

## Autogas in Hong Kong – A good recipe for success



### Did you know?

- There are more than **15.8 million Autogas vehicles** operating worldwide.
- Autogas has a notably high usage rate in the **Asia Pacific Region**, where there are more than 5.6 million Autogas vehicles.
- LP Gas generates **considerably fewer emissions** than other fossil fuels, contributing to the protection of the environment and human health.
- Using LP Gas vehicles in urban areas can make **a significant improvement to air quality**.
- Approximately **20 billion kilometers** have been driven on Autogas in Hong Kong alone.
- In Hong Kong, Autogas helped to **reduce the level of Particulate Matter and NOX in the air by 23%**.



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## What has been done?

- At the time of the handover of Hong Kong to China in 1997, **there were no Autogas vehicles** in the territory. Autogas vehicles were introduced in Hong Kong only in 1997, as a response to the **air quality problem of diesel fuel emissions from the 18,000 city taxis**.
- Following a study tour in Europe, the Environmental Protection Department (EPD), the Electrical and Mechanical Services Department (EMSD) and the Fire Services Department (FSD) **recommended Autogas as the best solution** to the air quality problem in Hong Kong. As a result, in 2001 it became mandatory for all diesel taxis to be replaced with Autogas.
- To encourage the transition towards Autogas, **Hong Kong authorities introduced several incentives**, including a HK\$40,000 incentive for **taxi owners** – comparable to a 20% discount on the price of a new vehicle. For the companies seeking to design, build and operate dedicated **new Autogas refuelling stations** zero land premium was applied. Operators of **existing fuel stations** dispensing diesel and gasoline were offered land lease extensions to introduce Autogas.
- In 2001, a similar exercise was conducted in order to deal with the problem of **emissions from diesel fuelled minibuses**. A HK\$60,000 incentive was offered to change diesel minibuses to Autogas fuelled ones.
- An important part of the change process was the involvement of **stakeholders**, especially drivers and consumers, throughout the process using **market research**.

## What is the result?

- The **integrated approach by the Hong Kong authorities** involving all stakeholders including taxi owners, fuel station operators, vehicle manufacturers and various government departments was an essential part of the transition towards Autogas.
- Due to the multiple incentives introduced by the Hong Kong authorities, **all 18,000 taxis in Hong Kong were changed from diesel to Autogas within three years**. In addition, there are **more than 2,800 minibuses** now running on Autogas in Hong Kong.
- As of 2002, **all new gasoline and diesel refueling stations are required to have Autogas available on site as well**. Furthermore, five dedicated Autogas refueling stations have been constructed and Autogas has been introduced into fifty existing refueling stations.
- As a result of this transition towards Autogas, Hong Kong's **street air quality has improved drastically**.