Options for possible participants will be suggested for the measure, including consideration of the extent and type of commonality as described in the previous section. In many cases, measures will be implemented by governments; in other cases through private sector participants. Measures could also involve private sector participation or public/private partnerships.

Options for vehicles for action will be given considering variations on the extent and type of commonality. In some cases governments might achieve a policy objective directly through the instruments available to government. Even if industry or local government are to be the main implementers of the measure, governments may still need to harness their input through negotiating voluntary agreements, providing information on the benefits of the action, or passing a law requiring action. In these cases, the vehicle for their action needs to be clearly specified (e.g. business consultative mechanism, business partnerships through industry associations, twin city agreements by municipal governments). In some cases, the measure could be carried out by either government or non government participants or both, with each scenario involving different vehicles for action. Vehicles could be existing and/or new institutions that could be used to implement the measure. Examples of vehicles are:

        A.     International organisations eg IEA implementing agreements on energy efficiency partnerships;

        B.     Co-ordinating body eg International Organisation of Standardisation (ISO 14000 project);

        C.     Legal framework eg European Union directives,

        D.     International treaties eg Energy Charter;

        E.     Voluntary business partnerships;

        F.     Industry associations eg IATA.

        G.     National government or inter-governmental agreements

*Greenhouse gas emissions reduction potential*[4]

The following information will be provided (including variations on the extent and type of commonality for each measure to be studied):

        A.     assumptions about the emissions path if the measure were not implemented);

        B.     the key assumptions underlying the estimates;

        C.     the level of confidence associated with the estimates (in the analyst's opinion, or from a sensitivity analysis);

        D.     the information that is needed for the estimates and whether it is available or not;

        E.     the type of analysis or modelling that is relevant to assessing the effects of the measure.

Preliminary estimates of the effects of the measure on emissions will be made. Where information is available, the incremental emissions reduction potential of the measure will be presented as estimates of individual greenhouse gases in tons of $CO_2$ equivalent per year for the years 2000, 2005, 2010, and 2020. If possible, the full technical potential of the measure will also be given and

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[4] Other environmental benefits are covered under "other policy goals."