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

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## The VER CONCEPT



**CARBON OFFSETTING:  
VOLUNTARY EMISSIONS REDUCTION - VER**

*A voluntary instrument to offset activities, processes, products, services trading Carbon Credits on voluntary market*

## The OPPORTUNITY



**GHG ACCOUNTING TO CREATE MORE VALUE**

*A market-based approach used to control pollution by providing financial incentives for achieving reductions in the emissions accounted through International Standard protocol ISO 14064*

## The SOLUTION



**SUSTAINABLE MOBILITY PROJECTS + ROBUST MONITORING PLAN = COMPETITIVE ADVANTAGES**

*Economic Resources, Sustainability Communication, Stakeholders Engagement, Reputation, Dissemination, Future Legislation Ready, Corporate Social Responsibility.....*

Key Principles

ADDITIONALITY



VERIFIABILITY



SUSTAINABILITY



RELIABILITY

Need for a robust Monitoring Plan

### An Example: bikesharing



GHG reduction respect to baseline:

-0,4 TonCO<sub>2</sub>e/day

In 1 Year:

- 146 TonCO<sub>2</sub>e = 146 VERs = 3.000€/year





### CARBON CAP- TRADE PROGRAM

- ❑ **CAP** - Assignment of an upper threshold limit on the amount of pollutant that can be emitted (measured in Assigned Amount Units or AAUs) by a country and its factories .
- ❑ **Emission permits** or **equivalent number of allowances** or **credits** are issued to emit a specific amount of carbon dioxide (cap) to the country.
  - 1 credit = 1 ton of carbon dioxide
- ❑ **TRADE** - the transfer or trade of allowances
  - Excess or unused allowances/credits can be traded to the countries/factories whose emissions have exceeded their assigned cap.
  - The purchased allowances can be used to increase the allowance limit by the purchasing country.

**Countries/Factories whose emissions are less than their assigned amount or the CAP can sell or TRADE the excess amount to countries/factories whose emissions have exceeded their assigned amount.**



### Clean Development Mechanism (CDM)

- Developed countries** can fund emission reduction projects (e.g. Solar energy, wind energy and other green technologies) in developing nations that did not sign Kyoto Protocol.
- In exchange, the developed countries earn legally recognized emission credits called CERs (Certified Emission Reduction) to offset their emission obligations.

### Joint Implementation (JI)

- Developed countries** can implement emission reduction projects in another developed or developing country and earn Emission Reduction Units (ERUs)
- ERUs can be used to meet the carbon allowance or can be sold in the market.



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

***In Europe, the tool for the implementation of voluntary projects is ISO 14064***

Companies sensitive to global warming can decide to adopt compensation policies for their process/product associated carbon dioxide, purchasing VERs (Verified Emissions Reductions) validated according to ISO 14064-2 by an independent third party



### Part 1:

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



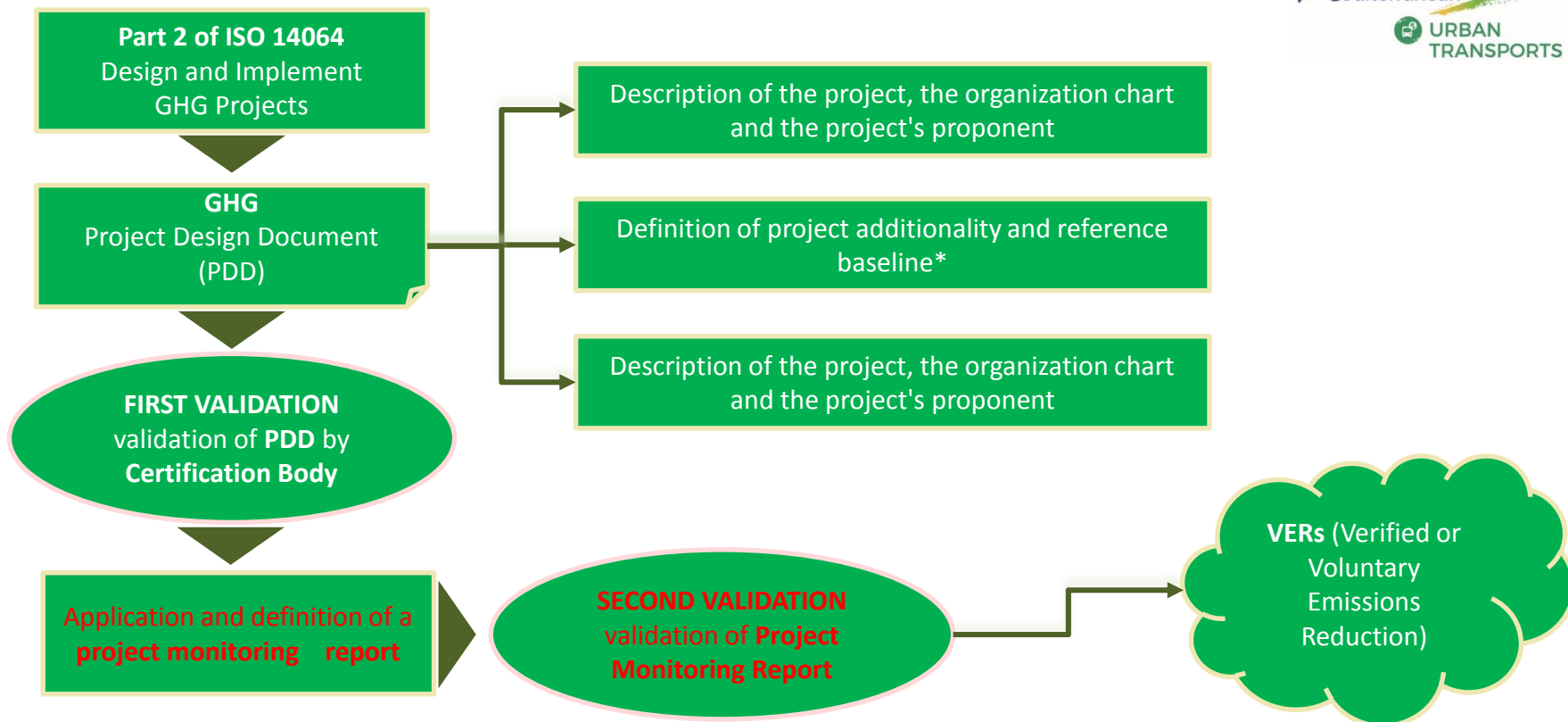
### Part 2:

