Opportunity of certification of Carbon Credits in V.E.R. frame for both EU and MENA countries

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The VER CONCEPT

CARBON OFFSETTING:
VOLUNTARY EMISSIONS REDUCTION - VER
A voluntary instrument to offset activities, processes, products, services trading Carbon Credits on voluntary market

The OPPORTUNITY

GHG ACCOUNTING TO CREATE MORE VALUE
A market-based approach used to control pollution by providing financial incentives for achieving reductions in the emissions accounted through International Standard protocol ISO 14064

The SOLUTION

SUSTAINABLE MOBILITY PROJECTS + ROBUST MONITORING PLAN = COMPETITIVE ADVANTAGES
Economic Resources, Sustainability Communication, Stakeholders Engagement, Reputation, Dissemination, Future Legislation Ready, Corporate Social Responsibility.....

Key Principles

ADDITIONALITY VERIFIABILITY
SUSTAINABILITY RELIABILITY

Need for a robust Monitoring Plan

An Example: bikesharing

GHG reduction respect to baseline:
-0.4 TonCO2e/day
In 1 Year:
- 146 TonCO2e = 146 VERs = 3,000€/year
«Not liquid» market, low price around 5 €/VER

Sensible price increase starting from 2018 around 20 €/VER

Further price increase in 2019
CARBON CAP – TRADE PROGRAM

- **CAP** - Assignment of an upper threshold limit on the amount of pollutant that can be emitted (measured in Assigned Amount Units or AAUs) by a country and its factories.

- Emission permits or equivalent number of allowances or credits are issued to emit a specific amount of carbon dioxide (cap) to the country.
  
  1 credit = 1 ton of carbon dioxide

- **TRADE** - the transfer or trade of allowances
  
  - Excess or unused allowances/credits can be traded to the countries/factories whose emissions have exceeded their assigned cap.
  
  - The purchased allowances can be used to increase the allowance limit by the purchasing country.

- Countries/Factories whose emissions are less than their assigned amount or the CAP can sell or TRADE the excess amount to countries/factories whose emissions have exceeded their assigned amount.
Clean Development Mechanism (CDM)

- **Developed countries** can fund emission reduction projects (e.g. Solar energy, wind energy and other green technologies) in developing nations that did not sign Kyoto Protocol.

- In exchange, the developed countries earn legally recognized emission credits called CERs (Certified Emission Reduction) to offset their emission obligations.

Joint Implementation (JI)

- **Developed countries** can implement emission reduction projects in another developed or developing country and earn Emission Reduction Units (ERUs)

- ERUs can be used to meet the carbon allowance or can be sold in the market.

The Emission Trading Directive has led to the development of voluntary greenhouse gas reduction mechanisms based on VER (Verified or Voluntary Emissions Reduction) credits generated by GHG reduction projects. These projects offer business opportunities in the management of energy efficiency works, reforestation and forest management.

*In Europe, the tool for the implementation of voluntary projects is ISO 14064*
Companies sensitive to global warming can decide to adopt compensation policies for their process/product associated carbon dioxide, purchasing VERs (Verified Emissions Reductions) validated according to ISO 14064-2 by an independent third party.

**Part 1:**
Specifications with guidance at the organization level for quantification and reporting of GHG GHG emissions and removals

**Part 2:**
Specifications with guidance at the project level for qualification, monitoring and reporting of GHG emissions reduction or removals enhancement

**Part 3:**
Specifications with guidance for the validation and certification of GHG assertions
Part 2 of ISO 14064
Design and Implement GHG Projects

GHG Project Design Document (PDD)

FIRST VALIDATION
validation of PDD by Certification Body

Application and definition of a project monitoring report

Description of the project, the organization chart and the project's proponent

Definition of project additionality and reference baseline*

Description of the project, the organization chart and the project's proponent

SECOND VALIDATION
validation of Project Monitoring Report

VERs (Verified or Voluntary Emissions Reduction)

* The voluntary projects must be additional respect to the “normal trend” or “Business as usual”
### Set Name | Measurement | Units | Measurement method |
--- | --- | --- | --- |
**Mobility Profile**
- Total Mobility Users | N° |
- Transport Intensity (km/Users) | km/Users |
- Mobility Users (for working) | % of Users |
- Mobility Users (for studying) | % of Users |
- Mobility Users (for tourism) | % of Users |
- Mobility Users (for other reasons) | % of Users |
- LPT Users | % of Users |
- Private Car Users | % of Users |
- Walking Users | % of Users |
- Bicycle User | % of Users |
- Average Car Occupancy | % |
- Average LPT Occupancy | % |
**Carsharing**
- Total Cars Available | N° |
- Average Carsharing Use | km/Car |
- Average Car Occupancy | % |
**Bikesharing**
- Total Availible Bikes | N° |
- Average Bikesharing Use | km/Bicycle |
**Ridesharing/Carpooling**
- Total Cars Available | N° |
- Average Carpooling/Ridesharing Use | km/Car |
- Average Carpooling/Ridesharing Occupancy | % |
**Ridesourcing/Taxis**
- Total Taxis Available | N° |
- Average Taxis Use | km/Car |
- Average Car Occupancy | % |
**Shuttles**
- Total Vehicles | N°/year |
- Average Vehicles Use | km/Vehicles |
- Average Vehicles Occupancy | % |
**Local Public Transport**
- Bus routes | N° |
- Fixed guideway routes | N° |
- General Coverage Area | routes/kmq |
- General Frequency | routes/hour |

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**THE IMPORTANCE OF THE QUALITY OF THE DATA FOR THE VALIDATION OF VERs**

**need for a monitoring plan**
Lamborghini obtained ISO 14064 certification in September 2013, offsetting the tons of CO$_2$ emitted by the production process through the purchase of VER.

Energy consumption and related CO$_2$ accounting → Third party validation of CO$_2$ tons → Compensation by purchase of VER → Environmental communication “Zero CO$_2$” process
The project was part of the broader set of measures that the proposing authorities have defined, at the various levels and through the planning in the energy sector, to support the use of alternative transport modes to private motorized vehicles for circulation in their territory.

In particular, it refers to the **development of a call bus system**, that is an innovative mode of public transport that consists of the possibility of using a transport, usually provided by small-medium size buses, with a flexible timetable and route, **which is only carried out following a telephone booking by the user**.

The user can book the trip, calling a fixed landline number, from Monday to Friday between 6:30 am and 8:00 pm, Saturday up to 1:00 pm, at least 30 minutes before concerned trip time.

<table>
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<th>Anno di registrazione</th>
<th>Tipo di Progetto</th>
<th>Paese</th>
<th>Validator</th>
<th>Account</th>
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<th>VER ritirati</th>
<th>VER opzionati</th>
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THANK YOU FOR YOUR ATTENTION