



# HOCHBAHN



**Hamburger Hochbahn AG**

**GREEN FINANCE  
FRAMEWORK**

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**March 2023**

## 1 Introduction

### 1.1 HOCHBAHN Business Model

Hamburger Hochbahn AG (HOCHBAHN) is one of the leading local transport companies in Germany. With four metro lines and 116 bus lines, in 2022, it carried around 424 million passengers to their destinations, providing around half of all local transport services in the Hamburg Transport Association (HVV). With over 6,200 employees, HOCHBAHN is one of Hamburg's biggest employers. With its numerous subsidiaries and associated companies, including vehicle maintenance, security and cleaning, HOCHBAHN provides a substantial share of transport services in Hamburg. HOCHBAHN is a company organized and managed according to private-sector principles and is wholly owned by the Free and Hanseatic City of Hamburg through HGV Hamburger Gesellschaft für Vermögens- und Beteiligungsmanagement mbH (HGV).

Effective from November 27, 2019, the Free and Hanseatic City of Hamburg granted HOCHBAHN a license to provide bus transportation services for a further ten years and metro transportation services for further 22.5 years in a direct award procedure.

### 1.2 Impact and Role of HOCHBAHN for the City of Hamburg

With its vision of creating intelligent mobility for a future worth living in Hamburg, HOCHBAHN underlines its role as an important mobility partner for the city and aligns its daily activities with this vision. With innovative and sustainable solutions, it ensures simple and user-oriented mobility for all.

The aim of HOCHBAHN is to reduce private car traffic and minimize environmental impact, which is executed through a strategic paradigm shift in 2019. Anchored in the Hamburg Senate's Climate Plan and Climate Protection Act, and as an instrument of Senate policy, HOCHBAHN is focusing on its services, a consistent expansion of its range of services and on supply oriented service development. In the future, HOCHBAHN will substantially invest in modernizing and increasing the density of the existing range of products and services. The improved service includes longer operating times, shorter travel times, denser frequencies and an increase of capacity. Extending its portfolio by connecting with other mobility offers such as sharing- and ride-pooling service providers and autonomous on-demand transportation, the openness to innovative solutions and the possibilities of digitalization, HOCHBAHN's mission is to design and rethink integrated sustainable mobility in Hamburg.

This will further enhance the attractiveness of public transport. The aim is to make a significant contribution to reducing CO<sub>2</sub> emissions and support the mobility turnaround by reducing the use of private cars.

### 1.3 Climate Plan of the City of Hamburg

Up to 70% of today's greenhouse gases worldwide are caused by cities<sup>1</sup>. The climate action plan<sup>2</sup> of Hamburg defines specific climate targets for the years 2030 and 2050. By 2030, carbon emissions should be reduced by 55% (compared to the base year 1990). Hamburg aims to be a zero-carbon city by 2050. Shared mobility and public transport are key to achieve these targets. In 2020, the mobility sector accounts for around 28 % of Hamburg's CO<sub>2</sub>-emissions<sup>3</sup>.

To achieve the climate goals of Hamburg city, the mobility transition was defined as one of four 'transformation paths'. A total of approx. 1.4 million tCO<sub>2</sub> should be saved by 2030 in comparison to the year 2017 according to the climate plan.

In February 2020, the Hamburg Climate Protection Law (Hamburgisches Gesetz zum Schutz des Klimas) was passed as the binding legal framework for the Climate Action Plan and the corresponding climate goals.<sup>4</sup>

The essential elements in the context of public transport are:

A) A far-reaching paradigm shift in public transport from demand-oriented to supply-oriented planning (Hamburg-Takt): By 2030, the aim is to provide passengers with an adequate public transport service reachable within 5 minutes. This implies a considerable expansion of the range of services offered by metros and buses and an integration of on-demand services into public transport. Thus, increasing the share of public transport in total traffic (journeys) from 22% today to 30% in 2030 (denser network and more frequent services) and convincing the people of Hamburg to switch from private cars to public transport.

