid technology, which generates fewer CO ₂ emissions than a similar conventional machine.	The organisation uses multiple mobile machines based on hybrid technology, whereby these machines have lower CO ₂ emissions than similar conventional machines.	[empty]	This includes, for example, hybrid-powered cranes, hybrid concrete mixers and hybrid-powered tractors and mobile earth-moving equipment. This measure does not apply to generators (see measure BM15).	The measure has been amended textually
Smart electrification	BM20	Using zero-emission mobile equipment, light (up to 56 kW)	At least 10% of light mobile equipment	At least 50% of light mobile equipment	At least 95% of light mobile equipment	Percentage of the fleet of light mobile equipment (up to 56 kW) deployed for the organisation is zero emission. Use refers to ownership, leasing, structural hiring or multi-year subcontracting agreements or project implementation. For contracting authorities in the Netherlands, the application of peloton and/or frontrunner requirements from the SEB covenant also falls under project implementation.	The measure has been amended textually
Smart electrification	BM21	Using zero-emission mobile equipment, medium to heavy (56 to 560 kW)	At least 5% of medium to heavy mobile equipment	At least 25% of medium to heavy mobile equipment	At least 50% of medium to heavy mobile equipment	Percentage of the fleet of medium to heavy mobile equipment (56 to 560 kW) used for the organisation is emission-free. Use refers to ownership, leasing, structural hiring or multi-year subcontracting agreements or project implementation. For contracting authorities in the Netherlands, the application of peloton and/or frontrunner requirements from the SEB covenant also falls under project implementation.	The measure has been amended textually

EQUIPMENT

STRATEGY	CODE	MEASURE	CATEGORY A	CATEGORY B	CATEGORY C	EXPLANATION	COMPARED TO 2025
Smart electrification	BM22	Use of zero-emission mobile equipment, very heavy (more than 560 kW) or specialist	At least 1% of very heavy or specialist mobile equipment	At least 5% of very heavy or specialist mobile equipment	At least 10% of very heavy or specialist mobile equipment	Percentage of the fleet of very heavy mobile equipment (>560 kW or specialist) used for the organisation is emission-free. Use refers to ownership, leasing, structural hiring or multi-year subcontracting agreements or project implementation. For contracting authorities in the Netherlands, the application of peloton and/or frontrunner requirements from the SEB covenant also falls under project implementation.	The measure has been amended textually
Smart electrification	BM23	Using zero-emission stationary equipment (up to 560 kW)	At least 10% of stationary equipment	At least 50% of stationary equipment	At least 95% of stationary equipment	Percentage of the stationary equipment up to 560 KW used for the organisation, including pumps, compressors and generators, is emission-free. Deployment means ownership, lease, structural hiring or multi-year subcontracting agreements or project implementation. For contracting authorities in the Netherlands, the application of peloton and/or frontrunner requirements from the SEB covenant also falls under project implementation.	The measure has been amended textually
Limit the activity or perform it more efficiently	BM5	Applying a start-stop system to mobile machinery	The organisation applies a start-stop system to at least 10% of its mobile equipment (cranes, diggers, etc.)	The organisation applies a start-stop system to at least 25% of its mobile equipment (cranes, diggers, etc.)	The organisation applies a start-stop system to at least 75% of mobile equipment (cranes, diggers, etc.)	[empty]	The measure has been amended textually
Limit the activity or perform it more efficiently	BM6	Applying an engine preheating system to prevent cold starts in own mobile machinery	The organisation applies a preheating system to at least 10% of its own mobile equipment (cranes, diggers, etc.)	The organisation applies a preheating system to at least 25% of its own mobile equipment (cranes, diggers, etc.)	The organisation applies a preheating system to at least 50% of its own mobile equipment (cranes, diggers, etc.)	This means a parking heater, electric engine block heater or similar.	The measure has been substantively changed
Limit the activity or perform it more efficiently	BM7	Ensuring correct tyre pressure for your own equipment	The organisation checks the tyre pressure of at least 25% of its own mobile equipment (cranes, diggers, etc.) on a monthly basis.	The organisation checks the tyre pressure of at least 75% of its own mobile equipment (cranes, diggers, etc.) on a monthly basis.	The organisation checks the tyre pressure of at least 95% of its own mobile equipment (cranes, diggers, etc.) on a monthly basis.	[empty]	The measure has been substantively changed
Organisation-wide measure	BM9	Maintaining own equipment in accordance with factory specifications	The organisation maintains at least 75% of its own equipment in accordance with factory specifications and the maintenance programme	The organisation maintains at least 75% of its own equipment in accordance with factory specifications and the maintenance programme; and succeeds in optimising the settings of high energy use equipment in such a manner that this equipment uses less energy for the same operations	The organisation maintains at least 95% of its own equipment in accordance with factory specifications and maintenance programmes; and succeeds in optimising the settings of high energy use equipment so that it uses less energy for the same operations.	[empty]	The measure has been amended textually

