



CDM: Recommendation form for Small Scale Methodologies (Version 01.1)

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

| | |
|--|--|
| Date of SSC WG meeting: | 05–08 March 2012, SSC WG 37 |
| Title/Subject (give a small title or specify the subject of your submission, maximum 200 characters): | Clarification on the monitoring requirement regarding the use of Bio-CNG in AMS-III.AQ |
| Indicative methodology to which your submission relates <i>(refer the items of Appendix B of the Simplified Modalities and Procedures), if applicable:</i> | AMS-III.AQ "Introduction of Bio-CNG in transportation applications" |
| Name of the authors of the query: | Sandro Marostica Institution: Bunge Emissions Group sandro.marostica@bunge.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 Stakeholder:

The request for clarification refers to the Monitoring parameters in the methodology:

37. In case of paragraphs 13 and 15 the filling stations must be equipped with following devices/systems:

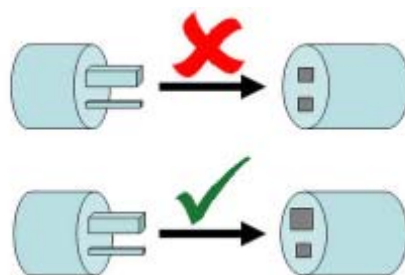
- (a) Automatic Number Plate Recognition (ANPR); or Electronic Vehicle Identification (EVI);
- (b) Automatic locking and unlocking function of dispenser directly controlled by equipped device/system responsible for project vehicle identification to ensure that all the Bio-CNG that is produced is only consumed in the project vehicles;
- (c) System for logging of the data on quantity of Bio-CNG filled into identified project vehicles;
- (d) Natural gas analyzer capable of analyzing ethane and propane to ensure that the gas delivered to the vehicle by the dispenser does not contain ethane or/and propane

Pertaining to devices/systems that must be equipped at the filling station:

The Poka Yoke system is a simpler and an intelligent key/lock system. "Poka-yoke" is a Japanese term that means "fail-safing" or "mistake-proofing". A poka-yoke is any mechanism in a lean manufacturing process that helps an equipment operator avoid (yokeru) mistakes (poka). Its purpose is to eliminate product defects by preventing, correcting, or drawing attention to human errors as they occur. The concept was formalized, and the term adopted, by Shigeo Shingo as part of the Toyota Production System.

There are two basic types of poka-yoke systems: The control poka-yoke does not allow a process to begin or continue after an error has occurred and second type of poka-yoke provides some type of warning when an error occurs.

Diagrammatic representation of the technology:



Moreover, the term can refer to any behavior-shaping constraint designed into a process to prevent incorrect operation by the user. Thus, the system will have technology and design that will only allow the use of Bio-CNG by specific fleet i.e. vehicles under project boundary only and the vehicles under project boundary will have the system en suite.

Now, a clarification is requested whether the filling stations equipped with "Poka Yoke system" in place of the system mentioned in the methodology as per 37 (a) and (b) is accepted as monitoring by the Poka Yoke system will suffice the same requirement of monitoring as prescribed.

Recommendation by the SSC WG:

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

Please refer to paragraph 21 of the meeting report of the SSC WG 37
<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 it is the role of the DOE to validate whether or not the project equipment (i.e., the Poka Yoke system in this query) satisfies the conditions (a) and (b) in paragraph 37 of the methodology, which lists the required characteristics of the filling station. If the system described by the stakeholder does not precisely meet the requirements of (a) and (b) in paragraph 37 but performs the same functions, then the stakeholder is invited to propose a request for revision to the methodology, in accordance with footnote 4 of the methodology.

Signature of SSC WG Chair: Mr. Peer Stiansen

Date: 08/06/2012

Signature of SSC WG Vice-Chair: Ms. Fatou Gaye

Date: 08/06/2012

SECTION TO BE FILLED IN BY THE UNFCCC SECRETARIAT

| | |
|---|--------------|
| SSC-Submission number: | SSC_626 |
| Date when the form was received at UNFCCC secretariat: | 08 June 2012 |
| Date of transmission to the EB: | 08 June 2012 |
| Date of posting in the UNFCCC CDM web site: | 08 June 2012 |

History of the document

| Version | Date | Nature of revision(s) |
|--|---------------|---|
| 01.1 | 12 April 2012 | Editorial changes to include new logo and other improvements. |
| 01.0 | 2005 | Initial publication. |
| Decision Class: Regulatory Document Type: Form Business Function: Methodology | | |