



RBML (RELIANCE BP MOBILITY LIMITED) EV CHARGING INFRASTRUCTURE PROJECT

Document Prepared By

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Summary:

- **A description of the project**

The project, "RBML (Reliance BP Mobility Limited) EV Charging infrastructure project", is a project that employs the VCS methodology VM0038: Methodology for Electric Vehicle Charging Systems v1.0 /B02/. The project has been started on 24-March-2022 /04/ with the installation of 1st EVCS /04/ and further being extended to installed across different states of India. This project includes the installation, operation, and maintenance of EV charging stations by RBML across India through strategic partnerships with public and private sector in order to scale the EV market in the country. This is a grouped project, consisting of multiple Project Activity Instances and the new instances will be added as and when the EVCS get installed across India in the future.

The use of this charging infrastructure results in the avoidance of fossil fuel powered vehicle usage and therefore a reduction in the greenhouse gas emissions from the alternative energy supply. This project includes EVCS that are installed, operated, and maintained by RBML.

The project adopts a fixed crediting period of 10 years starting from 24-March-2022 to 23-March-2032. The Project aims to generate an estimated annual average of 237,753 tons carbon dioxide equivalent (tCO₂e) /02/ in GHG emission reductions, totaling 2,377,534 tCO₂e /02/ over the 10-year crediting period.

- **A description of the validation and verification**

BlueEarth Environment Private Limited has appointed the VVB, Carbon Check (India) Private Limited, /15/ dated 09-May-2024, for Joint validation and 1st periodic verification of the project "RBML (Reliance BP Mobility Limited) EV Charging infrastructure project" with regards to the requirements of VCS Standard v4.7 /B01/ along with the applied VCS Methodology VM0038: Methodology for Electric Vehicle Charging Systems v1.0 /B02/.

The Joint validation and verification were conducted through the desk review of the documents i.e., JPD&MR version 1.0 /01/, corresponding estimated ER spreadsheet /02/, Actual ER spreadsheet /03/ and other relevant supporting documents /04 to 19/. Further, the same was cross verified by conducting interviews with Project Proponent (PP) and Stakeholders involved in the project during the onsite visit from 08-July-2024 to 09-July-2024 /16/. This verification of project was conducted for the period of 24-March-2022 to 31-March-2024.

- **The purpose and scope of validation and verification**

Purpose:

The purpose of validation is to have a thorough and independent assessment of the proposed project activity against the applicable VCS requirements, particularly the project's baseline, monitoring plan, and compliance with the relevant VCS and host Party criteria. These are validated in order to confirm that the project design, as documented, is sound and reasonable and meets the identified criteria. Validation is a requirement for all VCS projects and is seen as necessary to provide assurance to stakeholders of the quality of the project and its intended generation of emission reductions. Carbon Check's objective is to perform a thorough, independent assessment of the validation of the project activity.

The purpose of the verification is to review the monitoring results and verify that the monitoring methodology was implemented according to the monitoring plan and monitoring data, used to confirm

the reductions in emissions by sources are sufficient, definitive and presented in a concise and transparent manner. The monitoring plan, monitoring report, and the project's compliance with relevant VCS, UNFCCC, and host party criteria are verified to confirm that the project has been implemented in accordance with JPD & MR and conservative assumptions, as documented.

Carbon Check (India) Private Limited (CC IPL) is engaged in the project to perform a thorough and independent assessment for the Joint validation and verification of the project activities as per the requirements laid down under of the VCS Program guide.

Scope:

The scope of the validation includes:

An independent and objective review of the JPD&MR /01/ against the relevant criteria and guidance documents provided by VCS which include the following: VCS Program Guide (v4.4, dated 29-August-2023) /B01-b/, VCS Standard (v4.7, dated 16-April-2024) /B01-a/, Program Definitions (v4.5, dated 16-April-2024) /B01-e/, Registration & Issuance Process (v4.5, dated 16-April-2024) /B01-d/, VCS Validation and Verification Manual (v3.2, dated 19-October-2016) /B01-c/ applicable at the time in order to confirm that the project meets the applicability conditions of the selected baseline and monitoring VCS methodology /B02/. This review was also conducted to assess the Project's implementation, baseline scenario, stakeholder engagement, safeguards, applicable laws, statutes, project's physical boundaries, GHG sources, sinks and/or reservoirs and regulations of the host country, application of methodology and tools, time period covered/duration of crediting/ monitoring period, quantity of estimated emission reduction adherence to the JPD&MR /01/.

The scope of the verification is:

- To verify the project implementation and operation with respect to the registered VCS Joint PD & MR /01/.
- To verify the implemented monitoring plan with the VCS Joint PD & MR and applied baseline and monitoring methodology /B02/.
- To verify that the 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 emission reduction data is free from material misstatement.
- To verify that reported GHG emission data is sufficiently supported by evidence.
- The verification shall ensure that the reported emission reductions are complete and accurate in order to be certified.

Method and Criteria for Joint Validation and Verification:

The joint validation and verification consists of the following four phases:

- i. **Desk review, involving:**

- Review of the data and information presented to verify their completeness.
- Review of the monitoring plan and monitoring methodology, paying particular attention to the frequency of measurements, the quality of metering equipment including calibration requirements, and the quality assurance and quality control procedures.
- Evaluation of data management and the quality assurance and quality control system in the context of their influence on the generation and reporting of emission reductions.

ii. Onsite assessment involving:

- Assessment of the implementation and operation of the proposed VCS project activity as per the VCS Joint PD & MR /01/.
- Verification of implemented monitoring plan as per the VCS Joint PD & MR and applied baseline and monitoring methodology /B02/.
- Review of information flows for generating, aggregating, and reporting the monitoring parameters.
- Interview with relevant personnel to confirm that the operational and data collection procedures are implemented in accordance with the monitoring plan in the VCS Joint PD & MR /01/.
- A cross-check between information provided in the monitoring report and data from other sources such as inventories, purchase records, or similar data sources.
- A check of the monitoring equipment including calibration performance and observations of monitoring practices against the requirements of the VCS Joint PD & MR and the selected methodology /B02/.
- Review of calculations and assumptions made in determining the GHG data and emission reductions /02/.
- Identification of quality control and quality assurance procedures in place to prevent or identify and correct any errors or omissions in the reported monitoring parameters.

iii. Number of Findings Raised During Validation and Verification:

During the joint validation and verification exercise, the following findings were observed and raised by the VVB:

- ❖ 12 Corrective Action Request (CAR).
- ❖ 08 Clarification Requests (CLs).

All the findings raised by VVB have been successfully resolved by the PP.

iv. Any uncertainties associated with the validation and verification.

There are no uncertainties associated with the Joint validation & verification of the project activity. The validation and verification have been done with a reasonable level of assurance.

In the Joint PD&MR /01/, the calculations for GHG emission reduction /02/ along with the supporting documents provided are in line with regards to the requirements of VCS Standard v4.7

/B01/ along with the applied VCS Methodology VM0038: Methodology for Electric Vehicle Charging Systems v1.0 /B02/. The validation and verification team has detected no further uncertainties or quality restriction.

- **Summary of the validation and verification conclusions**

Carbon Check (India) Private Ltd. concludes the Joint validation and verification of the project with a positive opinion that the Verified Carbon Standard Program Project “ RBML (Reliance BP Mobility Limited) EV Charging infrastructure project ” as described in the Joint PD & MR /01/, meets all applicable VCS requirements, including those specified in the VCS Standard v4.7 /B01-a/ applied VCS Methodology VM0038: Methodology for Electric Vehicle Charging Systems, v1.0 /B02/, tools /B03/, and guidelines.

The baseline and the selected monitoring methodologies i.e., VCS Methodology VM0038: methodology for Electric Vehicle Charging Systems v1.0 /B02/ are applicable to the project and correctly applied. Carbon Check (India) Private Ltd., therefore, requests the registration of the project as a VCS project under VCS Standard v4.7 /B01-a/.

In CCIPL's opinion, the verified carbon units (VCUs) credits reported for the “RBML (Reliance BP Mobility Limited) EV Charging infrastructure project” in the Joint PD & MR /01/ are fairly and correctly stated. CCIPL is therefore able to certify for the verified carbon units (VCUs) credits of the project “RBML (Reliance BP Mobility Limited) EV Charging infrastructure project”. According to the risk-based assessment conducted during the validation and verification, it can be stated that the project is in line as per the Joint PD & MR /01/, VCS Standard v4.7 /B01-a/, and the applied Methodology VM0038, v1.0 /B02/.

The estimated annual average of 237,753 tons carbon dioxide equivalent (tCO_{2e}) /02/ in GHG emission reductions, totaling 2,377,534 tCO_{2e} /02/ over the 10-years crediting period. The first monitoring period for the project activity is 24-March-2022 to 31-March-2024 and the actual emission reduction achieved during current monitoring period is 3,021 tCO_{2e} /03/.

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1 INTRODUCTION

1.1 Objective

BlueEarth Environment Private Limited has commissioned Carbon Check (India) Private Limited /15/ dated 09-May-2024 to perform Joint validation and verification of the project “RBML (Reliance BP Mobility Limited) EV Charging Infrastructure Project”. This report summarizes the findings of Joint validation and verification of the project, performed based on the VCS Program Guide (v4.4, dated 29-August-2023) /B01-b/, VCS Standard (v4.7, dated 16-April-2024) /B01-a/, Program Definitions (v4.5, dated 16-April-2024) /B01-e/, Registration & Issuance Process (v4.5, dated 16-April-2024) /B01-d/, VCS Validation and Verification Manual (v 3.2, dated 19-October-2016) /B01-c/. Joint Validation and verification is required for all VCS project activities intending to register project under the VCS program and seeking issuances for VCU for the current monitoring period. The purpose of a Joint validation and verification is to have a thorough and independent assessment of the project against the applicable VCS requirements, in particular, the project’s baseline, monitoring plan and the project’s compliance with relevant VCS and host Party criteria. These are validated in order to confirm that the project design and monitoring report, as documented, is sound and reasonable and meets the identified criteria. Validation and verification are a requirement for all VCS projects and is seen as necessary to provide assurance to stakeholders of the quality of the project and its intended generation of emission reductions, VCUs. The objective under this joint validation and verification process is to:

- Ensure that the project activity has been implemented and operated as per the Joint PD&MR /01/, and that all physical features (technology, project equipment, monitoring and metering equipment) of the project are in place,
- The project's baseline and monitoring plan is assessed against “VM0038: Methodology for Electric Vehicle Charging Systems v1.0., dated 18-September-2018, Sectoral scope 1 & 7 /B02/
- Ensure that the Joint PD&MR/01/ and other supporting documents provided are complete, verifiable and in accordance with applicable VCS requirements /B01/.
- Ensure that the actual monitoring systems and procedures comply with the monitoring systems and procedures described in the monitoring plan and the approved methodology /B02/.
- Evaluate the data recorded and stored as per the applicable requirements /B01/.
- Assessment of the sustainability monitoring parameters as per the VCS standard version 4.7 requirements /B01-a/.

The Joint validation and verification followed the requirements of the current version of the VCS standard version 4.7 /B01-a/ and VCS program guide (version 4.4) /B01-b/ to ensure the quality and consistency of the Joint validation and verification work and the report.

1.2 Scope and Criteria

The scope under the validation and verification process includes conducting a comprehensive, impartial, and objective assessment of the project description, project design, baseline scenario, monitoring plan and quantification approaches related to the project.

Carbon Check (India) Private Limited has applied a risk-based approach, utilizing the VCS Standard v4.7 /B01-a/ as the main criteria to assess the project against relevant standards and methodologies /B02/.

The validation and verification exercise were not intended to extend consulting towards the project proponents. However, any requests for clarification or corrective actions have been considered to improve the overall design of the grouped project.

The exercise is conducted in accordance with the requirements outlined in the VCS Program Guide v4.4 /B01-b/, VCS Standard v4.7 /B01-a/, VCS Program Definitions v4.5 /B01-e/ and VM0038 Methodology v1.0 /B02/.

The validation and verification exercise were conducted based on the following requirements as applicable to the project:

- VCS Standard v4.7 /B01-a/
- VCS Program Guide v4.4 /B01-b/
- VCS Program Definitions v4.5 /B01-e/
- VCS Methodology (VM0038) v1.0 /B02/
- Registration & Issuance Process v4.5 /B01-d/
- VCS Validation and verification Manual v3.2 /B01-c/
- ISO 14064 /B04/

The scope of this Joint validation and verification, by independent checking of objective evidence, is as follows:

- To verify that the project is implemented as described in the VCS Joint PD & MR /01/.
- To assess the project's compliance with other relevant rules including the host country legislation.
- To confirm that the monitoring system is implemented and fully functional to generate voluntary emission reductions without any double counting.
- To establish that the data reported are accurate, complete, consistent, transparent, and free of material error or omission by checking the monitoring records and the emissions reduction calculation.

- To evaluate the GHG emission reduction data and express a conclusion with a reasonable level of assurance about whether the reported GHG emission reduction data is free from material misstatement.
- To verify that reported GHG emission data is sufficiently supported by evidence.
- The verification shall ensure that the reported emission reductions are complete and accurate in order to be certified.

The method and criteria used for verification consisted of the following phases:

1. Completeness check and desk review.
2. Onsite interviews with stakeholders.
3. Resolution of outstanding issues and issuance of final verification report and applicable VCS Verification Deeds of Representation.

CC IPL conducts all its work under strict rules to safeguard impartiality and ensure the independence of the validation and verification team. The validation and verification team of VVBs did not provide any consulting or recommendations for the client. However, stated requests for clarifications and/or corrective actions may provide input for improvement of the monitoring activities.

1.3 Reasonableness of Assumptions and Level of Assurance

The Joint validation and verification report is based on the Joint PD & MR /01/, supporting documents /04-19/ made available to the Validation and Verification team and information collected through performing interviews.

The verification has been planned and organized to achieve a:

- Reasonable level of assurance as per VCS Standard (v4.7) /B01-a/
- Limited level of assurance

The threshold for quantitative materiality with respect to the aggregate of errors, omissions and misrepresentations, relative to the total reported GHG emission reductions and/or removals was limited to one percent, as required by section 4.1.10 of the VCS Standard version 4.7 /B01-a/.

1.4 Summary Description of the Project

The project “RBML (Reliance BP Mobility Limited) EV Charging infrastructure project” is a project that employs the VCS methodology, VM0038, version 1.0 /B02/. The project includes the installation, operation, and maintenance of EV charging stations by RBML across India through strategic partnerships with public and private sector in order to scale the EV market in the country. The use of this charging infrastructure results in the avoidance of fossil fuel powered vehicle usage and therefore a reduction in the greenhouse gas emissions from the alternative energy supply. This project includes EVCS that are installed, operated, and maintained by RBML

under the brand name of Jio BP. Till the end of current monitoring period the EVCSs are installed on 333 places across the different states of India. The project activity is distributed across India in various urban centres/ semi-urbans areas/ highways the same has been validated and verified by the KML file and geodetic coordinates /13/. There are 12 different types of EVCSs are installed till the end of current monitoring period in which electric 2-wheelers (2W), 3-wheelers (3W), 4-wheelers (cars and transport) (4W) and e-buses/trucks can be charged. However, the emission reduction is calculated excluding the 2-wheelers (2W), 3-wheelers (3W), e-buses/trucks. PP has considered only 4 wheelers in the project activity.

Types of chargers in the EVCS:

Charger Type	Sl. No	Charger Connectors*	Rated output voltage (V)	No. of connector guns (CG)	Charging Vehicle type (W= Wheeler)
DCFC (Fast Charger)	1	CCS 180 kW	200-1000 VDC	2	4W, bus
	2	CCS 80 kW	200-1000 VDC	2	4W, bus
	3	CCS 60 kW	200-1000 VDC	2	4W, bus
	4	CCS 50 kW	200-1000 VDC	2	4W
	5	CCS 30 kW	200-1000 VDC	1	4W
	6	CCS 24 kW	200-1000 VDC	1	4W
	7	GBT 30 kW	40-100 VDC	2	4W
	8	GBT 20 kW	40-100 VDC	2	4W
AC (L1 & L2 chargers)	9	Type 2 11 kW	415 (3ph) VAC	1	4W
	10	Type 2 22 kW	415 (3Ph) VAC	1	4W
	11	Type 2 7.5 kW	230 (1ph) VAC	1	4W
	12	AC001 3.3 kW	230 (1ph) VAC	3	2W,3W,4W
*Electricity delivered to LDVs have been counted for GHG Emission reduction calculation.					

The first monitoring period for the project activity is 24-March-2022 to 31-March-2024. During the monitoring period, the achieved GHG emission reduction is 3,021 tCO_{2e} /03/. The project proponent for the project activity is RBML (Reliance BP Mobility Limited), which owns the rights to VCU's /18/.

The project activity has been implemented in accordance with the Joint VCS PD and MR /01/, and the emission reductions are calculated conservatively as per the applied methodologies /B02/. The project activity generates an estimated annual average of 237,753 tCO_{2e} emission reductions, totalling 2,377,534 tCO_{2e} over the fixed 10-year crediting period.

2 VALIDATION AND VERIFICATION PROCESS

2.1 Method and Criteria

BlueEarth Environment Private Limited Ltd has appointed the VVB, Carbon Check (India) Private Ltd. on 09-May-2024 /15/, to carry out the joint validation and verification of the project "RBML (Reliance BP Mobility Limited) EV Charging infrastructure project" with regards to the relevant requirements of VCS Standard Version 4.7 /B01-a/.

The Joint validation and verification include a thorough and independent assessment of the project against the applicable VCS requirements /B01/, in particular the project's baseline, additionality, monitoring plan, and compliance with relevant VCS and host party criteria. The validation involves an assessment of the project to confirm that the project meets the applicability conditions of the selected methodology, VM0038, version 1.0 /B02/, and to assess the claims and assumptions made in the Joint PD and MR /01/ without limitation on the information provided by the project participants. The overall joint validation and verification were conducted using Carbon Check's internal procedures.

The Joint validation and verification consist of the following three phases:

1. Completeness check and desk review of the joint PD and MR /01/, monitoring plan, monitoring methodology, applicable tools in particular attention to the frequency of measurements, quality of metering equipment including calibration requirements, QA/QC procedures and other relevant documents.

2. On-site visit interviews (including follow-up interviews with project stakeholders, when deemed necessary). The onsite interviews include the following:

- An assessment of the implementation and operation of project activity with respect to Joint PD and MR /01/.
- Review of information flows for generating, aggregating, and reporting the monitoring parameters.
- Interview with relevant personals to determine whether the operational and data collection procedures are implemented and in accordance with the monitoring plan of the project.
- Cross check of information and data provided in the monitoring report with purchase records or similar data sources.
- Review of assumptions made in calculating the emission reductions (if any). Implementation of QA/QC procedure in-line with the VCS joint PD & MR and methodology requirements.

3. Resolution of outstanding issues and the registration and issuance of the final joint validation and verification report and as applicable the VCS validation and verification Deed of Representation.

A time frame envisaged for this assignment is as follows:

Milestone description	Time
Date of contract signing with the VVB	09-May -2024
Submission of On-site audit plan to Client	26-June-2024
Submission of NOVS for to VERRA	17-June-2024
Submission of requisite documents to the VVB by client	08-July-2024
On-site Audit	08-July-2024 & 09-July-2024
Submission of DVR to Client	15-July-2024

2.2 Document Review

During the document review, CCIPL has applied standard auditing techniques including but not limited to document reviews and on-site interviews, review of the applicable/applied methodology /B02/ and its underlying formulae and calculations to assess the quality of information provided. The validation and verification were performed primarily based on the review of the VCS joint PD & MR /01/ and the supporting documentation. This process included:

- A review of data and information presented by the PP to verify their completeness.
- A review of the MP and monitoring methodology, paying particular attention to the frequency of measurements, the quality of metering equipment including calibration requirements, and the QA/QC procedures, and
- An evaluation of data management and the QA/QC system in the context of their influence on the reporting of ERs.

The Joint PD and MR /01/ was initially reviewed and CCIPL requested the PP to present the supporting information and documents /04/-/19/. The documents were reviewed by CCIPL. Through the process of the validation and verification, the revised Joint PD and MR /01/, monitoring report and the supporting documents were evaluated to confirm the actions taken by the PP to the CARs and CLs issued by the CCIPL team.

The list of documents referred during the course of this joint validation and verification has been provided in Appendix-2 & 3.

2.3 Interviews

The table below describes the onsite interview process and further identifies personnel, including their roles, who were interviewed and/or provided information additional to that provided in the joint PD & MR /01/ and any supporting documents.

VVB has applied a sampling approach for the stakeholder’s interview. VVB has used the raosoft sample size calculator¹ to determine the sample size. Based initial number of EV charging station the sample size has been calculated as mentioned as follows. With 10% of margin of error, 90% of confidence level, population size as 333, response distribution as 97%, the sample size opted for the project activity is 8. Hence VVB has selected 8 samples from the total population.

Table 01: On-site interview process

Sl. no	Date	Name	Organization	Topic	Persons Interviewed
01	08-July-2024 & 09-July-2024	Vaibhav Doijad	Reliance BP Mobility Limited	Project description Project & CER ownership Project start date	Sanjay Kumar Agarwalla Vijay Mathew Piyush Raj
02	08-July-2024	Arjun P Raj	Reliance BP Mobility Limited	Baseline scenario Applicability of methodology Additionality	Sanjay Kumar Agarwalla Vijay Mathew
03	08-July-2024	Kunal Newalkar	Reliance BP Mobility Limited	Type of EV chargers & their inclusion criteria in the Grouped project Monitoring aspects	Sanjay Kumar Agarwalla Vijay Mathew
04	08-July-2024 & 09-July-2024	Bharti Sahu	BlueEarth Environment Pvt. Ltd.	Estimation of emission reduction Double counting & participation under other GHG programs	Sanjay Kumar Agarwalla Vijay Mathew Piyush Raj
05	09-July-2024	Rushabh Dalal	Jio BP		Sanjay Kumar Agarwalla Vijay Mathew

¹ <http://www.raosoft.com/samplesize.html>

					Piyush Raj
06	09-July-2024	Hansh Raj (stakeholder)	Transvolt (Consumer)	Availability of Chargers Functioning of Chargers	Sanjay Kumar Agarwalla Vijay Mathew Piyush Raj
07	09-July-2024	Pankaj (stakeholder)	Centre head Reach 3 Roads	Waiting time to utilize the Chargers Ownership of vehicle Tariff charged	Sanjay Kumar Agarwalla Vijay Mathew Piyush Raj
08	09-July-2024	Rajesh (stakeholder)	Giriraj Tour & Travels (Consumer)	User friendliness of the App for booking the Chargers Awareness of Customer helpline numbers	Sanjay Kumar Agarwalla Vijay Mathew Piyush Raj
09	09-July-2024	Saab Singh (stakeholder)	Deputy Manager, DTL (Telephonically)	Awareness of Carbon credits being claimed Opinion on EV infrastructure	Sanjay Kumar Agarwalla Vijay Mathew Piyush Raj

2.4 Site Visits

Carbon Check has conducted an on-site inspection to confirm the implementation and operation status of the project activity. A reasonable level of assurance has been maintained through the on-site visit for the purpose of validation and verification as follows:

- An assessment of the implementation and operation of the project activity through onsite interviews with the representatives of the project proponent and end users.
- Confirmation of the pre-project scenario
- Confirmation of the applicability of the methodology and monitoring and controlling instruments and operational arrangements.
- Confirm the data collection procedures are implemented in accordance with the MP
- Assessment of the project boundaries
- Assessment of the monitoring provisions by checking the monitoring arrangement.

- A review of information aggregating and reporting of the monitoring parameters
- A check of the observations of monitoring practices against the requirements of the VCS Joint PD & MR and the applied monitoring methodologies.
- A review of calculations and assumptions made in determining the GHG data and ERs, and
- An identification of QA/QC procedures in place to prevent, or identify and correct, any errors or omissions in the reported monitoring parameters. (Subject to closure of findings).

2.5 Resolution of Findings

This section summarizes the findings from the Joint validation & verification of the project activity. In this section the findings from the document review, assessments and onsite interviews are provided. Material discrepancies identified in the course of the validation are addressed either as CARs, CLs or FARs.

- Clarification requests (CLs): Project reporting lacks transparency and further information is needed to determine if a material discrepancy is present.
- Corrective action requests (CARs): The VVB has identified a material discrepancy or non-conformance that the project proponent must address.

The validation & verification team identified 12 CAR and 08 CLs. All CAR and CLs raised by Carbon Check during this joint validation & verification have been resolved by the PP. Please refer to Appendix 4 below for the details of the CARs/CLs and their closure. If this was not completed, the ERs cannot be certified and recommended for issuance to the VCS Registry.

2.5.1 Forward Action Requests

No FAR has been raised during this joint periodic validation and verification.

3 VALIDATION FINDINGS

3.1 Project Details

VVB confirms the details provided in the table below and the details provided by the PP in the Joint PD & MR are found to be appropriate and conforms the with applicable requirements /B01/. In order to verify these, PP has reviewed and crosschecked the relevant documents /04/-/19/. Further The completeness and accuracy of the project description were validated through onsite interviews /16/.