EQUIPMENT

STRATEGY	CODE	MEASURE	CATEGORY A	CATEGORY B	CATEGORY C	EXPLANATION	COMPARED TO 2025
Limit the activity or perform it more efficiently	WS10	Applying route and sailing optimisation for vessels	The organisation applies route and sailing optimisation on at least one vessel	The organisation applies route and sailing optimisation to at least 10% of its vessels	The organisation applies route and sailing optimisation on at least 95% of its vessels	This refers to an automated route planning system that adjusts the ship's speed to the sailing conditions and the desired time of arrival.	The measure has been amended textually
Smart electrification	WS11	Using zero-emission vessels	[empty]	The organisation has at least one zero emission vessel (electric, hydrogen or other energy carrier with zero CO ₂ emissions in the use phase).	The organisation has multiple zero-emission vessels (electric, hydrogen or other energy carrier with zero CO ₂ emissions in the use phase).	This refers to a vessel that is operationally deployed with no local CO ₂ emissions during operation.	The measure has been amended textually
Limit the activity or perform it more efficiently	WS12	Using hybrid-powered vessels	The organisation has at least one hybrid-powered vessel	New vessels with greatly varying loads are hybrid powered.	[empty]	This refers to hybrid-powered vessels in which electricity is generated via a combustion engine or fuel cell for (partial) electric propulsion of vessel and equipment. Hybrid-powered vessels are more efficient, especially under varying loads.	The measure has been amended textually
More sustainable energy	WS13	Using sustainable energy generated on the ship	[empty]	One or more vessels use sustainable energy generated on the ship	One vessel reduces at least 10% of its total energy requirement using sustainable energy generated on the ship	Renewable energy obtained on the ship refers to use of energy from non-fossil sources such as wind, sun and tides, which is used to contribute to propulsion or electricity supply.	The measure has been amended textually
More sustainable energy	WS14	Using sustainable energy carriers on saltwater vessels	At least 10% of the share in the sailing fleet on salt water	At least 20% of the share in the sailing fleet on salt water	At least 35% of the share in the sailing fleet on salt water	The share can be determined, for example, based on the percentage of the entire fuel use for the sailing fleet in salt water or, for comparable vessels, based on the percentage in the total number of vessels in salt water. Used refers to ownership, lease, structural hiring or multi-year subcontracting agreements or project implementation. The sustainable energy carriers must meet the requirements of the EU RED II (e.g. through certification according to ISCC or another system recognised by the EU).	The measure has been amended textually
Organisation-wide measure	WS3	Reducing ships' stationary consumption	The organisation uses a shore electricity connection or small generator for all its ships when idling	[empty]	[empty]	[empty]	The measure has been substantively changed
More sustainable energy	WS5	Using sustainable energy carriers on freshwater vessels	At least 20% of the share in the sailing fleet on freshwater	At least 35% of the share in the sailing fleet on freshwater	At least 60% of the share in the sailing fleet on freshwater	The share can be determined, for example, based on the percentage of the entire fuel use for the sailing fleet on freshwater or, for comparable vessels, based on the percentage in the total number of vessels on freshwater. Used refers to ownership, lease, structural hiring or multi-year subcontracting agreements or project implementation. The sustainable energy carriers must meet the requirements of the EU RED II (e.g. through certification according to ISCC or another system recognised by the EU).	The measure has been amended textually

EQUIPMENT

STRATEGY	CODE	MEASURE	CATEGORY A	CATEGORY B	CATEGORY C	EXPLANATION	COMPARED TO 2025
Limit the activity or perform it more efficiently	WS8	Using CO ₂ -reducing additives in diesel	At least 25% of the fuel used by the organisation has an additive added to it that yields savings on fuel of at least 3% compared with standard diesel.	At least 50% of the fuel used by the organisation has an additive added to it that yields savings of at least 3% compared with standard diesel.	[empty]	This concerns different types of diesel, such as Traxx or Shell Fuel Save, which deliver 3% or more CO ₂ reduction compared to normal diesel. Note: Using fuels with additives may conflict with warranty provisions of engine manufacturers.	The measure has been amended textually

