

# GAIN

Global Autogas  
Industry Network

# Autogas Updates



WORLD LP GAS ASSOCIATION

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20 March 2003  
Volume 3, Issue 1

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## U.S. Congress promotes CLEAR Act

In early March, versions of the CLEAR Act (Clean Efficient Automobiles Resulting from Advanced Car Technologies), were introduced in the U.S. Congress to establish tax incentives to spur consumer purchases of advanced technology and alternative fuel vehicles.

The legislation will provide consumer incentives for breakthrough technologies that are currently being introduced into the market in low volumes - dedicated alternative fuel, battery electric and hybrid electric vehicles - as well as evolving, long term fuel cell technologies. The transition and acceptance of this "pipeline" of interrelated technologies is critical as the transportation industry continues its research and development of fuel cell vehicles. For example, feedstock fuels for dedicated alternative fuel vehicles set the stage for hydrogen reformation from the same alternative fuels (methanol, natural gas, autogas, bio-fuels). *(continued on p. 6)*



Senator Orin Hatch

## A case for continued government support

Although South Korea remains one of the largest autogas markets in the world, the rapid growth in autogas vehicles is beginning to slow. The latest official statistics show that the number of registered autogas powered vehicles increased by 187,000 last year, well off the pace of 214,000 set in 2001 and 428,000 in 2000. In contrast, the number of registered diesel vehicles increased by 551,000, nearly three times the growth for autogas-fuelled vehicles.

There are a number of plausible explanations for the slow down including the fact that many motorists still tend to prefer diesel vehicles because of their fuel efficiency. Additionally, some market observers suggest that the relatively poor performance of autogas engines is also a concern, even though environmentally the use of autogas is still a better option.

The root cause of this lower growth rate, however, is financial. At the moment, the price of autogas is still the cheapest fuel option for motorists - about 25 percent less expensive than diesel. But the price of autogas is gradually climbing as the government is progressively increasing the tax on butane each year until 2006. As the South Korean autogas market becomes more mature, it will be essential to maintain the fuel price differentials in order to attract motorists and fleets who have not yet switched. To the extent that autogas remains a much better environmental option, South Korea will be well-served to maintain the autogas gas cost advantage.

## What's New

- GAIN Council Meeting, 17 June 2003, Berlin
- 16th World LP Gas Forum, 15-17 October 2003, Santiago, Chile
- New section: International Events Calendar, p. 7
- Visit our website: [www.globalautogas.org](http://www.globalautogas.org)

## Policy

### New guide hailed as green tax 'blueprint'

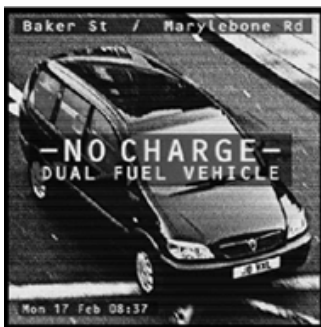
A new system for ranking company cars by their emissions is being hailed as a potential blueprint for a new Europe-wide taxation system. This innovative approach starts by listing hundreds of vehicles by CO<sub>2</sub> emissions and other key pollutants including particulates and hydrocarbons, and whether the vehicle is classed as Euro II, III or IV compliant. The database can be searched by manufacturer, market segment, or listed according to fuel costs per 6,000 miles. This system provides a workable template for a combined emissions ratings system that could be adopted in Europe, especially by integrating the official Euro II, III and IV emissions ratings with carbon dioxide emissions.

'Right now the information is useful to fleets interested in comparing how vehicles in the same band compare when evaluating overall emissions as an element of vehicle purchase decisions. They can now find the top, medium and worst performers of a specific type in a single list. Many observers believe that an emissions-based scheme, more so than a distance-based tax will be the way ahead for Europe. If so, this system could emerge as a valuable and efficient implementation tool. To access the website, go to [www.fleetnewsnet.co.uk](http://www.fleetnewsnet.co.uk)

### EU - Uncertain future for biofuels

In mid-March, the European Parliament adopted its final report on the proposed Council Directive to promote Biofuels in Road Transport. The Parliament did not insist on the introduction of mandatory targets for biofuels, as proposed during the draft's first reading. Instead, it accepted the Council's concept of "reference figures" for the total of biofuels placed on the market set at 2 per cent for 2005 and 5.75 per cent for 2010. MEPs demanded, however, that EU Member States inform the Commission of the measures they have taken to reach these targets. If targets are not met for reasons that are unjustified and/or do not relate to new scientific evidence, mandatory targets should be set by the Commission. The proposed Directive, which will be adopted by the Council within the next months, is part of the EU Commission's attempts to establish a 20% market share for alternative fuels by 2020. The market share of 5.75% being agreed for biofuels therefore leaves the door open for promotion of other alternative fuels such as autogas. The EP's Report states that such alternatives should be considered fully by the EU Commission if its 20/20 alternative fuels strategy is to become reality.

