

Comparative Study on the Methodologies Used or Proposed in European Countries to Measure and Evaluate CO₂e Emission Reductions in Public Works Tenders

Inception Note V2

28/01/2026

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**COMPARATIVE STUDY ON THE METHODOLOGIES USED OR
PROPOSED IN EUROPEAN COUNTRIES TO MEASURE AND
EVALUATE CO₂E EMISSION REDUCTIONS IN PUBLIC
WORKS TENDERS**

Ramboll Management Consulting
Square de Meeus
1000 Brussels
Belgium

T +32 2 737 96 80
www.ramboll.com

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1. INTRODUCTION AND EXECUTIVE SUMMARY

1.1 Introduction and context

This report represents the inception note of the project titled *Comparative Study on the Methodologies Used or Proposed in European Countries to Measure and Evaluate CO₂e Emission Reductions in Public Works Tenders* in which Ramboll has been contracted to review and compare national frameworks and approaches. Based on this, recommendations will be formulated on how such frameworks can best be designed and integrated into procurement processes.

This project supports FIEC, EIC and EuDA and their members in policy development and harmonisation discussions at EU and national level with the objective to align on a feasible approach to make bidders' capacity to reduce CO₂e emissions an award criterion for public works tenders.

The inception note includes:

- The screening of the long-list of frameworks
- A proposed selection of frameworks
- The proposed structure of the final report
- An updated timeline
- An example of a framework fact sheet in Annex 1

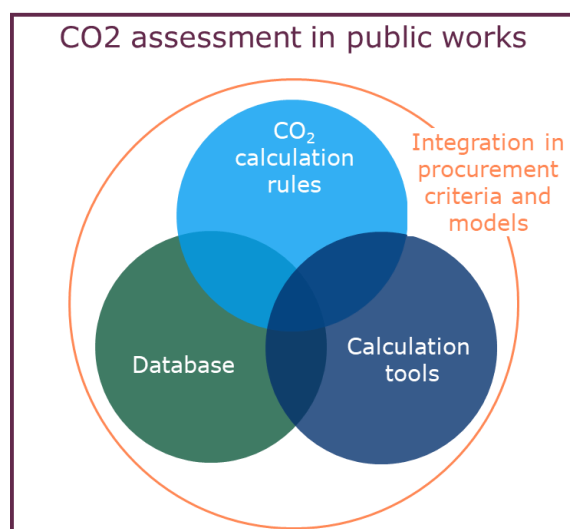
1.2 Scope and glossary of key terms

The research scope for this project and final report focuses on the consideration of CO₂ assessment frameworks in public works tenders. These frameworks can be driven by calculation rules (also referred to as methodologies, calculation tools, legal requirements, or certification schemes. Together with a database of emission data, these elements enable (and sometimes mandate) the calculation of CO₂e emissions.

At a second level, the research will include how the results of these calculations are integrated into procurement criteria for the procurement of construction (contractors).

Figure 1-1 illustrates these elements of the scope.

Figure 1-1 Illustration of the elements of scope for this research



The following table provides a glossary of key terms used in this discussion.

Table 1-1. Glossary of key terms

Item	Explanation
CO₂ assessment framework	Overarching term , comprising the systems, rules and tools used to reflect CO ₂ emissions in the procurement of public works tenders. This normally relies on a methodology as well as tools and data. It can take the form of a legal requirement, certification, or remain at a commonly used calculation and assessment approach
Methodology	The set of calculation rules and assumptions that defines <i>what is measured</i> (system boundary, lifecycle modules, functional unit), <i>how it is measured</i> (calculation procedures, default data/EPDs, scenarios), and <i>how results are reported/verified</i> . A methodology can be codified in a standard or guideline .
Tool	A software or spreadsheet implementation of a methodology (or a bundle of methods) used to perform calculations and aggregate results for projects or tenders. Tools should explicitly state which methodology/standard they implement and any deviations .
Database	The source of emission data for construction materials and other processes to be used in CO ₂ calculations. This often takes the form of national databases providing generic data, and accepted product-specific data from EPDs.
Law/Regulation	A normative document (e.g. national/EU law) specifying mandatory or recommended calculation rules possibly including tools and/or databases and often defining performance thresholds.
Scheme/Certification	A system that assesses an organisation's or supplier's carbon management maturity and can be used as a selection/award lever in procurement (e.g., award points for certification level). It is not a project-level calculation method.
Procurement integration	The mechanism that translates carbon information into tender outcomes (e.g., award formulae using CO ₂ e, benchmarks, shadow prices, minimum thresholds, variant bids, ECI). This should be described separately from the calculation methodology/tool.
Procurement criteria	The definition or a mandatory requirement or scoring system to determine the selected supplier. Usually as a set of criteria covering different aspects such as price, quality, CO ₂ emissions, etc.
Procurement model	Different options to organize the procurement of construction projects , from design, implementation, detailed requirements, risk-sharing and incentives. Key models, also referred to as procurement types, include Design-Bid-Build, Design and Build, Alliance or Early Contractor Involvement.

1.3 Summary of the selected assessment frameworks (revised)

As a key outcome of this inception phase, the proposed selection of CO₂ assessment methodologies is summarised in the table below. The detailed selection process is presented in Chapters 1.2 and 3.

Table 1-2. Proposed selection of CO₂ assessment frameworks

Methodology	Country	Note
Infrastructure (8 methodologies)		
Low Carbon Assessment Method for Infrastructure Construction (FTIA)	FI	Selected.
Klimatkalkyl	SE	Selected.
DuboCalc (<i>in context of integrated methodology</i>)	NL	Selected.
NSW Embodied Carbon Measurement for Infrastructure	AU	Selected.
InfraLCA (<i>in context of integrated methodology</i>)	DK	Selected.
TII Carbon Tool	IE	Selected.
Spanish Ports	ES	Selected.
SEVE	FR	Selected.
CO ₂ Shadow Pricing	DE	Not selected , but to be highlighted outside of in-depth assessment.
Buildings (2 methodologies)		
Bæredygtighedsklassen (Sustainability Class)	DK	Selected.
Réglementation Environnementale 2020 (RE2020)	FR	Selected.

2. PROPOSAL FOR SELECTION OF CO₂ FRAMEWORKS

To ensure a rigorous and well-informed selection process, the initial phase of this study involved a systematic screening of various CO₂ frameworks. The evaluation was structured around a set of predefined criteria, designed to assess the suitability and effectiveness of the frameworks under consideration. These criteria include *TOR relevance*, *sector coverage*, *degree of adoption*, *transparency & documentation*, *geographical relevance*, *policy alignment potential* and capacity to drive *market impact / innovation*, as to facilitate a transparent, evidence-based selection process.

By applying these criteria, the study aims to identify frameworks that not only align with procurement priorities but also possess the maturity and degree of adoption necessary to allow for an in-depth analysis. An overview on the criteria and their associated assessment levels can be found in the table below.

