JCM Proposed Methodology Form

Cover sheet of the Proposed Methodology Form	
Form for submitting the proposed methodology	
Host Country	Vietnam
Name of the methodology proponents submitting this form	Nippon Express Co., Ltd Nittsu Research Institute and Consulting, Inc. Mitsubishi UFJ Morgan Stanley Securities Co., Ltd.
Sectoral scope(s) to which the Proposed Methodology applies	7. Transport
Title of the proposed methodology, and version number	Transportation energy efficiency activities by installing digital tachograph systems, Version 1.0
List of documents to be attached to this form (please check):	☐The attached draft JCM-PDD: ☒Additional information
Date of completion	12/11/2014

History of the proposed methodology

Version	Date	Contents revised
1.0	12/11/2014	First edition

A. Title of the methodology

Transportation energy efficiency activities by installing digital tachograph systems, Version 1.0

B. Terms and definitions

Terms	Definitions
Digital tachograph system	A system consists of digital tachograph device and tachograph data analysis system, whose function includes but not limited to the followings: (a) Provides real-time feedback, such as alert sounds and flashing lights, during instances of inefficient driving, following which the driver adjust to a more efficient driving pattern in order to deactivate the instant feedback; (b) Continuously records the vehicle's operation including time, position, speed, acceleration, etc. for all the time of operation; and (c) Automatically analyzes and provide a graphical representation of a driver's performance based on recorded data in order to further improve driving efficiency.
Fuel efficiency	Energy efficiency of a particular vehicle given as a ratio of fuel consumed per unit of distance travelled. [kL/km]

C. Summary of the methodology

Items	Summary
GHG emission reduction measures	Improvement of driving efficiency by installation of digital tachograph system to freight vehicle fleets providing to the drivers a real-time feedback (e.g. sound alerts and flashing lights, etc.) against inefficient driving. Further improvement of driving efficiency by graphical representation based on automatic analysis of drivers' performance.
Calculation of reference emissions	The reference emissions are calculated for each freight vehicle by multiplying reference fuel efficiency of freight vehicle,

	project distance travelled by that freight vehicle, net calorific value and CO_2 emission factor of fuel used by freight vehicles.
Calculation of project emissions	Project emissions are calculated for each freight vehicle on the basis of monitored fuel consumption, net calorific value and CO_2 emission factor of fuel used by freight vehicles.
Monitoring parameters	● Project fuel consumption by each freight vehicle ● Project distance travelled by each freight vehicle

D. Eligibility criteria

This methodology is applicable to projects that satisfy all of the following criteria.

Criterion 1	This methodology applies to freight vehicle fleets to which a digital tachograph system has been installed.
Criterion 2	Data of fuel consumption and distance travelled before activation of digital tachograph system is available for each freight vehicle. The data is to be collected for at least 60 days within 4 months of lower monthly mean temperature of the year (November, December, January and February).
Criterion 3	The project includes feedback of a driver's performance with the graphical representation to the driver regularly, at least once in three months.
Criterion 4	The project does not involve a fuel switch in existing freight vehicles, except for an optional switch to biofuel blends where the blending ratio is not greater than 20% by volume, in which case emission reductions are discounted by the percentage of biofuel in the blend.
Criterion 5	The project participants identify each freight vehicle included in the project, and ensure that the type of service of the freight vehicle is the same before and during the project (e.g. refrigeration vehicle remains as a refrigeration vehicle, etc.).

E. Emission Sources and GHG types

Reference emissions	
Emission sources	GHG types
Consumption of fossil fuel by freight vehicles	CO_2
Project emissions	
Emission sources	GHG types

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Consumption of fossil fuel by freight vehicles	CO_2

F. Establishment and calculation of reference emissions

F.1. Establishment of reference emissions

Reference emissions are calculated for each freight vehicle by multiplying reference fuel efficiency of the freight vehicle, project distance travelled by that freight vehicle, net calorific value of the fuel used, and the CO_2 emission factor of the fuel used.

The reference fuel efficiency is determined conservatively for each freight vehicle based on actual measurement before activation of digital tachograph system in the following manner to ensure the net emission reductions.

1. Due to the use of air conditioners, fuel efficiency of the freight vehicle tends to worsen as the atmospheric temperature becomes higher.

2. Selecting data for calculation of reference fuel efficiency during the months with lower temperature will result in improved fuel efficiency, leading to the ensuring of the net emission reduction.

3. Therefore, data to determine reference fuel efficiency is collected for at least 60 days within 4 months of lower monthly mean temperature of the year. Based on average temperatures in Hanoi, Da Nang and Ho Chi Minh City, these 4 months will be November, December, January and February.

