



POA VALIDATION REPORT LANDFILL GAS CANADA LTD

VALIDATION OF THE POA GREEN COMMERCIAL VEHICLES PROJECTS

REPORT No. MALAYSIA-VAL/0001/2012

REVISION No. 04

BUREAU VERITAS CERTIFICATION

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VALIDATION REPORT

BUREAU
VERITAS

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Client: Landfill Gas Canada Ltd	Client ref.: Karen Li

Summary:

Bureau Veritas Certification has made the validation of the Green Commercial Vehicles Projects located in Malaysia on the basis of UNFCCC criteria for the CDM, as well as criteria given to provide for consistent project operations, monitoring and reporting. UNFCCC criteria refer to Article 12 of the Kyoto Protocol, the CDM rules and modalities and the subsequent decisions by the CDM Executive Board, as well as the host country criteria.

The validation scope is defined as an independent and objective review of the PoA-DD, the baseline study, monitoring plan and other relevant documents, and consisted of the following three phases: i) desk review of the PoA design and the baseline and monitoring plan; ii) follow-up interviews with stakeholders; iii) resolution of outstanding issues and the issuance of the final validation report and opinion. The overall validation, from Contract Review to Validation Report & Opinion, was conducted using Bureau Veritas Certification internal procedures.

The first output of the validation process is a list of Clarification and Corrective Actions Requests (CL and CAR), presented in Appendix A. Taking into account this output, the Coordinating/Managing Entity revised its PoA design documents.

In summary, it is Bureau Veritas Certification's opinion that the PoA correctly applies the baseline and monitoring methodology AMS-III.S version 3 and meets the relevant UNFCCC requirements for the CDM and the relevant host country criteria.

Report No.: MALAYSIA-val/0001/2012	Subject Group: CDM
Project title: Green Commercial Vehicles Projects	
Work carried out by: Team Leader – Mr. Toh Ket Tiong Team Member – Mr. Mohd Noor Hassan Technical Specialist – Mr. Bernard Maxmillan Sim	
Internal Technical Review carried out by: Internal technical reviewer - Mr. HB Muralidhar Specialist Supporting Internal Technical Reviewer – Mr. Victor Yao Le Shan	
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1 INTRODUCTION

Landfill Gas Canada Ltd has commissioned Bureau Veritas Certification to validate its CDM project Green Commercial Vehicles Projects (hereafter called “the PoA”) in Malaysia.

This report summarizes the findings of the validation of the project, performed on the basis of UNFCCC criteria, as well as criteria given to provide for consistent project operations, monitoring and reporting.

1.1 Objective

The validation serves as programme design verification and is a requirement of all programme project activities. The validation is an independent third party assessment of the programme design. In particular, the PoA's baseline, the monitoring plan (MP), and the programme compliance with relevant UNFCCC and host country criteria are validated in order to confirm that the programme design, as documented, is sound and reasonable, and meets the stated requirements and identified criteria. Validation is a requirement for all CDM programme and is seen as necessary to provide assurance to stakeholders of the quality of the project and its intended generation of certified emission reductions (CERs).

UNFCCC criteria refer to Article 12 of the Kyoto Protocol, the CDM rules and modalities and the subsequent decisions by the CDM Executive Board, as well as the host country criteria.

1.2 Scope

The validation scope is defined as an independent and objective review of the programme design documents, the baseline study and monitoring plan and other relevant documents at POA level. The information in these documents is reviewed against Kyoto Protocol requirements, UNFCCC rules and associated interpretations.

The validation is not meant to provide any consulting towards the Client. However, stated requests for clarifications and/or corrective actions may provide input for improvement of the programme design.

1.3 Validation team

The validation team consists of the following personnel:

FUNCTION	NAME	TA 7.1	TASK PERFORMED*
Team Leader	Mr. Toh Ket Tiong	<input type="checkbox"/>	<input checked="" type="checkbox"/> DR <input checked="" type="checkbox"/> SV <input checked="" type="checkbox"/> RI
Team Member	Mr. Mohd Noor Hassan	<input type="checkbox"/>	<input checked="" type="checkbox"/> DR <input type="checkbox"/> SV <input checked="" type="checkbox"/> RI
Technical Specialist	Mr. Bernard Maxmillan Sim	<input checked="" type="checkbox"/>	<input type="checkbox"/> DR <input checked="" type="checkbox"/> SV <input checked="" type="checkbox"/> RI
Financial Specialist	N.A.	<input type="checkbox"/>	<input type="checkbox"/> DR <input type="checkbox"/> SV <input type="checkbox"/> RI
Internal Technical Reviewer (ITR)	Mr. HB Muralidhar	<input type="checkbox"/>	<input type="checkbox"/> DR <input type="checkbox"/> SV <input checked="" type="checkbox"/> RI
Specialist supporting ITR	Mr. Victor Yao Le Shan	<input checked="" type="checkbox"/>	<input type="checkbox"/> DR <input type="checkbox"/> SV <input checked="" type="checkbox"/> RI

*DR = Document Review; SV = Site Visit; RI = Report issuance

2 METHODOLOGY

The overall validation, from Contract Review to Validation Report & Opinion, was conducted using Bureau Veritas Certification internal procedures.

In order to ensure transparency, a validation protocol was customized for the programme, according to the Clean Development Mechanism Validation and Verification Standard (version 3), Clean Development Mechanism Project Standard (version 03.0). The protocol shows, in a transparent manner, criteria (requirements), means of validation and the results from validating the identified criteria. The validation protocol serves the following purposes:

- It organizes, details and clarifies the requirements a CDM project is expected to meet;
- It ensures a transparent validation process where the validator will document how a particular requirement has been validated and the result of the validation.

The completed validation protocol is enclosed in Appendix A to this report.

2.1 Review of Documents

The PoA-DD submitted by Landfill Gas Canada Ltd and additional background documents related to the project design and baseline, i.e. country Law, PoA-DD form, Approved methodology, Kyoto Protocol, Clarifications on Validation Requirements to be Checked by a Designated Operational Entity were reviewed.

To address Bureau Veritas Certification corrective action and clarification requests, Landfill Gas Canada Ltd revised the PoA-DD and resubmitted it on 24 August/2012.

The validation conclusions presented in this report relate to the project as described in the PoA-DD version 01.2.

2.2 Follow-up Interviews

On 12-13/07/2012 Bureau Veritas Certification performed interviews with stakeholders to confirm selected information and to resolve issues identified in the document review. Representatives of Integra Carbon Sdn Bhd were interviewed (see References). The main topics of the interviews are summarized in Table 1.

Table 1 Interview topics

Interviewed organization	Interview topics
INTEGRA CARBON SDN BHD	<ul style="list-style-type: none"> ➤ PoA-DD and a real case CPA-DD (CPA 01) design document ➤ Technology description ➤ Additionality assessment ➤ Environmental approval from Department of Environment ➤ Monitoring plan
LOCAL Stakeholder	<ul style="list-style-type: none"> ➤ Stakeholder consultation process
CONSULTANT	<ul style="list-style-type: none"> ➤ Technology description ➤ Additionality of the PoA-DD and a real case CPA-DD (CPA 01) ➤ Monitoring plan ➤ Monitoring methodology ➤ Baseline emission estimation ➤ Project emission estimation ➤ Emission reduction estimation. ➤ Environmental requirement compliance. ➤ Stakeholder consultation process

2.3 Resolution of Clarification and Corrective Action Requests

The objective of this phase of the validation is to raise the requests for corrective actions and clarification and any other outstanding issues that needed to be clarified for Bureau Veritas Certification positive conclusion on the programme design.

Corrective Action Requests (CAR) is issued, where:

- (a) The CME/project participants have made mistakes that will influence the ability of the project activity to achieve real, measurable additional emission reductions;
- (b) The applicable CDM requirements have not been met;
- (c) There is a risk that emission reductions cannot be monitored or calculated.

The validation team may also use the term Clarification Request (CL), if information is insufficient or not clear enough to determine whether the applicable CDM requirements have been met.

The validation team may also raise a forward action request (FAR) during validation to identify issues related to programme implementation that require review during the first verification of the CPA under the PoA.



To guarantee the transparency of the verification process, the concerns raised are documented in more detail in the verification protocol in Appendix A.

2.4 Internal Technical Review

The validation report underwent an Internal Technical Review (ITR) before requesting registration of the programme.

The ITR is an independent process performed to examine thoroughly that the process of validation has been carried out in conformance with the requirements of the validation scheme as well as internal Bureau Veritas Certification procedures.

The Team Leader provides a copy of the validation report to the reviewer, including any necessary validation documentation. The reviewer reviews the submitted documentation for conformance with the validation scheme. This will be a comprehensive review of all documentation generated during the validation process.

When performing an Internal Technical Review, the reviewer ensures that:

The validation activity has been performed by the team by exercising utmost diligence and complete adherence to the CDM rules and requirements.

The review encompasses all aspects related to the project which includes PoA design, baseline, additionality, monitoring plan and emission reduction calculations, internal quality assurance systems of the CME as well as the PoA, review of the stakeholder comments and responses, closure of CARs, CLs and FARs during the validation exercise, review of sample documents.

The reviewer compiles clarification questions for the Team Leader and Validation Team and discusses these matters with Team Leader.

After the agreement of the responses on the 'Clarification Request' from the Team Leader as well as the PP(s) the finalized validation report is accepted for further processing such as uploading on the UNFCCC webpage.

3 VALIDATION CONCLUSIONS

In the following sections, the conclusions of the validation are stated.

The findings from the desk review of the original programme design documents and the findings from interviews during the follow up visit are described in the Validation Protocol in Appendix A.

The Clarification and Corrective Action Requests are stated, where applicable, in the following sections and are further documented in the Validation Protocol in Appendix A. The validation of the Project resulted in 05 Corrective Action Requests (CARs) and 09 Clarification Requests (CLs).

The CARs and CLs were closed based on adequate responses from the Project Participant(s) which meet the applicable requirements. They have been reassessed before their formal acceptance and closure.



The number between brackets at the end of each section correspond to the VVS paragraph.

3.1 Approval (43-44)

A letter of approval has been received and the following support documentation:

A letter of approval of PoA from DNA Malaysia /6/ has received directly from the project participant ref no: NRE(S)602-2/11 Jld.16(39) dated 07 September 2012 confirming Malaysia is party to Kyoto Protocol and has ratified Kyoto Protocol on 04 September 2002 and participates voluntarily in this proposed CDM activity. Letter of approval also been obtained from the State of the Netherlands DNA /7/ confirming that the State of the Netherlands ratified the Kyoto Protocol on 31st May 2002, participates voluntary in the CDM and authorized Landfill Gas Canada Ltd to participates in this CDM project.

Bureau Veritas Certification received this letter from (the CME) and does not doubt its authenticity. The title and contents of the letter of approval refer to the precise proposed CDM programme activity title in the PoA-DD being submitted for registration.

3.2 Authorization (49)

The participation for each project participant has been approved by a Party of the Kyoto Protocol and the CME obtained letters of authorization of its coordination of the PoA from each host party.

The validation team concluded this by referring to the information on UNFCCC website and also letter of approval of PoA from DNA Malaysia and Netherlands respectively confirming Malaysia and Netherlands ratified the Kyoto Protocol.

3.3 Contribution to sustainable development (52)

The host Party's DNA confirmed the contribution of the project to the sustainable development of the host Party in a letter of approval.

3.4 Modalities of Communications (58, 61)

The validation team has performed due diligence on the MoC statement in accordance with the requirements established in the VVS and confirms that the MOC statement complies with all relevant forms and requirements. DOE has received the MOC from the CME directly.

3.5 Project design document (63)

The validation team hereby confirms that the PoA-DD complies with the latest PoA-DD form.



3.6 Changes in the Programme of Activity (17)

During the site visit, no changes were observed in project as compared to details mentioned in webhosted PoA –DD.

The changes in the final PoA -DD version 01.2 as compared to that was webhosted are due to CARs and CLs raised during the validation process.

