



BIKES FOR THE PLANET - BRAZIL



Document Prepared by RINA Services S.p.A.

Project Title	Bikes for the Planet - Brazil
Version	3.0Aa
Report ID	2021BQ44MD

Report Title	Verification report of Bikes for the Planet - Brazil
Client	ZSCORE S.A.
Pages	44
Date of Issue	28 March 2022
Prepared By	RINA Services S.p.A. (RINA)
Contact	Via Corsica 12, 16128 Genoa, ITALY +39 01053851 laura.severino@rina.org

	www.rina.org
Approved By	Laura Severino (Authorized officer signing for the DOE) Head of Sustainability Compliance & New Scheme Development Coordination Unit 
Work Carried Out By	Team Leader: Andrea Leiroz Technical Expert: Jun ZHOU ITR: Vinay Singh Technical Expert: Sajitha Nair

Summary:

RINA Services S.p.A. (RINA), commissioned by ZSCORE, verified the greenhouse gas emission reductions reported for the project activity “Bikes for the Planet - Brazil” in Brazil, with regards to relevant requirements for VCS rules. The objective of the grouped project activity is the implementation of alternative mobility by constructing and/or expanding the existing bicycle lanes, parking areas and sharing programs.

The objective of the verification is to have an independent review ex post determination of the monitored reductions in GHG emission reductions, verification was conducted using RINA procedures in line with the requirements specified in the VCS version 4.1 requirements and applying standard auditing techniques. The verification consisted of desk review, remote site assessment and the resolution of outstanding issues and the issuance of the final verification report and certification.

The verification shall ensure that reported emission reductions are complete and accurate in accordance with applicable VCS requirements in order to be certified.

The GHG emission reductions were calculated on the basis of the CDM methodology AMS-III.BM “Lightweight two and three wheeled personal transportation”, version 01.0 and the monitoring plan included in the validated VCS joint project description & monitoring report version 3.6 of 26 December 2019.

In conclusion, it is RINA's opinion that the project activity “Bikes for the Planet - Brazil” in Brazil, meets all relevant requirements for VCS standard and guidelines and correctly applies the baseline and monitoring CDM methodology AMS-III.BM “Lightweight two and three wheeled personal transportation”, version 01.0. The monitoring system is in place and the emission reductions are calculated without material misstatement. Hence, RINA is able to certify that the emission reductions from the project during the monitoring period 18 December 2018 to 26 January 2021 amount to 2,309 tCO₂e.

The following points were raised during the issuance request on 03 February 2022. After that, on 23 March 2022, Verra provided a response for each finding and a second round of responses are provided bellow. The VCS MR (version 3.0 of 25 February 2022) and related documents were updated accordingly.

Finding 1

Section 3.4.3 of the VCS Standard, v4.1 states that “The project proponent shall use the VCS Monitoring Report Template or an approved combined monitoring report template available on the Verra website, as appropriate, and adhere to all instructional text within the template.”

Section 1.1 of the VCS Monitoring Report Template, v4.0 instructs the project proponent to provide the relevant implementation dates and the total GHG emission reductions or removals generated in this monitoring period.

Section 1.1 of the monitoring report does not state the relevant implementation dates and total GHG emission reductions achieved. The project proponent is requested to update Section 1.1 of the monitoring report, and the VVB is requested to assess the updates as needed.

VVB Response:

Section 1.1 of MR was revised in order to include information on relevant implementation dates and total GHG emission reductions achieved.

Finding 2

Section 1.7 of the VCS Monitoring Report Template, v4.0 instructs the project proponent to provide the project location including geodetic coordinates. Grouped projects may submit a KML file.

The project proponent did submit a KML file. However, the KML file only shows Brazil as the project boundary and there are no geodetic coordinates for the project instances.

The project proponent is requested to submit an updated KML file with information of the project instances. The VVB is requested to assess the updates as needed.

VVB Response:

During the validation/verification of the project documents, three KML files were submitted and verified by the VVB (“Brazil kml.kmz” + “Rio de Janeiro.kmz” e “Sao Paulo KML.kmz”). But as only a single file can be submitted to Verra, only the file “Brazil kml.kmz” was submitted, which, to the best of the PPs understanding, contained geodetic coordinates of the project instances (see screenshot of the sent file below, with coordinates of the project instances).



Nevertheless, the PPs prepared and submitted two additional files to the VVB, a new grouped project KML file (which will be later submitted to Verra) and, a file with screenshots of the visualization of it using Google Earth

(showing the geodetic information of the project instances).

Verra Response (2nd round on 23 March 2022):

The project proponent has submitted additional KML files to Verra, which now shows the boundary of the two regions the project covers.

The project proponent and VVB are requested to clarify if the project boundary shown in the KML file is the entire extent of the project activity. Specifically, please clarify if the boundary is the maximum range that the electric bikes can operate in. If not, the project proponent is requested to provide an updated KML file showing the boundary of which the electric bikes are allowed to operate in. The VVB shall assess the updates as needed.

This finding remains open.

VVB Response (2nd round on 23 March 2022):

The PP call the attention to the fact that, the project instances operate only with dock stations inside the given project boundary and, up to the end of this monitoring period, without electric bikes. Additionally, rides with the project bikes are only accounted between the check-in and the check-out docking stations. As the bikes do not have GPS to fully track the trips, for conservative reasons only the shortest path between the check-in and the check-out docking stations is accounted as trip distance (exactly the same procedure applied in the first approved verification). Just as an example of the conservativeness of the procedure, in the case of a trip with the same docking station used for check-in and check-out, the trip distance is set to zero. Having said that, no trip outside the project boundary, even if it happens, is or will be considered in the project activity.

Finding 3

Section 1.11 of the VCS Monitoring Report Template, v4.0 instructs the project proponent to describe how the project contributes to achieving any nationally stated sustainable development priorities.

The project proponent describes the general sustainable development contributions of the project, but does not provide information about any nationally stated sustainable development priorities.

The project proponent is requested to update Section 1.11 of the monitoring report to include information about the nationally stated sustainable development priorities, and the VVB is requested to assess the updates as necessary.

VVB Response:

Section 1.11 of MR was revised in order to include additional information on how the project contributes to achieving nationally stated sustainable development priorities. In addition, section 4.1 of Verification report was also revised.

Finding 4

Section 2.1 of the VCS Monitoring Report Template, v4.0 instructs the project proponent to summarize any potential negative environmental and socio-economic impacts and steps taken to mitigate them.

Section 2.1 of the monitoring report states that the section is not applicable.

The project proponent is requested to update Section 2.1 to summarize any potential negative environmental and socio-economic impacts and steps taken to mitigate them. If no negative impacts are caused, the project proponent is requested to elaborate how this is so. The VVB is requested to assess the updates as needed.

VVB Response:

PPs are not aware of any relevant negative environmental and socio-economic impacts with the implementation of the project. To support such vision, the PPs revised section 2.1 of the monitoring report to include inferences of a recent official national publication on bicycle mobility indicating many alignments with the UN SDGs and, no relevant negative impact. Section 4.2.1 of Verification report was also revised.

Finding 5

Section 3.16.2 of the VCS Standard, v4.1 states that “The project proponent shall conduct a local stakeholder consultation prior to validation...” Further, Section 3.16.3 states that “The project proponent shall establish mechanisms for ongoing communication with local stakeholders...”

Section 2.2 of the VCS Monitoring Report Template, v4.0 instructs the project proponent to describe the process for and outcomes from ongoing communication with local stakeholders.

Section 2.2 of the monitoring report and Section 4.2.2 of the verification report state that no local stakeholder consultation was held prior to validation and only a global stakeholder consultation in form of a public comment period was held.

The project proponent is requested to clarify why no local stakeholder consultation was held prior to validation and the installment of the third project instance. The VVB is requested to clarify the same.

VVB Response:

The PPs included additional clarifications on why no additional local stakeholder consultation was held, and information on different mechanisms for ongoing communication with local stakeholders (documents of the mentioned example interactions are supplied to demonstrate the availability of the channels and the results of the interactions) in section 2.2 of the monitoring report. Section 4.2.2 of verification report was revised to clarify the mechanisms for ongoing communication with local stakeholders.

Finding 6

Section 3.2.1 of the monitoring report and Section 3.2 of the validation report describes a methodology deviation the project proponent undertook.

The sections describe that the project proponent used ex-ante surveys to determine the baseline emissions of the project instances.

Verra notes that the survey used for project activity instance 3, Tembici, Rio de Janeiro, was carried out in 2012 and published in 2014. The project activity instance started in 2018.

The project proponent and VVB are requested to clarify why a survey conducted in 2012 was chosen instead of a more recent survey. Please clarify how the deviation does not negatively impact the conservativeness of the

quantification of GHG emission reductions or removals or how the deviation result in increased accuracy of the quantification approach, as per Section 3.17.2 of the VCS Standard, v4.1.

Additionally, the project proponent mentions that project instance 2, Grow, has ceased its operations. The project proponent is requested to report this as a project description deviation in Section 3.2.1 of the monitoring report. The VVB is requested to assess this in Section 3.2 of the validation report.

VVB Response:

The PP choose the survey conducted in 2012 (and published in 2014) because it is the most recently available official (developed by STRJ, the State of Rio de Janeiro Secretary of Transport) survey. As explained in section 3.2.1 of MR, aware of the fact that the survey was conducted in 2012 and, the project instance started 6 years later, the PP used the results of a recent study (published by ANTP, in 2020 using data from 2018) to confirm the applicability and conservativeness of the results of the STRJ's survey. ANTP is a non-profit civil entity, created in 1977, dedicated to the public transport and transit sector in Brazil and whose objective is to develop and disseminate knowledge with a view to its continuous improvement (URL: <http://www.antp.org.br/>).