B) The electrification of vehicle fleets (e.g. buses) by 2030 and use of 100% green electricity

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<sup>1</sup> <https://www.worldbank.org/en/topic/urbandevelopment/brief/climate-action-through-an-urban-lens>

<sup>2</sup> <https://www.hamburg.de/contentblob/13899086/749a6e50662c96eee81d370f1b0cb631/data/d-first-revision-hamburg-climate-plan.pdf>

<sup>3</sup> <https://www.statistik-nord.de/zahlen-fakten/umwelt-energie/energie/dokumentenansicht/product/3381/energie-und-co2-bilanzen-fuer-hamburg-361?cHash=4201529a752424c94a05eb3c4ae751ea>

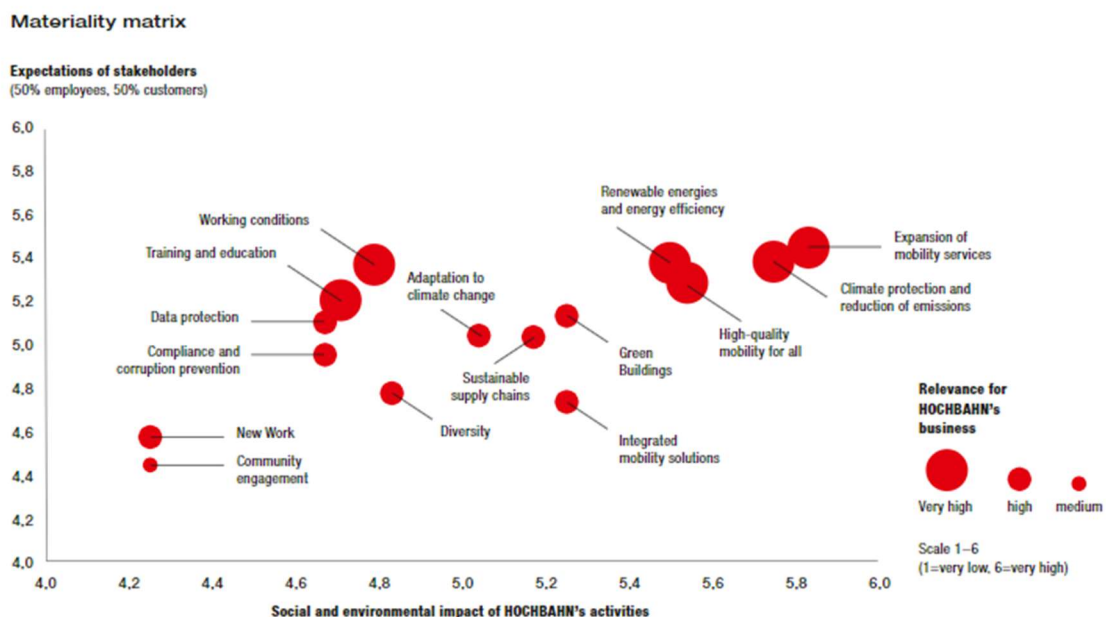
<sup>4</sup> <http://www.landesrecht-hamburg.de/jportal/portal/page/bshaprod.psml?showdoccase=1&st=null&doc.id=jlr-KlimaSchGHA2020rahmen&doc.part=X&doc.origin=bs>

## 1.4 CSR- and Climate Strategy of HOCHBAHN

Since joining the UN Global Compact in 2017, HOCHBAHN's corporate management has been guided by its ten principles, as well as by the 17 UN Sustainable Development Goals (SDGs). In addition, sustainability has been anchored as an integral part of HOCHBAHN's corporate strategy.

**Our mission:** We organize sustainable mobility in the smart city of Hamburg.

In 2020, HOCHBAHN further developed its sustainability strategy within the framework of a materiality analysis conducted in accordance with the GRI Standards and evaluated 15 sustainability topics with relevance for HOCHBAHN in terms of its business, stakeholder expectations and the social and environmental impact of its activities. Both internal and external stakeholders were surveyed for this, including customers, HOCHBAHN employees and recognised experts in the fields of mobility and sustainability. The results of this analysis are presented in the following materiality matrix, which also applies to 2021 and depicts the key sustainability reporting issues for HOCHBAHN from which the main focus areas of its annual GRI-Report were derived, which is published since 2021<sup>5</sup>. Based on the findings of the materiality analysis, HOCHBAHN has defined target fields and metrics (KPIs) that are intended to serve in future as an internal instrument for monitoring and control and to provide a basis for sustainable corporate governance, management accounting and reporting.