3.7 PoA description (69)

The proposed PoA is a small scale project developed in 2 ways to reduce GHG emissions from the transport section by introduction of new vehicles emitting less GHG or retrofitting existing vehicles to reduce GHG emissions by using energy efficiency approach or fuel switch approach. The aim of the project is to increase the number of green vehicles in Malaysia and this is in line with the host country's National Green Technology Policy. Currently, there is no regulation enforcing the introduction of new low GHG emitting vehicles or retrofitting existing vehicles to reduce GHG emission. Thus, the proposed PoA is a voluntary action by the CME. The technology used for each CPA can be either imported from other country or developed locally as long as it is environmentally safe and sound technology.

Only small scale CPA will participate in this PoA with emission reduction less than or equal to 60,000 tCO_{2e} annually.

It falls under type III category scope 7-transport. The project will apply AMS-III.S "Introduction of low emission vehicles/technologies to commercial vehicle fleets" version 3, methodology. The main target group will be the road and waterborne transportation as these 2 groups have high potential to develop as GHGs projects in the host country.

The physical boundary will be within the geographical boundaries of Malaysia.

The length of PoA is 28 years.

The process undertaken to validate the accuracy and completeness of the PoA description include the document review, interview of project participants and on-site assessments on 12-13 July 2012.

The validation team hereby confirms that the programme description in PoA-DD (ref 3) is accurate and complete in all respects.

3.8 Operational and management arrangements (186)

A clear and transparent operational and management arrangement has been established by the management/coordinating entity. Complying with **para.186/VVS**, the Validation team has assessed the management system described in the PoA-DD in accordance with "Standard for demonstration of additionality, development of eligibility criteria and application of multiple methodologies for programme of activities".



By documents review, interviewing with CME during on site visit, the validation team confirms that the CME has the competencies to check the features of potential CPAs and ensure that each CPA meets all requirements and eligibility criteria before inclusion in the registered PoA. For details of management system, please refer to Part I section C of table 1 in appendix A.

Integra Carbon Sdn Bhd is the coordinating or managing entity of the management and monitoring plan for the PoA. To ensure CME has control of all records and information related to the implementation of individual CPAs and also in the position to ensure each CPA is operated in accordance with the specific requirements of the monitoring programme, contractual arrangement will be signed with individual CPA. For the first specific CPA-DD (CPA 01), contract agreement has been signed between CME and Dayang Teras Shipyard Sdn Bhd as CPA implementer.

A record keeping for each CPA under the PoA

Each CPA will maintain its monitoring data and submit semi annually to CME as managing entity to archive the data in secure database. CME will conduct audit for each CPA 2 times per year to assess compliance to the monitoring plan. Monitoring records will be kept during entire crediting period and 2 years thereafter.

A procedure to avoid double accounting

To avoid double accounting, each CPA will be given a unique identification number as reference, In addition to that, prior to registering new CPA into the proposed PoA, CME will check UNFCCC website and consult DNA of Malaysia to ensure that the CPA is not another CDM project activity or CPA of another PoA.

For the first specific CPA-DD (CPA 01), contract agreement between CPA01 and CME has been signed to show that they agree to be included in the PoA and they are not registered either as a CDM project activity or CPA of another PoA. The unique identification number of CPA 01 is 2OSV 4331142-1. CER ownership agreement has been signed between CME and CPA 01. In addition to that, each vehicle has an individual identification number using registration number assigned to each vehicle.

The SSC-CPA included is not a de-bundled component of another CDM project activity

Guidance for determining the occurrence of de-bundling under a PoA version 03 is followed by CME to ensure that the proposed CPA is not a de-bundled component of another project activity. The guidance specify that a proposed small scale CPA of a PoA shall be deemed to be a de-bundled component of a large scale activity if there is already an activity, which satisfies both conditions (a) and (b) below:

- (a) Has the same activity implementer as the proposed small scale CPA or has a coordinating or managing entity, which also manages a large scale PoA of the same technology/measure, and:



- (b) The boundary is within 1km of the boundary of the proposed small scale CPA, at the closest point.

For the first specific CPA-DD (CPA 01), it was confirmed that it is not a de-bundled component of another CDM project activity by cross checking the UNFCCC website and also reviewing the contract agreement between the CME and CPA01.

3.9 Eligibility criteria for inclusion a CPA in the PoA(196)

Complying with Para.196/VVS, the Validation team has assessed the eligibility criteria for inclusion a CPA in the PoA in accordance with “Standard for demonstration of additionality, development of eligibility criteria and application of multiple methodologies for programme of activities” and confirms that:

- The eligibility criteria are verifiable
- The eligibility criteria are sufficiently objective and comprehensive to permit the assessment of the inclusion of CPAs in the PoA.
- The specified eligibility criteria in the PoA-DD are sufficient to ensure that all CPAs would comply with the CDM requirement applicable to the PoA, For details of eligibility criteria are:
 1. All CPA are within the geographical boundaries of Malaysia.
 2. To avoid double counting, each CPA is provided with an unique identification number as reference. In addition to that, each vehicle will have a registration number after being registered with relevant authority.
 3. The CPA must comprise measures that reduce GHG emissions by energy efficiency or fuel switch option. The measures used shall be a sound technology and environmentally safe, approved by authorities or complies with certification/testing by technology provider.
 4. The start date of CPA will be based on vehicle purchasing documentary evidence.
 5. Each CPA must adhere to the applicability, baseline and monitoring methodology of AMS-III.S. version 3. Multiple methodologies are not applicable to the CPA and PoA.
 6. Each CPA must demonstrate additionality by applying “Guidelines on the demonstration of additionality of small-scale project activities” formerly known as “Attachment A of Appendix B” to demonstrate additionality for SSC project activities. “Guidelines for demonstrating additionality of microscale project activities” will be used to demonstratrte additionality if the CPA aims to achieve emission reductions at a scale of no more than 20 ktCO_{2e} annually.
 7. Each CPA must comply to the requirements stipulated by CME:
 - (a) Local stakeholder meeting was conducted at the PoA level;



- (b) Each CPA shall obtain approval from Department of Environment that Environmental Impact Assessment is not required.
- (c) CME approved the participation of each CPA by signing the emission reduction purchase agreement (ERPA) and an inclusion form.
- 8. Each CPA will provide written affirmation that funding from Annex 1 parties if any does not result in a diversion of official development assistance.
- 9. The target group is commercial and/or public transport vehicles.
- 10. Each CPA will be verified individually.
- 11. Each CPA in aggregate shall meet the small scale or micro scale threshold criteria and shall remain within those thresholds throughout the crediting period of the CPA.
- 12. Each CPA shall satisfy the latest version of de-bundling rules for PoA.

It is also confirmed that the CME has developed a management system and will be implemented during CPA inclusion in the registered PoA that includes the following:

- Roles and responsibilities of personnel involved in the process of CPA inclusion is defined – as per attachment 1: PoA Management system documentation.
- Records of arrangements for training and capacity development of personnel – as per attachment 1: PoA Management system documentation
- Procedures for technical review of inclusion of CPAs – as per attachment 2: CPA inclusion form.
- A procedure to avoid double counting.
- Records and documentation control process for each CPA under the PoA.
- Measures for continuous improvements of the PoA management system: by continuous training programme.

3.10 Baseline and monitoring methodology

3.10.1 Applicability of the selected baseline and monitoring methodology (77)

Each CPA must adhere to the applicability, baseline and monitoring methodology of AMS-III.S version 3 or future update. Multiple methodologies are not applicable to the CPA and PoA.

The steps taken to assess the relevant information contained in the PoA-DD against each applicability condition are described below.

Requirement for applicability of the methodology	Compliance of CPA with the given requirement	Method of Validation
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VALIDATION REPORT

<p>Para 1: This methodology is for project activities that are:</p> <ul style="list-style-type: none"> Introducing low-greenhouse gas emitting vehicles for commercial passenger (including public transportation), material and freight transport, operating on routes with comparable conditions. Retrofitting of existing vehicles (e.g. switching from high greenhouse gas intensive to low greenhouse gas intensive fossil fuel) is also included in the methodology. 	<p>Each SSC-CPA to be implemented under this PoA will apply either option (i) or option (ii) of the listed options in the AMS–III.S. version 3</p> <p>The mitigation activity involved will be in energy efficiency and fuel switch categories.</p>	<p>On site visit, interview and document review. The first CPA will introduce new vehicles emitting low GHG.</p>
<p>Para 2: Types of low-emission vehicles to be introduced include but not limited to:</p> <ul style="list-style-type: none"> Compressed natural gas (CNG) vehicles; Electric vehicles; Liquid petroleum gas (LPG) vehicles; Hybrid vehicles with electrical and internal combustion motive systems. 	<p>The CME will ensure that each SSC-CPA under this PoA will consist of vehicles that have a lower GHG emissions compare to the baseline.</p> <p>Other low-emission vehicles can also can be included in this PoA and not limited to the four types of vehicles as mentioned in AMS–III.S. version 3.</p>	<p>On site visit, interview and document review. The first CPA will introduce LNG powered offshore support vessels.</p>
<p>Para 3: Types of vehicles covered by the methodology include but not limited to:</p> <ul style="list-style-type: none"> Buses, jeepneys, commuter vans and tricycles for public transport; Trucks for freight transport, waste collection or other services with regular routes. 	<p>Other type of vehicles can also be included in this PoA and not limited to the vehicles from road transport as mentioned in the AMS–III.S. version 3.</p> <p>Low greenhouse gas emitting marine vessels and retrofitting of water borne vehicles to switch from high to low greenhouse gas intensive fossil fuel (e.g. diesel to natural gas) used solely for domestic water borne transport are applicable as well.</p>	<p>On site visit, interview and document review. The first CPA will introduce 2 LNG powered offshore support vessels.</p>
<p>Para 4: Project participants must demonstrate that:</p> <ul style="list-style-type: none"> The project activity is unlikely to change the level of service provided on comparable routes before the project activity; The project activity does not include measures to bring about a modal switch (e.g. shift from bus transport to underground train system) in transport. 	<p>The CME will ensure that each SSC-CPA under this PoA complies with the methodological requirement</p>	<p>On site visit, interview and document review. It is confirmed that first CPA complies to these requirements.</p>
<p>Para 5: Project participants shall identify the following parameters:</p> <ul style="list-style-type: none"> The routes along which the vehicle operate; The level of service on each route, for example the average/total number of passengers or tonnage transported and the average distance the passengers or freight was transported on that route on an annual basis. 	<p>The CME will ensure that each SSC-CPA under this PoA complies with the methodological requirement</p>	<p>On site visit, interview and document review. It is confirmed that first CPA complies to these requirements.</p>
<p>Para 6: Measures are limited to those that result in emission reductions of less than or equal to 60,000 tCO₂ equivalent annually.</p>	<p>The CME will ensure that each SSC-CPA under this PoA complies with the methodological requirement.</p> <p>SSC-CPA will consist of one vehicle or a group of vehicles depending on</p>	<p>On site visit, interview and document review. Emission reduction of the SSC-CPA shall be less than or equal to 60kt CO₂ equivalent annually.</p>



	the emission reduction of the SSC-CPA that must be less than or equal to 60kt CO ₂ equivalent annually.	
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The eligibility criteria of the applicability of the selected baseline and monitoring methodology is set as criteria number 5 in section B.2.

The DOE hereby confirms that the selected baseline and monitoring methodology /22/ and tool /23/24/ is applicable to CPAs to be included in the PoA, which complies with all the applicability conditions therein.

3.10.2 PoA boundary (192)

Boundary for the PoA in terms of geographical area is defined as the physical boundary of Malaysia.

The eligibility criterion of the CPA boundary is set as criteria number 1 in section B2.

Bureau Veritas Certification confirms that in establishing the boundary of the PoA, the project participants have taken into consideration all applicable national and/or sectoral policies and regulations within that chosen boundary.

3.10.3 Baseline identification (94-95)

The steps taken to assess the requirement given in paragraph 94 and 95 of the VVS are described below:

As per the PoA-DD, a baseline shall be established on a project specific basis for each CPA. The identified baseline must be in accordance with procedures provided in the approved small scale baseline and monitoring methodology of AMS-III.S version 3 and consistent with the mandatory regulation. The methodology is for project activities introducing low GHG emitting vehicles or retrofitting of existing vehicles emitting low GHG.