The PP revised section 3.2.2 of MR to inform that project instance 2 ceased its operations and, that the deviation does not have any other additional impact. The verification report was revised to include the project description deviation.

Verra Response (2nd round on 23 March 2022):

The project proponent and VVB have provided more information about the methodology deviation and the data used to establish the baseline and project emissions of the project instances.

Verra requests that the project proponent and the VVB clarify why 2012 data was used for project instance 3 (i.e. Tembici, Rio de Janeiro) instead of the ANTP 2020 estimations.

This finding remains open.

VVB Response (2nd round on 23 March 2022):

Please note that the official STRJ's (the State of Rio de Janeiro Secretary of Transport) data from 2012 (in a report published in 2014) is the most recently available full survey data, with over 250,000 respondents. ANP's data published in 2020 (based in data from 2018) is an estimation (with a few transport modes aggregated), not a survey. Data from ANP's estimation is used by the PP to demonstrate that STRJ's data from 2012 data is still applicable. The PPs are the opinion the detailed data from the survey in 2012 is more appropriate and, applicable, also considering that is the data used today by the public authorities.

Finding 7

Section 4.3 of the VCS Monitoring Report Template, v4.0 instructs the project proponent to describe the organizational structure, responsibilities and competencies of personnel, methods used for generating, recording and reporting date of monitored parameters, and handling any internal auditing and non-conformities.

Section 4.3 of the monitoring report does not discuss the information above.

The project proponent is requested to update Section 4.3 of the monitoring report to include the information above. The VVB is requested to assess the updates as needed.

VVB Response:

Section 4.3 of MR was revised to include information about the structure for the generation and treatment of monitored parameters.

Finding 8

Section 5.1 of the VCS Monitoring Report Template, v4.0 instructs the project proponent to provide sufficient information to allow the reader to reproduce the calculation.

Section 5.1 of the monitoring report does not include sufficient information to allow the reader to reproduce the calculation.

The project proponent is requested to update Section 5.1 of the monitoring report to include sufficient information and share the emissions calculations spreadsheet with Verra. The VVB is requested to assess the updates as necessary.

VVB Response:

With the intention of guiding the reader to sufficient information to allow reproduction of the calculation, the PPs included the following paragraph at the end of section 5.1: "Section 5.4 below and, the emission reduction calculation spreadsheet, also submitted as part of this monitoring report, provide sufficient information to allow the reader to reproduce the calculation of GHG emission reductions and removals, i.e., baseline emissions, project emissions and leakage. The same information is added at the end of sections 5.2 and 5.3 of MR.

1	Introduction	9
1.1	Objective	9
1.2	Scope and Criteria	9
1.3	Level of Assurance	10
1.4	Summary Description of the Project	10
2	Verification Process	11
2.1	Method and Criteria	11
2.2	Document Review	12
2.3	Interviews	16
2.4	Site Inspections	16
2.5	Resolution of Findings	17
2.5.1	Forward Action Requests	17
2.6	Eligibility for Validation Activities	18
3	Validation Findings	18
3.1	Participation under Other GHG Programs	18
3.2	Methodology Deviations	18
3.3	Project Description Deviations	20
3.4	Grouped Project	21
4	Verification Findings	26
4.1	Project Implementation Status	26
4.2	Safeguards	28
4.2.1	No Net Harm	28
4.2.2	Local Stakeholder Consultation	28
4.3	AFOLU-Specific Safeguards	29
4.4	Accuracy of GHG Emission Reduction and Removal Calculations	29
4.5	Quality of Evidence to Determine GHG Emission Reductions and Removals	31
4.6	Non-Permanence Risk Analysis	32
5	Verification Conclusion	32
	APPENDIX 1: Abbreviations	35
	APPENDIX 2: List of Findings	36

1 INTRODUCTION

1.1 Objective

ZSCORE S.A. has contracted RINA Services S.p.A. (hereinafter referred to as RINA) to verify the project titled “Bikes for the Planet – Brazil” (hereinafter referred to as the project).

Verification is the periodic independent review and ex-post determination by an accredited verification body of the monitored reductions in GHG emissions that have occurred as a result of the registered VCS project activity during a defined verification period.

A verification statement is the written assurance by a verification body that, during a specific period in time, a project activity achieved the emission reductions as verified.

The objective of this verification was to verify and provide a verification statement of emission reductions reported for the “Bikes for the Planet – Brazil” for the period 18 December 2018 to 26 January 2021.

1.2 Scope and Criteria

The scope of verification is:

- To verify that actual monitoring systems and procedures are in compliance with the monitoring systems and procedures described in the monitoring plan.
- To evaluate the GHG emission reduction data and express a conclusion with a reasonable level of assurance about whether the reported GHG emissions reduction data is free from material misstatement.
- To verify that reported GHG emissions data is sufficiently supported by evidence.
- To verify that the stakeholder consultation carried out is relevant and there are mechanisms for on-going communication.

The VCS MR is reviewed against the criteria stated in the VCS Version 4.1, and the relevant documents and policy announcements made by the VCSA, and the criteria stated in the CDM methodology AMS-III.BM “Lightweight two and three wheeled personal transportation”, version 01.0 of 26 April 2018.

The verification shall ensure that reported emission reductions are complete and accurate in order to be verified.

1.3 Level of Assurance

RINA provides reasonable assurance that the “Bikes for the Planet - Brazil” meets VCS criteria. To ensure complete transparency, any clarification or corrective actions raised have been included in the Appendix A. The verification expresses a conclusion with a reasonable level of assurance about whether the reported GHG emission reduction data is free from material misstatement.

In accordance with the VVS, paragraph 326 the threshold applied for the project activity is (d) 5 per cent of the emission reductions or removals for small-scale project activities.

A remote audit has been performed on 18 October 2021 and it is confirmed that the monitoring arrangements in the monitoring plan are feasible within the project design. The data presented in the monitoring report were assessed by reviewing in detail project documentation, collection of monitored data, observation of established monitoring and reporting practices and assessment of the reliability of monitoring equipment.

Therefore, it is RINA's opinion that the claimed emission reductions are free from material errors, omissions or misstatements, with reasonable level of assurance.

All the revisions of the verification report before being submitted to the client were subjected to an independent internal technical review to confirm that all verification activities had been completed according to the pertinent RINA instructions, with reasonable level of assurance.

The technical review was performed by a technical reviewer(s) qualified in accordance with RINA's qualification scheme for VCS and CDM validation and verification.

The verification team and the technical reviewers consist of the following personnel.

Role	Last Name	First Name	Country
Lead Assessor / Verifier	Leiroz	Andrea	External Auditor - Rina Brazil
Technical Expert – TA 7.1	Jun	ZHOU	Internal Expert – RINA China
Technical Reviewer	Singh	Vinay	India
Technical Reviewer (Expert)	Nair	Sajitha	India

1.4 Summary Description of the Project

Project Proponents	ZSCORE S.A.
--------------------	-------------

Title of the project activity	Bikes for the Planet – Brazil.
Baseline and monitoring methodology	AMS-III.BM “Lightweight two and three wheeled personal transportation”, version 01.0.
Location of the project activity	The Bikes for the Planet – Brazil occurs within the geographical area of Brazil. The project activity instances included in the grouped project are situated in the cities of São Paulo and Rio de Janeiro in the States of São Paulo and Rio de Janeiro, respectively.
Brief description of the project	The project activity located within the geographic area of Brazil, is a Grouped Project, that promote alternative mobility by constructing and/or expanding the existing bicycle lanes, parking areas and sharing programs, thus resulting in emission reductions of greenhouse gases in the transportation sector. On the second verification, RINA is able to certify that the emission reductions from the project during the monitoring period amount to 2,309 tCO₂e.
Monitoring period	18 December 2018 to 26 January 2021

2 VERIFICATION PROCESS

2.1 Method and Criteria

The verification consisted of the following three phases in accordance with the approved methodology, the VCS Standard version 4.1 and other relevant VCS requirements:

- A desk review of the project documents.
- Follow-up interviews with project stakeholders and remote site inspection.

- The resolution of outstanding issues and the issuance of the validation and verification report and opinion.

The following sections outline each step in more detail.

2.2 Document Review

The following tables list the documentation that was reviewed during the verification.

Documents provided by the project participant.

/1/	EQAO: VCS Monitoring Report for project activity “Bikes for the Planet – Brazil”, version 1.0 dated 13 July 2021, version 2.0 dated 05 November 2021 and version 3.0 dated 25 February 2022.
/2/	EQAO: Emission reductions calculation spreadsheet. VCS1884-Bikes4Planet_BR-MR_181218_210126-v210605.xlsx; VCS1884-Bikes4Planet_BR-MR_181218_210126-v211030.xlsx; VCS1884-Bikes4Planet_BR-MR_181218_220205.xlsx.
/3/	EQAO: Registers of operation for Tembici. Project activity instance 1: - BikeSampa_trips_MR_181218_210126-210604.xlsx; - BikeSampa-4-trips-MR_181218_210126-210604.xlsx. Project activity instance 3: - BikeRio_trips_MR_181218_210126-210605.xlsx; - BikeRio-4-trips_MR_181218_210126-211030.xlsx.
/4/	EQAO: Geographical coordinates of the project activity and each project activity instance. Brazil KML.kmz, Sao Paulo KML.kmz and Rio de Janeiro.kmz.
/5/	Tembici: Data downloaded during the remote audit direct from the system. • number of trips; • operation start date of each station; • geographical coordinate of each station.

