



QUICK TIPS

ACTIVITIES THAT QUALIFY FOR RIO MARKERS IN THE SUSTAINABLE TRANSPORT AND MOBILITY SECTOR

The NDICI Global Europe Regulation established a target to dedicate at least 30% of the EU budget to support climate objectives in the period 2021-2027. It also specifies that the NDICI Global Europe will contribute to the ambition of providing 7.5% of annual spending in 2024 and 10% in 2026 and 2027 towards biodiversity objectives.

The President of the European Commission, in her 2021 State of the Union speech, pledged an additional four billion euro towards climate goals. A pledge was also made to double the EU’s external funding for biodiversity, compared to 2014-2020, in particular for the most vulnerable countries.

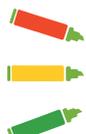
These renewed targets significantly raise the EU ambition on climate and biodiversity finance to partner Countries, reflecting the urgency called upon by the scientific

community to address the climate and biodiversity crises and the ambition of the European Green Deal.

Four ‘Rio markers’ were developed by the OECD Development Assistance Committee (DAC) to identify the contribution of actions to the objectives of UN Rio Conventions (two markers related to the Framework Convention on Climate Change, one to the Convention on Biological Diversity and one to the Convention to Combat Desertification and Land Degradation). The Rio markers are used by DG INTPA to keep track of financial contributions to the Rio themes. In line with a methodology adopted by the OECD DAC, there are three possible scores (0, 1 and 2) for Rio markers. DG INTPA assesses that a certain percentage of an action’s budget can be considered to contribute to a Rio theme, based on the score of the corresponding Rio marker, as follows:



if Biodiversity, Desertification or Climate Change



■ IS NOT TARGETED

■ IS A SIGNIFICANT OBJECTIVE

■ IS A PRINCIPAL OBJECTIVE

RM=0 0% BUDGET

RM=1 40% BUDGET

RM=2 100% BUDGET

The scoring must be carried out in accordance with the corresponding [OECD DAC directives](#).¹

An activity can be marked as “principal” when the objective (biodiversity, combating desertification, climate change mitigation, climate change adaptation) is explicitly stated as fundamental in the design of, or the motivation for, the activity. To be marked “significant”, the objective must be explicitly stated but is not a fundamental driver or motivation for undertaking and designing the activity.

¹ [OECD DAC \(2018\) Converged Statistical Reporting Directives for the Creditor Reporting System \(CRS\) and the Annual DAC Questionnaire. Annexes – modules D and E \(Annex 18 – Rio markers\). DCD/DAC/STAT\(2018\)9/ADD2/FINAL.](#)



Biodiversity

An activity should be classified as biodiversity-related if it promotes at least one of the three objectives of the Convention on Biological Diversity: (1) the conservation of biodiversity; (2) sustainable use of its components (ecosystems, species or genetic resources); or (3) fair and equitable sharing of the benefits of the utilisation of genetic resources.

Eligibility criteria are as follows:

The activity contributes to:

- a) Protection or enhancement of ecosystems, species or genetic resources through in-situ or ex-situ conservation, or remedying existing environmental damage; **or**
- b) Integration of biodiversity and ecosystem services concerns within recipient countries' development objectives and economic decision-making, through institution building, capacity development, strengthening the regulatory and policy framework, or research; **or**
- c) Developing countries' efforts to meet their obligations under the Convention.

The activity will be scored '**principal objective**' (i.e. RM2) if it directly and explicitly aims to achieve one or more of the above three criteria.

Typical activities in the transport and mobility sector that can qualify for the Biodiversity Rio marker² include:

- ▶ Transport actions aimed at reducing pressure on or risks for biodiversity hotspots (e.g. seasonal breeding, protected areas) by e.g.
 - ▶ developing alternative transport routes such as road bypasses, shipping routes, or alternative take-off/landing corridors in the case of air travel.
 - ▶ Switching to less damaging public transport facilities and preventing the use of private transportation (such as in national parks during high tourism season).
 - ▶ Switching to less disturbing mobility (such as electric cars/boats to reduce noise); speed reduction to reduce emissions and deposition of nitrogen.



Combating Desertification

An activity should be classified as desertification-related if it aims at combating desertification or mitigating the effects of drought in arid, semi-arid and dry sub-humid areas through prevention and/or reduction of land degradation, rehabilitation of partly degraded land, or reclamation of desertified land.