<sup>5</sup> <https://www.hochbahn.de/en/company/corporate-and-sustainability-report>

Since January 1<sup>st</sup>, 2020, HOCHBAHN's Sustainability Management Department has been assigned to the Finance and Sustainability Department and is managed by the Executive Board member responsible for Finance and Sustainability. In order to achieve the top goals of sustainable development, HOCHBAHN relies on a holistic approach in which business parameters are supplemented by ecological and social criterias.

In the procurement area, for example, the 'Sustainability Standards for Suppliers and Business Partners' has been a binding contractual component of HOCHBAHN's procurement transactions since May 1<sup>st</sup>, 2019. In addition, when preparing large tenders, a sustainability risk analysis is carried out. Based on the risk profile, sustainability aspects are taken into account in the tendering procedure. The first tender including sustainability criteria was issued for locally emission free buses in 2019. Since then, several tenders included sustainability criteria, among them the tender for the next generation of metro vehicles in 2022/2023.

HOCHBAHN has defined a target to become carbon neutral in 2030<sup>6</sup>. This target contributes to the Paris Climate Agreement and puts the CO<sub>2</sub> reduction targets of the City of Hamburg into concrete terms. The main levers for reducing direct (Scope 1) and indirect (Scope 2) greenhouse gas emissions to zero by 2030 are the procurement of locally emission-free buses and the purchase of 100% high-quality certified green electricity. HOCHBAHN has been calculating its carbon footprint for Scope 1 and Scope 2 emissions since 2019. In 2022, HOCHBAHN has made an assessment of its Scope 3 emissions, which identified upstream emissions from purchased goods and services as well as capital goods as the main sources of greenhouse gas emissions<sup>7</sup>. In order to improve the quality and availability of primary data, HOCHBAHN has started to integrate requests for emission data in its tenders. As a pilot project, HOCHBAHN has implemented an emission reduction strategy for the construction of the new metro line U5<sup>8</sup>.

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<sup>6</sup> Including scope 1 and scope 2 emissions

<sup>7</sup> Categories 3.1 and 3.2 under the Greenhouse Gas Protocol

<sup>8</sup> <https://www.hochbahn.de/en/projects/underground-expansion/the-u5-for-hamburg>



## 2 Rationale of HOCHBAHN Green Finance issue

A sustainable and attractive range of mobility services with adequate capacity is a key factor to achieve a modal transportation shift towards more environmentally friendly modes of transport, and contributes to global efforts of climate change mitigation and helps to maintain the quality of life in a growing city like Hamburg.

As outlined above, HOCHBAHN is committed to the targets set out by the climate action plan of the city of Hamburg, and as a result, is significantly expanding the range of services offered by metros and buses as well as the integration of on-demand services into public transport.

The HOCHBAHN Green Finance issuance is dedicated to the advancement of sustainable transport and will help to accelerate the achievement of the strategic objectives of HOCHBAHN. The HOCHBAHN Green Finance issuance is also an opportunity to attract investors who take sustainability into account in their investment strategies.

### 3 A framework complying with Green Bond Principles and Green Loan Principles

HOCHBAHN published its first Green Bond Framework in September 2020. With the present new Green Finance Framework 2023 (the “Framework”), HOCHBAHN aims to align with the latest market practice and extend the Framework to cover Green Bonds, Green Loans, Green Schuldscheindarlehen and Green Namensschuldverschreibungen<sup>9</sup> (together the “Green Instruments”).

The Framework has been developed in alignment with the Green Bond Principles (“GBP”) dated June 2021 with June 2022 Appendix<sup>10</sup> administered by the International Capital Market Association (“ICMA”) and Green Loan Principles (“GLP”) dated February 2023<sup>11</sup> administered by the Loan Market Association, which are a set of voluntary guidelines that recommend transparency and disclosure and promote integrity in the development of the green bond and loan market by clarifying the approach for issuing a green instrument. The Framework hence aligns with the GBP’s and GLP’s four core components plus key recommendation for External Review:

- i. Use of Proceeds
- ii. Process for Project Evaluation and Selection
- iii. Management of Proceeds
- iv. Reporting
- v. External Review

The proceeds may only be used for eligible green investments that support the delivery of the strategy and objectives described above.