Standards, methodologies, and other guidance by the VCSA

/6/	Verified Carbon Standard: VCS Standard version 4.1 dated 22 April 2021.
/7/	Verified Carbon Standard: VCS Validation and Verification Manual, version 4.0 dated 19 September 2019.
/8/	Verified Carbon Standard: VCS Program Definitions version 4.0 dated 19 September 2019.
/9/	Verified Carbon Standard: VCS Program Guide version 4.0 dated 19 September 2019.
/10/	Verified Carbon Standard: VCS Verification Report Template, VCS version 4 dated 19 September 2019.
/11/	Verified Carbon Standard: VCS Monitoring Report Template, VCS version 4 dated 19 September 2019.
/12/	CDM Executive Board: Small-Scale Methodology – AMS-III.BM – “Lightweight two and three wheeled personal transportation”, version 01.0 dated 26 April 2018.
/13/	CDM Executive Board: TOOL05 - Methodological tool “Baseline, project and/or leakage emissions from electricity consumption and monitoring of electricity generation”, version 03.0.
/14/	CDM Executive Board: TOOL11 “Assessment of the validity of the original/current baseline and update of the baseline at the renewal of the crediting period”, version 03.0.1.
/15/	CDM Executive Board: TOOL18 - Methodological tool “Baseline emissions for modal shift measures in urban passenger transport”, version 01.0.
/16/	CDM Executive Board: TOOL19 - Methodological tool – Demonstration of additionality of microscale project activities, version 09.0.
/17/	CDM Executive Board: TOOL21 - Methodological tool “Demonstration of additionality of small-scale project activities”, version 12.0.
/18/	CDM Executive Board: TOOL23 - Methodological tool “Additionality of first-of-its-kind project activities”, version 03.0.
/19/	CDM Executive Board: TOOL32 - Methodological tool “Positive lists of technologies”, version 02.0.
/20/	RINA Accreditation: https://verra.org/project/rina-services-s-p-a/
/21/	CDM Executive Board: Guidelines for Application of materiality in verifications, version 02.0.
/22/	CDM Executive Board: Clean Development Mechanism Validation and Verification Standard. Version 03.

/23/	CDM Executive Board: Sampling and surveys for CDM project activities and programmes of activities. Version 04.0.
------	--

Documentation used by RINA to validate / cross-check the information provided by the project participant

/24/	VCS approved Joint Project Description & Monitoring Report for the project activity “Bikes for the Planet – Brazil”. Available at: https://registry.verra.org/app/projectDetail/VCS/1884 .
/25/	VCS approved Joint Validation & Verification Report for the project activity “Bikes for the Planet – Brazil”. Available at: https://registry.verra.org/app/projectDetail/VCS/1884 .
/26/	2006 IPCC Guidelines for National Greenhouse Gas Inventories.
/27/	Origin Destination Survey 2017 - 50 years - The urban mobility in the metropolitan region of São Paulo in detail. State of São Paulo Secretary of Metropolitan Transportation – São Paulo Metropolitan Company - Metrô (preliminary results published in December 2018; Summary report and published data in August 2019). Available at http://www.metro.sp.gov.br/pesquisa-od/ (access on 15 October 2021).
/28/	Emission factor per passenger-kilometer - Metrô, 2019. Integrated report 2018. São Paulo Metropolitan Company - Metrô. Available at: http://www.metro.sp.gov.br/metro/institucional/pdf/rel-integrado.pdf
/29/	Rio de Janeiro's survey – State of Rio de Janeiro Secretary of Transport (STRJ, September 2014).
/30/	National Public Transport Association – General report 2018. Urban Mobility Information System (ANTP, May 2020).
/31/	Environmental Company of São Paulo State (Cetesb). (2018). Vehicle emissions at São Paulo State 2017. Available at: https://cetesb.sp.gov.br/veicular/relatorios-e-publicacoes/ .
/32/	Energy Research Office (EPE). Brazilian Energy Balance (BEN) 2018: Base Year 2017. Available at: http://www.epe.gov.br/sites-pt/publicacoes-dados-abertos/publicacoes/PublicacoesArquivos/publicacao-303/topico-419/BEN2018__Int.pdf .

/33/	CDM Executive Board agrees to relax mandatory site visits by DOEs until 31 December 2021 because of COVID-19.
/34/	Federative Republic of Brazil (2015). Intended Nationally Determined Contribution towards achieving the objective of the UNFCCC.
/35/	Brazilian Ministry of Regional Development (2021). Urban Mobility – Bicycle Brazil Seal. Available at: https://www.gov.br/pt-br/noticias/transito-e-transportes/2021/09/ministerio-do-desenvolvimento-regional-apresenta-o-selo-bicicleta-brasil .
/36/	Low Carbon Urban Mobility (in Portuguese Mobilidade Urbana de Baixo Carbono). Available at: http://mobilidadebaixocarbono.com.br/ .
/37/	Inter-American Development Bank (BID) and Brazilian Ministry of Regional Development (MDR) (2021). Bicycle Mobility. Available at: http://mobilidadebaixocarbono.com.br/wp-content/uploads/2021/08/CTR_Bicicleta.pdf .
/38/	Isto É Dinheiro magazine dated 30 July 2020 - Pandemia leva startups Grin e Yellow à recuperação judicial. Available at: https://www.istoedinheiro.com.br/pandemia-leva-startups-yellow-e-grin-a-recuperacao-judicial/ .
/39/	Tembici – on-going communication. Helpdesk. Available at: https://tembicihelp.zendesk.com/hc/pt-br . Etic channel. Available at: https://www.tembici.com.br/ .
/40/	Publicly available services – Reclame Aqui. Available at: https://www.reclameaqui.com.br/ .
/41/	Social networks – Instagram. Complaint for Project activity instance 3 posted in the social network on 15 October 2019 and responded on 17 October 2019.
/42/	Summit Tembici – public event. Available at: 18 December 2019 in São Paulo city - https://www.sympla.com.br/summit-tembici----o-futuro-da-mobilidade__701533 . September 2020 (remote event due to COVID pandemic) - https://www.facebook.com/tembici/videos/318822875860610/ .

2.3 Interviews

On 18 October 2021, the verification team from RINA conducted the remote audit to the “Bikes for the Planet – Brazil” based on videoconference (Zoom meeting) and performed interviews with project proponents’ staff. The remote audit video is available with Audit team.

	Date	Name	Organization	Role	Topic
/a/	18 October 2021	Ricardo Esparta	ZSCORE S.A.	Technical coordinator	• Status of the project implementation; • Technical issues; • Inclusion of new project activity instance; • GHG emission calculation; • Monitoring plan; • Environment Impact Assessment.
/b/	18 October 2021	André Leal	ZSCORE S.A.	Technical analyst	
/c/	18 October 2021	Mariana Cruz	Tembici	Government relations	• Check monthly information about distance and passenger; • Verify the effectiveness of the data quality assurance control.
/d/	18 October 2021	Tallita Marão	Tembici	ESG	
/e/	18 October 2021	Rodolfo	Tembici	Data mining	
/f/	18 October 2021	Andrea	Tembici	Government relations	

2.4 Site Inspections

In addition, audit team has conducted a videoconference with PP on different topics as mentioned under section 2.3 of this report. The remote audit video is available with Audit team.

Based on the videoconference (Zoom), VCS MR /1/ review, as the review of VCS procedures and guidelines, RINA Verification team has proceeded to skip the presential site visit due to the COVID-19 pandemic /33/. Verification team has used the following alternative means for its assessment and to justify that they are sufficient for the purpose of verification.

- By review of VCS MR;
- By taking follow up actions by conducted interview with PP, to gather information about knowledge of project design, current situation via videoconference. Cross-checked evaluation under the scope of all information and references provided in VCS MR. Details of interviews, topics covered and additional information presented in the above section “2.4 – Interviews”.

2.5 Resolution of Findings

The objective of this phase of the verification was to resolve any outstanding issues that needed be clarified prior to RINA's positive conclusion on the monitoring report.

A corrective action request (CAR) is issued if one of the following occurs:

- The project participants have made mistakes that will influence the ability of the project activity to achieve real, measurable additional emission reductions.
- The VCS requirements have not been met.
- There is a risk that emission reductions cannot be monitored or calculated.
- Non-conformities with the monitoring plan or methodology are found in monitoring and reporting, or if the evidence provided to prove conformity is insufficient;
- Mistakes have been made in applying assumptions, data or calculations of emission reductions which will impair the estimate of emission reductions.

A clarification request (CL) is raised if information is insufficient or not clear enough to determine whether the applicable VCS requirements have been met.

02 CARs and 04 CLs were raised and have been adequately addressed by the project participant (refer to Appendix 2).

2.5.1 Forward Action Requests

A forward action request (FAR) is raised during validation to highlight issues related to project implementation that require review during the first verification of the project activity.

A forward action request (FAR) should be issued, where:

1. the actual project monitoring and reporting practices requires attention and /or adjustment for the next consecutive verification period, or
2. an adjustment of the MP is recommended.

No forward action requests (FAR) were identified.

2.6 Eligibility for Validation Activities

As of the contractual service date with the client, RINA holds accreditation for validation and verification activities under sectoral scope 1 as set out by the eligibility guidelines set forth in the VCS Program Guide /9/ and as recognized by the VCSA /20/.

3 VALIDATION FINDINGS

3.1 Participation under Other GHG Programs

The project has not participated or been rejected under any other GHG programs since validation or previous verification.

3.2 Methodology Deviations

Throughout the verification process for this monitoring period (18 December 2018 to 26 January 2021), two methodology deviations were identified.

Deviation 1 - Option 1: Ex-post survey of baseline travel modes.

As per AMS-III.BM /12/, baseline emissions should be determined using parameters estimated based on data collected during the survey conducted with users of the infrastructure, bicycles sharing program or new tricycles, e-bikes or e-tricycles in the year 1 of the crediting period.

The use of the survey carried out by Metrô /27/ in São Paulo and by the State of Rio de Janeiro Secretary of Transport /29/ in Rio de Janeiro is a deviation of the methodology because of three reasons:

1. it is not an ex-post survey (it was carried from 2017 to 2018 in São Paulo and in 2012 in Rio de Janeiro),
2. It was not conducted with the users of the infrastructure (it was conducted with all inhabitants of the Sao Paulo and Rio de Janeiro metropolitan areas), and
3. It does not follow exactly the standard “Sampling and surveys for CDM project activities and programme of activities”.