Item	Evidence gathering activities, evidence checked, and assessment conclusion															
<p>Audit history</p>	<p>PP has provided the audit history in section 1.2 of the Joint PD&MR /01/. The verra registry page has been reviewed to confirm that the information provided in the Joint PD&MR is accurate.</p> <table border="1" data-bbox="659 485 1414 974"> <thead> <tr> <th data-bbox="659 485 808 636">Audit type</th> <th data-bbox="808 485 959 636">Period</th> <th data-bbox="959 485 1109 636">Program</th> <th data-bbox="1109 485 1260 636">Validation /verification on body name</th> <th data-bbox="1260 485 1414 636">Number of years</th> </tr> </thead> <tbody> <tr> <td data-bbox="659 636 808 821">Validation</td> <td data-bbox="808 636 959 821">24-March-2022 to 23-March-2032</td> <td data-bbox="959 636 1109 821">VCS</td> <td data-bbox="1109 636 1260 821">Carbon Check (India) Pvt. Ltd</td> <td data-bbox="1260 636 1414 821">Ten years</td> </tr> <tr> <td data-bbox="659 821 808 974">Verification</td> <td data-bbox="808 821 959 974">24-March-2022 to 31-March-2024</td> <td data-bbox="959 821 1109 974">VCS</td> <td data-bbox="1109 821 1260 974">Carbon Check (India) Pvt. Ltd</td> <td data-bbox="1260 821 1414 974">2 years 7 days</td> </tr> </tbody> </table>	Audit type	Period	Program	Validation /verification on body name	Number of years	Validation	24-March-2022 to 23-March-2032	VCS	Carbon Check (India) Pvt. Ltd	Ten years	Verification	24-March-2022 to 31-March-2024	VCS	Carbon Check (India) Pvt. Ltd	2 years 7 days
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<p>Sectoral scope</p>	<p>1: Energy (Renewable / Non- Renewable)</p> <p>7. Transport</p>															
<p>AFOLU project category, if applicable</p>	<p>NA</p>															
<p>Project activity type</p>	<p>Grouped Project</p>															
<p>General eligibility of the project to participate in the VCS Program</p>	<p>The group project focuses on charging infrastructure resulting in avoidance of fossil fuel powered vehicle thus eligible for the VCS Program.</p> <p>In the section 1.4 of the VCS Joint PD&MR /01/, General eligibility criteria are provided by PP, the project is eligible under the scope of the VCS program based on the following criteria:</p> <ul style="list-style-type: none"> <li data-bbox="704 1566 1414 1671">• The program aims reduces greenhouse gas (GHG) emissions from the avoidance of fossil fuel powered vehicle usage. <li data-bbox="704 1696 1414 1801">• The program utilizes the VCS-approved methodology "VM0038 "Methodology for Electric Vehicle Charging Systems v1.0 /B02/" 															

	<p>The start date of the project was on 24-March-2022 and the and the pipeline listing was initiated on 08-February-2024. The project meets the pipeline listing requirements. Public comment was open from 04-June-2024 to 04-July-2024 and there were no comments received during this period. The VVB has conducted opening meeting on 08-July-2024, after the public comment period was completed.</p> <p>VVB has crosschecked the other GHG registries^{2,3,4 & 5} and confirms that the project activity project does not receive or seek credit for reductions and removals from a project activity under another GHG program.</p>
<p>AFOLU project eligibility, if applicable</p>	<p>Not Applicable</p>
<p>Transfer project eligibility, if applicable</p>	<p>Not Applicable</p>
<p>Project design</p>	<p>The project activity is designed as a group project activity and includes several project activity instances (PAIs) of the same activity type in one project description. New instances shall be introduced to the grouped project activity at any monitoring period; this is indicated in Section 1.5. of the VCS Joint PD and MR /01/.</p> <p>In the section 1.5 of the Joint PD and MR /01/, the PP describes the eligibility criteria for new instances of grouped projects conforms with the following VCS Program requirements:</p> <ul style="list-style-type: none"> • Eligibility criteria as per section 3.6.10 to 3.6.15 of the VCS Standard v4.7. • Eligibility criteria as per section 3.6.16 to 3.6.18 of the VCS Standard v4.7 • Eligibility conditions specific to inclusion of New PAIs project activity is included under the scope of the VCS Program.

² [CDM: Project Activities \(unfccc.int\)](http://unfccc.int)

³ [GSF Registry \(goldstandard.org\)](http://goldstandard.org)

⁴ [Carbon Projects \(carbonregistry.com\)](http://carbonregistry.com)

⁵ [Submitted Projects \(globalcarboncouncil.com\)](http://globalcarboncouncil.com)

	<p>In order to verify the eligibility criteria of the project design and new instances of the grouped project, VVB has reviewed the relevant documents /04/-/19/ and confirm during the onsite visit/16/.</p>
<p>Project ownership</p>	<p>RBML (Reliance BP Mobility Limited).</p> <p>As per the section 1.6 of the VCS JPD&MR /01/, RBML (Reliance BP Mobility Limited) is the project proponent of the project activity and will have overall operational control and ownership of the project activity, whereas as per the section 1.7 of the VCS JPD&MR /01/, BlueEarth Environment Private Limited is the project consultant.</p> <p>In order to validate and verify the ownership of the project activity, VVB has reviewed the land contracts/agreements, purchase order, electricity bills from DISCOMs, displaying a note to the user before the start of every transaction of charging through online app /18/ which establish the ownership of EVCSs installed under this grouped project. VVB confirms the same after interviewing the stakeholders during the onsite visit.</p>
<p>Project start date</p>	<p>The start date of the project activity is on 24-March-2022. Based on the review of the commissioning report of EVCS/04/, VVB has confirmed the start date of the project activity is on 24-March-2022 which complies with the section 3.8 of the VCS standard V4.7 /B01-a/.</p>
<p>Project crediting period</p>	<p>As per Section 1.10 of the JPD&MR /01/, PP has selected a fixed crediting period of 10 years, for which the start date of the crediting period is 24-March-2022 to 23-March-2032 and the initial date of the crediting period coincides with the start date of the operation of the project activity.</p> <p>Based on the review of the commissioning report /04/, VVB has confirmed the crediting period of the project activity commences on 24-March-2022 and complies with Section 3.9 of the VCS Standard, V4.7 /B01-a/.</p>
<p>Project scale</p>	<p>The project scale is categorized as “Project”.</p> <p>As per the section 1.11 of the VCS JPD & MR /01/, the project activity is expected to generate an emission reduction of 237,753 tCO₂e/year which is less than < 300,000 tCO₂e/year,</p>

	<p>thus complies with eligibility provided in the section 3.10 of the VCS Standard, V4.7 /B01-a/.</p> <p>In order to verify the scale of the project activity, VVB has reviewed the documents such as Joint PD&MR /01/ and ER sheet /02/and the confirms the scale of the project activity is “Project “.</p>
<p>Likelihood of achieving estimated GHG emission reduction or removals</p>	<p>As per the section 5.4 of the VCS JPD & MR /01/, The project activity is estimated to generate an emission reduction of 2,377,534 tCO₂e /02/ for the 10-year fixed crediting period & 237,753 tCO₂e /02/ annually.</p> <p>VVB has confirmed the same by reviewing the VCS JPD & MR/01/ and estimated ER sheet /02/.</p>
<p>Technologies and measures implemented by the project activity</p>	<p>The project “RBML (Reliance BP Mobility Limited) EV Charging Station project” employs baseline and monitoring methodology (VM0038 version 1.0) /B02/. The project involves number of individual electric vehicle charging station (EVCS) located in various area across India. The electricity delivered used by the PHEVs and BEVs offsets the combustion of fossil fuel in gasoline fuelled vehicles. The GHG emission reductions are achieved through the displacement of conventional fossil fuel vehicles as a result of the electricity delivered by the project EVCS.</p>
<p>Implementation schedule of the project activity or activities</p>	<p>The implementation schedule is given in Section 4.1 of the VCS Joint PD & MR. The project is currently in the stage of implementing and operating EV chargers, with ongoing monitoring. The start date of the project is 24-March-2022 which is the earliest commissioning date of EVCS /04/. At the end of the current monitoring period there are 333 locations where EVCS (of different capacity) are installed and operational. The monitoring period for the current issuance request is from 24-March-2022 to 31-March-2024. There is no deviation / change evidenced during this monitoring period.</p>
<p>Project location</p>	<p>The project is a Grouped project. The EV chargers are being installed across India. Hence the location is fixed as India. The list of EV chargers installed since start date of the project activity is included as Appendix 2 in the VCS Joint PD& MR, /01/. These EV chargers along with ones to be installed in future form the potential list to be included in the Grouped project. Additionally, the accuracy of these location was cross verified by</p>

	<p>reviewing the KML file and geodetic coordinates /13/, confirming alignment with the project locations as stated by the Project Proponent. VVB with the help of Google Earth Software confirms the location.</p> <p>Based on the observations, VVB confirms that the locations mentioned in the approval documents are in line with the project locations as indicated by the Project Proponent.</p>
<p>Conditions prior to project initiation</p>	<p>VVB has confirmed that the project is an installation of EV Charging stations and charging of EV fleet. The baseline as described in section 3.4.4 of this report will continue to be the baseline in the absence of project activity. The baseline scenario is the continued use of fossil fuel vehicles in India.</p> <p>VVB based on review of the VCS Joint PD & MR /01/ and baseline survey reports confirms that the documentary evidence used in determining the above baseline scenarios are relevant, and correctly quoted and interpreted in the project description and confirms that conditions existing prior to project activity implementation are the same as the baseline scenario explained in the section 1.14 and 3.4 of the VCS Joint PD & MR/01/.</p>
<p>Project compliance with applicable laws, statutes and other regulatory frameworks</p>	<p>The implementation of the project is inline with the vision of Government of India to promote electric vehicles usage in the country. RBML confirms that EV Charging Infrastructure projects does not fall under the ambit of the Environmental Impact Assessment (EIA)' notification 2006 issued by Govt. of India. RBML also complies with the Environment, Health, Safety, and Social (EHSS) due diligence requirements of multilateral agencies and other sustainability investors under EV Charging. The project activity is not mandated by law, statute, or other regulatory framework in India for the use of such charging systems in order to achieve GHG emission reductions through the displacement of conventional fossil fuel vehicles. The project is not registered, and is not seeking registration, under any other GHG programs and the same has been confirmed declarations by PP during on-site visit.</p>
<p>Double counting and participation under other GHG programs</p>	<p>The project is not involved in any other form of GHG emission program and VCU's generated from this verification will not be used for other trading program to avoid any kind of double counting. The same is confirmed by interview with PP during</p>

	<p>the on-site audit and documents review /18/. PP is clearly demonstrating the ownership /18/ of carbon credit i.e., VCU generated through this grouped project activity in their application. Also, PP has not considered the emission reduction for amount of electricity delivered to e-vehicles for which the carbon credits are being claimed by other entity (i.e., BluSmart) In addition, has provided the self-declaration of no double counting /18/ which proves no double counting or issuing the carbon credit other than VCS. VVB also conducted independent review on other GHG Program^{6 7 8 9} regarding the same and found that the statement of the PP is accurate, and project is not involved in any other kind of GHG trading for the present monitoring period.</p>
<p>No double claiming with emissions trading programs or binding emission limits</p>	<p>The project is located in a non-Annex 1 country. Therefore, the ER generated would not be part of an emission trading program, nor would it be located in a jurisdiction or sector with binding limits. The project proponent intends to claim carbon credits under the VCS program only for the emission reductions achieved. The PP states in the VCS Joint PD and MR /01/ that the emission reductions generated by this project will not be used for compliance with an emission-trading program or to fulfil binding commitments. In fact, at the time of validation, India did not have any international legal binding targets as indicated on the UNFCCC website /B07/.</p>
<p>No double claiming with other forms of environmental credit</p>	<p>The proposed project activity instances do not generate another form of environmental credit. The project proponent indicates in the VCS Joint PD & MR /01/ that the project does not intend to generate any other form of GHG-related environmental credit other than those claimed under this VCS project.</p>
<p>Supply chain (Scope 3) emissions double claiming</p>	<p>NA</p>
<p>Sustainable development contributions</p>	<p>As per the section 1.18.1 of the JPD & MR /01/, the project activity contributes to sustainable development, aligning with</p>

⁶ CDM: Project Activities (unfccc.int)

⁷ Carbon Projects (carbonregistry.com)

⁸ GSF Registry (goldstandard.org)

⁹ Submitted Projects (globalcarboncouncil.com)

the United Nations Sustainable Development Goals, as defined by the SDGs.

The implementation of the project activity contributes to the following sustainable development goals:

1. SDG 11: Sustainable cities and communities: -Improved Air Quality: The displacement of emissions from fossil fuel vehicles leads to improved local air quality. Reduced levels of harmful pollutants like nitrogen oxides (NOx) and particulate matter (PM) enhance public health and environmental quality.

Enhanced Urban Livability: Cleaner air contributes to healthier urban environments, making cities more sustainable and livable. The [project activity improved urban air quality by reducing emissions, preventing the release of 3,021 tCO₂e during the monitoring period through the deployment of EV charging infrastructure and the same has been confirmed with the ER sheet /03/.

2. SDG 13: Climate Action- Emissions Reduction: By replacing fossil fuel-powered vehicles with electric ones, the project directly reduces carbon dioxide and other greenhouse gas emissions. This contributes to global efforts to combat climate change.

Implementation of EV Charging Systems: Establishing a network of EV charging stations ensures that the transition to electric vehicles is practical and sustainable. The emission reduction achieved for the current monitoring period is 3,021 tCO₂e which has been verified by the ER sheet /03/.

3. SDG 9 (Industry, Innovation and Infrastructure): 9.1.1 Proportion of the rural population who live within 2 km of an all-season road. The project activities directly support sustainable development by reducing reliance on fossil fuels and promoting cleaner energy alternatives. The implementation of EV charging systems facilitates a shift towards electric vehicles, which have lower lifecycle emissions compared to conventional vehicles. This shift not only mitigates climate change impacts but also supports public health through improved air quality. Additionally, the development of robust EV infrastructure is essential for the widespread adoption of electric vehicles, driving

	<p>innovation and efficiency within the transport and energy sectors.</p> <p>4. SDG 8 (Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all): RBML Charging Station advances SDG 8 by creating jobs in the clean energy sector, ensuring inclusive economic growth, and providing decent, productive employment opportunities for local communities. The same has been verified and confirmed through the employment records /10/.</p> <p>VVB has verified the relevant documents in order to verify the claimed SDGs are appropriate and monitored.</p>
<p>Additional information relevant to the project</p>	<p>No Leakages are considered in the project from year 1 to year 10. This is in line with the applied methodology, VM0038, Methodology for Electric Vehicle Charging Systems, version 1.0 /B02/.</p> <p>No commercially sensitive information is available for the project.</p>

3.2 Project Activity Instances in Grouped Projects

The applicability of the grouped project and inclusion of the new project activity instances into the grouped project is provided below:

Criterion	Justification by the PP	Assessment
<p>Grouped projects shall specify one or more clearly defined geographic areas within which project activity instances may be developed. Such geographic areas shall be specified using geodetic polygons as set out in Section 3.11 below. Geographic areas with no initial project activity instances shall not be included in the project unless it can be demonstrated that the same (or at least as conservative) baseline scenario</p>	<p>As required under Section 3.6.10 of VCS Standard v4.7, the geographic coordinates of the project are defined pan-India. The exact location of the charger along with coordinates is further provided for specificity.</p>	<p>VVB confirms that the PAI has been implemented in India. The PP has provided list of EVCS installed across India along with details of the coordinates of locations /13/ of the project activity to VVB and adding details in section 1.13 and Appendix 2 of the Joint PD& MR /01/. In order to pinpoint and validate the project location, VVB collected GPS coordinates /16/ during the onsite inspection. These coordinates were compared with the GPS locations documented in the JPD&MR /01/</p>

<p>and rationale for the demonstration of additionality is applicable to such an area as a geographic area that does include initial project activity instances.</p>		<p>and those indicated for project location in the KML file /13/ provided by PP.</p> <p>Based on the observation confirms that the justification provided by the PP is appropriate.</p>
<p>Determination of baseline scenario and demonstration of additionality are based upon the initial project activity instances. The initial project activity instances are those that are included in the project description at validation and shall include all project activity instances currently implemented on the issue date of the project description. The initial project activity instances may also include any instances of the project activity that have been planned and developed to a sufficient level of detail to enable their assessment at validation.</p>	<p>As required under Section 3.6.11, initial project activity instances has determined the baseline scenario and demonstration of additionality -Details of the same are provided in Section 3.2 under Application of Methodology.</p>	<p>VVB confirms that the baseline scenario and additionality for PAIs, which are included in section 1.14 and 3.4 of the VCS Joint PD & MR /01/ are appropriate and in line with the applied methodology /B02/.</p>
<p>As with non-grouped projects, grouped projects may incorporate multiple project activities (see Section 3.6.1 – 3.6.3 for more information on multiple project activities). Where a grouped project includes multiple project activities, the project description shall designate which project activities may occur in each geographic area.</p>	<p>As required under Section 3.6.12, the project description shall designate which project activities may occur in each geographic area to be included in the project. Section 1.13 marks the geographic area wherein the project will be implemented and will be considered as part of the project scope.</p>	<p>The project involves only installation of EV chargers – the type and category as defined in the section above. The project applies the VCS approved methodology VM0038 /B02/ and the associated module VMD0049 /B03/. Based on the observation confirms that the grouped project includes only one project activity.</p>

<p>The baseline scenario for a project activity shall be determined for each designated geographic area, in accordance with the methodology applied to the project. Where a single baseline scenario cannot be determined for a project activity over the entirety of a geographic area, the geographic area shall be redefined or divided such that a single baseline scenario can be determined for the revised geographic area or areas.</p>	<p>The single baseline scenario has been used, averaging the market share for EVs at national level.</p>	<p>The geographical area defined for the project is the country India. The baseline scenario has been determined for the country India.</p> <p>VVB confirms that the baseline scenario for Project activity are determined for each designated geographical area which are included in section 1.14 and 3.4 of the VCS Joint PD & MR /01/ are appropriate and in line with the applied methodology /B02/.</p>
<p>The additionality of the initial project activity instances shall be demonstrated for each designated geographic area, in accordance with the methodology applied to the project. Where the additionality of the initial project activity instances within a particular geographic area cannot be demonstrated for the entirety of that geographic area, the geographic area shall be redefined or divided such that the additionality of the instances occurring in the revised geographic area or areas can be demonstrated.</p>	<p>As required under Section 3.6.14 and 3.6.15, the additionality of the initial project activity instances is provided basis the GHG emissions in India under 1.13 Conditions Prior to Project Initiation. The comparisons are made pan-India, representing the geographic spread of the charging infrastructure coverage of the project.</p>	<p>The geographical area defined for the project is the country India. The additionality has been demonstrated for the country India.</p> <p>Based on the observation and review of the Joint PD & MR, VVB confirms that Additionality has been determined for each designated geographic area which is included in the section 3.5 of the Joint PD & MR /01/. This is in line with the applied methodology /B01/.</p>
<p>Where factors relevant to the determination of the baseline scenario or demonstration of additionality require assessment across a given area, the area shall be, at a minimum, the grouped project geographic</p>	<p>As required under Section 3.6.14 and 3.6.15, the additionality of the initial project activity instances is provided basis the GHG emissions in India under 1.13 Conditions Prior to</p>	<p>The project activity is the installation and operation of EVCS in India. Based on the observation VVB confirms that the baseline and demonstration of additionality has been done for India. This is in line with the applied methodology /B01/.</p>

<p>area. Examples of such factors include, inter alia, common practice; laws, statutes, regulatory frameworks, or policies relevant to demonstration of regulatory surplus; determination of regional grid emission factors; and historical deforestation and degradation rates</p>	<p>Project Initiation. The comparisons are made pan-India, representing the geographic spread of the charging infrastructure coverage of the project.</p>	
<p>Grouped projects shall include one or more sets of eligibility criteria for the inclusion of new project activity instances. At least one set of eligibility criteria for the inclusion of new project activity instances shall be provided for each combination of project activity and geographic area specified in the project description. Where grouped projects include multiple baseline scenarios or demonstrations of additionality, such projects will require at least one set of eligibility criteria for each combination of baseline scenario and demonstration of additionality specified in the project description. A set of eligibility criteria shall ensure that new project activity instances:</p> <ul style="list-style-type: none"> 5. Meet the applicability conditions set out in the methodology applied to the project. 6. Use the technologies or measures specified in the project description. 	<ol style="list-style-type: none"> 1. In the current monitoring period the new projects meets the eligibility criteria as per the methodology applied for the project. In future the same will be adhered. 2. The technology or measures has been used which are specified in the project description In future the same will be adhered. 3. The technology or measures has been applied which are specified in the project description. In future the same will be adhered. 4. Yes, the baseline scenario determined in the project description for the specified project activity and geographic area. 5. Yes, the characteristics with respect to additionality that are consistent with the 	<p>Based on the observation and review of the Joint PD & MR, VVB confirms that at least one set of eligibility criteria for the inclusion of new project activity instances shall be provided for each combination of project activity and geographic area specified in the PD&MR. This is in line with the applied methodology /B02/.</p>

<p>7. Apply the technologies or measures in the same manner as specified in the project description.</p> <p>8. Are subject to the baseline scenario determined in the project description for the specified project activity and geographic area.</p> <p>9. 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.</p>	<p>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. In future the same will be adhered.</p>	
<p>Grouped projects provide for the inclusion of new project activity instances subsequent to the initial validation of the project. New project activity instances shall:</p> <p>1) Occur within one of the designated geographic areas specified in the project description.</p>	<ol style="list-style-type: none"> 1. This project is and will be located in India. 2. Conform with all set of eligibility criteria for the inclusion of new project activity instances. In future the same will be adhered. 3. Comprehensive information included in 	<ol style="list-style-type: none"> 1. VVB confirms that each PAI under grouped project is within host country the India. The same is cross checked and verified with KML file /13/. 2. Based on the observation, the PAIs meets the eligibility criteria for inclusion under grouped project activity in future. The PP will provide the supportive

<p>2) Conform with at least one complete set of eligibility criteria for the inclusion of new project activity instances. Partial conformance with multiple sets of eligibility criteria is insufficient.</p> <p>3) Be included in the monitoring report with sufficient technical, financial, geographic, and other relevant information to demonstrate conformance with the applicable set of eligibility criteria and enable evidence gathering by the validation/verification body.</p> <p>4) Have evidence of project ownership, in respect of each project activity instance, held by the project proponent from the respective start date of each project activity instance (i.e., the date upon which the project activity instance began reducing or removing GHG emissions).</p> <p>5) Have a start date that is the same as or later than the grouped project start date.</p> <p>6) Only be eligible for crediting from the later of start date of the project activity instance or the start of the verification period in which they were added to the grouped project, through to the end of the total project crediting period.</p> <p>7) Not be or have been enrolled in another VCS project.</p>	<p>the monitoring report with sufficient technical, financial, geographic, and other relevant information to demonstrate conformance with the applicable set of eligibility criteria while enabling evidence gathering by the validation/verification body. In future the same will be adhered as well.</p> <p>4. Comprehensive evidence have been provided as per the methodology for project ownership in respect of each project activity instance, held by the project proponent from the respective start date of each project activity instance .</p> <p>5. Yes, the start date that is the same as the grouped project start date.</p> <p>6. Yes, the condition has been met the crediting period starts from the start date till end date.</p> <p>7. This project is not enrolled in another VCS project.</p> <p>8. Yes, Project is adhering to the clustering and capacity limit</p>	<p>evidence for the same while including new PAIs</p> <p>3. VVB confirms that the new PAIs will include all the technical, financial, geographic and other relevant information related to the compliance of the applicable set of eligibility criteria. The JPD & MR will act as the supporting evidence for the stated requirement by the PP.</p> <p>4. The PP has provided the evidence related to the ownership rights of the PAI /18/ and is verified by the VVB.</p> <p>5. The start date of the grouped project activity is 24-March-2022. This is verified by the relevant documents /04/.</p> <p>6. VVB confirms that the PAIs are eligible for crediting from the start date of the GP through to the end of the project crediting period. The start date of the PAI can be verified through the Commissioning document /04/, while the end date of GP crediting can be referenced from the VCS Project Registry webpage. The overlap of monitoring periods can be checked through previous monitoring reports.</p> <p>7. The PAI enrolled under the VCS Grouped Project will not be enrolled under any other VCS project and will not be enrolled under any other VCS project if</p>
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<p>8) Adhere to the clustering and capacity limit requirements for multiple project activity instances set out in 3.6.8 – 3.6.9 of VCS Standard v4.7.</p>	<p>requirements for multiple project activity instances set out in 3.6.8 – 3.6.9.</p>	<p>removed from the VCS Grouped Project.</p> <p>8. The PA will adhere to the clustering and capacity limit requirements for multiple project activity instances set out in 3.6.8 – 3.6.9.</p>
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3.3 Safeguards