Each criterion is being scored from 0 (low) to 2 (high) to create an overall score. Two criteria are weighted double to account for their importance:

- First, the **TOR relevance** of creating a CO₂ assessment framework for specific tender processes, and
- Second, the **geographical relevance** to ensure balance and representation of as broad a range of procurement frameworks as possible

Table 2-1. Criteria and assessment levels of methodologies for in-depth analysis

Criterion	Question	Assessment levels	Scoring weight
TOR relevance	<i>Is the framework directly related to CO₂ assessment in procurement?</i>	Low = No direct relation to CO ₂ assessment in public procurement for construction works; Medium = Relates to CO ₂ assessment / mapping, but mainly directed at other tendering or project phases ; High = Directly relates to CO ₂ assessment in public procurement, as an established mature framework ;	Double
Sector coverage	<i>Is it used across multiple sectors or just one?</i>	Low = Applicable occasionally in only one (sub)sector ; Medium = Widely applicable in one sector or occasionally applicable in two sectors ; High = Widely applicable across several sectors;	Single
Degree of adoption	<i>Is it broadly adopted or used in official procurement?</i>	Low = No (broad) adoption yet, only piloting . Medium = Adopted on regional level , some adoption on national level. High = Broadly adopted on national level / Used in official procurement	Single
Transparency & documentation	<i>Are there accessible, clear documents (in English or native language)?</i>	Low = No official documents available (yet); Medium = Some background documents available , but limited level of detail on the exact workings of the methodology; High = Detailed and clear manuals and guidance documents available;	Single
Geographical relevance	<i>Is the country/ region over- or underrepresented in the total list and represents a</i>	Low = Country is usually overrepresented in debates around low-carbon construction; Medium = Country is occasionally presented , but remains relevant for further study; High = Country is unrepresented in EU debates and strategically important ; or important country for EU policy discourse	Double

	<i>relevant market/approach?</i>		
Policy alignment potential	<i>Is the framework aligned with or adaptable to EU frameworks?</i>	Low = Unlikely or unknown whether the framework is or can be aligned with EU frameworks ; Medium = No direct alignment of framework with EU frameworks but can be adapted rather easily; High = Framework is well suited for alignment across the EU;	Single
Market impact / innovation	<i>Does it drive low-carbon outcomes or use innovative procurement levers?</i>	Low = Has only a limited impact on facilitating low-carbon procurement, no innovative procurement levers; Medium = Has a moderate impact on low-carbon procurement, make limited use of innovative procurement levers; High = Has a high impact on low-carbon procurement, make high use of innovative procurement levers;	Single

The table below summarises the long list of frameworks to provide an overview of their key features.

Name of methodology / regulation	Country	Classification	Relevant to CO ₂ assessment in procurement?	Description of the classification's primary instrument	System boundaries	Procurement integration
Infrastructure						
Low Carbon Assessment Method for Infrastructure Construction (FTIA)	Finland	Methodology	Yes (mandatory emission calculation in national road contracts).	Methodology. Governed by FTIA Guideline 43/2023, it assesses emissions from construction (A1–A5) and product replacement (B4) over 30- and 50-year service lifespans.	A1-A5, B4, C (indirectly)	Bid evaluation based on CO₂ calculations. The approach is defined as emission-based design, where the primary goal is to identify and compare design alternatives (e.g., route alignments, material choices, mass management) to optimize CO ₂ e emissions within technical and economic constraints.
VegLCA	Norway	Tool	Yes (road)	Calculation tool. VegLCA v6.01, a specialized life-cycle assessment tool developed for the Norwegian Public Roads Administration.	A1-A5, B1-B6	Not directly. It is a tool for calculating infrastructure emissions, but not necessarily a methodology for CO ₂ reduction through procurement.
Klimatkalkyl	Sweden	Methodology	Yes	Methodology. Klimatkalkyl is a calculation tool based on life cycle analysis methodology developed by the Swedish Transport Administration (Trafikverket). The aim with the tool is to calculate emissions and primary energy use.	A1-A5, B1-B6	Establishment of a Baseline with Bonus Malus Scheme. The tool is integrated into the procurement process as both a mandatory calculation methodology and a foundational basis for setting and verifying climate-related requirements. Before procurement, the tool is used to prepare a climate calculation that serves as the baseline for emissions. This baseline represents the expected climate impact based on the project's design and standard materials
DuboCalc	Netherlands	Methodology	Yes	Methodology. DuboCalc is an LCA-based tool which calculates the sustainability value of a specific design based on the materials to be used. Bidders use DuboCalc to compare different design options for their submissions. The DuboCalc score of the preferred design is submitted with the tender price. DuboCalc functions as both a tool and	A1-A5, B1,B2-B5, C1-C4, D	Bid evaluation based on CO₂ calculations For a DuboCalc calculation of infrastructure works, the program requires input of the amounts of materials used for a particular design. The software is based on an independent (national) dataset containing certified LCA information for each material.

				a methodological instrument, as it embeds fixed LCA rules, datasets, and valuation principles to enable consistent CO ₂ and environmental impact assessment in procurement.		DuboCalc then calculates the value of these effects via the so-called 'shadow price method' to arrive at a single figure, the Environmental Cost Indicator value (ECI value).
CO₂ Performance Ladder	Netherlands	Certification	Yes	Certification. The CO ₂ performance ladder is a certification system with which a tenderer can show the measures (to be) taken to limit CO ₂ emissions within the company and in projects, as well as elsewhere in the supply chain	N/A	Establishment of a baseline with a bonus/malus scheme. The CO ₂ performance ladder is used in the tendering procedure as follows: the bidder indicates at which of the five rungs (ambition levels) of the CO ₂ performance ladder he intends to carry out the work; the higher the effort to reduce CO ₂ emissions, the higher the rung.
UK PAS 2080 / Carbon Management approach	United Kingdom	Standard	Yes (Widely referenced in major procurements)	Standard / Technical guidance. PAS 2080:2023 is the internationally recognised standard/specification for carbon management in buildings and infrastructure.	A0 A1-3 A4-5 B1-8 C1-4 D1-2	It provides a consistent framework to measure, manage, and reduce carbon emissions across the entire project lifecycle — from design and procurement through to construction, operation, and eventual decommissioning PAS 2080 provides the procedural requirements to make CO ₂ assessment part of the procurement process.
NSW Embodied Carbon Measurement for Infrastructure	Australia	Methodology	Yes	Methodology. It is a methodological framework that translates international standards into practical requirements for NSW, providing the data and rules necessary for tools to generate consistent reports	A1-A5 (B1-B5 and C1-C4 are optional)	Bid evaluation based on CO₂ calculations and outcome-based incentive/penalty (bonus/malus). The NSW Guide acts as the technical engine bid evaluation, providing the rules and data (like EPDs and benchmarks) needed to score bids and verify that contractors deliver on their carbon reduction claims. The NSW methodology integrates CO ₂ assessment into procurement as a decisive factor for selecting between project alternatives and contractor bids.
InfraLCA	Denmark	Methodology	Yes (Results must be submitted with	Methodology. InfraLCA is an LCA-based tool developed for the Danish Road Directive and Railroad Directive	A1-A5, B4, C1-C4, D	Establishment of a baseline. InfraLCA is used as a uniform industry tool for Danish