Based on AMS-III.S Version 3, the baseline vehicles that would have provided the same transportation service level has been identified following the related and relevant requirements for Type II and III Greenfield projects in the “General guidelines to SSC CDM methodologies”.

Type III Greenfield projects (new vehicles): may use a Type III small scale methodology provided that they can demonstrate that the most plausible baseline scenario for this project activity is the baseline provided in Type III small-scale methodology. The demonstration should include the assessment of the alternatives of the project activity using the following steps:

Step 1:



Identify the various alternatives available to the project proponent that deliver comparable level of service including the proposed project activity undertaken without being registered as a CDM project activity.

Currently, diesel powered engine is used for offshore support vessels (OSV) transporting good and freight in the oil and gas industries maritime services in Malaysia. This is prevailing practice in oil and gas industries as diesel engine is a proven, effective and reliable solution that can readily to meet the objective of OSV to serve the oil and gas industries. There is no any other alternative available has been used to replace the diesel engine technology for OSV in Malaysia. LNG powered engine technology for OSV which is just been introduced in North Europe will be the first of its kind project in Malaysia. Malaysia will be the first country in Asia will adopt the same technology for OSV to service the oil and gas industries.

Step 2:

List the alternatives identified per Step 1 in compliance with the local regulations (if any of the identified baseline is not in compliance with the local regulations, then exclude the same from further consideration).

1. OSV using diesel powered engine

The option complies with all local regulations.

Step 3:

Eliminate and rank the alternatives identified in Step 2 taking into account barrier tests specified in attachment A to Appendix B of the simplified modalities and procedures of SSC CDM.

Step 4:

If only one alternative remains that is:

- Not the proposed project activity undertaken without being registered as a CDM project activity;

There is only one alternative, which is the OSV using diesel powered engine and this considered as baseline vehicle. This has been crossed check with MIMA Paper No 4/2012 dated 13 March 2012 /19/ and it is confirmed that OSV using diesel powered engine is important in the exploration and production of offshore oil and gas for Malaysia.

Based on the above assessment, the validation team hereby confirms that:

- (a) All the assumptions and data used by the project participants are listed in the PoA-DD, including their references and sources;
- (b) All documentation used is relevant for establishing the baseline scenario and correctly quoted and interpreted in the PoA-DD;

- (c) Assumptions and data used in the identification of the baseline scenario are justified appropriately, supported by evidence and can be deemed reasonable;
- (d) Relevant national and/or sectoral policies and circumstances are considered and listed in the PoA-DD;
- (e) The approved baseline methodology has been correctly applied to identify the most reasonable baseline scenario and the identified baseline scenario reasonably represents what would occur in the absence of PoA.

3.10.4 Algorithms and/or formulae used to determine emission reductions (99-100)

The steps taken to assess the requirement outlined in paragraph 99 the VVS are described below:

According to the PoA-DD, a typical CPA will apply AMS-III.S "Introduction of low-emission vehicles/technologies to commercial vehicle fleet" version 3 to determine emission reductions. There are 2 tools that can be used a reference with the AMS-III.S. Methodology version 3:

- Tool to calculate project or leakage CO₂ emissions from fossil fuel combustion version 02 or future updates;
- Tool to calculate baseline, project and or leakage emissions from electricity consumption version 01 or future updates.

For baseline emission calculation, the following equation is used

$$BE_y = \sum P_{i,y,k} * BEF_i * dp_{i,y}$$

$$BEF_i = \frac{\sum_j \sum_l D_i * \eta_{BLV_i} * NCV_j * EF_{CO_2,j}}{P_i * dp_i}$$

No	Parameters	Value	Source of value
1	BEF_i	To be determined with respect to each CPA	To be determined with respect to each CPA
2	P_i	To be determined with respect to each CPA	(a) Historical data (b) Manufacturer specifications (c) Control group (d) Existing statistics
3	dp_i	To be determined with respect to each CPA	Measured during the project activity
4	D_i	To be determined with respect to each CPA	Based on routes specifications or using historical values.

5	η_{BLV_i}	To be determined with respect to each CPA	Measured during the project activity
6	NCV_j	To be determined with respect to each CPA	Country specific data or IPCC default value
7	$EF_{CO_2,j}$	To be determined with respect to each CPA	Regional or national default values or IPCC value
8	$P_{i,y,k}$	To be determined with respect to each CPA	Measured during the project activity
9	$dp_{i,y}$	To be determined with respect to each CPA	Measured during the project activity

Project emissions are determined by monitoring the consumption of fuel or energy consumed by the vehicles introduced, according to the following formula:

$$PE_y = \sum_j \sum_i FC_{i,j,y} * NCV_j * EF_{CO_2,j,y}$$

No	Parameters	Value	Source of value
1	$FC_{i,j,y}$	To be determined with respect to each CPA	Measured during the project activity
2	NCV_j	To be determined with respect to each CPA	Country specific data or IPCC default value
3	$EF_{CO_2,j,y}$	To be determined with respect to each CPA	Provided by the fuel supplier or regional or national default value or IPCC default value.

In the case where electric vehicles consuming grid electricity are introduced project activity emissions are calculated as follows:

$$PE_y = \sum_i EC_{i,y} * EF_{elec}$$

No	Parameters	Value	Source of value
1	$EC_{i,y}$	To be determined with respect to each CPA	Measured during the project activity
2	EF_{elec}	To be determined with respect to each CPA	As per AMS-I.D version 17 methodology and tool to calculate baseline, project and/or leakage emissions from electricity consumption.

As per para 18 of methodology AM- III.S, version 3, in project activities where the project vehicles have air conditioning whereas the baseline vehicles do not, then leakage of HFC shall be taken into account. If data is available this should be calculated for the specific AC units and operating conditions of the vehicles in questions. Otherwise a default value of 400 kg of CO₂e/year should be used for each vehicle.

If the technology is using equipment transferred from another activity, leakage effects at the site of the other activity are to be considered and estimated (LE_y)

Leakage:

As per paragraph 22 of the methodology, in case the SSC-CPA involves fossil fuel switching, leakage shall be considered using leakage section of ACM0009 “Consolidated baseline and monitoring methodology for fuel switching from coal or petroleum fuel to natural gas” version 3.2.

As per paragraph 23 of the methodology, if the technology is using equipment transferred from another activity, an independent monitoring of scrapping of replacement equipment needs to be implemented.

Calculation of Leakage using ACM0009:

In case the CPA involves fossil fuel switching measures, leakage shall be calculated using guidance provided in the leakage section of ACM0009 version 03.2. Leakage emissions are calculated as follows:

$$\begin{aligned}
 (a) \quad LE_y &= LE_{CH4,y} + LE_{LNG,CO2,y} \\
 (b) \quad LE_{CH4,y} &= \left[FF_{project,y} \cdot NCV_{NG,y} \cdot EF_{NG,upstream,CH4} - \sum_k FF_{baseline,k,y} \cdot NCV_k \cdot EF_{k,upstream,CH4} \right] \cdot GWP_{CH4} \\
 (c) \quad LE_{LNG,CO2,y} &= FF_{project,y} \cdot EF_{CO2,upstream,LNG}
 \end{aligned}$$

Emission reduction is estimated ex-ante as follows:

$$ER_y = BE_y - (PE_y + LE_y)$$

All the parameters to be used as ex-ante and ex-post at CPA level are included in the Part II Section B.6.1, B.6.2 and B.7.1. of the PoA-DD respectively. Therefore, while developing a SSC-CPA-DD the emission reduction calculations will be carried out at CPA level by using the appropriate equation relevant and specific to the case presented in that CPA. Also, the relevant monitoring parameters (both ex-ante & ex-post) would be applied to the CPA and would be demonstrated in the relevant sections of the CPA-DD. Hence, the monitoring provisions and parameters of the CPA has been applied and monitored in line with the applied methodology(ies), which is in line with paragraph 6(j) and paragraph 7 (e) (ii) of EB 55 annex 38.

Based on the above assessment, the validation team hereby confirms that:

- (a) All assumptions and data used by the project participants are listed in the PoA-DD, including their references and sources;
- (b) All documentation used by project participants as the basis for assumptions and source of data is correctly quoted and interpreted in the PoA-DD;



- (c) All values used in the PoA-DD are considered reasonable in the context of the proposed CDM project activity;
- (d) The baseline methodology has been applied correctly to calculate project emissions, baseline emissions, leakage and emission reductions;
- (e) All estimates of the baseline emissions can be replicated using the data and parameter values provided in the PoA-DD.

3.11 Additionality of PoA

3.11.1 Start date of the PoA/CPA(193)

The eligibility criteria of the start date for inclusion of CPA has been set as criteria number 4 in section B.2.

Bureau Veritas Certification confirms that the start date of CPA is not prior to the commencement of the validation of the PoA, which is the date of the CDM-PoA-DD is first published for global stakeholder consultation. Start date of the PoA will be the date on which the PoA is listed for web-hosting i.e 06-06-2012

3.11.2 Demonstration of additionality of the PoA as a whole

Validation team has assessed the additionality of a PoA in accordance with Standard for demonstration of additionality, development of eligibility criteria and application of multiple methodologies for programme of activities version 01.0. The additionality will be assessed and demonstrated at the CPA level.

Each CPA included in this PoA is a small scale project activity. The project's additionality will be demonstrated by applying the "Guidelines on the demonstration of additionality of small scale project activities" formerly known as "Attachment A to Appendix B" to demonstrate additionality.

If the CPA in this PoA is a microscale project activity, the project's additionality will be demonstrated by applying the "Guidelines for demonstrating additionality of microscale project activities".

The eligibility criteria of the additionality were set as criteria number 6 in Part I, Section B.2. of the PoA-DD.

Generally, there are 3 main barrier faced by the transportation section in the host country namely investment barrier, technology barrier and barrier due to prevailing practice. These 3 barriers will be assessed individually at CPA level to demonstrate that the project activity would not have occurred anyway due to at least one of these barriers.

Bureau Veritas Certification confirms that none of the implemented CPA would occur in the absence of CDM.



3.12 Monitoring plan (198)

The validation team hereby confirms that the monitoring plan complies with the requirements of the methodology.

The steps taken to assess whether the monitoring arrangements described in the monitoring plan are feasible within the programme design are described below.

Data and parameters to be monitored by each CPA are described in section Part III B.7.1. The monitoring methods, frequencies and measurement equipment are acceptable and in line to methodology AMS III S version 3.

Integra Carbon Sdn Bhd as a managing entity will manage the monitoring done by each CPA to make sure every CPA meets the requirement for data collection, processing and reporting. Each CPA will be verified individually based on the unique identification number as a reference to ensure single counting of the PoA. The CPA reference number will be linked with geographical coordinates marked by GPS coordinate based on each specific fixed site location.

A CDM team will be established for monitoring and recording data of operation and maintenance of the equipments. All relevant monitoring equipment will be calibrated at pre-determined frequency to ensure valid monitoring results. CDM operations and monitoring manual will be prepared before the start of the first crediting period to ensure that CERs are calculated in a transparent manner and monitoring is carried out as specified in the manual. A competent manager will be assigned for the generation of CERs including monitoring, record keeping, computation of ERs, audits and verifications and sign-off on all GHG emission worksheets.

CME will conduct a data audit and compliance check with the monitoring plan at least 2 times per year for the CPA. Maintenance and calibration of the equipment used is as per manufacturer's specification.

The validation team hereby confirms that the monitoring plan complies with the requirements of the methodology.

The steps taken to assess whether the monitoring arrangements described in the monitoring plan are feasible within the programme design.

3.13 Environmental impacts (199)

The CME has undertaken an analysis of environmental impacts at CPA level due to the nature of the individual CPA which is unique and site specific.



3.14 Local stakeholder consultation (201)

The CME has undertaken the local stakeholder consultation at PoA level to reach a wider group of stakeholders. The steps taken to assess the adequacy of the local stakeholder consultation are described below.

The stakeholder meeting was held on 15th February 2012 at Hotel Grand Dorsett Labuan's ballroom. A list of attendees and their signature has been provided for validation. 12 questions were received during the meeting and all has been closed during the meeting. There were no adverse comments received during the stakeholder consultation meeting.

During site visit, Mr. Alden Wong and Captain Chanan Din Mohd Ali have been interviewed to confirm that the stakeholder process had taken place. Documents reviewed included paper cutting inviting stakeholder meeting and list of attendance and signature.

