



VERIFICATION / CERTIFICATION REPORT

“BUNDLED WIND POWER PROJECTS IN
SATARA & SUPA (MAHARASHTRA IN INDIA)
MANAGED BY TATA MOTORS LTD.”

CDM REFERENCE No. 0744
MONITORING AND REPORTING PERIOD:
18 APRIL 2001 TO 31 MARCH 2007

Report No. 2007-2049

REVISION No. 01

DET NORSKE VERITAS



VERIFICATION / CERTIFICATION REPORT

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Client: TATA Motors Ltd.	Client ref.: Mr.B. Mohan Kulkarni

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Summary:

Det Norske Veritas Certification AS (DNV) has been commissioned by TATA Motors Ltd. to carry out a verification of the emission reductions reported by the “Bundled Wind Power Projects in Satara & Supa (Maharashtra in India) managed by TATA motors Ltd” in India, by TATA Motors Ltd., for the period 18 April 2001 to 31 March 2007.

In our opinion, the GHG emissions reductions reported for the project in the revised monitoring report, version 02, dated 27 July 2007, are fairly stated.

The GHG emission reductions were calculated correctly on the basis of the approved baseline and monitoring methodology (ACM0002, version 06), the monitoring plan and the formulae provided in the validated project design document of version 03 dated 7 August 2006. As a consequence, DNV is able to certify that the emission reductions from the project during the period 18 April 2001 to 31 March 2007, amount to 167 127 tonnes of CO₂ equivalent.

Report No.: 2007-2049	Subject Group: Environment	
Report title: Bundled Wind Power Projects in Satara & Supa (Maharashtra in India) managed by TATA Motors Ltd.		
Work carried out by: K Venkata Raman, Anu Chaudhury, Michael Lehmann		
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***Abbreviations***

CAR	Corrective Action Request
CDM	Clean Development Mechanism
CEF	Carbon Emission Factor
CER	Certified Emission Reduction(s)
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalent
DNA	Designated National Authority
DNV	Det Norske Veritas
DOE	Designated Operational Entity
FAR	Forward Action Request
GHG	Greenhouse gas(es)
GWP	Global Warming Potential
IPCC	Intergovernmental Panel on Climate Change
JMR	Joint Meter Reading
MW	Mega Watt
MSEB	Maharashtra State Electricity Board.
NGO	Non-governmental Organisation
NOC	No Objection Certificate
PDD	Project Design Document
UNFCCC	United Nations Framework Convention for Climate Change



1 INTRODUCTION

Det Norske Veritas Certification AS (DNV) has been commissioned by TATA Motors Ltd. to carry out a verification of the emission reductions reported by the “Bundled Wind Power Projects in Satara & Supa (Maharashtra in India) managed by TATA Motors Ltd” (hereafter the project) for the period 18 April 2001 to 31 March 2007. This report contains the findings from this verification assignment and a certification statement for the certified emission reductions.

1.1 Objective

Verification is the periodic independent review and *ex post* determination by the Designated Operational Entity (DOE) of the monitored reductions in GHG emissions that have occurred as a result of the registered CDM project activity during a defined verification period.

Certification is the written assurance by a DOE that, during a specific period in time, a project activity achieved the emission reductions as verified.

1.2 Scope

The verification scope is:

- to verify that actual monitoring systems and procedures are in compliance with the monitoring systems and procedures described in the monitoring plan,
- to evaluate the GHG emission reduction data and express a conclusion with a high level of assurance about whether the reported GHG emission reduction data is free from material misstatement,
- to verify that the reported GHG emission data is sufficiently supported by evidence, i.e. monitoring records.

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

The verification team has, based on the recommendations in the Validation and Verification Manual /5/, employed a risk-based approach, focusing on the identification of significant reporting risks and verifying the mitigation measures for these.

