



**CDM: Response form for request for clarification on
Approved Methodologies
(version 01.1)**

<i>Date of Meth Panel meeting:</i>	7 - 11 March 2011
<i>Title and number of request for clarification</i>	Request for clarification regarding the cargo transportation AM_CLA_0196

Summary of the query:

Please use the space below to summarize the request for clarification on the related approved methodologies.

The approved baseline and monitoring methodology AM0090 “Modal shift in transportation of cargo from road transportation to water or rail transportation” is applicable to project activities that result in modal shift in transportation of a specific cargo (excluding passengers) from road transportation using trucks to water transportation using barges or ships or rail transportation.

The applicability conditions of the methodology relevant to this request for clarification are shown below:

- The cargo is transported from the same origin (point A) to the same destination (point B) throughout the whole crediting period. These two points and transportation routes are defined in the CDM-PDD at the validation of the project activity and are fixed along the crediting period;
- Under the project activity, the route from origin to destination may combine different transportation modes: trucks, ships, barges and/or rail but a part of the route must consist of either ships, barges or rail;
- Both in the baseline and project activity, only one type of cargo, owned by the project participants, is transported and no mix of cargo is permitted (this condition does not apply to the return trip cargo). The cargo type of the project activity is defined in the CDM-PDD at the validation of the project activity and is fixed along the crediting period;
- The most plausible baseline scenario, as identified per the section “Selection of the baseline scenario and demonstration of additionality”, is road transportation.

Furthermore, the methodology provides a table of default emission factors for road transportation per type of cargo (table 2). This table includes specific cargo types such as agricultural products, beverage, food products, etc., and a category described as “other manufactured articles”.

The request concerns a project activity in which:

The request then seeks clarification on three issues:

- (1) Can the points X and Y be taken as “origin” (point A) and “destination” (point B) as described in the applicability conditions of the methodology?
- (2) Is the methodology applicable if two different transportation modes (water and road) are used in the baseline scenario?
- (3) Can the different types of cargo described above (i.e. shoes, clothing, furniture, stationery, kitchenware) be taken as one single type of cargo (i.e. “other manufactured articles”) and therefore comply with the applicability conditions of the methodology and use the corresponding default emission factor from the Table 2 (Default emission factors for road transportation depending on the type of cargo transported)?

Recommendation by the Meth Panel:

Please use the space below to provide amendments /changes (in your expert view, if necessary).

Not applicable.

Answer to authors of the request for clarification by the Meth Panel :

Please use the space below to provide an answer to the authors of the above query

The Meth Panel clarifies the following:

(1) Origin and Destination

Points X and Y cannot be taken as “origin” (point A) and “destination” (point B) as described in the applicability conditions of the methodology:

- The methodology was developed for a very specific situation in which the owner of the cargo (e.g. a facility producing the cargo at point A) transports it to another point where it is going to be used or further processed (e.g. a facility located at point B), using a transport infrastructure which is mainly dedicated to the transportation of that cargo. The methodology does not provide procedures that assess emissions from ‘complementary transportation routes and modes’ in the baseline situation. The treatment of ‘complementary transportation routes and modes’ is only included in the project scenario.
- The inclusion of several origins and destinations considering that the project transports mixed cargo types poses an additional challenge, which is to ensure that the methodology conservatively addresses situations in which the project activity could attract new users to the project activity route, shifting transportation from other routes/modes which were outside the initial analysis of baseline and additionality, with an uncertain impact in emissions.

Nevertheless the Meth Panel recognizes the potential of expansion of this methodology to the case described and would encourage project participants to submit a request for revision of the methodology in order to cover that case, particularly if the ‘complementary transportation routes and modes’ remain the same in the project activity as in the baseline scenario (i.e. they are not affected by the implementation of the project activity).

- (2) The methodology is not applicable if two different transportation modes are used in the baseline scenario. The methodology is applicable only if road transportation is used between origin and destination in the baseline scenario. The methodology does not provide procedures to calculate the emissions from other transportation modes in the baseline except for road transportation. The Meth Panel however, recognizes the potential of expansion of this methodology to the case described and would encourage project participants to submit a request for revision of the methodology in order to include that case.
- (3) The type of cargo defines (i) the emission factor according to table 2 and (ii) may also define the points of origin and destination.

Regarding emission factors (i), as long as the cargo transported does not correspond to one of the other types of cargo described in table 2 (Default emission factors for road transportation depending on the type of cargo transported), the different types of cargo described above (i.e. shoes, clothing, furniture, stationery, kitchenware) can be taken as one single type of cargo defining one emission factor (i.e. “other manufactured articles”) and use the corresponding default emission factor from table 2.

Regarding points of origin and destination (ii), the cargo type is only the same if all goods in one cargo type have also the same origin and destination.

Signed by the Chair, Mr. Lex de Jonge

Date: 07/02/2011

Signed by the Vice-Chair, Mr. Philip Gwage

Date: 07/02/2011

Information to be completed by the secretariat

F-CDM-AM	AM_CLA_0196
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