



**CDM: Response form for Request for revision of approved methodologies  
(version 01.1)**

<i>Date of Meth Panel meeting:</i>	23 January - 27 January 2012
<i>Title and number of Request for revision</i>	Extension of the methodology AM0090 for multiple origin points and multiple destination points, apart from the inclusion of transport made by containers, regardless of the type of goods transported, taking into account the tare and the weight of the container  AM_REV_0225
<b><u>Summary of the query:</u></b> Please use the space below to summarize the request for revision on the related approved methodologies.	
<p>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.</p> <p>This request for revision:</p> <ul style="list-style-type: none"> <li>• Expands the applicability to situations where:             <ul style="list-style-type: none"> <li>– Owner of the cargo may or may not be the project participants.</li> <li>– Cargo is transported in many routes (but each route has fixed point of origin and destination).</li> <li>– Different types of cargo can be transported in the baseline and project activity.</li> </ul> </li> <li>• Includes an option to determine baseline emission factor for transportation of cargo based on specific fuel consumption for transportation of cargo by trucks based on official data;</li> <li>• Includes an option to calculate the project emissions from fossil fuel combustions based on specific fuel consumption data reported by companies operating the vehicle categories either of all units or of a representative sample of comparable units (comparable technology, vintage and size); and</li> <li>• Includes an option to calculate the project emissions from transportation of cargo in complementary routes based on specific fuel consumption data reported by companies operating the vehicle categories either of all units or of a representative sample of comparable units (comparable technology, vintage and size).</li> </ul>	
<b><u>Recommendation by the Meth Panel:</u></b> (a) Please use the space below to provide amendments /changes (in your expert view, if necessary).	
Not applicable.	
(b) Please use the space below for providing guidance, as per Para 93 of EB25 Report, on what type of projects need to revise the PDD as a consequence of the suggested revision, if the recommendation is to revise the methodology.	
Not applicable.	

**Answer to authors of the request for revision by the Meth Panel :**

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

The Meth Panel recommends not to approve the request for revision.

The Meth Panel provides the following reasons for not accepting the request for revision, concerning specific changes proposed in this request:

(1) Expansion of the applicability to a situation where owner of the cargo may or may not be the project participants.

The requirement contained in the current version of the methodology, regarding the owner of the cargo being one of the project participants, is to ensure that the decision to select the mode of transport lies with the owner of the cargo. This is an important issue for the baseline transport mode and the additionality of the project activity. If the owner of the cargo is not the project participants, then the entire baseline selection and additionality demonstration procedures have to be adapted.

(2) Expansion of the applicability to a situation where cargo is transported in many routes (but each route has fixed point of origin and destination).

The purpose of limiting the applicability of the existing version of the methodology to a situation where cargo is transported in one route is to simplify the baseline selection and demonstration of additionality procedure. Therefore, if the methodology is expanded to a situation where cargo is transported in more than one route, the baseline selection and demonstration of additionality has to be carried out for each route and the procedures in the methodology have to be adapted accordingly.

(3) Expansion of the applicability to a situation where different types of cargo can be transported in the baseline and project activity.

The purpose of limiting the applicability of the existing version of the methodology to a situation where only one type of cargo is transported is to simplify the: (i) baseline emissions calculation and provide default emission factor (in terms of g CO<sub>2</sub> per tonne.km) for each type of cargo; and (ii) baseline selection and additionality demonstration procedures. In case of different types of cargo being transported in the baseline and project, the emission factor has to be adjusted based on the density of the cargo. In addition, depending upon the types of cargo, the choice of baseline transport mode and the additionality of the project can be different. For example, some cargo needs to be transported in faster mode, (e.g. fresh flowers) than other cargo (e.g. oil).

(4) Proposal to include an option to determine baseline emission factor for transportation of cargo based on specific fuel consumption for transportation of cargo by trucks based on official data.

The methodology contains two options to determine the baseline emission factor for transportation of cargo. One of the options provides default factors based on types of cargo. Therefore, the Meth Panel could not accept the proposal to include another option based on specific fuel consumption for transportation of cargo by trucks based on official data. Since small differences in specific fuel consumption may have a large impact on the resulting emission reductions in transport projects, the project participants should justify that the proposed option is conservative. The proposed revision does not include a procedure to ensure the conservativeness of the included option to determine baseline emission factor for transportation of cargo.

(5) Proposal to include an option to calculate the project emissions from fossil fuel combustions based on specific fuel consumption data reported by companies operating the vehicle categories either of all units or of a representative sample of comparable units (comparable technology, vintage and size). ~~and~~

Since the project activity is under the control of the project participants, the preferred and already included approach to determine project emission is to directly monitor it. Therefore, the Meth Panel would like to emphasize that the existing approach is appropriate for this project emission source.

(6) Proposal to include an option to calculate the project emissions from transportation of cargo in complementary routes based on specific fuel consumption data reported by companies operating the vehicle categories either of all units or of a representative sample of comparable units (comparable technology, vintage and size).

Since the project activity is under the control of the project participants, the preferred and already included approach to determine project emission is to directly monitor it. Therefore, the Meth Panel would like to emphasize that the existing approach is appropriate for this project emission source.

Signed by the Chair, Mr. Philip Gwage

Date: 27/01/2012

Signed by the Vice-Chair, Mr. Lex de Jonge

Date: 27/01/2012

Information to be completed by the secretariat	
F-CDM-AM	AM_REV_0225
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