The DOE hereby confirms that the process of local stakeholder consultation is observed to be adequate.

4 COMMENTS BY PARTIES, STAKEHOLDERS AND NGOS

The PoA-DD using methodology version 03.0 was webhosted on the UNFCCC for global stakeholder's comments as per CDM requirements. The programme was webhosted from 06-06-2012 to 05-07-2012. No comments were received.



5 VALIDATION OPINION

Bureau Veritas Certification has performed a validation of the Green Commercial Vehicles Projects in Malaysia. The validation was performed on the basis of UNFCCC criteria and host country criteria and also on the criteria given to provide for consistent project operations, monitoring and reporting.

The validation consisted of the following three phases: i) a desk review of the design and the baseline and monitoring plan; ii) follow-up interviews with stakeholders; iii) the resolution of outstanding issues and the issuance of the final validation report and opinion.

By reviewing VVS, PS, Standard for demonstration of additionality, development of eligibility criteria and application of multiple methodologies for programme of activities, “and if applicable, sampling standard” etc, Bureau Veritas Certification is of the opinion that management system of CME is robust and efficient to ensure eligibility and quality of CPAs. Eligibility criteria are sufficient so that the inclusion of CPAs could fulfill all requirements of EB rules. Emission reductions attributable to the CPA under the PoA are additional to any that would occur in the absence of the PoA, and hence are likely to be achieved.

The review of the PoA-DD (version 01.2) and the subsequent follow-up interviews have provided Bureau Veritas Certification with sufficient evidence to determine the fulfillment of stated criteria. In our opinion, the PoA correctly applies and meets the relevant UNFCCC requirements for the CDM and the relevant host country criteria. Bureau Veritas Certification concludes Green Commercial Vehicles Projects meets all stated criteria and thus requests registration of Green Commercial Vehicles Projects as PoA.

6 REFERENCES

Category 1 Documents:

Documents provided by Type the name of the company that relate directly to the GHG components of the PoA.

- /1/ CDM-SSC-PoA-DD dated 19/05/2012 version 1-GSP
- /2/ CDM-SSC-CPA-DD dated 19/05/2012 version 1-GSP
- /3/ CDM-SSC-PoA-DD version 01.2 dated 20-11-2012.
- /4/ CDM-SSC-CPA-DD version 01.2 dated 20-11-2012
- /5/ Emission reduction calculation spreadsheet
- /6/ LoA from DNA Malaysia
- /7/ LoA from DNA Netherlands
- /8/ Green vehicle is a vehicle which contributes to better fuel economy, lower greenhouse gases and improved tailpipe emissions - defined by Malaysian Green Technology Corporation (GreenTech Malaysia).
- /9/ <http://www.greentechmalaysia.my/index.php/green-technology/green-technology-policy/national-green-technology-policy.html>
- /10/ Emission Reduction Purchase agreement (ERPA)
- /11/ Table 2.5 – Key Source Analysis for Greenhouse Gas Emissions for Year 2000, with LULUF. Chapter 2: Greenhouse Gas Inventory. Second Communication to the UNFCCC Report.
- /12/ 8.10 – Transport. Chapter 8: Addressing Climate change. Second Communication to the UNFCCC Report.
- /13/ Energy Efficient Pathways for the Transportation Sector in Malaysia by Siti Indati Mustapa, Dr Tan Ching Sin and Dr Leong Yow Peng (Institute of Energy Research and Policy (IEPre), University Tenaga Nasional).
- /14/ Environmental Quality (Motor Vehicle Noise) Regulations 1987
- /15/ Environmental Quality (Control Of Emission From Petrol Engines) Regulations 1996; and Environmental Quality (Control Of Emission From Diesel Engines) Regulations 1996
- /16/ Journal of Public Transportation, Vol. 11, No. 3, 2008. Travel Demand Management: Lessons for Malaysia by Jeyapalan Kasipillai & Pikkay Chan
- /17/ Development of National Green Technology by Ahmad Zairin Ismail, Malaysian Green Technology Corporation.
- /18/ Public announcement and invitation by newspaper advertisement and formal invitation letters sent out by hand, mail and fax – for stakeholder's consultation.



/19/ MIMA (Maritime Institute of Malaysia) Paper No 4/2012 dated 13 March 2012.

Category 2 Documents:

Background documents related to the design and/or methodologies employed in the design or other reference documents.

- /20/ Clean Development Mechanism Validation and Verification Standard, version 03.0 dated 23 November 2012, EB 70, Annex 3.
- /21/ Clean Development Mechanism Project Standard version 03.0 dated 12 April 2013.
- /22/ AMS-III.S. version 3 "Introduction of low-emission vehicles/technologies to commercial vehicle fleets, EB 66, Annex 60.
- /23/ Tool to Calculate Project or Leakage CO₂ Emissions from Fossil Fuel Combustion Version 2, dated 2 August 2008, EB 41, Annex 11.
- /24/ Tool to Calculate Baseline, Project and/or Leakage Emissions from Electricity Consumption, version 1, dated 16 May 2008, EB 39, Annex 7.
- /25/ Guidelines for Completing the Programme Design Document Form for Small Scale CDM Programmes of Activities, version 02.0, dated 11 May 2012, EB 67, Annex 30.
- /26/ Guidelines for Completing the Component Project Design Document Form for Small Scale Component Project Activities, version 01.0, dated 2 March 2012, EB 66, Annex 17.
- /27/ Standard for Demonstration of Additionality, Development of Eligibility Criteria and Application of Multiple Methodologies for Programme of Activities, version 01.0 dated 25 November 2011, EB 65, Annex 3.
- /28/ Approved consolidated baseline and monitoring methodology ACM0009 "Consolidated baseline and monitoring methodology for fuel switching from coal or petroleum fuel to natural gas" version 03.2 dated 28 May 2009, EB 47, Annex 8.
- /29/ Procedures for Registration of a Programme of Activities as a Single CDM Project Activity and Issuance of Certified Emission Reductions for a Programme of Activities, version 04.1, dated 2 August 2012, EB55 Annex 38
- /30/ Standard for Sampling and Surveys for CDM Project Activities and Programme of Activities, version 02.0 dated 25 November 2011, EB65, Annex 2.
- /31/ Guidelines for Demonstrating Additionality of Microscale Project Activities, version 03 dated 29 September 2011, EB63, Annex 23.
- /32/ Non-Binding Best Practice Examples to Demonstrate Additionality for SSC Project Activities, EB35, Annex 34.



- /33/ General Guidelines for SSC CDM Methodologies, version 18.0 dated 2 March 2012, EB66, Annex 23.
- /34/ Guidelines on Assessment of Debundling for SSC Project Activities, version 03 dated 28 May 2010, EB54, Annex 13.



Persons interviewed:

List persons interviewed during the validation or persons that contributed with other information that are not included in the documents listed above.

- /1/ Mr. Asrulnizam Alias - consultant
- /2/ Mr. Alden Wong- stakeholder
- /3/ Captain Chanan Din Mohd Ali – stakeholder
- /4/ Mr. Azhar Anas – Managing Director for Integra Carbon Sdn. Bhd.

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7 CURRICULA VITAE OF THE DOE'S VALIDATION TEAM MEMBERS

Lead Verifier: Mr. Toh Ket Tiong

He holds a Master Degree in Environmental Technology and Management from Asian Institute of Technology, Bangkok, Thailand. He has more than 10 years' experience as Environmental Consultant and more than 8 years as ISO 14001, ISO 9001 and OHSAS 18001 Lead Auditor. He obtained the certificate of CDM Lead Verifier in year 2008. He has conducted 6 CDM validation/verification projects.

Team Member: Mr. Mohd Noor Hassan

He is a graduate in Materials Engineering from University Science Malaysia (USM). He has worked in Bureau Verification Certification as ISO 9001 and ISO 14001 Lead auditor. He has completed CDM Lead Verifier training in year 2012.

Technical Specialist: Mr. Bernard Maxmillan Sim

Having 12 years of progressive working experience in areas of certification, inspection and audit as well as approval skills for marine vessels, onshore and offshore structure, modules, living quarters, helideck, welding, piping, pressure equipment's and lifting equipment's. Planning, execution and management which includes overseeing the feasibility, cost to improve in profitability and efficiency. Review technical procedures and quality plans to ensure methodology satisfied the specification throughout the process.

Internal Technical Reviewer: Mr. HB. Muralidhar

Lead auditor in Bureau Veritas Certification for Environment Management System, Quality Management System and Occupational Health and Safety Management System. Graduate in Electrical Engineering with 25 years of experience power generation and distribution related fields as well as in management system auditing. He is the Lead auditor for Environmental Management System, Quality Management system and Occupational Health and Safety Management System. He has undergone intensive training on Clean Development Mechanism. He is the technical expert & conducted Validation / Verification for more than 50 CDM Projects.

Specialist Supporting ITR: Mr. Victor Yao Le Shan

Quality Manager, Logistics Supervisor and Production Engineer with over all 10 years of experience in automotive (Ford Motor, Taigene Electric Machinery) and Semiconductor (ASML) industry since year 2000. He received his Master's and Bachelor's degree in Aeronautical and Aerospace engineering. He is the lead auditor for Quality, Environment, and Occupational health and safety management system of BVC Taiwan since year 2010.



VALIDATION REPORT

APPENDIX A: SMALL-SCALE CDM PROGRAMME OF ACTIVITIES VALIDATION PROTOCOL

Table 1 Validation requirements based on VVS version 03.0 (EB 70 Annex 3), PS version 03.0, PCP version 03.2, PoA Standard version 01.0 (EB 65 Annex 3) and Guidelines for completing the SSC-PoA-DD form version 02.0 (EB 67 Annex 30)

CHECKLIST QUESTION	Ref.	§	COMMENTS	Draft Concl	Final Concl
Part I Programme of activities (PoA)					
A General description of PoA					
A.1 Title of the PoA					
A.1.1 Is the title of the proposed PoA provided?	DD PS	31	Yes. Title of the PoA: Green Commercial Vehicles Projects.	OK	OK
A.1.2 Is the current version number of the SSC-PoA-DD indicated?	DD		Yes. Version:01.2	OK	OK
A.1.3 Is the completion date of the SSC-PoA-DD provided in DD/MM/YYYY format?	DD		Yes. Completion date: 20/11/2012 provided in DD/MM/YYYY format.	OK	OK
A.2 Purpose and general description of the PoA					
A.2.1 Is policy/measure or stated goal that the PoA seeks to promote described?	DD PS	139	Yes. The PoA aims to increase the number of green vehicles.	OK	OK
A.2.2 Is a framework developed for the implementation of the proposed PoA and inclusion of CPAs under the PoA?	DD PS	138	Yes. The framework are: <ul style="list-style-type: none"> Only small scale CPA will participate in this PoA with emission reduction less than or equal to 60,000 tCO_{2e} annually. Vehicle's owner will sign an agreement with the CME prior to the inclusion in the 	OK	OK



VALIDATION REPORT

CHECKLIST QUESTION	Ref.	§	COMMENTS	Draft Concl	Final Concl
			PoA.		
A.2.3 Is it confirmed that the proposed PoA is a voluntary action by the coordinating/managing entity?	DD PS	140	Yes. It is confirmed that the proposed PoA is a voluntary action by the CME.	OK	OK
A.2.4 Is it explained how the PoA will reduce GHG emissions or increase GHG removals?	PS	31	It is explain that the PoA will reduce GHG emissions.	OK	OK
A.2.5 Are sectoral scope(s) and type of the PoA indicated?	PS	31	Yes. Sector 7 – transport.	OK	OK
A.2.6 Is the contribution of PoA to sustainable development explained?	DD PS	31	Yes, The contribution of PoA to sustainable development is explained.	OK	OK
A.3 CMEs and participants of PoA					
A.3.1 Is CME of the PoA identified, as the entity which communicates with the Board?	DD PS	141	Yes. Integra Carbon Sdn Bhd is the CME to the PoA and will be the entity which communicates with the Board.	OK	OK
A.3.2 Are project participants to the PoA indicated?	DD PS	141	Yes. Integra Carbon Sdn Bhd and Landfill Gas Canada Ltd are the project participants for this PoA.	OK	OK
A.4 Party(ies)					
A.4.1 Are Party(ies) and CMEs involved in the proposed PoA listed in the table?	DD PS	141	Yes, Party and CME involved in the proposed PoA are listed in the table.	OK	OK
A.4.2 Is contact information on entity/individual responsible for the PoA provided in Appendix 1?	DD		Yes, Contact information on entity/individual responsible for the PoA provided in Appendix 1.	OK	OK
A.5 Physical/Geographical boundary of the PoA					