Hochbahn will review and may update the Framework from time to time to ensure continued alignment with market practices and developing standards or to update or expand the eligible green projects categories. For any material revision of the Framework, HOCHBAHN will seek to obtain a refreshed Second Party Opinion.

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<sup>9</sup> also called Green Registered Bonds

<sup>10</sup> ICMA’s Green Bond Principles 2021 [https://www.icmagroup.org/assets/documents/Sustainable-finance/2022-updates/Green-Bond-Principles\\_June-2022-280622.pdf](https://www.icmagroup.org/assets/documents/Sustainable-finance/2022-updates/Green-Bond-Principles_June-2022-280622.pdf)

<sup>11</sup> [Green Loan Principles - LSTA](#)

## Use of Proceeds


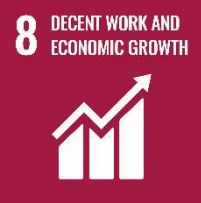



An amount equivalent to the net proceeds of HOCHBAHN Green Debt Instruments will be allocated to finance or refinance, in whole or in part, new or existing eligible projects located in Hamburg Germany and following the eligibility criteria below (the “Eligible Green Projects”). Eligible Green Projects may include capital expenditures disbursed no earlier than 36 months prior to issuance and physical assets.

The following table outlines the eligibility criteria for the Eligible Green Projects, examples of Impact indicators and their alignment with the UN Sustainable Development Goals and the EU environmental objectives. The Eligible Green Projects comply with the technical screening criteria for substantial contribution to climate change mitigation of the EU Taxonomy<sup>12</sup>. In addition, HOCHBAHN takes into account when possible the relevant Do No Significant Harm and the Minimum Safeguards criteria, to which HOCHBAHN strives to align. In this objective, HOCHBAHN is currently working on establishing the relevant policies and guidelines so as to be fully aligned in the future, as is further detailed in the Appendix.

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<sup>12</sup> [https://ec.europa.eu/finance/docs/level-2-measures/taxonomy-regulation-delegated-act-2021-2800-annex-1\\_en.pdf](https://ec.europa.eu/finance/docs/level-2-measures/taxonomy-regulation-delegated-act-2021-2800-annex-1_en.pdf)



<b>Green Bond Principles Category: Clean Transportation</b>			
<b>Eligibility criteria</b>	<b>Examples of Impact KPI</b>	<b>Alignment with EU taxonomy</b>	<b>Alignment with SDG</b>
<p><b>Refurbishment of our existing metro network</b></p> <p>Acquisition of rolling stock that have zero direct tailpipe CO2 emissions or</p> <p>Construction and modernization of subways infrastructure that are dedicated to urban and suburban public passenger transport or the transfer of passengers from rail to rail or from other modes to rail</p> <p>(such as acquisition of rolling stock, refurbishment of existing metro infrastructure (tracks and depots))</p>	<ul style="list-style-type: none"> <li>- Increased capacity (available seat km)</li> <li>- Avoided carbon emissions compared to cars (CO<sub>2</sub>, NO<sub>x</sub>, PM<sub>2.5</sub>)<sup>13</sup></li> </ul>	<p><b>Climate Change Mitigation</b></p> <p>6.3 Urban, suburban and road passenger transport</p> <p>6.15 Infrastructure enabling low-carbon road transport and public transport</p>	  
<p><b>Expansion and refurbishment of our bus network; transformation to a zero-emission bus fleet</b></p> <p>Acquisition of bussed with zero direct tailpipe CO2 emissions (battery, fuel cell)</p> <p>Construction, modernization and maintenance of the infrastructure required for the electrified bus network including charging stations and depot dedicated to electric busses</p> <p>(such as acquisition of electric busses (battery, fuel-cell), charging infrastructure, construction of new and refurbishment of existing bus depots for electric busses)</p>	<ul style="list-style-type: none"> <li>- Increased capacity (available seat km)</li> <li>- Avoided carbon emissions compared to cars (CO<sub>2</sub>, NO<sub>x</sub>, PM<sub>2.5</sub>)</li> <li>- Avoided emissions compared to diesel bus (CO<sub>2</sub>, NO<sub>x</sub>, PM<sub>2.5</sub>)<sup>6</sup></li> </ul>	<p><b>Climate Change Mitigation</b></p> <p>6.3 Urban, suburban and road passenger transport</p> <p>6.15 Infrastructure enabling low-carbon road transport and public transport</p>	 

