because of: the increasing number of vahicles; the high average age of cars; poor multitenance of cars; inadequate transport networks, traffic control and parking spaces; and the institutency of public transportation.

It is estimated that 79 per cent of pollutants in the Athens area are due to traffic pollution, many from old private cars ~ 2 million cars in this area have an average ages of twelve years. In this demaxt, in May 1989, a law introduced an incentive scheme to encourage the purchase of they converters and clearer cars with catalytic converters and consuming lead they gasoline. It contacortes to an everage reduction of 15 per cent of the purchase to the purchase to an everage reduction of 15 per cent of the purchase to the purchase to an everage reduction of 15 per cent of the purchase to a first of the purchase to an everage reduction of 15 per cent of the purchase to the purchase to an everage reduction of 15 per cent of the purchase to a first of the purchase to the car field.

reduction of the Special Consumption Tax by 60 per cent for cars with a overcost capacity to to 1 400 em² and by 50 per cent for cars with a cylinder capacity from 1 401 to 2 000 em² but not more than Drs. 2 000 000;

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1. Official Position

Greece has no stated position on greenhouse gas targets, nor any greenhouse gas stabilization or reduction programme. However, since some months, the Greek authorities have been working on the greenhouse effect issue. In view of the government, the problem of reducing greenhouse gas emissions would have to be dealt with in the general context of the European Community.

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2. Factors influencing Decisions

Although Greece has no official position on greenhouse gas reduction, the protection of the environment has become a top priority in Greek politics. Indeed, in the main urban areas, Athens and Thessaloniki, where a large portion of the country's commercial and industrial activity is concentrated, the atmospheric pollution, particularly in summertime, reaches unbearable levels. The phenomenon (called Nephos in Greek) has recently taken a very large place in all the programmes of the political parties and in public opinion.

In February 1990, a comprehensive plan for the protection of the environment in the Athens area was finalised: with a budget of Dr 400 billion over a period of four years, it includes 50 actions to be implemented, including for example car parking and traffic policies, green belts and public transport systems, etc. As the present government is aware that the situation requires an urgent solution, the emphasis of its actions has shifted to the transport sector which is now seen as the main contributor to air pollution

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