GENERAL ORGANISATION

STRATEGY	CODE	MEASURE	CATEGORY A	CATEGORY B	CATEGORY C	EXPLANATION	COMPARED TO 2025
Organisation-wide measure	OA1	Applying an internal CO ₂ price when making investment decisions	[empty]	[empty]	When making investment decisions, the organisation uses an internal CO ₂ price that approximates the costs of climate damage.	Climate costs are difficult to calculate and there is a lot of variation (e.g. water boards use € 100-140/tonne CO ₂ , the City of Amsterdam uses € 418 /tonne and the Province of Utrecht uses € 875 /tonne). For simplicity, the organisation can choose e.g. at least the current EU ETS price.	The measure has been substantively changed
More sustainable energy	OA13	Purchasing green electricity from the country where it is used	At least 95% of the electricity used for fixed locations is green electricity from the same country in which it is used	At least 95% of the electricity used for fixed sites and mobility is green electricity from the same country in which it is used	At least 95% of electricity used for fixed sites, mobility and temporary sites is green electricity from the same country in which it is used	For an explanation of what is meant by green electricity, see CO ₂ Performance Ladder manual 3.1 (section 5.2.2.1) or 4.0 (requirement 1.A.2-1/2.A.2-1/3.A.2-1). It does not matter here whether the GoOs are purchased by the energy supplier on behalf of the organisation, whether the GoOs are purchased directly by the organisation or whether they are part of Power Purchase Agreement (PPA) entered into by the organisation. Mobility includes electricity use for vehicles on the move (passenger and transport). Temporary sites include construction connections and shore power.	The measure has been substantively changed
More sustainable energy	OA16	Managing electricity supply and demand to prevent grid congestion (congestion management)	[empty]	[empty]	The organisation has a (pilot) project to match electricity supply and demand to (local) grid congestion	Congestion management helps the energy transition and hence CO ₂ reduction. Various forms of congestion management are possible, see for example the websites of grid operators. The measure is intended to apply to connections with possibilities for flexible deployment of, for example, heavy machinery, pumps, heat pumps or furnaces.	The measure has been amended textually
Organisation-wide measure	OA17	Applying a higher travel allowance for zero-emission commuting	The organisation offers travel reimbursement for using abicycle	The organisation offers travel reimbursement for using a bicycle that is higher than the reimbursement for car mileage	[empty]	[empty]	The measure has been amended textually
Organisation-wide measure	OA18	Requiring a CO ₂ management system from contract partners or subcontractors when outsourcing work	The measure is only applied by the organisation when outsourcing specific works	The measure is applied by the organisation to at least 50% of outsourced contracts/works.	The measure is applied by the organisation to at least 95% of outsourced works.	A CO ₂ management system is, for example, the CO ₂ Performance Ladder. The organisation can define a lower limit for scope of works and/or the share of the business partner with respect to the purchase value (e.g. A-suppliers under the CO ₂ Performance Ladder), that determines whether this measure is declared applicable or not. The percentage at B is calculated based on financial turnover related to the outsourcing of works.	The measure has been amended textually
Organisation-wide measure	OA19	Requesting a CO ₂ management system from suppliers when purchasing materials, services and products.	The measure is applied only to purchasing specific materials, services or products.	The measure is applied by the organisation to at least 50% of the materials, services and products that are purchased.	The measure is applied by the organisation to at least 95% of the materials, services and products that are purchased.	A CO ₂ management system is, for example, the CO ₂ Performance Ladder. The organisation can define a lower limit for the scope of the procurement and/or the business partner's share in relation to the procurement value (e.g. the A-suppliers in the framework of the CO ₂ Performance Ladder), that determines whether this measure is applicable or not. The percentage under B is calculated on the basis of financial turnover related to the purchase of materials, services and products.	The measure has been amended textually