As demonstrated in the VCS MR, the proposed deviation is more efficient for the project-specific circumstances and will not only achieve at least the same level of accuracy set out in the methodology, but will be likely more conservative because of the following reasons:

Project activity instance 1 – Tembici, São Paulo

1. Metrô carried out the survey (from July 2017 to October 2018), published preliminary results in December 2018 and detailed analysis and data in July 2019 /27/. Therefore, considering the project activity instance start date in January 2018, the project proponent considers the vintage reasonably applicable, because it does not negatively affect the conservativeness of the quantification of GHG emission reductions.
2. The survey was conducted with all inhabitants of the metropolitan region of São Paulo, but the project activity instances concentrate their operation in the city of São Paulo (Center Region of the Metropolitan Area in the survey), in areas with better transportation infrastructure. The results of the survey show that the users of the bicycle-sharing infrastructure - located in the city of São Paulo, will use less zero-emission modes. For that reason, using the population of the metropolitan region of São Paulo is clearly more conservative than using only the users of the bicycle-share infrastructure and, therefore, the deviation does not negatively affect the conservativeness of the quantification of GHG emission reductions.
3. The sampling did not follow exactly the prescription of the standard “Sampling and surveys for CDM project activities and programme of activities”. But there is no doubt about the seriousness, quality and accuracy of the surveys regularly carried out by Metrô since 1967 and used the governments of the City and State of São Paulo to plan and develop transport sector policies in the metropolitan region of São Paulo. The most recent edition of the survey, financed by the World Bank, compiled over 150,000 samples and is the most complete diagnosis of transport modes use in a metropolitan area in Brazil. For that reason, the project proponents are confident to state that the deviation does not negatively affect the conservativeness of the quantification of GHG emission reductions.

Project activity instance 3 – Tembici, Rio de Janeiro

1. The State of Rio de Janeiro Secretary of Transport carried out the survey in 2012, published detailed analysis and data in September 2014 /29/. It is the most recent available survey for planning purposes published by the Rio de Janeiro public authorities. The project proponents used a recent estimation of the transport modals use in the city of Rio de Janeiro (ANTP, 2020) /30/ to confirm the applicability of PDTU2014 in the monitoring period.
2. The survey was conducted with all inhabitants of the metropolitan region of Rio de Janeiro, but the project activity instance concentrates his operation in the city of Rio

de Janeiro (Center Region of the Metropolitan Area in the survey), in areas with better transportation infrastructure. The results of the survey show that the users of the bicycle-sharing infrastructure - located in the city of Rio de Janeiro, will use less zero-emission modes. For that reason, using the population of the metropolitan region of Rio de Janeiro is clearly more conservative than using only the users of the bicycle-share infrastructure and, therefore, the deviation does not negatively affect the conservativeness of the quantification of GHG emission reductions. As it can be seen in MR, the figures are not exactly the same, but data from 2012 reasonably express the transport modes use estimated in 2018.

3. The sampling did not follow exactly the prescription of the standard “Sampling and surveys for CDM project activities and programme of activities”. But there is no doubt about the seriousness, quality and accuracy of the surveys carried out by the Rio de Janeiro public authorities.

After checking the survey carried out by Metrô and The State of Rio de Janeiro Secretary of Transport, it is RINA's opinion that the proposed deviation is more efficient for the project-specific circumstances and will be likely more conservative than what is set out in the methodology. Thus, RINA agree considered that the methodology deviation is valid.

Deviation 2 - Parameter D_i (average trip distance travelled by passengers who shifted from electricity-based or road-based vehicle category i) should be determined at the survey in year 1 and optionally in the year 4 when applying option 1 (ex-post survey of baseline travel modes) or continuous when applying option 3 (based on a survey of users of e-bikes and users of bicycle sharing programs).

For all instances added up to the present monitoring report, deviation 1 (survey carried out by public authorities instead of ex-post survey of baseline travel modes in year 1 and optionally in year 4 of the first crediting period) is applied. Project proponents could use the average trip travelled passengers who shifted from electricity-base or road-based vehicles in the first project year, but as all included project instances monitor the distances travelled by each and all passengers, the actual annual monitored average trip distance is used.

It's RINA opinion that the deviation does not negatively impact the conservativeness of the quantification of GHG emission reductions.

3.3 Project Description Deviations

The grouped project was implemented as planned for this monitoring report, except for one deviation from the Project Description, described below:

- Project activity instance 2 – As verified by VVB team, Grow was affected by the COVID-19 pandemic and due to financial issues was forced to interrupt its operations /38/. As a consequence, the project activity instance 2 is no more considered in this grouped project.

RINA concluded that the deviation is appropriately described and justified in the MR and did not impact the applicability of the methodology used, nor did it affect additionality, or the appropriateness of the baseline scenario proposed. Thus, the project remains in compliance with the VCS rules. The verification team concluded that the project deviations are valid.

3.4 Grouped Project

During this verification period a new project activity instance, project activity instance 3 – Tembici, Rio de Janeiro, was included in the grouped project.

The project is eligible under the following criteria:

- 1) Meet the applicability conditions set out in the methodology applied to the project.

As verified during the remote audit, project activity instance 3 follow all requirements set out in the methodology AMS-III.BM /12/ since the type of project is type 3 (implementation of new bicycle sharing program through dockless bicycles or sharing stations). The measures identified will be taken into account for the determination of the baseline applying Option 1.

The new project activity instance 3 (type 3) is not a combination of measures described in the table 2 of AMS-III.BM.

Since the project activity instance 3 is type 3, no construction of on-road bicycles lanes is involved.

The project activity instance 3 results in emission reductions of 1,824 tCO₂e and thus, less than 60 kt CO₂ equivalent annually.

Moreover, the project activity instance meets the applicability conditions of the applicable tools /13-/ /19/.

The methodological tool “Baseline, project and/or leakage emissions from electricity consumption and monitoring of electricity generation” version 3.0 /13/ is not applicable since the project activity instance 3 is type 3, no electricity consumption is involved.

The methodological tool “Assessment of the validity of the original/current baseline and update of the baseline at the renewal of the crediting period” (version 0.3.0.1) /14/ will not be used to identify the baseline scenario since the project activity instance 3 is not renewing the crediting period.

The methodological tool “Baseline emissions for modal shift measures in urban passenger transport” (version 01.0) /15/ is applicable to project activities in urban passenger transport that implement a measure or a group of measures aimed at a modal shift to urban public transit such as metro, bus rapid transit (BRT), light rail and trams. In addition, this tool can be used by designated national

authorities (DNAs) for establishing standardized baselines. The tool is also applicable for estimating baseline emissions for individual CDM project activities. Thus, this tool is applicable to project activity instance 3.

The methodological tool “Demonstration of additionality of microscale projects activities” (version 09.0) /16/ will not be used in order to demonstrate additionality for activities that do not satisfy the conditions under paragraph 18 of AMS-III.BM /12/ since the project activity instance 3 does not meet the conditions in paragraphs 11-13 of the tool irrespective of the scale of the approved CDM methodology applied to the project activity.

Just like TOOL 19 /16/, the methodological tool “Additionality of first-of-its-kind project activities” (version 03.0) /18/ will not be used since the project activity instance 3 is not a “first-of-its kind” project.

The methodological tool “Demonstration of additionality of small-scale project activities” (version 12.0) /17/ will be used in order to demonstrate additionality for activities that do not satisfy the conditions under paragraph 18 of AMS-III.BM /12/. The use of this tool is not mandatory for project participants when proposing new methodologies. Project participants and coordinating/managing entities may propose alternative methods to demonstrate additionality for consideration by the Executive Board. Project participants and coordinating/managing entities may also apply “Tool for Demonstration of additionality of microscale project” as applicable /16/.

The standard “Sampling and surveys for CDM project activities and programmes of activities” (version 04.0) /23/ is applicable whenever a sampling is necessary in the development of a project activity instance. However, as the State of Rio de Janeiro Secretary of Transport’s survey is used this standard will not be applied.

- 2) Use the technologies or measures specified in the project description.

Project activity instance 3 are type 3 (implementation of new bicycle sharing program through dockless bicycles or sharing stations) as confirmed during the site visit /a/ - /f/.

- 3) Apply the technologies or measures in the same manner as specified in the project description.

Project activity instance 3 apply the technology specified under sections 1.1 and 1.11 of the VCS PD&MR /24/.

- 4) Are subject to the baseline scenario determined in the project description for the specified project activity and geographic area.

The baseline scenario for projects activity instance 3 is the continuation of the use of existing modes of transport as described under section 3.4 of the VCS PD&MR /24/.

- 5) Have characteristics with respect to additionality that are consistent with the initial instances for the specified project activity and geographic area. For example, the new

project activity instances have financial, technical and/or other parameters (such as the size/scale of the instances) consistent with the initial instances, or face the same investment, technological and/or other barriers as the initial instances.

Project activity instance 3 shall assess additionality as described in section 3.5 of the VCS PD&MR /24/.

According to the methodology AMS-III.BM /12/, the following measures, alone or in combination, are automatically additional:

- (a) Type 1 and Type 2 (*i.e.* construction of new bicycle lanes and extension of the existing bicycle lanes);
- (b) Type 3 and Type 4 (*i.e.* implementation of new or expansion of existing bicycle sharing programs), if the value paid when renting the bicycle is fully refundable upon return to the sharing station;
- (c) Type 5 and Type 6 (*i.e.* construction of new or expansion of existing bicycle parking areas), if no charges are applied to park the bicycles.

The project activity instance 3 (type 3) does not satisfy the conditions described above. Thus, the project activity instance is not automatically additional.