### London 'congestion charges' create autogas opportunity



On Monday, 17 February, drivers and pedestrians in central London were astonished by the reduced number of vehicles and relatively empty streets — an apparent result of the new 'congestion charge' scheme, which levies charges on vehicles commuting into the city. In order to avoid the daily charge, some 20,000 people are expected to abandon their vehicles for public transport, or switch to exempted clean-fuel vehicles such as autogas.

All passenger and light commercial vehicles, which are listed under Band 4 of the TransportEnergy PowerShift Register, will receive a 100% discount from the congestion charge. Band 4 vehicles are the cleanest vehicles on the road today when it comes to tailpipe emissions. This could mean a major boost for autogas vehicle purchases or conversions in the London area. In fact, according to a recent London survey, nearly half of small business operators are considering converting their vehicles to clean fuel alternatives to obtain a discount from the charge. To learn more about which vehicles will qualify for the exemption, visit PowerShift's on-line database at [www.powershift.org.uk](http://www.powershift.org.uk)

### Auckland, New Zealand to follow London lead?

The Auckland Regional Authority is considering a proposal to impose a new passenger transport tax of up to \$20 a day in order to reduce central city congestion — similar to the London model. The Rockgas company has been quick to point out that any such measure should also include exemptions for autogas vehicles, thereby enabling the city to achieve clean air goals while attempting to reduce vehicle congestion. Rockgas has further urged that Auckland follow the leadership model of other New Zealand cities, notably Christchurch, and convert its public bus fleet from diesel to clean autogas LP Gas.

## MG Rover Group adds more autogas choices

Under a programme managed by Powertrain Limited in the UK, a sister company and supplier of engines to MG Rover Group, customers can now order an approved autogas conversion on new or existing 1.4-, 1.6- or 1.8-litre Rover and MG models, as follows:

- Rover 25 (3-door and 5-door) All 1.4 and 1.6-litre
- Rover 45 (5-door and 4-door Saloon) All 1.4, 1.6 and 1.8-litre
- Rover 75 (4-door Saloon and Tourer) All 1.8-litre
- MG ZR (3-door and 5-door) ZR 105 and ZR 120
- MG ZS (5-door and 4-door Saloon) ZS 120

The company is also developing approved autogas conversions on other saloon and estate petrol versions of MG and Rover cars - 1.8T and V6 models - and will soon release plans for their introduction.



The retail price of the autogas conversion on a Rover or MG car, including installation, is £2,195. The Government funded Powershift rebate (details available at [www.powershift.org.uk](http://www.powershift.org.uk)) covers Band 4 cars (MG and Rover 1.6/1.8-litre models) with a 60% rebate and approximately 50% for the Band 3 rated 1.4-litre cars on the cost of conversion.

## More Fleets in Australia go for Autogas

Country Energy, one of Australia's five largest energy retailers is increasing its number of autogas vehicles from 115 to 140, as part of its goal of establishing a 500 strong autogas fleet. Country Energy's recent decision is both environmentally responsible and cost effective. Mr. Ray North, the new General Manager of the Australian LP Gas Association, welcomed Country Energy's announcement as "a great result for the environment, which will cut greenhouse gas emissions and improve air quality, while also generating annual cost savings of about \$500,000 for the company". The reliability of autogas availability at more than 3,500 service stations across Australia, and the fact that dedicated autogas vehicles have a greater driving range than petrol vehicles, were among the main reasons influencing Country Energy's autogas choice.

