



Approved consolidated baseline and monitoring methodology ACM0016

“Baseline Methodology for Mass Rapid Transit Projects”

I. SOURCE, DEFINITIONS AND APPLICABILITY

Sources

This consolidated baseline and monitoring methodology is based on the following proposed new methodologies:

- NM0258 “Methodology for Bus Lanes” developed by Grütter Consulting AG, Switzerland;
- NM0266 “Methodology for Rail Based Urban Mass Rapid Transit Systems (MRTS)” developed by Grütter Consulting AG, Switzerland.

This methodology also refers to the latest approved version of the following tools:

- “Tool for the demonstration and assessment of additionality”;
- “Tool to calculate baseline, project and/or leakage emissions from electricity consumption”.

For more information regarding the proposed new methodologies and the tools as well as their consideration by the CDM Executive Board (the Board) please refer to <http://cdm.unfccc.int/goto/MPappmeth>.

Selected Approach from Paragraph 48 of the CDM Modalities and Procedures

Existing actual or historical emissions, as applicable.

Definitions

For the purpose of this methodology, the following definitions apply:

Mass Rapid Transit Systems (MRTS) are collective urban or suburban passenger services operating at high levels of performance, especially with regard to travel times and passenger carrying capacity. They can be based on elevated, surface level or underground roads or rail systems. MRTS can be rail-based systems such as subways/metros, Light Transit Rail (LTRs) including trams or suburban heavy duty rail systems. MRTS can also be road-based bus systems. For the purpose of this methodology road-based MRTS are bus systems using bus-lanes (see below definition of bus lane), which can also be called Bus Rapid Transit (BRT) systems.

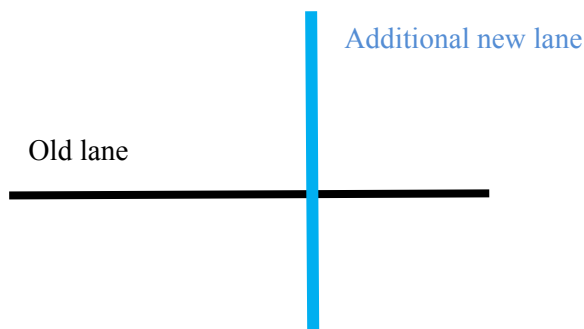
The larger urban zone (LUZ) of a city covers the whole functional zone around the city (including the core city) i.e. it corresponds to the commuting field around the city.

Bus lane (or trunk route) refers to a segregated lane where only buses are allowed to operate. Private vehicles are not allowed to use the bus lane. Exceptions such as emergency vehicles and taxis can apply. Bus lanes need not necessarily be physically separated from other traffic lanes. If no physical separation is realized then it must be ensured that enforcement takes place to prevent the usage of the bus lane through other vehicles. It is not a requirement that 100% of the route is a bus-only lane as buses might share lanes with other modes of transport e.g. at traffic crossings, bridges, tunnels, in narrow parts or on roads with limited traffic e.g. in suburban parts of the city. However to qualify for this methodology the included bus route must be in general a bus-only lane.

Extensions of bus lanes are those where the same bus operates the entire route i.e. passengers need not change from one bus to another bus when using the bus lane. The entire bus lane is thus composed of an existing or “old lane” and a “lane extension” (latter is the project activity).



Additional bus lanes are routes operated by different buses. Additional bus routes might share certain stations with an existing lane but passengers will have to switch buses if their trip involves stations on the “old” and the “new” lane.



Feeder routes refer to bus routes which have intersections with trunk routes and which “feed” passengers on the trunk routes. Feeder routes are those with less passenger demand and operate under mixed traffic conditions.

Extension of rail infrastructure is defined as adding additional kilometres along an existing rail-route.

Rebound Effect (or take-back effect) is the term used to describe the effect that the MRTS has on changing ‘consumer behaviour’ leading to additional trips. The rebound effect is an extension of the “Law of Demand”, a basic principle of economics, which states that if prices decline, consumption usually increases. If the MRTS project reduces traffic congestion, therefore reducing opportunity costs, it tends to increase total vehicle mileage. Generated Traffic is the additional vehicle travel that occurs when reduced congestion increases traffic speeds and reduces travel time.

Affected roads are the roads influenced by the establishment of the MRTS. Affected roads are those inside a radius of minimum 1 kilometer running parallel to the MRTS line (roads on both sides of the MRTS line are included). Only roads with large traffic volumes are included.

Applicability

This methodology applies to project activities that establish and operate a rail-based **Mass Rapid Transit System-MRTS** or segregated bus lanes in urban or suburban regions, including **Bus Rapid Transit systems (BRTs)**.

For BRTs with feeder plus trunk routes the methodology AM0031 is recommended as AM0031 is for BRTs where passengers can realize their entire trip on the project system. BRTs without feeder lines, i.e. passengers realize their trip partially on the project system and partially on conventional buses, cannot use AM0031 but can use this methodology.



The methodology is applicable under the following conditions:

The project constructs a new rail-based infrastructure or segregated bus lanes. In the case of rail systems the project needs to provide new infrastructure (new rail lines). In the case of bus lanes the project can be based on existing road infrastructure, but which separates physically bus lanes from mixed traffic. The segregated bus lanes or the rail-based MRTS replace existing bus routes (e.g. through scrapping units or through closing or re-scheduling existing bus routes) operating under mixed traffic conditions;

- The methodology is not applicable for operational improvements (e.g. new or larger buses) of an already existing and operating bus lane or rail-based MRTS;
- The methodology is not applicable for bus lanes replacing an existing rail-based system i.e. the existing urban or suburban rail infrastructure must remain fully (in its full length) operational;
- The methodology is applicable for passenger transport only;
- Any fuels including (liquified) gaseous fuels or biofuel blends, as well as electricity can be used in the baseline or project case. The following conditions¹ apply:
 - In the case of gaseous fossil fuels, the methodology is applicable if equal or more gaseous fossil fuels are used in the baseline scenario than in the project activity. The methodology is not applicable in its current form if more gaseous fossil fuel is used in the project activity compared to the baseline scenario;²
 - In the case of biofuels, project buses must use the same biofuel blend (same percentage of biofuel) as commonly used by conventional comparable³ urban buses in the country i.e. the methodology is not applicable if project buses use higher or lower blends of biofuels than those used by conventional buses. In addition, the project buses shall not use a significantly higher biofuel blend than cars and taxis.²
- The methodology is not applicable for the implementation of air and water-based transport systems;
- The project system partially replaces a traditional public transport system in a given city. The methodology cannot be used in areas where currently no public transport is available;
- The methodology is applicable for urban or suburban trips. It is not applicable for inter-urban transport.

In addition, the applicability conditions included in the tools referred to above apply.

¹ No provisions to calculate upstream emissions from the production of the fuels are provided in order to keep the methodology simple. Therefore, in order to ensure that the calculated emission reductions are conservative, this applicability condition aims to limit the use of the methodology to cases where the upstream emissions under the project activity are likely to be equal or lower than in the baseline scenario. Note that other methodologies involving fuel switch situations usually require the consideration of upstream emissions.

² Project proponents wishing to consider a higher consumption of gaseous fuels in the project activity than in the baseline may propose a revision of this methodology by adding the relevant upstream emission terms that a fuel switch towards gaseous fuels entails, taken e.g. from ACM0009. Similarly, project proponents wishing to consider project buses with a higher biofuel blend may propose a revision of this methodology based on future EB guidance on biofuels use.

³ Comparable means of the same fuel type e.g. project buses using diesel are compared with conventional buses using diesel etc. The comparison is made for each year of monitoring based on official fuels sold. The term commonly used refers to the majority of units.



Finally, this methodology is only applicable if the application of the procedure to identify the baseline scenario results in that a continuation of the current public transport system is the most plausible baseline scenario.

II. BASELINE METHODOLOGY

Project Boundary

The spatial extent of the project boundary encompasses the larger urban zone of the city-urban area in which the project takes place. It is based on the origins and destinations of passengers using the project system. As the project cannot control the trip origins or destinations of passengers the spatial area of the project is the entire larger urban zone of the city-or metropolitan/urban area in which the project operates.

The project only includes emission reductions from the MRTS lanes as outlined in the PDD. If any MRTS lane would in a later stage be extended (prolonged) beyond the originally planned route detailed in the PDD then emission reductions can only be claimed for the original lane included in the PDD.

In case of using electricity from an interconnected grid or captive power plant for the propulsion of the transport system, the project boundary also includes the power plants connected physically to the electricity system that supply power to the project, and/or the captive power plant. Please refer to the “Tool to calculate baseline, project and/or leakage emissions from electricity consumption”.

The greenhouse gases included in or excluded from the project boundary are shown in **Table 1**.

Table 1: Emissions sources included in or excluded from the project boundary

| | Source | Gas | Included? | Justification |
|-------------------|--|------------------|-----------|--|
| Baseline Scenario | Mobile source emissions of different modes of transport due to the trips made by the passengers using the MRTS | CO ₂ | Yes | Major emission source |
| | | CH ₄ | Yes | Included only if gaseous fuels are used. Vehicle tailpipe CH ₄ emissions are excluded for liquid fuels. Combined CH ₄ and N ₂ O emissions make less than 2% of total CO ₂ eq emissions in diesel/gasoline vehicles. Its omission in baseline as well as project emissions is conservative as fuel consumption and thus also CH ₄ emissions are reduced through the project |
| | | N ₂ O | No | Combined CH ₄ and N ₂ O emissions make less than 2% of total CO ₂ eq emissions in diesel/gasoline vehicles. Its omission in baseline as well as project emissions is conservative as fuel consumption and thus also CH ₄ emissions are reduced through the project |



| | Source | Gas | Included? | Justification |
|------------------|--|------------------|-----------|---|
| Project Activity | Mobile source emissions of the project transport system (MRTS) due to the trips made by the passengers using it | CO ₂ | Yes | Major emission source |
| | | CH ₄ | Yes | Included only if gaseous fuels are used. See argument above |
| | | N ₂ O | No | See argument above |
| | Mobile source emissions of different modes of transport due to the trips made by the passengers using the MRTS, from their trip origin to the MRTS and from the MRTS to their trip destination | CO ₂ | Yes | Major emission source |
| | | CH ₄ | Yes | Included only if gaseous fuels are used. See argument above |
| | | N ₂ O | No | See argument above |
| Leakage | Emissions due to changes of the load factors of taxis and conventional buses; and due to congestion change (incl. change of vehicle speed and induced traffic (rebound effect)) | CO ₂ | Yes | Major emission source |
| | | CH ₄ | Yes | Included only if gaseous fuels are used. See argument above |
| | | N ₂ O | No | See argument above |

Procedure for the identification of the most plausible baseline scenario and demonstration of additionality

Project participants shall determine the most plausible baseline scenario and demonstrate additionality through the application of the following steps:

Step 1: Identification of alternative scenarios to the proposed CDM project activity that are consistent with current laws and regulations

Apply Step 1 of the latest approved version of the “Tool for the demonstration and assessment of additionality”. In applying Step 1a of the tool, the following alternative scenarios should, *inter alia*, be considered:

- The proposed project activity not being registered as a CDM project activity;
- The proposed project activity being implemented at a later date in the future, without being registered as a CDM project activity;
- The continuation of the current public and individual transport systems, including (future) investments in road based infrastructure if applicable;
- Transport systems which are different to the proposed project activity, e.g. if a bus lane is the project activity then alternatives might be a metro and reverse.

The alternative scenarios assessed can include combinations of public transport systems and individual modes of transportation, such as passenger cars, taxis, motorcycles and non-motorized transport. The alternatives should be assessed in a dynamic framework for the entire crediting period, taking into account the evolutions foreseen during this period (e.g. the growth of the larger urban zone of the city and the related increase of demand for transport services).



Step 2: Investment analysis

Apply Step 2 of the latest approved version of the “Tool for the demonstration and assessment of additionality”. Conduct an investment comparison analysis for all alternatives that are remaining after Step 1. Use the NPV as indicator.

The investment analysis should be undertaken from the perspective of the operator of the public transportation system of the city or urban area, reflecting the costs and revenues from the perspective of the operator. If the project is subsidized through public authorities (e.g. the central government), e.g. through grants which do not need to be repaid, the financial assessment is made including as investment the total system costs minus any such public subsidies. If the project operator is owned by the municipality or city authority, then any subsidies or investments of the latter should be included in the calculations, i.e. subsidies by the municipality or city authority should be considered as a capital investment by the project operator and not be subtracted from the total system costs.

In applying the investment comparison analysis, cost overruns of former investments in MRTS or reduced revenues of former MRTS investments compared to original projections, which make new investments less viable and riskier, can be considered in the investment analysis. In this case, project participants should evaluate the cost overruns or reduced revenues of former MRTS that were implemented in the same host country in the last 20 years at the time of project start. Information on originally projected and actually observed costs/revenues should be based on official and public data. As a conservative approach, the lower end of the range of cost-overruns or reduced revenues observed over this period should be assumed for the project MRTS.

- ***If the sensitivity analysis is not conclusive, then the alternative to the project activity with least emissions among the alternative scenarios is considered as baseline scenario. If the sensitivity analysis confirms the result of the investment comparison analysis, then the most economically or financially attractive alternative scenario is considered as baseline scenario;***
- ***If the alternative considered as baseline scenario is the “proposed project activity undertaken without being registered as a CDM project activity”, then the project activity is not additional. Otherwise, proceed to Step 3.***

Step 3: Common practice analysis

The investment analysis shall be complemented with an analysis of the extent to which the proposed project type has already diffused in host country. This test is a credibility check to complement the investment analysis (Step 2). **Collect information which cities or urban areas with more than 1 million inhabitants have already implemented a MRTS, including metros (underground, elevated or surface level), LTR (Light Transit Rail) including trams, and BRT (Bus Rapid Transit system) including bus lanes. The proposed project activity is regarded as common practice if MRTS have already been implemented in 50% of the cities with more than 1 million habitants in the host country without using the CDM. For the purpose of the common practice analysis, a set of cities for comparison with the city of the project activity is defined as follows:**

- **If the larger urban zone (LUZ) of the city of the project activity contains more than one million inhabitants, then the set of cities for comparison includes all cities (including the city of the project activity) in the host country with a LUZ that contains more than 1 million inhabitants;**
- **If the LUZ of the city of the project activity contains less than 1 million inhabitants, then the set of cities for comparison includes all cities (including the city of the project activity) in the host country with a LUZ that contains between a half and one million inhabitants. If there are no cities in the host country with a LUZ between a half and one million inhabitants, then the geographical**

area must be expanded and the cities outside the host country with a LUZ counting between a half and one million inhabitants that are closest to the project location (using beeline) are also included in the set, until the set for comparison comprises of three cities.

Collect information on which cities in the considered set of cities for comparison have already implemented a MRTS. The proposed project activity is regarded as common practice if MRTS have already been implemented in 50% of the cities in the set of cities for comparison as defined above without using the CDM.

Baseline Emissions

Baseline emissions include the emissions that would have happened due to the transportation of the passengers who use the project activity, had the project activity not been implemented. This is differentiated according to the modes of transport (relevant vehicle categories) that the passengers would have used in the absence of the project.

Baseline emissions are calculated per passenger surveyed. For each passenger surveyed the individual baseline emissions are calculated and multiplied with the individual expansion factor thus getting the baseline emissions of all passengers of the specific week surveyed. These are multiplied with the total of the passengers of the period to arrive at baseline emissions. The following steps should be followed:

Step 1: Conduct a survey, following the procedures presented in Annex 4, in which for each surveyed passenger, the trip distance per transport mode that would have taken place in the baseline is determined.

Step 2: Calculate the individual baseline emissions for each surveyed passenger (equation 2 below).

Step 3: Apply an individual expansion factor to each surveyed passenger in accordance with the survey sample design (as defined in Annex 4), and summarize these to get the total baseline emissions of the period (week) surveyed. To get the annual (or monitoring period) baseline emissions the baseline emissions of the surveyed period (week) are calculated per passenger of the period (week) and multiplied with the total passengers transported per year (or monitoring period), as per equation 1 below.

