



## 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)*

<b>Date of SSC WG meeting:</b>	05–08 March 2012, SSC WG 37
<b>Title/Subject (give a small title or specify the subject of your submission, maximum 200 characters):</b>	Revision of AMS-III.AQ to cover modified diesel vehicles
<b>Indicative methodology to which your submission relates</b> <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"
<b>Name of the authors of the query:</b>	Sandro Marostica Institution: Bunge Emissions Group <a href="mailto:sandro.marostica@bunge.com">sandro.marostica@bunge.com</a>
<b>Summary of the query:</b>	
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.	
<p>Original text from Stakeholder:</p> <p>The methodology in its current version is applicable to carry out modification of gasoline vehicles to enable the use of Bio-CNG within the project boundary. Although, the methodology covers various types of transportation vehicles but is limited to CNG and modified gasoline vehicles.</p> <p>It is not however clear whether modification to diesel vehicles is also covered in this meth. Diesel vehicles make significant part of transportation vehicles. This may also be covered in the methodology. Modification to diesel vehicles could be included as there is no difference in technology and purpose of application.</p> <p>In order to make the methodology applicable to diesel vehicles which shall utilize Bio-CNG, we request you to kindly expand its applicability with minor change in methodology. We are attaching the edited methodology in track change mode for your reference.</p> <p>Further input received from PP:</p> <p><b>Q. Please provide more information with respect to your underlying project activity, in particular on the underlying technology. Will the project activity switch COMPLETELY from diesel to bio-CNG or will diesel still be used in the project vehicles (after engine modification)?</b></p> <p><b>Response:</b> Diesel will be blended along with bio-CNG in some proportions and only diesel will be used when there is non-availability of bio-CNG.</p>	
<b>Recommendation by the SSC WG:</b>	
Please use the space below to provide amendments / change (in your expert view, if necessary).	
Please refer to paragraph 14 of the meeting report of the SSC WG 37 < <a href="http://cdm.unfccc.int/Panels/ssc_wg">http://cdm.unfccc.int/Panels/ssc_wg</a> >.	

**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 not to recommend the proposed revision request because of the following reasons:

- 1) The possible change in fuel efficiency of the vehicle engine shall be considered. For example, in the case of retrofitting gasoline vehicle, as covered in the current version of AMS-III.AQ, this issue is addressed by using a discount factor in equation (2) of the methodology while calculating the amount of gasoline that would have been used in the absence of the project activity. In this case, a default value of 0.95 is used to account for a potential reduction in engine efficiency of converted vehicles that previously used gasoline.

In order to address this issue for converted diesel vehicles, the project proponent shall provide clear information with respect to the specific type and technology of the engine modification being proposed for co-combusting blended fuels. Furthermore, details, with justification, of the potential change in fuel efficiency of an engine retrofitted with this modification technology shall be provided. For example, the following two types of engine modification technology are known to the SSC WG for combusting blended fuels in diesel engines:

- Engine fumigation, which injects a gaseous or liquid fuel into the intake air stream of a compression engine. This fuel burns and becomes a partial contributor to the power producing fuel;
  - Direct injection of light fuel (e.g., Bio-CNG) into the combustion chamber.
- 2) Where applicable, the project proponent shall provide additional applicability conditions as well as monitoring requirements, as needed to the proposed engine retrofit technology.
  - 3) Project emissions related with the compression of the Bio-CNG shall be also considered.

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**

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**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