Eligibility criteria are as follows:

The activity contributes to:

- a) Protecting or enhancing dryland ecosystems or remedying existing environmental damage; **or**
- b) Integrating desertification concerns in recipient countries' development objectives through institution building, capacity development, strengthening the regulatory and policy framework, or research; **or**
- c) Developing countries' efforts to meet their obligations under the United Nations Convention to Combat Desertification.

The activity will be scored '**principal objective**' (i.e. RM2) if it directly and explicitly aims to achieve one or more of the above criteria, including in the context of the realisation of national, sub-regional or regional action programmes.

Typical activities in the transport and mobility sector that can qualify for the Desertification Rio marker include:

There are no obvious actions in the mobility sector that would target combating desertification as a significant or principal objective. Nevertheless, mobility-related actions linked to land use planning (e.g. containing urban sprawl to sensitive areas) and alternative transport routes that avoid sensitive areas, can lead to preventing or reducing the expansion of desertification.

² OECD (2019). Indicative Table for the Rio marker for Biodiversity. DCD/DAC/STAT(2018)26/final.



Climate Change Mitigation

An activity should be classified as climate change mitigation-related if it contributes to the objective of stabilising greenhouse gas (GHG) concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system by promoting efforts to reduce or limit GHG emissions or enhance GHG sequestration.

Eligibility criteria are the following:

The activity contributes to:

- The mitigation of climate change by limiting anthropogenic emissions of GHGs, including gases regulated by the Montreal Protocol; **or**
- The protection and/or enhancement of GHG sinks and reservoirs; **or**
- The integration of climate change concerns with the recipient countries' development objectives through institution building, capacity development, strengthening the regulatory and policy framework, or research; **or**
- Developing countries' efforts to meet their obligations under the United Nations Framework Convention on Climate Change.

The activity will be scored '**principal objective**' (i.e. RM2) if it directly and explicitly aims to achieve one or more of the above four criteria.

See below the table with examples of activities that qualify for a climate change mitigation marker.



Climate Change Adaptation

An activity should be classified as climate change adaptation-related if it intends to reduce the vulnerability of human or natural systems to the current and expected impacts of climate change, including climate variability, by maintaining or increasing resilience, through increased ability to adapt to, or absorb, climate change stresses, shocks and variability and/or by helping reduce exposure to them.

This encompasses a range of activities from information and knowledge generation to capacity development, planning and the implementation of climate change adaptation actions.

Eligibility criteria are the following:

An activity is eligible for the climate change adaptation marker if:

- The climate change adaptation objective is explicitly indicated in the activity documentation; **and**
- The activity contains specific measures targeting the definition above.

To guide scoring, a three-step approach is recommended as a 'best practice', in particular to justify a Rio Marker 2 score:

- ▶ **Setting out the context of risks, vulnerabilities and impacts related to climate variability and climate change:** for a project to be considered as one that contributed to adaptation to climate change, the context of climate vulnerability should be set out clearly using a robust evidence base. This could take a variety of forms, including use of material from existing analyses and reports, or original, bespoke climate vulnerability assessment analysis carried out as part of the preparation of a project.
- ▶ **Stating the intent to address the identified risks, vulnerabilities and impacts in project documentation:** the project should set out how it intends to address the context- and location-specific climate change vulnerabilities, as set out in existing analyses, reports or the project's climate vulnerability assessment.
- ▶ **Demonstrating a clear and direct link between the identified risks, vulnerabilities and impacts and the specific project activities:** the project should explicitly address risk and vulnerabilities under current and future climate change as identified in the project documentation.