## Ford offers innovative financing for autogas vehicles

Ford is now offering an innovative new programme in the U.S., designed to facilitate the leasing of alternative fuel vehicles. The GreenLease program is an open-ended lease which permits fleets to return the AFV at lease end without further obligation (except for excess wear and tear and excess mileage). Compressed natural gas, electric, ethanol, and autogas vehicles are eligible for a GreenLease. Specifically, Ford Credit's GreenLease offers:

- Lower payments than purchasing an AFV
- No down payment required
- Optional payment programs: monthly, annual, or one advance payment
- Potential tax subsidies, tax credits, and reduced payments may be available in some states (laws vary from state to state, so contact your local dealer for details).

For more information see [www.fordcredit.com/comlend](http://www.fordcredit.com/comlend).

## LDV autogas minibuses for Scotland

UK bus manufacturer LDV recently supplied 17 autogas-converted minibuses to Argyll and Bute Council as part of the council's policy to reduce exhaust emissions. The 17-seat minibuses, worth £500,000 at showroom prices, were chosen because of the running cost advantage of autogas over diesel. The council expects to save £15,000 a year on fuel costs if the buses run on autogas for 75 percent of the time. Calor Scotland has also supported the move with a donation of £1,700. The vehicles were provided by Lex Commercial Glasgow and the livery includes 10 designs chosen from 1,600 entries by school children.

## Europe

### Low Carbon Vehicle Partnership in the UK

The shift towards a low-carbon economy is becoming a high priority for the UK, where climate change and security of energy supply are pressing issues which the low carbon agenda begins to address. The Low Carbon Vehicle Partnership (LowCVP) is the UK's new action and advisory group promoting the shift to clean low carbon vehicles and fuels. One of its objectives is to help industry, consumer, environment and other organisations participate in the shift to clean low carbon vehicle technology and fuels.

The establishment of the LowCVP programme is a central pillar of the government's overall strategy for promoting alternative fuels, Powering Future Vehicles Strategy ([www.roads.dft.gov.uk/cv/power/pdf/strategy.pdf](http://www.roads.dft.gov.uk/cv/power/pdf/strategy.pdf)). The effort hopes to make inroads in advancing alternative fuels such that by 2012, 10 percent of all new cars sold will emit less than 100g/km CO<sub>2</sub> at the tailpipe. Additionally, the programme plans that 600 or more buses coming into operation will be low carbon, defined as 30 percent below current average carbon emissions.



LowCVP has set forth a number of immediate action tasks, including to:

- encourage industries and other stakeholders to become engaged in the move to low carbon vehicles and fuels
- provide a forum in which different groups of stakeholders can work together in overcoming the market barriers to the take up of new low carbon vehicles and fuels
- provide a forum for government, industry and other partners to liaise on upcoming policy developments and regulatory issues
- provide government with independent advice on the progress and effectiveness of government programmes (including Foresight Vehicle, New Vehicle Technology Fund, Powershift)

For more information, visit: [www.autoindustry.co.uk/whatsnew/index.asp?sec=pr&key=MLLCVP](http://www.autoindustry.co.uk/whatsnew/index.asp?sec=pr&key=MLLCVP)

### Autogas opportunities in Italian cities

Regulation of particulates emission (PM10) continues to heavily influence emissions and clean air policy in Italy. Specifically, there is a big push by major Italian cities to ensure compliance with EU limits on PM10 emissions. As a result the municipalities in both large and average sized Italian cities are now trying to limit the presence of vehicles without catalytical converters in their centres. They plan to then also try and limit the circulation of diesel vehicles. However, autogas vehicles will continue to be permitted in city centre traffic zones.

In a similar way to London's congestion charge, such urban transport policies can help create increased demand for the autogas choice. Italy is still one of the world's biggest markets for autogas, but growth has been stagnating in recent years. As Italian cities themselves begin to develop urban transport policies aimed at achieving improved air quality, the autogas market can benefit as local councils show their faith in a feasible and practical alternative to conventional fuels.

### Organic farming group goes green with autogas

The Soil Association, the UK's leading organic food and farming organisation, is switching to Vauxhall autogas vehicles in order to further its contribution to environmentally-friendly activities. The Bristol-based organisation operates a fleet of 25 company cars. After a review of the environmental impact of its fleet, it has ordered six new Vauxhall Astra Dualfuel 1.6 litre 5dr Envoys which run on either autogas or petrol.