Step 4: Take the lower limit of the 95% confidence interval as total baseline emissions.

$$BE_y = \frac{P_y}{P_{SPER}} \sum_p (BE_{p,y} \cdot FEX_{p,y}) \quad (1)$$

Where:

| | | |
|-------------|---|--|
| BE_y | = | Baseline emissions in the year y (gCO ₂) |
| $BE_{p,y}$ | = | Baseline emissions per surveyed passenger p in the year y (gCO ₂) |
| $FEX_{p,y}$ | = | Expansion factor for each surveyed passenger p surveyed in the year y (each surveyed passenger has a different expansion factor) |
| P_y | = | Total number of passengers in the year y |
| P_{SPER} | = | Number of passengers in the time period of the survey (1 week) |
| p | = | Surveyed passenger (each individual) |
| y | = | Year of the crediting period |

The baseline emission per surveyed passenger p is calculated based on the mode used, the trip distance per mode and the emission factor per mode:

$$BE_{p,y} = \sum_i BTD_{p,i,y} \cdot EF_{PKM,i,y} \quad (2)$$



Where:

| | | |
|----------------|---|--|
| $BE_{p,y}$ | = | Baseline emissions per surveyed passenger p in the year y (gCO_2) |
| $EF_{PKM,i,y}$ | = | Emission factor per passenger-kilometre of mode i in the year y (gCO_2/PKM) |
| $BTD_{p,i,y}$ | = | Baseline trip distance per surveyed passenger p using mode i in the year y (PKM) |
| p | = | Surveyed passenger (each individual) |
| i | = | Relevant vehicle category |
| y | = | Year of the crediting period |

(1) Identification of the relevant vehicle categories (modes of transport)

The relevant vehicle categories i referred to in equation 2 above may include *inter alia*:

- Buses, differentiating between the sub-categories of large, medium and small buses, if appropriate. This includes also buses from bus lanes or BRTs which exist prior project activity. For the latter, emissions are determined separately (i.e. normal bus and bus from bus lane);
- Passenger cars;
- Taxis;
- Motorcycles;
- Tricycles or motorcycles with more than 2 wheels used for transporting passengers;
- Existing metro, rail, LTR (Light Transit Rail) or tram;⁴
- NMT (Non-Motorized Transport);
- Other vehicle categories.

The relevant vehicle categories should be clearly identified in the CDM-PDD.

If some vehicle categories are not explicitly identified or do not fit into one of the categories above, they should be subsumed in the survey as “others”. Baseline emissions of this category are counted as 0-emissions.⁵ The index i is used to identify each relevant vehicle category (mode of transport) included in the analysis.

(2) Determination of the emission factor per passenger-kilometre ($EF_{PKM,i,y}$)

Passenger-kilometre (PKM) is defined as the average passenger trip distance multiplied by the number of passengers. The emission factors per PKM are determined *ex ante* for each vehicle category. Any change in the occupancy rate of taxis and buses influencing the corresponding emission factors is monitored as leakage.

The emission factor per PKM are calculated as follows:

⁴ If the project activity is a bus lane or BRT then existing rail-based systems must not be included as their baseline emissions are taken as 0 (conservative approach).

⁵ In indirect project emissions the highest emission factor of all categories is taken if the survey respondent chooses the item “others”.

(2.1) Case 1: Emission factor per PKM for electricity-based transport systems (e.g. urban rail-based systems)

For electricity-based vehicle categories, the following equation should be used:

$$EF_{PKM,i,y} = \frac{TE_{EL,i,y}}{P_{EL,i,y} \cdot TD_{EL,i}} \quad (3)$$

Where:

$EF_{PKM,i,y}$ = Emission factor per passenger-kilometre for electricity-based vehicle category i for year y (gCO_2/PKM)

$TE_{EL,i,y}$ = Total emissions from the electricity-based vehicle category i for year y (tCO_2)

$P_{EL,i,y}$ = Total passengers transported per year by the electricity-based vehicle category i for year y (passengers)

$TD_{EL,i}$ = Average trip distance of passengers using the electricity-based vehicle category i prior to project start (km)

The total emissions from the electricity-based vehicle category i , $TE_{EL,i,y}$, should be calculated, for each vehicle category i , using the “Tool to calculate baseline, project and/or leakage emissions from electricity consumption”. When applying the tool, the parameter $EC_{BL,k,y}$ in the tool should be taken as the amount of electricity used by the electricity-based vehicle category i for year y , consistent with the transportation of $P_{EL,i,y}$ passengers along the average distance $TD_{EL,i}$.⁶

(2.2) Case 2: Emission factors per PKM for fuel-based transport systems (e.g. road-based vehicles)

For fuel-based vehicle categories, the emission factor per PKM should be calculated as:

$$EF_{PKM,i,y} = \frac{EF_{KM,i,y}}{OC_i} \quad (4)$$

Where:

$EF_{PKM,i,y}$ = Emission factor per passenger-kilometre of vehicle category i in the year y (CO_2/PKM)

$EF_{KM,i,y}$ = Emission factor per kilometre of vehicle category i in the year y (gCO_2/km)

OC_i = Average occupation rate of vehicle category i prior project start (passengers)

i = Relevant vehicle category

y = Year of the crediting period

(2.2.1) Determination of the average occupation rate (OC_i)

The average occupation rate of vehicle category i is determined based on visual occupation studies for all vehicle categories i . For buses, besides the visual occupation studies, the occupation rate can also be based on boarding-alighting studies or electronic smart tickets, with expansion factors for routes served to determine the average occupation rate along the entire route. In the case of taxis, the driver should not be included.

The detailed procedures concerning visual occupation studies and boarding-alighting studies are presented in Annexes 1, 2 and 3. The detailed procedures concerning expansion factors are presented in Annex 4.

⁶ The trip distance is only monitored prior project start. The electricity consumed and the passengers transported are monitored annually to track technological improvements in the rail-based system leading to changes in the emission factor per passenger transported.

For buses, as an alternative, the occupation rate can be based on average trip distance of bus passengers, total passengers and total distance driven of buses, using the following equation:

$$OC_B = \frac{PBL_B \cdot TDBL_{P,B}}{DD_B} \quad (5)$$

Where:

- OC_B = Average occupation rate of buses prior project start (passengers)
- PBL_B = Passengers transported by baseline buses prior project (passengers)
- TDBL_{P,B} = Average trip distance of passengers using baseline bus (kilometre)
- DD_B = Distance driven by all baseline buses (kilometre)

(2.2.2) Determination of the emission factors per kilometre (EF_{KM,i,y})

Relevant fuel types, for each vehicle category, have to be identified. The emission factor per kilometre is re-calculated annually based on the recorded (last available official records) share of fuels per category. In case biofuel blends are used the biofuel share of the blend should be accounted for with zero emission factor (EF_{CO₂,x,y}).

If various sub-categories of buses exist (e.g. small, medium, large units) the emission factor is calculated for each bus sub-category, and after aggregated as explained further below. If bus lanes exist the category “bus from bus lane” is included.

The emission factor per kilometre is not constant but annually updated. Two options can be used to calculate EF_{KM,i,y}. For each vehicle category the project can choose which option to take. During the crediting period the project cannot change between one and the other option, i.e. the decision is fixed for the crediting period. Rail-based vehicles must monitor annually the electricity consumption plus passengers transported (see equation 3).

(2.2.2.1) Option 1: Annual monitoring of the specific fuel consumption (SFC) of the respective vehicle category *i*:

$$EF_{KM,i,y} = \frac{\sum_x (SFC_{i,x,y} \cdot NCV_{x,y} \cdot EF_{CO_2,x,y} \cdot N_{x,i})}{N_i} \quad (6)$$

Where:

- EF_{KM,i,y} = Emission factor per kilometre of vehicle category *i* in the year *y* (gCO₂/km)
- SFC_{i,x,y} = Specific fuel consumption of vehicle category *i* using fuel type *x* in year *y* (mass or volume units of fuel/km)
- NCV_{x,y} = Net calorific value of fuel *x* in year *y* (J/mass or volume units of fuel)
- EF_{CO₂,x,y} = Carbon emission factor for fuel type *x* in year *y* (gCO₂/J)
- N_i = Number of vehicles of category *i* prior to project start (units)
- y* = Year of the crediting period

(2.2.2.2) Option 2: Use of a fixed technology improvement factor (IR) for the respective vehicle category *i*:

$$EF_{KM,i,y} = (IR_i)^{t+y} \cdot \frac{\sum_x (SFC_{i,x} \cdot NCV_{x,y} \cdot EF_{CO_2,x,y} \cdot N_{x,i})}{N_i} \quad (7)$$



Where:

| | | |
|-----------------|---|--|
| $EF_{KM,i,y}$ | = | Emission factor per kilometre of vehicle category i in the year y (g CO ₂ /km) |
| $SFC_{i,x}$ | = | Specific fuel consumption of vehicle category i using fuel type x prior to project start (mass or volume units of fuel/km) |
| $NCV_{x,y}$ | = | Net calorific value of fuel x in year y (J/mass or volume units of fuel) |
| $EF_{CO_2,x,y}$ | = | Carbon emission factor for fuel type x in year y (g CO ₂ /J) |
| N_i | = | Number of vehicles of category i prior to project start (units) |
| IR_i | = | Technology improvement factor for the vehicle of category i per year $t+y$ (ratio) |
| T | = | Years of annual improvement (dependent on age of data per vehicle category) |
| Y | = | Year of the crediting period |

The technology improvement factor as listed in the following table:

Table 2: Default Technology Improvement Factors (per annum)

| Vehicle Category | Technology Improvement Factor (IR) |
|-------------------------------|------------------------------------|
| Buses | 0.99 |
| Passenger cars | 0.99 |
| Taxis | 0.99 |
| Motorcycles (incl. tricycles) | 0.99 |

For both Options 1 and 2 above, if various sub-categories of buses exist (e.g. small, medium, large units), after the emission factor for each sub-category ($EF_{KM,L,y}$, $EF_{KM,M,y}$, $EF_{KM,S,y}$) is calculated using the equation for $EF_{KM,i,y}$ presented above, the following aggregated emission factor has to be calculated and used:

$$EF_{KM,B,y} = \frac{EF_{KM,L,y} \cdot DD_L + EF_{KM,M,y} \cdot DD_M + EF_{KM,S,y} \cdot DD_S}{DD_L + DD_M + DD_S} \quad (8)$$

Where:

| | | |
|-------------------|---|---|
| $EF_{KM,B,y}$ | = | Emission factor per kilometre of buses (gCO ₂ /km) |
| $EF_{KM,L/M/S,y}$ | = | Emission factor per kilometre of buses sub-category L (large buses), M (medium sized buses) and S (small buses) (gCO ₂ /km) |
| $DD_{L/M/S}$ | = | Total distance driven of buses sub-category L (large buses), M (medium sized buses) and S (small buses) prior project start (kilometre) |
| y | = | Year of the crediting period |

If bus lanes already exist in the baseline the relevant emission factor per kilometre is calculated as average of all bus lanes existing with the category $EF_{km,BBL}$.

The distance driven of buses can be based on the average annual distance and the number of units. In other cases however companies might have reliable records on total distance driven of units.

Baseline emissions cover the entire emissions which would have been caused by the project passenger in absence of the project from his trip origin to his trip destination. The origin and destination of the trip is assumed to be equal for the baseline as for the project case with exception of induced traffic included only

as project but not as baseline trips. The trip distance and the modes used between O and D are however different in the baseline than in the project case. The trip distance may vary as some passengers using the project MRTS may be willing e.g. to make detours due to the higher speed of the MRTS versus conventional bus transport. To fully capture all potential changes the methodology thus compares emissions per O-D trip of the baseline with emissions per O-D trip of the project. The data to determine O-D mode(s) and distances per mode are derived from a representative survey of project passengers realized annually. Total baseline emissions are calculated thereafter annually based on these parameters, the emissions per PKM and the amount of passengers transported by the project.

Project Emissions

Project emissions are based on the fuel and/or electricity consumed by the MRTS (direct project emissions) plus emissions caused by project passengers from their trip origin to the entry station of the project and from the exit station of the project to their final destination (indirect project emissions), as illustrated in Figure 2.

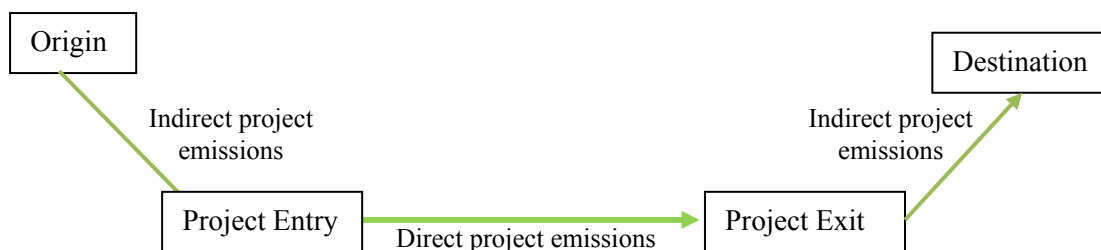


Figure 2: Direct and Indirect Project Emissions

Project emissions are calculated as follows:

$$PE_y = DPE_y + IPE_y \tag{9}$$

Where:

- PE_y = Project emissions in the year y (tCO₂)
- DPE_y = Direct project emissions in the year y (tCO₂)
- IPE_y = Indirect project emissions in the year y (tCO₂)

Determination of direct project emissions (DPE_y)

Case 1: Use of fossil fuels in the project activity transport system

If the project **transport transport** system uses fossil fuels, the following equation applies:

$$DPE_y = \sum_x (TC_{PJ,x,y} \cdot NCV_{x,y} \cdot EF_{CO_2,x,y}) \tag{10}$$

Where:

- DPE_y = Direct project emissions in year y (tCO₂)
- TC_{PJ,x,y} = Total fuel consumed of fuel type x in the year y (mass or volume units of fuel)
- NCV_{x,y} = Net calorific value of fuel x in year y (J/mass or volume units of fuel)
- EF_{CO₂,x,y} = Carbon emission factor for fuel type x in year y (gCO₂/J)

If the project has no reliable records on total fuel consumed the specific fuel consumption of a representative sample of comparable transport units (comparable technology, vintage and size) together

with the total distance driven can be taken. Transport units of the sample must be project units running on project routes. The sample criteria are based on technology (e.g. Euro standard), age, and units size. To be conservative, project fuel consumptions based on sample data shall be based on the upper limit of the uncertainty band at 95% confidence level. This means that with 95% security we can state that the actual project fuel consumption is equal to or lower than the value used by the project. If the total fuel consumed is based on sample measurements the following equation is used:

$$TC_{PJ,x,y} = SFC_{i,x,y} \cdot DD_{PJ,x,y} \quad (11)$$

Where:

| | | |
|---------------|---|---|
| $TC_{PJ,x,y}$ | = | Total fuel consumed of project transport units using fuel type x in the year y (tons) |
| $SFC_{i,x,y}$ | = | Specific fuel consumption of vehicle category i using fuel x in the year y |
| $DD_{PJ,x,y}$ | = | Distance driven of transport units consuming fuel x in the year y (km) |

Case 2: Use of electricity in the project activity transport system

If the project activity involves electricity-based transport systems (e.g. electrical railway systems), the emissions from electricity consumption are based on the “Tool to calculate baseline, project and/or leakage emissions from electricity consumption”. Only electricity consumed for train propulsion should be included in rail-based MRTS.

Determination of indirect project emissions (IPE_y)

Indirect project emissions are those caused by passengers from their trip origin up to the project activity entry station, and from the project activity exit station up to the trip final destination. The survey realized identifies the origin, the project entry station, the project exit station and the final destination of the passenger plus the modes used between the different points, e.g. bike from origin to project entry station and taxi from project exit station to final destination. The distances between origin and entry and between exit and destination are calculated based, e.g. on public transit routes, electronic maps and GPS (identical to baseline trip determination). The emission factors per passenger-kilometre used for indirect project emissions are identical to the baseline passenger-kilometre factors ($EF_{PKM,i,y}$). The following steps should be followed:

Step 1: Conduct a survey, following the procedures presented in Annex 4, in which for each surveyed passenger the trip distance per transport mode used to/from the MRTS is determined.

Step 2: Calculate indirect project emissions for each surveyed passenger, as per equation 13 below.

Step 3: Apply to each surveyed passenger an individual expansion factor in accordance with the survey sample design (as defined in Annex 4), and summarize these to get the total indirect project emissions for the survey period (week). To get the annual (or monitoring period) indirect project emissions the indirect project emissions of the surveyed period (week) are calculated per passenger of the survey period (week) and multiplied with the total passengers transported per year (or period), as per equation 12 below.