VALIDATION REPORT

CHECKLIST QUESTION	Ref.	§	COMMENTS	Draft Concl	Final Concl
A.5.1 Are details of the defined boundary of the PoA provided, in terms of a geographical area(e.g., municipality, region within a country, country or several countries) within which all CPAs included in the PoA will be implemented?	DD PS	142	Yes. The physical boundary will be within the geographical boundaries of Malaysia.	OK	OK
A.5.2 In establishing the boundary, if the project participants have taken into consideration all applicable national and/or sectoral policies and regulations within that chosen boundary?	VVS PS	192 142	Please clarify in establishing the boundary, the project participants have taken into consideration all applicable national and/or sectoral policies and regulations within that chosen boundary?	CL1	OK
A.6 Technologies/measures					
A.6.1 Are the technologies and/or measures to be employed and/or implemented by the CPAs in the PoA described, to enable the identification of the project's scale and type, demonstration of additionality, application of the selected methodology and calculations of GHG emission reductions or net GHG removals?	DD PS	147	The project activity falls under type III category scope 7-transport. A SSC-CPA will be a new or retrofitted individual vehicle or a group of vehicles that has/have lower GHG emissions than the baseline by using energy efficiency approach or fuel switch approach. The project will apply AMS-III.S "Introduction of low emission vehicles/technologies to commercial vehicle fleets" version 3 methodology	OK	OK
A.6.2 For the description, where relevant, are applicable provisions for application of selected baseline and monitoring methodology for small-scale project activities in the Project standard considered?	DD		Yes. A CPA will be a new or retrofitted individual vehicle or a group of vehicles that has/have lower GHG emissions than the baseline by using energy efficiency approach or fuel switch approach.	OK	OK



VALIDATION REPORT

CHECKLIST QUESTION	Ref.	§	COMMENTS	Draft Concl	Final Concl
A.6.3 Are the technologies to be employed by the CPAs in the PoA described including a description of how environmentally safe and sound technology(ies) applied in the CPAs and know-how to be used are transferred to the host Party(ies)?	PS	31	Please clarify if environmentally safe and sound technologies to be employed by the CPAs in the PoA and know how to be used are transferred to the host party.	CL2	OK
A.7 Public funding of PoA					
A.7.1 Is it indicated whether the PoA receives public funding from Parties included in Annex I?	DD		Yes. It is indicated that the PoA has not received and will not be seeking public funding.	OK	OK
A.7.2 In case where public funding from Annex I Parties is involved, are followings provided? (a) Information on Parties providing public funding (b) Attached in Appendix 2: the affirmation obtained from such Parties that such funding does not result in a diversion of official development assistance, is separate from, and is not counted towards the financial obligations of those Parties	DD PS	34	No public funding from Annex 1 is involved in this PoA and related CPAs.	OK	OK
B Demonstration of additionality and development of eligibility criteria					
B.1 Demonstration of additionality for PoA					
B.1.1 Is it described that how in the absence of CDM, none of the implemented CPAs would occur?	DD PoA-	7	There are no mandatory regulations and requirements enforcing the introduction of	OK	OK



VALIDATION REPORT

CHECKLIST QUESTION	Ref.	§	COMMENTS	Draft Concl	Final Concl
	Stand		new low GHG emitting vehicles and retrofitting of existing vehicles to low GHG emitting vehicles. In the absence of the proposed PoA,		
B.2 Eligibility criteria for inclusion of a CPA in the PoA					
B.2.1 Do the eligibility criteria cover the geographical boundary of the CPA including any time-induced boundary consistent with the geographical boundary set in the PoA?	PoA- Stand	14(a)	Yes. All SSC-CPA are within the geographical boundary including any time induced boundary set in the PoA, per part I section A.5 of this PoA.	OK	OK
B.2.2 Do the eligibility criteria cover conditions that avoid double counting of emission reductions like unique identifications of product and end-user locations (e.g. programme logo)?	PoA- Stand	14(b)	Yes. Each CPA will have a unique identification number as a reference and the reference number will be linked with the geographic coordinates of the vehicle's station marked by GPS.	OK	OK
B.2.3 Do the eligibility criteria cover the specifications of technology/measure including the level and type of service, performance specifications including compliance with testing/certifications?	PoA- Stand	14(c)	No. The eligibility criteria did not cover the specifications of technology/measure including the level and type of service, performance specifications including compliance with testing/certifications.	CAR1	OK
B.2.4 Do the eligibility criteria cover conditions to check the start date of the CPA through documentary evidence?	PoA- Stand	14(d)	Please clarify the start date of each CPA will be based on vehicle purchasing documentary evidence or the start date of building the OSV as stated in the first CPA.	CL3	OK
B.2.5 Do the eligibility criteria cover conditions that	PoA- Stand	14(e)	Yes. Each CPA must adhere to methodology AMS-III.S. version 3. Multiples	OK	OK



VALIDATION REPORT

CHECKLIST QUESTION	Ref.	§	COMMENTS	Draft Concl	Final Concl
ensure compliance with applicability and other requirements of single or multiple methodologies applied by CPAs?			methodologies are not applicable to the CPA and PoA.		
B.2.6 Do the eligibility criteria cover the conditions that ensure that CPAs meet the requirements pertaining to the demonstration of additionality as specified below:	PoA- Stand	14(f)	Yes. Definition of eligibility criteria for inclusion of a project activity as a CPA under the PoA, include criteria for demonstration of additionality of the CPA, in order to ensure its eligibility.	OK	OK
B.2.6.1 PoAs that consist of one or more small-scale projects as CPAs shall include eligibility criteria derived from all the relevant requirements of attachment A of Appendix B of the "Simplified modalities and procedures for small-scale CDM project activities".	PoA- Stand	9	In the PoA it stated that each CPA must demonstrate additionality by applying the "Guidelines on the demonstration of additionality of small scale project activities" formerly known as "Attachment A to Appendix B" or the "Guidelines for demonstrating additionality of microscale project activities". However, in the first CPA, the additionality was demonstrated by applying "Non-binding best practice examples to demonstrate additionality for SSC project activities".	CAR2	OK
B.2.6.2 The CME shall demonstrate that compliance with the additionality-related eligibility criteria set in the PoA design document will ensure that all the relevant additionality-related guidelines, tools or any requirements embedded in the methodologies are met.	PoA- Stand	11	Refer to Table-2, provide assessment opinion on eligibility criteria pertaining to additionality	OK	OK



VALIDATION REPORT

CHECKLIST QUESTION	Ref.	§	COMMENTS	Draft Concl	Final Concl
B.2.6.3 For PoAs involving combinations of technologies /measures and/or methodologies, the eligibility criteria relative to each of them shall be proposed to demonstrate additionality.	PoA- Stand	12	Not applicable.	OK	OK
B.2.7 Do the eligibility criteria cover the PoA-specific requirements stipulated by the CME including any conditions related to undertaking local stakeholder consultations and environmental impact analysis?	Eb65 Ann3	14(g)	Yes. The PoA specific requirements stipulated by the CME: (a) Local stakeholder meeting was conducted at the PoA level. (b) EIA is not required for the implementation of energy efficient technologies. (c) The CMA approved the participation of CPA into the PoA by signing an emission reduction purchase agreement (ERPA) and inclusion form.	OK	OK
B.2.8 Do the eligibility criteria cover conditions to provide an affirmation that funding from Annex I parties, if any, does not result in a diversion of official development assistance?	PoA- Stand	14(h)	Yes. Each CPA to provide written affirmation that funding from annex 1 parties, if any, does not result in a diversion of official development assistance.	OK	OK
B.2.9 Do the eligibility criteria cover, where applicable, target group (e.g. domestic/commercial/industrial, rural/urban, grid-connected/off-grid) and distribution mechanisms (e.g. direct installation)?	PoA- Stand	14(i)	Yes. The target group is commercial and or public transport vehicles. The distribution mechanism is either by direct installation or contractual installation.	OK	OK
B.2.10 Do the eligibility criteria cover, where applicable,	PoA- Stand	14(j)	Yes. Each CPA is anticipated to be verified individually, If the CPA opted to do	OK	OK



VALIDATION REPORT

CHECKLIST QUESTION	Ref.	§	COMMENTS	Draft Concl	Final Concl
the conditions related to sampling requirements for a PoA in accordance with the approved guidelines/standard from the Board pertaining to sampling and surveys?			sampling within CPA, a sampling and survey requirements shall adhere to "Standard for sampling and surveys for CDM project activities and PoA".		
B.2.11 Do the eligibility criteria cover, where applicable, the conditions that ensure that every CPA in aggregate meets the small-scale threshold criteria and remains within those thresholds throughout the crediting period of the CPA?	PoA- Stand	14(k)	Yes. Every CPA in aggregate meets the small scale or micro scale threshold criteria and remains within those thresholds throughout the crediting period of the CPA.	OK	OK
B.2.12 Do the eligibility criteria cover, where applicable, the requirements for the debundling check, in case CPAs belong to small-scale (SSC) project categories?	PoA- Stand	14(l)	Yes. Each CPA shall satisfy the latest version of de-bundling rules and adhere to Guidelines on assessment of de-bundling for SSC Project activities, version 03.	OK	OK
B.2.13 Are the eligibility criteria verifiable?	PoA- Stand	15	Yes, The eligibility criteria verifiable.	OK	OK
B.2.14 Are the eligibility criteria sufficiently objective and comprehensive to permit the assessment of the inclusion of CPAs in the PoA?	PoA- Stand	16	Yes. The eligibility criteria sufficiently objective and comprehensive to permit the assessment of the inclusion of CPAs in the PoA	OK	OK
B.2.15 For PoAs that include combinations of technologies /measures and/or methodologies, are distinct eligibility criteria developed separately for each of the combinations?	PoA- Stand	20&27	Not applicable.	OK	OK
B.2.16 If a CPA uses technologies/measures from several methodologies, are the eligibility criteria derived from the requirements of all the methodologies?	PoA- Stand	27	Not applicable. The PoA only use 1 methodology, i.e. AMS-III.S. version 03.	OK	OK



VALIDATION REPORT

CHECKLIST QUESTION	Ref.	§	COMMENTS	Draft Concl	Final Concl
B.3 Application of methodologies					
B.3.1 Are the technology/measures described and is the methodology chosen indicated?	DD		The methodology chosen is AMS-III.S version 3. Please clarify the description of technology chosen.	CL4	OK
B.3.2 In cases where multiple technologies/measures or multiple methodologies are being applied, are all the combinations of technologies/measures and methodologies that will be used in the PoA listed?	DD PoA- Stand	26	No multiple technologies and no multiple methodologies are being applied.	OK	OK
B.3.3 If applicable, is a description of the sampling plan provided and is it demonstrated how it meets applicable provisions in the "Standard for sampling and surveys for CDM project activities and programme of activities"?	DD		No description of sampling was provided.	CAR3	OK
B.3.4 Has CME defined, where applicable, sampling plans for each of the combinations separately in accordance with the guidelines in section III. B of PoA Standard as well as any approved guidelines/standard from the Board pertaining to sampling and surveys?	PoA- Stand	27	Not applicable.	OK	OK
B.3.5 Where combinations of technologies/measures and/or methodologies are applied for a PoA, is it demonstrated that there are no cross effects between the technologies/measures applied?	PoA- Stand	28	Not applicable.	OK	OK
B.3.6 Where such cross effects do exist, has the CME proposed methods to account for such cross	PoA- Stand	28	Not applicable.	OK	OK