3.3.1 Stakeholder Engagement and Consultation

3.3.1.1 Stakeholder Identification

Item	Evidence gathering activities, evidence checked, and assessment conclusion
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<p>Stakeholder identification</p>	<p>Stakeholders were identified and assessed according to the guidelines outlined in section 3.18.1 of the VCS standard, v.7 /B01-a/. During validation and verification process VVB found that a comprehensive approach was taken to identify all the relevant stakeholders of the project.</p> <p>The stakeholders identified for EVCS are as follows:</p> <ul style="list-style-type: none"> • Operators and manufacturers • Public engagement • Owners of premises building/land, where the EVCS are located such as DISCOMs across country • DTL (Delhi Transco Limited) • Customers using the charging services <p>VVB has reviewed the email communications, recorded meetings, PPT and MoM shared by PP, which confirms the identification of different stakeholders, process of invitation for them and feedback forms /12/.</p> <p>The VVB team thoroughly examined the legal, environmental, and socio-economic impacts associated with the project activity while evaluating and analyzing stakeholders and stakeholder groups. This involved mapping out the persons, groups, and entities who are directly or indirectly affected by the project These stakeholders were further evaluated based on how deeply affected they may be by the project, and those most impacted have been included in the stakeholder engagement.</p> <p>Based on this comprehensive assessment, it is determined that the stakeholder identification process has effectively captured all (potential) stakeholders. The approach to stakeholder identification is considered appropriate for the project's context.</p>
<p>Legal or customary tenure/access rights</p>	<p>No property rights are impacted by the project as the EV charging stations have been installed and commissioned in accordance with the local statutory requirements and post signing of legal agreement with the landlord /08/. Further, the same was cross checked through conducting interviews with stakeholders during onsite visits/16/.</p>
<p>Stakeholder diversity and changes over time</p>	<p>As per section 2.1.1 of the JPD&MR /01/, Project representatives initially discussed the project's activities and potential economic,</p>

	<p>social, and environmental impacts during a public consultation. As the EVCSs are getting installed, PP is doing stakeholder consultation for that locality, which is basically consumers, DISCOMs land/Building owners. A grievance mechanism was announced to report negative impacts, which can be directed to the company. The EV charging stations are utilized by the drivers and retail customers for charging their four wheelers.</p> <p>In order to confirm the above statement has reviewed the documents such as grievance mechanism /11/, and the same has been confirmed through conducting interviews with stakeholders during onsite visits/16/.</p>
<p>Expected changes in well-being</p>	<p>As per the section 2.1.1 of the JPD&MR /01/, the replacement of fossil fuel vehicles with electric vehicles through the use of charging stations, will reduce vehicular pollution and emissions substantially, especially in the National Capital Region, which is considered as one of the most polluted regions in India. This transition will reduce vehicular pollution and emissions substantially across India, initially targeting the top 50 cities linked highways, enroute semi-urban/rural locations and eventually expanding to cover more than 100 cities, linked highways, enroute semi-urban and rural locations. Improved air quality and reduced greenhouse gas emissions will enhance public health, leading to fewer respiratory and cardiovascular issues.</p> <p>Through onsite visit interviews /16/, it is confirmed that the RBML project promotes the use of Electric vehicles through the use of charging stations which leads to reduction in vehicular pollutions and emissions.</p>
<p>Location of stakeholders</p>	<p>As per the section 2.1.1 of the JPD&MR /01/, the project activity has been distributed throughout India and hence the stakeholders are widespread and dispersed. Indigenous Peoples (IPs), Local Communities (LCs), and customary right holders are located across these diverse regions, each with unique cultural, social, and economic backgrounds.</p> <p>Based on the onsite visits /16/ and review of documents such as KML file/13/, and location details /13/ confirms that the project activity has been distributed throughout India.</p>
<p>Location of resources</p>	<p>The EV charging stations are being installed across India. All the stakeholders involved in the project, including OEM retail owners,</p>

charger manufacturers, CSM providers, and owners of RBML, are based in India. These stakeholders operate within the territories and resources to which they have ownership or customary access under Indian law. The same has been verified by the stakeholder consultation documents /12/. Hence the location is fixed as India. The list of EV chargers installed since start date of the project activity is included as Appendix 2 in the VCS Joint PD& MR /01/.

3.3.1.2 Stakeholder Consultation and Ongoing Communication

Item	Evidence gathering activities, evidence checked, and assessment conclusion
Stakeholder engagement process	<p>The local stakeholder consultation meeting was held on 09-October-2021 by RBML. The stakeholders are invited through multiple different ways, including public meetings, surveys, interviews, informal discussions, as well as digital forms of communication, The meeting by RBML (Reliance BP Mobility Ltd) was conducted on 09-October-2021 at Taloja in Navi Mumbai, which was one of the planned charging stations. Discussions were also held with the officials of DTL and customers. The same has been provided in the section of 2.1.2 of the joint PD & MR /01/which was verified by the VVB through onsite visit /16/ and documents related to stakeholder consultation/12/.</p>
Consultation outcome	<p>The Project Proponent has reported its feedback and grievance redressal procedure in Section 2.1.2 of the joint PD & MR /01/. The key comments made by the local stakeholders were all answered during the local stakeholder consultation meetings and have also been provided in the section of 2.1.2 the joint PD & MR /01/. The same has been verified by the stakeholder consultation document /12/.</p> <p>In the opinion of the assessment team, based on the onsite inspection interviews /16/ and observations, the grievance redressal procedure will address /11/ issues that may be raised by stakeholders.</p>
Ongoing communication	<p>The ongoing communication process has been designed between the customers and the charging stations head through the call centre services. For EV users and customers, the project proponent maintains ongoing communication and actively listens to their feedback through the company's customer service. Also, includes a</p>

	<p>24-hour call center service where EV charging users can directly call to voice their concerns or queries/clarifications.</p> <p>Ongoing communication with stakeholders is facilitated through several mechanisms. The consultant and the project owner had a discussion with Head of DTL (Delhi Transco Limited) and also received feedback on 18-January-2024 and 19-January-2024. During the onsite inspection interviews /16/ and based on document review, it can be confirmed that ongoing communication procedure has been designed and is implemented according to section 2.1.2 of the Joint PD & MR /01/ and that it is effective in its aim.</p>
Stakeholder input	<p>VVB confirms the procedure and method for engagement, the method for documenting the outcomes of local stakeholders’ consultation, and account of all inputs received.</p> <p>During the monitoring period, no negative feedback or comments were reported from the stakeholders.</p> <p>VVB confirms that the project proponent has taken due account of all input/ feedback received during the monitoring process /11/, this has been checked by the verification team during the onsite inspection interviews/16/. Hence VVB deemed the local stakeholders ongoing communication as appropriate.</p>

3.3.1.3 Free, Prior, and Informed Consent

Item	Evidence gathering activities, evidence checked, and assessment conclusion
Obtaining consent	<p>As per section 2.1.3 of the JPD&MR /01/, PP did not identify any potentially significant adverse impacts, including activities that affect land, natural resources, and cultural resources owned or used by Indigenous Peoples, so Free Prior and Informed Consent was not received as the project does not affect the livelihood of vulnerable groups because it consists of the installation of EV charging stations. The same is confirmed from during OSV interviews/16/, license and permits /08/.</p>
Outcome of FPIC discussion	<p>The license and permits /08/ are in accordance with the local rules and regulations. Hence no property rights are impacted by the project.</p>

Based on the observation made, VVB confirms that no property right was affected by the implementation of the project and hence, no consent was required.

3.3.1.4 Grievance Redress Procedure

Item	Evidence gathering activities, evidence checked, and assessment conclusion
Development process	<p>As mentioned in section 2.1.4 of the JPD&MR /01/, the project follows a well-defined Feedback and Grievance Redress Policy and Procedure. For EV users and customers, the project proponent maintains ongoing communication and actively listens to their feedback through the company's customer service. Also, includes a 24-hour call center service where EV charging users can directly call to voice their concerns or queries/clarifications.</p> <p>VVB confirms the statement provided in the Joint PD&MR is found appropriate and is verified by checking the relevant documents/11/, /12/ and by interviewing the local stakeholders and staff during the onsite visit.</p>
Grievance redress procedure	<p>As a part of on-going communication with local stakeholders, PP adheres to the grievance redressal procedure as stipulated in the contracts signed with stakeholders that grievance addressal procedure has been designed. Also, the company's customer service is implemented according to section 2.1.4 of the Joint PD & MR /01/ and that it is effective in its aim.</p> <p>In order to validate the grievance redress procedure and its accessibility to stakeholders, VVB examined their contact information /11/and the channel to ensure the availability of contact details for raising grievances and providing feedback. Additionally, this information was cross verified through interviews /16/ conducted during the on-site visit to assess stakeholders' awareness.</p> <p>Based on these observations, VVB confirms that the feedback and grievance redress procedure is established, and stakeholders are aware of the same and contact information is easily accessible to stakeholders.</p>

3.3.1.5 Public Comments

Comments received	Actions taken by the project proponent	Evidence gathering activities, evidence checked, and assessment conclusion
No Comments received during the public comment period	Not applicable as none was received during the 30 days listing period on VERRA registry. The VCS JPD & MR was made available for the public comments from 04-June -2024 to 04-July-2024.	<p>The public commenting period for the project was from 04-June-2024 to 04-July-2024.</p> <p>No public comments were received during this period.</p> <p>VVB has confirmed the same by crosschecking the project VERRA Registry /B05/.</p>

3.3.2 Risks to Local Stakeholders and the Environment

3.3.2.1 Management Experience

As per the statement provided in the section 2.3.1 by the PP, the management and engineering team has strong experience in building and scaling downstream energy delivery related business as well as engineering, procurement, design, installations, commissioning of electrical and EV charging infrastructure. The management of RBML has decades of experience in working with stakeholders across the Electric as well as conventional Mobility stream and engages effectively with communities for development of the region and serving the needs of customers. The management of RBML from time to time add necessary manpower to serve the customers and train them (if necessary) for ensuring the quality of services. and the same is confirmed by VVB during on-site visit.

3.3.2.2 Risk Assessment

Item	Evidence gathering activities, evidence checked, and assessment conclusion
Natural and human-induced risks to stakeholders' wellbeing	<p>As per section 2.2 of the Joint PD&MR /01/, there is no perceived risks in the project activity related to natural and human-induced risks to stakeholder's wellbeing.</p> <p>VVB confirms the statement provided is found appropriate through conducting interviews with stakeholders during onsite visits/16/.</p>

<p>Risks to stakeholder participation</p>	<p>As per section 2.2 of the Joint PDMR /01/, PP has engaged with stakeholders and has an open line of communication through its personnels as well as call center service for comments, suggestions and complaints. And hence there are no risks identified by PP.</p> <p>VVB confirms the statement provided is found appropriate through conducting interviews with stakeholders during onsite visits/16/.</p>
<p>Working conditions</p>	<p>As per section 2.2 of the Joint PDMR /01/, it is identified that the staff are employed in eight-hour shifts and EVCS operation has no hazards. PP has submitted the code of conduct and the same has been verified by VVB /09/.</p>
<p>Safety of women and girls</p>	<p>As per the section 2.2 of the Joint PDMR /01/, the project does not identify any risk related to women and girls since no women & girls are being employed right now at the EVCS as majority of the EVCS are unmanned locations. However, RBML employs women at HQ & other offices throughout the country. PP has submitted the code of conduct /09/ & the applicable policies in line with laws to ensure safety of women and girls at the workplace.</p> <p>Through onsite visit observations and interviews /16/ with the employees, VVB has confirmed the project activity has not employed women & girls right now.</p>
<p>Safety of minority and marginalized groups, including children</p>	<p>As per the statement provided in section 2.2 of the Joint PD&MR /01/, there were no identified risks to the Safety of minority and marginalized groups, including children, as there is no involvement of any marginalized or minorities groups.</p> <p>Through onsite visit observations/16/ and interviews with the employees, VVB has confirmed the project activity has no potential risks to safety minority and marginalized groups during the project activity instances.</p>
<p>Pollutants (air, noise, discharges to water, generation of waste, release of hazardous materials, and chemical pesticides and fertilizers)</p>	<p>As per the statement provided in section 2.2 of the Joint PD&MR /01/, the project identified no risk to both staff and project beneficiaries related to pollutants. There are no possible emissions to air or generation of waste and the same has been</p>

3.3.3 Respect for Human Rights and Equity

3.3.3.1 Labor and Work

Item	Evidence gathering activities, evidence checked, and assessment conclusion
Discrimination	<p>As mentioned in section 2.2 of the JPDMR /01/, PP and its project operation has Sexual harassment Policy /09/ and code of conduct /09/ proactively committed to prevent discrimination and sexual harassment. The project has implemented measures to foster a respectful and inclusive environment. RBML adheres to Gov't guideline & laws on sexual harassment at the workplace.</p> <p>VVB confirms the statement provided in the Joint PD&MR is found appropriate and is verified by the checking the relevant documents /09/ and by interviewing the local stakeholders and staffs during the onsite visit /16/</p>
Sexual harassment	<p>As mentioned in section 2.2 of the JPDMR /01/, PP and its project operation has Sexual harassment Policy /09/ and code of conduct /09/ proactively committed to prevent discrimination and sexual harassment. The project has implemented measures to foster a respectful and inclusive environment. RBML adheres to Gov't guideline & laws on sexual harassment at the workplace.</p> <p>VVB confirms the statement provided in the Joint PD&MR is found appropriate and is verified by checking the relevant documents /09/ and by interviewing the local stakeholders and staff during the onsite visit /16/.</p>
Equal pay for equal work	<p>Equal pay for equal work is ensured by the company irrespective of their race, caste, creed, gender and any other type of discrimination. RBML adheres to the gov't wages act and other labor laws.</p> <p>VVB confirms the statement provided in the Joint PD&MR is found appropriate and is verified by checking the relevant documents /09/ and by interviewing the local stakeholders and staffs during the onsite visit /16/.</p>
Gender equity in labor and work	<p>As mentioned in section 2.3.1 of the JPD&MR /01/, the project activity promotes access to equal rewards, resources and</p>

	<p>opportunities regardless of gender. RBML promotes diversity & inclusion in the workplace.</p> <p>VVB based on the onsite visit observations and interview with the employees /16/ confirms the same.</p>
<p>Forced labor</p>	<p>As mentioned in section 2.3.1 of the JPD&MR /01/, the project activity follows strict rules against no forced labor or child labor. The governance policies also provide clear definition against activities such as slavery, forced labor and the use of child labor.</p> <p>VVB by reviewing the labor law existing in the country, onsite visit observations and interview with the employees /16/ confirms that the above statement is found appropriate.</p>
<p>Child labor</p>	<p>As mentioned in section 2.3.1 of the JPD&MR /01/, the project activity follows strict rules against no forced labor or child labor. The governance policies also provide clear definition against activities such as slavery, forced labor and the use of child labor.</p> <p>VVB by reviewing the labor law existing in the country, onsite visit observations and interview with the employees /16/, employment records /10/ confirms that the above statement is found appropriate.</p>
<p>Human trafficking,</p>	<p>As mentioned in section 2.3.1 of the JPD&MR /01/, the project activity follows strict rules against no human trafficking. The governance policies also provide clear definition to local and national regulations concerning human trafficking.</p> <p>VVB by reviewing the law existing in the country, onsite visit observations and interview with the employees /16/, confirms that the above statement is found appropriate.</p>

3.3.3.2 Human Rights

Risks identified	Evidence gathering activities, evidence checked, and assessment conclusion
<p>No risks identified</p>	<p>As per statement provided by the PP in the section 2.3.2 of the Joint PD & MR /01/, The project recognizes, respects, and promotes the protection of the rights of IPs, LCs, and customary rights holders in line with applicable international human rights law, and the United Nations Declaration on the Rights of Indigenous Peoples and ILO Convention 169 on Indigenous and</p>

	<p>Tribal Peoples. No charging stations have been established by RBML in areas where the government has restricted access, such as forests, tribal areas.</p> <p>VVB by reviewing the licenses and permits for land /08/, onsite visit observations and interview with the employees /16/, confirms that the above statement is found appropriate.</p>
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3.3.3.3 Indigenous Peoples and Cultural Heritage

Risk identified	Evidence gathering activities, evidence checked, and assessment conclusion
No risks identified	<p>As per statement provided by the PP in the section 2.3.2 of the Joint PD & MR /01/, there is no possibility of any adverse effect on the cultural heritage of the project activity.</p> <p>VVB based on the onsite visit observations and interview with the employees /16/ confirms the same.</p>

3.3.3.4 Property Rights

Risks identified	Evidence gathering activities, evidence checked, and assessment conclusion
Rights to territories and resources	<p>The project has obtained all the permits/ license/legal requirements with the asset owners and upholds the property rights of IPs, LCs, and customary rights holders /08/.</p> <p>VVB based on the review of permits/ license/ compliance of legal requirements, onsite visit observations and interview with the employees /16/ confirms the same.</p>
Respect for property rights	<p>The project has obtained all the permits/ license and legal requirements with the asset owners and upholds the property rights of IPs, LCs, and customary rights holders /08/.</p>

	VVB based on the review of permits/ license, onsite visit observations and interview with the employees /16/ confirms the same.
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3.3.3.5 Benefit Sharing

Item	Evidence gathering activities, evidence checked, and assessment conclusion
Process used to design the benefit sharing plan	The project has no benefit sharing agreement.
Summary of the benefit sharing plan	Not applicable
Approval and dissemination of benefit sharing plan	Not applicable
Benefit sharing during the monitoring period	Not applicable

3.3.4 Ecosystem Health

Item	Evidence gathering activities, evidence checked, and assessment conclusion
Impacts on biodiversity and ecosystems	No risk identified. As the EV charging stations do not have direct impact on biodiversity and ecosystem.
Soil degradation and soil erosion	No risk identified. As the EV charging stations do not have direct impact on soil degradation and soil erosion.

Water consumption and stress	No risk identified. As the EV charging stations do not have direct impact on water consumption and stress.
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3.3.4.1 Rare, Threatened, and Endangered species

Risk identified	Evidence gathering activities, evidence checked, and assessment conclusion
Species and habitat	Not Applicable
Areas needed for habitat connectivity	Not Applicable

3.3.4.2 Introduction of Species

Species introduced	Evidence gathering activities, evidence checked, and assessment conclusion
Not Applicable	Not Applicable

Existing invasive species	Evidence gathering activities, evidence checked, and assessment conclusion
Not Applicable	Not Applicable

Evidence gathering activities, evidence checked, and assessment conclusion	
Invasive species	Not Applicable

3.3.4.3 Ecosystem conversion

Risks Identified	Evidence gathering activities and evidence checked
Ecosystem conversion	Not Applicable.

3.4 Application of Methodology

3.4.1 Title and Reference

The Project provides for projects that use one of the VCS-approved methodologies:

VM0038: Methodology for Electric Vehicle Charging Systems, Version 1.0.

The associated methodologies, tools, and guideline documents in the Project include:

- Methodology “VM0038: Methodology for Electric Vehicle Charging Systems, Version 1.0 /B02/;
- Module “VMD0049: Activity Method for Determining Additionality of Electric Vehicle Charging “Version 01.0 /B03/.
- CDM TOOL 21 “Demonstration of Additionality of Small-Scale Project Activities” Version 13.1 /B03/;
- CDM TOOL 07 “Tool to Calculate the Emission factor for an Electricity System” Version-07.0 /B03/.

3.4.2 Applicability

The applicability of methodology is justified as below:

Methodology ID	Applicability condition	Assessment and conclusion
VM0038, Version 1.0	The applicable fleets of projects applying this methodology are limited to all LDV BEVs and PHEVs, and HDV EVs. For LDV projects, these applicable fleets comprise BEVs and PHEVs for L1 and L2 chargers, and BEVs for DCFCs. For HDV projects, these applicable fleets comprise MDV/HDV electric buses and trucks, both BEV and PHEV, eligible to charge at the project’s set of EV charging systems.	<p>During on-site audit, the audit team assessed and verified the fleet of vehicles that are being charged through EV charging stations and found that it is as per the methodology and limited to LDV BEVs and PHEVs. VVB has reviewed the CMS sheet for the current monitoring period to confirm the same.</p> <p>The PP has selected LDV and the applicable fleet comprises of BEVs and PHEVs for L2 chargers, and BEVs for DCFCs.</p> <p>The EV chargers that are installed under this project are as follows:</p>

		Charger connectors	Rated output voltage	No of connectors
		CCS 180 kW	200-1000 VDC	2
		CCS 80 kW	200-1000 VDC	2
		CCS 60 kW	200-1000 VDC	2
		CCS 50 kW	200-1000 VDC	2
		CCS 30 kW	200-1000 VDC	1
		CCS 24 kW	200-1000 VDC	1
		GBT 30kW	40-100 VDC	2
		GBT 20kW	40-100 VDC	2
		Type 2 11 kW	415 (3Ph) VAC	1

		<table border="1"> <tr> <td>Type 2 22 kW</td> <td>415 (3ph) VAC</td> <td>1</td> </tr> <tr> <td>Type 2 7.5 kW</td> <td>230 (1ph) VAC</td> <td>1</td> </tr> <tr> <td>AC001 3.3 kW</td> <td>230 (1ph) VAC</td> <td>3</td> </tr> </table>	Type 2 22 kW	415 (3ph) VAC	1	Type 2 7.5 kW	230 (1ph) VAC	1	AC001 3.3 kW	230 (1ph) VAC	3
Type 2 22 kW	415 (3ph) VAC	1									
Type 2 7.5 kW	230 (1ph) VAC	1									
AC001 3.3 kW	230 (1ph) VAC	3									
<p>VM0038, Version 1.0</p>	<p>Project proponents must demonstrate that the EV models comprising the applicable fleet of the project are comparable to their conventional fossil fuel baseline vehicles using the following means:</p> <ul style="list-style-type: none"> • Project and baseline vehicles belong to the same vehicle category (e.g., car, motorcycle, bus, truck, LDV, MDV, HDV); • Project and baseline vehicles have comparable passenger/load capacity (comparing the baseline vehicle with the respective project vehicle). <p>Note that where project proponents apply the baseline emission default factors for MPG and AFEC</p>	<p>The above has been checked by the VVB team with the technical specification of Chargers /06/ and interview with the PP.</p> <p>The applicability criterion is met.</p> <p>The project proponent has selected LDV 4-wheeler cars. i.e. Project and baseline vehicles belonging to the same vehicle category as the applicable fleet.</p> <p>The EV chargers are also capable of charging 2 & 3-wheeler and E-bus/Truck (MDV) and 4W - transport vehicles. However, 2 & 3-wheeler vehicles are predominantly charged by the users in their respective homes and the utilization of public EV charging station by these vehicles is greatly limited to charging only in case of emergency. For purpose of simplicity, the 2 &</p>									

	<p>determined for the US and Canada, this comparability requirement between applicable and comparable fleet models has already been completed and satisfied.</p>	<p>3 wheelers along with 4W transport and E-bus/Trucks have been excluded for comparison and the comparison has been made only with LDV 4-wheeler cars.</p> <p>The EV chargers in the project are not compatible for charging Heavy Duty Vehicles (HDV) such as busses and trucks.</p> <p>The applicability criterion is met.</p>
<p>VM0038, Version 1.0</p>	<p>In order to demonstrate that double counting of emission reduction will not occur, the project proponent must maintain an inventory of EV chargers included in the project, including their L1/L2/DCFC classifications and unique identifiers; other measures may include disclosure of credit ownership to EV drivers. Double counting relative to any issued GHG credits from projects that introduce EV fleets will be addressed using the emission reduction discount adjustments in Section 8.4 below. Where associated infrastructure and/or renewable power (on-site and/or direct transmission) are included in an EV charging system, this must be referenced and described in the charging system's inventory. Project documentation must also include the following for each EV charger:</p> <ul style="list-style-type: none"> • Classification using the performance voltage, AC/DC basis and kw power specifications 	<p>PP has developed the inventory of charging stations with unique identification for each charging stations, charger category classification and co-ordinates. During on-site audit, audit team verified the location, charging codes, geographical co-ordinates, kW rating of charger by visiting the charging stations and found to be in order.</p> <p>The inventory of these chargers is uniquely identified by the following:</p> <ul style="list-style-type: none"> - AC/DC basis - Kw power - Unique identifier (Charging Station ID) /13/ - Geospatial coordinates /13/ <p>The above has been checked by the VVB team during the</p>

