



**Stakeholder Communication Form**  
**(Version 01.0)**

*This form shall be used for any CDM-related communication with the UNFCCC secretariat or the CDM Executive Board. All the questions are mandatory unless otherwise indicated.*

*The completed form and any supplemental documents shall be submitted electronically to [cdm-info@unfccc.int](mailto:cdm-info@unfccc.int), or via fax to +49-228-815-1999 or via post to: Sustainable Development Mechanism (SDM) Programme, UNFCCC secretariat, P.O. Box 260124, D-53153 Bonn, Germany.*

**SECTION 1: COMMUNICATION HEADER**

*Please provide your contact information.*

**Title:** Mr.                      **First Name:** M.R.                      **Last Name:** Thiyagarajan

**Name of Organization:** Fuel Economy Thiyagarajan                      **E-mail Address:** mrtenergytechnology@gmail.com

**Postal Address:** No.54, 3rd Cross Street, Thirumal, Nagar, Puduchery 605 013                      **Phone Number: -919443235351**  
*Include country code (e.g. +49-228-815-1999)*

**Country:** India

**Stakeholder Type:** Other                      If other: Inventor

*Please indicate from whom you would like to get an answer.*

**This communication is addressed to<sup>1</sup>:** Chair of CDM Executive Board (normal track)

**SECTION 2: PROJECT ACTIVITY OR PROGRAMME OF ACTIVITIES (PoA)**

*If this communication refers to a specific CDM project activity/PoA, please answer questions in this section (otherwise proceed to Section 3).*

**Project/PoA Ref. Number**                      If applicable, CPA Ref. Number:  
*5-digit# format 01234*                      *8-digit# format 0123-4567*

**Project Cycle Stage**                      [Choose an item]                      If other:

*If there is no specific CDM Reference Number, please answer the remaining questions in this section (otherwise proceed to Section 3).*

**Host Country(ies)**

**Project/PoA Title**

**Technology Type**                      [Choose an item]                      If other:

**SECTION 3: YOUR COMMUNICATION**

**Title/Subject**                      Clean Development Mechanism (CDM) - Availing of Carbon Credit  
*Maximum 250 characters*

**Communication Text**                      I am an inventor of Clean-Energy Technology from Pondcherry India. I am basically an automotive technician and my empirical knowledge and several years of Scientific Research have led to inventions in Automobile sector.  
*Include background, details, and conclusion (unlimited length)*                      Your kind office may refer to my initial U.S. Patent number US 6640779 B1 Low-cost fuel and lubricant claim no: 11,12,13,14 which is self-explanatory:  
<https://www.google.co.in/patents/US6640779>  
  
In this connection, I am submitting my invention of Hypothetical Internal & External Combustion

<sup>1</sup> In accordance with the "Procedure: Direct communication with stakeholders" (version 02.0), stakeholders may address communications either (a) to the secretariat, in order to seek a fast-track technical or operational explanation regarding the implementation of existing CDM rules, or (b) to the CDM Executive Board, in order to communicate to the Board their views on CDM rules and their implementation, or to seek official clarifications of CDM rules.

	<p>Engine (HIECE) for your kind perusal.</p> <p>The internal &amp; external combustion process and its imperfections are seriously affecting the performance of an engine &amp; power plant and thereby obscure the effects of major losses and also mainly contribute to air pollution. A low-cost Hypothetical Internal &amp; External Combustion Engine (HIECE) has been invented by me with an idealized combustion, thereby achieving fuel efficiency by 20% in Gasoline diesel engines besides improvement in power output.</p> <p>Due to improvement in power output, the cooling effect of the car Air-conditioner increases and parasitic load decreases resulting in low emission of greenhouse gases from Chloro Fluoro Carbon (CFC).</p> <p>Other advantages are reduction in Noise, Vibration and Harshness (NVH) which improves tyre mileage, reduces wear and Tear in under chasis components and improves drivability performance.</p> <p>kindly view the link: <a href="https://www.linkedin.com/in/m-r-thiyagarajan-183121aa/">https://www.linkedin.com/in/m-r-thiyagarajan-183121aa/</a></p> <p>As you are aware, carbon dioxide, the most important greenhouse gas produced by combustion of fuels, has become a cause of global panic as its concentration in the Earth's atmosphere has been rising Alarmingly. The most important aspect of my HIECE tech is reduction of Carbon dioxide emission by 20 %. Hence Implementation of my technology results in worldwide reduction of Carbon dioxide works out to 4.5 billion MTs and 2.75 billion MTS per day in gasoline and diesel engines respectively corresponding to 20% fuel efficiency.</p> <p>We understand that under the CDM, we can cut the deal for carbon credit. Under the UNFCCC charter, any company from the developed world can tie up with a company in the developing country that is a signatory to the Kyoto Protocol. These companies in developing countries must adopt newer technologies, emitting lesser gases, and save energy</p> <p>As an inventor of new technology which if implemented in automobiles worldwide (diesel and petrol driven vehicles) emission will be reduced to zero corresponding to fuel saving by 20% in cars, 1. Weather I am eligible for carbon credit and if so how can I avail of it 2. If I am not eligible what I should do to obtain carbon credit from my technology?</p> <p>I shall be much obliged if you could clarify my doubts.</p> <p>Thanking you in anticipation</p> <p>Yours Sincerely</p> <p>M.R. Thiyagarajan, Inventor</p>
<p><b>Supplemental Documents</b> If applicable, list the title(s) of any attached file(s) or link(s)</p>	
<p><b>This communication may be made public</b></p>	<p>Yes</p>