1.3 GHG Project Description

Project Parties:	The Republic of India.
Title of project activity:	“Bundled Wind Power Projects in Satara & Supa (Maharashtra in India) managed by TATA Motors Ltd”
UNFCCC registration No:	UNFCCC registration No. 0744
Methodology applied:	ACM0002, version 06
Project participants:	TATA Motors Ltd. from India
Location of the project activity:	The project is located at two sites. Site 1 is located at Vankusavade in Satara district and site 2 is located at Supa



	in Ahmednagar district, Maharashtra State in the Republic of India.
Project's crediting period	18 April 2001 to 17 April 2011 (fixed crediting period).
Verification period	18 April 2001 to 31 March 2007.
Project's actual starting date	The project comprises a total of 54 wind electricity generator machines (WEGs) aggregating to 20.85 MW. The 54 machines are represented by 51 machines of 350 kW capacity and 3 machines of 1000 kW capacity. All the machines are of Suzlon Energy Limited of India and were commissioned in phases at the two sites. The first machine was commissioned on 18 July 2000 and the last machine on 3 September 2001. The starting date of the crediting period has been considered as 18 April 2001, (as per the registered PDD) and is the commissioning date of the TFL phase III machines (11 numbers), and has been verified. All the commissioning certificates and NOC have been evidenced.

The primary objective of the project activity was to harness the abundantly available wind energy for generation of electricity, and wheeling it to the MSEB grid for consumption at their manufacturing facilities in Pune; thereby partially displacing the grid power requirement. In the baseline scenario, the total electricity requirement in the manufacturing units was being met from the western regional grid through the MSEB grid network.

2 METHODOLOGY

The verification of the emission reductions has assessed all factors and issues that constitute the basis for emission reductions from the project. As the CDM Executive Board has not yet formally endorsed the application of any materiality principle for verification of emission reductions from CDM projects - implying that emphasis should be on the significant contributors to emission reductions - the DNV team has for this assignment decided to check all factors and issues with the same emphasis. Despite this, the team has during its preparations identified the key reporting risks and used the assessment to determine to which extent the project operator's control systems were adequate for mitigation of these key reporting risks. In addition, other areas that can have an impact on reported emission reductions have also undergone detailed audit testing.

The verification process was guided by a verification checklist, which aims to ensure a transparent verification process.

Verification Team:

K Venkata Raman	DNV Bangalore	Team Leader & CDM Verifier
Anu Chaudhary	DNV Pune	CDM Verifier
C. Kumaraswamy	DNV Bangalore	Technical Reviewer
Michael Lehmann	DNV Oslo	Energy sector expert

**Duration of verification**

Preparations:	25 & 26 June 2007.
On-site verification:	27, 28, 29 June 2007.
Reporting:	26 July 2007.

2.1 Review of Documentation

The monitoring reports (version 01 & 02) /1/ and the emission reduction calculations, provided in the form of spreadsheet submitted by Tata Motors Ltd. were assessed as a part of the verification. In addition, the Project Design Document /2/, in particular the baseline estimations and the monitoring plan contained in the PDD were also assessed as well as the validation report /3/. Moreover, other documents [/4/ -/8/] were also assessed as evidence.

2.2 Site Visit

Detailed verification of all data contained in the monitoring report was performed during a site visit at Tata Motors Limited on 27, 28 and 29 June 2007. During the site visit, the following personnel were interviewed or assisted the verification team:

TATA Motors Limited.

Mr. Mohan B Kulkarni- General Manager (C,C & E)
Mr. Anil Dhete –Senior Manager (Plant Engineering)
Mr. Gokhale – Electrical Engineer (site)
Mr. Dube – Mechanical Engineer (Site)
Mr. A.R Kale – (Plant Engineering), Tata Motors
Mr. Vishal Goswami – Suzlon Energy Limited
(India)

Agenda

- Detailed checking of the monitoring records and spreadsheets, as per monitoring plan and report
- Assessment of calibration records
- Environmental permits.

3 VERIFICATION FINDINGS

Findings established during the verification may be that:

- i) The verification is not able to obtain sufficient evidence for the reported emission reductions or part of the reported emission reductions. In this case these emission reductions shall not be verified and certified;
- ii) The verification has identified material misstatements in the reported emission reductions. Emission reductions with material misstatements shall be discounted based on the verifier's ex-post determination of the achieved emission reductions.

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

- the actual project monitoring and reporting practices requires attention and /or adjustment for the next consecutive verification period, or
- an adjustment of the Monitoring Plan is recommended.



In the context of FARs, risks may be identified, which may endanger the delivery of CERs in the future, i.e. by deviations from good reporting or management procedures. As a consequence, such aspects should receive a special focus during the next verification.

3.1 Corrective Action Requests

No CARs were issued for the project during the verification.

CAR	Response from project proponent	DNV's comment

3.2 Project Implementation

The project has been implemented as planned. The project boundaries and key equipments for the project activity are in line with the PDD. The project boundary covers the fifty four wind electricity generators located at two sites of Satara and Supa in the bundle.