The decision was made due to the increasingly widespread availability of autogas, which now makes it a practical and efficient alternative. And since conservation and the environment are major concerns for the Soil Association, the time was right to move to autogas cars.

Vauxhall reiterated these beliefs in stating that autogas-powered vehicles offered companies a viable, green alternative as well as being a fuel-efficient and cost effective option, especially at a time when rising petrol fuel costs are increasing pressure on businesses to reduce overheads.

## India continues to expand markets for autogas



India's Kerala State Road Transport Corporation (KSRTC) recently unveiled a phased plan to convert all its diesel-run fleet to autogas. KSTRC will start with 120 city service buses in Thiruvananthapuram.

KSRTC has already received the necessary government permission to begin constructing refuelling stations in the State and are planning to commission 16 new autogas stations, six within the next three months and the remainder by the end of 2003.

Working together with the Chennai-based Indian Auto Gas Company Ltd, a consortium of eight autogas companies, KSTRC will incorporate fumigation technology, which enables the buses to operate on autogas as well as diesel, as necessary.

It is estimated that with the conversion to autogas, 70 percent of the State's pollution can be reduced and significant money per kilometre can be saved. KSRTC also noted that the cost of conversion to autogas is less than one-third the cost of conversion of CNG. To promote the growth of autogas vehicles in India, the Government has also reduced the import duties of autogas conversion kits.

## Autogas part of IOC's environmental stewardship

Indian Oil Corporation Ltd (IOC) recently announced the introduction of autogas to eastern India. Because of autogas' low emission level vehicles using it conform to Bharat Stage II emission norms. The introductory price is Rs 21.19 per litre, roughly 20-25 percent less than petrol. Conversion costs are roughly between Rs 15,000 and Rs 25,000. Hindustan Motors is currently manufacturing vehicles to use the fuel. (see related article, AU 15 December 2002).

Subhas Chakraborty, West Bengal's Minister for Transport and Youth Affairs, has recently urged other automobile manufacturers to produce cars that can be run on autogas.

The introduction of autogas is part of IOC's major new initiative for advancing the use of eco-friendly alternative fuels so that India's urban air quality problems can start being addressed.

## Autogas taxis in Taiwan

Taiwan Taxi has launched an 'Environmentally Friendly Taxi Squad,' using 200 autogas cars made by Formosa Automobile and equipped with IMPCO fuel system components. The vehicles were purchased from Formosa Automobile using a low interest rate bank loan. The company is committed to using autogas to help protect Taiwan's environment. Moreover, Taiwan Taxi stated that the autogas taxis save up to NT\$10,000 per month in fuel costs and are therefore roughly 40 percent less expensive to run than gasoline taxis. There are over 70,000 taxis in Taipei, all of which are candidates for conversion to clean burning autogas.



## Notes from Shanghai

As part of Shanghai's new plan for environmental protection to 2005, the Shanghai Environment Protection Bureau has facilitated the construction of 101 autogas filling stations and three CNG filling stations. Some 38,000 taxis have changed fuel to autogas. This latest development comes on the back of the Chinese Government's announcement that other measures will be taken to ensure that air quality is improved in the lead-up to the 2008 Beijing Olympic Games.

## Americas

### U.S. CLEAR Act (continued from page 1)

U.S. Senator Orin Hatch described the phases of the legislation as, "First, we provide a tax credit for the purchase of alternative fuels. Next we promote a new infrastructure of alternative fuel filling stations by extending a tax deduction for the purchase of the necessary equipment and providing a tax credit for the cost of installing it. Finally we provide a Clear Act Credit to consumers who purchase alternative fuel and advanced technology vehicles. This includes fuel cell, hybrid electric, alternative fuel, and battery electric vehicles."

Observers noted that although the energy bill failed last fall, the Congress clearly signalled broad, bipartisan support for fuel cell vehicles, as well as hybrids, battery electrics and alternative fuel vehicles. As such, this new legislation appears to be headed down the final straightaway, and many are confident that the CLEAR Act will get the checkered flag this session.

Brian Feehan, Executive Director of the Propane Vehicle Council stated, "The CLEAR Act is the catalyst needed for the development of the alternative fuel vehicle market and will lead us on a path to an economy less dependant on foreign oil and a healthier environment."