			tender bids and are used in award evaluation)	in order to contribute to a harmonized method for climate impact calculations in infrastructure projects in Denmark.		infrastructure actors to quantify the environmental and climate impacts of road and railway projects. Its integration into the bidding phase is facilitated through specific data import functions and the ability to compare specific project proposals against standard baselines.
TII Carbon Tool	Ireland	Tool, Methodology	Yes (Contractors must provide a completed Carbon Tool at tender stage and during works)	Calculation tool. The TII Carbon Tool is a web-based software tool that applies a standardised methodology (aligned with PAS 2080) using an integrated database of emission factors to help contractors and designers report and reduce the carbon footprint of Irish transport projects	A1-A5, B1-7. C1-4	Bid evaluation based on CO₂ calculations. The outputs from the tool, which can be exported into tables and charts, provide TII with emissions intensity reporting. This allows the agency to compare competing bids based on GWP.
Environment Agency Carbon Planning Tool(CET)	United Kingdom	Tool	Partial (CET outputs are a contractual deliverable and inform commercial incentives)	2. Calculation tool. Carbon Impacts / Carbon Planning Tool provides a mechanism for assessing carbon over the whole life of built assets.	Whole-life carbon assessment (specific stages not clarified)	None. While the tool can be used for target setting, it is unclear how this is linked to procurement as of now.
Methodological guide for calculating the carbon footprint in Spanish ports	Spain	Guide	Partial (Not an award criterion, but public projects must comply)	Standard / Technical guidance. Framework that serves as a support tool, aligned with international standards, and supported by various emission databases.	Not clearly defined.	Requirements on products. As per the website on port works, the port authorities aim to achieve a 70% reduction in the carbon footprint of their projects by 2030. They will be required to include this in the contracting terms for projects and works, mandating the use of low-carbon cement and steel.
Criteria for calculating the carbon footprint emissions from construction and rehabilitation of pavements in Spain	Spain	Standard	Partial (Not an award criterion, but public projects must comply)	Standard/ Technical guidance. The circular order sets criteria for calculating the carbon footprint resulting from greenhouse gas (GHG) emissions from the construction and rehabilitation of pavements	A1-A5	None. It is unclear how this is linked to procurement as of now.
Guide for the calculation of the footprint of carbon and for the preparation of a	Spain	Standard	No (focus on SMEs and their GHG)	Standard / Technical guidance. The guide focuses on the carbon footprint of an organization and does	N/A.	None. No focus on integration with procurement within construction.

plan of improvement of an organisation.				not assess the carbon footprint of a product, event, or individual.		
SEVE	France	Tool	Partial (Voluntary but used in some tenders)	Calculation tool. Primary objective is to provide a calculation tool for quantifying and comparing options based on environmental parameters. Includes methodology and data on most common materials and processes.	A1-A5	Bid evaluation based on CO₂ calculations. Proposal suggests options of ranking offers based on CO ₂ calculations or define a base case for comparison.
CO₂ Shadow Pricing	Germany	Methodology	Yes	3. (Proposed) Methodology. Considering essential life cycle phases, construction components and CO ₂ prices	A1-A5, B2-B4, B6, C1-C4	Bid evaluation based on CO₂ calculations. Proposal for CO ₂ shadow costs to become part of the overall price of an offer.
FIDIC guidelines - carbon management guide	International	Standard	Partial (mostly focused at contracts, after award of tenders)	Standard / Technical Guidance. A comprehensive technical guidance framework designed to provide a structured approach for reducing whole-life carbon emissions in infrastructure projects	A1-A5 initially, expanding to A-D at advanced level	Unclear at this stage. In the FIDIC Carbon Management Framework (CMF), procurement is considered a "critical lever" for achieving project decarbonisation. Awaiting further clarification.
Buildings						
Bæredygtighedsklassen (Sustainability Class)	Denmark	Law	Partial (Not an award criterion, but public projects must comply)	Law. The law, including a specified methodology and limit values, applies to buildings over 1000m ² , for which energy efficiency requirements exist.	A1-A3, B4, B6 C3-C4, D	CO₂ maximum. Legal CO ₂ thresholds apply to building as-built, therefore requiring compliance by the contractor
Ilmastoselvitys (Climate Declaration)	Finland	Law	Partial (Compliance required for permits, indirectly affects state procurement)	Law. Calculation requirements with defined methodology and limit values for different building categories.	A1-A5, B4, C, D	Criteria for isolated and defined items. CO ₂ requirement only at design and construction permit stage, plus site managers have to be certified for the complexity of project management, including carbon assessment.
Réglementation Environnementale 2020 (RE2020)	France	Law	Partial (Yes where public bodies act as contracting authority)	Law. RE2020 applies to a wide range of building projects with legally prescribed methodology, database and selected calculation tools.	A1-D, excluding B6	CO₂ maximum. Legal CO ₂ thresholds apply to building as-built, therefore requiring compliance by the contractor
Milieuprestatie Gebouwen (MPG)	Netherlands	Law	Partial (Yes where public bodies act as contracting authority)	Law. Methodology and database to calculate 11 environmental impact categories monetized and calculated in one value. Accredited tools are available from private providers. Limit values on the environmental costs are defined.	A1-A5, B1-B4, C, D	Environmental maximum values. Limit value for environmental criteria (quantified by a total environmental cost - separate from price) to be met at the building permit stage.

Klimatdeklarationen	Sweden	Law	Partial (no tender weighting yet, but prerequisite for public projects)	Law. Legal requirement to calculate CO ₂ for all buildings, except a range of public building functions. Methodology, data and tool are provided.	A1-A5	Unclear, but most likely currently a Bid evaluation using the CO₂ calculation. Future limit values will be introduced in 2027 (planned). Exemptions for certain public building projects. Check is performed when use permit is requested, so as-built stage
TOTEM	Belgium (Federal + Regions)	Tool, Methodology	Partial (not compulsory nation-wide, but several regional & federal bodies request TOTEM results in public tenders)	Calculation tool. Primarily a calculation tool, but based on a fixed methodology and datasets.	A1-A5, B4, B6, C	Establishment of a performance requirement based on TOTEM results for the design. Not usually used as an award criterion.

The table below summarises the findings of the CO₂ methodology screening process, systematically evaluating each methodology against the established assessment criteria.

By employing a colour-coded performance indicator, the table provides a clear visual representation of how each methodology measures up relative to the others. This structured assessment enables an objective evaluation of their suitability for further consideration.

The full screening and scoring sheet with detailed information is included in Annex 2.

Table 2-2. Screening exercise of CO₂e Methodologies

Name of framework (main component)	Country	Sector	TOR relevance	Sector coverage	Degree of adoption	Transparency & documentation	Geographical relevance	Policy alignment potential	Market impact / innovation
Infrastructure									
Low Carbon Assessment Method for Infrastructure Construction (FTIA)	FI	Transport (road)	High	High	High	High	Low	High	High
VegLCA	NO	Transport (road)	Medium	Medium	High	High	Low	High	High
Klimatkalkyl	SE	Transport (road/rail)	High	High	High	High	Low	High	High
DuboCalc	NL	Transport / Civil	High	High	High	High	Medium	High	High
CO ₂ Performance Ladder	NL	All construction	Low	High	High	High	Medium	Medium	Medium
UK PAS 2080 / Carbon Management approach	UK	Infrastructure	Medium	High	High	High	Low	Medium	High
NSW Embodied Carbon Measurement for Infrastructure	AU	Infrastructure / Buildings	Medium	High	Medium	High	High	Medium	Medium
InfraLCA	DK	Road infrastructure	High	High	High	High	Low	High	High
TII Carbon Tool	IE	Road & light-rail infrastructure	High	High	High	High	Medium	High	High
Environment Agency Carbon Planning Tool(CET)	UK	Flood-defence, water & other civils	Medium	Medium	Medium	Low	Medium	Medium	Medium
Methodological guide for calculating the carbon footprint in Spanish ports	ES	Infrastructure	Medium	Medium	Medium	Medium	High	Medium	Medium

