



## SIMPLIFIED SUMMARY OF THE NEW BASELINE AND MONITORING METHODOLOGY OR METHODOLOGICAL TOOL FORM (Version 02.0)

### BASIC INFORMATION OF THE NEW BASELINE AND MONITORING METHODOLOGY OR METHODOLOGICAL TOOL

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<b>Type of standard</b>	New baseline and monitoring methodology
<b>Unique reference number</b>	A6.4-PMM009
<b>Title of the new baseline and monitoring methodology or new methodological tool</b>	GHG emission reductions through shifting to a low-carbon navigation route for passenger cars
<b>Date of completion of the initial assessment</b>	29/05/2026

### SUMMARY OF THE NEW BASELINE AND MONITORING METHODOLOGY

<b>Scope of the methodology</b>	<p>The proposed mechanism methodology is applicable for Article 6.4 activities that identifies the lowest-carbon emission route within a navigation planning scheme and prompts such route to facilitate drivers to adopt it in road transport.</p> <p>In the absence of the Article 6.4 activity, the route would have been completed following the drivers' existing pattern of route adoption.</p>
<b>Key applicability conditions</b>	<ul style="list-style-type: none"> <li>• The existing navigation platform used by drivers shall include a new functionality that (1) identifies the low-carbon route within each navigation planning scheme, (2) prompts drivers with such low-carbon route, and (3) monitors low-carbon route navigation compliance;</li> <li>• Only petrol-fuelled vehicles are eligible under the mechanism methodology;</li> <li>• The methodology is not applicable for non-navigation-based interventions, such as replacement of or retrofit to vehicle parts, fuel switches, fuel efficiency improvement, etc.</li> </ul>
<b>Baseline approach and downward adjustment</b>	<p><b>a) Baseline approach:</b> The baseline approach is based on paragraph 36(iii) from the RMPs, i.e., an approach based on existing actual or historical emissions, adjusted downwards to ensure alignment with paragraph 33 of the RMPs.</p> <p><b>b) Baseline scenario:</b> Continuation of the pre-activity scenario, i.e. the drivers' existing pattern of route adoption in the absence of the proposed project. The boundary of the activity</p> <p><b>c) Downward adjustment:</b> The initial downward adjustment is equal to 10% of the emission reductions in the calendar year of the start date of the first crediting period, and the increase in the downward adjustment in the subsequent years of the crediting</p>

	<p>period is equal to 1% of the baseline emissions in the calendar year of the start date of the first crediting period.</p>
<p><b>Demonstration of additionality</b></p>	<p>Additionality is demonstrated through the following elements:</p> <p><b>a) Regulatory analysis:</b>            Demonstrate that legal requirements do not enforce the use of low-carbon navigation platforms, does not prohibit determination of other routes and does not establish a support-scheme. The analysis shall be conducted at the validation and at the renewal of the crediting period (or more frequently if required by the host Party).</p> <p><b>b) Analysis of lock-in risk:</b>            All Article 6.4 activities applying this methodology shall be deemed to avoid lock-in risk since the emission reductions achieved by activities applying this mechanism methodology consist of behavioural or operational measures in the navigation platform that do not lead to the adoption of, or prolong the lifetime of, technologies or practices that are incompatible with the long-term goals of the Paris Agreement.</p> <p><b>c) Investment analysis:</b>            The latest version of the “Methodological tool: Investment analysis” (A6.4-AMT-002) shall be followed. The mechanism methodology provides the credible alternative scenario, the application of simple cost analysis or benchmark analysis, the investment period equivalent to the lifetime of the project and the use of project IRR as the benchmark.</p> <p><b>d) Common practice analysis:</b>            The latest version of the “Methodological tool: Common practice analysis” (A6.4-AMT-001) shall be followed. The mechanism methodology sets the count-based indicator (i.e., number of petrol passenger vehicles) as the indicator, the time-bound approach (calendar year prior to the start of the project as the reference period), the administrative boundary of the city as the geographical area, defines similar activities as those that achieve emission reductions using measures similar to those of the proposed Article 6.4 activity, i.e. low-carbon route identification and prompt to enable drivers to adopt low-carbon route for driving trips and defines a common practice factor equals to 10%.</p>
<p><b>Calculation of emission reductions or net GHG removals</b></p>	<p><b>a) Baseline emissions:</b>            Product between the baseline emission factor (t CO<sub>2</sub>eq/km) and the length of the links traversed of the low-carbon route predicted by the navigation platform (km).</p> <p>The baseline emission factor is determined based on the weighted average WLTC (Worldwide harmonized Light vehicles Test Cycle) for the entire petrol-fuelled vehicle stock of the city based on different engine sizes.</p> <p>The low-carbon route predicted by the navigation platform is determined based on the predicted speed of each link of the planned route, which is linked with the weighted speed-emission factor at for the total petrol-based vehicle stock.</p> <p>The length of the links traversed of the low-carbon route is determined by the navigation system based on government-approved map data.</p> <p><b>b) Project emissions:</b>            Product between the project emission factor (t CO<sub>2</sub>eq/km) and the length of the links traversed of the low-carbon route predicted by the navigation platform (km).</p> <p>The project emission factor is determined in a stepwise process including (i) sampling of navigation planning schemes, (ii) calculating the average CO<sub>2</sub> emission factor of the low-carbon route in the sample and (iii) the share of</p>

	<p>vehicles included in the sample over the total vehicle stock by the average CO<sub>2</sub> emissions/km from vehicles driving along low-carbon route in the sample.</p> <p><b>c) Leakage:</b> No significant leakage is expected to occur in these types of activities. Therefore, leakage is considered as zero under this methodology.</p>
<b>Monitored parameters</b>	<ul style="list-style-type: none"> <li>• WLTC combined fuel consumption value published by the government authorities;</li> <li>• Number of petrol-fuelled vehicles in engine displacement categories <i>k</i> and <i>c</i> in year <i>y</i>, sourced from government traffic management department's vehicle registry records;</li> <li>• Total length of links travelled on the low-carbon route;</li> <li>• Determined via sampling: the navigation planning scheme, the average speed to travel through each link of the low-carbon route.</li> </ul>
<b>SUMMARY OF THE NEW METHODOLOGICAL TOOL</b>	
<b>Scope of the methodological tool</b>	N/A
<b>Key applicability conditions</b>	N/A
<b>Calculation of baseline emissions/removals, project emissions/removals or leakage</b>	N/A
<b>Monitored parameters</b>	N/A

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### Document information

<i>Version</i>	<i>Date</i>	<i>Description</i>
02.0	20 August 2025	Revision to incorporate new sections and sub-sections in line with current standards.
01.0	18 December 2024	Initial publication of form template.

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