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effects using the “Procedures for requests to the executive board for deviation from an approved methodology” so as to ensure that the calculation of emission reductions is accurate?					
B.3.7 Does the proposed PoA belong to the following eligible situations for applying combinations of technologies/measures and/or methodologies?	PoA- Stand	29	Not applicable.	OK	OK
B.3.7.1 The same combination of technologies/measures under the same combination of methodologies applied consistently in each and every CPA of a PoA	PoA- Stand	29 (a)	Not applicable.	OK	OK
B.3.7.2 A single methodology is consistently applied in each CPA of a PoA but using multiple technologies/measures	PoA- Stand	29 (b)	Not applicable.	OK	OK
B.3.7.3 A principle technology/measure is applied consistently in each CPA using multiple combinations of methodologies	PoA- Stand	29 (c)	Not applicable.	OK	OK
B.3.7.4 Combinations of technologies/measures and methodologies vary across CPAs of a PoA.	PoA- Stand	29 (d)	Not applicable.	OK	OK
B.3.7.5 In case of (B.3.7.4) above, has the CME demonstrated that the implementation of the activities is integrated through the design of the programme?	PoA- Stand	29 (d)	Not applicable.	OK	OK
B.3.7.6 In case of (B.3.7.4) above, is it confirmed that the intended sectoral scopes and the	PoA- Stand	29 (d)	Not applicable.	OK	OK



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combinations of methodologies intended for implementation are known ex ante, and no revisions of PoA documentation are foreseen for the duration of one crediting period, i.e. seven or 10 years of PoA implementation?					
B.3.8 Has the CME optionally used the "Procedure for the submission and consideration of request for clarification on the application of approved small scale methodologies" (EB 34, annex 6) to seek clarifications on cross effects in the proposed combinations?	PoA- Stand	30	Not applicable.	OK	OK
B.3.9 Is the compliance with the SSC threshold of a CPA met by following the "General Guidelines to SSC CDM methodologies"?	PoA- Stand	31	Yes. Each CPA is expected to reduce equal to or not more than 60,000 tCO _{2e} annually.	OK	OK
C Management system					
C.1.1 Is a clear definition of roles and responsibilities of personnel involved in the process of inclusion of CPAs, including a review of their competencies provided?	PoA- Stand	17(a)	Definition of roles and responsibilities of personnel involved in the process of inclusion of CPAs, including a review of their competencies was provided.	OK	OK
C.1.2 Are records of arrangements for training and capacity development for personnel provided?	PoA- Stand	17(b)	Records of arrangements for training and capacity development for personnel were provided.	OK	OK
C.1.3 Are procedures for technical review of inclusion of CPAs described?	PoA- Stand	17(c)	A procedure for technical review of inclusion of CPAs was described.	OK	OK
C.1.4 Is a procedure to avoid double counting described?	PoA- Stand	17(d)	Yes. A procedure to avoid double counting is described and found appropriate.	OK	OK



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C.1.5 Are records and documentation control process for each CPA under the PoA described?	PoA- Stand	17(e)	Yes. Each CPA maintains standard records for the entire crediting period and 2 years after, Data (paper and electronic) will be transmitted semi-annually to the CME. CME will conduct data audits and ensure compliance with the monitoring plan at least twice	OK	OK
C.1.6 Are measures for continuous improvements of the PoA management system described?	PoA- Stand	17(f)	Yes. CME will conduct a data audit and compliance review for each CPA at least twice a year. Internal training will be provided to new staff to enable them to understand the requirement of the monitoring plan. If corrective action or improvement is required, then the project proponent will inform the managing entity for corrective or enhancement measures.	OK	OK
C.1.7 Is there any other relevant elements indicated?	PoA- Stand	17(g)	Not applicable	OK	OK
D Duration of PoA					
D.1 Start date of PoA					
D.1.1 Is there a description of how the start date was determined?	DD		Yes. The start date of the PoA is the date on which the PoA is listed for web-hosting.	OK	OK
D.2 Length of the PoA					
D.2.1 Is the length of the PoA stated with a maximum total length of 28 years?	DD VVS	197	Yes. The length of the PoA is 28 years.	OK	OK



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E Environmental impacts					
E.1 Level at which environmental analysis is undertaken					
E.1.1 Is it indicated whether the environmental analysis is performed at the PoA and/or the CPA level?	DD VVS PS	199 165	Yes. The environmental analysis is carried out at CPA level.	OK	OK
E.1.2 Is the choice of level at which the environmental analysis is undertaken justified?	DD		Yes. The environmental analysis is carried out at CPA level due to the nature of the individual CPA which is unique and site specific.	OK	OK
E.2 Analysis of the environmental impacts					
E.2.1 Is a summary of the analysis of the environmental impacts and references to all related documentation in accordance with applicable provisions related to environmental impacts for PoAs in the Project Standard provided?	DD		The analysis of the environmental impacts will be conducted at CPA level.	OK	OK
F Local stakeholder comments					
F.1 Solicitation of comments from local stakeholders	VVS	201			
F.1.1 Is it indicated whether the local stakeholder consultation process is performed at the PoA and/or the CPA level?	DD PS	166	The local stakeholder consultation process is performed at PoA level.	OK	OK
F.1.2 Is the choice of level at which the local stakeholder consultation is undertaken justified?	DD		Yes. The local stakeholder consultation process is performed at PoA level to reach a wider group of stakeholders.	OK	OK



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F.1.3 Is there a description of the process by which comments from local stakeholders were invited and compiled?	DD		Yes. A question and answer session was held after the presentation to give the participants an opportunity to raise their questions and for the CME to reply to the questions.	OK	OK
F.2 Summary of comments received	VVS	201			
F.2.1 Are stakeholders that have made comments identified?	DD		Yes. Stakeholders that have made comments have been identified.	OK	OK
F.2.2 Is a summary of these comments provided?	DD		Yes. 12 comments received and replied by CME.	OK	OK
F.3 Report on consideration of comments received	VVS	201			
F.3.1 Is information demonstrating that all comments received have been considered provided	DD		Yes. All comments received have been considered provided based on the interview with stakeholders.	OK	OK
G G. Approval and authorization					
G.1 General					
G.1.1 Is it indicated whether the letter(s) of approval from Party(ies) which wishes to be involved in the PoA, is available at the time of submitting the SSC-PoA-DD to the validating DOE?	DD		Yes. Letters of approval (LoA) from DNA Malaysia and DNA Netherlands are not yet available at time of submitting the PoA to DOE.	OK	OK
G.2 Approval			COUNTRY A	COUNTRY B	
G.2.1 Has the coordinating/managing entity obtained a letter of approval from the DNA of each Party	VVS PS	39&51 169&1	Yes	Yes	OK OK



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involved in the proposed PoA confirming that: (a) The Party is a Party of the Kyoto Protocol (b) Participation in the proposed PoA is voluntary (c) In case of the host Party, the proposed PoA assists the host Party in achieving sustainable development		70				
G.2.2 Is(are) the letter(s) of approval unconditional with respect to (G.2.1) above?	VVS	40	Yes	Yes	OK	OK
G.2.3 Has(ve) the letter(s) of approval been issued by the respective Party's DNA? If there is doubt with respect to (G.2.1) above, was it verified with the DNA that the letter of approval is valid for the proposed PoA under validation?	VVS	41,42	Yes	Yes	OK	OK
G.3 Authorization						
G.3.1 Has each project participant been authorized by at least one Party involved in a letter of approval?	VVS PS	45 172	Yes		OK	OK
G.3.2 Is the information in tabular form in the SSC-PoA-DD consistent with the contact information for project participants provided?	VVS	46	Yes. The information is provided in tabular form.		OK	OK
G.3.3 Are any entities other than those approved as project participants included in the SSC-PoA-DD?	VVS	47	Not applicable		OK	OK
G.3.4 Has the approval of participation issued from the relevant DNA? And if in doubt, was it verified with the DNA that the approval of participation is valid	VVS	48	Yes. The approval of participation issued from DNA Malaysia and DNA Netherlands.		OK	OK



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for the proposed CDM project participants?					
G.3.5 Has the coordinating/managing entity obtained letters of authorization of its coordination of the PoA from each host Party?	PS	171	Yes. The CME obtained letter of authorization of its coordination of the PoA from the host party.	OK	OK
G.3.6 Is CDM project participation recorded only at the PoA level while the operators of individual CPAs are not required to be project participants?	PS	173	Yes. The project participants at PoA level are Integra Carbon Sdn Bhd – Private Entity and Landfill Gas Canada Ltd – Private entity.	OK	OK
Part II. Generic component project activity (CPA)			<i>Repeat all of Part II for each of the combination of technologies/measures and/or methodologies.</i>		
A General description of a generic CPA					
A.1 Purpose and general description of generic CPAs					
A.1.1 Is a description of each generic CPA within the PoA provided?	DD		Yes. Description of each generic CPA within the PoA is provided.	OK	OK
B Application of a baseline and monitoring methodology					
B.1 Reference of the approved baseline and monitoring methodology(ies) selected					
B.1.1 Is exact reference (number, title, version) of the selected methodology or multiple methodologies indicated?	DD VVS PS	74 37	Yes. AMS-III.S. "Introduction of low emission vehicles/technologies to commercial vehicles fleets, version 3 or	OK	OK



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			future update.		
B.1.2 Are there any tools and other methodologies to which the selected methodology refers?	DD VVS PS	74 37	Yes. There are 2 tools that can be used as a reference with the AMS-III.S. methodology version 3: (1) Tool to calculate project or leakage CO ₂ emissions from fossil fuel combustion version 2. (2) Tool to calculate baseline, project and /or leakage emissions from electricity consumption version 1	OK	OK
B.1.3 Is it confirmed that the selected methodology(ies) is(are) approved for application to CPAs under PoAs by the Board?	DD		Yes. The selected methodology is approved by the Board on 2 March 2012.	OK	OK
B.2 Application of methodology(ies)					
B.2.1 Is the choice of the selected methodology(ies) justified by showing that each generic CPA meets each applicability condition of the methodology(ies)?	DD VVS PS	76 38	Yes. The choice of the selected methodology justified by showing that each generic CPA meets each applicability condition of the methodology.	OK	OK
B.2.2 If applicable, is a general description of the sampling plan provided?	DD		Please provide general description of the sampling plan.	CL5	OK
B.2.3 Is it demonstrated that the CPA qualifies as Type I, II, and/or III during every year of the crediting period in accordance with applicable provisions for project activity eligibility in the Project standard?	DD PS	81-84	Please clarify type of project the proposed project is qualify during every year of the crediting period.	CL6	OK



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B.2.4 Is documentation that has been used as a basis of justification explained or include in Appendix 3? Are references provided?	DD		Not applicable.	OK	OK
B.3 Sources and GHGs					
B.3.1 Are the sources and GHGs included in each generic CPA boundary described?	DD VVS PS	82 39	Yes. Sources and GHGs in each generic CPA boundary are described,	OK	OK
B.3.2 In cases where the selected methodology(ies) allows project participants to choose whether a source or gas is to be included in the CPA boundary, is the choice explained and justified?	VVS PS	84 40	Not applicable,	OK	OK
B.3.3 Where possible, is a flow diagram physically delineating each generic CPA presented?	DD		Flow diagram of generic CPA is provided and consists of start point, end point and depot.	OK	OK
B.3.4 Are all the equipment, systems and flows of mass and energy included in the flow diagram?	DD		Not applicable.	OK	OK
B.3.5 Are emissions sources and GHGs which included in the project boundary and the data and parameters to be monitored indicated in the diagram?	DD		Emission sources and GHGs emission are included in the project boundary,	OK	OK
B.4 Description of baseline scenario					
B.4.1 Is it described how the baseline scenario is identified for each generic CPA?	DD		Yes. Baseline scenario shall be established at CPA level, The identified baseline shall be in accordance with methodology AMS-III.S. and consistent with mandatory	CL7	OK



