

- (d) Promotion of energy-saving in buildings and housings;
- (e) Promotion of efficient use of waste biomass energy [the number of facilities].

47. (a) Improve energy efficiency of electric appliances, equipment and buildings in general to the highest technical level that is still cost-effective, including through voluntary agreements with producers and importers of these products and, if necessary or where appropriate, mandatory minimum efficiency standards of the products;

(b) Pursue voluntary agreements with energy producers and importers and industry to improve energy efficiency;

(c) Modify energy policies, including through improving energy efficiency of power plants and extending the use of combined heat and power.

Transport

48. (a) Reduce GHG emissions of all transportation modes and in particular significantly reduce emissions from newly registered motor vehicles, for example:

(i) Promote voluntary agreements with the manufacturing industry to reduce CO₂ emissions;

(ii) Develop complementary measures aimed at developing the market for fuel-efficient, low-CO₂ vehicles and alternative fuels;

(iii) Work, through ICAO, towards:

- Improvements in the coordination of international air traffic management;
- Continued development of information and guidance for airlines and airports to raise awareness and promote best environmental practice in air transport policy;

(b) Shift transport of goods and passengers to low-emission transport modes;

(c) Promote the reduction of CO₂ emissions from newly registered cars;

(f) Promote the use of public transport.

49. Give high priority to 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, for inclusion in Annex [Q] national programmes; and consider rail transport for common coordinated application.

50. Promote the efficient use of energy by improving automobile fuel efficiency [in the case of Japan, 10.15 mode³ fuel efficiency (kilometer/liter)].

³ 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).