CDM: Recommendation Form for Small Scale Methodologies (version 01)

(To be used for presenting questions/proposals/amendments to the simplified methodologies for small-scale CDM project activity categories)

Date of SSC WG meeting:	16–19 February 2010, SSC WG 24
Title/Subject (give a small title or specify the subject of your submission, maximum 200 characters):	Inclusion of additional vehicle types in AMS-III.S and clarification of definition of routes and zones for public utility vehicles
Indicative methodology to which your submission relates (refer the items of Appendix B of the Simplified Modalities and Procedures), if applicable.	AMS-III.S
Name of the authors of the query:	Rean Tirol / William Alcantara Institution: eSAVE Inc. Philippines reantirol@gmail.com, william.alcantara@gmail.com

Summary of the query:

Please use the space below to summarize the query related to SSC methodologies/categories SSC Modalities and Procedures provide recommendation/analysis of the SSC WG.

Original text from PP:

This request for revision proposes additional vehicle types to be covered under Paragraph 3 and the change of of route description in Paragraphs 1,5,7 of AMS III.S.

Project Description:

The project is the introduction of low emission passenger vehicles in a city in the Philippines. Options being considered are the introduction of brand new electric vehicles or retrofitting existing public utility vehicles. Considering the number of registered vehicles in the country, 51% are motorcycles/tricycles, 27% are utility vehicles like jeeps and vans used for ferrying passengers. In the proposed project site, 70% of registered vehicles are public utility motorcycles /tricycles while 23% are public utility jeepneys/commuter vans. The size of roadways, population density and vehicle cost appear to influence the nature of transport. With these facts, it is therefore not surprising to find that key modes of public transport are tricycles, and utility vehicles such as jeepneys and passenger commuter vans.

Tricycles are typically a metal side car or body pulled by a carbureted two stroke motorcycle. This causes a lot of GHG and pollutant emissions. Jeepneys were originally military Jeeps left behind by US troops, converted to accommodate passengers. Today Jeepneys retain the same look but are powered by powerful minibus diesel engines. In essence, Jeepneys are minibuses. Shuttle vans are vans operated like Jeepneys. These have a considerable following as they are the more comfortable airconditioned "Jeepneys". With the dominance of these modes of transport, any GHG reduction effort in the transport sector must include these vehicle types to be successful. It is therefore proposed that public utility vehicles such as passenger tricycles, jeepneys and shuttle vans be included in the coverage of the methodology.

Paragraph	From	To
3	Types of vehicles covered by the methodology include: - Busses (public transport); - Trucks (freight transport).	Types of vehicles covered by the methodology include: - ***Public Utility Vehicles*** such as Buses, ***Jeepneys, Commuter Vans, and Tricycles*** (public transport); - Trucks (freight transport).

Specifically, the proponent recommends the amendments to the following sections:

Routes

With the proposal to include the above mentioned modes of transportation, it its therefore worthwhile to revisit the requirement for fixed routes. The transport system in the Philippines operates closer to a demand responsive model. While Jeepneys, Commuter Vans and Buses operate in a prescribed route, like their developed country counterparts, they do not have fixed pick-up/drop-off points or times. In some cases, Commuter Vans operate as "garage to terminal" express vehicles where they load passengers in a garage and leave for a designated terminal, dropping off passengers along the way. In this mode, the vans do not leave unless they are filled to capacity nor do they pick-up passengers along the way. The above mentioned modes are given prescribed routes of operation by the country's Land Transportation Franchising and Regulatory Board and are expected to comply with the geographical and rate requirements of the route.

In the case of tricycles regulation is done by the Transport Franchising Board of the Local Government Units (Municipalities and Cities). Routes are defined by these bodies but serve more as boundary conditions to define the approved zone for operation. The vehicles are not expected to travel from one end of the route to another but rather are expected to service the between the different points in the route. For example in a route with four major points A → B → C → D, a vehicle may queue up at B or C to service passengers going to point A or D. There are also cases where a vehicle may queue up at B just to service passengers going to C and after doing so would go back to B. There are also cases where a passenger will hire the whole vehicle to travel along the route or to perform a "garage to door" delivery typically less than 500m from a point in the route.

Using the strictest definitions of fixed route, which include the elements of a prescribed physical route, fixed pick-up/drop-off points and fixed pick-up/drop-off times, none of the transport systems in the Philippines will be eligible for CDM. It is therefore recommended that any reference to fixed route be changed to operating routes as defined by regulating authorities.

In this regard, the proponent requests the consideration of the following revisions:

Paragraph	From	To
1	This methodology is for project activities introducing low-greenhouse gas emitting vehicles for commercial passenger and freight transport, operating on a number of identified fixed routes.	This methodology is for project activities introducing low-greenhouse gas emitting vehicles for commercial passenger and freight transport, operating on a number of identified ***pre-defined, regulated*** routes.
5	The fixed routes along which the vehicles operate;	The ***operating routes or zones, as defined by the appropriate transport regulating or franchising authority,*** along which the vehicles operate;
5	The vehicles that are in use on that each fixed route before and after project implementation.	The vehicles that are in use on that each ***defined*** route ***or zone*** before and after project implementation.
7	The area covering the ***fixed*** route along which these vehicles operate (to end point);	The area covering the route along which these vehicles operate (to end point);

Recommendation by the SSC WG:

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

Please refer to paragraph 4 of the meeting report of the SSC WG 24 (http://cdm.unfccc.int/Panels/ssc_wg).

Answer to authors of query by the SSC WG:

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

The small-scale working group of the CDM Executive Board would like to thank the author for the submission.

The SSC WG agreed to clarify that introduction of different vehicles like jeepneys, commuter vans and tricycles in principle can be included in AMS-III.S, as the current provisions of the methodology does not require captive fleet as a measure to have control on the claim of emission reductions.

The SSC WG further agreed not to accept the proposed revision to the definition of identified fixed routes since the methodology would not be internally consistent and the relevant requirements as per paragraph 4 of AMS-III.S would not be ensured in that case. The proposed revision regarding pre-identified routes/zones does not provide the monitoring procedure to demonstrate that the level of service provided is unlikely to change before and after the project activity and does not ensure that a modal switch in transport will be avoided due to project implementation (e.g., shift from bus transport to underground train system). The project proponent is encouraged to propose a request for revision to address monitoring provisions and relevant procedures for a dynamic baseline identification of the routes that will be affected by the project activity, such as the length and characteristics of pre-defined routes/and or zones and the vehicles that are in use on each route before and after project implementation. Furthermore clarity is needed on how the parameters such as average distance, number of passengers commuted, consistent frequency of operation etc. would be monitored and also how data would be retrieved for the baseline determination.

Signature of SSC WG Chair ……..

(Peer Stiansen)

Date: 19/02/2010

Signature of SSC WG Vice-Chair ……..

(Hugh Sealy)

Date: 19/02/2010

Information to be completed by the secretariat	
SSC-Submission number	SSC_375
Date when the form was received at UNFCCC secretariat	19 February 2010
Date of transmission to the EB	19 February 2010
Date of posting in the UNFCCC CDM web site	19 February 2010