The starting date crediting period is 18 April 2001 as per the registered PDD and has been verified by DNV from the commissioning certificate issued by the state electricity board for the TFL phase III (11 machines).

3.3 Project Baseline

The approved baseline methodology ACM0002, version 06 – “Consolidated baseline methodology for grid-connected electricity generation from renewable sources” has been applied for the project activity. In accordance with ACM0002 version 06, the baseline scenario for the project activity is the electricity generated by the renewable energy unit multiplied by the emission coefficient of the connected grid calculated in a transparent manner. The emission coefficient of the western regional grid, to which the project is connected has been determined ex-ante (for the entire crediting period) in a transparent manner and has been validated to be 1.022598 t CO₂/MWh (as per section D.4.1 of validation report).

3.4 Completeness of Monitoring

As stated in the monitoring plan of the registered PDD, the following parameters are being monitored.

- Net electricity supplied to the grid.
- Though not a part of the monitoring plan, the individual tower meter readings of all the machines in the project activity have been monitored.

The monitoring plan in the registered PDD indicates the monitoring of the parameters for the grid emission factor calculation on a yearly basis. However, this is a mistake in the PDD. The operating margin emission factor has been calculated ex-ante using the vintage data of three latest years available and the build margin emission factor was also determined. The registered PDD makes a clear mention of this fact on page 11. The validation report (section D.4.1) also clearly states that the grid emission factor is fixed ex-ante.



Necessary management system procedures including responsibility and authority of monitoring activities have been verified to be as per the established and documented quality management system procedures. Knowledge of personnel associated with the project activity was also found to be satisfactory.

3.5 Accuracy of emission reduction calculations

No significant reporting risks have been identified for the data reported except for the CAR raised and described below. The parameters reported, including source, frequency and review criteria as indicated in the monitoring plan were verified to be correct and in line with the validated monitoring plan of the PDD. The same has been archived in the project monitoring excel worksheet (TML-Electricity Generation (1).xls), which contains all the electricity exported (to grid) as per the credit notes issued by the state electricity board and the calculations for the period 18 April 2001 to 31 March 2007.

During the verification of the electricity generation data provided in the first monitoring report, it was observed that the electricity generation figures were based on the credit realisation notes issued by the Maharashtra state electricity distribution corporation limited (MSEDCL) monthly bills by the bill date, leading to wrong interpretation of the generation figures. For example the credit realisation bill of MSEDCL dated April 2001 is for the electricity generation for the month of January 2001 (for machines commissioned earlier), which is before the start of the crediting period of 18 April 2001. The project participants were thus requested to correct the reported generation data. The project participant provided DNV with a revised worksheet which incorporates the generation figures correctly and the reworked emission reductions have been incorporated in the revised monitoring report of version 02 dated 27 July 2007. These generation figures have been checked and found to be correct.

The baseline emissions have been calculated as the product of the net electricity supplied to the grid and the emission factor for the western regional grid (fixed ex-ante) as defined in the validated and registered PDD and the validation report (section D.4.1).

Of the total 54 machines, the net electricity supplied to the grid by the 21 machines in the project are read from the metering point 4045, 15 machines from the metering point 4066, 15 machines from metering point 4067 and one each from metering points 1001, 1002 and 1005 on a monthly basis from the two way meters located in the uploading stations, which is under the custody of the MSEB, jointly by the officials of MSEB and Tata Motors Ltd., and recorded in the joint metering reports (JMR). The net electricity is also mentioned in the credit notes issued by the Maharashtra state electricity distribution corporation limited (MSEDCL) to the project proponent based on the JMR.

The monthly generation data was verified from the credit notes and the JMR. The monthly records are archived in hard copies and also transformed to soft copies. These records have been verified and found to be correct. The aggregated monthly individual tower meter readings from the daily readings for the machines were also verified.

Being a wind power project there are no project emissions and leakages.

The emission reduction calculations have been verified and are correct. The emission reductions from the project for the period from 18 April 2001 to 31 March 2007 as reported in the revised monitoring report of 27 July 2007 and actually verified at site equal to 167 127 tonnes of CO₂ equivalent. The reported emission reductions of 167 127 t CO₂ are less (-15.5%) than the



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estimated emission reduction of 197 809 t CO₂ (estimated for the same period as per the registered PDD of 7 August 2006). The actual verified emission reductions are 2 128 t CO₂ higher than the emission reductions reported in the initial monitoring report that was published.