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



### Part 3:

*Specifications with guidance for the validation and certification of GHG assertions*



\* The voluntary projects must be additional respect to the “normal trend” or “Business as usual”

Set	Name	Measurement Units	Measurement method
Mobility Profile	Total Mobility Users	N°	1. Census campaign (phone 40% of resident families)
	Transport Intensity (km/Users)	km/Users	
	mobility Users (for working)	% of Users	
	mobility Users (for studying)	% of Users	
	mobility Users (for tourism)	% of Users	2. Motorway toll gates steps
	mobility Users (for other reasons)	% of Users	
	LPT Users	% of Users	Tickets tracking
	Private Car Users	% of Users	Census campaign (phone 40% of resident families)
	Walking Users	% of Users	
	Bicycle User	% of Users	
	Average Car Occupancy	%	
Average LPT Occupancy	%	Tickets tracking	
Carsharing	Total Cars Available	N°	Data tracking by providers
	Average Carsharing Use	km/Car	
	Average Car Occupancy	%	

Bikesharing	Total Available Bikes	N°	Data tracking by providers (user registration, bicycle speedometer)
	Average Bikesharing Use	km/Bicycle	
Ridesharing/Carpooling	Total Cars Available	N°	providers App tracking
	Average Carpooling/Ridesharing Use	km/Car	
	Average Carpooling/Ridesharing Occupancy	%	
Ridesourcing/Taxis	Total Taxis Available	N°	Providers tracking
	Average Taxis Use	km/Car	
	Average Car Occupancy	%	
Shuttles	Total Vehicles	N°/year	Data tracking by providers
	Average Vehicles Use	km/Vehicles	
	Average Vehicles Occupancy	%	
Local Public Transport	Bus routes	N°	Providers tracking
	Fixed guideway routes	N°	
	General Coverage Area	routes/kmq	
	General Frequency	routes/hour	

need for a monitoring plan

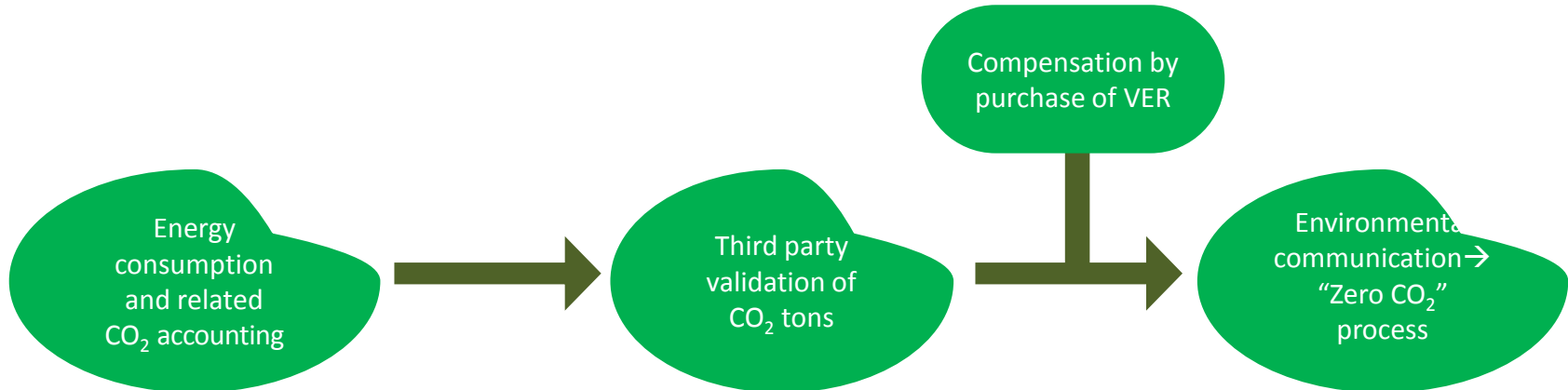


ISO 14064-1

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



Lamborghini obtained ISO 14064 certification in September 2013, offsetting the tons of CO<sub>2</sub> emitted by the production process through the purchase of VER





The project was part of the broader set of measures that the proposing authorities have defined, at the various levels and through the planning in the energy sector, to support the use of alternative transport modes to private motorized vehicles for circulation in their territory.

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

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

Anno di registrazione	Tipo di Progetto	Paese	Validator	Account	VER registrati *	VER ritirati **	VER opzionati ***	VER disponibili
2013	Transport	Italia	CESiSP	IT-0003	725	0	725	0



*THANK YOU FOR YOUR ATTENTION*



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