

What is the rationale for the requirement that “the revenues from CERs per year are equal to or more than 30% (for rail- based systems) or 60% (for bus- based systems) of the total operating and maintenance costs of the project MRTS”? E.g., from what are 30% and 60% cut-offs derived? It would be helpful to see justification for these values, prior to accepting their sustainability for defining the Additionality of new MRTS under the CDM.

Thank you for your consideration of this input.