# Transport Group: Recommendations

## Jyoti Parikh, Facilitator

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UNEP RISØ OECD

# Overview

- Baseline Principles
- Project Categories
- Baseline Calculation Methods
- Cross sector effects
- A Routine for Calculating Baselines

# Baseline Principles

- Environmental Integrity
- Transparent and verifiable data
- Simple involving low transaction costs
- Offering certainty to investor, and sustainable development fulfilled
- Standardised as far as possible

# 5 General Project Categories should be distinguished

(1) Changing the fuel efficiency of vehicles

(2) Changing the type of fuel that vehicles use

(3) Switching transport mode to one that is less GHG-intensive

(4) Reducing transport activity

(5) Increasing the load factor of vehicles

**Priority should be given to develop standardised baselines for (1) and (2)**

# Increase Access Projects

- In many countries, the demand for transport is suppressed. A new project may thus - despite efficiency gains of the individual vehicles - lead to increase total emissions.
- But from a (sustainable) development point of view these projects are important. Work and research needs to be done on how such projects can adequately be treated under the CDM.

# Baseline Calculation

- **Under each project category (1)-(5), standardized methods for calculation should be used. The following generic methods have been identified:**
  - Reductions with respect to BAU: trend in multiple parameters are estimated
  - Reduction in technical coefficient  X Activity
  - Reduction in activity X technical coefficient
  - Control groups - identification and monitoring of group necessary

# Cross sector effects --

## Should be considered if they are significant -

- Infrastructure: emissions from fuel distribution, gas pipeline, etc.
- Emissions from the production of fuels
- Vehicle production
  (moving production to NAI)
- Emissions from electricity generation: hydro vs. fossil fuel for rail transport, or for electric cars -- we found this point to be significant.

# Baseline Calculation Routine

- Step 1 : A project is initially categorized under project types (1) - (5)
- Step 2 : Direct emissions under this category are accounted for according to a standardized method.
- Step 3 : any ‘cross-cutting’ effects are identified with the following matrix

# Baseline Calculation

| Project Types | Changing the fuel efficiency of vehicles | | Changing the type of fuel that vehicles use | Switching transport mode to one that is less GHG-intensive | Reducing transport activity | Increasing the load factor of vehicles |
|---|---|---|---|---|---|---|
| | (A) | (B) | | | | |
| **1. Changing the fuel efficiency of vehicles (A)** | | | **(X) + or -** | | **X** (Rebound effect) | **((X))** |
| **2. Changing the fuel efficiency of vehicles (B)** | | | **(X) + or -** | **X** (+ for additional capacity, - for change in capacity) | **X** (+ for additional capacity, - for change in capacity) | **X** (+ for additional capacity, - for change in capacity) |
| **3. Changing the type of fuel that vehicles use** | **X (+, -)** | | | | **X** (Rebound effect) | |
| **4. Switching transport mode to one that is less GHG-intensive** | | | | | **X** | **X** |
| **5. Reducing transport activity** | **X** | | | | | **X** |
| **6. Increasing the load factor of vehicles** | **X (+)** | | | | **X (+, -)** | |

Note: This table needs to be read from left to right. For example, a project changing the fuel efficiency of a project may have an impact on the fuel type used, and may reduce transport activity. + stands for increase of emissions, - stands for increase in emissions as a result of a project activity. This list is very tentative.

# Baseline Calculation Routine

- **Step 4: …if the matrix indicates effects exist, then they should be accounted for in a standardised way.**
- **The recommendations include an ‘ad hoc’ method of how this could be done initially.**
- **Step 5: cross-sectoral effects should be identified, and taken account of if they are significant.**

# Conclusions

- Many open questions remain such as
  - How can additionality be evaluated? Can sustainable development be useful here?
- Evaluation of crediting lifetimes / revision intervals
- This process has been useful and needs to be continued.

# Conclusions

- Reference databases should be developed and made available to the public
- There is a need to develop robust methodologies to promote CDM projects that address suppressed demand
- Freight transport and passenger transport need to be certified