Step 4: Apply the upper 95% confidence interval to the total indirect project emissions.

$$IPE_y = \frac{P_y}{P_{SPER}} \sum_p (IPE_{p,y} \cdot FEX_{p,y}) \quad (12)$$

Where:

| | | |
|-------------|---|--|
| IPE_y | = | Indirect project emissions in the year y (g CO ₂) |
| $IPE_{p,y}$ | = | Indirect project emissions per surveyed passenger p in the year y (g CO ₂) |
| $FEX_{p,y}$ | = | Expansion factor for each surveyed passenger p in the year y |
| P_y | = | Total number of passengers in the year y |
| P_{SPER} | = | Number of passengers in the time period of the survey (1 week) |
| p | = | Surveyed passenger (each individual) |
| y | = | Year of the crediting period |

The indirect project emissions per surveyed passenger are calculated based on the transport mode used, the trip distance per mode and the emission factor per mode.

$$IPE_{p,y} = \sum_i IPTD_{p,i,y} \times EF_{PKM,i,y} \quad (13)$$

Where:

| | | |
|----------------|---|--|
| $IPE_{p,y}$ | = | Indirect project emissions of the surveyed passenger p in the year y (gCO ₂) |
| $EF_{PKM,i,y}$ | = | Emission factor per passenger-kilometre of mode i in the year y (gCO ₂ /PKM) |
| $IPTD_{p,i,y}$ | = | Indirect project trip distance of the surveyed passenger p using mode i in the year y (km) |

Based on the surveyed passenger and the survey design the corresponding expansion factors are applied to calculate total indirect project emissions. Total indirect project emissions are determined based on the upper limit of the 95% confidence interval as results are based on a sample/survey.

Leakage

Leakage emissions include the following sources:

- Emissions due to changes of the load factor of taxis and buses of the baseline transport system due to the project; and
- Emissions due to reduced congestion on affected roads, provoking higher average vehicle speed, plus a rebound effect.

The impact on traffic (additional trips) induced by the new transport system is included as project emissions and thus is not part of leakage. This is addressed by including, as project emissions, the emissions from the trips of passengers who would not have travelled in the absence of the project.

Leakage emissions are calculated as follows:

$$LE_y = LE_{LFB,y} + LE_{LFT,y} + LE_{CON,y} \quad (14)$$

Where:

| | | |
|--------------|---|---|
| LE_y | = | Leakage emissions in the year y (tCO ₂) |
| $LE_{LFB,y}$ | = | Leakage emissions due to change of load factor of buses in the year y (tCO ₂) |
| $LE_{LFT,y}$ | = | Leakage emissions due to change of load factor of taxis in the year y (tCO ₂) |
| $LE_{CON,y}$ | = | Leakage emissions due to reduced congestion in the year y (tCO ₂) |

If for a certain year $LE_y < 0$, then leakage should not be included in the calculation of emissions reductions. If $LE_y > 0$, then it should be included.

If for a certain year $LE_{LFB,y} < 0$, then this leakage should not be included in the calculation of emissions reductions. If $LE_{LFB,y} > 0$, then it should be included.

If for a certain year $LE_{LFT,y} < 0$, then this leakage should not be included in the calculation of emissions reductions. If $LE_{LFT,y} > 0$, then it should be included.

Determination of emissions due to change of load factor of buses ($LE_{LFB,y}$)

The project could have a negative impact on the load factor of the conventional bus fleet. Load factor changes are monitored for the entire **larger urban zone of the** city as the potential impact is not necessarily in the proximity of the project MRTS (buses can be used in other parts of the **larger urban zone of the** city). The load factor of buses is monitored in the years 1, 4 and 7 of the crediting period and the year 10 of the crediting period if a 10-year period is taken. Leakage from load factor change of buses is only included if the load factor of buses has decreased by more than 10 percentage points comparing the monitored value with the baseline value, and are calculated as:

$$LE_{LFB,y} = \frac{1}{10^6} \cdot N_{B,y} \cdot AD_B \cdot EF_{KM,B,y} \cdot \left(1 - \frac{OC_{B,y}}{OC_B} \right) \quad (15)$$

Where:

| | | |
|---------------|---|---|
| $LE_{LFB,y}$ | = | Leakage emissions due to change of load factor of buses in the year y (tCO ₂) |
| $N_{B,y}$ | = | Number of baseline buses in the year y (buses) |
| AD_B | = | Average annual distance driven by baseline buses (km/bus) |
| $EF_{KM,B,y}$ | = | Emission factor per kilometre of baseline buses in the year y (gCO ₂ /km) |
| $OC_{B,y}$ | = | Average occupancy rate of baseline buses in the year y (passengers) |
| OC_B | = | Average occupancy rate of baseline buses prior project start (passengers) |

The occupancy rate of buses is monitored through boarding-alighting or through visual occupation studies or by other means to be described by the project document. The same monitoring method should be used for monitoring the load factor baseline before project start as when monitoring the load factor during project execution. The detailed procedures concerning visual occupation studies and boarding-alighting studies are presented in Annexes 1, 2 and 3.

Determination of emissions due to change of load factor of taxis ($LE_{LFT,y}$)

The project could have a negative impact on the load factor of taxis. Taxis can include cars as well as motorized rickshaws realizing taxi services. If both types of services exist the load factor change is monitored separately for these two taxi categories. Load factor changes are monitored for the entire **larger urban zone of the** city as taxis operate all over the **larger urban zone of the** city and are not confined to deliver their services in certain areas. The load factor of taxis is monitored in the years 1, 4 and 7 of the crediting period and the year 10 of the crediting period if a 10-year period is taken. This leakage is calculated as:

$$LE_{LFT,y} = N_{T,y} \cdot AD_T \cdot EF_{KM,T,y} \cdot \left(1 - \frac{OC_{T,y}}{OC_T} \right) \cdot \frac{1}{10^6} \quad (16)$$

Where:

| | | |
|---------------|---|---|
| $LE_{LFT,y}$ | = | Leakage emissions due to change of load factor of taxis in the year y (tCO ₂) |
| $N_{T,y}$ | = | Number of baseline taxis in the year y (taxis) |
| AD_T | = | Average annual distance driven of baseline taxis (km/taxi) |
| $EF_{KM,T,y}$ | = | Emission factor per kilometre of baseline taxis in the year y (gCO ₂ /km) |
| $OC_{T,y}$ | = | Average occupancy rate of baseline taxis in the year y (passengers) |
| OC_T | = | Average occupancy rate of baseline taxis prior project start (passengers) |

The maximum load factor change attributed to taxis is the emission reductions due to passengers switching from taxis to the project (calculated by the emission factor per passenger-kilometre for taxis, the trip distance and the number of passengers transported by the project, which would have used taxis in absence of the project). This maximum condition is established as load factors might worsen citywide also due to factors external to the project and leakage from a load factor change taxis due to the project can at maximum be according to the number of passengers transported by the project which in absence of latter would have taken a taxi.

The occupancy rate of taxis is monitored through visual occupation studies counting the number of passengers. The detailed procedures concerning visual occupation studies for taxis are presented in Annex 3.

The parameter emission factor per kilometre of baseline taxis in the year y ($EF_{KM,T,y}$) is calculated using the equation for $EF_{KM,i,y}$ presented in the baseline emissions section, substituting i for T (taxis).

Determination of emissions due reduced congestion ($LE_{CON,y}$)

The project activity may reduce the number of remaining buses and potentially other vehicles on roads used by mixed traffic and thus also congestion. It is not possible however to determine *ex ante* if this effect will result in positive leakage emissions (i.e. emissions increase) or negative leakage emissions (i.e. emissions reductions). Two effects resulting from reduced congestion are considered:

- Induced traffic effect (or rebound effect), i.e. more trips of passenger cars on the “affected roads”;
- Changes in vehicle speed effect, i.e. change of emissions due to reduced or increased speed of cars on “affected roads”.

The corresponding emissions are calculated as:

$$LE_{CON,y} = LE_{REB,y} + LE_{SP,y} \quad (17)$$

Where:

| | | |
|--------------|---|---|
| $LE_{CON,y}$ | = | Leakage emissions due to reduced congestion in the year y (tCO ₂) |
| $LE_{REB,y}$ | = | Leakage emissions due to induced traffic/rebound effect in the year y (tCO ₂) |
| $LE_{SP,y}$ | = | Leakage emissions due to changes in vehicle speed in the year y (tCO ₂) |

If for a certain year $LE_{REB,y} < 0$, then this leakage should not be included in the calculation of $LE_{CON,y}$. If $LE_{REB,y} > 0$, then it should be included.

Determination of emissions due to induced traffic/rebound effect ($LE_{REB,y}$)

The concept to capture emissions from induced traffic (or rebound effect) includes the following assumptions (induced traffic is measured for passenger cars and taxis):

- The distance driven on the affected roads of all additional cars/taxis is considered as additional trip distance, i.e. it is assumed that formerly used alternative routes are shorter, which is a conservative assumption;
- All additional cars/taxis on the affected roads are considered to be induced by the project and not by external effects such as general traffic growth, which again is a conservative assumption.

The monitoring is realized through measurements of traffic flows and distance driven of passenger cars and taxis on the affected roads. Monitoring is realized annually.

As a first step the “affected roads” are identified and clearly listed in the PDD including a map. The procedure to identify the “affected roads” is described in the definition section of the methodology under the term “affected roads”.

A negative rebound effect based on additional congestion is not expected as MRTS reduce congestion compared to the baseline situation. Also, not taking this into consideration is conservative as a negative rebound effect would lead to emission reductions. As prior condition to measuring the rebound effect thus for each affected road the average speed of cars/taxis is monitored and compared with the baseline.

Vehicle speed refers to average speed, i.e. total distance divided by total time, on the affected road. Taxis and passenger cars are treated identical. This condition should be monitored for each affected road.

The rebound effect for the affected roads is calculated as:

$$LE_{REB,y} = \frac{1}{10^6} \cdot \sum_i \left(TDIZ_{i,y} \cdot EF_{KM,i,y} \cdot (NIZ_{i,y} - NIZ_{i,BL} + NIZ_{i,MS,y}) \right) \quad (18)$$

Where:

- $LE_{REB,y}$ = Leakage emissions due to rebound effect in the year y (tCO₂)
- $TDIZ_{i,y}$ = Average trip distance made by cars/taxis on the affected roads in the year y (km)
- $EF_{KM,i,y}$ = Emission factor per kilometre of cars and taxis in the year y (gCO₂/km)
- $NIZ_{i,y}$ = Number of cars/taxis per annum using the affected roads in the year y (cars, taxis)
- $NIZ_{i,BL}$ = Number of cars/taxis per annum using the affected roads in the baseline (cars, taxis)
- $NIZ_{i,MS,y}$ = Number of cars/taxis per annum not used anymore due to mode shift to the MRTS in the year y (cars, taxis)
- i = Cars, taxis

The number of cars and taxis per annum not used anymore due to mode shift to the MRTS in the year y is calculated as:

$$NIZ_{i,MS,y} = \frac{MS_{i,s} \cdot P_y}{OC_i} \quad (19)$$

Where:

- $NIZ_{i,MS,y}$ = Number of cars/taxis per annum not used anymore due to mode shift to the MRTS in the year y (cars, taxis)
- $MS_{i,y}$ = Net share of passengers using the MRTS which would have used mode i in the year y (%)
- P_y = Passengers transported by the project in the year y (passengers)
- OC_i = Average occupation rate of vehicle category i prior project start (passengers)
- i = Cars, taxis

The net share of passengers with mode switch from car/taxi to the MRTS is based on the percentage of passengers which would have used in the baseline cars/taxis at least partially for their trip minus the share of passengers of the MRTS which use cars/taxis partially for their trip (to and/or from the MRTS).

Determination of emissions due to changes in vehicle speed ($LE_{SP,y}$)

Leakage emissions due to changes in vehicle speed are determined only for cars and taxis, as presented below. The non-inclusion of other vehicles such as buses or trucks is conservative as a reduced congestion also leads to reduced emissions of remaining buses plus trucks on affected roads due to the speed effect. If speed measurements for cars/taxis show that the EF for cars/taxis for the year y is lower

than the baseline emission factor (thus leading to negative leakage) the project proponent can choose not to include this factor and thus avoid measurements of numbers of cars/taxis and trip distance of cars/taxis.

$$LE_{SP,y} = \frac{1}{10^6} \cdot \sum_i (NIZ_{i,y} \cdot TDIZ_{i,y} \cdot (EF_{KM,VP,i,y} - EF_{KM,VB,i})) \quad (20)$$

Where:

- $LE_{SP,y}$ = Leakage emissions due to changes in vehicle speed of cars and taxis in year y (tCO₂)
- $NIZ_{i,y}$ = Number of cars/taxis using the affected roads in the year y (cars, taxis)
- $TDIZ_{i,y}$ = Average trip distance made by cars/taxis on the affected roads in the year y (km)
- $EF_{KM,VP,i,y}$ = Emission factor per kilometre of cars/taxis at project speed in the year y (gCO₂/km)
- $EF_{KM,VB,i}$ = Emission factor per kilometre of cars/taxis at baseline speed (gCO₂/km)
- i = Cars, taxis

The project speed on the determined routes is monitored annually on the affected roads. Vehicle speed is monitored under moving conditions. The same method should be used for baseline and project speed determination.

The number of cars and taxis on the affected roads are monitored through visual or electronic counting.

To determine the emission factor per kilometre of cars/taxis at project speed and baseline speed, project proponent can either use a speed dependency factor developed with an officially recognized methodology for the project region with the corresponding documentation to ensure a good quality (this is the preferred option) or use as a default relation the speed dependency factor passenger cars developed by CORINAR. The same vehicle speed is used for passenger cars and taxis.

$$EF_{KM,VB,i} = 135.44 - 2.314 \times V_B + 0.0144 \times V_B^2 \quad (21)$$

and

$$EF_{KM,VP,i,y} = 135.44 - 2.314 \times V_{P,y} + 0.0144 \times V_{P,y}^2 \quad (22)$$

Where:

- $EF_{KM,VB,i}$ = Emission factor per kilometre of cars/taxis at baseline speed (gCO₂/km)
- $EF_{KM,VP,i,y}$ = Emission factor per kilometre of cars/taxis at project speed in the year y (gCO₂/km)
- V_B = Average speed of cars/taxis prior to project start (km/h)
- $V_{P,y}$ = Average speed of cars/taxis in year y (km/h)

V_B and V_P in this case refers to moving speed, i.e. the speed of the vehicle under moving conditions. The CORINAIR speed emission factor is only for relative speed changes. It cannot be used to calculate the absolute emission factor of a vehicle category. The equation above is applicable if the passenger cars and taxis in the project boundary are Euro 1 and onwards, the average circulating speed is between 13.1 and 130km/h and the average cylinder capacity is between 1.4 and 2.0 liters. In case these conditions do not apply the formula appropriate for the city conditions can be found in table 8.6 of the Emission Inventory Guidebook CORINAIR as published by the European Environmental Agency 8-2002 or its latest update.

Emission Reductions

Emissions reductions are calculated as:

$$ER_y = BE_y - PE_y - LE_y \quad (23)$$



Where:

| | | |
|--------|---|--|
| ER_y | = | Emissions reductions in year y (tCO ₂) |
| BE_y | = | Baseline emissions in year y (tCO ₂) |
| PE_y | = | Project emissions in year y (tCO ₂) |
| LE_y | = | Leakage emissions in year y (tCO ₂) |

If for a certain year $LE_y < 0$, then leakage should not be included in the calculation of emissions reductions. If $LE_y > 0$, then it should be included.

In case the MRTS is extended (prolonged) beyond the length as included in the PDD, emissions reductions can only be claimed for the original length of the MRTS lanes as included in the PDD. For this purpose baseline emissions and indirect project emissions of the respective MRT lanes are calculated only for the number of passengers which entered the MRTS on stations of the MRTS included in the PDD. Direct project emissions are calculated either as a proportion of the distance of the MRTS included in the PDD relative to the total distance of the bus lane or as proportion of the passengers which entered the MRTS included in the PDD in relation to the total number of passengers transported on the total MRTS.

A sensitivity analysis is carried out for data and parameters, which are used to calculate baseline, project and leakage emissions. The sensitivity analysis is performed on all parameters except default and IPCC values listed as monitored values/parameters or values to be monitored. The sensitivity analysis is based on calculating the change of the data parameter that would be required to reduce emission reductions by 5%. This value gives an indication of the magnitude of change of the data parameter required to significantly change calculated emission reductions.

Steps to carry out the sensitivity analysis include:

- Carry out a sensitivity analysis on these parameters calculating the level of change of the parameter required to reduce emission reductions by 5% below that originally estimated;
- Assess the result in light of possible data uncertainty. As sensitive parameter/data are considered those where a change of less than 10% leads to a reduction of ERs of more than 5%. In these cases an explanation shall be given to ensure that the data value used is correct and conservative.