	<p>given for L1, L2 and DCFC 50/100/150/320/500 definitions</p> <ul style="list-style-type: none"> • Unique identifiers, including the geo-spatial coordinates and one other unique reference such as NEMA codes, customer codes, equipment serial numbers, charger ID codes, or AFDC ID codes. 	<p>onsite inspection and interview with the project proponent.</p> <p>Also, PP has not taken the electricity consumption of BlueSmart from RBML's EVCS in the VCU calculation. RBML has not considered the electricity supplied to BlueSmart for calculation of VCUs and the same has been verified by VVB /02/ and found appropriate.</p> <p>The applicability criterion is met.</p>
<p>VM0038, Version 1.0</p>	<p>This methodology is applicable to EV charging systems utilizing AI to provide electricity to and from EVs, on-site batteries and renewables under the condition that the AI must include adequate metering systems (e.g., meters/sub-meters and/or associated measurement systems). These metering systems must measure and accurately trace all electricity deliveries and receipts from all such interrelated associated infrastructure sources. This includes electricity sourced from/returned to the grid, dedicated renewable energy generated on-site (including RE sourced from direct transmission lines), on-site storage batteries, and/or the EV's on-board battery.</p>	<p>The project has an adequate metering system called the 'Central Management System (CMS)'. This system is incorporated in all the EV chargers operating. The system consists of the following features:</p> <ul style="list-style-type: none"> - Charge Point Operators (CPO) - Electric Mobility Service Providers (EMSP) - Network Service Providers (NSP) - Smart Charging Solutions - Mobility service Application (MSA) - Autocharge facility <p>This system measures the unit of electricity delivered through the EV chargers to</p>

		<p>the Electric vehicle. This AI powered system stored the data onsite and also regionally. The data for all EV chargers can be retrieved for any particular period.</p> <p>The EV chargers only use the electricity from the grid. There is no provision made in the EV chargers to use electricity from other sources such as dedicated renewable energy generated on-site and on-site storage batteries. However, considering the advancement in technology in the future years, if energy is to be utilized from sources other than grid, the emissions from such sources shall be included in the project boundary in section 3.3 by revising the VCS JPD& MR.</p> <p>The above has been checked by the validation & verification team during the onsite inspection and interview with the project proponent.</p> <p>The applicability criterion is met.</p>
<p>VM0038, Version 1.0</p>	<p>Projects with estimated annual emission reductions of over 60,000 tCO₂e (large-scale) are permitted where project proponents can demonstrate that the project is located in a country with credible national data sources for GHG emission calculations. Otherwise, projects are limited to annual</p>	<p>The Grouped project applies the module: VMD0049, Activity Method for Determining Additionality of Electric Vehicle Charging Systems, version-1.0 /B03/.</p> <p>The table 1 of the module lists the country India under</p>

	<p>emission reductions equal to or under 60,000 tCO₂e (small-scale). Projects located in Annex I and II countries, and countries referenced by EIA data sources, are automatically eligible to be of any scale. All regions listed in module VMD0049 Activity Method for Determining Additionality of Electric Vehicle Charging Systems meet these criteria and thus are not limited in scale.</p>	<p>BEV Applicable Fleets (DCFC) and BEV/PHEV Applicable Fleets (L1/L2). Hence the project activity is not limited in scale.</p> <p>The applicability criterion is met.</p>
	<p>Project proponents must demonstrate proof of ownership of emission reductions which may be achieved through the following:</p> <ul style="list-style-type: none"> • With the charging system owners through contractual agreements, terms of service, utility program participation rules, or other means, and/or • With EV drivers through disclosure of credit ownership (e.g., through dispenser notices, screen displays, terms of service, etc.). 	<p>The ownership of carbon credits is with RBML through and a legally binding project development agreement with the project beneficiaries. This agreement establishes the legal right to act as project proponent and acknowledges that all carbon credits or related instruments created pursuant to the project will vest in RBML /08/. Also, PP has shared a screenshot from the online app showing permissions granted by users to allow claim of carbon credits before charging the vehicles. VVB has cross checked and the confirmed the same with the ownership records /18/.</p>

The applicability conditions listed by the module (VMD0049) and the compliance of the project to the conditions is listed below:

S.NO	Applicability condition	Compliance by the project
1.	The project is located in a region(s) listed in Tables 1 and 2 below. These are the regions for which activity penetration of Evs has been demonstrated to be less	The project is located in India which has been listed in Table 1 under BEV Applicable Fleets (DCFC) and BEV/PHEV Applicable Fleets (L1/L2).

	than five percent, as differentiated by LDVs (Table 1) and HDVs (Table 2).	The applicability criterion is met.
2.	The applicable fleets of HDV projects must be limited to e-buses and e-trucks.	The HDV projects are not included in the project. This criterion is not applicable.
3.	Where projects contain a combination of EV charging systems serving different applicable fleets (e.g., including both L1/L2 and DCFC systems), project proponents must assess a region's inclusion in the positive list for each of the project charging system's applicable fleets independently. For example, for LDV projects, project proponents must assess whether a region is included on the positive list separately for a combined BEV and PHEV applicable fleet (i.e, for the L1s/L2s), and for the BEV applicable fleet (i.e, for the DCFCs). Additionally, for HDV projects, project proponents must assess whether a region is included for e-buses and e-trucks separately.	The VVB team checked the Table 11 of the EIA EV Global Outlook whose EV market share proxy statistics for LDVs, as listed in the 2016 edition, from which VCS methodology VM0038 Methodology for Electric Vehicle Charging Systems positive list has been derived and noted that the article indicates India has having a 0.1% penetration of battery electric and plug-in hybrid. Also, VVB has cross checked the Parivaahan dashboard ¹⁰ and found that EV penetration of LDVs has reached 0.9% in 2022, and 1.8% as of 2023 while only 0.3% of total LDVs vehicles plying on the road in India as on date. The applicability criterion is met.
4.	The project is located in a region(s) listed in Tables 3 and 4 of the Methodology. These are the regions for which activity penetration of EVs has been demonstrated to be over five percent, as differentiated by LDVs (Table 3) and HDVs (Table 4).	The project is located in India. India is not listed in Tables 3 and 4 of the module. The criterion is not applicable.

3.4.3 Project Boundary

¹⁰ <https://vahan.parivahan.gov.in/vahan4dashboard/vahan/view/reportview.xhtml>

As per the applied methodologies VM0038, V1.0 /B02/, the project boundary of the project is comprised of the following:

- 1). The applicable fleets for the project EV chargers;
- 2). The geographic boundaries where the EV charging systems are located;
- 3). The EV charging systems of the project activity including their electricity supply sources and associated infrastructure.

The VCS JPD & MR /01/, accordingly considers the following as the project boundary:

1. LDVs (Owing to the nature of EV charging systems, only BEVs and plug-in hybrid vehicles (PHEV) for L1 and L2 chargers are considered as applicable fleet in the project. Further BEVs for DCFC have also been included.
2. The entire country India as a geographic boundary.
3. The EV charging systems of the project activity including their electricity supply sources, i.e., the grid and associated infrastructure. In future it can be renewable energy source.

The sources of greenhouse gas identified in the Joint PD & MR /01/ are deemed to be appropriate and assessed below:

Source	Gas	Included?	Assessment and conclusion	
Baseline	Fossil fuel combustion of vehicles displaced by project activities	CO ₂	Yes	The source of emission is accounted in the calculation of CO ₂ associated with fuel consumption.
		CH ₄	No	Excluded for simplification. This is conservative.
		N ₂ O	No	Excluded for simplification. This is conservative.
		Other	No	VM0038 states other GHGs are not applicable. This is conservative.
Project	Renewables via on-site/direct transmission	CO ₂	Yes	The source of emission is accounted in the calculation of CO ₂ associated with fuel consumption.
		CH ₄	No	Excluded for simplification. This is conservative.
		N ₂ O	No	Excluded for simplification. This is conservative.

Source	Gas	Included?	Assessment and conclusion	
	Other	No	VM0038 states other GHGs are not applicable. This is conservative.	
Project	Electricity consumption via grid	CO ₂	Yes	The source of emission is accounted in the calculation of CO ₂ associated with renewables via on-site/ direct transmission.
		CH ₄	No	Excluded for simplification. This is conservative.
		N ₂ O	No	Excluded for simplification. This is conservative.
		Other	No	VM0038 states other GHGs are not applicable. This is conservative.
	On-site battery storage	CO ₂	No	The source of emission is not considered as it is associated with on-site battery storage
		CH ₄	No	Excluded for simplification. This is conservative.
		N ₂ O	No	Excluded for simplification. This is conservative.
		Other	No	Excluded for simplification. This is conservative.

3.4.4 Baseline Scenario

As per the methodology /B02/ applied the baseline scenario is the continued use of comparable fossil fuel-based vehicles in the absence of project activity.” During on-site audit, it was assessed by the audit team that the baseline scenario identified is correct and acceptable. PP has considered the LDV sales numbers from publicly accessible Vahan dashboard, maintained by Ministry of Road transport & highways of Govt. of India to track the registration of all the vehicles and captures various parameters¹¹. As per the Vahan dashboard Tata and MG are market leaders by representing 86% market share for the period CY 2019 till CY 2021. Hence, leading

¹¹ <https://vahan.parivahan.gov.in/vahan4dashboard/vahan/view/reportview.xhtml>

domestic models are selected from these manufacturers which are Tata Nexon, Tata Tigor and MG ZS EV.

As per the applicability conditions of methodology, clause 2, the AFEC & MPG values for baseline calculations need to be derived from the EV models prevalent in the project region with comparable fossil fuel variants. Hence, sales of EV models need to be ascertained. As Govt. of India portal (Vahan dashboard), doesn't provide model wise breakup of vehicle OEM sales, hence VVB has cross checked the Statista data which has been referred to take the model wise sales of Tata Motors Models (Nexon & Tigor)¹². It is observed that MG has sold only one LDV model (MG ZS EV) in Indian market for the period 2019-2021, hence the sales given in the Vahan dashboard for the period is attributed to ZS EV model. Statista data for Tata Motors models (Tigor and Nexon) for the 2020 and 2021, have been considered on a pro-rata basis to match the govt. of India data for OEM sales , and the total volumes are conservatively taken as per Govt. of India Vahan dashboard.

For the CY 2020, As per Vahan dashboard (Govt. of India), the total sales of Tata Motors for CY 2020 was 2,715 units (mentioned in the table above), while Statista data breaks it up in Tata motors models sales of Tata Tigor EV 631 and Tata Nexon EV 2,529, i.e. total sales of 3,160 vehicles. The Vahan dashboard (Govt. of India) sales of Tata motors (2,715) thus been distributed in same ratio of Statista sales for Tata Nexon (80%) and Tata Tigor (20%). The same has been considered for the CY 2019 and CY 2021 in section 3.4 of the JPD & MR /01/. Hence, the market share of 3 models over the period (2019-2021) is MG ZS EV- 16.7%, Tata Nexon 52.6%, and Tata Tigor 16.8%.

Further as per the section 4, clause 2 of the applied methodology /B02/, VVB has checked the technical specifications of the chosen vehicles for comparison i.e., Tata Tigor petrol and EV, Tata Nexon petrol and EV and MG Astor and MG ZS EV and found that the specifications are similar. Hence VVB considers the comparison to be appropriate.

Also, it is observed that the demonstration of baseline scenario in section 3.4 of the JPD & MR is justifiable and found to be in line with the applied methodology VM0038. Version 1.0 /B02/.

3.4.5 Additionality

The PP has demonstrated the additionality in line with methodology /B02/ requirement as below. The PP uses activity method for the demonstration of additionality.

Step 1: Regulatory Surplus:

¹² <https://www.statista.com/statistics/1376983/india-production-volume-of-bev-by-tata/#:~:text=In%202023%2C%20the%20annual%20sales,to%20above%2034.85%20thousand%20units.>

The installation of EV chargers in India are not mandated by any law, statute or other regulatory framework. The adoption of Electric vehicles is encouraged by Govt of India by way of policy framework and providing necessary financial support towards infrastructure creation and promotional activities.

Step 2: Positive List:

The applied methodology, VM0038, Methodology for Electric Vehicle Charging Systems, version-1.0 /B02/ uses the latest version of the module, VMD0049, Activity Method for Determining Additionality of Electric Vehicle Charging Systems, version-1.0 /B03/.

The module represents the positive list. This positive list was established using the activity penetration option (Option A in the VCS Standard). The projects that meet all applicability conditions of the methodology and the module are deemed additional.

The module lists the regions for which activity penetration of EVs has been demonstrated to be less than five percent, as differentiated by LDVs in table 1. The table 1 lists India under BEV Applicable Fleets (DCFC) and BEV/PHEV Applicable Fleets (L1/L2).

The Grouped project includes LDV and the applicable fleet comprises of BEVs and PHEVs for L2 chargers, and BEVs for DCFCs. Hence the Grouped project is deemed additional.

3.4.6 Quantification of GHG Emission Reductions and Carbon Dioxide Removals

The assessment team checked the baseline, project and leakage calculation and confirmed that the evaluation of baseline, project and leakage is as per the approved methodology and formula used to calculate the same is correct. The detail analysis is as below:

Baseline Emissions:

The baseline emissions are calculated by converting the electricity used to charge project applicable fleet vehicles at the EV chargers into distance travelled and multiplying this by the emission factor for fossil fuels used by baseline comparable fleet vehicles to travel the same distance. The baseline emissions are estimated as follows:

$$BE_y = \sum_{i,f} ED_{iy} * EF_{if_y} * 100 * IR_i^{y-1} / (AFEC_{iy} * MPG_{iy})$$

Where,

Notation	Parameter	Remarks
BE _y	Baseline emissions in year y (tCO ₂ e)	Calculated value
ED _{i,y}	Electricity delivered by project charging systems serving applicable fleet i in project year y (kwh)	Estimated for EV charger type as:

		<p>= Charger output (kW) x Utilization per day (%) x Hours / day (number) x Days / annum (number)</p> <p>The VVB team checked the ER sheet /02/ and noted there are no discrepancies in the values applied.</p> <p>This parameter is monitored.</p>
EF _{i,f,y}	Emission factor for the fossil fuel f used by comparable fleet vehicles j in year y (t CO ₂ /gallon).	<p>Estimated as:</p> <p>= Emission factor of gasoline (kg CO₂/TJ) x Net calorific value of gasoline (TJ/Gg) x Density of gasoline (kg/m³) x 3.785 = 9.005 KgCO₂/gallon or 0.009005 t CO₂/gallon.</p> <p>Default values as per 2006 IPCC Guidelines for National Greenhouse Gas Inventories Volume 2 Energy: Chapter 2- Stationary combustion, Table 2.4, page. No 2.16 and Chapter 1- Introduction, Table 1.2, has been considered for Emission factor of gasoline and Net calorific value of gasoline respectively.</p> <p>The Density of gasoline has been considered as per data available from public domain (PPAC (govt. of India) data for gasoline¹³).</p> <p>This parameter has been fixed ex-ante.</p> <p>The VVB team checked the ER sheet /02/ and noted there are no discrepancies in the values applied.</p>
IR _i	Technology improvement rate factor for applicable fleet i	<p>The technology improvement factor has been considered as 1. This is in line with the methodology, VM0038, version-1.0 /B02/.</p>

¹³ <https://ppac.gov.in/faqs>

		This parameter has been fixed ex-ante.
AFEC _{i,y}	Weighted average electricity consumption per 100 miles rating for EVs in applicable fleet i in project year y (kwh/100 miles).	Estimated as per equation prescribed by the methodology, VM0038 version-1.0 /B02/. Details given below separately. This parameter has been fixed ex-ante.
MPG _{i,y}	Weighted average miles per gallon rating for the fossil fuel vehicles comparable to each EV in applicable fleet i, in project year y (miles per gallon)	Estimated as per equation prescribed by the methodology, VM0038 version-1.0 /B02/. Details given below separately. This parameter has been fixed ex-ante.

The AFEC_{i,y} is estimated as given as below:

$$AFEC_{iy} = \sum_a (EV_{aiy} * EVR_{aiy}) / \sum_a EVR_{aiy}$$

Where,

Notation	Parameter	Remarks
EV _{a,j,y}	Electricity consumption per 100 miles rating for model a EV in applicable fleet i in project year y (kwh/100 miles).	<p>Estimated as:</p> <p>= (Battery pack of comparable EV (kWh) / range for the vehicle (km)) x 100.</p> <p>The methodology defines AFEC as 'Weighted average electricity consumption per 100 miles rating for EVs in applicable fleet i in project year y (kwh/100 miles)'.</p> <p>The project proponent has chosen 3 EV's for estimating the weighted average, i.e. Tata Tigor, Tata Nexon and MG ZS which have a market share of 16.8%, 52.6% and 16.7. (source: Vahan database).</p> <p>The VVB team noted the values for Battery pack and range (base value) has</p>

		<p>been considered from the technical specifications of the vehicles.</p> <p>The VVB team considers this to be appropriate and represents the practical condition on roads.</p> <p>The VVB team checked the ER sheet /02/ and noted there are no discrepancies in the values applied.</p>
$EVR_{a,j,y}$	Total number of model a EV in applicable fleet i on the road by project year y (cumulative number of EVs).	<p>Estimated as:</p> <p>= Annual electricity delivered by a EV Charger (kWh) /Battery pack of comparable EV (kWh).</p>

Note: The value AFEC is 15.07 kwh / 100 miles. The VVB team considers this value to be appropriate.

The $MPG_{i,y}$ is estimated as given below:

$$MPG_{iy} = \sum_a (MGP_{aiy} * EVR_{aiy}) / \sum_a EVR_{aiy}$$

Notation	Parameter	Remarks
$MPG_{a,i,y}$	Mile per gallon rating for the fossil fuel vehicle model deemed comparable to each EV model a from applicable fleet i in project year y (miles/gallon).	<p>The mileage as per comparable fossil fuel driven baseline vehicle has been considered as per the specification provided by the vehicle manufacturer.</p> <p>The methodology defines MPG as 'Weighted average miles per gallon rating for the fossil fuel vehicles comparable to each EV in applicable fleet i, in project year y (miles per gallon)'</p> <p>The project proponent has chosen 3 EV's for estimating the weighted average, i.e. Tata Tigor (Petrol and EV), Tata Nexon (Petrol and EV) and MG ZS (Petrol and EV).</p> <p>The VVB team noted the values for Engine capacity and mileage has been</p>

		considered from the technical specifications of Tata Tigor, Tata Nexon and MG. The VVB team checked the ER sheet /02/ and noted there are no discrepancies in the values applied.
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Note: The value $MPG_{i,y}$ is 41.10 miles/gallon. The VVB team considers this value to be appropriate.

The assessment team thus confirms that the baseline emissions has been estimated as per the equations prescribed by the applied methodology.

Project Emissions:

The project emissions include the electricity consumption associated with the operation of the applicable fleet and is estimated as follows:

$$PE_y = \sum_{ij} EC_{ijy} * EFkw_{ijy}$$

Where,

Notation	Parameter	Remarks
PE_y	Project emissions in year y (tCO _{2e})	Calculated value
$EC_{i,j,y}$	Electricity consumed by project chargers sourced from region j serving applicable fleet i in project year y (kwh/year)	<p>The electricity consumed by the project chargers will be measured using smart energy meters in the CMS.</p> <p>The electricity consumed EC will be considered the same as electricity delivered to the EV's by the chargers, ED, since L1& L2's are highly efficient chargers with de minimis losses due to their own power consumption. (i.e. ED = EC).</p> <p>For DCFC, EC must be based upon the kWh consumed by the charging system (since efficiency losses can be more material for DCFC's). DCFC EC data can therefore either be sourced via: A) ED, the chargers' own internal smart DCFC's meter data, provided that a DCFC</p>

		<p>efficiency factor of 92.3% is applied to the smart charger metered data or B) meters which are on the grid-side of the DCFC units/AI.</p> <p>The energy delivered by AC chargers (L1 & L2 chargers) and DC fast chargers to the applicable LDVs has been calculated separately by PP. This is in line with the applied methodology.</p> <p>The VVB team checked the ER sheet /02/ and noted there are no discrepancies in the values applied.</p> <p>This parameter is monitored.</p>
<p>EF_{kw,i,j,y}</p>	<p>Emission factor (average) for the electricity sourced from region j consumed by project charging systems serving applicable fleet i in year y (tCO_{2e}/kWh)</p>	<p>The value has been sourced from CEA database (Central Electricity Authority), version 18 & 19 /B06/.</p> <p>The project proponent has applied version 18 & 19, which is the latest version available at the time of requesting registration for the grouped project.</p> <p>Further, The CEA database indicates the EF has been calculated using version 7 of 'Tool to calculate emission for an electricity system' /B03/.</p> <p>This parameter is monitored and will use the latest version of the database available at the time of verification.</p> <p>The VVB team considers this to be appropriate as using the data available from latest version will result in conservative estimate of Emission factor.</p> <p>The VVB team checked the ER sheet /02/ and noted there are no discrepancies in the values applied.</p>

Leakage emission:

The leakage has been set a zero. This is in line with the applied methodology.

Emission Reduction:

The net GHG emissions estimated as follows:

$$ER_y = (BE_y - PE_y - LE_y) * D_y$$

Notation	Parameter
ER _y	Net GHG emissions reductions and removals in year y (tCO _{2e})
BE _y	Baseline emissions in year y (tCO _{2e})
PE _y	Project emissions in year y (tCO _{2e})
LE _y	Leakage in year y (tCO _{2e})
D _y	Discount factor to be applied in year y (%)

The project is implemented in India, which has been identified as a region with less than five percent market penetration of electric vehicle and it has been included in the positive list of the module VMD0049, version-1.0 /B03/. Hence it has been considered that there are no GHG credits issued for projects that introduce EV fleets in the project region, India and therefore the Discount factor has been set as 1 and it is fixed ex-ante.

The validation & verification team checked the ER sheet /02/, /03/ and noted that the following:

- The equations stated in the methodology have been correctly applied.
- The default values have been correctly applied.
- The inputs applied in the estimation have been obtained from credible sources and they are appropriate.
- The energy consumed by the Chargers and the energy delivered by the Chargers shall be sourced from dedicated measuring devices during operation of the Chargers.
- The estimations demonstrated by the project proponent are reproducible.

Hence the validation & verification team considers that there are no uncertainties associated with the estimation of emission reductions and the estimations have been done correctly.

3.4.7 Methodology Deviations

The Grouped project activity applies the approved VCS methodology VM0038, Methodology for Electric Vehicle Charging Systems, version-1.0 /B02/ and the project proponent has completely followed the methodology for the development of the VCS JPD & MR /01/. The validation & verification team thus confirms that the project proponent has not made any deviations from the applied methodology.

3.4.8 Monitoring Plan

The project employs baseline and monitoring methodology namely VM0038, version 1.0 /B02/. According to section 6.1 and 6.2 of Joint PD & MR /01/ the parameters determined ex-ante as per the requirements of the methodology are given below.