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### Document information

Version	Date	Description
01.0	02 March 2015	<p>This form supersedes and replaces the following:</p> <ul style="list-style-type: none"> <li>• F-CDM-RtB: <i>Form for submission of Letters to the Board</i> (version 01.2)</li> <li>• F-CDM-RtB-DOE: <i>Form for communication on policy issues initiated by AEs/DOEs</i> (version 01.1)</li> <li>• CDM-RtB-DNA: <i>Form for communication on policy issues initiated by DNAs</i> (version 01.1)</li> </ul>

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<i>Version</i>	<i>Date</i>	<i>Description</i>
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Decision Class: Regulatory		
Document Type: Form		
Business Function: Governance		
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Mr. M.R. Thiyagarajan  
Fuel Economy Thiyagarajan  
No.54, 3rd Cross Street, Thirumal, Nagar  
Puduchery 605 013  
India

Date: 12 September 2018  
Reference: INQ-07868  
Direct line: +49 228 815 1915

*Sent by e-mail: mrtenergytechnology@gmail.com*

**Re: Clean Development Mechanism (CDM) - Availing of Carbon Credit**

Dear Mr. Thiyagarajan,

I would like to thank you for your communication of 11 August 2018, with regard to availing of carbon credit. Your communication has been made available to the CDM Executive Board (the Board) in accordance with the relevant provision of the procedure for direct communication with stakeholders.<sup>1</sup>

Any technology, application of which, will lead to real, measurable and directly attributable emission reductions are eligible under the CDM. If you or any project developer wishes to use your technology and develop a CDM project that results in real and measurable emission reductions, then you may be eligible for carbon credits. As CDM projects can use only approved methodologies and no such methodology is available that includes your technology, you or project developer would first have to propose a new methodology that includes your technology or propose changes to an already existing methodology that could include your technology. It would be advisable that you visit the UNFCCC CDM website,<sup>2</sup> look into detail guidance available on project development and methodologies, and then decide how you wish to proceed. I would also like to inform that if you wish, you may contact the Designated National Authority for the CDM in your country.<sup>3</sup>

Thank you once again for contacting the Board with your request.

Yours sincerely,

Rajesh Sethi

Secretary to the CDM Executive Board

<sup>1</sup> [https://cdm.unfccc.int/sunsetcms/storage/contents/stored-file-20150224183036545/eb\\_proc03.pdf](https://cdm.unfccc.int/sunsetcms/storage/contents/stored-file-20150224183036545/eb_proc03.pdf)

<sup>2</sup> <https://cdm.unfccc.int/>

<sup>3</sup> <https://cdm.unfccc.int/DNA/bak/index.html>



Dimitris Tsitsiragos  
Director

*Global Manufacturing and Services*

May 3, 2005

Mr. M.R. Thiyagarajan  
#54, 3<sup>rd</sup> Cross Street,  
Thirumal Nagar,  
Pondicherry – 605 013  
India

Fax: +91-413-2242677

Dear Mr. Thiyagarajan:

Thank you for your letter dated April 10, 2005 addressed to Mr. Wolfensohn. In the letter, you mention that you have patented a new technology called Low cost near unity Internal combustion Engine (IC Engine) and you ask for the World Bank to provide support for global commercialization of your technology.

Mr. Wolfensohn has asked IFC to review your proposal. While we recognize the potential benefits of your technology, we are not in a position to fund its development. IFC generally finances new technologies that are in commercial application. Your proposal may be more suitable for a technology venture capital fund. We would, however, be happy to consider support to any creditworthy enterprise which might choose to apply this technology.