Changes Required for Methodology Implementation in 2nd and 3rd Crediting Periods

The revision at the end of the first crediting period in preparation for the next crediting period shall include an assessment of:

- The applicability conditions for the approved methodology shall still be valid at the time of the revision;
- Re-calculation of all relevant (see below) baseline parameters;
- Re-assessment if the baseline is still valid including an assessment of new regulations and policies on baseline emissions;
- Review if the project is not common practice. If the project can be considered common practice then the crediting period is not renewed.

Parameters such as specific fuel consumption and occupation rates of private vehicles, taxis and the remaining bus system are determined again for a new crediting period.

**Data and Parameters not monitored**

In addition to the parameters listed in the tables below, the procedures contained in the tools referred to in this methodology also apply.

| | |
|--------------------------|---|
| Data / Parameter: | $TD_{EL,i}$ |
| Data Unit | Kilometres |
| Description | Average trip distance of passengers using the electricity-based vehicle category i prior to project start |
| Source of Data | Rail operator |
| Measurement Procedure | Based in general on electronic ticketing system or on surveys |
| Comments | Only rail trip distance not total trip distance |

| | |
|--------------------------|--|
| Data / Parameter: | $OC_i/OC_B/OC_T/OC_C/OC_{MR}$ |
| Data Unit | Passengers |
| Description | Average occupation rate of vehicle category i prior to project start. In particular, B stands for buses, T for taxis, C for passenger cars and MR for motorized rickshaws |
| Source of Data | Municipal transit authorities or specific studies done by the project proponent or a third party. Vintage maximum 3 years |
| Measurement Procedure | Based on visual occupation studies for all vehicle categories. For buses the occupation rate is based on boarding-alighting studies, electronic smart tickets or on visual occupation studies with expansion factors for routes served to determine the average occupation rate along the entire route. As an alternative for buses, the occupation rate can be based on average trip distance of bus passengers, total passengers and total distance driven of buses. In the case of taxis (including motorized rickshaws) the driver should not be counted. The detailed procedures concerning visual occupation and boarding alighting studies are presented in Annexes 1, 2 and 3 |
| Comments | - |

| | |
|--------------------------|---|
| Data / Parameter: | PBL_B |
| Data Unit | Passengers |
| Description | Passengers transported by baseline buses (per day or year) |
| Source of Data | Municipal transit authorities or bus operators Vintage maximum 3 years. Use the same vintage as for the parameter $TDBL_{P,B}$ |
| Measurement Procedure | - |
| Comments | - |



| | |
|--------------------------|--|
| Data / Parameter: | TDBL _{P,B} |
| Data Unit | Kilometer |
| Description | Average trip distance of passengers using buses prior to project start |
| Source of Data | Municipal transit authorities or specific studies done by the project proponent or a third party |
| Measurement Procedure | In general based on a survey asking passengers entry and exit station and calculating the trip distance on the bus. Vintage maximum 3 years. Use the same vintage as for the parameter PBL _B |
| Comments | Used to determine the average occupation rate of buses together with the total number of buses and the total distance driven of buses |

| | |
|--------------------------|--|
| Data / Parameter: | DD _B /DD _L /DD _M /DD _S |
| Data Unit | Kilometres |
| Description | Total distance driven by buses of various sub-categories prior to project start. B stands for all buses, L for large buses, M for medium buses and S for small buses |
| Source of Data | Data from bus companies (company records), municipal transit authorities or specific studies done by the project proponent or a third party. Vintage maximum 3 years |
| Measurement Procedure | Distance driven of buses is often recorded by bus companies based on odometer reading. Preferable is GPS or other electronic means, however this is not yet frequent in bus companies. Data can also be based on sample measurements based in general on daily distance driven (measured by odometer or GPS) plus the average number of operation days of a bus (based on bus operator information). The total distance driven of all buses is the multiplication of average annual distance driven per bus and the number of registered buses operating in the larger urban zone of the city |
| Comments | - |

| | |
|--------------------------|--|
| Data / Parameter: | AD _B |
| Data Unit | Kilometres/bus |
| Description | Average annual distance driven by baseline buses |
| Source of Data | Data from bus companies (company records), municipal transit authorities or specific studies done by the project proponent or a third party. Vintage maximum 3 years |
| Measurement Procedure | Distance driven of buses is often recorded by bus companies based on odometer reading. Preferable is GPS or other electronic means, however this is not yet frequent in bus companies. Data can also be based on sample measurements based in general on daily distance driven (measured by odometer or GPS) plus the average number of operation days of a bus (based on bus operator information). Calculated as the division of the total distance driven by all registered buses operating in the larger urban zone of the city , by the number of registered buses |
| Comments | - |



| | |
|--------------------------|---|
| Data / Parameter: | $SFC_{i,x}$ |
| Data Unit | grams of fuel/km |
| Description | Specific fuel consumption of vehicle category i using fuel type x prior to project start |
| Source of Data | In decreasing order of preference: <ol style="list-style-type: none"> 1. Local measured data not elder than 3 years (studies e.g. performed by universities or ordered by project proponent); 2. National or international data from studies not elder than 3 years; 3. IPCC default values for the respective vehicle categories (latest year) |
| Measurement Procedure | <p>The following alternatives are proposed to determine specific fuel consumption (in order of preference):</p> <p>Alternative 1: Measurement of fuel consumption data using total data (if available e.g. from bus or taxi companies) or a representative sample for the respective category and fuel type. Sampling per category and fuel should include, if data is available as core characteristics vehicle age and motorization to ensure that the sample is as close as possible to the actual vehicle composition of the larger urban zone of the city. Vehicle age and technology (related often to emission standards such as Euro standards) are factors which influence to a significant extent the fuel consumption. This is recognized e.g. by IPCC default factors which are characterized according to age and technology. To be conservative specific fuel consumptions based on samples shall be based on the lower limit of the uncertainty band at a 95% confidence level, i.e. with 95% security the actual average fuel consumption is equal to or higher than the value used by the project.</p> <p>Alternative 2: Use of fixed values based on the national or international literature. The literature data can either be based on measurements of similar vehicles in comparable surroundings (e.g. from comparable cities of other countries) or may include identifying the vehicle age and technology of average vehicles circulating in the project region and then matching this with the most appropriate IPCC default values. The most important proxy to identify vehicle technologies is the average age of vehicles used in the zone of influence of the project. To determine if either US, Japanese or European default factors apply either local vehicle manufacturer information can be used (in the case of having a substantial domestic vehicle motor industry) or source of origin of vehicle imports.</p> <p>Alternative 3: Latest IPCC default values reported matching the respective vehicle category, age, vehicle origin and technology</p> |
| Comments | - |



| | |
|--------------------------|--|
| Data / Parameter: | N_i |
| Data Unit | Vehicles |
| Description | Number of vehicles of category i prior to project start |
| Source of Data | Municipal transit authorities based on vehicle registration statistics from the respective city or data from vehicle control stations (technical and emission control stations). If no city/municipal data is available regional data (canton, state) or as last option national data can be used. Vintage maximum 3 years |
| Measurement Procedure | - |
| Comments | <p>Used for all vehicle categories included in the project. For passenger cars and taxis this data is monitored annually. For all other categories no annual monitoring is required.</p> <p>For buses as well as for taxis informal or illegal units may operate. While estimates on the number of informal units may be available these are due to their nature not trustworthy. For both categories it is thus recommended to only include formally registered units. As the methodology is based on emissions per PKM absolute numbers are not relevant for determining this parameter. It is however important that transported passengers are also based on the official records thus not including passenger trips of informal units</p> |

| | |
|--------------------------|--|
| Data / Parameter: | AD_T |
| Data Unit | Kilometres/taxi |
| Description | Average annual distance driven by taxis |
| Source of Data | Municipal transit authorities or taxi operators. Vintage maximum 3 years |
| Measurement Procedure | Based on records of taxi companies or on surveys. A simple method can be odometer reading of a sample of taxis and dividing total distance driven with the vehicle age |
| Comments | - |

| | |
|--------------------------|---|
| Data / Parameter: | $NIZ_{i,BL}/NIZ_{C,BL}/NIZ_{T,BL}$ |
| Data Unit | Number of vehicles |
| Description | Number of vehicles of vehicle category i using the affected roads per annum in the baseline. In particular, C stands for cars, and T for taxis |
| Source of Data | Municipal transit authorities or studies ordered by project proponent. Vintage maximum 3 years |
| Measurement Procedure | Visual counting on the identified roads. Counting should be based on various parts of the road if major roads depart from the observed road to ensure average numbers |
| Comments | The same monitoring methodology should be applied to monitor number of cars and taxis in the project situation to ensure a consistent approach |



| | |
|--------------------------|---|
| Data / Parameter: | V_B |
| Data Unit | km/h |
| Description | Average total speed and average speed under circulation is measured |
| Source of Data | Municipal transit authorities or studies ordered by project proponent. Vintage maximum three years if no major infrastructure or policy (e.g. licence plate scheme or new traffic signalling) changes have occurred since the last major change |
| Measurement Procedure | On-board measurements determining the average speed when circulating and in total on the road based e.g. on GPS |
| Comments | <p>Average speed required for calculation of the rebound effect refers to total distance divided by total time, on the affected road.</p> <p>Average moving speed required for calculation of the speed effect refers to speed under moving conditions i.e. total distance divided by time under movement (total time minus standstill time of vehicle), on the affected road.</p> <p>Only passenger cars and 4-wheel taxis are monitored. The same speed data is taken for both vehicle types.</p> <p>The same monitoring methodology should be applied to monitor vehicle project speed thereafter to ensure a consistent approach.</p> <p>Required for monitoring of the rebound effect and the speed effect on affected roads</p> |

| | |
|--------------------------|--|
| Data / Parameter: | EF_{Grid} |
| Data Unit | kgCO ₂ /kWh |
| Description | Emission factor for the grid |
| Source of Data | Official data. Follow procedures as in the “Tool to calculate baseline, project and/or leakage emissions from electricity consumption” |
| Measurement Procedure | “Tool to calculate baseline, project and/or leakage emissions from electricity consumption” shall be applied |
| Comments | - |

III. MONITORING METHODOLOGY

Data and Parameters Monitored

All data collected as part of monitoring should be archived electronically and be kept at least for two years after the end of the last crediting period. 100% of the data should be monitored if not indicated otherwise in the tables below. All measurements should be conducted with calibrated measurement equipment according to relevant industry standards.

In addition to the parameters listed in the tables below, the procedures contained in the tools referred to in this methodology also apply.



| | |
|--------------------------|---|
| Data / Parameter: | $BTD_{p,i,y}$ |
| Data Unit | Kilometre |
| Description | Baseline trip distance of the cluster p of surveyed passengers using mode i in the year y |
| Source of Data | Survey realized by external survey company |
| Measurement Procedure | Based on the survey asking the modes of transit used and the trip distances in absence of the project |
| Monitoring frequency | Annually with 1 test and one re-test as minimum |
| QA/QC procedures | See Annex 4 for the survey design |
| Comments | - |

| | |
|--------------------------|--|
| Data / Parameter: | $TC_{PJ,x}$ |
| Data Unit | Mass or volume units of fuel |
| Description | Total fuel of type x consumed by the project transport units |
| Source of Data | MRTS operator(s) |
| Measurement Procedure | Based on fuelling station reports |
| Monitoring frequency | Continuously, aggregated at least annually |
| QA/QC procedures | Control with fuel invoices |
| Comments | Used for MRTS with buses or rail-based systems not using electricity |



| | | |
|--------------------------|---|--|
| Data / Parameter: | NCV _{x,y} | |
| Data Unit | J/mass or volume units of fuel in year y | |
| Description | Net calorific value of fuel type x | |
| Source of Data | The following data sources may be used if the relevant conditions apply: | |
| | Data source | Conditions for using the data source |
| | (a) Values provided by the fuel supplier in invoices taken from a sample of fuel stations in the larger urban zone of the city | This is the preferred source if the carbon fraction of the fuel is not provided |
| | (b) Measurements by the project participants taken from a sample of fuel stations in the larger urban zone of the city | If (a) is not available |
| | (c) Regional or national default values | If (a) is not available This source can only be used for liquid fuels and should be based on well documented, reliable sources (such as national energy balances) |
| | (d) IPCC default values at the lower limit of the uncertainty at a 95% confidence interval as provided in Table 1.2 of Chapter 1 of Vol. 2 (Energy) of the 2006 IPCC Guidelines on National GHG Inventories | |
| Measurement Procedure | For (a) and (b): measurements should be undertaken in line with national or international fuel standards | |
| Monitoring frequency | For (a) and (b): the NCV should be obtained for each fuel delivery, from which weighted average annual values should be calculated. For (c): review appropriateness of the values annually For (d): any future revision of the IPCC Guidelines should be taken into account | |
| QA/QC procedures | Verify if the values under (a), (b) and (c) are within the uncertainty range of the IPCC default values as provided in Table 1.2, Vol. 2 of the 2006 IPCC Guidelines. If the values fall below this range collect additional information from the testing laboratory to justify the outcome or conduct additional measurements. The laboratories in (a), (b) or (c) should have ISO17025 accreditation or justify that they can comply with similar quality standards | |
| Comments | The parameter is used for baseline as well as project emissions and vehicle owners or operators can buy fuel from a variety of sources (fuel stations). In practice therefore it is considered as simpler to determine the parameter using options (c) or (d) | |



| | | |
|------------------------------|--|--|
| Data / Parameter: | EF _{CO₂,x,y} | |
| Data Unit | gCO ₂ /J | |
| Description | CO ₂ emission factor for fuel type <i>x</i> in year <i>y</i> | |
| Source of Data | The following data sources may be used if the relevant conditions apply: | |
| | Data source | Conditions for using the data source |
| | (a) Values provided by the fuel supplier in invoices taken from a sample of fuel stations in the larger urban zone of the city | This is the preferred source |
| | (b) Measurements by the project participants taken from a sample of fuel stations in the larger urban zone of the city | If (a) is not available |
| | (c) Regional or national default values | If (a) is not available. This source can only be used for liquid fuels and should be based on well documented, reliable sources (such as national energy balances) |
| | (d) IPCC default values at the lower limit of the uncertainty at a 95% confidence interval as provided in Table 1.4 of Chapter 1 of Vol. 2 (Energy) of the 2006 IPCC Guidelines on National GHG Inventories | |
| Measurement Procedure | For (a) and (b): measurements should be undertaken in line with national or international fuel standards. For (a): if fuel suppliers provide the NCV value and the CO ₂ emission factor on the invoices and these two values are based on measurements for this specific fuel, this CO ₂ factor should be used. If another source for the CO ₂ emission factor is used or no CO ₂ emission factor is provided, options (b), (c) or (d) should be used | |
| Monitoring frequency | For (a) and (b): the CO ₂ emission factor should be obtained for each fuel delivery, from which weighted average annual values should be calculated. For (c): review appropriateness of the values annually For (d): any future revision of the IPCC Guidelines should be taken into account | |
| QA/QC procedures | - | |
| Comments | The parameter is used for baseline as well as project emissions and vehicle owners or operators can buy fuel from a variety of sources (fuel stations). In practice therefore it is considered as simpler to determine the parameter using options (c) or (d) | |



| | |
|--------------------------|--|
| Data / Parameter: | $SFC_{i,x,y}$ |
| Data Unit | Mass or volume units of fuel/km |
| Description | Specific fuel consumption of vehicle category i using fuel x in the year y |
| Source of Data | MRTS operator(s) or project owner |
| Measurement Procedure | <p>Based on specific studies or calculated based on total fuel consumed and total distance driven per bus size sub-category.</p> <p>If based on studies the specific fuel consumption is taken of a representative sample of comparable project units in terms of technology, vintage and size. Buses of the sample must be project units running on project bus lanes. The sample criteria are based on technology (Euro standard), age, and bus size. The sample must be representative of the route(s) serviced by the project as well as the operation frequencies during the day to account for differences of fuel consumption related to time.</p> <p>Measurement procedures must include distance driven (preferably recorded by GPS or other electronic means with a maximum error level of 5%) and the fuel consumed monitored either through appropriate equipment installed in the units or through standard measurement procedures at a calibrated fuel station</p> |
| Monitoring frequency | Annually |
| QA/QC procedures | To be conservative project fuel consumptions based on specific fuel consumption values of samples shall be based on the upper limit of the uncertainty band at a 95% confidence level i.e. with 95% security the actual average fuel consumption is equal to or lower than the value used by the project |
| Comments | <p>This data is only required if total fuel consumption (TC) is not available.</p> <p>This data is only collected if the MRTS operates with buses</p> |