GENERAL ORGANISATION

STRATEGY	CODE	MEASURE	CATEGORY A	CATEGORY B	CATEGORY C	EXPLANATION	COMPARED TO 2025
Organisation-wide measure	OA20	Use of criteria based on embodied carbon or CO ₂ emissions over the life cycle to limit the CO ₂ impact of outsourcing works	The measure is applied incidentally by the organisation to outsourcing of works	The measure is applied by the organisation to at least 50% of outsourced works	The measure is applied by the organisation to at least 95% of outsourced works.	The criteria used should at least be in line with national sectoral agreements (if any, such as the Concrete Agreement in the Netherlands) and challenging compared to current practice in the relevant market. The determination of CO ₂ emissions should, for building products and construction works, be based on the European standard EN15804. For this, <u>Dubocalc</u> (Netherlands) or <u>Totem</u> (Belgium) can be used, for example. For other types of products, the determination of CO ₂ emissions should be based on ISO14040 and ISO14044. Application can take place in the form of award advantage, selection criteria or requirements. The organisation may define a lower limit for the scope of contracts/works where this measure is declared not applicable. The percentage under B is calculated based on the financial turnover related to outsourcing contracts and works.	The measure has been amended textually
Organisation-wide measure	OA21	Using criteria based on embodied carbon or lifecycle CO ₂ emissions to limit the CO ₂ impact of the purchase of materials, services and products	The measure is applied incidentally by the organisation when purchasing specific materials, services or products	The measure is applied by the organisation to at least 50% of purchased materials, services and products.	The measure is applied by the organisation to at least 95% of the purchased materials, services and products.	The criteria used should at least be in line with national sectoral agreements (if any, such as the Concrete Agreement in the Netherlands) and challenging compared to current practice in the relevant market. The determination of CO ₂ emissions should, for building products and construction works, be based on the European standard EN15804. For this, <u>Dubocalc</u> (Netherlands) or <u>Totem</u> (Belgium) can be used, for example. For other types of products, the determination of CO ₂ emissions should be based on ISO14040 and ISO14044. Application can take place in the form of award advantage, selection criteria or requirements. The organisation may define a lower limit for the scope of contracts/works under which the measure is not applied. The percentage under B is calculated based on financial turnover related to purchase of materials, services and products.	The measure has been amended textually
Organisation-wide measure	OA22	Using criteria based on embodied carbon or lifecycle CO ₂ emissions when developing and evaluating designs to reduce the CO ₂ impact of products or construction works	The measure is applied incidentally to specific products or construction works	The measure is applied to at least 50% of products or construction works	The measure is applied to at least 95% of products or construction works	The criteria used should at least be in line with national sectoral agreements (if any, such as the Concrete Agreement in the Netherlands) and challenging compared to current practice in the relevant market. The determination of CO ₂ emissions should, for building products and structures, be based on the European standard EN15804. For this, <u>Dubocalc</u> (Netherlands) or <u>Totem</u> (Belgium) can be used, for example. For other types of products, the determination of CO ₂ emissions should be based on ISO14040 and ISO14044. The percentage at B is calculated based on financial turnover related to the design of products or structures. This concerns products and structures designed, built or commissioned under the responsibility of the organisation.	The measure has been amended textually
More sustainable energy	OA29	Producing your own sustainable fuel	[empty]	The organisation produces sustainable fuel on a small scale (e.g. in a pilot project)	The organisation produces sustainable fuel, thereby covering at least 50% of its own fuel needs	This concerns production within the own organisation or through participation in a partnership for own use or sale to third parties. For example, biogas from fermentation or hydrogen produced from renewable sources.	The measure has been amended textually

GENERAL ORGANISATION

STRATEGY	CODE	MEASURE	CATEGORY A	CATEGORY B	CATEGORY C	EXPLANATION	COMPARED TO 2025
More sustainable energy	OA30	Generating your own sustainable electricity	At least 5% of the electricity used is covered by own generation of renewable electricity (through own investment or lease).	At least 25% of the electricity used is covered by own generation of renewable electricity (through own investment or lease).	At least 50% of the electricity used is covered by own generation of renewable electricity (through own investment or a lease).	This concerns the percentage of own electricity needs for the organisation's fixed locations that is generated and used simultaneously. Electricity delivered back to the grid and taken from the grid at a later time does not count (also known as net-metering). For electricity generation not for own use or through a PPA (Power Purchase Agreement) see other measures in this category.	The measure has been amended textually
More sustainable energy	OA31	Producing your own sustainable heat and steam	[empty]	The organisation produces sustainable steam or heat on a small scale (e.g. in a pilot project)	The organisation produces a substantial amount of sustainable heat or steam (at least 10% of the scope 1 and 2 footprint of the certified organisation)	This includes heat and steam generation by waste companies.	The measure has been substantively changed
More sustainable energy	OA6	Working to ensure simultaneity of electricity supply and demand	[empty]	[empty]	The organisation has a (pilot) project to align supply and demand of sustainably generated electricity.	This refers to physical measures within the own organisation such as flexible deployment of, for example, heavy machinery, pumps, heat pumps or furnaces, but also energy storage.	The measure has been amended textually
More sustainable energy	OA8	Facilitating renewable energy generation by third parties	[empty]	The organisation makes roofs or land available to third parties for the generation of sustainable energy	[empty]	This concerns, for example, making land or roofs available for the construction of a wind turbine or PV installation.	The measure has been amended textually