Year	Registered PDD (tCO ₂)	Initial Monitoring Report (tCO ₂)	Revised Monitoring Report (tCO ₂)
18 April 2001–31 March 2007	1 97 809	1 64 999	1 67 127
% Deviation from PDD	0	-16.5	- 15.5

It has been confirmed by DNV that the maximum output capacity has not been exceeded on any given month during the monitoring period.

3.6 Quality of Evidence to Determine Emission Reductions

The data presented in the revised monitoring report of 27 July 2007 was assessed by reviewing in detail the project documentation, interviews with personnel at Tata Motors Limited, collection of monitored data, observation of established monitoring and reporting practices and assessment of the reliability of monitoring equipment. This has enabled the verification team to assess the accuracy and completeness of the reported monitoring results and verify the correct application of the approved monitoring methodology. All necessary documentation is collected, referenced and aggregated and is easily accessible in electronic format. Measurement is performed by calibrated equipment.

3.7 Management System and Quality Assurance

Tata Motors Limited has developed GHG emission reduction management system for management of the project in line with its existing ISO 9001 quality management systems and ISO 14001 environment monitoring systems. The governing procedures under the same cover the calibration and quality assurance of the monitoring and metering systems for the project activities. External calibration of the electricity meter is carried out annually by MSEB, and the calibration certificates were also verified during the site visit.



4 CERTIFICATION STATEMENT

Introduction

Det Norske Veritas Certification AS (DNV) has performed a verification of the emission reductions reported for the “Bundled Wind Power Projects in Satara & Supa (Maharashtra in India) managed by Tata Motors Ltd” (CDM Registration Reference No. 0744), for the period 18 April 2001 to 31 March 2007.

The project has applied the approved baseline and monitoring methodology ACM0002 version 06, and emissions and emissions reductions are reported in the revised monitoring report dated 27 July 2007. We express no opinion on the baseline methodology neither on the project nor on the validated and registered PDD.

Responsibilities of Tata Motors Limited and Det Norske Veritas Certification AS

The management of Tata Motors Limited, at Pune, Maharashtra, is responsible for the preparation of the GHG emissions reduction data on the basis set out within the CDM revised monitoring report (dated 27 July 2007). The development and maintenance of records and reporting procedures are in accordance with the approved monitoring methodology ACM0002 version 06, including the calculation and determination of GHG emission reductions from the project.

It is DNV’s responsibility to express an independent verification statement on the GHG emission reductions reported from the project for the period from 18 April 2001 to 31 March 2007 based on the verified emissions for the same period and the project’s compliance with the approved baseline and monitoring methodology ACM0002, version 06.

Basis of GHG verification opinion

Our verification approach was based on the requirements as defined under the Kyoto Protocol, the CDM modalities and procedures, as well as those defined by the CDM Executive Board and by the baseline and monitoring methodology ACM0002 version 06 and the registered PDD of the project.

Our verification approach draws on an understanding of the risks associated with reporting GHG emissions data and the controls in place to mitigate these. Our examination includes assessment of evidence relevant to the amounts and disclosures in relation to the project’s GHG emission reductions reported for the period from 18 April 2001 – 31 March 2007.

We planned and performed our work to obtain the information and explanations that we considered necessary to provide sufficient evidence for us to give reasonable assurance that the reported amount of GHG emission reductions for the period from 18 April 2001 – 31 March 2007 is fairly stated.

We conducted our verification on the basis of the monitoring methodology ACM0002 version 06 and the monitoring plan included in the validated and registered PDD of the project. The verification included:

- *Collection of evidence supporting the reported data.*



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- *checking whether the provisions of the monitoring methodology ACM0002, version 06 and the monitoring plan in the registered PDD were consistently and appropriately applied.*

We have verified whether the information included in the revised monitoring report for the project (dated 27 July 2007) is correct and that the emissions reductions achieved have been determined correctly.

Certification Statement

In our opinion, the GHG emission reductions stated in the revised CDM monitoring report of 27 July 2007 for the “Bundled Wind Power Projects in Satara & Supa (Maharashtra in India) managed by Tata Motors Ltd” in India for the period from 18 April 2001 to 31 March 2007, are fairly stated. No correction has been made by DNV as we have not detected any mistake in the monitored and reported numbers.