<sup>13</sup> Avoided carbon emissions = passenger-km with public transport (km) x Modal transfer rate (%) (based on surveys) x emission-factor cars (CO<sub>2e</sub>/km)

<p><b>Refurbishment and improvements of stations, equipments and installations dedicated to urban public passenger transport, and contributing to increase the share of integrated public and low-carbon transport over individual car use</b></p> <p>(such as ticketing, traffic information, passenger guidance systems, ticketing-terminals, service centers, and digital ticketing and service solutions (e.g. hvv switch); integration of on-demand services and construction of mobility hubs)</p>	<ul style="list-style-type: none"> <li>- energy savings (due to refurbishment of metro stations such as new lighting)</li> <li>- number of new services and mobility hubs</li> <li>- average number of users per day</li> <li>- customer satisfaction surveys (qualitative assessment of the projects' contribution to improve the overall usability and accessibility of the public transport system)</li> </ul>	<p><b>Climate Change Mitigation</b></p> <p>6.3 Urban, suburban and road passenger transport</p> <p>6.15 Infrastructure enabling low-carbon road transport and public transport</p>	
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Investments falling into this category contribute to the mobility transition transformation path of the City of Hamburg's Climate Plan by including projects aimed towards a significant expansion of our bus and metro network as well as the integration of new digital services that will make our public transport system a true alternative to private car use.

Therefore, it includes the refurbishment of our existing metro network and rolling stock infrastructure, such as tracks and signalling, depots and workshops, the acquisition of new rolling stock and the implementation of new technologies providing enhanced services is also part of this strategy.

Furthermore, the Clean Transportation category includes expansions and refurbishment of our bus network where the focus is the transition of HOCHBAHN's diesel bus fleet to a zero-emission bus network to reduce emissions of greenhouse gases and air pollutants. This includes the acquisition of electric and hydrogen fuel cell vehicles with the corresponding charging infrastructure as well as the expansion and new construction of bus depots to fit the future needs of a growing electric bus fleet. New digital solutions for improvement of the bus operation are also part of the category. The ambition behind these projects is to reach HOCHBAHN's climate neutrality by 2030.

As a third, and equally important, component of the new supply-oriented paradigm in public transport, this Framework includes projects designed to improve the overall usability and accessibility of the public transport system by providing adequate ticketing and passenger service solutions, by modernizing

stations and by integrating on-demand services via the installment of mobility hubs and the development of a multimodal mobility app.

HOCHBAHN as well as the Senate headed by the First Mayor of the Free and Hanseatic City of Hamburg are convinced that only the combination of these measures and investments will encourage local residents to leave their cars at home. Therefore, all these investments will contribute to the overall goal of 30% of journeys in Hamburg made by integrated public transport which is mandatory to reach the Hamburg's climate goal of -55% CO<sub>2</sub>-emissions by 2030.

### **3.1 Project Evaluation and Selection Process**

The Project Evaluation and Selection Process will ensure that an amount equal to the net proceeds of HOCHBAHN's Green Debt Instruments issued under this Framework are allocated to new or existing capital expenditures that meet one or more of the eligibility criteria set out before in Section 3.1 ("Use of Proceeds").

Eligible Green Projects will be selected by a dedicated Green Finance Committee set-up within HOCHBAHN, chaired by the Executive Board member responsible for Finance and Sustainability and consisting of the heads of Finance and Control, Sustainability Management and Legal.

The list of Eligible Green Projects is validated by the Management Board and will be reported to the Supervisor Board of HOCHBAHN.

On an annual basis, or more frequently as required, the Green Finance Committee will review and approve the aggregated pool of green capital expenditures for alignment with the eligibility criteria listed in Section 3.1 ("Use of Proceeds"), review the Management of Proceeds (as described in Section 3.3) and facilitate ongoing Green Bond reporting (as described in Section 3.4).