ICT

STRATEGY	CODE	MEASURE	CATEGORY A	CATEGORY B	CATEGORY C	EXPLANATION	COMPARED TO 2025
Limit the activity or perform it more efficiently	IC2	Improving the Power Usage Effectiveness (PUE) of networks, data centre hardware and telephony services	The PUE of the organisation's networks, data centre hardware and telephony services is monitored and evaluated, and there is an improvement plan with specific objectives and evaluation moments	The organisation's networks, data centre hardware and telephony services have been designed with a maximum PUE of 1.3	The organisation's networks, data centre hardware and telephony services have been designed with a maximum PUE of 1.2.	For more on PUE, see this link .	The measure has been amended textually

LOGISTICS & TRANSPORT

STRATEGY	CODE	MEASURE	CATEGORY A	CATEGORY B	CATEGORY C	EXPLANATION	COMPARED TO 2025
Smart electrification	AM24	Using zero-emission vans and delivery vehicles up to 3,500 kg	At least 10% of the fleet of vans or delivery vehicles up to 3,500 kg used for transport & logistics (not passenger transport) by the organisation is zero-emission	At least 50% of the fleet of vans or delivery vehicles up to 3,500 kg used for transport & logistics (not passenger transport) by the organisation is zero-emission	At least 95% of the fleet of vans or delivery vehicles up to 3,500 kg used for transport & logistics (not passenger transport) by the organisation is zero-emission.	Use' covers ownership, lease, structural hiring or multi-year agreements related to subcontracting or project implementation.	The measure has been substantively changed
Limit the activity or perform it more efficiently	AT1	Using more efficient diesel or lubricating oil	At least 50% of the deployed lorries (owned or leased) always use special diesel or lubricating oil which yields savings on fuel of at least 3% compared with standard diesel or lubricating oil.	At least 75% of the deployed lorries (owned or leased) always use special diesel or lubricating oil which yields savings on fuel of at least 3% compared with standard diesel or lubricating oil.	At least 95% of the lorries used (owned or leased) always use special diesel or lubricating oil which yields savings on fuel of at least 3% compared with standard diesel or lubricating oil.	This concerns different types of diesel and lubricants that must have been shown by independent parties to deliver fuel savings of 3% or more compared to normal diesel. Use of special diesels or lubricating oils may conflict with warranty provisions of engine manufacturers. Contact your supplier about this. For use of biofuel, see separate measure	The measure has been amended textually
Limit the activity or perform it more efficiently	AT10	Preventing idling of lorries	The organisation makes agreements with drivers on preventing idling	At least 25% of the lorries used (owned or leased) are equipped with a start-stop system	At least 50% of the lorries used (owned or leased) are equipped with a start-stop system	[empty]	The measure has been amended textually
Limit the activity or perform it more efficiently	AT14	Using energy-efficient tyres	[empty]	At least 50% of the organisation's vehicles (owned or leased) have energy label A or B (rolling resistance criterion).	At least 95% of the organisation's vehicles (owned or leased) have energy label A or B (rolling resistance criterion).	In 2012, a European tyre label was introduced with various indicators; since 2021 it also applies to heavier lorries. One of these concerns rolling resistance, which determines fuel efficiency.	The measure has been substantively changed
Limit the activity or perform it more efficiently	AT17	Minimising transport kilometres	The organisation structurally minimises transport kilometres through constant attention to route planning optimisation	[empty]	[empty]	[empty]	The measure has been amended textually
Smart electrification	AT18	Using zero-emission light lorries, up to 12,000 kg	At least 5% of the organisation's light lorries	At least 25% of the organisation's light lorries	At least 50% of the organisation's light lorries	Percentage of the fleet of light lorries (up to 12,000 kg) used for the organisation is zero emission. Use refers to ownership, leasing, structural hiring or long-term subcontracting agreements or project implementation. For contracting authorities in the Netherlands, the application of peloton and/or frontrunner requirements from the SEB covenant also falls under project implementation.	The measure has been amended textually
Smart electrification	AT19	Using zero-emission heavy lorries, 12,000 kg and above	At least 1% of the organisation's heavy lorries	At least 5% of the organisation's heavy lorries	At least 10% of the organisation's heavy lorries	The percentage of the fleet of heavy lorries (12,000 kg or more) used for the organisation is zero emission. Use refers to ownership, leasing, structural hiring or long-term subcontracting agreements or project implementation. For contracting authorities in the Netherlands, the application of peloton and/or frontrunner requirements from the SEB covenant also falls under project implementation.	The measure has been amended textually