| | |
|--------------------------|---|
| Data / Parameter: | $DD_{PJ,x,y}$ |
| Data Unit | Kilometres |
| Description | Distance driven by project units using fuel type x in year y |
| Source of Data | MRTS operator(s) or system manager |
| Measurement Procedure | Based on GPS (preferred), other electronic means, odometer or number of units per route and turnover per route |
| Monitoring frequency | Continuously, aggregated at least annually |
| QA/QC procedures | In many systems operators are paid according to distance driven. Payment of operators can thus be used to check the distance driven |
| Comments | Used only for QA/QC in case of bus operated MRTS to control the specific fuel consumption (fuel per distance) |



| | |
|--------------------------|--|
| Data / Parameter: | DPE_y |
| Data Unit | tCO ₂ |
| Description | Direct project emissions in year y if the project activity transport system involves electricity based transport units |
| Source of Data | As per the “Tool to calculate baseline, project and/or leakage emissions from electricity consumption” |
| Measurement Procedure | As per the “Tool to calculate baseline, project and/or leakage emissions from electricity consumption” |
| Monitoring frequency | As per the “Tool to calculate baseline, project and/or leakage emissions from electricity consumption” |
| QA/QC procedures | As per the “Tool to calculate baseline, project and/or leakage emissions from electricity consumption” |
| Comments | - |

| | |
|--------------------------|---|
| Data / Parameter: | $IPTD_{p,i,y}$ |
| Data Unit | Kilometre |
| Description | Indirect project trip distance of the surveyed passenger using mode i in the year y |
| Source of Data | Survey realized by external survey company |
| Measurement Procedure | Based on the survey asking the modes of transit used and the trip distances from trip origin to entry station of the MRTS and from exit station of the MRTS to trip destination |
| Monitoring frequency | Annually with one test and one re-test as minimum |
| QA/QC procedures | See Annex 4 for the survey design |
| Comments | - |

| | |
|--------------------------|--|
| Data / Parameter: | $OC_{i,y}/OC_{B,y}/OC_{T,y}$ |
| Data Unit | Passengers |
| Description | Average occupation rate of vehicle category i in year y . In particular, B stands for buses, and T for taxis |
| Source of Data | Municipal transit authorities or specific studies done by the project proponent or a third party |
| Measurement Procedure | Based on visual occupation studies for all vehicle categories. For buses the occupation rate is based on boarding-alighting studies, electronic smart tickets or on visual occupation studies with expansion factors for routes served to determine the average occupation rate along the entire route. As an alternative for buses, the occupation rate can be based on average trip distance of bus passengers, total passengers and total distance driven of buses. In the case of taxis the driver should not be counted. The detailed procedures concerning visual occupation and boarding alighting studies are presented in Annexes 1, 2 and 3 |
| Monitoring frequency | Studies conducted in years 1, 4, 7 and, if applicable, 10 of the crediting period |
| QA/QC procedures | - |
| Comments | - |



| | |
|--------------------------|--|
| Data / Parameter: | $TDIZ_{i,y}$ |
| Data Unit | Kilometres |
| Description | Average distance driven by taxis and cars on affected roads in year y |
| Source of Data | Municipal transit authorities or project owner |
| Measurement Procedure | Electronic or visual tracking of samples of vehicles entering/exiting the affected roads registering the entry and the exit point and measuring the distance by GPS or other means |
| Monitoring frequency | Yearly |
| QA/QC procedures | - |
| Comments | - |

| | |
|--------------------------|--|
| Data / Parameter: | $NIZ_{i,y}/NIZ_{C,y}/NIZ_{T,y}$ |
| Data Unit | Number of vehicles |
| Description | Number of vehicles of vehicle category i using affected roads. In particular, C stands for cars, and T for taxis |
| Source of Data | Municipal transit authorities or project owner |
| Measurement Procedure | Visual counting. Counting should be based on various parts of the road if major roads depart from the lane to ensure average numbers |
| Monitoring frequency | Yearly |
| QA/QC procedures | - |
| Comments | - |

| | |
|--------------------------|--|
| Data / Parameter: | P_y |
| Data Unit | Passengers |
| Description | Total passengers transported by the project activity transport system |
| Source of Data | MRTS operator(s) or system control manager |
| Measurement Procedure | Based on electronic (e.g. electronic smart cards) or mechanical control means (e.g. turnpikes at stations or in trains) |
| Monitoring frequency | Continuously, aggregated at least annually |
| QA/QC procedures | Control with ticket sales |
| Comments | For passenger numbers controls must be based on counting physically passengers e.g. through electronic smart cards or mechanical entry control units. Systems operating only with tickets valid for 1 ride can also use ticket sales. Systems operating however without multiple ticket entry (e.g. monthly card allowing the user indiscriminate usage of the system) must have entry control units to count the number of passengers. In case of such systems ticket sales only offer an approximation of passengers using the system, appropriate for QA/QC |



| | |
|--------------------------|---|
| Data / Parameter: | $MS_{i,y}$ |
| Data Unit | Percentage |
| Description | Net share of passengers using the MRTS which would have used mode i in the year y |
| Source of Data | Survey realized by external survey company |
| Measurement Procedure | Survey. The relevant question numbers are 2 and 3 |
| Monitoring frequency | The survey is realized annually |
| QA/QC procedures | See Annex 4 for the survey design |
| Comments | Only used for leakage calculation of rebound effect (reduced amount of cars and taxis) if required (see condition for rebound effect calculation) |

| | |
|--------------------------|--|
| Data / Parameter: | $N_{i,y} / N_{B,y} / N_{T,y}$ |
| Data Unit | Number of vehicles |
| Description | Number of vehicles of vehicle category i circulating in the larger urban zone of the city. In particular B stands for buses, and T for taxis |
| Source of Data | Municipal transit authorities based on vehicle registration statistics from the respective city or data from vehicle control stations (technical and emission control stations) |
| Measurement Procedure | For buses as well as for taxis informal or illegal units may operate. While estimates on the number of informal units may be available these are due to their nature not trustworthy. For both categories it is thus recommended to only include formally registered units |
| Monitoring frequency | Studies conducted in years 1, 4, 7 and, if applicable, 10 of the crediting period |
| QA/QC procedures | - |
| Comments | See also the table for N_i |

| | |
|--------------------------|---|
| Data / Parameter: | $V_{p,y}$ |
| Data Unit | km/h |
| Description | Average speed of cars and taxis on affected roads in year y and total average speed and average moving speed |
| Source of Data | Municipal transit authorities or studies ordered by project proponent |
| Measurement Procedure | On-board measurements determining the total average speed and the average moving speed (when circulating) on the affected road based, e.g. on GPS measuring. The same methodology as for determination of V_B should be used. Average speed required for calculation of the rebound effect refers to total distance divided by total time, on the affected road. Average moving speed required for calculation of the speed effect refers to speed under moving conditions i.e. total distance divided by time under movement (total time minus standstill time of vehicle), on the affected road. Taxis and passenger cars are treated identical. This condition should be monitored for each affected road |
| Monitoring frequency | Yearly |
| QA/QC procedures | - |
| Comments | Only passenger cars and 4-wheel taxis. See also table for V_B |



| | |
|--------------------------|---|
| Data / Parameter: | $P_{EL,i,y}$ |
| Data Unit | Passengers |
| Description | Total passengers transported by baseline rail-system in the year y |
| Source of Data | Rail operator |
| Measurement Procedure | Based in general on turnpike or electronic ticketing system; Cross check with ticket sales possible in some cases |
| Monitoring frequency | Annually |
| QA/QC procedures | - |
| Comments | Only required in case baseline rail systems operates |

| | |
|--------------------------|--|
| Data / Parameter: | $TE_{EL,i,y}$ |
| Data Unit | tCO ₂ |
| Description | Total emissions from the electricity-based rail system in the year y |
| Source of Data | Rail operator for electricity consumption and as per the “Tool to calculate baseline, project and/or leakage emissions from electricity consumption” |
| Measurement Procedure | As per the “Tool to calculate baseline, project and/or leakage emissions from electricity consumption” |
| Monitoring frequency | Annually |
| QA/QC procedures | - |
| Comments | When applying the tool, the parameter $EC_{BL,k,y}$ in the tool should be taken as the amount of electricity used by the electricity-based rail system. All electricity emission factors used should be defined at the validation stage and fixed for the crediting period. Therefore if the grid emission factor is used, the <i>ex ante</i> approach should be used |



ANNEX 1

Guideline for the establishment of load factor studies for buses based on visual occupation

Load factor surveys based on visual occupation studies use the following procedures:

- (1) Vehicle categories are defined according to the characteristics of the fleet and types of services (e.g. with or without standing passengers);
- (2) Occupation categories are defined (usually five or six), for instance <50% occupied, 50-100% seats occupied, 100% seats occupied, <50% space for standing passengers occupied, 50-100% of standing space occupied, overload (>100% of legally permitted space occupied);
- (3) Formats for field study are prepared;
- (4) Field data collectors are trained;
- (5) Locations, days and times for field study are defined. Points are strategically located to cover all the routes with the minimum of points. Atypical seasons (school or university vacations) should be avoided. The recommended time period for the study is the entire period of operation of the selected buses. Measurements should be realized for all weekdays proportional to the number of buses displaced on these days. The same days and time periods need to be chosen for the baseline as well as for the monitoring studies to ensure data comparability;
- (6) Field data is collected. Coverage of the occupation counts should be higher than 95% of the number of buses that cross the checkpoint. 100% coverage is desired. To control this outcome, a separate vehicle count is advised. Data can be adjusted with the actual count.



ANNEX 2

Guideline for the establishment of load factor studies for buses based on boarding-alighting surveys

Load factor surveys based on boarding alighting studies for buses use the following procedure:

- (1) Routes for the survey must be selected, weighted upon the expected number of passengers per route. Only active routes are included;
- (2) The load factor (occupation rate) is defined as the average percentage of capacity of the vehicle used by passengers. The average load factor of a route is based on the average of each load factor between each station of the specified route;
- (3) The common operational procedure used is to ride on the unit and count at each station the number of passengers boarding and alighting. Instead of manual controls electronic or mechanical controls can be used;
- (4) Locations, days and times for the survey are defined. Atypical seasons (school or university vacations) should be avoided. The recommended time period for the study is the entire period of operation of the selected buses. Measurements should be realized for all weekdays proportional to the number of buses displaced on these days. The same days and time periods need to be chosen for the baseline as well as for the monitoring studies to ensure data comparability;
- (5) The survey must be conducted during the entire operation period of buses (not only peak or off-peak hours);
- (6) The units selected are clearly identified including licence plate, day monitored, number of turn-arounds, route and route distance;
- (7) Data are digitized and its quality is controlled. In case of mistakes in data collection, counts should be repeated.

Boarding and alighting information can also be obtained in some cases from electronic means such as electronic ticketing, digital camera passenger identification per bus, monitoring of average bus weight per station etc.



ANNEX 3

Guideline for the establishment of load factor studies for taxis/motorcycles or passenger cars

The actual number of passengers excluding the driver of taxis is counted in a given point within a given time period. The counting is based on visual occupation counting the number of passengers occupying the vehicle excluding the driver in the case of taxis. The procedures to establish visual occupation are:

- (1) Locations, days and times for field study are defined, avoiding days immediately after or before a holiday. Atypical seasons (school or university vacations) should be avoided. The same days and time periods need to be chosen for the baseline as well as for the monitoring studies to ensure data comparability;
- (2) Field data is collected. Coverage of the occupation counts should be higher than 95% of the number of taxis that cross the checkpoint. One hundred per cent coverage is desired. To control this outcome a separate vehicle count is advised. Data can be adjusted with the actual count;
- (3) Occupation is the number of passengers using the vehicle. The driver is not counted in the case of taxis. Taxis without passengers are counted as no (zero) occupation;
- (4) The total number of vehicles and the total number of passengers is reported. The average occupation rate of vehicles is the total number of passengers divided by the total number of vehicles in which counts were performed;
- (5) The study is realized in different locations of the larger urban zone of the city;
- (6) The same methodology is used for the load study performed prior to the project as during the monitoring. Locations of monitoring can however change as traffic flows in the larger urban zone of the cities change over time. Other parameters of the study (duration, sample size, counting method etc) however should remain constant to ensure consistency and comparability of studies.



ANNEX 4

Methodological design of survey MRTS

The methodological design of the survey is presented in detail. Following points are discussed:

- (1) Survey objective;
- (2) Target population;
- (3) Sample frame;
- (4) Sample design;
- (5) Relative error level;
- (6) Geographical coverage;
- (7) Sample frequency;
- (8) Sample size;
- (9) Size and result of pilot test;
- (10) Selection method of the sample;
- (11) Methodology for information collection and estimation of the parameter;
- (12) Data verification and validation including QA and QC;
- (13) Survey realization;
- (14) Calculation of trip distance in the survey;
- (15) Default questionnaire.

Whenever the MRTS is extended the survey distribution is realized new and data of the new survey is used for calculating emissions reductions from the moment of the MRTS extension.

**Technical Summary Data Sheet of the Survey
Strategy and sample design in the MRTS passenger survey**

| | |
|------------------|--|
| Parameter | <p>Main parameters:</p> <ul style="list-style-type: none"> • Baseline emissions; • Indirect project emissions. <p>Secondary parameters and inputs:</p> <ul style="list-style-type: none"> • Proportion of passengers proportion using each mode of transport, with the project and in absence of the project; • The average distance travelled by these modes with the project and in absence of the project |
|------------------|--|



| | |
|--|---|
| Target population | Passengers over 12 years using the MRTS |
| Sample frame | Passenger flow in all the stations of the MRTS |
| Sample design | Two staged probabilistic design: <ul style="list-style-type: none"> • First stage: stratified – simple random sampling (SRS); • Second stage: systematic sampling based on passengers flow per station. Stratum: Stations. Sub stratum: Days in the week and hours |
| Relative error level (CV)⁷ | For the survey a global desired level of precision (relative standard error or coefficient of variation – CV) between 5% and 10% for the parameters of interest, which implies at the same time having precision levels of 90/10 is required. Results obtained are based on a 95% confidence level using the more conservative boundary |
| Coverage | Larger urban zone of the city Urban area where the MRTS operates |
| Size of Universe | Generally, in one day an MRTS mobilizes between 100,000 and 3,000,000 passengers, depending of the transport system type |
| Sample size | The sample size ranges from 6,000 to 8,000 surveys in the measuring week with a re-test sample size of around 50% of the original sample ⁸ . The final sample size determination depends on the transport system characteristics regarding daily passenger flow and number of stations. The sample size indicated is an estimate and needs to be determined per project type (see corresponding chapter) |
| Sample frequency | Once annually during an entire week plus one re-test per annum |
| Method of information collection | The information will be obtained through the face-to-face application of the established questionnaire on a random base |
| Consistency of the survey results | The internal consistency of the results of the survey must be carefully checked. The reliability will be measured using the Cronbach's alpha. A coefficient of over 0.7 has to be reached, values over 0.9 shall be rechecked to avoid redundancy of data. In case the survey does not demonstrate internal consistency in their results, it will be rejected and another survey could be arranged |

1. Survey Objective

The survey objective is to determine:

- The baseline emissions caused by passengers which use the MRTS and in absence of latter would have used other modes of transport to realize their trip;
- The indirect project emissions of passengers using the MRTS which correspond to the emissions caused from the trip origin to the MRTS entry station and from the MRTS exit station to the final destination.

2. Target Population

⁷ Relative error level refers to the coefficient of variation (CV), which is calculated as the ratio between the standard deviation of the average and the population average.

⁸ The re-test sample size is determined based on the variances encountered in the original sample.

The target population are all passengers over 12 years of age. Smaller children are excluded due to problems in answering the questions. Also smaller children in general are accompanied by their parents or an adult and thus have the same trip sequence as the adult person.