The GHG emission reductions were calculated correctly on the basis of the approved monitoring methodology (ACM0002, version 06) and the monitoring plan contained in the registered PDD of 7 August 2006. Hence, Det Norske Veritas Certification AS is able to certify that the reported emission reductions from the project during the period 18 April 2001 to 31 March 2007 amount to 167 127 tonnes of CO₂ equivalent.

Bangalore and Oslo, 27 July 2007

Manager (South Asia)
Climate Change Services
Det Norske Veritas Certification AS

Technical Director
Climate Change Services
Det Norske Veritas Certification AS



5 REFERENCES

Documents provided by the project participants that relate directly to the project:

- /1/ Monitoring Report: “Bundled Wind Power Projects in Satara & Supa (Maharashtra in India) managed by TATA motors Ltd” and revised version 02 dated 27 July 2007.
- /2/ CDM Project Design Document: “Bundled Wind Power Projects in Satara & Supa (Maharashtra in India) managed by TATA motors Ltd” version 03 dated 7 August 2006.
- /3/ BVQI - Validation Report No BVQI/INDIA/39.49 dated 26/09/06.

Background documents related to the design and/or methodologies employed in the design or other reference documents:

- /4/ Approved baseline and monitoring methodology ACM0002 Version 06: “Consolidated baseline methodology for grid-connected electricity generation from renewable sources”.
- /5/ International Emission Trading Association (IETA) & the World Bank’s Prototype Carbon Fund (PCF): *Validation and Verification Manual*. <http://www.vvmanual.info>.
- /6/ Monthly data archiving & project monitoring excel sheet, “TML-Electricity Generation (1).xls”
- /7/ Calibration certificates of the electricity meters as indicated in the monitoring plan.

Persons interviewed during the initial verification, or persons who contributed with other information that are not included in the documents listed above.

Mr. Anil Dhete	Senior Manager (Plant Engineering), TML
Mr. Vishal Goswami	Suzlon Energy Limited (India)
Mr. Gokhale	Site-in-charge, Tata Motors Limited
Mr. Dube	Site in charge, Tata Motors Limited.

APPENDIX A
VERIFICATION CHECKLIST

Verification Checklist

OBJECTIVE	Ref.	COMMENTS	Concl.(incl FARs/CARs)
A. Opening Session			
A.1. Introduction to audits		Outline of the initial verification was presented by the verification team leader, e.g. -objectives -verification team, plan -confirmation of participation, -definition of FAR/CAR -obligation to confidentiality	OK
A.2. Clarification of access to data archives, records, plans, drawings etc.		Activities related to the project, e.g. measurement, calculation, reporting, calibration, control of documentation and records are covered by Tata Motors Limited's quality management system already implemented. Access to these was verified to be clear.	OK
A.3. Contractors for equipment and installation works <i>Who has installed the equipment? Who was contracted for planning etc.?</i>		All the fifty four wind electricity generators (WEG) installed are of Suzlon Energy Limited (India) make and comprise of 51 X 350 KW and 3 X 1000 kW capacities. The responsibility of the operation and maintenance has been outsourced to M/s Suzlon Energy Limited (India).	OK
A.4. Actual status of installation works <i>Project installation should be finished at time of initial verification in so far as the project should be ready to generate emission reductions afterwards.</i>		The project was commissioned in phases with the first batch of 23 machines being commissioned by 18 July 2000.	OK

OBJECTIVE	Ref.	COMMENTS	Concl.(incl FARs/CARs)
<p>B. Open issues indicated in validation report</p> <p><i>Especially in projects which are not yet registered at CDM-EB or JI-SB, there might be some outstanding issues which should have been indicated by the validation report.</i></p>			
<p>B.1. Missing steps to final approval</p>		According to the validation report /3/, no CAR or CL's were required to be closed out during verification, by the verification body and the same has been verified by DNV.	OK
<p>C. Implementation of the project</p> <p><i>This part is covering the essential checks during the on-site inspection at the project's site, which is indispensably for an initial verification</i></p>			
<p>C.1. Physical components</p> <p><i>Check the installation of all required facilities and equipment as described by the PDD.</i></p>		All the components of the project as described in the registered PDD have been installed and are operational.	OK
<p>C.2. Project boundaries</p> <p><i>Check whether the project boundaries are still in compliance with the ones indicated by the PDD.</i></p>		The project boundaries and key equipments for the project activity are in line with the PDD.	OK
<p>C.3. Monitoring and metering systems</p> <p><i>Check whether the required metering systems have been installed. The meters have to comply with appropriate quality standards applicable for the used technology.</i></p>		The metering system as envisaged in the PDD has been verified to be installed and in place.	OK
<p>C.4. Data uncertainty</p> <p><i>How will data uncertainty be determined for later</i></p>		Only standard measuring equipment have been used and maintenance practices are as per established and standard procedures	OK