Parameters	Unit	Value	Source	Assessment
IR _i (Technology improvement factor for applicable fleet i in year y for default value BE calculations.)	Number	1	VCS Methodology, VM0038, version 1.0	PP is calculating the BE _y parameters (based on applicable fleet and conventional fleet statistics) at the time of joint validation and verification and fixing it for whole crediting period. In line with section 9.1 of the applied methodology, VVB found the considered value appropriate. VVB confirms that the value for the Technology improvement factor has been appropriately taken and is in line with the applied methodology VM0038, version 1.0 /B02/.
EF _{f,k,y} (Emission factor for the fossil fuel f used by the fossil fuel vehicles deemed comparable to each EV in applicable fleet i in year y)	tCO ₂ e/ gallon	9.005 kg CO ₂ e/ gallon or 0.009 005 t CO ₂ e/ gallon	IPCC Default value	VVB confirms that the value for the Emission factor for the fossil fuel used by the fossil fuel vehicles has been appropriately taken in line with the 2006 IPCC Guideline /B04/. Estimated as: = (Emission factor of gasoline (kg CO ₂ /TJ) x Net calorific value of gasoline (TJ/Gg) x Density of gasoline (kg/litre) x 3.785)/10 ⁹ = 9.005 kg CO ₂ e/gallon Default values as per 2006 IPCC Guidelines for National Greenhouse Gas Inventories Volume 2 Energy: Chapter 2- Stationary combustion, Table 2.4, page. No 2.16 and Chapter 1- Introduction, Table 1.2, has been considered for Emission factor

				<p>of gasoline and Net calorific value of gasoline respectively.</p> <p>The Density of gasoline has been considered as per data available from public domain (PPAC (govt. of India) data for gasoline¹⁴).</p> <p>The VVB team checked the ER sheet /02/, IPCC guideline /B04/ and noted there are no discrepancies in the values applied.</p>
<p>AFEC_{i,y} (Weighted average electricity consumption per 100 miles rating for EVs in applicable fleet i in project year y)</p>	<p>kWh/ 100 miles</p>	<p>15.07</p>	<p>Calculated</p>	<p>VVB confirms that the value for the Weighted average electricity consumption per 100 miles rating for EVs in applicable fleet i in project activity has been appropriately taken in line with the applied methodology VM0038, version 1.0 /B02/.</p> <p>Estimated as per equation prescribed by the methodology, VM0038 version-1.0 /B02/. Detailed calculation given in section 3.4.6 of the same report.</p>
<p>MPG_{i,y} (Weighted average miles per gallon rating for fossil fuel vehicles deemed comparable to each EV in applicable fleet i in project year y)</p>	<p>Miles per gallon</p>	<p>41.10</p>	<p>Calculated</p>	<p>VVB confirms that the value Weighted average miles per gallon rating for fossil fuel vehicles deemed comparable to each EV in applicable fleet i in project year y has been appropriately taken in line with the applied methodology VM0038, version 1.0 /B02/.</p> <p>Estimated as per equation prescribed by the methodology, VM0038 version-1.0 /B02/. Detailed calculation given in section 3.4.6 of the same report.</p>

¹⁴ <https://ppac.gov.in/faqs>

Parameters monitored ex-post

The monitoring parameters required by the applied methodology for the project are summarized in the below table:

Parameter	EF _{kw,i,j,y}
Description	Emission factor for the electricity sourced from region j consumed by project chargers serving applicable fleet i in year y
Data/ unit	tCO _{2e} /kWh
Source referenced	<p>Central Electricity Authority of India (A regulatory body of Govt. of India in power sector) : CO₂ Baseline data as per ACM0002 / Ver 20.0 and "Tool to Calculate the Emission Factor for an Electricity System", Version 7.0</p> <p>For FY'22, the published data is</p> <p>https://cea.nic.in/cdm-co2-baseline-database/?lang=en</p> <p>version 18 is applicable. The same has been used for ex-ante calculation of the GHG emission reduction</p> <p>for FY'23 and FY'24 version 19 is applicable</p> <p>detailed guidelines on the calculation and other relevant information can be accessed at</p> <p>https://cea.nic.in/wp-content/uploads/baseline/2024/04/User_Guide_Version_19.0.pdf</p>
Description of measurement methods and procedures to be applied	Average grid emission factor for India published by Central Electricity Authority of India
Frequency of monitoring	Annual updates from CEA (Central Electricity Authority)
The value provided	<p>For the current monitoring period PP has applied following values:</p> <p>0.918 tCO_{2e}/MWh- 2022¹⁵ (24-March-2022 to 31-March-2023)</p> <p>0.716 tCO_{2e}/MWh- 2023¹⁶ (01-April-2023 to 31-March-2024)</p>

¹⁵ [CDM - CO2 Baseline Database - Central Electricity Authority \(cea.nic.in\)](https://cea.nic.in/cdm-co2-baseline-database/?lang=en)

¹⁶ [CDM - CO2 Baseline Database - Central Electricity Authority \(cea.nic.in\)](https://cea.nic.in/cdm-co2-baseline-database/?lang=en)

Monitoring equipment	Published annually by Central Electricity Authority of India (A regulatory body of Govt. of India in power sector): CO2 Baseline data as per ACM0002 / Ver 20.0 and "Tool to Calculate the Emission Factor for an Electricity System", Version 7.0 /B03/.
Calculation method	The parameter is directly sourced from the CEA database.
VVB verification	<p>VVB confirms that the value has been sourced from CEA database (Central Electricity Authority), version 18 and 19 /B06/.</p> <p>The project proponent has applied version 18 and 19, which is the latest version available at the time of requesting registration for the grouped project. For the current monitoring period is covered under two version of CEA database. From 24-March-2022 to 31-March-2023 CEA database version 18 is applicable and from 01-April-2023 to 31-March-2024 CEA database version 19 is applicable which VVB crosschecked and found appropriate.</p> <p>Further, The CEA database indicates the EF has been calculated using version 7 of 'Tool to calculate emission for an electricity system' /B03/.</p> <p>This parameter is monitored and will use the latest version of the database available at the time of verification.</p> <p>The VVB team considers this to be appropriate as using the data available from latest version will result in conservative estimate of Emission factor.</p>

Parameter	$ED_{i,y}$
Description	Electricity delivered by project charging systems serving applicable fleet i in project in year y
Data/ unit	kWh
Source referenced	RBML's Central Management System (CMS) sheet
Description of measurement methods and procedures to be applied	PP monitors the amount of electricity delivered to considered fleets through a central monitoring system. Each EVCS has such facility which provide bill to the consumers for amount of consumption and simultaneously send the same data to CMS. CMS has a smart metering system through which the data is monitored on a real time basis. Energy meter with Accuracy class 0.5 S are installed for each charger that are calibrated periodically as per industry norms
Frequency of monitoring	Electricity delivered is captured on a daily basis and data is aggregated on monthly basis

The value provided	Measured value based on kWh delivered by charging systems in year y. the values are provided in the ER sheet /02/.
Monitoring equipment	CMS has a smart metering system through which the data is monitored on a real time basis. Energy meter with Accuracy class 0.5 S are installed for each charger that are calibrated periodically as per industry norms.
Calculation method	CMS has a smart metering system through which the data is monitored on a real time basis. Captured data from the CMS is cross checked with the electricity bills provided by the utility companies known as DISCOMs in India. (Reading recorded by the electricity meter under the control of Indian state electricity authority)..
VVB verification	The VVB team checked the ER sheet /02/, CMS sheets /05/ and crosscheck the process of generation of CMS sheets during the onsite visit and noted that there are no discrepancies in the values applied.

Parameter	$EC_{i,j,y}$
Description	Quantity of electricity consumed by project chargers sourced from region j serving applicable fleet i in project in year y
Data/ unit	kWh
Source referenced	CMS (Central Monitoring System)
Description of measurement methods and procedures to be applied	CMS has a smart metering system through which the data is monitored on a real-time basis. Energy Meters with Accuracy Class 0.5s are installed for each charger that are calibrated periodically as per industry norms.
Frequency of monitoring	Electricity delivered is captured on a daily basis and data is aggregated on monthly basis
The value provided	Measured value based on kWh delivered by charging systems in year y. the values are provided in the ER sheet /02/.
Monitoring equipment	CMS has a smart metering system through which the data is monitored on a real time basis. Energy meter with Accuracy class 0.5 S is installed for each charger that are calibrated periodically as per industry norms.
Calculation method	Captured data from the CMS is cross checked with the electricity bills provided by the utility. (Readings recorded by the electricity meter under the control of the state electricity authority.) Since the DISCOMs meters record all

	auxiliary consumptions along with EV chargers consumptions. PP has bifurcated the amount of AC and DC energy delivered based on the type of chargers installed in the grouped project activity and in line with section 9.2 of the applied methodology the amount of DC energy delivered is divided with 0.923 to calculate the amount of DCFC electricity consumptions. And then both AC and DC values are sum up to calculate the amount of electricity consumption.
VVB verification	The VVB team checked the ER sheet /02/, CMS sheets /05/ and noted there are no discrepancies in the values applied.

The validation & verification team thus confirms:

- The parameters fixed ex-ante is appropriate in Joint JPD & MR /01/.
- All the parameters required to be monitored for the estimation of emission reductions have been duly captured.
- The monitoring of the parameters listed above will result in estimation of emission reductions that are real and measurable.
- The QA/QC procedure is in place. The document for cross checking is provided by the State

Hence the validation and verification team determined that the monitored parameters and data used to estimate emission reduction under project activity and as mentioned in Section 6.1 and 6.2 of the VCS Joint PD&MR /01/ are appropriate and meet the requirements of the methodology VM0038, version 1.0 /B02/.

3.5 Non-Permanence Risk Analysis

This is not applicable to the project activity as the Project is not an AFOLU (Agriculture, Forestry and Other Land Use) project.

4 VERIFICATION FINDINGS

4.1 Project Implementation Status

Implementation Status	Assessment steps, evidence checked, & conclusion:
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<p>Project implementation</p>	<p>The project “RBML (Reliance BP Mobility Limited) EV Charging Infrastructure Project” employs VCS methodology; VM0038 version 1.0 /B02/. The project includes the installation, operation, and maintenance of EV charging stations by RBML across India through strategic partnerships with public and private sector in order to scale the EV market in the country. The use of this charging infrastructure results in the avoidance of fossil fuel powered vehicle usage and therefore a reduction in the greenhouse gas emissions from the alternative energy supply. This project includes EVCS that are installed, operated, and maintained by RBML. This is a grouped project, and the new instances will be added as and when the EVCS get installed across India in the future.</p> <p>The project adopts a fixed crediting period of 10 years starting from 24-March-2022 to 23-March-2032. The first monitoring period for the project activity is 24-March-2022 to 31-March-2024 and the actual emission reduction achieved during current monitoring period is 3,021 tCO_{2e}.</p> <p>VVB has confirmed the current implementation status of the project activity by reviewing the information in the VCS Joint PD&MR /01/ and checking the database provided by the Project Proponent.</p>
<p>Monitoring plan</p>	<p>The monitoring plan was assessed to be effective and fully implemented at the time of the verification exercise. Monitoring activities were also observed to be carried out in accordance with the documented monitoring plan. The monitoring system was deemed appropriate and suitable for the project activity. The VVB did not identify any material discrepancy between the actual monitoring system and the monitoring plan as set out in the VCS Joint PD&MR /01/ and the applied methodology VM0038, version 1.0 /B02/.</p>
<p>AFOLU-specific project implementation</p>	<p>Not applicable as the project activity do fall under For AFOLU Projects.</p>
<p>AFOLU-specific project implementation</p>	<p>Not applicable as the project activity do fall under For AFOLU Projects.</p>

The details of monitoring parameters used for calculation of emission reductions are provided below.

Table 4:- Parameters monitored ex-post

Monitoring Parameter Requirement	Assessment/ Observation by the VVB
Data / Parameter: (as in monitoring plan of VCS PD):	Emission factor for the electricity sourced from region j consumed by project chargers serving applicable fleet i in year y ($EF_{kw,i,j,y}$)
Measuring frequency/Time Interval:	Every year
Reporting frequency:	Every year
Reported value:	0.918 tCO _{2e} /MWh or 0.00092 (tCO _{2e} /kWh)- FY 2022 0.716 tCO _{2e} /MWh or 0.00072 (tCO _{2e} /kWh)- FY 2023 and FY 2024
Is measuring and reporting frequency in accordance with the monitoring plan and monitoring methodology? (Yes / No)	Yes
Details of monitoring equipment:	The values are obtained from the annual updates from CEA database /B06/.
Is accuracy of the monitoring equipment as stated in the VCS PD? If the VCS PD does not specify the accuracy of the monitoring equipment, does the monitoring equipment represent good monitoring practice?	NA
Calibration frequency /interval: Is it monitoring methodology /CDM EB guidance / local or national standards / manufacturers specification	NA
Is the calibration interval in line with the monitoring plan of the VCS PD? If the VCS PD does not specify the frequency of calibration, does the selected frequency represent good monitoring practise?	NA. QA/QC procedures stated in JPD&MR is compiled /01/
Company performing the calibration(internal or external calibration):	NA

Did calibration confirm proper functioning of monitoring equipment? (Yes / No):	NA
Is (are) calibration(s) valid for the whole reporting period?	NA
If applicable, has the reported data been cross-checked with other available data?	Yes, the reported data in MR has been compared with CEA database /B06/ and the ER sheet /02/.
How were the values in the monitoring report verified?	NA
Does the data management (from data generation to emission reduction calculation) ensure correct transfer of data and reporting of emission reductions and are necessary QA/QC processes in place?	Yes, the data management ensures correct transfer of data and reporting of emission reductions and all necessary QA/QC processes are in place.
In case only partial data are available because activity levels or non-activity parameters have not been monitored in accordance with the registered monitoring plan, has the most conservative assumption theoretically possible been applied or has a request for deviation been approved?	NA

Monitoring Parameter Requirement	Assessment/ Observation by the VVB
Data / Parameter: (as in monitoring plan of VCS PD):	ED _{i,y} (Electricity delivered by project charging systems serving applicable fleet i in project in year y)
Measuring frequency/Time Interval:	Electricity consumed is captured on daily basis (real time basis) and data is aggregated on monthly basis
Reporting frequency:	Every year
Reported value:	Measured value based on kWh delivered by charging system in year y: For 24-March-2022 till 31-March-2022, ED _{i,y} = 200 kWh

	<p>For 01-April-2022 till 31-December-2022, ED_{i,y} = 204,336 kWh</p> <p>For 01-January-2023 till 31-December-2023, ED_{i,y} = 2,318,483 kWh</p> <p>For 01-January-2024 till 31-March-2024, ED_{i,y} = 1,879,897 kWh</p>
Is measuring and reporting frequency in accordance with the monitoring plan and monitoring methodology? (Yes / No)	Yes
Details of monitoring equipment:	The values are obtained from the CMS sheets /05/. CMS has a smart metering system through which the data is monitored on a real time basis. Energy meter with Accuracy class 0.5 S are installed for each charger that are calibrated periodically as per industry norms.
Is accuracy of the monitoring equipment as stated in the VCS PD? If the VCS PD does not specify the accuracy of the monitoring equipment, does the monitoring equipment represent good monitoring practice?	NA
Calibration frequency /interval: Is it monitoring methodology /CDM EB guidance / local or national standards / manufacturers specification	NA
Is the calibration interval in line with the monitoring plan of the VCS PD? If the VCS PD does not specify the frequency of calibration, does the selected frequency represent good monitoring practise?	NA. QA/QC procedures stated in JPD&MR is compiled /01/
Company performing the calibration(internal or external calibration):	NA
Did calibration confirm proper functioning of monitoring equipment? (Yes / No):	NA
Is (are) calibration(s) valid for the whole reporting period?	NA
If applicable, has the reported data been cross-checked with other available data?	Yes, the reported data in MR has been compared with CMS datasheet /05/ and the

	ER sheet /02/. It is observed to VVB that during the calculation only 4-wheelers are considered and also the PP has not taken the electricity consumption of BlueSmart from RBML's EVCS in the VCU calculation. RBML has not considered the electricity supplied to BlueSmart for calculation of VCUs and the same has been verified by VVB /02/, /03/ and found appropriate.
How were the values in the monitoring report verified?	NA
Does the data management (from data generation to emission reduction calculation) ensure correct transfer of data and reporting of emission reductions and are necessary QA/QC processes in place?	Yes, the data management ensures correct transfer of data and reporting of emission reductions and all necessary QA/QC processes are in place.
In case only partial data are available because activity levels or non-activity parameters have not been monitored in accordance with the registered monitoring plan, has the most conservative assumption theoretically possible been applied or has a request for deviation been approved?	NA

Monitoring Parameter Requirement	Assessment/ Observation by the VVB
Data / Parameter: (as in monitoring plan of VCS PD):	$EC_{i,j,y}$ (Quantity of electricity consumed by project chargers sourced from region j serving applicable fleet i in project in year y)
Measuring frequency/Time Interval:	Monthly
Reporting frequency:	Every year
Reported value:	Measured value based on kWh delivered by charging system in year y. the calculations of the values of EC is as per methodology for AC and DC chargers. For 24-March-2022 till 31-March-2022, $EC_{i,j,y} = 216.6013001$ kWh

	<p>For 01-April-2022 till 31-December-2022, $EC_{i,j,y} = 220,386.0087$ kWh For 01-January-2023 till 31-December-2023, $EC_{i,j,y} = 2,489,626.14$ kWh For 01-January-2024 till 31-March-2024, $EC_{i,j,y} = 2,011,536.881$ kWh</p>
Is measuring and reporting frequency in accordance with the monitoring plan and monitoring methodology? (Yes / No)	Yes
Details of monitoring equipment:	The values are obtained from the CMS sheets /05/. CMS has a smart metering system through which the data is monitored on a real time basis. Energy meter with Accuracy class 0.5 S are installed for each charger that are calibrated periodically as per industry norms.
Is accuracy of the monitoring equipment as stated in the VCS PD? If the VCS PD does not specify the accuracy of the monitoring equipment, does the monitoring equipment represent good monitoring practice?	NA
Calibration frequency /interval: Is it monitoring methodology /CDM EB guidance / local or national standards / manufacturers specification	NA
Is the calibration interval in line with the monitoring plan of the VCS PD? If the VCS PD does not specify the frequency of calibration, does the selected frequency represent good monitoring practise?	NA. QA/QC procedures stated in JPD&MR is compiled /01/
Company performing the calibration(internal or external calibration):	NA
Did calibration confirm proper functioning of monitoring equipment? (Yes / No):	NA
Is (are) calibration(s) valid for the whole reporting period?	NA

<p>If applicable, has the reported data been cross-checked with other available data?</p>	<p>Yes, the reported data in MR has been compared with CMS datasheets /05/ and the ER sheet /02/.</p> <p>It is observed to VVB that during the calculation only 4-wheelers are considered and also the PP has not taken the electricity consumption of BlueSmart from RBML's EVCS in the VCU calculation. RBML has not considered the electricity supplied to BlueSmart for calculation of VCUs and the same has been verified by VVB /02/, /03/ and found appropriate.</p>
<p>How were the values in the monitoring report verified?</p>	<p>NA</p>
<p>Does the data management (from data generation to emission reduction calculation) ensure correct transfer of data and reporting of emission reductions and are necessary QA/QC processes in place?</p>	<p>Yes, the data management ensures correct transfer of data and reporting of emission reductions and all necessary QA/QC processes are in place.</p>
<p>In case only partial data are available because activity levels or non-activity parameters have not been monitored in accordance with the registered monitoring plan, has the most conservative assumption theoretically possible been applied or has a request for deviation been approved?</p>	<p>NA</p>

Validation & Verification team confirms that all parameters are used correctly in the calculations, all results are verifiable and transparent, all assumptions are described and based on verifiable evidence and calculations are done in accordance with the pre-defined formulae from VCS PD&MR /01/. The total number of emission reductions for the monitoring period (24-March-2022 to 31-March-2024) is 3,021 tCO₂e.

4.2 Accuracy of Reduction and Removal Calculations

The equations and choices provided in the methodology and all other methodological tools are correctly quoted in the Joint PD & MR /01/. The emission reductions of the project activity are calculated using the formulae mentioned in the applied methodology; VM0038 version 1.0 /B02/. The validation & verification team has reviewed the emission reduction spread sheets (ER sheets) and checked all the formulae and found they are correct and are in accordance with the monitoring plan of the JPD& MR /01/ and the applied monitoring methodology /B02/.

Emission reductions have been calculated in accordance with the applied methodology VM0038 version 1.0 /B02/. The PP has used monitored data and ex-ante fixed data including default values as mandated/permitted by the applied methodology. The values used for calculation of GHG emission reductions have been thoroughly checked by the validation & verification team and was found appropriate and correct. The Parameters Determined ex-ante is listed in section 6.1 of this Joint validation and verification report.

The spread sheet submitted by the PP clearly and transparently mentions values of the data parameters used for calculation of emission reductions. The input values have been verified from the reliable and authentic sources including the CMS datasheets /05/, VCS Joint PD & MR /01/, and applied methodology /B02/. The emission reductions calculated were compared with the emission reduction spread sheet /02/, /03/ and found to be correct. No significant reporting risks have been identified for the data reported.

VVB confirms that all parameters are used correctly in the calculations, all results are verifiable and transparent, all assumptions are described and based on verifiable evidence and calculations are done in accordance with the pre-defined formulae from registered VCS Joint PD & MR /01/. The estimated annual average of 237,753 tons carbon dioxide equivalent (tCO₂e) in GHG emission reductions, totaling 2,377,534 tCO₂e over the 10-year crediting period. The first monitoring period for the project activity is 24-March-2022 to 31-March-2024 and the actual emission reduction achieved during current monitoring period is 3,021 tCO₂e. VVB has checked and confirmed the calculations in the spreadsheet and found to be accurate. The monitoring report is supported by an emission reduction spreadsheet. The consistency and formula were verified and found to be accurate

4.3 Quality of Evidence to Determine Reductions and Removals

When verifying the report emission reduction, CCIPL ensured that there was a clear audit trail that contained the evidence and records that validate the stated figures. All source documents that form the basis for assumptions and other information underlying the GHG data are shown above.

When assessing the audit trails, CCIPL also examined:

1. Whether sufficient evidence was available, both in terms of frequency and in covering the full monitoring period
2. The source and nature of the evidence

3.If comparable information was available from sources other than that used in the JPD & MR report, CCIPL cross-checked the JPD & MR report against the other sources to confirm that the stated figures were correct. The sources and the data referenced are shown in Appendix 1 below.

CCIPL also assessed that the data collection system met the requirements of the monitoring plan as per the applied methodology.

Proper data management inclusive of data acquisition and aggregation, data management system is being followed for the project activity.

The monitoring personnel at site are well trained and follow reproducible routines. Thus, they are competent to carry out the relevant tasks with sufficient accuracy.

5 VALIDATION AND VERIFICATION OPINION

5.1 Validation and Verification Summary

The Project Participant BlueEarth Environment Private Limited, has appointed the VVB, Carbon Check (India) Private Ltd. to perform a Joint validation and verification of the VCS Project Activity “RBML (Reliance BP Mobility Limited) EV Charging Infrastructure Project”. This report summarizes the findings of the validation and verification of the project, performed on the basis of VCS criteria, as well as criteria given to provide for consistent project operations, monitoring, and reporting.

The validation and verification process were performed on the basis of all guidance and criteria as provided in VCS Standard version 4.7 /B01-a/, VCS Program Guide version 4.4 /B01-b/, VCS Validation and Verification Manual version 3.2/B01-c/ and Registration & Issuance Process version 4.4/B01-d/.

The project activity provides the information in Joint PD & MR /01/ as required by the VCS Standard -a/B01/ and Validation and Verification Manual /B01-c/ and in Carbon Check’s opinion meets the requirements of the applied baseline and monitoring methodology, VM0038 version 1.0 /B02/and is likely to achieve the estimated emission reductions. The Joint validation and verification have been performed using a risk-based approach, as described above. The estimated annual average of 237,753 tons carbon dioxide equivalent (tCO_{2e}) in GHG emission reductions, totaling 2,377,534 tCO_{2e} over the 10 year fixed crediting period. The first monitoring period for the project activity is 24-March-2022 to 31-March-2024 and the actual emission reduction achieved during current monitoring period is 3,021 tCO_{2e}.

5.2 Validation Conclusion

Carbon Check (India) Private Ltd concludes the validation with a positive opinion that the VCS Project Activity “RBML (Reliance BP Mobility Limited) EV Charging infrastructure project”, as described in the VCS Joint PD & MR /01/, meets all the applicable VCS requirements, including those specified in the Project Standard /B01/, relevant methodology /B02/, tools /B03/ and guidelines.

CCIPL’s validation opinion is purely based on the information made available to us by the project proponent during validation and hence CCIPL cannot guarantee the accuracy or correctness of the information. Keeping this in mind, no party can hold CCIPL liable for any decisions made or not made in this report.

The selected baseline and monitoring methodology (VM0038, Version 1.0) /B02/ is applicable to the project and correctly applied.

Crediting Period: From 24-March-2022 to 23-March-2032

Validated estimated GHG emission reductions and carbon dioxide removals for the project crediting period:

Vintage period	Estimated baseline emissions (tCO _{2e})	Estimated project emissions (tCO _{2e})	Estimated leakage emissions (tCO _{2e})	Estimated reduction VCUs (tCO _{2e})	Estimated removal VCUs (tCO _{2e})	Estimated total VCUs (tCO _{2e})
01-January-2022 ¹⁷ to 31-December-2022	680	457	0	222	0	222
01-January-2023 to 31-December-2023	5,124	3,458	0	1,666	0	1,666
01-January-2024 to 31-December-2024	21,532	14,554	0	6,979	0	6,979
01-January-2025 to	68,319	46,184	0	22,134	0	22,134

¹⁷ The crediting period starts from 24-March-2022, so the value for the estimated emission is taken from 24-March-2022.

31-December-2025						
01-January-2026 to 31-December-2026	169,781	114,757	0	55,023	0	55,023
01-January-2027 to 31-December-2027	354,509	239,577	0	114,932	0	114,932
01-January-2028 to 31-December-2028	651,363	440,136	0	211,226	0	211,226
01-January-2029 to 31-December-2029	1,087,295	734,712	0	352,583	0	352,583
01-January-2030 to 31-December-2030	1,708,750	1,154,668	0	554,082	0	554,082
01-January-2031 to 31-December-2031	2,462,674	1,664,154	0	798,520	0	798,520
01-January-2032 to 31-	802,380	542,214	0	260,166	0	260,166

December-2032 ¹⁸						
Total	7,332,406	4,954,872	0	2,377,534	0	2,377,534

5.3 Verification conclusion

Carbon Check (India) Private Ltd concludes the verification with an opinion that the VCS Project Activity “RBML (Reliance BP Mobility Limited) EV Charging infrastructure project”, as described in the VCS Joint PD & MR /01/, meets all the applicable VCS requirements, including those specified in the Project Standard /B01/, relevant methodology /B02/, tools /B03/, and guidelines.

The selected baseline and monitoring methodology, VM0038, Version 1.0/B02 / is applicable to the project and correctly applied. Carbon Check (India) Private Ltd therefore requests the registration of the project as a VCS project activity.

The VVB confirms that the project has been implemented in accordance with the Joint PD & MR /01/.

Verification Period: From 24-March-2022 to 31-March-2024.

