



**Approved baseline and monitoring methodology /
methodological tool clarification response form
(Version 03.0)**

INFORMATION TO BE COMPLETED BY THE SECRETARIAT OR PANEL / WG

Date and number of Panel / WG meeting:	27–29 September 2022 / MP 89
Title/Subject of the request for clarification:	Clarification on the transportation of cargo through ferry under AM0090
Reference number of the request for clarification:	AM_CLA_0300
Exact reference (number, title and version) of the methodology or methodological tool to which the request for clarification applies:	AM0090: Modal shift in transportation of cargo from road transportation to water or rail transportation --- Version 1.1.0
Fast track or Regular track:	<input type="checkbox"/> Fast track <input checked="" type="checkbox"/> Regular track

Summary of the request for clarification

Original text from CME:

The baseline and monitoring methodology AM0090, related to '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 type of cargo. We wish to subject a project for registration, that would result in substantial reduction in emission reductions. The project involves a ferry service by sea from Location (A) to Location (B) in Western India as well as in the reverse direction.

The ferry will involve transportation of both passengers and vehicles. These vehicles (trucks, cars and two wheelers) could be owned or not owned by the passengers from travelling from A to B as well from B to A.

The trucks carry cargo, which would have otherwise been transported by road covering a distance of more than 300 kms.

The commissioning/operation of the ferry service will avoid the long/ extended distance by road, which would have occurred in the absence of the project activity.

The condition of the project relevant to this methodology are shown below-

1 The Ferry Service has been operational between point A point B.

2. Due to the operations of the ferry service, the travel of vehicles by road from Point A to Point B route is avoided since the sea route/travel distance is only 90 Kms. (In case of road transportation the distance is more than 300 Kms).

3. This ferry carries only three type of vehicles such as trucks, cars, two wheelers and the respective vehicle owners/drivers. This project activity saves approximately 300 Km of travel distance by road and associated GHG emissions.

It may be noted there for passengers separate seating/cabins have been provided. The cargo is parked in on part of the ferry.

The project activity also meets the main applicability conditions as stated in the methodology AM 0090:

- The project participants has made at Direct investment in new infrastructure, including facilities (handling areas, ships/ferry vessel, barges, etc.) for water transportation.
- Note also that as this methodology is about a switch from road transportation using trucks to water transportation using barges or ships or rail transportation, most project activities can comply with these requirements. If required, project participant may submit a request for

revision to this methodology.

- Both in the baseline and project activity, only one type of cargo, owned by the project participants, is transported and no mix of cargo is permitted (this condition does not apply to the return trip cargo).
- The cargo type of the project activity is defined in the CDM-PDD at the validation of the project activity and is fixed along the crediting period.

We request a clarification on the following issues:

Can the ferrying of vehicles (trucks/cars and two wheelers) be considered as transportation of cargo.

The baseline and project activity consists of one type of cargo (i.e mobility/transportation vehicles such as trucks/cars etc.) ?

Clarification by the secretariat or Panel / WG

The Meth Panel would like to thank the author for the submission.

While in principle, the ferrying of cargo trucks could be considered as the transportation of cargo, the methodology does not contain default emission factors for that type of transportation.

Furthermore, one of the applicability conditions of the methodology in its current version is that the owner of the cargo should be one of the project participants, and this condition allows the determination of the baseline for the cargo (which includes identifying ex-ante the origin and destination of the cargo, the transportation route and the modes of transport used) and the assessment of additionality for the transport of the same cargo. The methodology also limits its application to one type of cargo for simplification, otherwise the baseline and additionality would have to be demonstrated separately for each type of cargo transported. Finally, the methodology is not applicable to the transportation of passengers.

Based on information provided by the author of the clarification request, the Panel clarifies that the current version of the methodology is not applicable to the proposed project activity since the methodology does not contain provisions for the transportation of vehicles containing cargo (i.e. considering that vehicles transporting cargo are a type of cargo). Furthermore, the project activity does not appear to comply with the requirement that the owner of the cargo is a project participant and with the exclusion of passengers. Although the author of the submission states that the project activity meets the main applicability conditions, the submission is not entirely clear as to which ones are met.

The Panel also recognizes that project activities that provide ferrying services for the transportation of trucks containing cargo could be a source of emission reductions; therefore, it would like to encourage the stakeholder to propose a revision to the methodology to expand its application to the transportation of cargo trucks by ferry, or to submit a new methodology. When proposing the revision, the author may wish to address the following issues:

- Propose approaches to identify ex-ante or ex-post the origin and destination of different type of cargo transported by the project activity;
- Propose approaches to demonstrate the baseline and the baseline emission factor for the type of cargo transported by the project activity;
- Propose approaches to demonstrate the additionality for each type of cargo transported, including how to incorporate the owner of the cargo in the investment analysis.

Version(s) of the approved methodology / methodological tool to which the clarification is applicable:

AM0090: Modal shift in transportation of cargo from road transportation to water or rail transportation ---
Version 1.1.0

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Document information

<i>Version</i>	<i>Date</i>	<i>Description</i>
03.0	13 May 2016	Revised to include the row "Version(s) of the approved methodology / methodological tool to which the clarification is applicable"
02.0	18 July 2013	Revised to remove the row "Date and signature of the chair and vice chair of Panel/WG (in case of clarification by Panel/WG)"
01.0	4 July 2013	Initial publication. This document supersedes and replaces the following documents: <ul style="list-style-type: none"> • Recommendation Form for Small Scale Methodologies (F-CDM-SSCwg) (Version 01.1) • Recommendation Form for Small Scale A/R Methodologies and Procedures (F-CDM-SSC-AR) (Version 01.1)
Decision Document Business Keywords: applying methodologies and tools	Type:	Class: Form, Function: Regulatory Clarification Methodology