See below the table with examples of activities that qualify for a climate change adaptation marker.³

³ OECD DAC Rio Markers for Climate Handbook

210 — TRANSPORT AND STORAGE

SUB-SECTOR/ CRS PURPOSE CODE	MITIGATION	ADAPTATION
21010 Transport policy and administrative management 21061 Storage 21081 Education and training in transport and storage	2, 1 or 0	0, 1 or 2
RATIONALE FOR SCORING Mitigation Activities targeted to supporting the development of transport sector policy and planning can incorporate measures to promote GHG emission reductions that are focused exclusively on traffic reduction through the development and/or integration of public transport and non-motorised transportation pursues (mitigation score 2 or 1). Adaptation Climate-proofing transport infrastructure as a requirement in transport policies and strategies can be scored against the adaptation marker if properly justified.	EXAMPLES OF QUALIFYING ACTIVITIES Mitigation <ul style="list-style-type: none"> ▶ Non-motorised transportation planning to reduce GHG emissions (cycling and walking) from transport (mitigation score 2). ▶ New infrastructure, capacity building and/or improvements to existing systems (integrated traffic management systems, driver training, etc.) that lead to significant reductions in GHG emissions (mitigation score 2). ▶ A transit-oriented development (TOD), a mixed-use residential and commercial area designed to maximize access to public transport, can contribute significantly to GHG reduction (mitigation score 1). Adaptation <ul style="list-style-type: none"> ▶ Inclusion of climate change considerations in transport planning (e.g. climate proofing of road construction to account for climate change impacts and variability) (adaptation score 1 or 2). 	

SUB-SECTOR/ CRS PURPOSE CODE	MITIGATION	ADAPTATION
21020 Road transport 21030 Rail transport 21040 Water transport 21050 Air transport	2, 1 or 0	0 or 1
RATIONALE FOR SCORING Mitigation An activity in the transport sector that aims at reducing GHG emissions will score 1 or 2 on the mitigation marker depending on the purpose of the project and the expected reduction of GHG emissions. If the project does not intend to reduce GHG emissions the activity will score 0. Adaptation If the measure significantly improves the resilience of transportation routes to extreme weather events or gradual changes in climate (e.g., sea level rise, rising temperatures), it is justified to score 1 against the adaptation marker.	EXAMPLES OF QUALIFYING ACTIVITIES Mitigation <ul style="list-style-type: none"> ▶ Public transport with an objective to reduce GHG emissions (subway, light rail, bus rapid transit, trams, etc.) (mitigation score 1 or even 2 if the main objective is to reduce GHG emissions). ▶ A measure to shift from road to rail or water transportation can significantly reduce GHGs (mitigation score 1 or 2). ▶ Optimisation of conventional and conversion to alternative engine technologies: energy efficiency and fuel switching has expected reduction of GHG emissions as some of the main objectives (mitigation score 2). ▶ Road building itself, however, does not entail relevant reduction of GHG emissions, even if the new road shortens transport routes, as new roads generate increased traffic (mitigation score 0) unless the road also promotes the use of climate-friendly transport (e.g., the construction of bicycle and bus lanes) (mitigation score 1). ▶ Switching to electric mobility, hydrogen power, liquefied natural gas, and hybrid engines (mitigation score 2). Adaptation <ul style="list-style-type: none"> ▶ Improved access to roads all year round for population vulnerable to climate change impact (adaptation score 1). 	

430 — OTHER MULTISECTOR

SUB-SECTOR/ CRS PURPOSE CODE	MITIGATION	ADAPTATION
43030 Urban development and management	2, 1 or 0	0, 1 or 2
<p>RATIONALE FOR SCORING</p> <p>Urban development activities often address environmental and climate issues.</p> <p>Mitigation If reduction aspects are at the centre of a measure (e.g., public transport development and more efficient service delivery through compact town planning), mitigation gets scored 2 while adaptation is likely to score 0.</p> <p>Adaptation If the issue of adaptation to climate change is central to a measure's purpose (e.g., ecological measures counteracting overheating in urban areas) adaptation gets scored 2 and mitigation is likely to score 0.</p> <p>Mitigation and adaptation In many cases, sustainable urban development is equally beneficial to both strands (mitigation score 1 and adaptation score 1).</p> <p>When urban development activities do not address climate aspects as a priority (e.g., activities that are dedicated primarily to improving the lives of slum dwellers), the content of the activity determines whether climate is a secondary objective.</p>	<p>EXAMPLES OF QUALIFYING ACTIVITIES</p> <p>Mitigation</p> <ul style="list-style-type: none"> ▶ Energy efficiency planning in cities (mitigation score 2). <p>Adaptation</p> <ul style="list-style-type: none"> ▶ Support to development of climate action plans with vulnerability assessments in cities (adaptation score 2). 	