### **ESG Risk management**

HOCHBAHN systematically takes into account environmental, social and governance considerations in its strategic and investments decisions. HOCHBAHN has been a member of the UN Global Compact since 2019 which includes a wide range of ESG guidelines related, among other topics, to employee labor and human rights, conduct, resources management and climate emissions.

Ensuring a safe working environment for its employees is key, and thus HOCHBAHN has established a *Policy for occupational safety and health*, with a pro-active and pre-emptive approach in line with the

German Occupational Safety and Health Act (ArbSchG) and Code 1 from the DGUV (German Social Accident Insurance).

HOCHBAHN strives to limit the environmental impact of its activities, with particular attention to climate change adaptation, circular economy, air & noise pollution prevention and biodiversity protection:

- Climate change adaptation: HOCHBAHN is currently carrying out a risk analysis in cooperation with the Climate Service Center (GERICS)<sup>14</sup> to identify the physical risks related to the infrastructure, fleets and services. Furthermore, HOCHBAHN as a city-owned company is part of the climate adaptation strategy of the city of Hamburg.
- Circular Economy: HOCHBAHN is implementing policies to comply with the Circular Economy law (“Kreislaufwirtschaftsgesetz<sup>15</sup>”) and the “Hamburgische Abfallwirtschaftsgesetz<sup>16</sup>”
- Pollution Prevention and Control: HOCHBAHN’s procurement policy is encouraging a regular update of the bus fleet so as to reduce emissions of nitrogen oxides, specific particulate and Sulphur dioxide.

HOCHBAHN is also working towards the reduction of noise, in line with the *EU Environmental Noise Directive*. Noise is monitored in line with the “Lärmaktionsplan<sup>17</sup>”

- Biodiversity: All relevant activities are subject an Environmental Impact assessment

HOCHBAHN is convinced that its environmental and social responsibility goes far beyond its own business activities and extends, in particular, to its suppliers and business partners. In this objective, HOCHBAHN established in 2019 its *Sustainability Standards for Suppliers and Business Partners*<sup>18</sup>, which sets forth key requirements based on the principles of the UN Global Compact and the core labour standards of the ILO that suppliers must abide by, and is currently implementing a risk management system aligned with the Corporate Due Diligence Obligations in Supply Chains (“Lieferkettensorgfaltspflichtengesetz”). For products associated with higher sustainability risks in the supply chain – for example electric buses – HOCHBAHN has set out specific criteria during public tenders.

To instigate even more targeted improvements along the value chain, HOCHBAHN is pushing for the integration and harmonisation of sustainability criteria as part of local public transport vehicle procurement at the levels of the Association of German Transport Companies (Verband Deutscher Verkehrsunternehmen - VDV) and joined the Low Emission Vehicle Program of Electronics Watch – a program focusing on public procurement and the monitoring of worker’s rights along the supply chain of minerals, electronics and batteries.

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<sup>14</sup> <https://www.climate-service-center.de>

<sup>15</sup> <https://www.bmuv.de/gesetz/kreislaufwirtschaftsgesetz>

<sup>16</sup> [https://www.umwelt-online.de/recht/abfall/laender/hh/abfg\\_ges.htm](https://www.umwelt-online.de/recht/abfall/laender/hh/abfg_ges.htm)

<sup>17</sup> <https://www.hamburg.de/laermaktionsplan/>

<sup>18</sup> <https://www.hochbahn.de/resource/blob/5770/8d4b0340e2232bf109dc547c0ecd71fd/code-of-conduct-for-suppliers-and-business-partners-data.pdf>

### **3.2 Management of Proceeds**

HOCHBAHN's processes for management of proceeds are handled by the Finance and Control department.

HOCHBAHN intends to allocate the proceeds to its general cash pool and an amount equal to the net proceeds will be earmarked for allocation to Eligible Green Projects within the investments plan.

All relevant information regarding the issuance of Green Debt Instruments and Eligible Green Projects (re)financed will be monitored and kept in HOCHBAHN's accounting systems. The balance of the tracked proceeds will be periodically adjusted on a quarterly basis, in order to ensure allocation to Eligible Green Projects during this period.

If for any reasons, a project is no longer eligible, or in case of any major controversy affecting a project in the portfolio of Eligible Green Projects, the Green Finance Committee will substitute such projects with other Eligible Green Projects for an amount at least equal to such projects, as soon as an appropriate substitution option has been identified.