3. *Sample Frame*

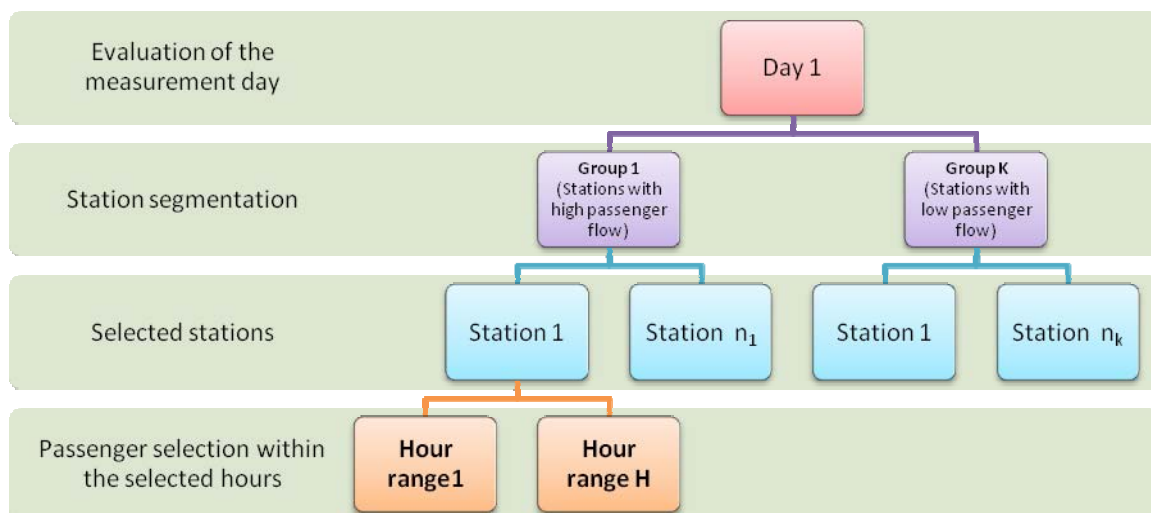
The simple frame is the passenger flow in all the stations of the MRTS. Data for the passenger frame is obtained from the system manager.

4. *Sample Design*

A two staged probabilistic design is applied:

- First stage: Stratified – Simple Random Sampling (SRS);
- Second stage: Systematic sampling based on passengers flow per station.

The stratification model used is represented by the following scheme, where the process for a specific day is shown, applies routinely for the seven measurement days.



Main strata (Stations): First a cluster analysis is performed that groups the stations depending on the passenger flow per station to provide information for busier stations and less frequented stations. In practical terms three groups of stations are created: stations with a high, medium and low passenger volume. In the case of large heterogeneity of passenger flows an additional group is included to control this variability.

Sub strata: Sub strata are built from the passenger flow information reported per day and hour. Sub strata are formed in such a manner that information is taken for the seven days of the week, and within each day, hours ranges are arranged according to the passenger flow.

In MRTS there are generally predefined hourly passenger flow ranges (peak/off-peak hours) through which the fixed hours when passengers are surveyed during the seven week days are defined taking into

account that peak hours have to be included i.e. in each of these hours information is collected and off-peak hours are partially included.

The sample is to be distributed in each day according to the average passenger flow per day and within the day, as per the users per day or hour range. Within each day, a random station selection process is to be carried out within the defined strata, in such a way that during the evaluation week the possibility for all stations to be visited is created. The station grouping is carried out according to a multi-variant cluster analysis, using as classification variable the passenger flow reported daily by station.

5. *Relative Error Level*

For the survey a global desired level of precision (relative standard error or coefficient of variation – CV) between 5% and 10% for the parameters of interest is required, which implies at the same time having precision levels of 90/10.

It is considered that the result of an estimate is:

- Statistically robust if its coefficient of variation is less than 5%;
- Practical acceptable if its coefficient of variation is between 5% and 10%;
- Of low precision if its coefficient of variation is higher than 10% and less than 15%;
- It is not considered as robust if its coefficient of variation is higher than 15%.

For the results obtained a 95% confidence level is calculated taking the (conservative) lower boundary for baseline emissions and the (conservative) upper boundary for indirect project emissions. The parameters determined in the survey are thus quantified at the 95% confidence level following the Annex 2 (EB 22 report, Annex 2, D, page 3): “Methodologies employing sampling to derive parameters in estimating emissions reductions shall quantify these parameter uncertainties at the 95% confidence level”.

6. *Geographical Coverage*

The geographical coverage is the area where the MRTS operates (project boundary).

7. *Sample Frequency*

The survey is realized minimum once annually plus an annual re-test thus achieving two samples per annum. The survey shall take place during an entire week. The selected week shall not correspond to a public holiday and shall be representative for the average demand for transport services in the considered year.

To guarantee that there is no seasonality, and if there was, the way in which it would be approached, the following steps are taken:

- (a) In the first year and while the system is stabilized, a single measurement is taken and a second measurement is carried out in a later period (test-retest method), with a sample size of less than half of the initial survey;
- (b) With the passenger flows data of the first, and with the comparison between the first survey and the test-retest, it is defined if there is any seasonality degree in the year. If there is evidence of the same, within each period where there are apparent differences, independent surveys are performed and at the end, the results are compared regarding the emissions difference and the parameters on the use of modes of transport and the average travel distance;

- (c) If there are no significant differences between the analysis periods, the measurements of later years will be done only once a year, on the contrary, they will be carried out in the periods in which seasonality is identified;
- (d) Independent from the result, at least one measurement in a whole week will always be performed, and the application of the test-retest method. The two measurements are done in different periods, one in the first semester of the year and the other in the second semester.

The criteria for identifying if there is or not seasonality is:

- A test of mean comparison is carried out between the data reported on the flow of passengers between months, and in the same way, within the weeks of each month;
- A further test consists in the application of a times series model SARIMA, where it is estimated if there is any seasonality degree in the passengers flows, either weekly or monthly. Through the functions of auto-correlation and partial auto-correlation, it is identified if there is any pattern in the data.

8. *Sample Size*

For the calculation of the sample size, a global level of precision (relative standard error or coefficient of variation – CV) between 5% and 10% for the parameters of interest has to be met. This implies at the same time having precision levels of 90/10, i.e. a minimum confidence level of 90% and a maximum precision level of 10%.

In general determining the sample size is done by simulation following the Särndal methodology (1992), in which a CV is fixed and the sample size is found by solving n of the formula of the estimator variance according to the design used in each case.

$$CV = \left(\frac{\sqrt{V(\hat{t}_y)}}{\hat{t}_y} \right) \cdot 100$$

Where \hat{t}_y is the estimate of the average for parameter of interest y and $V(\hat{t}_y)$ is the variance of this estimate.

The stratification structure complies with the principles of independence and invariance, reason for which in the formula for the CV of this study, the estimated variance of the estimator results from adding those obtained in each stratum (see section 10 which provides formulas for the calculation of the variance in case of multi-stage designs).

The main parameter of interest is the distance per mode of transport for each passenger. The distance per mode is one parameter, i.e. $D(i)$ indicating distance of mode i used by the passenger.

However an important parameter to determine the sample size is the percentage of passengers which use mode (i). This is relevant as only few passengers of the new system would have used certain modes such as passenger cars (the large majority of users come from conventional public transport). However even if their share is low they could still have an impact on emission reduction calculations due to their high emission factor. For the survey to be reliable it needs a sufficient number of respondents also in modes used less frequently. The sample size determination is thus influenced strongly by the share of passengers per mode to have the desired precision level for this variable and therefore also for the main parameter of



interest being the distance per mode. To determine the sample size *ex ante* therefore a pre-survey is conducted and/or data from comparable other projects are taken.

In practical terms, the procedure for determining the sample size is:

- (a) The results of the pilot test are taken as reference for the simulation (mean and standard deviation); This is especially important concerning share of modes for passengers as this determines the sample size to a considerable extent as some modes have a low frequency (e.g. passenger cars, potentially taxis and motorcycles);
- (b) Simulation is subject to the modification of standard deviations larger than the one found in the pilot test, with the objective of obtaining an optimum sample size even under high variability conditions (limitation of the maximum variability level);
- (c) The simulation process is first done using the results of the pilot survey under a SRS design (Simple Random Sampling), and under the multistage design (see the formulae described in section 10) and thereafter the design effect (Deff) is determined corresponding to the ratio between the variance of the multi-stage design, and the variance of a SRS design;
- (d) Finally, based on the simulation and the presentation of different scenarios corresponding to different sampling sizes and various assumptions about the standard deviations of parameters of interest (for instance by using a deff factor between 2 and 3), the sample size that best adjusts to the expected error levels is taken.

The DOE shall verify that the procedures used to derive the sample size will lead to the level of precision for the parameters of interest stipulated above.

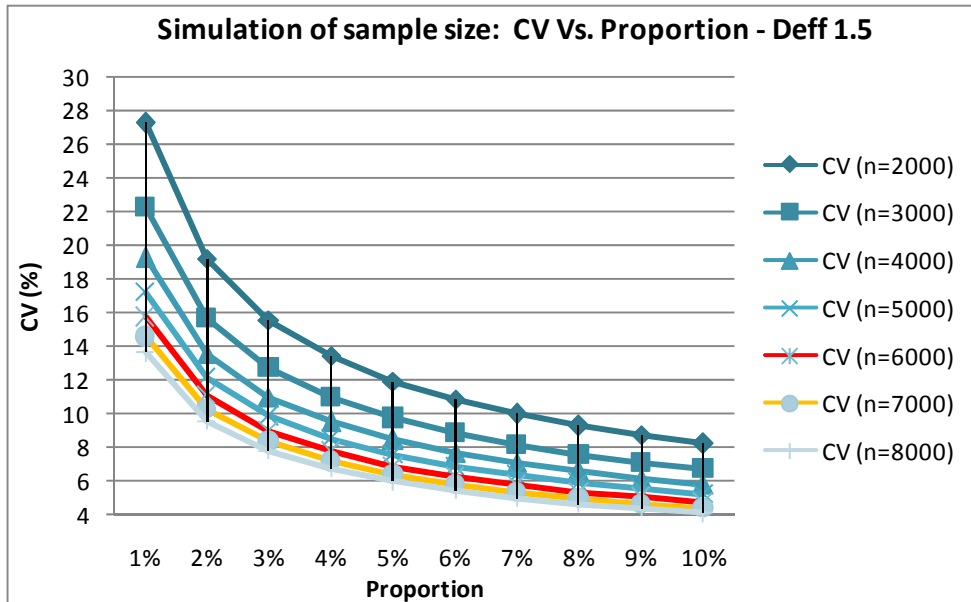
Design Effect (Deff)

The ratio between the variance of the particular design and the variance under a SRS design, is called the design effect (Deff). In this way, when Deff is less than 1 it implies that the selected design has more precision than the SRS one, and when it is larger than 1, the proposed design is less efficient than the SRS one. In the simulation case, the Deff value was assumed between 1 and 3.5, in such a way that the sample size is considered under the worst scenario i.e. when the variance associated to the multi-stage design was factor 2.5 fold the SRS. Sample size simulation were performed considering the variation coefficient (less than 10%), the design effects (deff) (value between 1.5 and 3.5) and the lowest frequencies for the modal proportions (between 5 and 10%) to be estimated.

The graphs below provided for illustrative purposes only present the result of such simulations. They show that a sample size of 6,000-8,000 would be sufficient even facing extreme scenarios such as with a deff of 3.5.



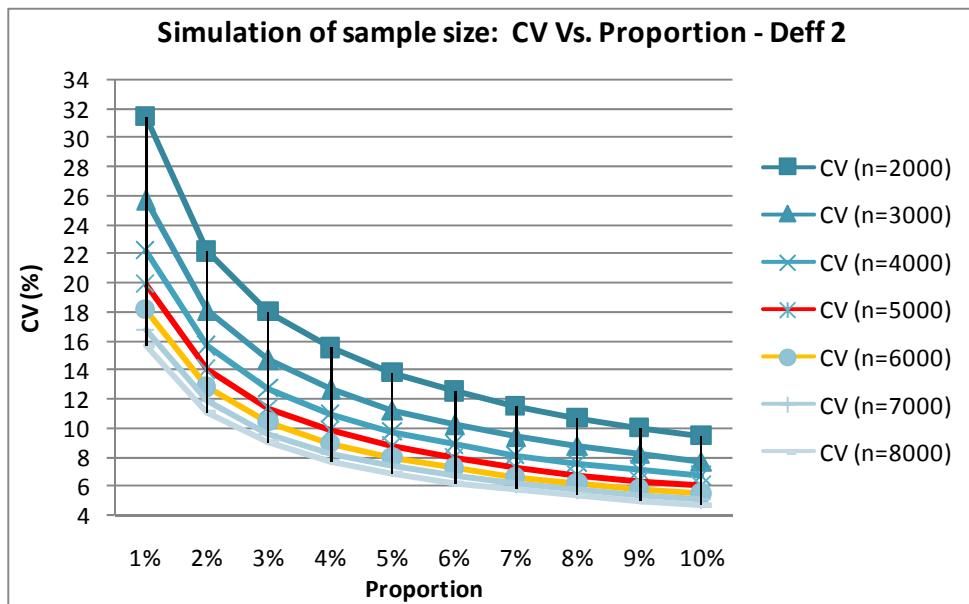
Simulation of Sample Size with Deff 1.5



| Proportion | CV (n=2000) | CV (n=3000) | CV (n=4000) | CV (n=5000) | CV (n=6000) | CV (n=7000) | CV (n=8000) |
|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 1% | 27.2 | 22.2 | 19.3 | 17.2 | 15.7 | 14.5 | 13.6 |
| 2% | 19.2 | 15.6 | 13.5 | 12.1 | 11.1 | 10.2 | 9.6 |
| 3% | 15.6 | 12.7 | 11.0 | 9.8 | 9.0 | 8.3 | 7.8 |
| 4% | 13.4 | 10.9 | 9.5 | 8.5 | 7.7 | 7.2 | 6.7 |
| 5% | 11.9 | 9.7 | 8.4 | 7.5 | 6.9 | 6.4 | 6.0 |
| 6% | 10.8 | 8.8 | 7.7 | 6.8 | 6.3 | 5.8 | 5.4 |
| 7% | 10.0 | 8.1 | 7.1 | 6.3 | 5.8 | 5.3 | 5.0 |
| 8% | 9.3 | 7.6 | 6.6 | 5.9 | 5.4 | 5.0 | 4.6 |
| 9% | 8.7 | 7.1 | 6.2 | 5.5 | 5.0 | 4.6 | 4.3 |
| 10% | 8.2 | 6.7 | 5.8 | 5.2 | 4.7 | 4.4 | 4.1 |



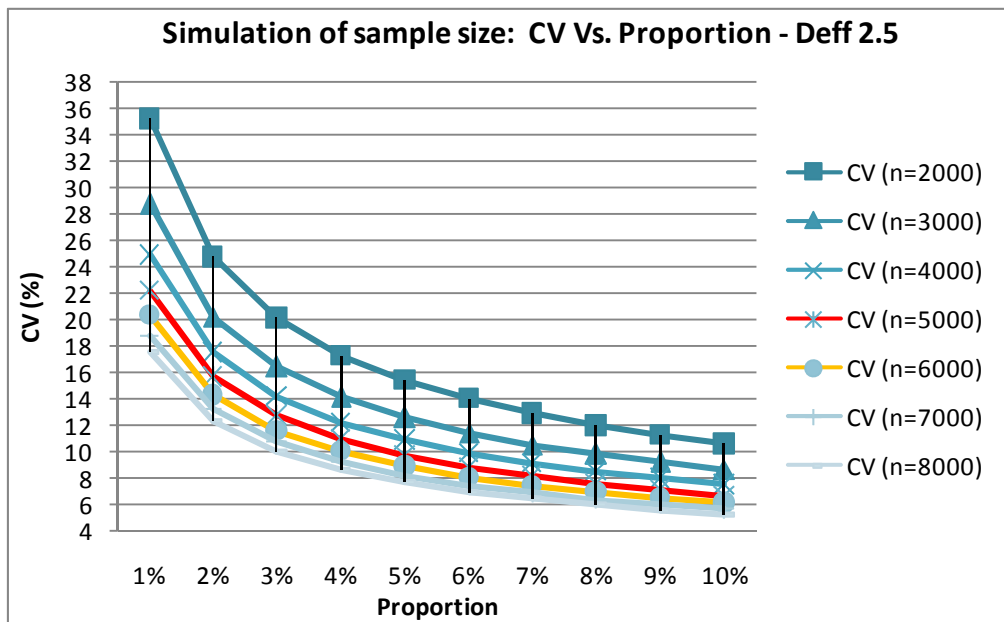
Simulation of Sample Size with Deff 2.0



| Proportion | CV (n=2000) | CV (n=3000) | CV (n=4000) | CV (n=5000) | CV (n=6000) | CV (n=7000) | CV (n=8000) |
|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 1% | 31.5 | 25.7 | 22.2 | 19.9 | 18.1 | 16.8 | 15.7 |
| 2% | 22.1 | 18.1 | 15.6 | 14.0 | 12.8 | 11.8 | 11.1 |
| 3% | 18.0 | 14.7 | 12.7 | 11.4 | 10.4 | 9.6 | 9.0 |
| 4% | 15.5 | 12.6 | 10.9 | 9.8 | 8.9 | 8.3 | 7.7 |
| 5% | 13.8 | 11.2 | 9.7 | 8.7 | 8.0 | 7.4 | 6.9 |
| 6% | 12.5 | 10.2 | 8.8 | 7.9 | 7.2 | 6.7 | 6.2 |
| 7% | 11.5 | 9.4 | 8.1 | 7.3 | 6.6 | 6.2 | 5.8 |
| 8% | 10.7 | 8.8 | 7.6 | 6.8 | 6.2 | 5.7 | 5.4 |
| 9% | 10.1 | 8.2 | 7.1 | 6.4 | 5.8 | 5.4 | 5.0 |
| 10% | 9.5 | 7.7 | 6.7 | 6.0 | 5.5 | 5.1 | 4.7 |