LOGISTICS & TRANSPORT

STRATEGY	CODE	MEASURE	CATEGORY A	CATEGORY B	CATEGORY C	EXPLANATION	COMPARED TO 2025
Limit the activity or perform it more efficiently	AT3	Using more fuel-efficient lorries	At least 50% of the organisation's lorries (owned or leased) have CO ₂ emission class 4 or 5	At least 75% of the organisation's lorries (owned or leased) have CO ₂ emission class 4 or 5	At least 95% of the organisation's lorries (owned or leased) have CO ₂ emission class 4 or 5	More information on CO ₂ emission classes can be found here .	The measure has been substantively changed
Limit the activity or perform it more efficiently	AT5	Using a block heater instead of engine cooling water to heat lorries	[empty]	At least 25% of the organisation's lorries (owned or leased) use a block heater instead of engine cooling water	More than 75% of the organisation's lorries (owned or leased) use a block heater instead of engine cooling water	According to research by TNO/Cumela a block heater leads to 2-5% CO ₂ savings, compared to using cooling water for heating.	The measure has been amended textually
Limit the activity or perform it more efficiently	AT6	Using stationary air conditioners in lorries	[empty]	[empty]	The organisation has at least one stationary air conditioner in use on a lorry	A stationary air conditioner is an air conditioning system that stores cold during driving and can then keep the cabin cool.	The measure has been amended textually
Limit the activity or perform it more efficiently	AT7	Ensuring the correct tyre pressure for lorries	The organisation checks the tyre pressure on all lorries every three months.	[empty]	[empty]	[empty]	The measure has been amended textually
Limit the activity or perform it more efficiently	AT9	Using hybrid lorries	[empty]	[empty]	The organisation has at least one hybrid lorry in use	[empty]	The measure has been amended textually

MATERIAL USE / SCOPE 3

STRATEGY	CODE	MEASURE	CATEGORY A	CATEGORY B	CATEGORY C	EXPLANATION	COMPARED TO 2025
Limit the activity or perform it more efficiently	BP4	Reducing or greening packaging materials	The average CO ₂ emissions per product resulting from packaging materials have been reduced by more than 5% over the last 5 years.	The average CO ₂ emissions per product resulting from packaging materials have been reduced by over 10% over the last 5 years.	The average CO ₂ emissions per product resulting from packaging materials have been reduced by over 25% over the last 5 years.	This refers to CO ₂ emissions per product produced. For example, through smarter packaging machines, packaging designs, packaging applications or use of more sustainable materials.	The measure has been amended textually
Different or reduced material use	OA23	Recycling released material (or having it recycled)	The organisation systematically supplies one type of secondary material that is suitable as a raw material without significant processing (by the buyer).	The organisation systematically supplies several secondary materials that are suitable as raw materials without significant processing (by the buyer).	The organisation systematically supplies several secondary materials that are suitable as raw materials without significant processing (by the buyer) and holds annual consultations with the main buying and supplying value chain partners of these secondary materials about improving material quality with a view to upcycling.	[empty]	The measure has been amended textually
Different or reduced material use	OA24	Reusing released components (or making them available for reuse)	The organisation occasionally investigates which components are released and actively offers them for reuse.	The organisation investigates which components are released from at least 50% of construction projects and actively offers them for reuse.	The organisation investigates which components are released from at least 95% of construction works and actively offers them for reuse.	Active offering can be done, for example, via a marketplace or bridging bank.	The measure has been amended textually
Different or reduced material use	OA25	Using recycled materials and used components in products and construction works	[empty]	The organisation has investigated what barriers exist to the use of recycled materials and used components, and takes measures to remove those barriers	[empty]	This concerns products and structures designed, built or subcontracted under the responsibility of the organisation as contracting authority.	The measure has been amended textually
Different or reduced material use	OA26	Enabling the future reuse of materials and components	[empty]	The organisation has investigated what barriers exist to the future recycling or reuse of materials and components and takes measures to remove these barriers.	[empty]	This concerns products and structures designed, built or subcontracted under the responsibility of the organisation as contracting authority.	The measure has been amended textually
Organisation-wide measure	SO2	Requesting LCA or ECI information on products and materials	When selecting and purchasing materials, the organisation requests LCA or ECI information from the supplier. This information is always taken into account when selecting materials.	The organisation imposes explicit requirements in relation to the carbon emissions of materials as determined on the basis of LCA or ECI data and verifies whether these comply with the requirements.	[empty]	LCA or ECI information refers to an EPD (Environmental Product Declaration) based on an externally reviewed LCA (life cycle analysis) or similar information. The EPD should be drawn up for construction products according to EN15804. For an overview of EPDs in the Netherlands see MRP! and in Belgium Health Belgium . For other types of products, the determination of CO ₂ emissions should be based on ISO14044 and ISO14044.	The measure has been substantively changed