Pending full allocation, the balance will be either temporarily invested in marketable instruments, preferably ESG instruments, managed by HOCHBAHN's treasury team or otherwise deposited on a Deutsche Bundesbank account by the Free and Hanseatic City of Hamburg

HOCHBAHN intends to allocate the full amount of proceeds within the next 36 months following the issuance of the Green Debt Instrument.

### **3.3 Reporting**

HOCHBAHN will publish an integrated allocation and impact report annually on a portfolio basis, until full allocation of the Green Instrument and in case of significant changes thereafter.

Wherever possible, Hamburg Hochbahn intends to align its reporting with the approach described in the "Handbook – Harmonised Framework for Impact Reporting" (June 2022)<sup>19</sup>.

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<sup>19</sup> [https://www.icmagroup.org/assets/documents/Sustainable-finance/2022-updates/Harmonised-Framework-for-Impact-Reporting-Green-Bonds\\_June-2022v2-020822.pdf](https://www.icmagroup.org/assets/documents/Sustainable-finance/2022-updates/Harmonised-Framework-for-Impact-Reporting-Green-Bonds_June-2022v2-020822.pdf)

The allocation report will include the following information:

- Information on the Green Debt Instrument (ISIN, currency, amount, etc...)
- Breakdown of allocated amounts (or reallocated amount, as the case may be) to Eligible Green Projects by category;
- A description of Eligible Green Projects at category level;
- The share of financing vs refinancing;
- The breakdown of the type of Eligible Green Projects (capital expenditures)
- The balance of any unallocated proceeds (if any)

The report will also include the publication of the external third-party assurance, as per section 4.2 (“External Verification”), on the satisfactory allocation of the net proceeds in line with this Framework.

In addition, HOCHBAHN commits to provide information on the impact on the environmental and other sustainable development impact of Eligible Green Projects, including updates and status reports as well as relevant impact metrics, wherever feasible.

Examples of impact metrics are available in the table in the section 3.1 (“Use of Proceeds”).

The report will be made available on HOCHBAHN’s website: <https://www.hochbahn.de>

## **4 External Review**

### **4.1 Second Party Opinion**

HOCHBAHN has engaged CICERO Shades of Green to provide an External Review in the form of a Second Party Opinion on this Green Finance Framework to confirm its alignment with the 2021 ICMA Green Bond Principles and 2023 LMA Green Loan Principles

The Second Party Opinion will be available on HOCHBAHN’s website.

### **4.2 External Verification**

An independent auditor will provide a limited assurance to ensure the allocation of an amount equal to the net proceeds of the Green Debt Instruments, the adherence to asset selection criteria and the reporting commitments are compliant with the Framework.

The report will be made publically available on Hamburg Hochbahn’s website

## Appendix

<b>6.3. Urban and suburban transport, road passenger transport</b>		
	<b>EU Taxonomy criteria</b>	<b>HOCHBAHN information</b>
<b>Climate change adaptation</b>	The activity complies with the criteria set out in Appendix A of the EU Taxonomy Climate Delegated Act <sup>20</sup>	<ul style="list-style-type: none"> <li>Climate adaptation is anchored in the climate plan of the city of Hamburg. a climate adaptation strategy is under development which will include HOCHBAHN</li> <li>Ongoing risk analysis in cooperation with the Climate Service Center (GERICS)</li> </ul>
<b>Sustainable use and protection of water and marine resources</b>		N/A
<b>Transition to a circular economy</b>	Measures are in place to manage waste, in accordance with the waste hierarchy, both in the use phase (maintenance) and the end-of-life of the fleet, including through reuse and recycling of batteries and electronics (in particular critical raw materials therein).	<ul style="list-style-type: none"> <li>Compliance with Kreislaufwirtschaftsgesetz<sup>21</sup></li> </ul>
<b>Pollution prevention and control</b>	For road vehicles of categories M, tyres comply with external rolling noise requirements in the highest populated class and with Rolling Resistance Coefficient (influencing the vehicle energy efficiency) in the two highest populated classes as set out in Regulation (EU) 2020/740 and as can be verified from the European Product Registry for Energy Labelling (EPREL). Where applicable, vehicles comply with the requirements of the most recent applicable stage of the Euro VI heavy duty emission typeapproval set out in accordance with Regulation (EC) No 595/2009.	<ul style="list-style-type: none"> <li>New buses will be equipped with compliant tyres;</li> <li>Start of phase out of non-compliant tyres in existing fleet; for new tyres, conformity criteria are implemented in procurement process.</li> </ul>
<b>Protection and restoration of biodiversity and ecosystems</b>	N/A	N/A