Other activities that do not satisfy the conditions described above are additional if:

- (a) The project activity complies with the criteria for demonstrating additionality of microscale project activities /16/.
- (b) The first-of-its-kind barrier is demonstrated as per the methodological tool “Additionality of first-of-its-kind project activities” (TOOL23) /18/.

According to TOOL23, a proposed project activity is the first of its kind in the applicable geographical area if:

- The project is the first in the applicable geographical area that applies a technology that is different from technologies that are implemented by any other project, which are able to deliver the same output and have started commercial operation in the applicable geographical area before the project design document (CDM-PDD) is published for global stakeholder consultation or before the start date of the proposed project activity, whichever is earlier;
- The project implements one or more of the measures;
- The project participants selected a crediting period for the project activity that is “a maximum of 10 years with no option of renewal”.

Definitions of TOOL23 shall be considered when applying this option.

- (c) Activities that are type 7 (i.e. introduction of e-bikes) and the share (penetration) of e-bikes in bicycle in use in the city is below or equal to 5% based on number annual bicycle trips undertaken in the city or based on market share.

National and regional statistics, published reports and surveys may be used to determine trips or market share.

- (d) It is demonstrated, through the application of the methodological tool “Demonstration of additionality of small-scale project activities” (TOOL21) /17/, that at least one barrier would prevent the implementation of the project activity.
- (a) Investment barrier: a financially more viable alternative to the project activity would have led to higher emissions;
 - (b) Technological barrier: a less technologically advanced alternative to the project activity involves lower risks due to the performance uncertainty or low market share of the new technology adopted for the project activity and so would have led to higher emissions;
 - (c) Barrier due to prevailing practice: prevailing practice or existing regulatory or policy requirements would have led to implementation of a technology with higher emissions;
 - (d) Other barriers: without the project activity, for another specific reason identified by the project participant, such as institutional barriers or limited information, managerial resources, organizational capacity, financial resources, or capacity to absorb new technologies, emissions would have been higher.

Documentation of barriers, as item d above, is not required for the positive list of technologies and project activity types that are defined as automatically additional¹ for project sizes up to and including the small-scale CDM thresholds (e.g. installed capacity up to 15 MW). For the positive list of technologies, the project proponent shall refer to methodological tool “TOOL32: Positive lists of technologies” /19/.

Considering the proposed project activity instance 3: new bicycle sharing program (type 3) in the city of Rio de Janeiro. This initial project activity instance complies with the criteria for demonstrating additionality for small scale projects following the provisions of small-scale and microscale tools for automatic additionality (Appendix of TOOL21) /17/ as:

¹ The appendix of TOOL21 (see “**Error! Reference source not found.**”) provides a flow chart to guide the users to help navigate provisions for automatic additionality across “Tool for Demonstration of additionality of small-scale project activities” and “Tool for Demonstration of additionality of microscale project”.

- The initial project activity instance aggregate size is ≤ 60 ktCO_{2e}/y;
- The initial project activity instance does not comprise of one or more technologies from the positive list under TOOL32;
- The initial project activity instance aggregate size is ≤ 20 ktCO_{2e}/y under TOOL19 /16/;
- The initial project activity instance meets one of the conditions under TOOL19 /16/. For the initial project activity instance, the emission reduction is lower than 60 ktCO_{2e}/y and the end users of the subsystems are the independent individuals riding the bikes, which can be reasonably considered equivalent/similar to households/communities.

In addition, by applying the barrier due to prevailing practice, it was demonstrated that the use of bicycles in the city of Rio de Janeiro is less than 3% of the total trips /29/.

Therefore, the initial project activity instance is additional as determined by AMS-III.BM /12/.

RINA was able to confirm that the proposed project activity instance 3 complies with the criteria for demonstrating additionality for small scale projects following the provisions of small-scale and microscale tools for automatic additionality (Appendix of TOOL21) /17/ as:

- The project activity instance aggregate size is ≤ 60 ktCO_{2e}/y. For the project activity instance 3 is below 1,000 tCO_{2e}/y;
- The project activity instance 3 does not comprise of one or more technologies from the positive list under TOOL32;
- The project activity instance aggregate size is ≤ 20 ktCO_{2e}/y under TOOL19 /16/. For the project activity instance 3 is below 1,000 tCO_{2e}/y;
- The project activity instance meets one of the conditions under TOOL19 /16/. For the project activity instance 3, the emission reductions are below 1,000 tCO_{2e}/y and the end users of the subsystems are the independent individuals riding the bikes, which can be reasonably considered equivalent/similar to households/communities.

In addition, by applying the barrier due to prevailing practice, it was demonstrated that the use of bicycles in the city of Rio de Janeiro is less than 3% of the total trips /29/.

The proposed project activity instance 3 complies with the criteria for demonstrating additionality for microscale projects as GHG emission reductions are lower than 600 tCO_{2e}/year. Furthermore, the end users of the measure are households and communities. Therefore, projects activity instance 3 is automatically additional as determined by AMS-III.BM /12/ and described in section 2.5 of the VCS PD&MR /24/.

The project activity meets the eligibility criteria of the VCS Standard /6/.

4 VERIFICATION FINDINGS

4.1 Project Implementation Status

During the remote audit, through observations of project activities and interviews with project personnel (see /a/ - /f/) RINA confirmed that the project has been implemented throughout this monitoring period as it was described in the monitoring report /1/.

The monitoring report was cross-checked against the monitoring plan submitted in the registered VCS PD&MR /24/ to ensure compliance in terms of GHG emission reduction calculations as well as monitoring occurrences. RINA also conducted interviews (see /a/ - /f/) to confirm that monitoring plans were implemented as described in the registered VCS PD&MR /24/.

The objective of “Bikes for the Planet Brazil” project is to promote alternative mobility constructing new and/or expanding existing bicycle lanes, bicycle sharing programs (through dockless bicycles or sharing stations), bicycle parking areas; introducing e-bikes or tricycles; and/or implementing new and/or expansion of existing passenger transportation services based on tricycles in different locations throughout Brazil.

Bikes for the Planet – Brazil Program is implemented within the geographical area of Brazil. During the validation of the grouped project, two project activity instances were included: project activity instance 1 – Tembici and project activity instance 2 – Grow both in the city of São Paulo. However, the project activity instance 2 – Grow has interrupted its operations and is no more considered in this grouped project. A new project activity instance (project activity instance 3 Tembici, Rio de Janeiro) was included during this verification period.

The project activity instance 1 Tembici, São Paulo and project activity instance 3 Tembici, Rio de Janeiro are located at the metropolitan area of the cities of São Paulo and Rio de Janeiro, respectively as verified during the remote site visit and KML file /4/.

The project started operation on 30 January 2018 when the first official bike sharing stations were made available to the public and started operation under the first project activity instance /5/. For the project activity instance 3, the starting date is 16 February 2018 when the first official bike sharing stations were made available to the public /5/.

The verification team has determined whether the monitoring plan has been properly implemented and followed by PP that the monitoring has been carried out in accordance with the registered monitoring plan; and determined whether all parameters including project emission parameters, baseline emission parameters and leakage emission parameters used for emission reduction calculation stated in the registered monitoring plan are monitored or used appropriately as per the registered VCS PD&MR /24/.

During the verification all monitoring parameters listed in Section 4 of MR /1/ were compared with monitoring parameters and the monitoring plan of the registered VCS PD&MR /24/ and have been verified with regard to appropriateness of the applied measurement / determination method, the correctness of the values applied for ER calculation /2/, the accuracy and applied QA/QC measures.

In line with Guidelines for Application of materiality in verifications /21/, a reasonable level of assurance is defined for the verification of the project by complete verification of all the values indicated in the emission reduction spreadsheet at the document review stage and remote site. There are no material errors, omissions or misstatements.

There are no material discrepancies between the actual monitoring system, and the monitoring plan set out in the project description and the applied methodology.

The GHG emission reductions or removals generated by the project have not become included in an emissions trading program or any other mechanism that includes GHG allowance trading.

The project has not received or sought any other form of environmental credit, or has not become eligible to do so since validation or previous verification.

The project has not participated or been rejected under any other GHG programs since validation or previous verification.

The project sustainable development contribution was assessed and confirmed by the VVB through remote assessments and interviews (see /a/ - /f/) with project management team. The project contributes to sustainable development of its region as follows: reduces fossil fuel consumption, traffic congestion, GHG emissions and other air pollutants as well as increases healthier habits and well-being. RINA confirmed that in the first Brazilian NDC submission /34/ that “Brazil intends to adopt further measures that are consistent with the 2°C temperature goal, in particular... vi) in the transportation sector, further promote efficiency measures, and improve infrastructure for transport and public transportation in urban areas.

In addition, in 2021 the Brazilian Ministry of Regional Development presented the Bicycle Brazil Seal /35/, created to promote more sustainable urban mobility and recognize good practices encouraging the use of bicycles, and officially released a six-publication series on “Low Carbon Urban Mobility,” co-authored by the Interamerican Development Bank and the National Secretary of Mobility and Regional Urban Development /36/, including one specific on Bicycle Mobility /37/.

Thus, it's RINA's conclusion that the grouped project contributes to achieving nationally sustainable development priorities.

Regarding the VCS, the following validated methodology deviation remain during this verification period.

Deviation 1 - Option 1: Ex-post survey of baseline travel modes.

As per AMS-III.BM, baseline emissions should be determined using parameters estimated based on data collected during the survey conducted with users of the infrastructure, bicycles sharing program or new tricycles, e-bikes or e-tricycles in the year 1 of the crediting period.

The use of the survey carried out by Metrô is a deviation of the methodology because of three reasons:

1. it is not an ex-post survey (it was carried from 2017 to 2018),
2. It was not conducted with the users of the infrastructure (it was conducted with all inhabitants of the Sao Paulo metropolitan area), and
3. It does not follow exactly the standard “Sampling and surveys for CDM project activities and programme of activities”.