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

Vintage period	Baseline emissions (tCO _{2e})	Project emissions (tCO _{2e})	Leakage emissions (tCO _{2e})	Reduction VCUs (tCO _{2e})	Removal VCUs (tCO _{2e})	Total VCUs (tCO _{2e})
01-January-2022 ¹⁹ to 31-December-2022	297	158	0	139	0	139.
01-January-2023 to 31-December-2023	3,371	1,783	0	1,588	0	1,588

¹⁸ The end of crediting period is 23-March-2032, so the value for the estimated emission is taken until 23-March-2032.

¹⁹ The monitoring period starts from 24-March-2022, so the value for the emission reduction is taken from 24-March-2022.

01-January-2024 to 31-December-2024 ²⁰	2,733	1,440	0	1,293	0	1,293
Total	6,402	3,381	0	3,021	0	3,021

The validation & verification team is of the opinion that the project has been implemented in accordance with the Joint PD & MR. The monitoring complies with the monitoring plan and the monitored data and calculation of ERs are assessed and confirmed as correct.

Therefore, CCIPL hereby certifies, and requests the issuance of, the reported ERs during the monitoring period of 24-March-2022 to 31-March-2024 amounting to 3,021 tCO₂e to the VCS Registry.

5.4 Ex-ante vs Ex-post ERR Comparison

Vintage period	Ex-ante estimated reductions/removals	Achieved reductions/removals	Percent difference	Explanation for the difference
24-March-2022 to 31-December-2022	222	139	-37.21%	Lower demand of LDVs than expected (Expected penetration of 2% vs actual at 0.9%)
01-January-2023 to 31-December-2023	1,666	1,588	-4.68%	Lower demand of LDVs than expected (Expected penetration of 3.5% vs actual at 1.8%)
01-January-2024 to 31-March-2024	1,744	1,293	-25.86%	Lower demand of LDVs than expected (Expected penetration of 6% vs actual at 1.9%)
Total	3,632	3,021	-17%	Lower demand of LDVs than expected

²⁰ The end of monitoring period is 31-March-2034, so the value for the emission reduction is taken until 31-March-2034.

APPENDIX 1: COMMERCIALY SENSITIVE INFORMATION

Not Applicable

APPENDIX 2: REFERENCE DOCUMENTS

Ref	Document
/01/	<p>Joint Project Description and Monitoring Report titled:</p> <ul style="list-style-type: none"> a) RBML (Reliance BP Mobility Limited) EV Charging Infrastructure Project (version 01; dated: 27-May-2024) b) RBML (Reliance BP Mobility Limited) EV Charging Infrastructure Project (version 02; dated: 21-August -2024) c) RBML (Reliance BP Mobility Limited) EV Charging Infrastructure Project (version 03; dated: 29-August -2024)
/02/	<p>Estimated ER calculation spreadsheets</p> <ul style="list-style-type: none"> a) RBML (Reliance BP Mobility Limited) EV Charging Infrastructure Project (version 1.0; dated: 27-May-2024) b) RBML (Reliance BP Mobility Limited) EV Charging Infrastructure Project (version 1.2; dated: 21-August -2024)
/03/	<p>Actual ER calculation spreadsheet</p> <ul style="list-style-type: none"> a) RBML (Reliance BP Mobility Limited) EV Charging Infrastructure Project (version 1.0; dated: 27-May-2024) b) RBML (Reliance BP Mobility Limited) EV Charging Infrastructure Project (version 1.2; dated: 21-August -2024)
/04/	Commissioning Report- 24-March-2022
/05/	Electricity delivered - CMS sheets- 2022, 2023 and 2024 and Report generation through CMS.
/06/	Technical specifications
/07/	AC consumption bills
/08/	License and permits of land from owners
/09/	Code of Conduct and sexual harassment policy
/10/	Employment records and Evidence for SDGs
/11/	Grievance records- For the whole MP
/12/	Local stakeholder consultation documents
/13/	<ul style="list-style-type: none"> - EVCS database with unique ID - Charger details - Geodetic Coordinates & KML file
/14/	Energy Meters- Calibration and Life span declaration
/15/	Validation and Verification Contract (CC IPL & BlueEarth)- 09-May-2024
/16/	Onsite visit records- 08-July-2024 & 09-July-2024
/17/	RBML Business plan
/18/	Ownership details and Declaration from PP on double counting
/19/	Purchase order

APPENDIX 3: BACKGROUND DOCUMENTS

Ref	Document
/B01/	VCS Requirements: <ol style="list-style-type: none"> a. VCS Standard (Version 4.7, dated 16- April- 2024) b. VCS Program Guide (Version 4.4, dated 29-August-2023) c. VCS Validation and Verification Manual (Version 3.2, dated 19-October-2016) d. Registration & Issuance Process (Version 4.5, dated 16-April-2024) e. VCS program definition (Version 4.5, dated 16-April-2024) f. VCS JPD & MR template (Version 4.4 dated 16- April- 2024)
/B02/	Applied baseline and monitoring methodology: <ul style="list-style-type: none"> - VM0038, Methodology for Electric Vehicle Charging System, Version 1.0
/B03/	Methodological Tool <ul style="list-style-type: none"> - VMD0049: Activity Method for Determining Additionality of Electric Vehicle Charging Systems - CDM TOOL 07 “Tool to Calculate the Emission factor for an Electricity System” Version-07.0 - CDM TOOL 21 “Demonstration of Additionality of Small-Scale Project Activities” Version 13.1
/B04/	Default value as per 2006 IPCC Guidelines for National Greenhouse Gas Inventories Volume 2, chapter 1- introduction and chapter 2- Stationery combustion.
/B05/	VERRA Registry - Verra Landing page
/B06/	Central Electricity Authority database, Version 18.0 and version 19.0 <ul style="list-style-type: none"> - https://cea.nic.in/cdm-co2-baseline-database/?lang=en
/B07/	UNFCCC website- CDM: CDM-Home (unfccc.int)

APPENDIX 4: ABBREVIATIONS

CDM	Clean Development Mechanism
BE	Baseline Emission
CAR	Corrective Action Request
CCIPL	Carbon Check (India) Private Ltd.
CDM	Clean Development Mechanism
CL	Clarification Request
CO₂	Carbon Dioxide
CO_{2e}	Carbon Dioxide Equivalent
DPR	Detailed project report
DVR	Draft Validation Report
EB	CDM Executive Board
EF	Emission Factor
ER	Emission Reduction
EVCS	Electric Vehicle Charging System
FAR	Forward Action Request
FVR	Final validation Report
GHG	Greenhouse gas(es)
IPCC	Intergovernmental Panel on Climate Change
MW	Mega Watt
MWh	Mega Watt Hour
NA	Not Applicable
OSV	On Site Visit
PD	Project Description
PP	Project Proponent
QC/QA	Quality control/Quality assurance
RBML	Reliance BP Mobility Limited
TR	Technical Review
UNFCCC	United Nations Framework Convention on Climate Change
VCS	Verified Carbon Standard
VCU	Verified Carbon Unit
VVB	Validation Verification Body
VVM	Validation and Verification Manual
VVS	Validation and Verification Standard

APPENDIX 5: FINDINGS LOG

Table 1. CL from this Joint validation & Verification

Finding	CL 01		
Classification	<input type="checkbox"/> CAR	<input checked="" type="checkbox"/> CL	<input type="checkbox"/> FAR
Description of finding (VVB)	<p>PP shall submit the following documents:</p> <ol style="list-style-type: none"> 1. Evidence of ownership 2. Evidence of start date 3. Evidence for no double counting 4. KML File & Geodetic coordinates 5. Technical specification of equipment's installed in the project activity including lifespan/ Manufacturer data. 6. Evidence of SDGs 7. Records of license and permits 8. Stakeholder Consultation Report 9. Grievance records 10. Code of conduct 11. Sexual harassment Policy 12. Employment Records 13. License/ permits with the asset owner for property right 14. QA/QC Procedures (if any) 15. Charging point electricity utilizing records (Entire MP for all the charging stations) 16. Unique ID (Charger station ID) 17. Monitoring records (viz. service records, breakdown records etc) 18. Meter Reading Details (Entire MP for all the charging stations) 		
Corrective Action or clarification #1 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)	The mentioned documents are now submitted.		
VVB Assessment #1 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.	<ol style="list-style-type: none"> 1. PP shall mention the appropriate evidence submitted to VVB in order to cross check the ownership with PP in the response. CL is open. 2. PP has submitted a few commissioning reports to VVB. However, PP is requested to submit the 1st charger commissioning certificate dated 24-March-2022 to substantiate the start date considered for the project activity. CL is open. 3. PP has submitted a self-declaration on double counting to VVB. However, PP to mention the document submitted to VVB in order to ensure no double counting. CL is open 		

Finding	CL 01
	<p>4. PP has submitted the KML and geodetic coordinates for the chargers located in geographical area which VVB reviewed and found appropriate. CL is closed.</p> <p>5. - PP has submitted few technical specifications of chargers installed in the project activity. However, PP shall submit the technical specification of the all chargers mentioned in the section 1.12 of the JPD & MR. CL is open.</p> <p>1) - PP has submitted the life span declaration from the manufacturers of the chargers to VVB and the same has been verified. CL is closed.</p> <p>6. PP shall refer to CL 08 of the same report. CL is closed.</p> <p>7. PP shall mention the appropriate evidence submitted to VVB in order to cross check the records and permits. CL is open</p> <p>8. PP has submitted Stakeholder Consultation Report to VVB. However, detailed finding has been mentioned in CAR no: 03 of the same report. CL is closed.</p> <p>9. PP has submitted a grievance record to VVB. However, PP shall submit appropriate evidence/ action taken for closing the issue raised and include the same in section 2.1.4 of the JPD&MR. CL is open.</p> <p>10. PP has submitted the code of conduct to VVB and the same has been verified. CL is closed.</p> <p>11. PP has submitted the sexual harassment policy to the VVB and the same has been verified. CL is closed.</p> <p>12. PP has submitted the work order contract document to VVB, however, PP shall submit a few employment records of direct employment. CL is open.</p> <p>13. PP has submitted some sample License/ permits with the asset owner for property right to VVB and the same has been verified. CL is closed.</p> <p>14. PP shall refer to CAR 09 of the same report.</p> <p>15. PP has submitted the Charging point electricity utilizing records (Entire MP for all the charging stations) to VVB and the same has been verified. CL is closed.</p> <p>16. PP has submitted the appropriate evidence for the unique ID for the charging stations. CL is closed.</p> <p>17. PP has submitted the EV charger maintenance records valid from 01/02/2024 to 31/03/2025. PP shall submit the records for the whole Monitoring period. CL is open.</p> <p>18. PP has submitted the appropriate evidence to the VVB. CL is closed.</p>

Finding	CL 01
<p>Corrective Action or clarification #2</p> <p>(PP shall write a detailed and clear corrective action or further information for clarification as per finding)</p>	<ol style="list-style-type: none"> 1. We have submitted the Agreement with land owner, electricity bills mentioning PPs name, PO of the equipment before the start date, also we have shared the Screenshot of the app (Terms and conditions as well as consent from user on credit ownership just before charging the vehicle through app) which shows the explicit consent that the customers are agree on Ownership of carbon credit benefits to RBML. 2. Charger commissioning means testing of charger before EV charging station is made live for the transactions by customers. There are lot of activities such as civil, electrical, branding which goes in parallel before a EV charging station is ready to serve customers. Once the entire infrastructure is ready to the satisfaction of RBML team, the inauguration of EV charging station is recommended. To substantiate the start date, we are enclosing the email dated 24-March-2022 showcasing the inauguration and pictures associated with the inauguration post which the EV charging station has gone live to serve public. This is in-line with Verra with section 3.8 of Verra standard 4.7 3. We have submitted CMS sheets to VVB which specify the unique identifiers of charging station, chargers and customer details. The electricity delivered to BluSmart was deducted from the electricity delivered by the project to avoid double counting earlier as well. Also, we have submitted screenshot of the app (Terms and Conditions as well as notable declaration in the app before start of charging) showing carbon credit ownership to RBML. PP has taken steps as per the Verra guidelines and methodology to avoid double counting. 4. Closed 5. Now we have submitted the technical specifications of all the chargers and we have revised the section 1.12 in line with it. 6. Closed. 7. Now we have made section wise folders for supporting documents and submitted - <ul style="list-style-type: none"> • Evidence of ownership - Lease agreement, App Screenshot • Evidence of start date - Email of start date with Inauguration • Evidence for no double counting- Declaration, ER sheet with deducted units of Blusmart.

Finding	CL 01
	<ul style="list-style-type: none"> • KML File & Geodetic coordinates – Kml file • Technical specification of equipment's installed in the project activity including lifespan/ Manufacturer data. – Test reports and Tehnical specification by manufacture, declarations by manufactures • Evidence of SDGs- Code of conduct, SDG 9 Separate evidence • Records of license and permits- leage agreement, PO • Stakeholder Consultation Report- Stakeholder reports • Grievance records- Greivance sheet, Grievence data • Code of conduct - Submitted • Sexual harassment Policy- Submitted • Employment Records- Employment record detail and Direct Employment data • License/ permits with the asset owner for property right- Agreements • QA/QC Procedures (if any) • Charging point electricity utilizing records (Entire MP for all the charging stations)- CMS sheets and Metering bills • Unique ID (Charger station ID)- Station ID with Geo coordinates • Monitoring records (viz. service records, breakdown records etc) – Maintenance record • Meter Reading Details (Entire MP for all the charging stations)- Metering Bills, CMS sheets from March 22 to March 2024 <p>2)</p> <p>8. Closed</p> <p>9. Now we have submitted the Grievance record alongwith SOPs and escalation matrix for grievance resolution call center. All the grievances have been successfully closed as mentioned in the file shared with VVB. We have also mentioned a detailed note in JPD&MR on grievance resolution while quoting few instances of grievance resolution to the satisfaction of customer. Please refer 2.1.4 of JPDMR for further details.</p> <p>10. Closed</p> <p>11. Closed</p> <p>12. Now we have submitted the declaration letter from chief talent officer RBML to clarify the employment records of direct employment.</p> <p>13. Closed</p> <p>14. CAR 9 has been responded.</p> <p>15. Closed</p> <p>16. Closed</p>

Finding	CL 01
	<p>17. Now we have submitted the maintenance record for whole monitoring period. The chargers are under warranty during the start of the monitoring period hence AMC is included as part of the standard PO to the OEM. PI refer clause 17.1 of the PO dated 28-Feb-2022 on page no. 29.</p>
<p>VVB Assessment #2</p> <p>The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.</p>	<ol style="list-style-type: none"> 1. PP has submitted the Agreement with landowner, electricity bills mentioning PPs name, PO of the equipment before the start date, also we have shared the Screenshot of the app. VVB has verified the documents and confirms the ownership with PP. CL is closed. 2. PP has submitted email dated 24-March-2022 showcasing the inauguration and pictures associated with the inauguration post which the EV charging station has gone live to serve public and also has submitted a letter from EXICON for the commission of the chargers on 24-March-2022 which is the start date of the project activity. Hence the CL is closed. 3. PP has submitted the CMS sheets along with unique identifiers of charging station, chargers and customers details. Screenshot of the app (Terms and Conditions as well as notable declaration in the app before start of charging) showing carbon credit ownership to RBML Also, the electricity delivered to BluSmart was deducted from the electricity delivered by the project to avoid double counting. Hence confirms that PP has taken steps to avoid double counting. CL is closed. 5. PP has submitted the technical specification of all the chargers mentioned in the section 1.12 of the JPD & MR. CL is closed. 7. PP has submitted the land lease agreements to confirms the records and permits. CL is closed. 9. PP has submitted Grievance records along with SOPs and escalation matrix for grievance resolution call centre. Hence the CL is closed. 12. PP has submitted a declaration letter from chief talent officer RBML for the direct employment. CL is closed. 14. On basis of the response to CAR 09, this CL is closed. 17. PP has submitted the maintenance records for the whole monitoring period. CL is closed.

Finding	CL 01
Conclusion Tick the appropriate checkbox	<input type="checkbox"/> To be checked during the next periodic verification <input type="checkbox"/> Outstanding finding (not closed) <input checked="" type="checkbox"/> The finding is closed

Finding	CL 02		
Classification	<input type="checkbox"/> CAR	<input checked="" type="checkbox"/> CL	<input type="checkbox"/> FAR
Description of finding (VVB)	In reference to the latest version available on VERRA website, the following findings are raised: <ol style="list-style-type: none"> PP to clarify the use version 4.5 of the VCS Standard as the latest version of VCS Standard available on the VERRA website is 4.7. PP to clarify the use of version 4.3 of the VCS JPD & MR as the latest version 4.4. of the JPD & MR is available on the VERRA website. 		
Corrective Action or clarification #1 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)	<ol style="list-style-type: none"> We are now using version 4.7 of the VCS Standard as the latest version of VCS Standard available on the VERRA website clarifying that we are now using version 4.4 of the VCS JPD & MR as the latest version We have amended the version of JPD MR. 		
VVB Assessment #1 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.	<ol style="list-style-type: none"> PP has revised the JPD & MR and has used the latest version of the VCS Standard 4.7 available on the VERRA website, However, the date of release of the VCS standard v4.7 mentioned in section 1.1 is not appropriate. PP is requested to rectify the same. CL is open. PP has revised the JPD& MR and has used the latest version 4.4 available on the VERRA website. CL is closed. 		
Corrective Action or clarification #2 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)	<ol style="list-style-type: none"> Now PP have mentioned the appropriate date of release of the VCS standard v4.7 mentioned in section 1.1 of JPD & MR. Closed 		
VVB Assessment #2 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.	<ol style="list-style-type: none"> PP has now revised the date of release of the VCS standard v4.7 mentioned in section 1.1 inline to the date available in the VERRA website. Hence the CL is closed. 		

Finding	CL 02
Conclusion Tick the appropriate checkbox	<input type="checkbox"/> To be checked during the next periodic verification <input type="checkbox"/> Outstanding finding (not closed) <input checked="" type="checkbox"/> The finding is closed

Finding	CL 03
Classification	<input type="checkbox"/> CAR <input checked="" type="checkbox"/> CL <input type="checkbox"/> FAR
Description of finding (VVB)	In reference to the section 1 of the JPD & MR, the following findings are raised: <ol style="list-style-type: none"> PP shall complete the section 1.2 audit history in the JPD & MR, as it is being performed by CCIPL. In Section 1.15 of the JPD & MR, PP shall mention the laws and its compliance as per VCS standard, version 4.7 and template requirement. Section 1.18.2 of the JPD & MR, under the description it is mentioned that the project contributes to SDG 13, SDG 3, SDG 7 and SDG 9. However, the table 1 of the JPD & MR mentions SDG 13, 7 and 9. PP is requested to correct the inconsistency in the JPD & MR.
Corrective Action or clarification #1 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)	<ol style="list-style-type: none"> Mentioned the audit details, completed on the section 1.2 audit history in the JPD & MR, as it is being performed by CCIPL. We have now mentioned about the laws and its compliance in section 1.15 of JPD MR as per VCS standard, version 4.7 and template requirement. Elaborated the SDGs in the Section 1.18.2 and also in table 1, now considering the SDG 13, SDG 11, SDG 9 & SDG 7 for this project.
VVB Assessment #1 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.	<ol style="list-style-type: none"> In section 1.2 of the JPD & MR, PP has completed the audit history, however it is observed that the number of years for verification seems to be erroneous. CL is open. PP has revised the section 1.15 of the JPD & MR as per the VCS standard, version 4.7 and template requirement available on the VERRA website. CL is closed. PD has revised the section 1.18.2 of the JPD & MR, considering that the project contributes to the SDG 13, SDG 11, SDG 7 and SDG 9 which is found to be inline with table 1 of the JPD & MR. CL is closed.
Corrective Action or clarification #2 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)	<ol style="list-style-type: none"> Now PP has mentioned the correct number of years for verification in the audit history table. Closed Closed

Finding	CL 03
<p>VVB Assessment #2</p> <p>The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.</p>	<p>1. In the section 1.2 of the revised JPD & MR, PP has rectified the number of years for verification, Hence the CL is closed.</p>
<p>Conclusion</p> <p>Tick the appropriate checkbox</p>	<p><input type="checkbox"/> To be checked during the next periodic verification</p> <p><input type="checkbox"/> Outstanding finding (not closed)</p> <p><input checked="" type="checkbox"/> The finding is closed</p>

Finding	CL 04		
Classification	<input type="checkbox"/> CAR	<input checked="" type="checkbox"/> CL	<input type="checkbox"/> FAR
Description of finding (VVB)	<p>With regard to ownership, section 1.8 of the JPD & MR, PP shall submit the proof of carbon rights along with credible evidence. And further PP shall demonstrate how it is in compliance with section 4, applicability condition 6 of the applied methodology (VM0038, version 1.0).</p>		
<p>Corrective Action or clarification #1</p> <p>(PP shall write a detailed and clear corrective action or further information for clarification as per finding)</p>	<p>We have now submitted the manufacturer declaration indicating the project life of 12-15 years and the lease agreement of 10 years. The same is elaborated in detail in section 1.8</p>		
<p>VVB Assessment #1</p> <p>The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.</p>	<p>PP shall clarify how the manufacturer declaration and land lease agreement explain the proof carbon rights. Also, PP shall demonstrate how it is in compliance with section 4, applicability condition 6 of the applied methodology (VM0038, version 1.0). CL is open.</p>		

Finding	CL 04
<p>Corrective Action or clarification #2</p> <p>(PP shall write a detailed and clear corrective action or further information for clarification as per finding)</p>	<p>We have submitted the PO of chargers, electricity bills which are in the name of PP and land lease agreement to explain the ownership of asset with RBML and associated carbon rights. As per CMS sheets submitted to VVB, we have considered only LDV vehicles for the calculation of GHG emission reduction. Also submitted the screenshot of the app (Terms and conditions as well as Declaration for consent before the start of charging from user) which shows the users are agree on ownership of RBML on carbon credit benefits. We have added the screenshot of the app in appendix 3 of revised JPD&MR. The requirements as per the methodology (applicability conditions 6) have been complied.</p>
<p>VVB Assessment #2</p> <p>The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.</p>	<p>The justification provided by PP is acceptable by VVB. Also VVB has cross checked the documents mentioned by PP to support the proof of carbon rights and the compliance with section 4, applicability condition 6 of the applied methodology (VM0038, version 1.0). Hence the CL is closed.</p>
<p>Conclusion</p> <p>Tick the appropriate checkbox</p>	<p><input type="checkbox"/> To be checked during the next periodic verification</p> <p><input type="checkbox"/> Outstanding finding (not closed)</p> <p><input checked="" type="checkbox"/> The finding is closed</p>

Finding	CL 05		
Classification	<input type="checkbox"/> CAR	<input checked="" type="checkbox"/> CL	<input type="checkbox"/> FAR
Description of finding (VVB)	<p>With regard to applicability of the methodology (VM0038, version 1.0), section 3.2 of the JPD & MR, PP shall submit the records of inventory charging infrastructure, metering system.</p>		
<p>Corrective Action or clarification #1</p> <p>(PP shall write a detailed and clear corrective action or further information for clarification as per finding)</p>	<p>The inventory is now submitted</p> <p>We have now submitted the records of inventory charging infrastructure, metering system in charger details.excel</p>		
<p>VVB Assessment #1</p> <p>The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.</p>	<p>PP has submitted the records of inventory charging infrastructure as per the applicability of the methodology (VM0038, version 1.0) to VVB. Hence the CL is closed.</p>		

Finding	CL 05
Conclusion Tick the appropriate checkbox	<input type="checkbox"/> To be checked during the next periodic verification <input type="checkbox"/> Outstanding finding (not closed) <input checked="" type="checkbox"/> The finding is closed

Finding	CL 06
Classification	<input type="checkbox"/> CAR <input checked="" type="checkbox"/> CL <input type="checkbox"/> FAR
Description of finding (VVB)	In reference to the section 5 of the JPD & MR and ER sheet, the following findings are raised: <ol style="list-style-type: none"> The submitted ER spreadsheet by the PP is incomplete and not as per the methodological requirements. In the section 5 of the JPD & MR and ER sheet, PP shall mention the appropriate source of data. Also, PP to submit all the source of data and assumptions considered for the calculation of Emission reduction, baseline emission and project emission (for the ex-ante estimation and entire monitoring period for all stations). Section 5.1 of the JPD & MR, PP to clarify which method is opted for the parameters AFEC and MPG; and explain in line with the applied methodology.
Corrective Action or clarification #1 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)	<ol style="list-style-type: none"> Now we have mentioned the source of data in the section 5. Also submitted the Updated ER sheet. Now we have clarify the parameters of AFEC and MPG in the section 5.1 of JPD MR
VVB Assessment #1 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.	PP shall refer to CL 07 and CAR 12 of the same report. This CL will be closed on the basis of the closure of CL 07 and CAR 12. CL 06 is open as of now.
Corrective Action or clarification #2 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)	PP has now replied to CL07 and CAR12. VVB is requested to refer the same for closure of this CL.
VVB Assessment #2 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.	On the basis of closure of CL 07 and CAR 12, VVB has closed the CL 06. Hence the CL is closed.