Name of framework (main component)	Country	Sector	TOR relevance	Sector coverage	Degree of adoption	Transparency & documentation	Geographical relevance	Policy alignment potential	Market impact / innovation
Criteria for calculating the carbon footprint resulting from emissions from the construction and rehabilitation of pavements in Spain	ES	Infrastructure (road)	Medium	Low	Low	Medium	High	Medium	Medium
Guide for the calculation of the footprint of carbon and for the preparation of a plan of improvement of a organisation.	ES	Organisations	Low	Low	Medium	Medium	High	Medium	Medium
SEVE	FR	Infrastructure	High	Medium	High	High	High	Medium	Medium
CO ₂ Shadow Pricing	DE	Infrastructure / Buildings	Medium	High	Low	Medium	High	Low	Medium
FIDIC guidelines - carbon management guide	N/A	Infrastructure / Buildings	Low	High	Low	Low	High ¹	TBD ¹	TBD ¹
Buildings									
<i>Bæredygtighedsklassen</i> (Sustainability Class)	DK	Buildings	Medium	Medium	High	High	Medium	High	Medium
<i>Ilmastoselvitys</i> (Climate Declaration)	FI	Buildings	Medium	Medium	Medium	High	Medium	High	Medium
Réglementation Environnementale 2020 (RE2020)	FR	Buildings	Medium	Medium	High	High	High	High	Medium
<i>Milieuprestatie Gebouwen</i> (MPG)	NL	Buildings	Medium	Medium	High	Medium	Medium	High	Medium
<i>Klimatdeklarationen</i>	SE	Buildings	Medium	Medium	Medium	High	Medium	High	Low
TOTEM	BE	Buildings (Infrastructure is in development)	Medium	High	Medium	Medium	Medium	High	Low

¹ Final documents of this process have not yet been published.

3. PROPOSED SELECTION OF FRAMEWORKS

Building upon the systematic evaluation outlined in the screening exercise, this section presents a curated selection of CO₂ assessment frameworks deemed most suitable for inclusion in the study. In total, ten frameworks are proposed for further study. Of these, eight cover infrastructure projects, while two cover buildings.

Following agreement on these methodologies with FIEC, EIC and EuDA, we will initiate the data collection in the selected countries/sectors.

Scoring of frameworks

Using the scoring system laid out in Section 2 above, the following scores are obtained to inform the selection.

Table 3-1. Scoring of the screened methodologies.

Name of framework	Country	TOR relevance WEIGH T: 2.0 Low = 0 Medium = 2 High = 4	Sector coverage WEIGH T: 1.0 Low = 0 Medium = 1 High = 2	Degree of adoption WEIGH T: 1.0 Low = 0 Medium = 1 High = 2	Transparency & documentation WEIGH T: 1.0: Low = 0 Medium = 1 High = 2	Geographical relevance WEIGH T: 2.0: Low = 0 Medium = 2 High = 4	Policy alignment potential WEIGH T: 1.0: Low = 0 Medium = 1 High = 2	Market impact / innovation WEIGH T: 1.0 Low = 0 Medium = 1 High = 2	TOTAL SCORE
Infrastructure									
Low Carbon Assessment Method for Infrastructure Construction (FTIA)	Finland	4	2	2	2	0	2	2	14
VegLCA	Norway	2	1	2	2	0	2	2	11
Klimatkalkyl	Sweden	4	2	2	2	0	2	2	14
DuboCalc	NL	4	2	2	2	2	2	2	16
CO ₂ Performance Ladder	NL	0	2	2	2	2	1	1	10
UK PAS 2080 / Carbon Management approach	United Kingdom	2	2	2	2	0	1	2	11
NSW Embodied Carbon Measurement for Infrastructure	Australia	2	2	1	2	4	1	1	13

InfraLCA	Denmark	4	2	2	2	0	2	2	14
TII Carbon Tool	Ireland	4	2	2	2	2	2	2	16
Environment Agency Carbon Planning Tool(CET)	United Kingdom	2	1	1	0	2	1	1	8
Methodological guide for calculating the carbon footprint in Spanish ports	Spain	2	1	1	1	4	1	1	11
Criteria for calculating the carbon footprint from the construction and rehabilitation of pavements in Spain	Spain	2	0	0	1	4	1	1	9
Guide for the calculation of the footprint of carbon of improvement of a organisation.	Spain	0	0	1	1	4	1	1	8
SEVE	France	4	1	2	2	4	1	1	15
CO₂ Shadow Pricing	Germany	2	2	0	1	4	0	1	10
FIDIC carbon management guide	Global	0	2	0	0	4			6
Buildings									
Bæredygtigheds-klassen (Sustainability Class)	Denmark	2	1	2	2	2	2	1	12
Ilmastoselvitys (Climate Declaration)	Finland	2	1	1	2	2	2	1	11
Réglementation Environnementale 2020 (RE2020)	France	2	1	2	2	4	2	1	14
Milieuprestatie Gebouwen (MPG)	NL	2	1	2	1	2	2	1	11
Klimat-deklarationen	Sweden	2	1	1	2	2	2	0	10
TOTEM	Belgium (Federal + Regions)	2	2	1	1	1	2	0	9

Infrastructure

Based on their assessment on the predefined criteria and their scoring, a selection of frameworks—presented below—has been proposed for inclusion in the study. Among these, eight frameworks for infrastructure were selected, as highlighted in the table below.

Table 3-2. Proposed selection methodologies - infrastructure

Methodology	Country	Note	Score
Infrastructure (8 methodologies)			
Low Carbon Assessment Method for Infrastructure Construction (FTIA)	FI	Selected.	14
VegLCA	NO	Not selected. primarily a tool, already often covered.	11
Klimatkalkyl	SE	Selected.	14
DuboCalc (<i>in context of integrated methodology</i>)	NL	Selected.	16
CO ₂ Performance Ladder	NL	Not selected. Complementary to project procurement and life cycle stages.	10
UK PAS 2080 / Carbon Management approach	UK	Not selected. A standard, not methodology, also covered through NSW and TII.	11
NSW Embodied Carbon Measurement for Infrastructure	AU	Selected.	13
InfraLCA (<i>in context of integrated methodology</i>)	DK	Selected.	14
TII Carbon Tool	IE	Selected.	16
Environment Agency Carbon Planning Tool(CET)	UK	Not selected. Unclear on specificities tool and degree of adoption.	8
Spanish Ports	ES	Selected.	11
Spanish Roads	ES	Not selected. Considered to be too early stage.	9
Spanish Carbon footprint	ES	Not selected. Considered to be out of scope of engineering/ construction works.	8
SEVE	FR	Selected. Interest from client, relevant methodology.	15
CO ₂ Shadow Pricing	DE	Not selected, but to be highlighted outside of in-depth assessment.	10

FIDIC carbon management guide	N/A	Not selected. Considered to be too early stage.	6
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Buildings

Based on the predefined assessment criteria, two frameworks for buildings have been selected for inclusion in the study. These frameworks are highlighted below.