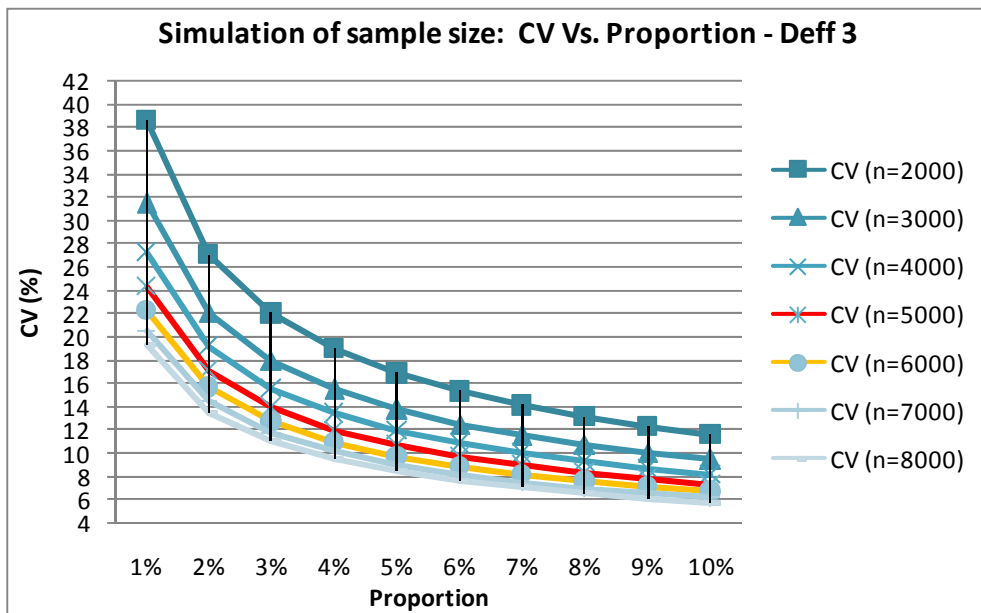
Simulation of Sample Size with Deff 2.5



| Proportion | CV (n=2000) | CV (n=3000) | CV (n=4000) | CV (n=5000) | CV (n=6000) | CV (n=7000) | CV (n=8000) |
|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 1% | 35.2 | 28.7 | 24.9 | 22.2 | 20.3 | 18.8 | 17.6 |
| 2% | 24.7 | 20.2 | 17.5 | 15.6 | 14.3 | 13.2 | 12.4 |
| 3% | 20.1 | 16.4 | 14.2 | 12.7 | 11.6 | 10.7 | 10.0 |
| 4% | 17.3 | 14.1 | 12.2 | 10.9 | 10.0 | 9.2 | 8.6 |
| 5% | 15.4 | 12.6 | 10.9 | 9.7 | 8.9 | 8.2 | 7.7 |
| 6% | 14.0 | 11.4 | 9.9 | 8.8 | 8.1 | 7.5 | 7.0 |
| 7% | 12.9 | 10.5 | 9.1 | 8.1 | 7.4 | 6.9 | 6.4 |
| 8% | 12.0 | 9.8 | 8.5 | 7.6 | 6.9 | 6.4 | 6.0 |
| 9% | 11.2 | 9.2 | 7.9 | 7.1 | 6.5 | 6.0 | 5.6 |
| 10% | 10.6 | 8.7 | 7.5 | 6.7 | 6.1 | 5.7 | 5.3 |



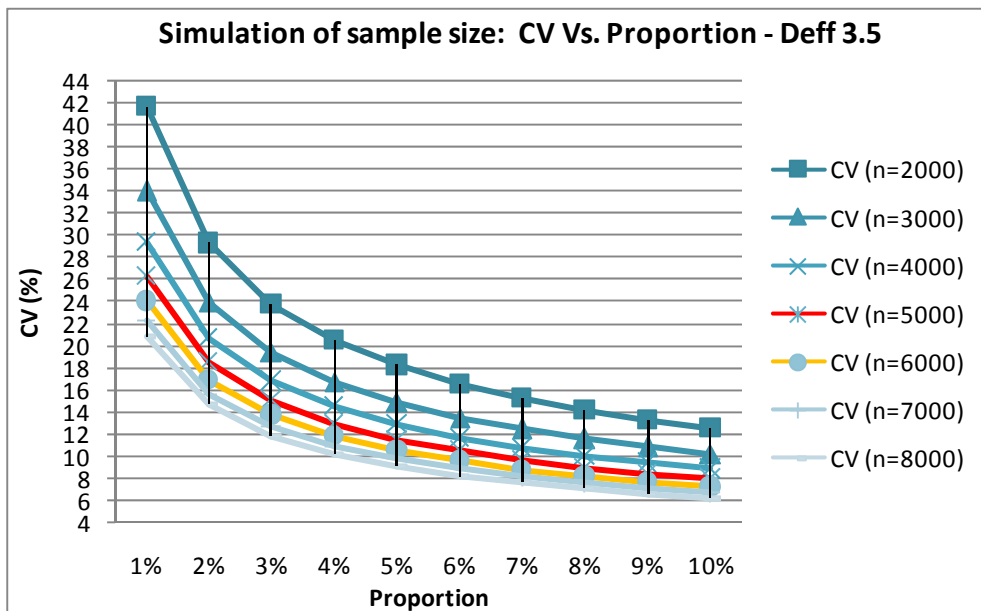
Simulation of Sample Size with Deff 3.0



| Proportion | CV (n=2000) | CV (n=3000) | CV (n=4000) | CV (n=5000) | CV (n=6000) | CV (n=7000) | CV (n=8000) |
|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 1% | 38.5 | 31.4 | 27.2 | 24.4 | 22.2 | 20.6 | 19.2 |
| 2% | 27.1 | 22.1 | 19.2 | 17.1 | 15.6 | 14.5 | 13.5 |
| 3% | 22.0 | 18.0 | 15.6 | 13.9 | 12.7 | 11.8 | 11.0 |
| 4% | 19.0 | 15.5 | 13.4 | 12.0 | 10.9 | 10.1 | 9.5 |
| 5% | 16.9 | 13.8 | 11.9 | 10.7 | 9.7 | 9.0 | 8.4 |
| 6% | 15.3 | 12.5 | 10.8 | 9.7 | 8.8 | 8.2 | 7.7 |
| 7% | 14.1 | 11.5 | 10.0 | 8.9 | 8.1 | 7.5 | 7.0 |
| 8% | 13.1 | 10.7 | 9.3 | 8.3 | 7.6 | 7.0 | 6.6 |
| 9% | 12.3 | 10.1 | 8.7 | 7.8 | 7.1 | 6.6 | 6.1 |
| 10% | 11.6 | 9.5 | 8.2 | 7.3 | 6.7 | 6.2 | 5.8 |



Simulation of Sample Size with Deff 3.5



| Proportion | CV (n=2000) | CV (n=3000) | CV (n=4000) | CV (n=5000) | CV (n=6000) | CV (n=7000) | CV (n=8000) |
|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 1% | 41.6 | 34.0 | 29.4 | 26.3 | 24.0 | 22.2 | 20.8 |
| 2% | 29.3 | 23.9 | 20.7 | 18.5 | 16.9 | 15.6 | 14.6 |
| 3% | 23.8 | 19.4 | 16.8 | 15.0 | 13.7 | 12.7 | 11.9 |
| 4% | 20.5 | 16.7 | 14.5 | 13.0 | 11.8 | 10.9 | 10.2 |
| 5% | 18.2 | 14.9 | 12.9 | 11.5 | 10.5 | 9.7 | 9.1 |
| 6% | 16.6 | 13.5 | 11.7 | 10.5 | 9.6 | 8.8 | 8.3 |
| 7% | 15.2 | 12.4 | 10.8 | 9.6 | 8.8 | 8.1 | 7.6 |
| 8% | 14.2 | 11.6 | 10.0 | 9.0 | 8.2 | 7.6 | 7.1 |
| 9% | 13.3 | 10.9 | 9.4 | 8.4 | 7.7 | 7.1 | 6.6 |
| 10% | 12.5 | 10.2 | 8.9 | 7.9 | 7.2 | 6.7 | 6.3 |

9. *Size and Result of Pilot Test*

The data obtained of a similar transport system will be used as reference and pilot result. In case the MRTS is already operating it is recommended to realize a pilot sample which can be of a smaller sample size and simplified concerning stratification etc. In cases where the MRTS is not operating results from comparable surveys from comparable MRTS from other cities can be used as reference.

10. *Selection method of the sample*

Stations, hours and passengers must be selected for the sample. The selection method has to demonstrate that it guarantees a random and non-biased selection process, which is especially important in face-to-face interviews. The random distribution allows that the sample mirrors the total population in any other non-observed variables such as age, gender, religion, personal preferences etc. A control is realized if the sample matches the total population in several of these parameters to ascertain that the sample reflects truly the population with all its characteristics.

(a) Selection of stations and evaluation hours

Given that there is a complete list of stations that are part of each established group (stratum), the selection of stations is carried out according to a SRS design, through the negative coordinated algorithm.

The same happens for the defined hour ranges: within each range a specific hour is selected under this method for the sample selection.

Algorithm of the Negative Coordinated Method

N: Universe size

n: Sample size to be selected.

A value $0 < \pi < 1$ is fixed and for each one of the universe elements random events ξ_1, \dots, ξ_N are carried out uniformly distributed (0,1). Which ones belong to the sample is decided as follows:

- If $\xi_k < \pi$ then k belongs to the sample;
- If $\xi_k \geq \pi$ then k does not belong to the sample.

In this way the probabilities of being part of the sample of the first and second order are:

$$\pi_k = \pi, \pi_{kl} = \pi^2$$

Since the expectation of the simple size is equal to $\sum_U \pi_k$ in the SRS design, it complies with

$E(n_s) = \sum_U \pi_k = n$ therefore the departure point is from an expected sample size equal to n , further it is said that $\pi_k = \pi = n / N$ and from that value, the selection is carried out.

(b) Selection of Passengers

Given that there is no reference frame or list frame for the identification of MRTS users, the selection of the sample in the last stage will be performed according to the systematic sampling design, replicated identically for each stratum and considering the following steps:

- (i) A random starting point is generated according to the statistics tables of uniform distribution between 1 and the average flow of passengers in the evaluation hour;
- (ii) Systematic selection of passengers: every n^{th} passenger entering the station, starting with the random number. In this way, if the random number is 20, the first passenger selected is the 20th that enters the station, the 2nd $n+20$ and thus successively every n^{th} passenger. The number n , called selection interval, will be determined based on the passenger flow per hour and the sample distribution of the specific measurement day.

11. Methodology for information collection and estimation of the parameter

(a) General considerations on information collection

The information will be obtained through the face-to-face application of the established questionnaire.

According to the selected days and hour range, each survey interviewer will carry out the number of established surveys. Given that the selection of people is done randomly in a time range, the start point, that is, the person number from which the contact begins is random and is defined by the appointed pollster supervisor.

The random selection of individuals, as well as the sufficiency in the sample size, enables obtaining dispersion and representation of the study population through the sample. Further, it allows controlling factors that may affect the user type, in terms of use of modes of transport and distance in these travels. Some of these such as the social-economic level, the residence zone, owning a vehicle, among others, are represented within the selected sample.

It is recommended that additional to the surveyors other personnel systematically and in parallel to the information collection asks about and registers the system users on their social-economic level, gender (observable) and age, with the purpose that these data guarantee that people included in the sample correspond to the general demographic characteristics of the system users.

The age ranges recommended are: 1. From 12 to 17 years 2. From 18 to 25 years 3. From 26 to 35 years 4. From 36 to 45 years 5. From 46 to 55 years 6. From 56 to 65 years 7. More than 65 years old. If the person surveyed is not willing to answer the question, the interviewer will locate the person in the range according to his/her appearance.

For socio economic levels the ranges recommended are 5 different ranges of minimum salary. This needs to be adapted to the country circumstances so that a representative stratification is reached.

n measurements of later years, when any of the modes of transport to which the survey refers, are extinct at the moment of applying the survey or simply to clarify the issue or modes of transport to which the question refers to, photos or graphs with an amplified size can be used, to guarantee the correct interpretation of the question.

(b) Method of estimation and expansion factors

In accordance with the sample strategy and with the sample design specified in Section 4 there exist two stages in the method of estimation and selection of sampling observation units:

- (1) Selection of stations (SRS design);
- (2) Selection of passengers in accordance with the systematic design taking as auxiliary information the flow of passengers in the range of hours defined.

Having in mind that the design used in each stratum is identical, the probabilities of inclusion will be calculated in an equivalent basis in each stratum.

First stage:

$$\pi_{li} = \frac{n_{lisp}}{N_{lisp}},$$

π_{li} : Probability of inclusion in the sample in the first stage (1).

n_{lisp} : Number of stations sp selected in the stratum h (3 stratus are created i.e. high, medium and low passenger flow)

N_{lisp} : Total number of stations sp in the stratum h .

sp : stations of the system

Second stage:

$$\pi_{k/i} = \frac{n_{iksp}}{N_{iksp}},$$

$\pi_{k/i}$: Probability of inclusion of the individual passenger k in the sample in the second stage (i), given the selection of the first stage (I).

n_{iksp} : Number of passengers selected in the station sp , in stratum h .

N_{iksp} : Total number of passengers in the station sp , in stratum h

The general formula to calculate the expansion factor is:

$$f_I = \frac{1}{\pi_k}, \text{ where } k \text{ indicates the } k^{\text{th}} \text{ element of the sample.}$$

Thus the expansion factors are:

First stage:

$$f_I = \frac{N_{lisp}}{n_{lisp}},$$

Where n_{lisp} and N_{lisp} are as previously defined.

Second stage:

$$f_i = \frac{N_{ihsp}}{n_{ihsp}},$$

Where n_{ihsp} and N_{ihsp} are established according to the total flow of passengers in the station sp during the day.

Estimator of the total for the variable of interest⁹:

$$\hat{t}_\pi = \sum_h \frac{N_{lhsp}}{n_{lhsp}} \sum_{s_i} \hat{t}_{i\pi}$$

\hat{t}_π corresponds to π Estimator of sample designs without replacing sample units, see Särndal et al. (1992)

Where:

$$\hat{t}_{i\pi} = \frac{N_{ihsp}}{n_{ihsp}} \sum_{s_i} y_{ksp}$$

Where “ s_i ” represents the sample of passengers in the second phase and “ k ” the information of the k^{th} individual selected

Estimator of the variance:

$$\hat{V}(\hat{t}_\pi) = \sum_h \left[\frac{N_{lhsp}}{n_{lhsp}} (n_{lhsp} - N_{lhsp}) S_{\hat{t}_{s_i}}^2 + \frac{N_{lhsp}}{n_{lhsp}} \left(\sum_{s_i} \frac{N_{ihsp}}{n_{ihsp}} (n_{ihsp} - N_{ihsp}) S_{s_i}^2 \right) \right]$$

Where:

$$S_{\hat{t}_{s_i}}^2 = \frac{1}{n_{lhsp} - 1} \sum_{s_i} \left[\hat{t}_{i\pi} - \left(\sum_{s_i} \hat{t}_{i\pi} / n_{lhsp} \right) \right]^2 \text{ and } S_{y_{s_i}}^2 = \frac{1}{n_{ihsp} - 1} \sum_{s_i} (y_{ksp} - \bar{y}_{ksp})^2$$

The parameter (R) is not used to calculate directly BE or IPE or the distance per mode of transport which is the main parameter and the one required for calculating BE and IPE. It is however fundamental to determine the required simple size as proportions of passengers using various transport modes are required for the simple size determination as well as eventually for leakage calculations. (R) is also required for various other parameters where proportions are determined in the survey (e.g. income category). These other parameters are not used directly to determine BE or IPE but are important information sources to assess if the survey has any bias or if other factors such as gender or income influence the outcome. The parameter (R) is therefore used for survey information gathered based on proportions.