MATERIAL USE / SCOPE 3

STRATEGY	CODE	MEASURE	CATEGORY A	CATEGORY B	CATEGORY C	EXPLANATION	COMPARED TO 2025
Organisation-wide measure	SO7	Providing LCA or ECI information for products and materials	[empty]	The organisation provides LCA or ECI information for at least 25% of its products intended for sale	The organisation provides LCA or ECI information for at least 50% of its products intended for sale	Percentages are related to total turnover of product sales. LCA or ECI information refers to an EPD (Environmental Product Declaration) based on an externally reviewed LCA (life cycle analysis) or comparable information. The EPD should be drawn up for construction products according to EN15804. For an overview of EPDs in the Netherlands see MRPI and in Belgium this link . For other types of products, the determination of CO ₂ emissions should be based on ISO14040 and ISO14044.	The measure has been amended textually

PASSENGER MOBILITY

STRATEGY	CODE	MEASURE	CATEGORY A	CATEGORY B	CATEGORY C	EXPLANATION	COMPARED TO 2025
More sustainable energy	AM13	Using renewable energy carriers for passenger mobility	At least 10% of the fuel used for passenger mobility is renewable fuel	At least 20% of the fuel used for passenger mobility is renewable fuel	At least 50% of the fuel used for passenger mobility is renewable fuel	The percentage of the share of fuel use for passenger mobility that is fulfilled by sustainable energy carriers. This concerns the use of, for example, biofuels (such as HVO), in addition to any legally required blending of sustainable fuels. The sustainable energy carriers must meet the requirements of the EU RED II (e.g. through certification according to ISCC or another system recognised by the EU).	The measure has been amended textually
Organisation-wide measure	AM17	Providing bicycles, e-bikes or e-scooters	The organisation makes bicycles, e-bikes or e-scooters available at at least one project or office location for short journeys	The organisation makes bicycles, e-bikes or e-scooters available at all project or office locations for short journeys	The organisation offers a scheme for reimbursing the purchase of a bicycle or e-bike for all employees	[empty]	The measure has been amended textually
Limit the activity or perform it more efficiently	AM18	Using speed limiters on company vans	[empty]	[empty]	The organisation uses speed limiters in at least 95% of its company vans	'Company vans' refers to vehicles up to a weight of 3500 kg that are used for work and/or transport (i.e. not passenger cars). Above 3500 kg, speed limiters are mandatory so these are not included.	The measure has been substantively changed
Organisation-wide measure	AM20	Using parking policy to discourage car use	[empty]	The organisation only offers (free) parking spaces to staff who: <ul style="list-style-type: none"> - live more than 10 km from work and cannot travel by public transport - require a car for the performance of their duties 	"The organisation only offers (free) parking spaces to employees who: <ul style="list-style-type: none"> - require a car for the performance of their duties 	Part of the 10 measures of the Travel Differently Coalition (Coalitie Anders Reizen , website in Dutch).	The measure has been amended textually
Organisation-wide measure	AM22	Promoting train use for long distances	The organisation requires travel by train for distances less than 500 km, provided that travel by train from door to door takes less than 150% of the time when travelling by plane	The organisation requires travel by train for distances less than 700 km, provided that travel by train from door to door takes less than 150% of the time when travelling by plane	[empty]	The B-level measure is part of the 10 measures of the Travel Differently Coalition (Coalitie Anders Reizen , website in Dutch).	The measure has been amended textually
Smart electrification	AM23	Using zero-emission passenger vehicles	At least 10% of the fleet of passenger vehicles used for the organisation is zero-emission	At least 50% of the fleet of passenger vehicles used for the organisation is zero-emission	At least 95% of the passenger vehicle fleet used for the organisation is zero emission	Use' covers ownership, lease, structural hiring or multi-year agreements related to subcontracting or project implementation.	The measure has been substantively changed