Table 3-3. Proposed selection methodologies - buildings

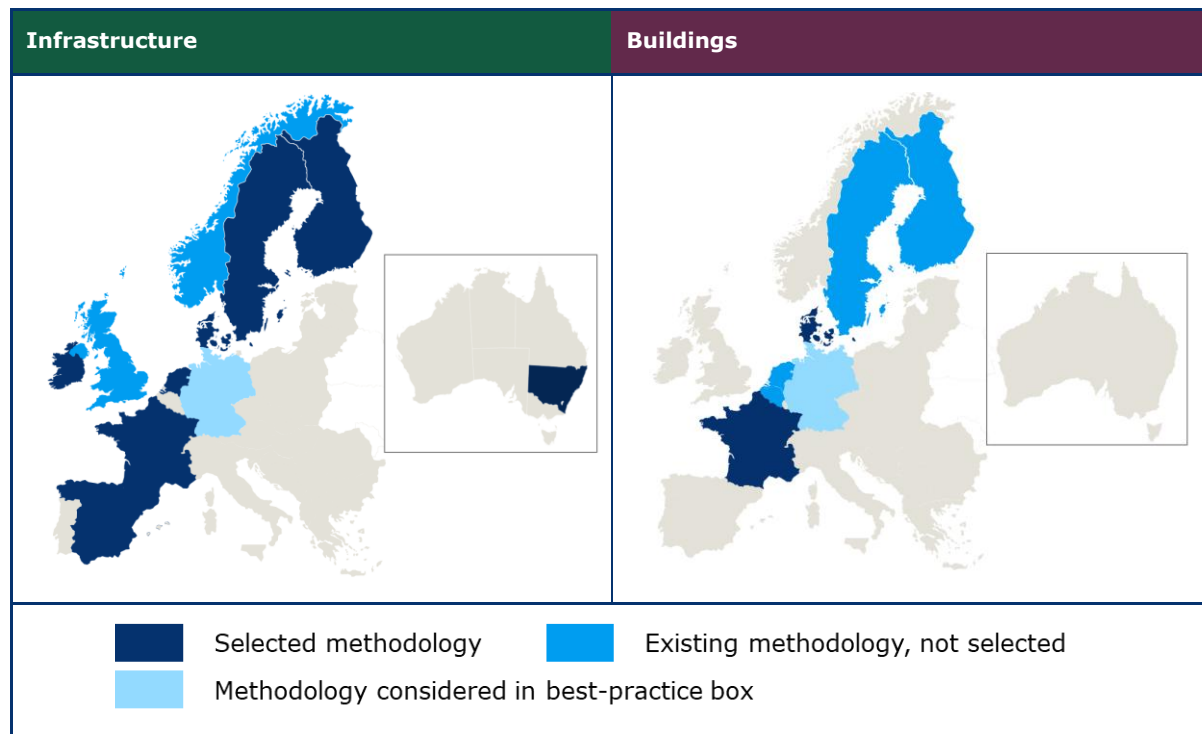
Methodology	Country	Note	Score
Buildings (2 methodologies)			
<i>Bæredygtighedsklassen</i> (Sustainability Class)	DK	Selected.	12
<i>Ilmastoselvitys</i> (Climate Declaration)	FI	Not selected , similar to <i>Bæredygtighedsklassen</i> .	11
Réglementation Environnementale 2020 (RE2020)	FR	Selected.	14
<i>Milieuprestatie Gebouwen</i> (MPG)	NL	Not selected , fairly similar to DuboCalc.	11
<i>Klimatdeklarationen</i>	SE	Not selected , similar to <i>Bæredygtighedsklassen</i> .	10
TOTEM	BE	Not selected. Provides a tool for design stage, but less common for contractor procurement.	9

Geography of selected methodologies

The proposed selection of CO₂ assessment frameworks reflects a diverse geographical distribution, capturing regional efforts for both infrastructure and buildings. The accompanying maps illustrate the spatial coverage of the selected frameworks.

The inclusion of frameworks from different countries facilitates cross-border learning and improved understanding on regionally established approaches, allowing for an in-depth understanding of best practices.

Figure 3-1. Geographical distribution of selected CO₂ assessment methodologies



4. PROPOSED STRUCTURE OF THE FINAL REPORT

For the final report, we propose the following structure. The length of each section is indicative and may vary in the end, based on e.g. number of differences and commonalities, etc.

Table 4-1 Final report structure

Chapter/Section	Notes	Targeted number of pages
0. Executive Summary	N/A	3-5
1. Introduction	Report purpose and background	1
1.1. Construction context	Overview of value chain focus (contractor), procurement models, emission drivers	1-2
1.2. Methodological context	LCA, standards and key questions for implementation, introduction to the range of methodologies considered	2-3
1.3. Policy context	Framework for Green Public Procurement in the EU. What is harmonised?, What isn't? What plans exist?	2-3
2. Methodology	Short description of the data collection and analysis	3-5
3. Approaches for CO₂e calculation tenders	Overview of the overall picture of different methodologies applied in different countries, the methodologies reviewed and how they connect to application by Member States/countries	2
3.1. Infrastructure	Comparability matrix	1-2
3.1.1. Key methodological features	Outlining the key methodological features and pointing to commonalities, differences and prototypes	4-6
3.1.2. Procurement impact	Describing and comparing the use in procurement models, tenders and award criteria for contractors, including connection to GPP criteria and specific CO ₂ e prices or benchmarks	5-7
3.2. Buildings	Comparability matrix	1-2
3.2.1. Key methodological features	Outlining the key methodological features and pointing to commonalities, differences and	3-4
3.2.2. Procurement impact	Describing and comparing the use in procurement models, tenders and award	3-4

	criteria for contractors, including connection to GPP criteria and specific CO ₂ e prices or benchmarks	
4. Best practices and recommendations	N/A	
4.1. Including CO₂e criteria in public works tenders	Discussion and suggestion for methodologies and procurement models, considering CO ₂ reduction effect, harmonisation, feasibility for contractors and authorities Best practice examples	8-12
4.2. Contractor involvement	Explain the idea and advantages of Early Contractor Involvement, and other procurement models to involve contractors	4-5
5. Conclusions	N/A	2-3
A. Annex – Fact Sheets on CO₂ methodologies	See Annex 1 of this report for an initial draft	2-3 pages per methodology (20-30 pages in total)

5. TIMELINE AND PLANNING

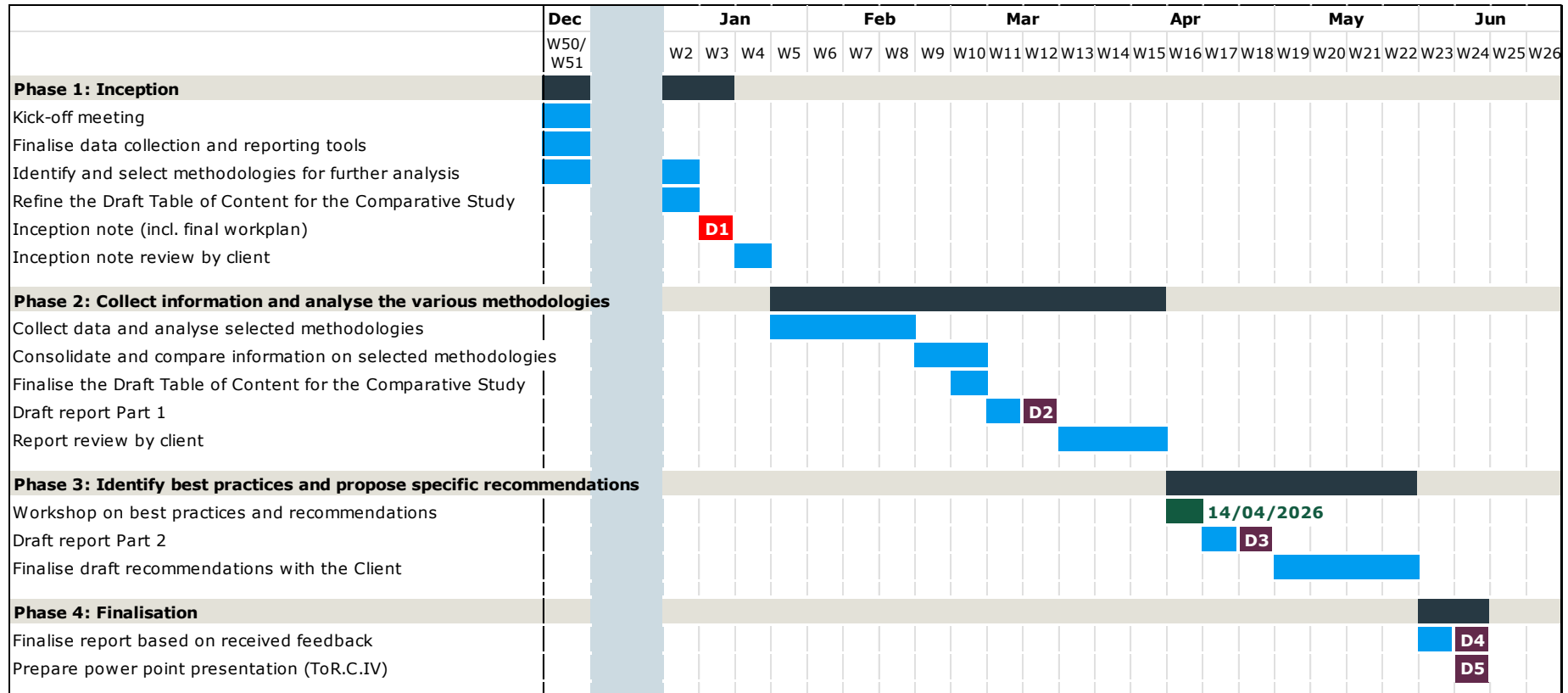
This report is part of the inception phase, nearly concluding this initial phase. After agreement on the selected methodologies, we will start the data collection period.