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			applicable laws and regulations. Please clarify why baseline emission determination formula has been described repeatedly in section B4. Description of baseline scenario and section B.6.1 Estimation of emission reductions of a generic CPA.		
B.4.2 Is it explained how the baseline scenario is established in accordance with the selected methodology(ies) and applicable provisions for establishment and description of baseline scenarios in the Project standard?	DD VVS PS	88 41	Baseline scenario is established at CPA level.	OK	OK
B.4.3 Do the project participants follow the “Guidelines on the consideration of suppressed demand in CDM methodologies” when establishing the baseline scenario, where future anthropogenic emissions by sources are projected to rise above current levels due to the specific circumstances of the host Party?	PS	42	Baseline scenario is established at CPA level.	OK	OK
B.4.4 Do the project participants take into account national and/or sectoral policies including E+/E- policies when establishing the baseline scenario?	VVS PS	93 43-45	Baseline scenario is established at CPA level.	OK	OK
B.4.5 Where the procedure in the selected methodology (ies) involves several steps, is it described how each step is applied and is the outcome of each step transparently documented?	DD		Baseline scenario is established at CPA level.	OK	OK
B.4.6 Are key assumptions and rationales explained	DD		Baseline scenario is established at CPA	OK	OK



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and justified?			level.		
B.4.7 Are all data used to establish the baseline scenario (variables, parameters, data sources, etc.) provided and explained?	DD		Baseline scenario is established at CPA level.	OK	OK
B.4.8 Are all relevant documentation and/or references provided?	DD		Baseline scenario is established at CPA level.	OK	OK
B.4.9 Is a transparent description of the baseline scenario provided?	DD VVS PS	92 46	Baseline scenario is established at CPA level.	OK	OK
B.5 Demonstration of eligibility for a generic CPA					
B.5.1 Is it demonstrated how each generic CPA meets the eligibility criteria of the PoA including confirmation of additionality of the generic CPA for its inclusion into the PoA?	DD		Please clarify how each generic CPA meets the eligibility criteria no 6 in the PoA-DD.	CL8	OK
B.6 Estimation of emission reductions of a generic CPA					
B.6.1 Explanation of methodological choices					
B.6.1.1 Is it explained how the methods or methodological steps, in the selected methodology, for calculating baseline emissions, project emissions, leakage emissions and emission reductions are applied to each generic CPA?	DD VVS PS	97 51	Yes. The steps for calculating baseline emissions, project emissions, leakage emissions and emission reductions are explained and applied to each generic CPA.	OK	OK
B.6.1.2 Is it clearly stated which equations will be used in calculating emission reductions?	DD VVS	97	Yes. It is clearly stated which will be used in calculating emission reductions.	OK	OK



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	PS	50-51			
B.6.2 Data and parameters that are to be reported ex-ante					
B.6.2.1 Is a compilation of information on the data and parameters that are not monitored during the crediting period but are determined before the validation and remain fixed throughout the crediting period included?	DD VVS PS	98 52	Data and parameters that are to be reported ex-ante is to be determined with respect to each CPA in line with the requirement of methodology AMS-III.S, version 3. (i) Data and parameters that are to be reported ex-ante were not included calculation of leakage emissions. (ii) Wrong description of baseline emission parameter i.e $dp_{i,y}$ in page 23 of PoA-DD.	CAR4	OK
B.6.2.2 Is it ensured that data that become available only after the registration/inclusion of the CPAs in the PoA (e.g. measurements after the implementation of the CPAs in the PoA) should not be included here but in the table in section B.7?	DD		Yes. Data and parameters to be monitored by each generic CPAQ is included in table in section B.7.1.	OK	OK
B.6.2.3 The compilation of information may include data that are measured or sampled, and data that are collected from other sources (e.g. official statistics, expert judgment, proprietary data, IPCC, commercial and scientific literature, etc.), is the compilation in	DD		Data and parameters that are to be reported ex-ante is to be determined with respect to each CPA in line with the requirement of methodology AMS-III.S, version 3.	OK	OK



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compliance with this?					
B.6.2.4 Data that are calculated with equations provided in the selected methodology(ies) or default values specified in the methodology(ies) should not be included in the compilation, is the compilation in compliance with this?	DD		Data and parameters that are to be reported ex-ante is to be determined with respect to each CPA in line with the requirement of methodology AMS-III.S, version 3.	OK	OK
B.6.2.5 For each piece of data or parameter, is the table in SSC-PoA-DD completed, following these instructions below:					
B.6.2.5.1 "Value(s) applied": Provide the value applied. Where a time series of data is used, where several measurements are undertaken or where surveys have been conducted, provide detailed information in Appendix 4. To report multiple values referring to the same data or parameter, use one table. If necessary, reference(s) to electronic spreadsheets may be used	DD		Value applied – to be determined with respect to each CPA.	OK	OK
B.6.2.5.2 "Choice of data": Indicate and justify the choice of data source. Provide clear and valid references and, where applicable, additional documentation in Appendix 4	DD		Choice of data – in line with the requirement of the baseline monitoring methodology.	OK	OK
B.6.2.5.3 "Measurement methods and procedures": Where values are based on measurement, include a description of the measurement	DD		Measurement methods and procedures – in line with the requirement of the baseline monitoring methodology. No additional information in Appendix 4.	OK	OK



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methods and procedures applied (e.g. which standards have been used), indicate the responsible person/entity that undertook the measurement, the date of the measurement and the measurement results. More detailed information can be provided in Appendix 4					
B.6.2.5.4 "Purpose of data": Choose one of the following: (i) Calculation of baseline emissions; (ii) Calculation of project emissions; (iii) Calculation of leakage	DD		Purpose of data: (a) $BEF_i, P_i, dp_i, D_i, n_{BLV_i}, NCV_i, EF_{CO2j}, P_{i,y,k}, dp_{i,y}$ = data for calculation of baseline emissions. (b) $FC_{i,j,y}, NCV_j, EF_{CO2j}, EF_{CO2j,y}, EC_{i,y}$ = data for calculation of project emissions. (c) Refer to CAR4.	OK	OK
B.6.3 Ex-ante calculations of emission reductions					
B.6.3.1 Is a transparent ex ante calculation of project emissions, baseline emissions(or, where applicable, direct calculation of emission reductions) and leakage emissions expected during the crediting period, applying all relevant equations provided in the selected methodology provided?	DD		Relevant equation been applied for baseline emissions and project emissions and baseline emission reduction calculation but equation for leakage emission calculation is not provided.	CAR5	OK
B.6.3.2 For data or parameters available before validation, are values contained in the table in section B.6.2 of SSC-PoA-DD used?	DD		Data and parameters available before validation is determine with respect to each CPA in line with the requirement of the baseline monitoring methodology.	OK	OK



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B.6.3.3 For data/parameters not available before validation and monitored during the crediting period, are estimates for parameters contained in the table in section B.7.1 of SSC-PoA-DD used?	DD		Ditto.	OK	OK
B.6.3.4 If any of these estimates has been determined by a sampling approach, is a description of the sampling efforts provided in accordance with the "Standard for sampling and surveys for CDM project activities and programme of activities"?	DD		Ditto.	OK	OK
B.6.3.5 Is it documented how each equation is applied, in a manner that enables the reader to reproduce the calculation?	DD		Yes. Yes. Excel spreadsheet showing emission reductions calculation is provided for validation.	OK	OK
B.6.3.6 Where relevant, are additional background information and/or data in Appendix 4, including relevant electronic spreadsheets provided?	DD		No additional information in Appendix 4.	OK	OK
B.6.3.7 Is a sample calculation for each equation used provided, substituting the values used in the equations?	DD		Yes. Excel spreadsheet showing emission reductions calculation is provided for validation.	OK	OK
B.7 Application of the monitoring methodology and description of the monitoring plan					
B.7.1 Data and parameters to be monitored by each generic CPA					



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B.7.1.1 Is specific information on how the data and parameters that need to be monitored would actually be collected during monitoring included?	DD		<p>Yes. Data and parameters to be monitored by each generic CPA are:</p> <ul style="list-style-type: none"> (i) Total distance travelled by vehicle l in year y on route k, $DT_{P,l,y,k}$ (ii) Efficiency of baseline vehicle, n_{BLVl}. (iii) Consumption of fuel j by vehicle l in year y; $FC_{i,j,y}$ (iv) Consumption of electricity by vehicle i in year y; $EC_{i,y}$ (v) Net calorific value of fuel j, NCV_j (vi) CO_2 emission factor of fuel used by project vehicles for fuel type l in year y, $EF_{CO2,j,y}$ (vii) CO_2 emission factor of fuel used by baseline vehicles, $EF_{CO2,j}$, (viii) CO_2 emission factor of grid electricity used by project vehicle, EF_{elec} (ix) Total annual passengers or ton goods transported by each baseline vehicle i, P_i (once for the crediting period) (x) Total annual passengers or ton goods transported by each project 	OK	OK



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			vehicle i in year y on route k , $P_{i,y,k}$ (xi) Total annual distance travelled by each baseline vehicle, D_i (xii) Annual average distance of transportation per person or tonne of freight by each baseline vehicle i , dp_i (xiii) Annual average distance of transportation per person or tonne of freight by each project vehicle i , $dP_{i,y}$ (xiv) Distance of route k in year y , $D_{k,y}$ (xv) Service level in terms of total passengers or volume of goods on route k in year y , $SL_{k,y}$ (xvi) Service level in terms of total passengers or volume of goods carried on route k before the beginning of project, $SL_{BL,y}$ (xvii) Quantity of natural gas combusted in the element process I during the year y , $EF_{project,I,y}$		
B.7.1.2 In case of data that are determined only once for the crediting period but that will become available only after registration/inclusion of the CPAs in the PoA, are they included here?	DD		Yes. Data and parameters determine once for the crediting period and will become available after registration/inclusion of the CPAs in the PoA are included.	OK	OK
B.7.1.3 For each piece of data or parameter, is the	DD				



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table in SSC-PoA-DD completed, following these instructions below:					
B.7.1.3.1 "Source of data": Indicate the source(s) of data that will be used for the CPAs in the PoA (e.g. which exact national statistics). Where several sources may be used, justify which data sources should be preferred	DD		Yes. Source of data is indicated.	OK	OK
B.7.1.3.2 "Value(s) applied": The value applied is an estimate of the data/parameter that will be monitored during the crediting period, but is used for the purpose of calculating estimated emission reductions. To report multiple values referring to the same data or parameter, use one table. If necessary, reference(s) to electronic spreadsheets may be used	DD		The value applied is determined with respect to each CPA.	OK	OK
B.7.1.3.3 "Measurement methods and procedures": Where data or parameters are to be monitored, specify the measurement methods and procedures, standards to be applied, accuracy of the measurements, person/entity responsible for the measurements, and, in case of periodic measurements, the measurement intervals	DD		Yes. Measurement methods and procedures are provided.	OK	OK
B.7.1.3.4 "QA/QC procedures": Describe the Quality Assurance (QA)/Quality Control (QC) procedures to be applied, including the	DD		Yes. A QA/QC procedure is described. Equipment required calibrations are odometer, fuel pump and electricity meter	OK	OK



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calibration procedures, where applicable			and will be calibrated as per manufacturer's specification.		
B.7.1.3.5 "Purpose of data": Choose one of the following: (i) Calculation of baseline emissions; (ii) Calculation of project emissions; (iii) Calculation of leakage.	DD		Yes.	OK	OK
B.7.1.4 Is there any relevant further background documentation provided in Appendix 5?	DD		No additional information is provided in Appendix 5.	OK	OK
B.7.2 Description of the monitoring plan for a generic CPA					
B.7.2.1 Is the monitoring plan for a generic CPA developed in accordance with the approved monitoring methodology(ies), including applicable tool(s)?	DD VVS PS	198 156	Yes,	OK	OK
B.7.2.2 If data and parameters monitored in section B.7.1 of the SSC-PoA-DD are determined by a sampling approach, is a description of the sampling plan provided in accordance with the recommended outline for a sampling plan in the "Standard for sampling and surveys for CDM project activities and programme of activities"?	DD PS	53	Please clarify data and parameters monitored in section B.7.1 are determined by a sampling approach? If so, please clarify the description of the sampling plan.	CL9	OK
B.7.2.3 Is there any relevant further background information provided in Appendix 5?	DD		No additional information is provided in Appendix 5.	OK	OK