⁹ The variables of interest used to calculate totals correspond to the trip distances per mode of passengers of the MRTS (the parameter is not distance alone it is trip distance per mode) both in the baseline situation (for BE) and in the project situation (for IPE).

Estimator for the variable of interest:

$$\hat{R} = \frac{\hat{t}_{y\pi}}{\hat{t}_{z\pi}},$$

Where $\hat{t}_{y\pi}$ and $\hat{t}_{z\pi}$ are totals.

R represents the relation between two variables, which in the particular case is a proportion, where $\hat{t}_{z\pi}$ estimates the universe of the study (N).

The parameter (R) is not used to calculate directly BE or IPE or the distance per mode of transport which is the main parameter and the one required for calculating BE and IPE. It is however fundamental to determine the required simple size as proportions of passengers using various transport modes are required for the simple size determination as well as eventually for leakage calculations. (R) is also required for various other parameters where proportions are determined in the survey (e.g. income category). These other parameters are important information sources to assess if the survey has any bias or if other factors such as gender or income influence the outcome. The parameter (R) is therefore used for survey information gathered based on proportions.

Example: To calculate the proportion of users per mode of transport “X” a R ratio has to be calculated, taking into consideration as variable y : “Users can use the mode X” and as variable z “surveyed users”. Thereafter t_y and t_z represent the estimators associated to the total of the two variables.

Variance Estimator:

$$\hat{V}(\hat{R}) = \sum_h \left[\frac{N_{Ihsp}}{n_{Ihsp}} (n_{Ihsp} - N_{Ihsp}) S_{\hat{t}_{us_i}}^2 + \frac{N_{Ihsp}}{n_{Ihsp}} \left(\sum_{s_i} \frac{N_{ihsp}}{n_{ihsp}} (n_{ihsp} - N_{ihsp}) S_{u_{k_i}}^2 \right) \right]$$

Where:

$$u_{kshp} = \frac{y_{ksp} - \hat{R}z_{ksp}}{\hat{t}_{z\pi}},$$

Thus it is established that:

$$S_{\hat{t}_{us_i}}^2 = \frac{1}{n_{Ihsp} - 1} \sum_{s_i} \left[\hat{t}_{ui} - \left(\sum_{s_i} \hat{t}_{ui} / n_{Ihsp} \right) \right]^2 \text{ and } S_{u_k}^2 = \frac{1}{n_{ihsp} - 1} \sum_{s_i} (u_{ksp} - \bar{u}_{ksp})^2$$

Other alternative methods to estimate estimate the variance, especially helpful in multi-staged designs of complex samples can be used such as Jackknife or Bootstrap.

Based on the formerly described formulas and based upon if it is a total or a proportion the parameter \hat{t}_π and associated the variance $\hat{V}(\hat{t}_\pi)$ is determined.

To calculate the confidence interval a normal distribution is assumed (large sample size) using the formula for a 95% confidence interval:

$$\hat{t}_{\pi} \pm Z_{0.975} * \sqrt{\hat{V}(\hat{t}_{\pi})}$$

\hat{t}_{π} represents BE and IPE, both calculated separately. For BE the lower confidence interval is taken and for IPE the upper one.

The DOE shall verify the validity of the statistical procedures used and the assumptions made to determine the total baseline and indirect project emissions including the determination of their respective 95% confidence intervals.

Summarized to calculate the expansion factor the following data is required next to the data resultant from the survey:

- Number of stations;
- Passenger flow per station per hour, day and week;
- Selection rate of passengers surveyed per hour per station (i.e. each n passenger was selected for an interview).

Based on this information the total baseline and the total indirect project emissions for the MRTS for the survey week can be calculated with a confidence interval of 95%. For the total baseline emissions the lower 95% boundary is taken and for the indirect project emissions the upper 95% boundary to have a conservative calculation of emission reductions. For total annual or period baseline (indirect project) emissions the baseline (indirect project) emission per passenger of the survey week is calculated and thereafter multiplied with the total passengers transported by the MRTS per annum or period.

12. Data verification and validation including QA and QC

(a) Criteria for evaluating data consistency

Considering that in each one of the years there will be at least two measurements, the weekly measurement and the test-retest, through these the consistency on information collection is to be guaranteed.

The assessment of consistency can be carried out by three supplementary statistical methods:

- (i) A mean difference test is performed through a t – Student test, where the differences presented between both measurements are evaluated, for: 1. Proportion of users that use each type of modes of transport and 2. Average trip travel distance;

To perform the mean difference test, it is necessary to determine beforehand, if the two samples come from the same population. Thereafter a F test is carried out to determine the variability difference between one and the other. To assess that data used to estimate the study parameters follow the same distribution the Mann Whitney non-parametric U test and the Wilcoxon T test can be used.

- (ii) To evaluate the users proportion per modes of transport, the Pearson's Chi Square can be used, where categories are defined for each mode of transport;
- (iii) Globally and internally in each survey realized, consistency of data reported in the survey should be assessed through the Cronbach alpha coefficient. In practice a value higher

than 0.7 in the coefficient has to be reached. Values over 0.9 shall be rechecked to avoid redundancy of data.

For the internal consistency the Cronbach alpha coefficient is to be used whilst to test for consistency between different periods of measurement the first two options of testing are used.

The Cronbach alpha coefficient will be calculated for each stratum established as these a priori control the variations in the responses and therefore the control eliminates biases which could be generated due to heterogeneity and inconsistency in information.

With the goal of evaluating the possible correlation between BE and IPE a hypothesis test based on the Pearson or Spearman coefficient is to be made. The parameter to determine the existence of correlation is the p value. If the p value is less than 0.05 8 (significance value) it is concluded that the correlation is significant.

If a correlation between BE and IPE exists the variance associated to the estimator (defined as the difference between the two parameters) would have a covariance different from 0. If the variables x and y are correlated then:

$$Var(X-Y) = Var(X) + Var(Y) - 2 Cov(X,Y), \text{ where } COV(X,Y) \text{ is not } 0.$$

If the correlation is significant complex estimators and alternative methods of variance need to be used which do not guarantee however that the estimators are unbiased and have a minimal variance. On the other hand if the correlation is non-significant the estimation of the two parameters BE and IPE separately leads to the same result as calculating them jointly.

Realizing the estimation of BE and IPE guarantees that even in the case of correlation there is no problem with the bias in the variance of the estimators i.e. even in case of correlation the results are correct and no additional step needs to be taken. In the case of no correlation the difference between BE and IPE per passenger could also be determined directly reaching the same result (in the case of correlation it is necessary in all cases to make the estimation of BE and IPE separately).

Therefore it is preferable, as suggested in these procedures, to calculate the two parameters separately and to determine for each one an unbiased level of error. Additionally for each parameter separate confidence levels can thus be constructed. If the two confidence intervals overlap there would be an indication of non-significant differences between BE and IPE.

13. Survey realization

The survey must be realized through a company with minimum 3 years of experience in comparable surveys in the respective country to ensure a professional survey execution. The following principles are to be followed in the survey realization:

- Non-responses should be recorded;
- Record and store all original surveys;
- Surveys are conducted at MRTS stations when people wait for MRTS-boarding. It should be avoided to realize the survey with people de-boarding the MRTS as latter will not want to invest time in a survey thus potentially giving wrong answers.



(a) Preparation phase

This phase is characterized by the development of all the activities previous to the execution of the field operation and it is divided in:

- (1) Drafting of the manual on information collection and basic concepts. The manual on information collection and basic concepts covers in general terms the profile of the field personnel, the questionnaire structure, the instructions and specifications for filling in the questionnaire, the definitions and basic concepts of the study and the instructions and formats used;
- (2) Selection and training of field personnel. The selection and training of the field personnel is performed on concepts of filling in of questionnaires, in order to select the most adequate survey interviewers for the development of the field work.

A pre-test is performed with the aim of familiarizing the supervisors with the instrument of information collection and establishing in general terms the acceptance degree of the population facing the instrument's application. The pre-test is also to assure that respondents understand what the MRTS is as they might not have taken a similar system before, to ensure that all the concepts are clearly defined and the questions are not ambiguously phrased and avoid interviewer errors. Interviewers may misread the question or twist the answers in their own words and thereby introduce bias. The pre-test has to detect and minimize this potential error.

The results of the pre-test will be documented and will be taken into consideration for the modification of the final instrument and for the preparation of the model of information collection.

(b) Validation process of the information

A supervisor should be used in the field to carry out the field verifications, guaranteeing the validity of the gathered information as well as the attained coverage.

14. Calculation of trip distance in the survey

Trip distances need to be determined for each surveyed passenger. The following procedures are applied:

- For NMT, others and induced traffic this is not required as the applied EF is “0”;
- For users of buses either:
 - The shortest possible geographical distance based on electronic maps or measuring the distance between the two points with GPS or a comparable mean or through distance measurement on maps; or
 - Measuring the actual distance from the bus entry station to the bus exit station based on (electronic) route maps of the bus operators with official distances or measuring e.g. with GPS the distances between the involved stations.
- For users of passenger cars, taxis, motorcycles, motorized rickshaws and other modes of motorized transport except buses based on the shortest possible geographical distance based on electronic maps or measuring the distance between the two points with GPS or a comparable mean or through distance measurement on maps;



- For non-project rail systems based on official or GPS distances between the entry and exit station of the rail-systems.

A default questionnaire to be used is included below. This questionnaire should be used by all projects except if valid arguments exist to change the questionnaire and to adapt it to local circumstances. The questionnaire must be realized in the local language. The questionnaire needs to be adapted to national or local circumstances, the wording needs to be checked locally and local test-runs should be performed to ensure that the questions are simple, easily understood, cannot be misinterpreted and lead to reliable results. The survey is reviewed in the language of users of the project, not translated directly from the CDM methodology

References for survey design

- [1] Bautista, L. (1998). “*Diseños de Muestreo Estadístico*”. Publication of the Universidad Nacional de Colombia.
- [2] Cochran, W.G. 1977, *Sampling Techniques*, 3d ed, Wiley, New York
- [3] Särndal, C-E., Swensson, B., Wretman, J. (1992). “*Model Assisted Survey Sampling*”. Springer – Verlag, New York.



15. Default questionnaire

The questionnaire has to be adapted to local circumstances using local wording and language. The default questionnaire is basically the framework to follow.

SECTION A: Data Concerning Surveyor

Survey ID (correlative number):
Interviewer:.....
Date: -.....
Time:.....
Place (station) where interview was performed:.....

Survey response/completeness:
 Survey was fully completed
 Survey was fully or partially not responded

Comments/Observations of surveyor:.....

SECTION B: General Data of Interviewed Person

This section can also be filled out at the end of the interview!

Age of surveyed person:
 12-17 years 18-25 years 26-35 years 36-45 years 46-55 years 56-65 years over 65 years

Gender of the surveyed person
 female male

Socio-economic level of the surveyed person
 < 1 minimum wage 1-2 minimum wages 2-4 minimum wages 4-6 minimum wages > 6 minimum wages

SECTION C: Trip Data of Interviewed Person

Question 1

“Describe the trip you are currently realizing”

- 1.1. Your trip origin (starting trip point, e.g. my home):.....
- 1.2. Your entry (boarding) station MRTS lane (name or code of MRTS station):.....
- 1.3. Your exit (deboarding) station MRTS lane (name or code of MRTS station):.....
- 1.4. Your final trip destination (final trip point, e.g. office):.....



Explanations for the interviewer:

- *The question refers to the current trip the passenger is making.*
- *The trip origin and the trip destination must be identified with a clear address. Use a map if it is unclear. If the person does not know or does not want to disclose this information then stop at this point. The questionnaire is deemed thereafter as non valid.*
- *The MRTS stations identified in 1.2 and 1.3. must be listed with their official names or codes.*
- *Only urban trips are considered. If the passenger has as trip origin or trip destination a point outside the **boundaries of larger urban zone of the city boundaries** then discontinue the interview. The questionnaire is deemed thereafter as non valid.*

Question 2

“What mode of transport did you use from your trip start to the MRTS? Please refer to the mode on which you performed the longest stretch if you used various modes”

- Bus (conventional not bus lane) Existing bus lane/BRT (NOT the project) Rail (NOT the project) Taxi Passenger car Motorcycle Motorized taxi tri-cycle Bike or per foot Other

Explanations for the interviewer:

- *See graph 1 for explanation*
- *Rail refers to non-project metro, urban rail, tram etc*
- *Only tick 1 answer (the mode used for the longest stretch of this trip segment)*

Question 3

“What mode of transport will you use from the point where you leave the MRTS lane until your final destination? Please refer to the mode on which you will perform the longest stretch if you intend to use various modes”

- Bus (conventional not bus lane) Existing bus lane/BRT (NOT the project) Rail (NOT the project) Taxi Passenger car Motorcycle Motorized taxi tri-cycle Bike or per foot Other

Explanations for the interviewer:

- *See graph for explanation*
- *Rail refers to non-project metro, urban rail, tram etc*
- *Only tick 1 answer (the mode used for the longest stretch of this trip segment)*

Question 4

“Assuming that the MRTS you are currently using would not exist: Would you have made the trip you are currently doing anyway or would you have stayed at home/office/origin?”

- I would have made the trip” → *Continue with question 5*
 I would have stayed at home/office/origin → *The questionnaire is terminated*



For the interviewer:

The purpose of this question is to know if the passenger made this trip only because the MRTS exists. In absence of the MRTS he would not have made any trip and would have stayed at his point of origin.

Question 5

“Have you moved your home or workplace since the start of operations of the MRTS?”

No → continue with question 6

Yes: “Has the availability of the new MRTS been an important factor when choosing the location of your new home or new workplace?”

No → continue with question 6

Yes → “What was your original/former trip origin and trip destination?” (at the time before you moved your home or workplace)

Origin point:.....

Destination point:

Continue with question 6 (based on the origin and destination as identified)

Question 6

“Assuming that the MRTS you are currently using would not exist: How would you have made the same trip you are doing now?”

From Home/Office/Others¹⁰ (.....) to point..... by *.....

From point.....to pointby *.....

From point.....to pointby *.....

From point.....to home/office/others¹¹ (.....) by *.....

*can be

- Bus (conventional not bus lane)
- Existing bus lane/BRT (NOT the project)
- Rail (NOT the project)
- Taxi → continue with question 6A
- Passenger car → continue with question 6B
- Motorcycle → continue with question 6C
- Motorized taxi tri-cycle → continue with question 6D
- Bike or per foot
- Other

Explanations for the interviewer:

- Rail refers to non-project metro, urban rail, tram etc
- For each segment of the trip make a separate answer

¹⁰ Origin of trip.

¹¹ Final destination.

**Question 6A**

“Have you used a taxi in the last 6 months?”

Yes No

Question 6B

“Do you or your family own a car or do you have access to a car (e.g. car-sharing) or have you used a passenger car in the last 6 months?”

Yes No

Question 6C

“Do you or your family own a motorcycle or do you have access to a motorcycle or have you used a motorcycle in the last 6 months?”

Yes No

Question 6D

“Have you used a motorized taxi tri-cycle in the last 6 months?”

Yes No

If interviewed persons respond in the questions 6A to 6D with NO they are not included in the final calculation i.e. this specific survey is not included as the response is deemed as non consistent with the one given in question 6.

The project proponent must include the questionnaire as annex to the PDD. The questionnaire is to be reviewed by the DOE. The DOE assesses if the questionnaire is in accordance with the principles (core elements of survey) specified above.

History of the document

| Version | Date | Nature of revision(s) |
|--|-----------------------------------|--|
| 02 | EB 55, Annex 14 30 July 2010 | <ul style="list-style-type: none"> Introduces the definition of larger urban zone (LUZ) of a city; Accommodates situations, for the common practice analysis, where the city has less than 1 million inhabitants in its LUZ. |
| 01 | EB 50, Annex 2 16 October 2009 | Initial adoption. |
| Decision Class: Regulatory Document Type: Standard Business Function: Methodology | | |