PASSENGER MOBILITY

STRATEGY	CODE	MEASURE	CATEGORY A	CATEGORY B	CATEGORY C	EXPLANATION	COMPARED TO 2025
Limit the activity or perform it more efficiently	AM5	Promoting public transport	Staff with a leased car or whose car usage is reimbursed can also receive reimbursement for using public transport.	All staff are offered a personal mobility budget for business travel and commuting.	All staff are offered a personal mobility budget for business travel and commuting, and new employees are also offered free public transport for private use for the first three months.	Measure is based on the 10 measures of the Travel Differently Coalition (Coalitie Anders Reizen , website in Dutch).	The measure has been amended textually
Limit the activity or perform it more efficiently	AM6	Checking correct tyre pressure on cars	The organisation checks the tyre pressure on at least 50% of the cars (owned and leased) annually	The organisation checks the tyre pressure on at least 50% of the cars (owned and leased) every three months	The organisation checks the tyre pressure of at least 95% of the cars (owned and leased) every three months	This covers cars leased or owned by the organisation and made available by the organisation.	The measure has been amended textually
Limit the activity or perform it more efficiently	AM8	Using shared cars	The organisation provides shared cars for communal travel to the office or project locations.	The organisation provides shared cars for communal travel to the office or project locations that run on renewable fuels or are zero-emission vehicles.	[empty]	Zero emission vehicles: with no local CO ₂ emissions during use. These could include fully electric vehicles (with renewable electricity contract) or vehicles running on a hydrogen fuel cell.	The measure has been amended textually
Limit the activity or perform it more efficiently		Checking the correct tyre pressure on company vans	The organisation checks the tyre pressure of at least 50% of its company vans (owned and leased) annually	The organisation checks the tyre pressure of at least 50% of its company vans (owned and leased) every three months	The organisation checks the tyre pressure of at least 95% of company vans (owned and leased) every three months	'Company vans' refers to vehicles weighing up to 3500 kg that are used for work and/or passenger transport (i.e. not passenger cars).	Measure is new

PROCUREMENT & CONTRACTING

STRATEGY	CODE	MEASURE	CATEGORY A	CATEGORY B	CATEGORY C	EXPLANATION	COMPARED TO 2025
Organisation-wide measure	OA32	Applying criteria to limit travel and/or transport distances when purchasing materials, services and products	The measure is applied only to purchasing specific materials, services or products.	The measure is applied by the organisation to at least 50% of the share of materials, services and products purchased	The measure is applied by the organisation to at least 95% of the share of materials, services and products purchased	Application can take the form of award advantage, selection criteria or requirements. The organisation can define a lower limit for size of procurement and/or share of procurement value, under which this measure is not applied. The percentage at B can for example be calculated based on financial turnover related to the purchase of materials, services and products.	The measure has been amended textually
Organisation-wide measure	OH01	Applying SPP criteria in tenders	The organisation has formulated a policy on the application of the SPP criteria and applies at least the 'basic' ambition level SPP criteria for energy, materials and circularity in relevant tenders	The organisation has formulated a policy on the application of the SPP criteria and applies at least the 'significant' ambition level SPP criteria for energy, materials and circularity in relevant tenders	The organisation has formulated a policy on the application of the SPP criteria and applies at least the 'ambitious' ambition level SPP criteria for energy, materials and circularity in relevant tenders.	The Dutch <u>MVI criteria</u> are an interpretation of the government's Socially Responsible Procurement policy. The stated ambition levels and criteria can be found on <u>MVICriteria.nl</u> . Alternatively, the <u>European GPP-criteria</u> can be used, where application of the core criteria counts as level A and the extended criteria count as level C.	The measure has been amended textually
Smart electrification	OH02	Making construction energy available	[empty]	When preparing projects, the organisation, as the contracting authority, takes timely and active measures to facilitate a connection for construction electricity at the start of projects.	The organisation ensures, as the client, the structural availability of construction power during project implementation.	The measure aims to discourage the use of diesel generators and facilitate the use of electric equipment.	The measure has been amended textually