



**Article 6.4 Mechanism**  
**Prior consideration notification form for projects**  
**(V01.0)**

<b>Project Title:</b>	The Mass Rapid Transit System (MRTS) Project, Bangalore
<b>Names of the activity participants:</b>	Bangalore Metro Rail Corporation Limited (BMRCL)
<b>Host party:</b>	India
<b>Precise geographical location (Full address or GPS coordinates):</b>	<p>Coordinates of BMRCL Phase-2A and 2B are provided below:</p> <p>Phase-2A: Central Silk Board to Krishnarajapura</p> <p style="text-align: center;">Central Silk Board      12°54'59.35"N (Lat)      77°37'14.64"E (Long)</p> <p style="text-align: center;">Krishnarajapura      12°59'59.63"N (Lat)      77°40'41.86"E (Long)</p> <p>Phase-2B: Krishnarajapura to KIA Terminal</p> <p style="text-align: center;">Krishnarajapura      12°59'59.63"N (Lat)      77°40'41.86"E (Long)</p> <p style="text-align: center;">KIA Terminal 13°11'39.72"N (Lat)      77°43'18.99"E (Long)</p>
<b>A brief description of the technologies or measures to be deployed:</b>	<p>In absence of the MRTS project, the passengers move from their trip origination to their trip destination by buses, by taxis, by passenger cars, by motorcycles, by motorized rickshaws, by the existing lines of metro and by NMT (Non-Motorized Transport). To a very limited degree some urban trips are also made by the existing railway lines although latter are used basically for inter-urban travel. The A6.4 project replaces partially these trips made by using, at least for part of the trip, a more efficient, faster, safer and more reliable transport means viz. Metro Rail.</p> <p>The baseline scenario is comparable to the situation prior the project. The baseline scenario however incorporates technological advancements in terms of emissions per distance driven of various modes of transport as well as eventual fuel changes of baseline modes of transport during the project activity. Emission reductions are achieved through reducing GHG emissions per passenger-kilometre, comparing conventional modes of transport with metro.</p>

<b>The Article 6.4 mechanism methodology to be applied (if already known):</b>	Not known
<b>The actual or planned start date of the activity:</b>	15 Feb 2021
<b>The type of the crediting period:</b>	Fixed
<b>Start date of the crediting period:</b>	01 Jan 2027
<b>The approximate amount of GHG emission reductions or net GHG removals expected to be achieved by the project on average:</b>	Approx. 375,558 tCO <sub>2</sub> eq per year