OBJECTIVE	Ref.	COMMENTS	Concl.(incl FARs/CARs)
<i>calculations of emission reductions? Is this in compliance with monitoring and metering equipment?</i>			
<p>C.5. Calibration and quality assurance <i>Check how monitoring and metering systems are subject to calibration and quality assurance routines</i> a) <i>with installation</i> b) <i>during future operation</i></p>		The company Tata Motors Limited has been certified to quality management systems – ISO 9001:2000 and the governing procedures under the same cover the calibration and quality assurance of the monitoring and metering systems for the project activity.	OK
<p>C.6. Data acquisition and data processing systems <i>Check the eligibility of used systems.</i></p>		As in C.3	OK
<p>C.7. Reporting procedures <i>Check how reports with relevance for the later determination of emission reductions will be generated</i></p>		Procedures necessary for management system envisaged, including responsibility and authority of monitoring activities have been verified to be as per established quality management system procedures	OK
<p>C.8. Documented instructions <i>Check whether the personnel performing tasks with sensitivity for the monitoring of emission reductions have access and knowledge of documented instructions, forming a part of the project's management system.</i></p>		Procedures necessary for management system envisaged, including responsibility and authority of monitoring activities have been verified to be as per established and documented quality management system procedures. Knowledge of personnel associated with the project activity was also found to be satisfactory.	OK
<p>C.9. Qualification and training <i>Check whether the personnel performing tasks with sensitivity for the monitoring of emission reductions has the appropriate competences, capabilities and qualifications to ensure the required data quality.</i></p>		As in C.5	OK
<p>C.10. Responsibilities</p>		As in C.5 and C.8	OK

OBJECTIVE	Ref.	COMMENTS	Concl.(incl FARs/CARs)
<i>Check whether all tasks required to gather data and prepare a monitoring report with the necessary quality have been allocated to responsible employees.</i>			
C.11. Troubleshooting procedures <i>Check whether there are possibilities of redundant data monitoring in case of having problems with the used monitoring equipment. Such procedures may reduce risks for the buyers of emission reductions (e.g. the Client)</i>		As in C.5 and C.8 The project activity is an integral part of the Tata Motors limited.	OK
D. Internal Data <i>Identifying the internal GHG data sources and ways in which the data have been collected, calculated, processed, aggregated and stored should be part of initial verification to assess accuracy and reliability of the internal GHG data..</i>			
D.1. Type and sources of internal data <i>Acquire information on type and source of internal GHG data, which is used in calculations of emission reductions. E.g.” continuous direct measurements”, “site-specific correlations”, “periodic direct measurements”, “use of models” and/or “use of default emissions factors”.</i>		The grid emission factor is fixed ex-ante for the crediting period.	OK
D.2. Data collection <i>How is data collected and processed? What are the means of quantifying emissions from the different data sources?</i>		The relevant data of electricity exported to the grid by the project activity used to determine GHG emission has been culled from the credit notes issued by the Maharashtra state electricity Board to the project proponent and is entered in the ER calculation excel sheets.	OK
D.3. Quality assurance <i>Does internal data collection underlie sufficient</i>		All data to be collected come under the purview of the established and certified quality management systems – ISO 9001:2000	OK