As demonstrated in the VCS PD&MR, the proposed deviation is more efficient for the project-specific circumstances and will not only achieve at least the same level of accuracy set out in the methodology, but will be likely more conservative.

Thus, it's RINA's conclusion that the project has been implemented as described in the project description.

4.2 Safeguards

4.2.1 No Net Harm

As mentioned in the MR /1/, the project does not cause any potential negative environmental and socio-economic impacts since the grouped project considers riding bikes on urban environments. The positive impacts identified by PP are described in section 2.1 of the MR /1/.

4.2.2 Local Stakeholder Consultation

As explained in the VCS PD&MR /24/, there is no national requirement for local stakeholder consultation due to the implementation of measure types identified in section 2.2. However, any new activity or public infrastructure requires license and permits, including the construction or expansion of bicycle lanes and parking areas, which is under municipality management.

The global public comments carried out at the VCS pipeline projects database in April 2019 was considered as the local stakeholder consultation. This project was up for public comment from 12 April - 12 May 2019 and no comments were received.

RINA verified that there are mechanisms for on-going communication with local stakeholders such as chat in the app used to unlock the bikes, Tembici helpdesk and etic channel /39/. In addition, Tembici also regularly follows and respond to any complaints at the publicly available services (called Reclame Aqui) and social networks /40/.

PP provided some examples of complaints /41/ and discussion about mobility /42/ with stakeholders that occurred during the verification period. The verification team checked the project proponent's response to the input and considered that the project proponent's response is appropriate /41/.

4.3 AFOLU-Specific Safeguards

Not applicable since the "Bikes for the Planet – Brazil" is not an AFOLU projects.

4.4 Accuracy of GHG Emission Reduction and Removal Calculations

The GHG emissions reductions for project activity instance 1 and project activity instance 3 under the grouped project were calculated correctly on the basis of the approved baseline and monitoring methodology AMS-III.BM (version 01.0) /12/, the methodology tool "Baseline emissions for modal shift measures in urban passenger transport" (version 01.0) /15/ and the formulae given in the VCS PD&MR /24/.

Project activity instance 1 is located in the city of São Paulo, state of São Paulo, Brazil and project activity instance 3 is located in the city of Rio de Janeiro, state of Rio de Janeiro, Brazil. Both project activity instances apply type 3 of AMS-III.BM. Consequently **Option 1** (Ex-post survey of baseline travel modes) was selected for the determination of the baseline emissions. Steps 1, 2 and 3 of the methodological tool /15/ were calculated as presented in section 3.4.6 of this report. Only step 4 was determined for each project activity instance.

For the monitoring period 18 December 2018 to 26 January 2021, the emission reduction calculations are based on the following parameters:

- $SFC_{i,n,x}$ (l/km) – according to the tool /15/, local measured data from 2018 Vehicle Emissions Inventory issued by CETESB were applied /31/ for both project activity instances;
- $NCV_{i,n}$ (kcal/kg) – according to the tool /15/, national default values from the 2018 Brazilian Energy Balance were applied /32/ for both project activity instances;
- Density (kg/l) – according to the tool /15/, national default values from the 2018 Brazilian Energy Balance were applied /32/ for both project activity instances;
- $EF_{CO2,n}$ – according to the tool /15/, IPCC default values at the lower limit of the uncertainty at a 95 per cent confidence interval should be applied /26/ for both project activity instances;

- Information about $SEC_{i,x}$ and $EF_{CO_2,x}$ is not provided in the VCS PD&MR or spreadsheet since the $EF_{PKM,i,x}$ for electricity based transport system is provided by the public state transport companies /28/;
- $N_{i,n,x}/N_{i,x}$ – The values applied are based on the Metrô's survey /27/ and The State of Rio de Janeiro Secretary of Transport's survey /29/;
- $OC_{i,x}$ – as per methodological tool /15/, world default values were applied.
- $EF_{PKM,i,x}$ – the value applied of 6.00 g CO₂/PKM for subway and railway was provided by the public state transport company (Metrô) /28/.
- IR_i – the default value of 0.99 was applied according to the tool /15/;
- D_i – as per tool, data from the project system operator was applied for both project activity instances /2/ /3//5/:
 - 1. Tembici, São Paulo: (i) 2018 – 2.26; (ii) 2019 – 2,26; (iii) 2020 – 1,70; (iv) 2021 – 2,01;
 - 3. Tembici, Rio de Janeiro: (i) 2018 – 2.29; (ii) 2019 – 2,13; (iii) 2020 – 1,99; (iv) 2021 – 2,20;
- S_i – as per tool, this parameter should be monitored trough a survey. For year 1, values of official source were applied /27//29/;
- P_y – as per tool, this parameter should be monitored annually using project system operator: electronic ticketing or any other official records /3//5/:
 - 1. Tembici, São Paulo: (i) 2018 – 53,235; (ii) 2019 – 2,662,506; (iii) 2020 – 2,352,394; (iv) 2021 – 109,015;
 - 3. Tembici, Rio de Janeiro: (i) 2018 – 239,711; (ii) 2019 – 8,929,480; (iii) 2020 – 7,232,320; (iv) 2021 – 511,801.

Since both project activity instances do not include e-bikes or e-tricycles, the project emissions are zero.

Emission reductions are calculated as follows:

Project activity instance 1 Tembici, São Paulo:

Year	Baseline emissions (tCO ₂)	Project emissions (tCO ₂)	Emission reductions (tCO ₂)
18 December 2018 to 31 December 2018	5	-	5

01 January 2019 to 31 December 2019	285	-	285
01 January 2020 to 31 December 2020	188	-	188
01 January 2021 to 26 January 2021	10	-	10
Total	488	-	488

Project activity instance 3 Tembici, Rio de Janeiro:

Year	Baseline emissions (tCO ₂)	Project emissions (tCO ₂)	Emission reductions (tCO ₂)
18 December 2018 to 31 December 2018	28	-	28
01 January 2019 to 31 December 2019	993	-	993
01 January 2020 to 31 December 2020	743	-	743
01 January 2021 to 26 January 2021	57	-	57
Total	1,821	-	1,821

Data source and the emission reductions calculations were verified and are considered accurate. Detailed information regarding the resulted emission reductions is available in the VERs calculation spreadsheet /2/.

The formulas and calculations used for the VERs determination are correctly applied and the resulted emissions calculation is reliable.

4.5 Quality of Evidence to Determine GHG Emission Reductions and Removals

The evidences used to determine the GHG emission reductions and removals were sufficient in quantity and has appropriate quality. It was verified during the remote audit that data used for calculations and to determine GHG emissions reductions and removals is consistent with those from the previous verification /24//25/ and thus calculations can be verified as accurate.

PP has established management systems, monitoring procedures, outlines of roles and responsibilities and QA/QC procedures which ensure consistent data collection, recordation and storage /1/.

Implementation of these systems has been observed during the remote audit and actions are confirmed to be in accordance with the documented descriptions.

RINA was able to confirm that the calculations are based on authentic data from the Tembici and Grow historical records /5/. The spreadsheet used to calculate the yearly certified emission reduction calculations and all figures were tracked, check by sampling and found to be consistent.

4.6 Non-Permanence Risk Analysis

Not applicable.

5 VERIFICATION CONCLUSION

RINA Services S.p.A. (RINA) has performed verification of the emission reductions reported for the project activity “Bikes for the Planet - Brazil” in Brazil, for the VCS monitoring period from 18 December 2018 to 26 January 2021, with regard to the relevant requirements for VCS rules.

It is the responsibility of RINA to express an independent verification opinion about the project's conformity with the VCS requirements and procedures and on the reported greenhouse gas emission reductions from the project.

Based on documented evidence and corroborated by a remote site assessment RINA can confirm that:

- The project has been implemented and operated as per the registered VCS PD;
- The monitoring plan in the registered VCS-PD is as per the applied baseline and monitoring methodology.
- The monitoring report and other supporting documents provided are complete and verifiable and in accordance with the applicable VCS requirements.

It is RINA's opinion that the GHG emission reduction stated in the VCS monitoring report version 3.0 of 10 February 2022 for the “Bikes for the Planet - Brazil” in Brazil for the period 18 December 2018 to 26 January 2021 are fairly stated. The GHG emission reductions were calculated correctly on the basis of the baseline and monitoring CDM methodology “Lightweight two and three wheeled personal transportation”, version 01.0 of 26 April 2018.

RINA is able to certify that the emission reductions from the “Bikes for the Planet - Brazil” during the period 18 December 2018 to 26 January 2021 amount to 2,309 tonnes of CO₂ equivalent, detailed as below.

