Questions for the public on the proposed stepwise approach for determining baseline and project emissions for vehicle retrofit projects

1. Is the proposed approach for establishing the baseline and project fuel consumption practical and appropriate, and would this approach be simpler and/or more cost-effective than the approach currently used in AMS-III.S and AMS-III.AA?
    - Is it practical and cost-effective to derive the typical traffic pattern (drive cycle) on a project by project basis?
    - Is the uncertainty factor of 80% deemed to be appropriate for the underlying uncertainties associated with the proposed approach?
2. Could the suggested approach for retrofit vehicles also be applicable to new vehicles, e.g. for a project applying AMS-III.C that is introducing electric vehicles?
3. Could this approach be expanded to other types of vehicles such as taxis, buses and trucks?
4. Are the default factors provided reasonable and conservative?
5. What other approaches may be used to simplify/standardize baseline values/settings used in the transport sector and what data sources are available to introduce more default values to transport methodologies?

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