



**Approved baseline and monitoring methodology/  
methodological tool clarification response form  
(Version 02.0)**

**INFORMATION TO BE COMPLETED BY THE SECRETARIAT OR PANEL/WG**

<b>Date and number of Panel/WG meeting:</b>	26–29 August 2013, SSC WG 41
<b>Title/Subject of the request for clarification:</b>	Clarification on AMS-III.S (version 04) regarding sampling requirements and fixed route parameter
<b>Reference number of the request for clarification:</b>	SSC_691
<b>Exact reference (number, title and version) of the methodology or methodological tool to which the request for clarification applies:</b>	AMS-III.S – version 04 “Introduction of low-emission vehicles/technologies to commercial vehicle fleets”
<b>Fast track or Regular track:</b>	<input checked="" type="checkbox"/> Fast track <input type="checkbox"/> Regular track

**Summary of the request for clarification**

Original text from Stakeholder:

**Introduction**

The Technical Support Facility (TSF) under the Carbon Market Program of the Asian Development Bank is encouraging project proponents in its developing member countries (DMCs) to use CDM for promotion of GHG reducing projects. Currently, TSF is assisting the electric vehicle project in the Philippines which is being developed by the Department of Energy, Government of Philippines as a PoA. As part of ADB's assistance in developing this CDM project; ADB requested revision to AMS III S version 03 through SSC\_602 and SSC\_649: SSC WG responded to our request and revised AMS III S to version 04. Major issues addressed in the revision included removal of 'fixed route clause' from AMS III S.

Clarification on AMS III S Version 04

There are couple of clarifications which need to be sought with respect to methodology AMS III Version 04.

Current form of AMS III S has no requirement for fixed route. However, the term 'route' still appears in various monitoring parameters.

In case of e trike project the project vehicles will operate in same way as the baseline vehicles. This means that the vehicles will be travelling as per will of individual passenger and may not necessarily follow same route throughout the day or year.

Parameter  $P_{i,y,k}$ . (Total annual passengers transported by each project vehicle in year y on route k). *We are presuming 'route', is a generic term used for the whole area within which the vehicle is operating during the year.*

Similarly there is mention of route in case of other parameters as well.

Data parameter 13

Data / Parameter table 13.

Data / Parameter:	$D_{k,y}$
Data unit:	–
Description:	Distance of route $k$ in year $y$
Source of data:	Monitored through company/operators records
Measurement procedures (if any):	–
Monitoring frequency:	Annual
QA/QC procedures:	–
Any comment:	–

Data / Parameter table 14.

Data / Parameter:	$SL_{k,y}$
Data unit:	–
Description:	Service level in terms of total passengers or volume of goods on route $k$ in year $y$
Source of data:	Monitored from company/operator records, or vehicles based on, e.g. driver logs, route maps, and sales receipts
Measurement procedures (if any):	–
Monitoring frequency:	Annual
QA/QC procedures:	–
Any comment:	–

Data / Parameter table 15.

Data / Parameter:	$SL_{BL,k}$
Data unit:	–
Description:	Service level in terms of total passengers or volume of goods carried on route $k$ in the baseline
Source of data:	Determined from company/operators records, e.g. driver logs, route maps, sales receipts
Measurement procedures (if any):	–
Monitoring frequency:	At start of crediting period
QA/QC procedures:	–
Any comment:	–

Monitoring of parameters

Methodology parameter P,i, y, k deals with total number of passengers for each project vehicle in year  $y$  on route  $k$ . It will be too costly to do a 100 per cent measurement of this parameter on year round basis. Hence, we are planning to do this by sampling.

We intent to use similar sampling approach for the distance travelled by project vehicles as well.

Data / Parameter table 9.

Data / Parameter:	$P_{i,y,k}$
Data unit:	–
Description:	Total annual passengers or goods transported by <b>each project</b> vehicle in year $y$ on route $k$
Source of data:	Data monitored during the project, e.g. driver logs, <del>and</del> route maps, <del>plus</del> sales receipts/invoices, ticketing data
Measurement procedures (if any):	–
Monitoring frequency:	Annual
QA/QC procedures:	–
Any comment:	–

Data / Parameter table 12.

Data / Parameter:	$dp_{i,y}$
Data unit:	–
Description:	Annual average distance of transportation per person or tonne of freight by each project vehicle $i$
Source of data:	Monitored through company/operators records
Measurement procedures (if any):	–
Monitoring frequency:	Annual
QA/QC procedures:	–
Any comment:	–

We request SSC – WG to clarify if above approach is permitted. May we also request you to consider this request in fast track mode and clarify on priority? Thank you.

#### Clarification by the secretariat or Panel/WG

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

The small-scale working group would like to clarify that in the context of the methodology AMS-III.S version 4, where there is no requirement to identify or monitor 'fixed routes', the term 'route' may be interpreted in a general sense as 'A way or course taken in moving from a starting point to a destination in a regular line of travel'. Although the project activity vehicles may not necessarily follow the same routes as the baseline vehicles, they should operate within a designated area that is to be identified ex-ante at the time of validation. Therefore, within the PDD and for monitoring purposes, "route" may be interpreted as the zone or area within which a group of project vehicles travel.

With regards to the second query, regarding monitoring under this methodology, monitoring parameters may be determined by sampling and shall comply with the requirements of the most recent version of standard for 'Sampling and surveys for CDM project activities and programme of activities' along with the 'Guidelines for sampling and surveys for CDM project activities and programme of activities'.

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## Document information

<i>Version</i>	<i>Date</i>	<i>Description</i>
02.0	18 July 2013	Revised to remove the row “Date and signature of the chair and vice chair of Panel/WG”
01.0	4 July 2013	Initial publication. This document supersedes and replaces the following documents: <ul style="list-style-type: none"><li>• Recommendation Form for Small Scale Methodologies (F-CDM-SSCwg) (Version 01.1);</li><li>• Recommendation Form for Small Scale A/R Methodologies and Procedures (F-CDM-SSC-AR) (Version 01.1).</li></ul>
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