

- Office equipment: personal computers, monitors, printers, photocopiers, facsimile machines;

(iii) Labelling: Harmonized labels on appliances with low energy consumption shall be introduced;

(e) The introduction of taxation on aviation fuel. Because this would need to be internationally harmonized and universally applied, countries other than those included in Annex I shall be involved. Negotiations shall therefore take place in the framework of ICAO as well as the Convention;

(f) Limitation of the production and consumption of perfluorocarbon (PFC), HFC and SF₆;

(g) Implementation of measures prescribed by the United Nations Economic Commission for Europe (UNECE) protocols on the control and reduction of volatile organic compounds (VOCs) and nitrogen oxides (NO_x).

50. The promotion of rail for the transport of goods and passengers, and in particular the combined use of rail/road transport at a national and regional level, shall be considered as a 'B-type' measure according to the EU proposal, that is it shall receive high priority for consideration by Annex I Parties for inclusion in their national programs and would benefit from common coordinated application.

Alternative 4 ²⁵

51. Examples of policies and measures and their indicators are listed below (indicators within brackets):

(a) Efficient use of energy:

- improvement of automobile fuel efficiency [in the case of Japan, 10.15 mode²⁶ fuel efficiency (km/l)];
- improvement of power generation efficiency [general average of power generation efficiency (%)];
- promotion of co-generation (including fuel cells) [kw];
- promotion of energy-saving in buildings and housings;

²⁵ Proposal from Japan

²⁶ Fuel economy test cycle in Japan. The majority of new vehicles are subject to one of three types of fuel economy test cycle (European, Japanese and American types).