QUALITY REPORT

The Electric Vehicle Accelerator Programme (EVA)

VCS-3364 · VCS · Singapore

Report ID: CM-9C4E195A · Generated: 2026-04-08 · Scoring Methodology: General v2.0

6.6 Overall Score out of 10	
Integrity (35%)	6.2
Transparency (25%)	7.1
Claim Safety (25%)	5.8
Documentation (15%)	7.8

Weights: Integrity 35% · Transparency 25% · Claim Safety 25% · Documentation 15%

Assessment Summary

This is a registry-backed VCS project with a public validation report and project description, so evidence quality is materially better than marketplace-only listings. Confidence is medium because the file set provided does not include a public monitoring report or a third-party verification report for issued reductions, and the project is a transport/EV methodology where additionality is the main risk.

Project Details

Registry	Verra (VCS)
Registry ID	VCS-3364
Country	Singapore
Project Methodology	AMS-III.C and VM0038 AMS-III.C Ver. 15, VM0038 Ver. 1.0
Crediting Period	2021 — 2028
VVB	TÜV SÜD South Asia Pvt. Ltd
Confidence	High
Documents Reviewed	8 documents reviewed
Scored	2026-04-08

Red Flags

- Additionality is asserted in validation, but the excerpt does not disclose the investment analysis results or a quantified barrier/common-practice test.
- Leakage is set to zero with a general justification; the excerpt does not show a quantified leakage assessment.
- No public monitoring report or third-party verification report was provided, so ex-post performance cannot be checked.

Score Breakdown

Integrity — 6.2 / 10

+ TÜV SÜD validation report (11/09/2023) says project meets VCS requirements and applies AMS-III.C v15 and VM0038 v1.

~ Additionality and leakage are reviewed, but the excerpt lacks the underlying financial test and quantified leakage deduction.

The validation report by TÜV SÜD (issued 11/09/2023) states the project uses AMS-III.C v15 and VM0038 v1, with a 7-year crediting period starting 14/10/2021 and estimated reductions of 7,801 tCO2e/year. It also says the VVB reviewed investment analysis, baseline, additionality, and leakage, and concluded the project met VCS requirements; however, the report excerpt does not provide the underlying financial results or a detailed additionality test, so the additionality case is only moderately strong. Leakage is asserted to be zero with a “reasonable explanation,” but the excerpt does not show quantified leakage analysis, which keeps the score below the top tier.

Transparency — 7.1 / 10

+ Public registry-linked validation report, deed of representation, and project description materials are available.

- No public monitoring report or verification report was included in the provided evidence set.

Publicly available registry documents include the validation report, validation deed of representation, and project description materials, which is stronger than a marketplace listing alone. The report also references site visits, interviews, and supporting documents, indicating substantial disclosure, but a public monitoring report and a later verification report are not present in the provided evidence. Because the project is registered on VCS and the validation report is accessible, transparency is good but not complete.

Claim Safety — 5.8 / 10

+ Validation report includes a declaration of no double counting and registry checks against other GHG programs.

~ VCS registration supports claimability, but no CCP label, Article 6 authorization, or corresponding adjustment is shown.

The project is VCS-registered, but there is no evidence here of CCP approval, Article 6 authorization, or corresponding adjustment, so buyer claim safety remains moderate rather than high. The vintage/start date is 2021, which is not stale, but the project is framed as a grouped EV charging/transport program that may expand regionally, so claim boundaries need careful attention. The validation report includes a declaration of no double counting and registry checks against other programs, which helps, but does not eliminate residual double-claim risk.

Documentation — 7.8 / 10

+ Validation report dated 11/09/2023 and validation deed dated 10/02/2023 are available.

- Monitoring report and ex-post verification report are absent from the provided documents.

The evidence set includes a validation report dated 11/09/2023, a validation deed of representation dated 10/02/2023, and project description materials referenced in the validation report. The report cites a GPA DD version 4.3 dated 05/09/2023 and other supporting documents, but a public monitoring report and a third-party verification report are not included in the provided package. Documentation quality is therefore solid for validation-stage review, but incomplete for ex-post performance assessment.

Risk Indicators

Additionality	documented but not fully disclosed
Permanence	not a primary permanence-heavy AFOLU project
Leakage	zero leakage asserted, limited quantified evidence
Baseline	baseline described, but detailed inputs not public in excerp
Safeguards	validation includes site visits, interviews, and no FARs
Double-claim	no double counting declaration present, but no retirement/au

What Would Improve This Score

→ Publish the first monitoring report with verified charging-session data, fleet usage rates, and emission-reduction calculations on the registry.

→ Disclose the full investment analysis and additionality worksheet used in validation, including assumptions, IRR/NPV inputs, and sensitivity cases.

→ Provide the third-party verification report for the first issuance period, including any findings, corrected emissions, and issuance/retirement references.

Documents Reviewed

- Communications Agreement
- Listing Representation
- Registration Representation
- Registration Review Report
- Draft Project Description
- Project Description
- Validation Representation
- Validation Report

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