OBJECTIVE	Ref.	COMMENTS	Concl.(incl FARs/CARs)
<i>quality assurance routines?</i>			
<p>D.4. Significance and reporting risks <i>Assess the significance and reporting risks related to the different internal data sources. Potential reporting risks may be related to the calculation methods, accuracy of data sources and data collection and/or the information systems from which data is obtained. The significance of and risks associated with the data source indicate the level of verification effort required at a later stage.</i></p>		<p>Data transposing from the credit realisation notes was initially done based on the month of credit receipt leading to wrong data being entered. i.e. credit note for the month of April 2001 was initially entered as generation for April 01, where as credit note for the month of April 01 showed the generation of January 2001. This was raised as a CAR.</p>	<p>CAR 4</p>
<p>E. External Data <i>Especially for data of baseline emissions there might be the necessity to include external data sources. The access to such data and a proof of data quality should be part of initial verification. If it is deemed to be necessary, an entity delivering such data should be audited.</i></p>			
<p>E.1. Type and sources of external data <i>Acquire information on type and source of external data, which is used in calculations of emission reductions</i></p>		<p>NA</p>	<p>OK</p>
<p>E.2. Access to external data <i>How is data transferred? How can reproducibility of data set be ensured?</i></p>		<p>The data is transferred from the credit notes to the excel worksheet manually. The reproducibility of the data has been checked and is deemed reliable after correction of the CAR 1.</p>	<p>OK</p>
<p>E.3. Quality assurance <i>Does external data underlie any quality assurance routines?</i></p>		<p>No</p>	<p>OK</p>
<p>E.4. Data uncertainty</p>		<p>Data uncertainties are expected to be low and considered as low risk</p>	<p>OK</p>

OBJECTIVE	Ref.	COMMENTS	Concl.(incl FARs/CARs)
<i>Is it possible to assess the data uncertainty of external data? Are such routines included in reporting procedures?</i>			
E.5. Emergency procedures <i>Are there any procedures which will be applicable if there is no access to relevant external data?</i>		Such emergencies are not foreseen	OK
F. Environmental and Social Indicators <i>A Monitoring Plan may comprise environmental and/or social indicators which could be necessary to monitor for the success of the project activity.</i>			
F.1. Implementation of measures <i>A project activity may demand for the installation of measures (e.g. filtering systems or compensation areas), which are exceeding the local legal requirements. A check of the implementation or realization of such measures should be part of the initial verification.</i>		Being a wind project, the project activity is not expected to lead to any adverse environmental impacts.	OK
F.2. Monitoring equipment <i>Check where necessary whether the required metering systems have been installed. The meters have to comply with appropriate quality standards applicable for the used technology.</i>		Yes. Verified.	OK
F.3. Quality assurance procedures <i>What quality assurance procedures will be applied for such data?</i>		These are as governed by established and certified environment management systems.	OK
F.4. External data <i>Check the quality, reproducibility and uncertainty</i>		As in F.3	OK

OBJECTIVE	Ref.	COMMENTS	Concl.(incl FARs/CARs)
<i>of external data.</i>			
<p>G. Management and Operational System</p> <p><i>In order to ensure a successful operation of a Client project and the credibility and verifiability of the ERs achieved, the project must have a well defined management and operational system.</i></p>			
<p>G.1. Documentation</p> <p><i>The system should be documented by manuals and instructions for all procedures and routines with relevance to the quality of emission reductions. The accessibility of such documentations to persons working on the project has to be secured.</i></p>		Tata Motors Limited has been certified towards management systems such as ISO 9001:2000 and ISO 14001:2004. Established documented procedures adequately cover the project activity also.	OK
<p>G.2. Qualification and training</p> <p><i>The system should describe the requirements on qualification and the need of training programs for all persons working on the emission reduction project. Performed training programs and certificates should be archived by the system.</i></p>		Procedures for training have been formalised and linked to existing ISO 9001:2000 systems and procedures	OK
<p>G.3. Allocation of responsibilities</p> <p><i>The allocation of responsibilities should be documented in written manner.</i></p>		As in G.1	OK
<p>G.4. Emergency procedures</p> <p><i>The system should contain procedures which provide emergency concepts in case of unexpected problems with data access and/or data quality.</i></p>		As in G.1	OK
<p>G.5. Data archiving</p> <p><i>The system should provide routines for the</i></p>		Data archiving has been performed in line with the document/record control procedures appropriately.	OK

OBJECTIVE	Ref.	COMMENTS	Concl.(incl FARs/CARs)
<i>archiving of all data which is required for verifying the project’s performance in the context of consecutive verifications.</i>			
<p>G.6. Monitoring report <i>The system includes procedures for the calculation of emission reductions and the preparation of the monitoring report.</i></p>		Yes. These are as per established procedures and standardised excel sheet for emission reductions	OK
<p>G.7. Internal audits and management review <i>The system includes internal control procedures, which allow the identification and solution of problems at an early stage.</i></p>		As in G.1	OK

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