

- use of selected low GWP fluorocarbons instead of high GWP fluorocarbons;
- removing protection for domestic coal producers and national electricity supply industries; a first approach could include an agreement to adopt targets for a subsidy reduction, for instance 50 per cent by 2010; a second approach could be an agreement to remove all types of subsidies except those related to research and environmental protection;
- average fuel consumption targets for new vehicles; for new passenger cars, an average fuel consumption target of 5 litres/100 km for petrol-driven cars and 4.5 litres/100 km for diesel-driven cars by the year 2005 shall be introduced. For other types of vehicles, similar targets shall be defined;
- building insulation standards (k-values) adapted to the geographical situation of the Parties shall be introduced; quality standards for construction products shall also be defined;
- limitation of the production and consumption of perfluorocarbon (PFC), HFC and SF₆;
- 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);
- 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;
- combat desertification;
- definition of a major item 'renewable energies' within the framework of the existing international financial mechanisms, for example the World Bank, the Global Environment Facility (GEF), Regional Development Banks, Phare and Tacis.

List C to be developed further.