For project activity instance 1 – Tembici, São Paulo:

Verification period: From 18 December 2018 to 26 January 2021

Verified GHG emission reductions and removals in the above verification period:

Year	Baseline emissions or removals (tCO _{2e})	Project emissions or removals (tCO _{2e})	Leakage emissions (tCO _{2e})	Net GHG emission reductions or removals (tCO _{2e})
2018	5	-	-	5
2019	285	-	-	285
2020	188	-	-	188
2021	10	-	-	10
Total	488	-	-	488

For project activity instance 3 - Tembici, Rio de Janeiro:

Verification period: From 18 December 2018 to 26 January 2021

Verified GHG emission reductions and removals in the above verification period:

Year	Baseline emissions or removals (tCO _{2e})	Project emissions or removals (tCO _{2e})	Leakage emissions (tCO _{2e})	Net GHG emission reductions or removals (tCO _{2e})
2018	28	-	-	28
2019	993	-	-	993
2020	743	-	-	743
2021	57	-	-	57
Total	1,821	-	-	1,821

Verification period: From 18 December 2018 to 26 January 2021

Verified GHG emission reductions and removals in the above verification period:

Year	Baseline emissions or removals (tCO _{2e})	Project emissions or removals (tCO _{2e})	Leakage emissions (tCO _{2e})	Net GHG emission reductions or removals (tCO _{2e})
2018	33	-	-	33



2019	1,278	-	-	1,278
2020	931	-	-	931
2021	67	-	-	67
Total	2,309	-	-	2,309

APPENDIX 1: ABBREVIATIONS

Abbreviations	Full texts
CAR	Corrective Action Request
CDM	Clean Development Mechanism
CER(s)	Certified Emission Reduction(s)
CL	Clarification Request
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalent
DOE	Designated Operational Entity
FAR	Forward Action Request
GHG(s)	Greenhouse gas(es)
MR	Monitoring Report
PD	Project Description
PP(s)	Project Proponent(s)
RINA	RINA Services Spa
SS(s)	Sectoral Scope(s)
TA(s)	Technical Area(s)
UNFCCC	United Nations Framework Convention on Climate Change
VCS	Verified Carbon Standard
VCSA	Verified Carbon Standard Association
VCU	Verified Carbon Unit
VER	Voluntary Emission Reductions
VVB	Validation and Validation Board
VVS	Validation and Validation Standard

APPENDIX 2: LIST OF FINDINGS

Table 1: CARs from this validation/verification

CAR ID	01	Section no.	3.4	Date: 22/10/2021
Description of CAR				
As per VCS MR template, relevant information about new instances of the project activity(s) should be provided and how each new instance of the project activity(s) meets the eligibility criteria set out in the project description should be demonstrated and justified. Address each eligibility criteria separately.				
Project participant response				Date: 30/10/2021
According to the registered joint Project Description and Monitoring Report, the eligibility criteria for the inclusion of a new project activity instance is defined using a 5-step procedure (1 - Meet the applicability conditions set out in the methodology applied to the project; 2 - Use the technologies or measures specified in the project description, 3 - Apply the technologies or measures in the same manner as specified in the project description; 4 - Are subject to the baseline scenario determined in the project description for the specified project activity and geographic area; 5 - Have characteristics with respect to additionality that are consistent with the initial instances for the specified project activity and geographic area). The application of the 5-step procedure is included in the monitoring report (item 5.1).				
Documentation provided by project participant				
Revised monitoring report.				
DOE assessment				Date: 01/11/2021
As per VCS MR template, relevant information about new instances of the project activity(s) should be provided in section 3.3 and not in section 5.1.				
This CAR is open.				
Project participant response				Date: 05/11/2021
Information about the new instance is included in section 3.3.				
Documentation provided by project participant				
Revised monitoring report.				
DOE assessment				Date: 08/11/2021
RINA verified the revised MR and information was correctly provided in section 3.3.				
This CAR is closed.				

CAR ID	02	Section no.	4.4	Date: 22/10/2021
Description of CAR				

As verified during the site visit, the number of trips applied for the determination of the average trip distance travelled by passengers who shifted from electricity-based or road-based vehicle category i are not according to the evidences provided by Tembici for the following months:

- 1. Tembici, São Paulo: entire monitoring period;
- 3. Tembici, Rio de Janeiro: 12/2019, 10/2020, 11/2020, 12/2020.

Project participant response

Date: 30/10/2021

The tables with the travelled distances were revised and the following minor issues were found:

- 1. Tembici, São Paulo: there are indeed a few differences between the original database and the data used in the calculation of the number of trips and travelled distances. Out of 5,177,499 monitored individual valid trips in the original database, 299 (0.0058%) are missing in database used for calculation. Apparently, a few lines were incorrectly deleted in the process of removing maintenance trips, which are not considered in the calculation. The exact lines and trips missing are identified in an additional comparison spreadsheet (BikeSampa-1-viagens_18122018_26012021-211030.xlsx). It is important to observe two aspects of the inconsistency, the difference is immaterial (smaller than 0.01% in number of trips) and, 299 less trips are not accounted in the calculation. Considering the above, the issue is clearly immaterial and resulted in more conservative figures. Therefore, the project developers suggest leaving the calculation as it is.
- 2. Tembici, Rio: the original database and the database used for the calculation are compared in an additional spreadsheet (BikeRio-1a-viagens_18122018_26012021-211030.xlsx). No difference was found in Oct, Nov and Dec 2020. In Dec 2019 there is indeed an issue. The full range of lines to be considered for Dec 2019 was incorrectly typed and, the first 633 lines of the month were not included. While in the previous version of the consolidation there were 772,428 trips, 1,638,511 km travelled and 2.12 km average trip, the revised figures are 810,195 trips, 1,715,201 km travelled and 2.12 km average trip. Revised versions of the distance calculation spreadsheet (BikeRio-4-trips_MR_181218_210126-211030.xlsx) and emission reductions calculation spreadsheet (VCS1884-Bikes4Planet_BR-MR_181218_210126-v211030.xlsx) are provided.

Documentation provided by project participant

1. Revised monitoring report.
2. VCS1884-Bikes4Planet_BR-MR_181218_210126-v211030.xlsx (revised ER spreadsheet)
3. BikeSampa-1-viagens_18122018_26012021-211030.xlsx (comparison spreadsheet)
4. BikeRio-1a-viagens_18122018_26012021-211030.xlsx (comparison spreadsheet)

DOE assessment

Date: 01/11/2021

RINA verified the revised spreadsheet and information was correctly considered.

This CAR is closed.

Table 2: CLs from this validation/verification

CL ID	01	Section no.	3.2	Date: 22/10/2021
Description of CL				
Information regarding to the survey carried out by the State of Rio de Janeiro Secretary of Transport and the national survey carried out by ANTP is not transparent in section 2.3.1 of VCS MR. Moreover, in the document provided it is not clear that the survey was carried out from 2014 to 2015.				
Project participant response				Date: 30/10/2021
The monitoring report is revised to include further information about the survey carried out by the State of Rio de Janeiro Secretary of Transport (carried out in 2012 and published in 2014) and by ANTP (using data from 2018 and published in 2020).				
Documentation provided by project participant				
1. Revised monitoring report. 2. STRJ (2014). Plano Diretor de Transporte Urbano da Região Metropolitana do Rio de Janeiro – PDTU2014. Secretaria de Transportes, Governo do Estado do Rio de Janeiro. 3. ANTP (2020). Sistema de Informações da Mobilidade Urbana da Associação Nacional de Transportes Público (SIMOB/ANTP) – Relatório Geral 2018. Maio de 2020.				
DOE assessment				Date: 01/11/2021
In the revised MR section 2.3.1 (the number of the section should be revised to 3.2.1) it is still mentioned that the survey in Rio de Janeiro was carried out from 2014 to 2015.				
This CL is open.				
Project participant response				Date: 05/11/2021
Section number revised from 2.3.1 to 3.2.1.				
Text revised to confirm Rio's survey and publication years.				
Documentation provided by project participant				
Revised monitoring report.				
DOE assessment				Date: 08/11/2021
RINA verified the MR and information was correctly revised.				
This CL is closed.				

CL ID	02	Section no.	4.1	Date: 22/10/2021
Description of CL				
The operation starting date of the project activity instance 3 is not transparent in section 1.5 of MR.				
Project participant response				Date: 30/10/2021
Operation starting date of the project activity instance 3 (16-Feb-2018), is included in the revised version of the monitoring report, section 1.5. Additionally, a file with the start date of each station is submitted.				

Documentation provided by project participant	
1. Revised monitoring report. 2. Spreadsheet with name, location, and operation starting date of each station (BikeRio-3-Coordenadas estacoes-21.04.01.xlsx).	
DOE assessment	Date: 01/11/2021
RINA verified the revised MR and information was correctly included. This CL is closed.	

CL ID	03	Section no.	4.4	Date: 22/10/2021
Description of CL				
As per MR, the value applied for the parameter $EF_{PKM,i,x}$ for subway and railway was provided by the public state transport company (Metrô). However, it is not transparent the used of this reference for the city of Rio de Janeiro.				
Project participant response				Date: 30/10/2021
The monitoring report is revised to include the following: "although the parameters [table 10 - Emission factor per passenger-kilometre for electricity-based transport] are calculated by the public transport companies operating in the Metropolitan area of São Paulo (instance 1), it is reasonable to assume that the electricity-based transport systems are similar in the Metropolitan of Rio de Janeiro and, therefore, the same parameters are used for project instance 3."				
Documentation provided by project participant				
Revised monitoring report.				
DOE assessment				Date: 01/11/2021
RINA verified that is clearly explained the use of the reference for the city of Rio de Janeiro. This CL is closed.				

CL ID	04	Section no.	4.4	Date: 22/10/2021
Description of CL				
According to the TOOL18, the average trip distance (D_i) should be monitored at the survey in year 1 when applying option 1. However, the used of data from the project system operator is not transparent.				
Project participant response				Date: 30/10/2021
Data/parameter table 20				
Documentation provided by project participant				

The following clarification is added to “data/paramente table 20”: “For all instances added up to the present monitoring report, deviation 1 (survey carried out by public authorities instead of ex-post survey of baseline travel modes in year 1 and optionally in year 4 of the first crediting period) is applied. Project proponents could use the average trip travelled passengers who shifted from electricity-base or road-based vehicles in the first project year, but as all included project instances monitor the distances travelled by each and all passengers, the actual annual monitored average trip distance is used.”	
DOE assessment	Date: 01/11/2021
As discussed during the remote audit, RINA agrees that the actual annual monitored average trip distance could be used. However, the use of monitored parameter should be considered as a deviation. This CL is open.	
Project participant response	Date: 05/11/2021
The deviation is explained in item 3.2.1 (methodologies deviation), as well as in the description of the parameter Di (average trip distance travelled by passengers who shifted from electricity-based or road-based vehicle category i) in “data/parameter 20”.	
Documentation provided by project participant	
Revised monitoring report.	
DOE assessment	Date: 08/11/2021
RINA verified the revised MR and information was correctly included as a methodology deviation. This CL is closed.	

