

Agenda item 4.1.

Paragraph 27 of the annotated agenda

AMS-III.XX: Lightweight two and three wheeled personal transportation

CDM EB 99

Bonn, Germany, 23 to 26 April 2018



Procedural background

- EB 89, paragraph 33(a): initiate work in the development of a new top-down methodology for lightweight, two- or three wheeled personal transportation infrastructure, including technologies/measures for bicycles, electric bicycles and tricycles, to shift from or reduce the use of fossil fuel in transportation.
- EB 96, while considering the draft new methodology, requested the Methodologies Panel (MP) to further address the following issues in relation to e-bikes:
 - a) Provide further clarity on the use of the mobile app and data aggregation, e.g automatic centralized logging of data;
 - b) Consider specifying applicability conditions for option 2 under section 5.4.2 of the methodology establishing public transportation as the baseline; and
 - c) Make adjustments to account for the use of any non-motorized bikes in the baseline that is displaced by e-bike, e.g. a net-to gross adjustment factor.



Purpose

To address the address the issues raised during EB 96 in relation to e-bikes, and to present the revised draft methodology.



Key issues and proposed solutions

- a) Provide further clarity on the use of the mobile app and data aggregation, for e-bikes:
- the use of the mobile app or online questionnaire for baseline emission factor has been excluded (to avoid scope for inaccurate information);
 - Baseline emission factor is now based on survey with in-person interviews with users of e-bikes or users of bicycle sharing programs ($EF_{BL,CO2,survey}$).
 - Mobile apps can be only used as one option to measure the parameter “Total distance travelled by the individual user of the e-bike promotion program or bicycle sharing program in year y” ($DT_{u,y}$);
 - QA/QC procedures have been enhanced:
 - Each user will receive a unique identification number at the time of registration in the program;
 - The parameter shall be measured while travelling (mobile app, sensor, checking-in location and checking-out location);
 - The records shall be made in a centralized database.



Key issues and proposed solutions

- b) Consider specifying applicability conditions for option 2 under section 5.4.2 establishing public transportation as the baseline (for e-bikes):
- The references to the use of the approach from Option 2 was excluded;
- c) Make adjustments to account for the use of any non-motorized bikes in the baseline that is displaced by e-bike, e.g. a net-to gross adjustment factor:
- The use of mechanical bicycles in the baseline is taken into account during the in-person survey, by taking into account the baseline transport modes and their emission factors;
 - In Option 2, net to gross adjustments have been introduced to adjust for walking in the baseline.;