A draft report including the elements of Chapters 1-3 (and the Annex) listed in Table 4-1 will be shared in mid-March. We suggest a date such as 20/03/2026.

After this, an in-person workshop has been agreed to take place in Brussels to discuss the results and identify recommendations. To allow sufficient time for review and initial feedback, we suggest a date in the week starting 13/04/2026, confirmed for 14/04/2026.

A Gantt chart detailing the planned work and phases is provided in Figure 5-1.

Figure 5-1 Project planning



ANNEX 1: EXAMPLE FACT SHEET

Example Fact Sheet: Low Carbon Assessment Method for Infrastructure Construction (FTIA, Finland)

TO BE REVISED ALONG EIC'S PROPOSAL

Below is an initial draft of one of the methodology-level fact sheets, intended to illustrate the type of output generated for this study. These fact sheets will be used to

Please note: the data presented is highly preliminary and will undergo further additions/explanations, validation and refinement based on consultation with authorities.

Low Carbon Assessment Method for Infrastructure Construction Finnish Transport Infrastructure Agency (FTIA), Finland	
Context	
Sectoral and operational context	Sector: Infrastructure (roads, railways, waterways, streets, and parks). The carbon footprint of infrastructure projects is assessed using the FTIA's low-carbon method (VO 43/2023), aligned with EU standards (EN 15643, EN 15804, EN 17472). The evaluation follows life-cycle scenarios and is primarily used by the FTIA, ELY Centres (Finnish; <i>elinkeino-, liikenne ja ympäristökeskus</i>, english: <i>Centres for Economic Development, Transport and the Environment</i>), and major cities.
Socio-political context and regulatory framework	Finland targets carbon neutrality by 2035 and carbon negativity by the 2040s, with its Circular Economy Programme enforcing low-carbon construction in public procurement since 2023. While no direct legal mandate exists for infrastructure CO₂ assessment the FTIA methodology is compulsory for all FTIA and ELY Centre projects requiring appraisal (typically large-scale developments exceeding ~€2M).
CO ₂ Assessment methodology	
Methodology and Technical specifications	The methodology employs emission-based design, prioritising the comparison of alternatives (e.g., route alignments, materials, mass management) to minimise CO₂e emissions within technical and economic limits. Governed by FTIA Guideline 43/2023², it assesses emissions from construction (A1–A5) and product replacement (B4) over 30- and 50-year service lifespans.
Practical constraints and applications	The methodology excludes land-use change (LULUC), biogenic carbon, and decommissioning (C) for maintained structures. Results inform comparisons of design alternatives, mass management, and material choices, feeding into cost-benefit analyses (CBA) to identify early-stage emission reductions. From 2025, contracts with prior project appraisals must collect real-time CO₂ data during execution to monitor emissions and validate reduction measures.
CO ₂ in procurement	
[More details to be added on the links between procurement stages and models used and where CO₂ calculation is used and how this affects tenders for contractors]	

² See also, https://co2data.fi/infra/infra_arviointimenetelma_luonnos_2023-05-05.pdf

Procurement framework	The most commonly used procurement models for infrastructure construction in Finland are Design-Bid-Build, Design-Build, and integrated models (e.g., Project Alliance) in procurement. With public spending at ~17.1% of GDP, construction contributes a third of national GHG emissions. The Finnish National Procurement Act (1397/2016) permits environmental and social criteria in public contracts.
Criteria and mechanisms	Shadow carbon pricing informs socio-economic appraisals but is not yet contractual—though pilots for 2026 (e.g., asphalt contracts) are underway. As of now, pricing follows EIB guidelines (EC 2021), with rates applied only in cost-benefit analysis: €128/t (2022), €280/t (2030), €590/t (2040), €900/t (2050), and €1,050/t (2060).
Monitoring and enforcement	Monitoring is done by saving standardized Excel sheets and reports into the Velho information system.
Evaluation	
Market response to methodology	<i>To be developed.</i>
Impact assessment	<i>To be developed.</i>
Examples and next steps	
Examples	<i>To be developed.</i>
Future developments	<i>To be developed.</i>
Summary	<i>To be developed.</i>

ANNEX 2: DETAILED SCREENING TABLE

#	Name of framework	Country	Sector	Classificati on	System boundaries	Relevance for CO ₂ assessment in procurement	TOR relevance	Sector coverage	Degree of adoption	Transparency & documentation	Geographical relevance	Policy alignment potential	Market impact / innovation
							Is the methodology directly related to CO ₂ assessment in procurement?	Is it used across multiple sectors or just one?	Is it broadly adopted or used in official procurement?	Are there accessible, clear documents (in English or native language)?	Is the country/ region over- or underrepresented in the total list and represents a relevant market/ approach?	Is the methodology aligned with or adaptable to EU frameworks?	Does it drive low-carbon outcomes or use innovative procurement levers?
							Low = No direct relation to CO₂ assessment in PP Medium = Relates to CO₂ assessment / mapping, but still in early stages / under development High = Directly relates to CO₂ assessment in PP, an established mature framework	Low = Applicable occasionally in only one (sub)sector Medium = Widely applicable in one sector or occasionally applicable in two sectors High = Widely applicable across several sectors.	Low = No (broad) adoption yet, only piloting. Medium = Adopted on regional level, some adoption on national level. High = Broadly adopted on national level / Used in official procurement	Low = No official documents available (yet). Medium = Some background documents available, but limited level of detail on the exact workings of the methodology. High = Detailed and clear manuals and guidance documents available.	Low = Country is overrepresented and not as relevant for future study Medium = Country is occasionally presented, but remains relevant for further study. High = Country is unrepresented in EU debates and strategically important.	Low = Unlikely or unknown whether the methodology is or can be aligned with EU frameworks. Medium = No direct alignment of methodology with EU frameworks, but can be adapted rather easily. High = Methodology is aligned with EU frameworks.	Low = Has only a limited impact on facilitating low-carbon procurement, no innovative procurement levers. Medium = Has a moderate impact on low-carbon procurement, make limited use of innovative levers. High = Has a high impact on low-carbon procurement, make high use of innovative levers.
Infrastructure						Legend							
1	Low Carbon Assessment Method for Infrastructure Construction (FTIA)	Finland	Transport (road)	Methodology	A1-A5, B4 Indirectly, phase C, to the extent that the replaced parts need to be transported to disposal.	Yes (mandatory emission calculation in national road contracts)	High. The Finnish method for estimating the carbon intensity of an infrastructure construction. The method supports the efforts to achieve low-carbon infrastructure construction	High. Especially used for roads, streets, parks and other public infrastructure	High. Widely adopted across infrastructure projects by FTIA.	High. Clear guidance documents, accessible in Finnish.	Low. Part of the Nordics that are usually covered, limited strategic relevance.	High. Aligned with / exceeding European standards and EU directives.	High. method can be used in assessing the climate impacts and it supports the efforts to achieve low-carbon infrastructure construction
2	VegLCA	Norway	Transport (road)	Tool	A1-A5, B1-B6	Yes (road)	Medium. life cycle assessment calculator for infrastructure emission, so it's a tool, not necessarily a methodology in that sense.	Medium. Widely used in road sector. Contains a rail module as wellm but here BaneNOR is used.	High. Widely used in road infrastructure.	High. Clear guidance documents, accessible in Norwegian.	Low. Part of the Nordics that are usually covered, limited strategic relevance.	High. Aligned with / exceeding European standards and EU directives.	High. Enables public procurement with GWP comparison, but is primarily comparison tool.
3	Klimatkalkyl	Sweden	Transport (road/rail)	Methodology	A1-A5, B1-B6	Yes	High. Measure energy usage and emissions associated with infrastructure projects throughout their construction, operation, and maintenance stages, highly relevant to procurement	High. Road rail and related infrastructure works.	High. Widely used in infrastructure construction in Sweden.	High. Clear guidance documents, accessible in Swedish and English.	Low. Part of the Nordics that are usually covered, limited strategic relevance.	High. Aligned with / exceeding European standards and EU directives.	High. It allows the national road authority to establish a baseline and enables suppliers to select designs with lower carbon emissions for tenders