Finding	CL 06
Conclusion Tick the appropriate checkbox	<input type="checkbox"/> To be checked during the next periodic verification <input type="checkbox"/> Outstanding finding (not closed) <input checked="" type="checkbox"/> The finding is closed

Finding	CL 07- Additional		
Classification	<input type="checkbox"/> CAR	<input checked="" type="checkbox"/> CL	<input type="checkbox"/> FAR
Description of finding (VVB)	<ol style="list-style-type: none"> 1) PP is requested to provide separate spreadsheets for estimation of emission reduction for whole crediting period and actual emission reduction for current monitoring period. 2) In section 3.2 of the JPD&MR, PP has mentioned that only LMV (4 wheelers) are being considered in the project activity however, in ER sheet the electricity delivered for all type of vehicles (2W, 4W, e-buses etc.) is considered. PP is requested to clarify the type of vehicles being considered for baseline. 3) The CMS sheet for April 2022, May 2022, August 2022, September 2022 and October 2022 contains columns for duration of charging of e-vehicles. However, PP has calculated the amount of electricity delivered for the mentioned months. PP is requested to clarify how the amount of electricity delivered is being calculated. Also PP is requested to include appropriate name of parameters and unit in CMS sheet for parameter “ED_{i,y}”. 4) In ER sheet, PP has provided numbers of different e-vehicles as baseline scenario however, the source of the data is not provided. PP is requested to provide credible source for no. of e-vehicles considered. 5) In the ER sheet under the tab- Mileage calculator, PP has considered no. of e-vehicles till July 2024 in ER sheet for baseline scenario whereas the start date of the project activity is 24-March-2022. PP is requested to clarify the same is appropriate for the baseline calculation. 6) In the ER sheet under tab- ER calc, PP has considered actual value for the period from 24-march-2022 to 31-March-2024. PP shall clarify how the actual data can be considered in the calculation of ex-ante. Also, PP is requested to provide appropriate evidence/ reference for the values considered in the ex-ante calculation. 7) PP is requested to clarify how the amount of AC and DC electrical energy is calculated which is mentioned in ER sheet. 8) PP has subtracted the electricity delivered to “Blusmart” from total electricity delivered to e-vehicles in ER sheet. PP is requested to clarify how the amount of electricity delivered to “Blusmart” is being calculated. 9) PP is requested to provide appropriate references for each parameter considered for baseline scenario, in ER sheet 		

Finding	CL 07- Additional
	and clearly demonstrate the same in section 5.1 of the JPD&MR.
<p>Corrective Action or clarification #1</p> <p>(PP shall write a detailed and clear corrective action or further information for clarification as per finding)</p>	<ol style="list-style-type: none"> 1. Now PP has provided separate spreadsheets for estimation of emission reduction for whole crediting period and actual emission reduction for current monitoring period 2. Only LDVs are being considered in the ER sheets for current monitoring period and ex-ante calculations, please refer CMS data sheet. Same has been updated in the ER Sheet. 3. The CMS sheet coloumns for April 2022, May 2022 , August 2022, September 2022 and October 2022 containing electricity delivered has been explained & submitted to VVB. ED_{i,y} is calculated from the Actual Electricity dispensed to customer of LDVs, also shared ER calculation sheet for reference. 4. The credible sources of number of e-vehicles data has now been provided in ER sheet. 5. The necessary changes have been carried out in the ER sheet for the calculation of Ex-Ante and Monitoring period calculations. The major models available before the start date in India are considered for the baseline calculations of the project activity. 6. Now ex-ante calculation is based on estimated value not on monitored value in ER sheet. The ex-ante estimations are based on RBML’s internal analysis & projections, KPMG report, Niti aayog reports, the reference to such reports has been included in the ER sheet. 7. The AC and DC electrical energy is calculated basis the electricity delivered from AC and DC charger respectively. The CMS Sheet shared by PP have detailed charger wise transaction which supports the AC & DC Electricity delivered undertaken in ER sheet. 8. The amount of electricity delivered to Blusmart is calculated on the basis of group name column on CMS sheet. The CMS sheet has been submitted for reference. 9. Now we have mentioned all the references for each parameter on ER sheet and also demonstrated in section 5.1 of JPD&MR.
<p>VVB Assessment #1</p> <p>The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.</p>	<ol style="list-style-type: none"> 1. PP has submitted separate spreadsheets for estimation of emission reduction for whole crediting period and actual emission reduction for current monitoring period. CL is closed. 2. PP has considered only LDVs in the revised ER sheet. The calculation has been verified from the CMS records submitted to VVB. CL is closed. 3. The CMS sheets containing the amount of electricity delivered has been submitted and verified by VVB. Also, PP has included appropriate name of parameters and unit in CMS sheet for parameter “ED_{i,y}”. CL is closed. 4. PP has now provided the credible source for no. of e-vehicles considered in the revised ER sheet. CL is closed.

Finding	CL 07- Additional
	<p>5. PP has revised the calculation of Ex-Ante and Monitoring period of the ER sheet. The major models available before the start date in India are considered for the baseline calculations of the project activity and the same has been verified by VVB. Hence the CL is closed.</p> <p>6. PP has now considered the estimated value for the calculation of ex-ante in the revised ER sheet. Also, PP has provided appropriate evidence/ reference for the values considered in the ex-ante calculation and the same has been cross checked by VVB. Hence the CL is closed.</p> <p>7. PP has submitted the CMS sheets that has detailed charger wise transaction that supports the SC & DC electricity delivered. Hence the CL is closed.</p> <p>8. The amount of electricity delivered to Blusmart is calculated on the basis of group name column on CMS sheet and the same has been verified by VVB. Hence the CL is closed.</p> <p>9. PP has now mentioned all the appropriate reference for each parameter considered in the baseline scenario in the revised ER sheet and the has demonstrated the same in section 5.1 of the revised JPD & MR. CL is closed.</p>
<p>Conclusion</p> <p>Tick the appropriate checkbox</p>	<p><input type="checkbox"/> To be checked during the next periodic verification</p> <p><input type="checkbox"/> Outstanding finding (not closed)</p> <p><input checked="" type="checkbox"/> The finding is closed</p>

Finding	CL 08- Additional		
Classification	<input type="checkbox"/> CAR	<input checked="" type="checkbox"/> CL	<input type="checkbox"/> FAR
Description of finding (VVB)	<p>1) PP has submitted minutes of meeting for LSC. However, PP has not included all required information in section 2.1 of the JPD&MR. PP is requested to include appropriate information in JPD&MR and provide credible evidence in line with para. 3.18.1 to 3.18.6 of VCS standard version 4.7.</p> <p>2) PP has claimed the SDG 11 however, the impact considered for the same is similar to SDG 13. PP is requested to clarify why the same impact is considered for two different SDGs.</p>		

Finding	CL 08- Additional
<p>Corrective Action or clarification #1</p> <p>(PP shall write a detailed and clear corrective action or further information for clarification as per finding)</p>	<ol style="list-style-type: none"> Now we have mentioned all the information of stakeholder consultation in section 2.1 of JPD&MR. We have now also shared the detailed report of our Stakeholder consultation in line with the VCS standard version 4.7. Now we are claiming the SDG 13, 11, 9 and 8. <p>The supporting document for claiming SDG 8 is code of conduct of RBML (please refer to page no. 5 clause no. 4.1) has been shared with VVB.</p>
<p>VVB Assessment #1</p> <p>The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.</p>	<ol style="list-style-type: none"> PP has included all appropriate information related to stakeholder consultation in revised JPD&MR and provided credible evidence in line with para. 3.18.1 to 3.18.6 of VCS standard version 4.7. Hence the CL is closed. PP has submitted all the supporting documents for the claimed SDGs and hence the CL is closed.
<p>Conclusion</p> <p>Tick the appropriate checkbox</p>	<input type="checkbox"/> To be checked during the next periodic verification <input type="checkbox"/> Outstanding finding (not closed) <input checked="" type="checkbox"/> The finding is closed

Table 2. CAR from this Joint Validation & Verification

Finding	CAR 01		
Classification	<input checked="" type="checkbox"/> CAR	<input type="checkbox"/> CL	<input type="checkbox"/> FAR
Description of finding (VVB)	<p>In reference to the cover page and section 1 of the JPD & MR, the following findings are raised:</p> <ol style="list-style-type: none"> PP shall use international numbering format throughout the JPD & MR as required by the VERRA. On the cover page of the JPD & MR, the original date of issue and most recent date of issue are not inline with the JPD & MR template available on the VERRA website. The section 1.1 of the JPD & MR is not inline with project information as per paragraph 2,3 of JPD & MR template available on the VERRA website. In Section 1.1 of the JPD & MR, the unit mentioned for the GHG emission reduction is not inline with the JPD & MR template. The value of the estimated annual average emission reduction is not inline with the ER sheet. 		

Finding	CAR 01
<p>Corrective Action or clarification #1 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)</p>	<ol style="list-style-type: none"> Now we are using the international numbering format throughout the JPD & MR as required by the VERRA. Now amended the date of issue on JPD&MR Now we have described the project on section 1.1 as per the template requirements. Now we have updated as per the ER sheet, now both values are same
<p>VVB Assessment #1 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.</p>	<ol style="list-style-type: none"> PP is requested to use the international numbering format throughout the JPD & MR as required by VERRA. CAR is open. In revised JPD & MR, the original date of issue and most recent data of issue is found to be inline with the JPD & MR template available on the VERRA website. CAR is closed. PP has revised the section 1.1 of the JPD & MR inline with information as per paragraph 2,3 of JPD & MR template available on the VERRA website. CAR is closed. PP has revised the section 1.1 of the JPD & MR and found that the unit mentioned for the GHG emission reduction is inline with the JPD & MR template. Also the value of the estimated annual average emission reduction is inline with the ER sheet. CAR is closed.
<p>Corrective Action or clarification #2 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)</p>	<ol style="list-style-type: none"> Now we have used the international numbering format in updated JPD&MR. Closed Closed Closed
<p>VVB Assessment #2 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.</p>	<ol style="list-style-type: none"> PP has now revised the JPD & MR and has used the international numbering format throughout the document. Hence the CAR is closed.
<p>Conclusion Tick the appropriate checkbox</p>	<input type="checkbox"/> To be checked during the next periodic verification <input type="checkbox"/> Outstanding finding (not closed) <input checked="" type="checkbox"/> The finding is closed

Finding	CAR 02		
Classification	<input checked="" type="checkbox"/> CAR	<input type="checkbox"/> CL	<input type="checkbox"/> FAR
Description of finding (VVB)	In reference to the section 1.4 and 1.5 of the JPD & MR, the following findings are raised:		

Finding	CAR 02
	<ol style="list-style-type: none"> Section 1.4.1 of the JPD & MR is not inline with the VCS template available on the VERRA website. Section 1.5 of the JPD & MR, the project activity instance eligibility is not defined as per the VCS Standard, version 4.7, section 3.6.
<p>Corrective Action or clarification #1 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)</p>	<ol style="list-style-type: none"> Now elaborated the General eligibility of the project on section 1.4.1 with Table Now we have defined the project instance eligibility in section 1.5 as per the VCS Standard, version 4.7, section 3.6.
<p>VVB Assessment #1 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.</p>	<ol style="list-style-type: none"> In section 1.4.1 of the revised JPD & MR, PP has included only section 2.1.1 of the scope of VCS program. PP shall included all the scope of the VCS Program as per the VCS Standard version 4.7. CAR is open. In section 1.5 of the revised JPD & MR, PP shall explain in detail the project activity instance eligibility as per section 3.6 of the VCS Standard, version 4.7. CAR is open.
<p>Corrective Action or clarification #2 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)</p>	<ol style="list-style-type: none"> Now we have included all the scope of VCS program in section 1.4.1 of revised JPD&MR. Now we have mentioned the eligibility criteria for project activity instances in section 1.5 of revised JPD&MR as per section 3.6 of the VCS standard, version 4.7
<p>VVB Assessment #2 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.</p>	<ol style="list-style-type: none"> In the section 1.4.1 of the revised JPD & MR, PP ahs now included all the scope of the VCS Program as per the VCS Standard version 4.7. Hence the CAR is closed. PP has now included all the eligibility criteria for project activity instances in section 1.5 of revised JPD&MR as per section 3.6 of the VCS standard, version 4.7. hence the CAR is closed.
<p>Conclusion Tick the appropriate checkbox</p>	<input type="checkbox"/> To be checked during the next periodic verification <input type="checkbox"/> Outstanding finding (not closed) <input checked="" type="checkbox"/> The finding is closed

Finding	CAR 03
Classification	<input checked="" type="checkbox"/> CAR <input type="checkbox"/> CL <input type="checkbox"/> FAR
Description of finding (VVB)	<p>In reference to the section 2 of the JPD & MR, following findings are raised:</p> <ol style="list-style-type: none"> In Section 2.1.1 of the JPD & MR, the description provided for stakeholder diversity and changes over time is not inline with the JPD & MR template requirements. In the section 2.1.2 of the JPD & MR:

Finding	CAR 03
	<ul style="list-style-type: none"> - The description provided for stakeholder engagement process and ongoing communication are not in line with the template requirements. 3. In Section 2.1.3 of the JPD & MR, the outcome of FPIC is not provided as per the JPD & MR template requirements. 4. Section 2.1.4, under Grievance redress procedure, PP shall mention the time period in the development process as per the JPD & MR template requirements. 5. In Section 2.1.5 of the JPD & MR, PP shall mention the public commenting period of the project activity. 6. Section 2.3.2 of the JPD & MR, PP needs to explain how the project recognizes, respects, and promotes the protection of the rights of IPs, LCs, and customary rights holders in line with applicable international human rights law, and the United Nations Declaration on the Rights of Indigenous Peoples and ILO Convention 169 on Indigenous and Tribal Peoples.
<p>Corrective Action or clarification #1 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)</p>	<ul style="list-style-type: none"> 1. The identification of the stakeholders has been added in the section 2.1.1 of JPD MR,. 2. Now we have mentioned the ongoing communication In the section 2.1.2 of the JPD MR 3. Now we have provided the details of FPIC outcomes as per template. 4. Now we have elaborated the process of grievance in the Section 2.1.4 5. Now we have mentioned the public commenting period of the project activity in Section 2.1.5 6. Now we have explained how the project recognizes, respects, and promotes the protection of the rights of IPs, LCs, and customary rights holders in line with applicable international human rights law, and the United Nations Declaration on the Rights of Indigenous Peoples and ILO Convention 169 on Indigenous and Tribal Peoples in section 2.3.2. For the evidence refer the provided code of conduct .
<p>VVB Assessment #1 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.</p>	<ul style="list-style-type: none"> 1. As per the details provided in stakeholder identification, PP has identified project proponents, building owners, customers utilizing the charging stations, DTL, and OEM as stakeholders. It has been observed that while demonstrating stakeholder diversity and changes over time, the focus has primarily been on the details of drivers and retail customers. CAR is open. 2. The stakeholder engagement process should be further detailed to include information on methods of engaging with stakeholders, including the scheduling of announcements and procedures for documenting outcomes. CAR is open. 3. PD has revised the outcome of FPIC under the section 2.1.3 of the JPD & MR inline to JPD & MR template

Finding	CAR 03
	<p>requirements available on the VERRA website. Hence the CAR is closed.</p> <ol style="list-style-type: none"> 4. The description provided by PP is not appropriate. PP is requested to include more details on the process used to develop the grievance redress procedure, receipt and redressal mechanism period of grievances etc. in the mentioned section. CAR is open. 5. In Section 2.1.5 of the revised JPD & MR, PP has mentioned the public commenting period of the project activity and the same has been confirmed by VVB. Hence the CAR is closed. 6. In the section 2.3.2, PP has explained how the project recognizes, respects, and promotes the protection of the rights of IPs, LCs, and customary rights holders in line with applicable international human rights law, and the United Nations Declaration on the Rights of Indigenous Peoples and ILO Convention 169 on Indigenous and Tribal Peoples in section 2.3.2. Hence the CAR is closed.
<p>Corrective Action or clarification #2</p> <p>(PP shall write a detailed and clear corrective action or further information for clarification as per finding)</p>	<ol style="list-style-type: none"> 1. At the time of initial stakeholder meeting building owners, customers utilizing the charging stations, DTL, and OEM was identified as the stakeholder and for that we have shared a detailed stakeholder report with attendees, pictures, MoM & feedback with the response. And for requirements of section stakeholder diversity and changes over time, PP has revised the JPD&MR. 2. The details of invitation and method is now elaborated in section 2.1.2 of JPD&MR. 3. Closed 4. The description for the grievance redress procedure, receipt and redressal mechanism has been updated in the section 2.1.4 of the JPD&MR. Also, SOP to close grievance and escalation matrix have been submitted. Sample grievances and resolution are also included in the JPD&MR 5. Closed 6. Closed
<p>WB Assessment #2</p> <p>The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB</p>	<ol style="list-style-type: none"> 1. In section 2.1.1 of the revised JPD & MR, the description provided for stakeholder diversity and changes over time is inline with the JPD & MR template requirements. Hence the CAR is closed.

Finding	CAR 03
assessments (#2, #3, etc.) shall be added.	<p>2. In section 2.1.2 of the revised JPD & MR, PP has now included the information on methods of engaging with stakeholders, including the scheduling of announcements and procedures for documenting outcomes. Hence the CAR is closed.</p> <p>4. PP has included more details on the process used to develop the grievance redress procedure, receipt and redressal mechanism period of grievances etc. in the section 2.1.4 of the revised JPD & MR. Hence the CAR is closed.</p>
Conclusion Tick the appropriate checkbox	<input type="checkbox"/> To be checked during the next periodic verification <input type="checkbox"/> Outstanding finding (not closed) <input checked="" type="checkbox"/> The finding is closed

Finding	CAR 04		
Classification	<input checked="" type="checkbox"/> CAR	<input type="checkbox"/> CL	<input type="checkbox"/> FAR
Description of finding (VVB)	In reference to the section 3.2 of the JPD & MR, the following findings are raised: <ol style="list-style-type: none"> Section 3.2 of the JPD & MR, PP needs to justify all the applicability conditions of the applied methodology VM0038, Version 1.0 appropriately along with credible evidence. With regards to condition 3 of the applied methodology (i.e. on double counting) in section 3.2 of the JPD & MR, during the on-site visit it was found that vehicles of Blue Smart Mobility Private Limited are also charged at the Project EV Charging Stations. It is noted that Blue Smart Mobility Private Limited is already registered under VERRA (ID: 2708). PP needs to clarify the issue of double counting of emission reductions in this case. Further PP is requested to clarify how double counting will be avoided in such type of cases. 		
Corrective Action or clarification #1 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)	<ol style="list-style-type: none"> Now we have justified the applicability conditions of the applied methodology VM0038 in section 3.2 RBML has not included the electricity consumption of BluSmart from RBML's EVCS in the project's VCU calculation. Dialogues are currently underway between RBML and BluSmart to decide the ownership of the credits. Therefore, during the current monitoring period, RBML has not considered the electricity supplied to BluSmart in the calculation of VCUs 		
VVB Assessment #1 The assessment shall encompass all open issues in the finding. In case of non-closure, additional	<ol style="list-style-type: none"> In section 3.2 of the revised JPD & MR, PP needs to justify all the applicability conditions of the applied methodology VM0038, Version 1.0 appropriately inline to the project activity. CAR is open. 		

Finding	CAR 04
<p>corrective action and VVB assessments (#2, #3, etc.) shall be added.</p>	<p>2. PP to explain “Dialogues are currently underway between RBML and BluSmart to decide the ownership of the credits”, and how the electricity consumption of BluSmart has not been considered by RBML’s EVCS in the project’s VCU calculation. Also, PP is requested to clarify how double counting will be avoided in such type of cases. CAR is open.</p>
<p>Corrective Action or clarification #2</p> <p>(PP shall write a detailed and clear corrective action or further information for clarification as per finding)</p>	<p>1. Now we have justified the applicability conditions of the applied methodology VM0038 in section 3.2 of JPD&MR</p> <p>2. PP has adhered to all the requirements of methodology and taken proactive steps to ensure no double counting. the same has been incorporated in revised JPD&MR and also elaborated below</p> <ul style="list-style-type: none"> • PP has contractual agreement with the user (as all the users need to agree to terms and conditions before using the application and it has been mentioned in point no. 13 of Terms and conditions that the ownership of carbon credit resides with Jio-bp) • PP has excluded the electricity delivered to BluSmart from the electricity delivered from charging system in the monitoring period to ensure nil double counting in this regard. This has been demonstrated to VVB. Further PP is in discussion with BluSmart on signing MOU for ownership of future credits. • Further, PP has started to display a note to user before the start of every transaction of charging that by proceeding to charging they are giving rights of carbon credits to Jio-bp • PP is maintaining the inventory of chargers with unique identifier • The CMS data for each transaction with user, companies, vehicle types, make have been submitted to DOE to their satisfaction
<p>VVB Assessment #2</p> <p>The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.</p>	<p>1. In section 3.2 of the revised JPD & MR, PP has justified all the applicability conditions of the applied methodology VM0038, Version 1.0 appropriately inline to the project activity. Hence the CAR is closed.</p> <p>2. PP has revised the JPD & MR and has addressed all the proactive steps to ensure that no double counting online with the requirements of the applied methodology. The justification provided by PP is acceptable by VVB. Hence the CAR is closed.</p>
<p>Conclusion</p> <p>Tick the appropriate checkbox</p>	<p><input type="checkbox"/> To be checked during the next periodic verification</p> <p><input type="checkbox"/> Outstanding finding (not closed)</p>

Finding	CAR 04
	<input checked="" type="checkbox"/> The finding is closed

Finding	CAR 05		
Classification	<input checked="" type="checkbox"/> CAR	<input type="checkbox"/> CL	<input type="checkbox"/> FAR
Description of finding (VVB)	With regard to project boundary, section 3.3 of the JPD & MR is not inline with the conditions mentioned in the applied methodology.		
Corrective Action or clarification #1 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)	Now we have well elaborated the project boundary in section 3.3 as per the methodology.		
VVB Assessment #1 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.	In section 3.3 of the revised JPD & MR, PP shall explain the conditions mentioned under project boundary of the applied methodology. CAR is open.		
Corrective Action or clarification #2 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)	Now we have mentioned the conditions for the project boundary as per the applied methodology.		
VVB Assessment #2 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.	In section 3.3 of the revised JPD & MR, PP has explained all the conditions mentioned under project boundary of the applied methodology. Hence the CAR is closed.		
Conclusion Tick the appropriate checkbox	<input type="checkbox"/> To be checked during the next periodic verification <input type="checkbox"/> Outstanding finding (not closed) <input checked="" type="checkbox"/> The finding is closed		

Finding	CAR 06		
Classification	<input checked="" type="checkbox"/> CAR	<input type="checkbox"/> CL	<input type="checkbox"/> FAR
Description of finding (VVB)	In Section 3.4 of the JPD & MR, PP needs to explain in detail the baseline scenario opted for the project activity along with credible		

Finding	CAR 06
	evidence in line with the applied methodology (VM0038, version 1.0) section 6.
Corrective Action or clarification #1 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)	Now we have elaborated the details of baseline scenario in section 3.4. please refer ER sheet provided to cross check the baseline calculation.
VVB Assessment #1 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.	In section 3.4 of the revised JPD & MR, PP has explained the electric LDVs plying on the Indian roads as on July 2024 which is project scenario. PP to explain the transportation service provided in the absence of the project to demonstrate the baseline scenario opted for the project activity inline with paragraph 6 of the applied methodology (VM0038, version 1.0) “The baseline scenario is the operation of comparable fleets (the comparability of baseline and project applicable fleet vehicles to be demonstrated as per indicators set out in applicability conditions in Section 4 above), that would have been used to provide the same transportation service in the absence of the project” along with credible evidence. CAR is open.
Corrective Action or clarification #2 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)	PP has now, for considering the baseline scenario, taken the vehicles before the start date of project (comparable fossil fuel vehicles for electric vehicles plying on the road). The same is now added to section 3.4 of revised JPD MR.
VVB Assessment #2 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.	PP has now considered the baseline scenario for the vehicles before the start date of the project. Also, PP has explained the transportation service provided in the absence of the project to demonstrate the baseline scenario opted for the project activity inline with paragraph 6 of the applied methodology (VM0038, version 1.0). Hence the CAR is closed.
Conclusion Tick the appropriate checkbox	<input type="checkbox"/> To be checked during the next periodic verification <input type="checkbox"/> Outstanding finding (not closed) <input checked="" type="checkbox"/> The finding is closed

Finding	CAR 07		
Classification	<input checked="" type="checkbox"/> CAR	<input type="checkbox"/> CL	<input type="checkbox"/> FAR
Description of finding (VVB)	In Section 3.5.2 of the JPD & MR, PP needs to demonstrate the additionality of the project activity inline with the applied methodology (VM0038, version 1.0) along with credible evidence.		