Table 3: FARs from this validation/verification

FAR ID	xx	Section no.	Date: DD/MM/YYYY
Description of FAR			
Project participant response			Date: DD/MM/YYYY
Documentation provided by project participant			
DOE assessment			Date: DD/MM/YYYY



CERTIFICATO DI QUALIFICA QUALIFICATION CERTIFICATE

Si attesta che il sig./sig.ra:
We declare that Mr/Mrs/Ms:

Andrea LEIROZ

è qualificato come¹:
is qualified as:

TEC, VAL, VER, TEC

per le seguenti aree tecniche:
for the following technical areas:

AREE TECNICHE TECHNICAL AREAS	DESCRIZIONE DELL'AREA TECNICA TECHNICAL AREA DESCRIPTION	SCOPO SETTORIALE SECTORAL SCOPE
1.1	Thermal Energy Generation	1
1.2	Renewables	1
5.1	Chemical industry	5
13.1	Solid waste and wastewater	13
13.2	Manure	13

in accordo alle istruzioni dell'unità Sostenibilità & Cambiamenti Climatici.
in accordance with the instructions of the Sustainability & Climate Change Unit.

REVISIONE REVISION	DATA DATE	MOTIVAZIONI PER LA REVISIONE REASON FOR THE REVISION
0	17/09/2019	First issue with new template (this certificate is linked to CDM qualification)

Il Resp. CCPLS
Head of CCPLS
Laura SEVERINO



¹ Legend:

VAL: Validator
VER: Verifier
TEC: Technical Expert
TL: Team Leader
FIN-EXP: Financial Expert
DET: Determiner

CDM: Clean Development Mechanism
VCS: Verified Carbon Standard
GS4GG: Gold Standard For Global Goals
SCS: SocialCarbon Standard
JI: Joint Implementation

RINA Services S.p.A. è accreditato da UNFCCC, quale Entità Operativa Designata (DOE), per condurre la Validazione e la Verifica di Progetti CDM, da VCSA per condurre la Validazione e la Verifica di Progetti VCS, da GS Foundation, per condurre la Validazione e la Verifica di Progetti GS, da Ecologica Institute per condurre la Validazione e la Verifica di rapporti SCS

RINA Services S.p.A. is accredited by the UNFCCC, as Designated Operational Entity (DOE), to carry out Validation and Verification of CDM Projects, by the VCSA, to carry out Validation and Verification of VCS Projects, by the GS Foundation, to carry out Validation and Verification of GS4GG Projects and by the Ecologica Institute, to carry out Validation and Verification of SCS Reports

GHG_QUAL_CERT_EN(07-2018)

Page 1 of 1



CERTIFICATO DI QUALIFICA PER GLI SCHEMI VOLONTARI*
QUALIFICATION CERTIFICATE FOR VOLUNTARY SCHEMES*

Si attesta che il sig./sig.ra:
 We declare that Mr/Mrs/Ms:

Vinay SINGH

è qualificato come:
 is qualified as:

TEC, VAL, VER

per le seguenti aree tecniche:
 for the following technical areas:

1.2, 14.1

AREE TECNICHE TECHNICAL AREAS	DESCRIZIONE DELL'AREA TECNICA TECHNICAL AREA DESCRIPTION	SCOPO SETTORIALE SECTORAL SCOPE
1.2	Renewables	1
14.1	Forestry	14

REVISIONE REVISION	DATA DATE	MOTIVAZIONI PER LA REVISIONE REASON FOR THE REVISION
0	09/09/2020	First issue

Il Resp. CEINS
 Head of CEINS

*SCHEMI VOLONTARI/VOLUNTARY SCHEMES: ACR American Carbon Registry, CCB The Climate, Community & Biodiversity Alliance, GG Gold Standard, JI Joint Implementation, SGS Social Carbon Standard, VCS Verified Carbon Standard.

TEC: Technical expert; VAL: Validator; VER: Verifier; TL: Team leader; FIN EXP: Financial Expert; ITRP: Independent technical reviewer

RINA Services S.p.A. è accreditato/riconosciuto da
 RINA Services S.p.A. is accredited/recognized by

UNFCCC	Quali Entità Operativa Designata (DOE), per condurre la Validazione e la Verifica di Progetti CDM as Designated Operational Entity (DOE), to carry out Validation and Verification of CDM Projects
VCSA	per condurre la Validazione e la Verifica di Progetti VCS to carry out Validation and Verification of VCS Projects
GG Foundation	per condurre la Validazione e la Verifica di Progetti GG to carry out Validation and Verification of GG Projects
Ecologica Institute	per condurre la Validazione e la Verifica di rapporti SGS to carry out Validation and Verification of SGS Reports
American Carbon Registry ACR	per condurre la Validazione e la Verifica di Progetti ACR to carry out Validation and Verification of ACR projects
The Climate, Community & Biodiversity Alliance CCB	per condurre la Validazione e la Verifica di Progetti co-benefici CCB to carry out Validation and Verification of co-benefits CCB projects



CERTIFICATO DI QUALIFICA PER GLI SCHEMI VOLONTARI*
QUALIFICATION CERTIFICATE FOR VOLUNTARY SCHEMES*

Si attesta che il sig./sig.ra:
 We declare that Mr/Mrs/Ms:

Jun Zhou

è qualificato come:
 is qualified as:

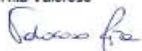
TEC, VAL, VER, TL, ITRP

per le seguenti aree tecniche:
 for the following technical areas:

AREE TECNICHE TECHNICAL AREAS	DESCRIZIONE DELL'AREA TECNICA TECHNICAL AREA DESCRIPTION	SCOPO SETTORIALE SECTORAL SCOPE
1.1	Thermal energy generation	1
1.2	Renewables	1
5.1	Chemical industry	5
7.1	Transport	7
11.1	Emission of fluorinated gases	11
13.1	Solid waste and wastewater	13

REVISIONE REVISION	DATA DATE	MOTIVAZIONI PER LA REVISIONE REASON FOR THE REVISION
0	19/07/2016	First issue with new template (this certificate is linked to CDM qualification)

Responsabile di schema
 Scheme Leader
 Rita Valoroso



*SCHEMI VOLONTARI/ VOLUNTARY SCHEMES: ACR American Carbon Registry, CCB The Climate, Community & Biodiversity Alliance, GS Gold Standard, JI Joint Implementation, SGS Social Carbon Standard, VCS Verified Carbon Standard.

TEC: Technical expert; VAL: Validator; VER: Verifier; TL: Team leader; FIN EXP: Financial Expert; ITRP: Independent technical reviewer

RINA Services S.p.A. è accreditato/recognized by

UNFCCC	come Entità Operativa Designata (DOE), per condurre la Validazione e la Verifica di Progetti CDM as Designated Operational Entity (DOE), to carry out Validation and Verification of CDM Projects
VCSA	per condurre la Validazione e la Verifica di Progetti VCS to carry out Validation and Verification of VCS Projects
GS Foundation	per condurre la Validazione e la Verifica di Progetti GS to carry out Validation and Verification of GS Projects
Ecologica Institute	per condurre la Validazione e la Verifica di rapporti SGS to carry out Validation and Verification of SGS Reports
American Carbon Registry ACR	per condurre la Validazione e la Verifica di Progetti ACR to carry out Validation and Verification of ACR projects
The Climate, Community & Biodiversity Alliance CCB	per condurre la Validazione e la Verifica di Progetti co-benefit CCB to carry out Validation and Verification of co-benefit CCB projects



CERTIFICATO DI QUALIFICA PER GLI SCHEMI VOLONTARI*
QUALIFICATION CERTIFICATE FOR VOLUNTARY SCHEMES*

Si attesta che il sig./sig.ra:
We declare that Mr/Mrs/Ms:

SAJITHA Sunil Nair

è qualificato come:
is qualified as:

TEC

per le seguenti aree tecniche:
for the following technical areas:

AREE TECNICHE TECHNICAL AREAS	DESCRIZIONE DELL'AREA TECNICA TECHNICAL AREA DESCRIPTION	SCOPO SETTORIALE SECTORAL SCOPE
7.1	Transport	7

REVISIONE REVISION	DATA DATE	MOTIVAZIONI PER LA REVISIONE REASON FOR THE REVISION
0	05/08/2019	First Issue

Il Resp. CCPLS
Head of CCPLS



*SCHEMI VOLONTARI/ VOLUNTARY SCHEMES: ACR American Carbon Registry, CCB The Climate, Community & Biodiversity Alliance, GS Gold Standard, JI Joint Implementation, SCS Social Carbon Standard, VCS Verified Carbon Standard.

TEC: Technical expert; VAL: Validator; VER: Verifier; TL: Team leader; FIN EXP: Financial Expert; ITRP: Independent technical reviewer

RINA Services S.p.A. è accreditato/riconosciuto da
RINA Services S.p.A. is accredited /recognized by

UNFCCC	quali Entità Operativa Designata (DOE), per condurre la Validazione e la Verifica di Progetti CDM as Designated Operational Entity (DOE), to carry out Validation and Verification of CDM Projects
VCSA	per condurre la Validazione e la Verifica di Progetti VCS to carry out Validation and Verification of VCS Projects
GS Foundation	per condurre la Validazione e la Verifica di Progetti GS to carry out Validation and Verification of GS Projects
Ecologica Institute	per condurre la Validazione e la Verifica di rapporti SCS to carry out Validation and Verification of SCS Reports
American Carbon Registry ACR	per condurre la Validazione e la Verifica di Progetti ACR to carry out Validation and Verification of ACR projects
The Climate, Community & Biodiversity Alliance CCB	per condurre la Validazione e la Verifica di Progetti co-benefit CCB to carry out Validation and Verification of co-benefit CCB projects