#	Name of framework	Country	Sector	Classification	System boundaries	Relevance for CO ₂ assessment in procurement	TOR relevance	Sector coverage	Degree of adoption	Transparency & documentation	Geographical relevance	Policy alignment potential	Market impact / innovation
4	DuboCalc	Netherlands	Transport / Civil	Methodology	A1-A5, B1,B2-B5, C1-C4, D	Yes	High. By providing an climate and environmental cost, dubocalc considers various aspects related to CO2 performance of construction bids.	High. Covers all kinds of engineering / infrastructure works, such as road, water, railway	High. Used on national level in all kinds of engineering works, developed and operated by the dutch ministry of infrastructure first and foremost.	High. Many manuals and technical guidance documents available in dutch.	Medium. NL has received quite some attention already. Dubocalc has been around since 2009, but has been updated throughout.	High. GPP criteria aligned or exceed with EU targets.	High. Dubocalc allows for the comparison between options on their sustainability and environmental costs.
5	CO ₂ Performance Ladder	Netherlands	All construction	Certification	N/A	Yes	Low. While striving for CO2 reduction, this is considered at company, rather than project level. This makes comparison between this and the others more difficult. The CO ₂ Performance Ladder should be treated as a complementary procurement incentive rather than an assessment methodology.	High. Used in infrastructure, buildings, and other sectors.	High. The CO2 Performance Ladder is being introduced in France, Germany, Ireland, Portugal and the UK, alongside its established presence in the Netherlands and Belgium.	High. Several accessible and clear documents are available in english.	Medium. The CO2 performance ladder has been around since 2009. NL has quite the podium already. Performance ladder is widely known.	Medium. Designed for broad use and aligned with Procurement law, but implemented by non-state party.	Medium. Is a tool to certify certain CO2 ambition levels, but does not drive further decarbonisation through the procurement itself.
6	UK PAS 2080 / Carbon Management approach	United Kingdom	Infrastructure	Standard	A0 A1-3 A4-5 B1-8 C1-4 D1-2	Yes (Widely referenced in major procurements)	Medium. While the standard is being integrated in procurement in national level, it is less relevant to the study as it is not a methodology.	High. Covers all kinds of major engineering works, among which, infrastructure.	High. Leading in the UK, but also influential outside (e.g., Australia, New Zealand, Ireland)	High. Global standard with clear, recent works available.	Low. While this is a global standard, it is not particularly relevant in context of improving geographical balance.	Medium. No direct link to EU Procurement Directive, but requirements should be adaptable to align with EU frameworks.	High. As of recently, the PAS 2080 wakls users through how to build decarbonisation in procurement.
7	NSW Embodied Carbon Measurement for Infrastructure	Australia	Infrastructure / Buildings	Methodology	A1-A5 (B1-B5 and C1-C4 are optional)	Yes	Medium. While it touches upon procurement through baseline setting, it relates more to embodied carbon reporting, rather than integrating this into procurement procedures.	High. Covers road and rail infra, other engineering works, and public buildings.	Medium. Regional usage of guide by (infrastructure) agencies.	High. Technical guidance available in detailed manner, in english.	High. Provides perspective from statagically important country outside the EU.	Medium. Follows the PAS2080:2023 decarbonisation principles, European standards used for EPD.	Medium. While carbon reduction targets can be set based on baselines, no carbon pricing / CBA consideration of GWP.
8	InfraLCA	Denmark	Road infrastructure	Methodology	A1-A5, B4, C1-C4, D	Yes (Results must be submitted with tender bids and are used in award evaluation)	High. Allows for comparison on design alternatives and their GHG emissions.	High. Used in both road and rail infrastructure.	High. Used in majority of rail and road infrastructure projects, especially in more major ones.	High. Tool, user guide and further explanations all publicly available in danish.	Low. Part of the Nordics that are usually covered, limited strategic relevance.	High. Aligned with / exceeding European standards and EU directives.	High. InfraLCA underpins carbon targets, benchmarking, and carbon-based tender evaluation.