Sincerely,



M.R.Thiyaga rajan <mrtenergytechnology@gmail.com>

## **Quantum and Dynamic Control of Molecular Combustion Process - Better engagement with public and stakeholders - 'Onward from UNFCCC's sustainable environment tech' - An appeal.**

M.R.Thiyaga rajan <mrtenergytechnology@gmail.com>  
To: TheCDMvideos <cdm-info@unfccc.int>

Wed, May 1, 2019 at 5:10 PM

Mr. Arthur Rolle, Chair,  
&  
Mr. Piotr Dombrowicki, Vice-Chair,  
Executive Board of the Clean Development Mechanism,  
UNFCCC, Bonn, Germany.  
[cdm-info@unfccc.int](mailto:cdm-info@unfccc.int)

Respected Sir,

**Sub:** Quantum and Dynamic Control of Molecular Combustion Process - Better engagement with public and stakeholders - 'Onward from UNFCCC's sustainable environment tech' - An appeal.

May Day greetings from Fuel Economy Thiyagarajan Puducherry, India!

Your kind office communications from stakeholders addressed to the CDM Executive Board. CDM: submissions – UNFCCC - INQ - 07868 and Response, Dated: 11/August/2018.  
<https://cdm.unfccc.int/stakeholder/submissions/index.html>

I pray, and I wish to submit my innovative 'Quantum and dynamic control of molecular combustion' (QDCMC) process resulting from the petroleum fuels with internal combustion engine (ICE) for consideration and with your kind permission, I submit to the same by the name 'Onward from UNFCCC's sustainable environment tech'.

Introducing the innovative concept of QDCMC process converts into a highly photochemical reactive gaseous mixture by the introduction of sufficient quantities of an oxygen or oxygen containing air. The process mixture is then irradiated with electromagnetic (EM) waves of the ultra violet (UV) to visible range band of the spectrum. This will mutually interact with light and heat to maximize the target molecules enabling easy breaking of molecular bonds to achieve the goal of complete combustion (thermal and chemical equilibrium) and this was resulted in our manual prototypes testing & world real driving conditions of the following real factors.

*Boosting the ICE efficiency:*

In conventional engine, torque, power & maximum speed is limited to a pre-set level by the engine designer, whereas built-in QDCMC process it boosts the efficiency and all the above-said parameters by 20 % above. Similar improvement in performance, which demonstrates the current low ignition quality fuel designed by the fuel chemist and exceeds the performance than the pre-determined level and behaves like high ignition quality fuel (tremendous performance), which apply to all three potential transportation 'relevant' fuels (gasoline, diesel and natural gas), thereby ICE acts as a self-distillation refinery and minimize the cost of refining equipment, as well as the market price of the end product. The above factors indicate a strategy for universal standardization of inexpensive ICE and fuel design.

*Self-sustained fuel economy:*

This process enables the air and fuel molecules interact more coherently in the presence of light sensitivity energy, thereby avoiding heat dissipation of energy especially through coolant and exhaust, which is being observed in the research prototype in both automobile and diesel gen-set.

*Automatic emission control panacea:*

The imbalanced CO<sub>2</sub>, volatile organic compound (VOC), nitrogen oxides (NO<sub>x</sub>) and components in the particulate (aerosols and mist) are the most important greenhouse gases produced by combustion of fuels, has become a cause of global warming as its concentration in the Earth (ground level ozone) and atmosphere has been rising rapidly. These green house gases are effectively and economically removed through this QDCMC process, without disturbing major structural design and engine family parts. Kindly refer the attached article for further details.

Can you suggest the procedure to demonstrate my prototypes (or stakeholder vehicles) and ascertain the fact of QDCMC process to UNFCCC team, stakeholders and other related peoples to inspect?

Thanking you in anticipation

Yours Sincerely

M.R.Thiyagarajan, Inventor,  
(Fuel Economy Thiyagarajan)  
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Re: Quantum and Dynamic Control of Molecular Combustion Process - Better engagement with public and stakeholders - 'Onward from UNFCCC's sustainable environment tech' - An appeal. > Inbox x



United Nations  
Climate Change  
Convention

**CDM Info**

Tue, May 7, 5:34 PM



to me ▾

Dear Sir/Madam,

Thank you for your interest in the CDM and for contacting the UNFCCC secretariat

We will get back to you as soon as possible. However, please know that response times can vary a great deal, depending on the complexity of the question and the availability of substantive officers.

We appreciate your understanding.

Regards,

Your CDM Team

Now connect with us via social media!

Facebook: <http://www.facebook.com/UNCarbonMechs>

Twitter: @UN\_CarbonMechs