

Agenda item 4.1

Paragraph 22(c) of the annotated agenda

Revision to “AM0031: Bus rapid transit projects”

CDM EB 103

Bonn, Germany, 12 to 14 June 2019



- **Background:**
 - MP 77: while considering a post-registration change request, it was identified that the methodology does not cover situations where there are changes to the number of vehicles retired as a result of the increase in the population and consequent increase in the demand for buses;
 - EB 101: mandate to the MP to revise the methodology;
 - MP 78: draft methodology prepared
 - call for public inputs launched (12/03/2019 – 26/03/2019), no comments received
- **Purpose:** to address the situations indicated in the mandate from EB 101.



Key issues and proposed solutions

- Current version: if project is additional, baseline is the existing modes of transport (provided that they can meet the demand in the project scenario);
- Proposed revision: expands the baseline scenario by adding an option for possible expansion of the existing transport system using additional vehicles.

33. If the project activity is deemed to be additional, then the baseline scenario is assumed to be the continuation of the use of current modes of transport provided that the project participants can provide an explanation showing that the existing transport system (possibly expanded using additional vehicles) would be sufficient-able to meet the transportation demand that will be met by the project system.



Key issues and proposed solutions

- Additional changes:
 - Correcting inconsistencies:
 - Frequency for conducting the survey (years 1 and 4 of the crediting period);
 - Revision of equations (parameters added, conversion factors added);
 - Inclusion of missing parameters in section 5.8 (“Data and parameters not monitored”) and in section 5.9 (“Data and parameters monitored”);
 - Exclusion of parameters in section 5.9 (“Data and parameters monitored”) that do not need to be monitored.
 - Eligibility of the expansion of the existing bus rapid transit (BRT) system by adding new routes and lines;

2. The methodology is applicable to project activities that reduce emissions through the construction and operation of a new BRT system or lane(s) for urban road based transport. The methodology is also applicable to the construction and operation of the extensions of bus lanes of existing BRT systems or expansions of existing BRT systems (adding new routes and lines).



Impacts

The revision of the methodology will expand the application of the methodology, by including the increase in the population and consequent increase in the demand for buses in the project city or region.



Subsequent work and timelines

No further work is envisaged.



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Recommendations to the Board

The MP recommends that the Board adopt this draft revised methodology, to be made effective at the time of the Board's approval.