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Part III Others					
A Appendix					
A.1 Appendix 1: Contact information on entitiy/individual responsible for the PoA					
A.1.1 For each organization listed in section A.4 of the SSC-PoA-DD, is the table in SSC-PoA-DD completed, with the following mandatory fields: Organization, Street/P.O. Box, City, Postcode, Country, Telephone, Fax and E-mail, and Name of contact person?	DD		Yes. Mandatory fields: Organization, Street/P.O. Box, City, Postcode, Country, Telephone, Fax and E-mail, and Name of contact person are completed.	OK	OK
A.2 Appendix 2: Affirmation regarding public funding					
A.2.1 If applicable, is the affirmation obtained from Parties included in Annex I providing public funding to the PoA attached?	DD		No public funding from Annex 1 is involved in this PoA and related CPAs.	OK	OK
A.3 Appendix 3: Application of methodology(ies)					
A.3.1 Is there any further background information on the applicability of the selected methodology(ies) provided?	DD		No additional information.	OK	OK
A.4 Appendix 4: Further background information on ex ante calculation of emission reductions					
A.4.1 Is there any further background information on the ex-ante calculation of emission reductions provided? This may include data, measurement	DD		No additional information.	OK	OK



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results, data sources, etc.					
A.5 Appendix 5: Further background information on the monitoring plan					
A.5.1 Is there any further background information used in the development of the monitoring plan? This may include tables with time series data, additional documentation of measurement equipment, procedures etc.	DD		No additional information.	OK	OK
B Global Stakeholder Consultation					
B.1.1 Is there any comment on the SSC-PoA-DD of the proposed project activity received during Global Stakeholder Consultation process?	VVS	34	No.	OK	OK
B.1.2 If yes, have all comments been taken into account during the validation of the proposed project activity?	VVS	35	Not applicable.	OK	OK
B.1.3 If comments indicate that the proposed project activity does not comply with the CDM requirements and are not substantiated, is there any further clarification from the entity providing the comment?	VVS	36	Not applicable.	OK	OK
B.1.4 If yes, how comments received have been taken due account?	VVS	36	Not applicable.	OK	OK
B.1.5 If no, are the comments as originally provided proceeded to assess?	VVS	36	Not applicable,	OK	OK



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CHECKLIST QUESTION	Ref.	§	COMMENTS	Draft Concl	Final Concl
C Modalities of Communications (MoC)					
C.1.1 Has the corporate identity of all project participants and focal points included in MoC statement, as well as the personal identities, including specimen signatures and employment status, of their authorized signatories been validated by:	VVS	53			
C.1.1.1 Directly checking evidence for corporate, personal identity and other relevant documentation; or	VVS	54(a)	Directly checking evidence by meeting the managing director of CME.	OK	OK
C.1.1.2 Notarized documentation; or	VVS	54(b)	Not applicable	OK	OK
C.1.1.3 Written confirmation from the project participant or the coordinating/managing entity that all corporate and personal details, including specimen signatures, are valid and accurate.	VVS	54(c)	Yes.	OK	OK
C.1.2 If (C.1.1.3) above was chosen, is it ensured that the MoC statement is received from the Coordinating/ managing entity?	VVS	55	MoC statement is received from the CME.	OK	OK
C.1.3 If (C.1.1.3) above was chosen, is it ensured that the official who submits the MoC statement to the DOE and the official who signed the written confirmation (if a different person) is/are duly authorized to do so on behalf of the respective project participant?	VVS	56	MoC statement is received from the Managing Director of CME.	OK	OK



VALIDATION REPORT

CHECKLIST QUESTION	Ref.	§	COMMENTS	Draft Concl	Final Concl
C.1.4 If it is unable to validate the requirements by applying C.1.1.1 to C.1.1.3 above, are any further validation activities performed?	VVS	57	Not applicable.	OK	OK
C.1.5 Has the latest version of the form "Modalities of Communication statement" (F-CDM-MOC) been used?	VVS PS	60(a) 72	Yes.	OK	OK
C.1.6 Is the information required as per F-CDM-MOC, including its annex 1, correctly completed?	VVS PS	60(b) 72	Yes.	OK	OK
C.1.7 Do the project participant's authorized signatories signing the F-CDM-MOC correspond to the project participant's authorized signatories included in F-CDM-MOC, annex 1?	VVS PS	60(c) 174	Yes.	OK	OK
C.1.8 Is it confirmed that the CME is either the sole or a joint focal point for each scope of authority?	PCP	29	Yes.	OK	OK
C.1.9 Is it confirmed that the number of joint focal points is limited to five, or equal to the number of host parties if greater than five?	PCP	29	Yes.	OK	OK

**Table 2 Resolution of Corrective Action and Clarification Requests**

Draft report clarifications and corrective action requests by validation team	Ref. to checklist question in table 1	Summary of project owner response	Validation team conclusion
<p>CL1</p> <p>Please clarify in establishing the boundary, the project participants have taken into consideration all applicable national and/or sectoral policies and regulations within that chosen boundary?</p>	<p>Part I</p> <p>A.5.2</p>	<p>All applicable national policies and regulations within the boundary (geographical boundaries of Malaysia) have been considered. This was described in the PoA-DD section A.2. Purpose and general description of the PoA, page 2.</p> <p>The PoA has been presented to Malaysia's Technical Committee On CDM (TCCDM) on 13 June 2012 and to National Committee On CDM (NCCDM) on 21 June 2012 to make sure that the PoA will follow the policies and regulations of Malaysia.</p> <p>The PoA has received Letter of Approval from Malaysia dated 7 September 2012 after approval from both committees.</p> <p>The PoA-DD has been revised in section A.5., page 3-4.</p>	<p>Verified the response from the project participants and found acceptable and hence CL 2 is closed.</p>



VALIDATION REPORT

CL2 Please clarify if environmentally safe and sound technologies to be employed by the CPAs in the PoA and know how to be used are transferred to the host party.	Part I A.6.3	The CPAs must use environmentally safe and sound technology and approved by authorities or complied with certification/testing by technology provider. If the technology is imported from other country, then know how will be transferred to the host party. The PoA-DD has been revised in section A.6. Technologies/measures, page 4.	Verified the response from the project participants and found acceptable and hence CL 2 is closed.
CL3 Please clarify the start date of each CPA will be based on vehicle purchasing documentary evidence or the start date of building the OSV as stated in the first CPA.	Part I B.2.4	The starting date of each CPA will be based on vehicle purchasing documentary evidence. For example, the date of Purchase Order.	Verified the starting date of each CPA will be based on vehicle purchasing documentary evidence and hence CL3 is closed.
CL4 Please clarify the description of technology chosen.	Part I B.3.1	All technologies that reduce vehicle's greenhouse gas emissions are applicable under this PoA. The technology can be either technology for new vehicle or retrofitting technology. The description of technology has been stated in section B.3. Application of methodologies, page 7.	Verified the changes has been made in part I, section B.3 and hence CL4 is closed.
CL5 Please provide general description of the sampling plan.	Part II B.2.2	The PoA will not apply any sampling plan. All SSC-CPA included will be verified individually. The PoA-DD has been revised in B.2. Eligibility criteria for inclusion of a CPA in the PoA, page 6 and in section B.5. Demonstration of eligibility for a generic CPA, page 16.	Verified all CPA will be verified individually and hence CL5 is closed.



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CL6 Please clarify type of project the proposed project is qualify during every year of the crediting period.	Part II B.2.3	Every CPA in the PoA will result in emission reductions of less than or equal to 60 kt CO2 equivalent annually for Type III project activities only during every year of the crediting period. The PoA-DD has been revised in B.2. Application of methodology(ies), page 14.	Verified changes made in Part II Section B.2.3 and hence CL6 is closed.
CL7 Please clarify why baseline emission determination formula has been described repeatedly in section B4. Description of baseline scenario and section B.6.1 Estimation of emission reductions of a generic CPA.	Part II B.4.1	The PoA-DD has been revised in in section B4. Description of baseline scenario. The baseline determination procedure and formula only described in B.6.1. Explanation of methodological choices, page 18-24.	Verified changes made in Part II Section B.4.1 and hence CL7 is closed.
CL8 Please clarify how each generic CPA meets the eligibility criteria no 6 in the PoA-DD.	Part II B.5.1	In PoA-DD PART II. Generic component project activity (CPA) under the B.5. Demonstration of eligibility for a generic CPA, it has been described on the requirements of each CPA that must be fulfilled before included in the PoA. Every CPA must justify and demonstrate based all eligibility criteria listed, which is including confirmation of additionality of the generic CPA. Eligibility criteria of this PoA follow the Standard for the Development of Eligibility Criteria for the Inclusion of a Project Activity as a CPA Under the PoA (EB63 Annex 3).	Verified changes made in Part II Section B.5.1 and hence CL8 is closed.
CL9 Please clarify data and parameters monitored in section B.7.1 are determined by a sampling approach? If so, please clarify the description of the sampling plan.	Part II B.7.2.2	No sampling approach is used. Every data and parameters in section B.7.1 will be monitored and recorded during the crediting period.	Verified no sampling approach is used, hence CL9 is closed.



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<p>CAR1 The eligibility criteria did not cover the specifications of technology/measure including the level and type of service, performance specifications including compliance with testing/certifications.</p>	<p>Part II B.2.3</p>	<p>The eligibility criteria only focus on the type of measures that reduce GHG from vehicles by either energy efficiency or fuel switch.</p> <p>All technologies eligible under AMS-III.S Version 3 methodology or later updates are applicable to be use by the CPA of this PoA.</p> <p>The level and type of service, performance specifications including compliance with testing/certifications are already covered and described at CPA level in CPA-DD section A.5. Technical description of the CPA and D.4. Description of the baseline scenario.</p>	<p>Verified changes have been in Part II Section B.2.3 and hence CAR1 is closed.</p>
<p>CAR2 In the PoA it stated that each CPA must demonstrate additionality by applying the "Attachment A to Appendix B" or the "Guidelines for demonstrating additionality of microscale project activities". However, in the first CPA, the additionality was demonstrated by applying "Non-binding best practice examples to demonstrate additionality for SSC project activities".</p>	<p>Part II B.2.6.1</p>	<p>Every CPA must demonstrate additionality by applying the "Guidelines on the demonstration of additionality of small scale project activities" Version 09.0, formerly known as Attachment A of Appendix B (EB 68, Annex 27) or future updates".</p> <p>If the CPA aims to achieve emission reductions at a scale of no more than 20 ktCO₂e per year, the "Guidelines for demonstrating additionality of microscale project activities" version 3 or future update can be used.</p> <p>The PoA-DD has been revised in section B.2. Eligibility criteria for inclusion of a CPA in the PoA page 6 and section B.5. Demonstration of eligibility for a generic CPA page 15-16.</p>	<p>Verified the response from project participant and hence CAR2 is closed.</p>
<p>CAR3 No description of sampling was provided.</p>	<p>Part II B.3.3</p>	<p>No sampling will be used for the CPA of this PoA. The CPA will be verified individually.</p>	<p>Verified no sampling will be used and each CPA will be verified individually. Hence CAR3 is closed.</p>



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<p>CAR4</p> <p>(i) Data and parameters that are to be reported ex-ante were not included calculation of leakage emissions.</p> <p>(ii) Wrong description of baseline emission parameter i.e $dp_{i,y}$ in page 23 of PoA-DD.</p>	<p>Part II B.6.2.1.</p>	<p>Data and parameter for leakage calculation has been included in PoA-DD section B.6.2. Data and parameters that are to be reported ex-ante and section B.7.1. Data and parameters to be monitored by each generic CPA. The PoA-DD has been revised in in section B.6.2. Data and parameters that are to be reported ex-ante and section B.7.1, page 25-26 and page 31-40.</p> <p>Description of baseline emission parameters have been corrected in both sections as above.</p>	<p>Verified data and parameter for leakage calculation has been included in PoA-DD and description of baseline emission parameters have been corrected. Hence CAR4 is closed.</p>
<p>CAR5</p> <p>Relevant equation been applied for baseline emissions and project emissions and baseline emission reduction calculation but equation for leakage emission calculation is not provided.</p>	<p>Part II B.6.3.1</p>	<p>Equations and explanation for leakage emission calculation have been provided in section B.6.1. Explanation of methodological choices, page 20-24.</p> <p>Section B.6.3. An Ex-ante calculation of emission reductions has been revised in page 27-30.</p>	<p>Verified equations for leakage emission calculation have been provided and hence CAR5 is closed.</p>