F.2. Calculation of reference emissions

$$RE_p = \sum_i RE_{i,p}$$

RE_p : Reference emissions during the period p [tCO$_2$/p]

$RE_{i,p}$: Reference emissions of freight vehicle i during the period p [tCO$_2$/p]

$$RE_{i,p} = \eta_{RE,i} \times PD_{i,p} \times NCV_i \times EF_{CO2,i}$$

$RE_{i,p}$: Reference emissions of freight vehicle i during the period p [tCO$_2$/p]

$\eta_{RE,i}$: Reference fuel efficiency of freight vehicle i [kL/km]

$PD_{i,p}$: Project distance travelled by freight vehicle i during the period p [km/p]

NCV_i : Net calorific value of fuel used by freight vehicle i [GJ/kL]

$EF_{CO2,i}$: CO_2 emission factor of fuel used by freight vehicle i [tCO$_2$/GJ]

$$\eta_{RE,i} = FC_{i,before} \div D_{i,before}$$

$\eta_{RE,i}$: Reference fuel efficiency of freight vehicle i [kL/km]

$FC_{i,before}$: Fuel consumption by freight vehicle i measured during the period b before activation of digital tachograph system [kL/b]

$D_{i,before}$: Distance travelled by freight vehicle i measured during the period b before activation of digital tachograph system [km/b]

[New addition and replacement of freight vehicles]

The reference fuel efficiency ($\eta_{RE,i}$) for freight vehicles newly added to the fleet and added to replace the existing freight vehicles after the start of the project is determined using one of the following options:

(a) The reference fuel efficiency is estimated by averaging the reference fuel efficiencies of vehicles in the fleet which are the same models and travel the same route as the newly added vehicle. Routes with the same origin and destination (O.D.) are considered as the same routes. The O.D. can be city names (e.g. Hanoi, HCMC, etc.) in case that the vehicle travels between cities or more detailed area names in case that the vehicles travel within a city;

(b) If data cannot be obtained from vehicles with the same model and the same routes, the reference fuel efficiency is determined using obtained data from newly added freight vehicles before activation of digital tachograph system for at least 60 days within 4 months of lower monthly mean temperature of the year (November, December, January and February).

[Construction of new expressways or a modal shift]

In case route changes have occurred due to construction of new expressways or to modal shift (e.g. shift from truck to rail) after the introduction of the project, project participant present new reference data for freight vehicles of new routes as per the provisions for new addition and replacement of freight vehicles.

G. Calculation of project emissions

$$PE_p = \sum_i PE_{i,p}$$

PE_p : Project emissions during the period p [tCO$_2$/p]

$PE_{i,p}$: Project emissions of freight vehicle i during the period p [tCO$_2$/p]

$$PE_{i,p} = PFC_{i,p} \times NCV_i \times EF_{CO2,i}$$

$PE_{i,p}$: Project emissions of freight vehicle i during the period p [tCO$_2$/p]

$PFC_{i,p}$: Project fuel consumption of freight vehicle i during the period p [kL/p]

NCV_i : Net calorific value of fuel used by freight vehicle i [GJ/kL]

$EF_{CO2,i}$: CO$_2$ emission factor of fuel used by freight vehicle i [tCO$_2$/GJ]

H. Calculation of emissions reductions

Taking into account for possibilities of emission reductions from other factors than installation of digital tachograph system, emission reductions for the project is limited to 10% of the reference emissions.

$$ER_p = min\left(RE_p - PE_p, 0.1 \times RE_p\right)$$

ER_p : Emission reductions during the period p [tCO$_2$/p]

RE_p : Reference emissions during the period p [tCO$_2$/p]

PE_p : Project emissions during the period p [tCO$_2$/p]

I. Data and parameters fixed *ex ante*

The source of each data and parameter fixed *ex ante* is listed as below.

Parameter	Description of data	Source
NCV_i	Net calorific value of fuel used by freight vehicle i [GJ/kL]	Country specific data or IPCC default value
$EF_{CO2,i}$	CO$_2$ emission factor of fuel used by freight vehicle i [tCO$_2$/GJ]	Country specific data or IPCC default value
$FC_{i,before}$	Fuel consumption by freight vehicle i measured during the period b before activation of digital tachograph system [kL/b]	Purchase bills or consumption records
$D_{i,before}$	Distance travelled by freight vehicle i measured during the period b before activation of digital tachograph system [km/b]	Driver logs
$\eta_{RE,i}$	Reference fuel efficiency of freight vehicle i [kL/km]	Calculated data before activation of digital tachograph system