<sup>20</sup> <https://ec.europa.eu/sustainable-finance-taxonomy/assets/documents/CCM%20Appendix%20A.pdf>

<sup>21</sup> <https://www.bmu.de/gesetz/kreislaufwirtschaftsgesetz>

<b>6.15. Infrastructure enabling low-carbon road transport and public transport</b>		
	<b>EU Taxonomy criteria</b>	<b>HOCHBAHN information</b>
<b>Climate change adaptation</b>	The activity complies with the criteria set out in Appendix A of the EU Taxonomy Climate Delegated Act <sup>22</sup>	<ul style="list-style-type: none"> <li>Climate adaptation is anchored in the climate plan of the city of Hamburg. a climate adaptation strategy is under development which will include HOCHBAHN</li> <li>Ongoing risk analysis in cooperation the Climate Service Center (GERICS)</li> </ul>
<b>Sustainable use and protection of water and marine resources</b>	The activity complies with the criteria set out in Appendix B of the EU Taxonomy Climate Delegated Act <sup>23</sup>	<ul style="list-style-type: none"> <li>Measures are in place to prevent and mitigate harmful impacts (e.g. through spills etc.)</li> </ul>
<b>Transition to a circular economy</b>	<p>At least 70 % (by weight) of the non-hazardous construction and demolition waste (excluding naturally occurring material defined in category 17 05 04 in the European List of Waste established by Decision 2000/532/EC) generated on the construction site is prepared for reuse, recycling and other material recovery, including backfilling operations using waste to substitute other materials, in accordance with the waste hierarchy and the EU Construction and Demolition Waste Management Protocol.</p> <p>Operators limit waste generation in processes related construction and demolition, in accordance with the EU Construction and Demolition Waste Management Protocol and taking into account best available techniques and using selective demolition to enable removal and safe handling of hazardous substances and facilitate reuse and high-quality recycling by selective removal of materials, using available sorting systems for construction and demolition waste</p>	<ul style="list-style-type: none"> <li>Compliance with Kreislaufwirtschaftsgesetz (Circular Economy law) Hamburgisches Abfallwirtschaftsgesetz (HmbAbfG) Gemeinsamer Abfallbewirtschaftungsplan für Bau-und Abbruchabfälle for Hamburg and Schleswig Holstein</li> </ul>

<sup>22</sup> <https://ec.europa.eu/sustainable-finance-taxonomy/assets/documents/CCM%20Appendix%20A.pdf>

<sup>23</sup> <https://ec.europa.eu/sustainable-finance-taxonomy/assets/documents/CCM%20Appendix%20B.pdf>



<b>Pollution prevention and control</b>	<p>Where relevant, noise and vibrations from use of infrastructure are mitigated by introducing open trenches, wall barriers or other measures and comply with Directive 2002/49/EC. Measures are taken to reduce noise, dust and pollutant emissions during construction or maintenance works</p>	<ul style="list-style-type: none"> <li>Noise is limited through a variety of measures, also Monitoring of noise in line with Lärmaktionsplan<sup>24</sup>; construction works which may disturb the peace require a special permit</li> </ul>
<b>Protection and restoration of biodiversity and ecosystems</b>	<p>The activity complies with the criteria set out in Appendix D.</p> <p>Where relevant, maintenance of vegetation along road transport infrastructure ensures that invasive species do not spread. Mitigation measures have been implemented to avoid wildlife collisions.</p>	<ul style="list-style-type: none"> <li>All relevant activities are subject to urban planning procedures, which includes an Environmental Impact assessment</li> </ul>

<sup>24</sup> <https://www.hamburg.de/contentblob/15620788/4e7ddbc85e8add7058b5d83c0b13d3e4/data/d-fortschreibung-lap.pdf>

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