Finding	CAR 07
Corrective Action or clarification #1 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)	We have demonstrated the additionality of the project activity inline with the applied methodology (VM0038, version 1.0) in section 3.5.2
VVB Assessment #1 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.	PP has demonstrated the additionality of the project activity inline with the applied methodology (VM0038, version 1.0) in section 3.5.2 of the revised JPD & MR. Hence the CAR is closed.
Conclusion Tick the appropriate checkbox	<input type="checkbox"/> To be checked during the next periodic verification <input type="checkbox"/> Outstanding finding (not closed) <input checked="" type="checkbox"/> The finding is closed

Finding	CAR 08		
Classification	<input checked="" type="checkbox"/> CAR	<input type="checkbox"/> CL	<input type="checkbox"/> FAR
Description of finding (VVB)	Section 4.1 of the JPD & MR is not inline with the VCS template available on the VERRA website.		
Corrective Action or clarification #1 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)	Now we have elaborated the implementation status of the project activity in section 4.1		
VVB Assessment #1 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.	In section 4.1 of the revised JPD & MR, PP has elaborated the implementation status inline with the VCS template available on the VERRA website. Hence the CAR is closed.		
Conclusion Tick the appropriate checkbox	<input type="checkbox"/> To be checked during the next periodic verification <input type="checkbox"/> Outstanding finding (not closed) <input checked="" type="checkbox"/> The finding is closed		

Finding	CAR 09		
Classification	<input checked="" type="checkbox"/> CAR	<input type="checkbox"/> CL	<input type="checkbox"/> FAR

Finding	CAR 09
<p>Description of finding (VVB)</p>	<p>In reference to the section 6 of the JPD & MR, the following findings are raised:</p> <ol style="list-style-type: none"> 1. Section 6.1 and 6.2 of the JPD & MR is not inline with the data and parameters ex-ante and monitored as per the applied methodology. Further PP is requested to provide the calibration details of all the measuring devices inline with the VCS Standard, version 4.7 paragraph 3.16 along with credible evidences. 2. Section 6.3 of the JPD & MR, PP to explain in detail the monitoring plan opted for the project activity, Also the monitoring plan described in the JPD & MR is not inline the monitoring plan explained in the applied methodology.
<p>Corrective Action or clarification #1 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)</p>	<ol style="list-style-type: none"> 1. Now the Section 6.1 and 6.2 of the JPD & MR is mentioned as per the applied methodology, also Certificates & declarations from charger OEM and provided to VVB. 2. Now we have described the monitoring plan in section 6.3 as per the applied methodology.
<p>VVB Assessment #1</p> <p>The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.</p>	<ol style="list-style-type: none"> 1. (i) In section 6.1 of the revised JPD & MR under the parameter: <ul style="list-style-type: none"> - AFEC_{i,y} , PP has considered only the electricity consumption per 100km. PP to explain why the share of the EVs on the road is not taken into account in the calculation. The calculation is not inline with the ER sheet submitted to VVB. CAR is open. - MPG_{i,y}, PP to clarify why only two models (TATA Nexon and TATA Tiago) has been considered in the calculation. The calculation is not inline with the ER sheet submitted to VVB. CAR is open. - EF_{j,f,y}. PP to explain why only Emission Factor for gasoline has been considered. CAR is open. (ii) In section 6.2 of the revised JPD & MR under the parameter: <ul style="list-style-type: none"> - EF_{kw i,j,y}, PP has mentioned 0.915 tCO_{2e}/MWh and 0.716 tCO_{2e}/MWh. PP to clarify which value has been considered in the calculation. Also PP to mention the appropriate unit for the PE mentioned under purpose of data. CAR is open. - ED_{i,y}, PP has mentioned the value only for 2022 in the values applied. CAR is open. (ii) PP has submitted the supporting documents for calibration of energy meters of a DCFC Charger. PP is

Finding	CAR 09
	<p>requested to provide the calibration document for all type of DCFC chargers. CAR is open.</p> <p>2. In section 6.3 of the revised JPD & MR, PP to explain in detail how the requirements of paragraph 9.3 of the applied methodology (VM0038, version 1.0) has been opted for the project activity. Also, section 6.3 of the JPD & MR is not inline with the JPD & MR template available on the VERRA website. CAR is open.</p>
<p>Corrective Action or clarification #2</p> <p>(PP shall write a detailed and clear corrective action or further information for clarification as per finding)</p>	<p>1. i. The calculation is revised based</p> <ul style="list-style-type: none"> - $AFEC_{i,y}$ value has been revised on per 100 miles as per the methodology. The share of major models available before the start has been considered, this is in line with the methodology. - $MPG_{i,y}$:The data pertaining to MPG_i values of major models before the start date has been considered. This is now same in ER sheet as well as JPD&MR - $EF_{j,f,y}$:The comparable fleet is pre-dominantly gasoline. We have taken gasoline as a comparable fossil fuel this is also more conservative than diesel which is having a $EF_{j,f,y}$ of 10.191 kg CO₂/Gallon while petrol $EF_{j,f,y}$ is 9.00543 kg CO_{2e}/gallon <p>ii. $EF_{kw\ ij,y}$: PP has corrected the unit of measurement of $EF_{kw\ ij,y}$, the emission factor as published by Central authority of India for the FY 22 (version 18) is 0.918 tco_{2e}/MWh and for FY 23 (version 19) is 0.716 tCO_{2e}/MWh, this is the latest available data from CEA. For ex-ante calculations 0.918 tCO_{2e}/MWh has been considered and for monitoring period the applicable emission factor for 24-march-2022 till 31-march-2022 is 0.918 tCO_{2e}/MWh and from 01-april-2022 till 31-march-2024 is 0.716 tCO_{2e}/MWh, the CEA has not yet released the Emission factor for FY'24. The value of emission factor of FY'23 has been considered for FY'24 as well in the ER sheet.</p> <ul style="list-style-type: none"> - $ED_{i,y}$:The value of 2022 for $ED_{i,y}$, is given as an example to demonstrate the calculation as per methodology. <p>iii. PP is now submitting a declaration from charger OEM that the same DC energy meter has been installed in all the DC chargers rated from 20 Kw till 240 Kw and the latest calibration certificate for DC energy metre by the</p>

Finding	CAR 09
	<p>supplier has also been enclosed. Further the charger OEMs have declared that they cross check the accuracy before the charger supply has been made to RBML.</p> <p>2. Now the section 6.3 is elaborated to meet the criterias 9.3 of the methodology, supporting documents are submitted to VVB also the section 6.3 is now as per the VCS JPD&MR template requirements.</p>
<p>VVB Assessment #2</p> <p>The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.</p>	<p>1. (i) In the section 6.1 of the revised JPD & MR under the parameter:</p> <ul style="list-style-type: none"> - $AFEC_{i,y}$, PP has now considered the electricity consumption per 100miles. Also, the share of the EVs on the road is taken into account in the calculation. The value is now inline with the revised ER sheet submitted to VVB. Hence the CAR is closed. - $MPG_{i,y}$, The data pertaining to MPG_i values of major three models before the start date has been considered in the calculation. The value is now inline with the revised ER sheet submitted to VVB. Hence the CAR is closed. - $EF_{j,f,y}$, the justification provided by PP for considering gasoline is acceptable by VVB. Hence the CAR is closed. <p>(ii) In the section 6.2 of the revised JPD & MR under the parameter:</p> <ul style="list-style-type: none"> - $EF_{kw\ i,j,y}$, PP has used the value 0.918 tCO₂e/MWh for the ex-ante calculations and for the monitoring period 0.918 tCO₂e/MWh from 24-march-2022 till 31-march-2022 and 0.716 tCO₂e/MWh from 01-april-2022 till 31-march-2024. The value of the emission factor ahs been considered from the Central Authority of India for the FY 2022, version 18.0 and for FY 23, version 19.0 and the same has been verified by VVB. Also, the unit for the PE has been revised. Hence the CAR is closed. - $ED_{i,y}$, PP has demonstrated the calculation inline with the applied methodology. Hence the CAR is closed. <p>(iii) PP has submitted declaration from charger OEM that the same DC energy meter has been installed in all the DC chargers rated from 20 Kw till 240 Kw and the latest calibration certificate for DC energy metre by the supplier. Hence the CAR is closed.</p> <p>2. In section 6.3 of the revised JPD & MR, PP has explained in detail the requirements of paragraph 9.3 of the applied methodology (VM0038, version 1.0) has been opted for the</p>

Finding	CAR 09
	project activity. Also, PP has revised the JPD & MR inline to the template requirements available in the VERRA website. Hence the CAR is closed.
Conclusion Tick the appropriate checkbox	<input type="checkbox"/> To be checked during the next periodic verification <input type="checkbox"/> Outstanding finding (not closed) <input checked="" type="checkbox"/> The finding is closed

Finding	CAR 10- Additional		
Classification	<input checked="" type="checkbox"/> CAR	<input type="checkbox"/> CL	<input type="checkbox"/> FAR
Description of finding (VVB)	<p>In reference to the section 7 of the JPD & MR, the following findings are raised:</p> <ol style="list-style-type: none"> 1. The section number mentioned in the revised JPD & MR is not inline with the section number mentioned in the VCS template available on the VERRA website. 2. In section 7.1 of the revised JPD & MR, the data and parameters monitored is not inline with the applied methodology (VM0038, version 1.0). 3. Section 7.2 of the revised JPD & MR is not inline with the JPD & MR template available on the VERRA website. PP to explain in detail the parameters used for the calculation for the baseline emission. Also., PP to mention the baseline emission reduction achieved during the current monitoring period. 4. Section 7.3 of the revised JPD & MR is not inline with the JPD & MR template available on the VERRA website. PP to explain in detail the parameters used for the calculation for the project emission. The value of the project emission (24/03/2022- 31/03/2022) is not inline with the ER sheet submitted to VVB. Also, PP to mention the project emission reduction achieved during the current monitoring period. 5. In section 7.5 of the revised JPD & MR , PP to mention the GHG Emission reduction only for the current monitoring period. Also, PP to delete the table which is not applicable for the project and also clarify why the table for buffer pool allocation has been completed. PP to explain the ex-ante and achieved reduction along with percentage difference and explanation for the same inline to the VCS template available on the VERRA website. 		

Finding	CAR 10- Additional
<p>Corrective Action or clarification #1 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)</p>	<ol style="list-style-type: none"> 1. The correct template version is now used hence the correct section numbers are visible. 2. Now the data and parameters are updated and made inline with applied methodology. 3. PP has revised the Section 7.2 of JPD & MR is now it is inline with the JPD & MR template available on the VERRA website. PP has also explained in detail the parameters used for the calculation for the baseline emission in section 7.2. Also., mentioned the baseline emission reduction achieved during the current monitoring period. 4. PP has revised the Section 7.3 of JPD & MR is now it is inline with the JPD & MR template available on the VERRA website. also PP has now explained in detail the parameters used for the calculation for the project emission. The new ER sheet has been submitted to VVB. The value of project emission (24/03/2022 till 31/03/2022) are now inline in section 7.3 w.r.t ER sheet. Also, PP has mentioned the project emission reduction achieved during the current monitoring period 5. Now PP has mentioned the GHG Emission reduction only for the current monitoring period in section 7.5 of the revised JPD&MR. The table has been deleted which are not related to this project, also ex-ante and achieved reduction along with percentage difference and explanation for the same is included in revised JPD&MR as per the requirements of VCS template available on the VERRA website
<p>VVB Assessment #1 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.</p>	<p>In the section 7 of the revised JPD & MR:</p> <ol style="list-style-type: none"> 1. PP has now revised the section number of the JPD & MR inline to the VCS template available on the VERRA website. Hence the CAR is closed. 2. In section 7.1 of the revised JPD & MR, the data and parameters are updated inline with the applied methodology (VMO038, version 1.0). CAR is closed. 3. PP has revised the section 7.2 of the JPD & MR and has explained in detail the parameters used for the calculation for baseline emission. Also, PP has included the baseline emission reduction achieved during the current monitoring period. Hence the CAR is closed. 4. PP has revised the section 7.3 of the JPD & MR and has explained in detail the parameters used for the calculation for project emission. Also, PP has included the project emission reduction achieved during the current monitoring period. Hence the CAR is closed. 5. In the section 7.5 of the revised JPD & MR, PP has mentioned the GHG Emission reduction achieved during the current monitoring period. Also, Pp has deleted the table which is not applicable for the project and has explained the percentage difference achieved in the ex-ante and actual reduction inline to the VCS

Finding	CAR 10- Additional
	template available in the VERRA website. CAR is closed.
Conclusion Tick the appropriate checkbox	<input type="checkbox"/> To be checked during the next periodic verification <input type="checkbox"/> Outstanding finding (not closed) <input checked="" type="checkbox"/> The finding is closed

Finding	CAR 11- Additional		
Classification	<input checked="" type="checkbox"/> CAR	<input type="checkbox"/> CL	<input type="checkbox"/> FAR
Description of finding (VVB)	In reference to the Appendix of the JPD & MR, the following findings are raised: <ol style="list-style-type: none"> 1. PP to mention the appendix number for the location of EVCS. 2. PP to mention the charger station ID along with the geodetic coordinates. 		
Corrective Action or clarification #1 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)	<ol style="list-style-type: none"> 1. Now PP has mentioned the appendix number in the revised JPD&MR for the location of EVCS. 2. Now PP has mentioned the charger station ID along with the geodetic coordinates in appendix 2 of the revised JPD&MR. 		
VVB Assessment #1 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.	In the Appendix of the revised JPD & MR: <ol style="list-style-type: none"> 1. PP has included the appendix number for the location of EVCS. 2. PP has now included the station ID and OTP date along with the geodetic coordinates or all the stations. Hence the CAR is closed.		
Conclusion Tick the appropriate checkbox	<input type="checkbox"/> To be checked during the next periodic verification <input type="checkbox"/> Outstanding finding (not closed) <input checked="" type="checkbox"/> The finding is closed		

Finding	CAR 12- Additional		
Classification	<input checked="" type="checkbox"/> CAR	<input type="checkbox"/> CL	<input type="checkbox"/> FAR
Description of finding (VVB)	<ol style="list-style-type: none"> 1) The total monthly electricity delivered to e-vehicles mentioned in ER sheet, is not consistent with shared CMS sheets for December 2023 and March 2024. PP is requested to maintain consistency for electricity delivered with CMS sheet. Also, PP is requested to provide electricity delivered sheet for July 2023. 2) PP has calculated the value of "AFEC_{i,y}" in kWh/ 100 km which is not in line with applied methodology. PP is requested to rectify the unit for "AFEC_{i,y}" and subsequently in line with applied methodology. 		

Finding	CAR 12- Additional
	3) PP shall mention calendar year for the calculation of the ER as per the VCS template requirements available in the VERRA website.
Corrective Action or clarification #1 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)	1. The total Monthly electricity delivered to e-vehicle mentioned in the ER sheet is revised and now consistent with the CMS data shared for the month December 2023 and March 2024 with VVB. Also, PP has shared the CMS sheet for July 2023 2. The unit of AF _{ECi,y} is now changed to kWh/100 miles and calculation is now consistent with methodology. 3. Now PP has mentioned the calendar year for the calculation of ER as per the VCS template requirements available in the VERRA website for ex-ante and monitoring period ER sheet.
VVB Assessment #1 The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.	1. The total Monthly electricity delivered to e-vehicle is now consistent with the revised ER sheet and CMS data sheet. The same has been verified by VVB. Hence the CAR is closed. 2. PP has revised the unit for the parameter “AF _{ECi,y} ” in kWh/100miles which is inline with the applied methodology. CAR is closed. 3. PP has now mentioned the calendar year for the calculation of ER as per the VCS template requirements available in the VERRA website for ex-ante and monitoring period ER sheet. Hence the CAR is closed.
Conclusion Tick the appropriate checkbox	<input type="checkbox"/> To be checked during the next periodic verification <input type="checkbox"/> Outstanding finding (not closed) <input checked="" type="checkbox"/> The finding is closed

Table 3. FAR from Joint Validation & verification

Finding	FAR 01		
Classification	<input type="checkbox"/> CAR	<input type="checkbox"/> CL	<input type="checkbox"/> FAR
Description of finding (VVB)	Not Applicable		
Corrective Action or clarification #1 (PP shall write a detailed and clear corrective action or further information for clarification as per finding)			

Finding	FAR 01
<p>VVB Assessment #1</p> <p>The assessment shall encompass all open issues in the finding. In case of non-closure, additional corrective action and VVB assessments (#2, #3, etc.) shall be added.</p>	
<p>Conclusion</p> <p>Tick the appropriate checkbox</p>	<p><input type="checkbox"/> To be checked during the next periodic verification</p> <p><input type="checkbox"/> Outstanding finding (not closed)</p> <p><input type="checkbox"/> The finding is closed</p>

APPENDIX 6: CERTIFICATE OF COMPETENCE



Carbon Check (India) Private Limited

Certificate of Competency

Mr. Sanjay Kumar Agarwalla

has been qualified as per CCIPL's internal qualification procedures in accordance with the requirements of CDM AS (V7.0), ISO/IEC 14065:2020, ISO/IEC 17029:2019 and other applicable GHG programs:

for the following functions and requirements:

<input checked="" type="checkbox"/> Validator	<input checked="" type="checkbox"/> Verifier	<input checked="" type="checkbox"/> Team Leader	<input checked="" type="checkbox"/> Technical Expert
<input checked="" type="checkbox"/> Technical Reviewer	<input type="checkbox"/> Health Expert	<input type="checkbox"/> Gender Expert	<input type="checkbox"/> Plastic Waste Expert
<input type="checkbox"/> CCB Expert	<input type="checkbox"/> Legal Expert	<input checked="" type="checkbox"/> Financial Expert	<input type="checkbox"/> Environmental, Health and Safety financial matters
<input checked="" type="checkbox"/> SDG+	<input checked="" type="checkbox"/> Social no-harm(S+)	<input checked="" type="checkbox"/> Environment no-harm(E+)	
<input checked="" type="checkbox"/> Local Expert for India and Bangladesh			

in the following Technical Areas:

<input checked="" type="checkbox"/> TA 1.1	<input checked="" type="checkbox"/> TA 1.2	<input checked="" type="checkbox"/> TA 2.1	<input checked="" type="checkbox"/> TA 3.1	<input checked="" type="checkbox"/> TA 4.1
<input type="checkbox"/> TA 4. n	<input checked="" type="checkbox"/> TA 5.1	<input checked="" type="checkbox"/> TA 5.2	<input checked="" type="checkbox"/> TA 7.1	<input type="checkbox"/> TA 8.1
<input checked="" type="checkbox"/> TA 9.1	<input checked="" type="checkbox"/> TA 9.2	<input checked="" type="checkbox"/> TA 10.1	<input checked="" type="checkbox"/> TA 13.1	<input checked="" type="checkbox"/> TA 13.2
<input type="checkbox"/> TA 14.1	<input type="checkbox"/> TA 15.1	<input checked="" type="checkbox"/> TA 16.1		

Issue Date	Expiry Date
05 th December 2023	31 st December 2024



Ms. Priya Suman
Compliance Officer

Revision History of the document:

Revision	Summary of changes
2022 ¹	Annual revision
Jan 2023	Annual revision and template change
Dec 2023	Change in the template due to revision in TA and function

CCIPL_FM 7.9 Certificate of Competency_V4.0_112023
¹ Please refer to previous version of FM 7.9 for the revision history



Carbon Check (India) Private Limited

Certificate of Competency

Mr. Vijay Mathew

has been qualified as per CCIPL's internal qualification procedures in accordance with the requirements of CDM AS (V7.0), ISO/IEC14065:2020, ISO/IEC 17029:2019 and other applicable GHG programs:

for the following functions and requirements:

- Validator
- Verifier
- Team Leader
- Technical Expert
- Technical Reviewer
- Health Expert
- Gender Expert
- Plastic Waste Expert
- CCB Expert
- Legal Expert
- Financial Expert
- Environmental, Health and Safety financial matters
- SDG+
- Social no-harm(S+)
- Environment no-harm(E+)
- Local Expert for India

in the following Technical Areas:

- TA 1.1
- TA 1.2
- TA 2.1
- TA 3.1
- TA 4.1
- TA 4. n
- TA 5.1
- TA 5.2
- TA 7.1
- TA 8.1
- TA 9.1
- TA 9.2
- TA 10.1
- TA 13.1
- TA 13.2
- TA 14.1
- TA 15.1
- TA 16.1

Issue Date
5th December 2023

Expiry Date
31st December 2024

Priya Suman

Ms. Priya Suman
Compliance Officer

Sanjay Agarwalla

Mr. Sanjay Kumar Agarwalla
Technical Director

Revision History of the document:

Revision date	Summary of changes
2022 ¹	Annual revision
Jan 2023	Annual revision
Dec 2023	Change in the template due to revision in TA and function



Carbon Check (India) Private Limited

Certificate of Competency

Ms. Jeni Miraclin Nifiya J

has been qualified as per CCIPL's internal qualification procedures in accordance with the requirements of CDM AS (V7.0), ISO/IEC14065:2020, ISO/IEC 17029:2019 and other applicable GHG programs:

for the following functions and requirements:

- Validator
- Technical Reviewer
- CCB Expert
- SDG+
- Local Expert for India
- Verifier
- Health Expert
- Legal Expert
- Social no-harm(S+)
- Team Leader
- Gender Expert
- Financial Expert
- Environment no-harm(E+)
- Technical Expert
- Plastic Waste Expert
- Environmental, Health and Safety financial matters

in the following Technical Areas:

- TA 1.1
- TA 1.2
- TA 2.1
- TA 3.1
- TA 4.1
- TA 4. n
- TA 5.1
- TA 5.2
- TA 7.1
- TA 8.1
- TA 9.1
- TA 9.2
- TA 10.1
- TA 13.1
- TA 13.2
- TA 14.1
- TA 15.1
- TA 16.1

Issue Date

10th January 2024

Expiry Date

31st December 2024

Priya Suman

Ms. Priya Suman
Compliance Officer

Sanjay Agarwalla

Mr. Sanjay Kumar Agarwalla
Technical Director

Revision History of the document:

Revision date	Summary of changes
Jan 2024	Initial Adoption



Carbon Check (India) Private Limited

Certificate of Competency

Mr. Piyush Raj

has been qualified as per CCIPL's internal qualification procedures in accordance with the requirements of CDM AS (V7.0), ISO/IEC14065:2020, ISO/IEC 17029:2019 and other applicable GHG programs:

for the following functions and requirements:

- Validator
- Technical Reviewer
- CCB Expert
- SDG+
- Local Expert for India
- Verifier
- Health Expert
- Legal Expert
- Social no-harm(S+)
- Team Leader
- Gender Expert
- Financial Expert
- Environment no-harm(E+)
- Technical Expert
- Plastic Waste Expert
- Environmental, Health and Safety financial matters

in the following Technical Areas:

- TA 1.1
- TA 1.2
- TA 2.1
- TA 3.1
- TA 4.1
- TA 4. n
- TA 5.1
- TA 5.2
- TA 7.1
- TA 8.1
- TA 9.1
- TA 9.2
- TA 10.1
- TA 13.1
- TA 13.2
- TA 14.1
- TA 15.1
- TA 16.1

Issue Date

1st April 2024

Expiry Date

31st December 2024

Priya Suman

Ms. Priya Suman
Compliance Officer

Sanjay Agarwalla

Mr. Sanjay Kumar Agarwalla
Technical Director

Revision History of the document:

Revision date	Summary of changes
Jan 2024	Initial Adoption



Carbon Check (India) Private Limited

Certificate of Competency

Mr. Vikash Kumar Singh

has been qualified as per CCIPL's internal qualification procedures in accordance with the requirements of CDM AS (V7.0), ISO/IEC14065:2020, ISO/IEC 17029:2019 and other applicable GHG programs:

for the following functions and requirements:

- Validator
- Verifier
- Team Leader
- Technical Expert
- Technical Reviewer
- Health Expert
- Gender Expert
- Plastic Waste Expert
- CCB Expert
- Legal Expert
- Financial Expert
- Environmental, Health and Safety financial matters
- SDG+
- Social no-harm(S+)
- Environment no-harm(E+)
- Local Expert for India/RSA and Spanish speaking countries

in the following Technical Areas:

- TA 1.1
- TA 1.2
- TA 2.1
- TA 3.1
- TA 4.1
- TA 4. n
- TA 5.1
- TA 5.2
- TA 7.1
- TA 8.1
- TA 9.1
- TA 9.2
- TA 10.1
- TA 13.1
- TA 13.2
- TA 14.1
- TA 15.1
- TA 16.1

Issue Date

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Expiry Date

31st December 2024

Priya Suman

Ms. Priya Suman
Compliance Officer

Sanjay Agarwalla

Mr. Sanjay Kumar Agarwalla
Technical Director

Revision History of the document:

Revision date	Summary of changes
2022 ¹	Annual revision
Jan 2023	Annual revision
Dec 2023	Change in the template due to revision in TA and function

CCIPL_FM 7.9 Certificate of Competency_V4.0_112023

¹ Please refer to previous version of FM 7.9 for the revision history