#	Name of framework	Country	Sector	Classification	System boundaries	Relevance for CO ₂ assessment in procurement	TOR relevance	Sector coverage	Degree of adoption	Transparency & documentation	Geographical relevance	Policy alignment potential	Market impact / innovation
9	TII Carbon Tool	Ireland	Road & light-rail infrastructure	Tool, Methodology	A1-A5, B1-7, C1-4	Yes (Contractors must provide a completed Carbon Tool at tender stage and during works)	High. Tool will allow TII and its contractors to compare and evaluate the lifecycle carbon impacts of multiple design options	High. National road, greenway and light rail infrastructure projects in Ireland	High. Used by TII for for any given road, greenway or light rail project	High. Clear guidance documents, accessible in english.	Medium. While not overrepresented, strategic relevance is limited.	High. Aligned with the EU's EIA directive and (PAS) 2080: 2016 Carbon Management in Infrastructure	High. Allows for clear identification of carbon saving opportunities throughout each stage.
10	Environment Agency Carbon Planning Tool(CET)	United Kingdom	Flood-defence, water & other civils	Tool	Whole-life carbon assessment (specific stages not clarified)	Partial (CET outputs are a contractual deliverable and inform commercial incentives)	Medium. Enables carbon target setting through assessment on carbon through the lifecycle.	Medium (Water management mainly)	Medium. Used by Environment Agency, but other than that, unclear what adoption level is.	Low. No clear accessible documents available without going through contact email.	Medium. Could be relevant as it also pertains to water management works, but no particular high priority, as UK is no longer in EU.	Medium. Aligned to PAS 2080, the global standard.	Medium. It drives low-carbon outcomes, but not necessarily through procurements, rather through GHG measurements and standards.
11	Methodological guide for calculating the carbon footprint in Spanish ports	Spain	Infrastructure	Guide	Not clearly defined.	Partial (Not an award criterion, but public projects must comply)	Medium. It sets carbon requirements for engineering works in harbours, but not with award criteria.	Medium. Applies to harbour related construction and transport.	Medium. Adopted across Port Authorities in Spain.	Medium. General Methodological guide available, but no major technical guidance found as of now that describes the targets surrounding GHG emission reduction in detail.	High. Provides perspective from strategically important country within the EU, from an underrepresented MS, and underrepresented sector when it comes to procurement.	Medium. No direct link to EU Procurement Directive, but requirements should be adaptable to align with EU frameworks.	Medium. It drives low-carbon outcomes, but not necessarily through procurements, rather through GHG measurements and standards.
12	Criteria for calculating the carbon footprint resulting from emissions from the construction and rehabilitation of pavements in Spain	Spain	Infrastructure (road)	Standard	A1-A5	Partial (Not an award criterion, but public projects must comply)	Medium. The circular order sets criteria for calculating the carbon footprint resulting from greenhouse gas (GHG) emissions from the construction and rehabilitation of pavements	Low. Applies to pavement maintenance only.	Low. While circular order is out, unclear to what extent this is implemented and whether it is being considering in procurement, as the Decarbonization Plan 2021-2030 is still being drafted.	Medium. While overarching decarbonisation plan is still missing, the circular order containing details on the criteria is available in spanish.	High. Provides perspective from strategically important country within the EU, from an underrepresented MS.	Medium. Follows European standards, but not necessarily designed around EU GPP principles.	Medium. It drives low-carbon outcomes, but not necessarily through procurements, rather through GHG measurements and standards.
13	Guide for the calculation of the footprint of carbon and for the preparation of a plan of improvement of a organisation.	Spain	Organisations	Standard	N/A.	No (focus on SMEs and their GHG)	Low. No focus on procurement/ co2 assesment of public works.	Low. Doesn't cover the sectors focused on in this study.	Medium. National guidance is available, but no mandatory option, as it is merely guidance. Unclear to what extent it is implemented.	Medium. Guidance available in spanish, but no other sources.	High. Provides perspective from strategically important country within the EU, from an underrepresented MS.	Medium. Works with EU and international standards, but no compliance with specific frameworks.	Medium. Promotes scope 1 and 2 GHG considerations, but not necessarily procurement.
14	SEVE	France	Infrastructure	Tool	A1-A5	Partial (Voluntary but used in some tenders)	High. CO2 assessment framework developed for infrastructure works	Medium. Covers a range of infrastructure projects	High. Industry-led, but applied in real-life projects and by some public owners.	High. Methods and user manuals are published in recent versions	High. Important EU market and outside of Nordics	Medium. Considered to be a reliable tool and used for public tenders in FR.	Medium. Clear suggestions for inclusion in tender processes, but no legal requirement.
15	CO₂ Shadow Pricing	Germany	Infrastructure / Buildings	Methodology	A1-A5, B2-B4, B6, C1-C4	Yes	Medium. Concept paper but meant for CO2 assessment	High. Intended for infrastructure and buildings across multiple sectors	Low. Concept paper only	Medium. Framework description exists, but little practical examples	High. Important EU market and outside of Nordics.	Low. Policy level not defined yet. Similarities with NL and NO	Medium. Market impact is low but targeted and innovative

#	Name of framework	Country	Sector	Classification	System boundaries	Relevance for CO ₂ assessment in procurement	TOR relevance	Sector coverage	Degree of adoption	Transparency & documentation	Geographical relevance	Policy alignment potential	Market impact / innovation
16	FIDIC guidelines - carbon management guide	International	Infrastructure / Buildings	Standard	A1-A5 initially, expanding to A-D at advanced level	Partial (mostly focused at contracts, after award of tenders)	Low. Focussed on contracts and contract management	High. Wide range of sectors and projects	Low. Only just developed	Low. Publication foreseen, but not available yet	High. Outside the Nordics, provided by internationally recognized organisation.	TBD. No details available yet	TBD. No details available yet
Buildings													
17	Bæredygtighedsklassen (Sustainability Class)	Denmark	Buildings	Law	A1-A3, B4, B6 C3-C4, D	Partial (Not an award criterion, but public projects must comply)	Medium. General CO ₂ assessment and limits. Applied to public procurement and general construction.	Medium. Buildings	High. Law in force since 2023	High. Legal documents, calculation rules and limit values well documented	Medium. Country covered under infrastructure. Close resemblance with SE and FI	High. EPBD guidance defines broad principles. Framework is aligned.	Medium. Low-carbon construction, but not targeted as procurement lever for public works
18	Ilmastoselvitys (Climate Declaration)	Finland	Buildings	Law	A1-A5, B4, C, D	Partial (Compliance required for permits, indirectly affects state procurement)	Medium. General CO ₂ assessment. Applied to public procurement and general construction.	Medium. Buildings	Medium. Introduced in 2025 and therefore limited experience	High. Transparent development process and information on calculation rules	Medium. Country covered under infrastructure. Close resemblance with SE and DK	High. EPBD guidance defines broad principles. Framework is aligned.	Medium. Low-carbon construction, but not targeted as procurement lever for public works
19	Réglementation Environnementale 2020 (RE2020)	France	Buildings	Law	A1-D, excluding B6	Partial (Yes where public bodies act as contracting authority)	Medium. General CO ₂ assessment and limits. Applied to public procurement and general construction.	Medium. Buildings	High. Law in force since 2022	High. Legal documents available with detailed development process and legal annexes	High. Important EU market and relevance for EU alignment due to size and prominence. Not considered in infrastructure (core, in-depth)	High. EPBD guidance defines broad principles. Framework is aligned.	Medium. Low-carbon construction, but not targeted as procurement lever for public works
20	Milieuprestatie Gebouwen (MPG)	Netherlands	Buildings	Law	A1-A5, B1-B4, C, D	Partial (Yes where public bodies act as contracting authority)	Medium. General CO ₂ assessment and limits. Applied to public procurement and general construction.	Medium. Buildings	High. Law in force since 2018	Medium. Generally good documentation. Access to some data-related information more limited	Medium. Country covered under infrastructure. Close resemblance with DuboCalc	High. EPBD guidance defines broad principles. Framework is aligned.	Medium. Low-carbon construction, but not targeted as procurement lever for public works
21	Klimatdeklarationen	Sweden	Buildings	Law	A1-A5	Partial (no tender weighting yet, but prerequisite for public projects)	Medium. General CO ₂ assessment. Applied to public procurement and general construction.	Medium. Buildings	Medium. Law introduced in 2024 and therefore more limited experience	High. Legal documents, calculation rules and limit values well documented	Medium. Country covered under infrastructure. Close resemblance with DK and FI	High. EPBD guidance defines broad principles. Framework is aligned.	Low. So far, informative purpose only
22	TOTEM	Belgium (Federal + Regions)	Buildings	Tool, Methodology	A1-A5, B4, B6, C	Partial (not compulsory nation-wide, but several regional & federal bodies request TOTEM results in public tenders)	Medium, tender stage requires capability, not calculations	High (-Medium). Currently in development for infrastructure projects.	Medium. Specific regional administrations use it, but not at national level	Medium	Medium. Country not represented under infrastructure. Fragmented market	High. EPBD guidance defines broad principles. Framework is aligned.	Low. Not used for comparison during tender stage for contractors