Richard Roldan, president and chief executive officer of the National Propane Gas Association, stated, "NPGA looks forward to working with Senator Hatch on his bill which recognizes the role that clean-burning fuels like propane gas play in improving the quality of our air, reducing our dependence on oil imports, and providing domestic jobs. This important legislation is truly a comprehensive approach toward developing cleaner vehicle technologies, building the vehicles, and most importantly, the infrastructure necessary to support them."



### Autogas alleviates price worries for fleets

With gasoline prices rising, transport and delivery businesses are trying to maintain profitable operations while the higher costs eat away at revenue margins. In fact, many trucking companies in Las Vegas, Nevada, for example, are trying to pass on their extra fuel costs by increasing their rates. However, autogas gas fleets haven't complained. That's partly because companies such as Yellow-Checker-Star Cab Co., the largest cab company operating in the area, has an autogas fueled fleet and autogas prices are traditionally not as volatile as gasoline.

Yellow-Checker-Star Cab said it hasn't been hit as hard by the fuel crunch as other cab companies that use gasoline vehicles. Autogas prices aren't structured in the same way as gasoline pricing is, so while costs may have gone up, they have not increased as rapidly as those for gasoline. Further isolating the cab company from gasoline price increases is its practice of purchasing autogas in bulk volumes months in advance.

### IMPCO conversion systems for Dodge trucks in Mexico

Daimler/Chrysler Mexico has approved IMPCO's Premier system for use in the Dodge Ram 2500 4.7L. The IMPCO Premier conversion system is an OEM-grade fuel delivery, fuel storage and electronic control package that allows vehicles to run and operate on autogas. The IMPCO systems will be sold throughout Mexico.

IMPCO provides the development, applications engineering and systems packaging for DaimlerChrysler, enabling a seamless and transparent purchase for the new-vehicle buyer by providing a vehicle from the OEM dealership pre-configured with an authorized autogas fuel system that carries with it a new car warranty. Prices for the Premier system range from \$1,500 to \$2,500.



Approximately 150,000 new commercial vehicles were sold in Mexico in 2002, of which 70 percent were converted to operate on autogas. In Mexico, autogas costs approximately 40-50% less than gasoline fuels.

## Australian Greenhouse Office Endorses LPG on 8.3L Cummins



The Australian Greenhouse Office (AGO) has issued an interim Type Approval to engine conversion technology developed by the Brisbane-based company Was Diesel Now Gas (WDNG). This is the first approval to be provided to a dedicated autogas engine under the conditions of the government's Alternative Fuels Conversion Programme – which is not easy because of the very tight emission standards used to operate the programme.

WDNG has taken a Cummins 8.3 litre diesel engine and re-engineered it to perform as a spark-ignition Otto cycle engine incorporating many specifically designed components. These specifications include a computerised ignition and fuel management system, specialised spark plugs, a patented gaseous fuel injection system and exhaust catalyst. The benefits of the autogas engine are not just the emission savings but also reduced noise, lower running costs and ready access to quality fuel. The company plans to expand their technology across a broad range of engines with different capacities and horsepower (including various manufacturers) during the next 12-18 months. The effort was supported by Elgas Limited, the largest distributor of LP Gas in Australia, and one of the main promoters of the autogas choice in Australian fleets.

The Fuels Conversion Programme provides funds of up to 50 per cent of:

- The difference between the purchase price of new autogas or CNG fuelled vehicles and their conventionally fuelled equivalents; or
- The cost of converting conventionally fuelled vehicles to operate on autogas or CNG; or
- The cost of upgrading the fuel systems of vehicles already operating on autogas or CNG.



The \$75 million programme is designed to assist operators of heavy commercial vehicles and buses to convert their vehicles to operate on either autogas or compressed natural gas, or to purchase new vehicles operating on these fuels. It is scheduled to operate until 2008.

## Shell refuelling outlets in South Africa

Although autogas is just beginning to make inroads into the South African transportation marketplace, Shell has already begun using the power of the internet to overcome barriers traditionally confronting the development of alternative fuels. The Shell South Africa website ([www.shellgas.co.za/site/page/56/lang/en](http://www.shellgas.co.za/site/page/56/lang/en)) offers online tools and maps for locating vehicle converters and autogas refueling stations. The site also offers other valuable tools to aid in making the autogas choice such as a fuel cost savings calculator, safety tips and information about the autogas environmental advantage.



## Calendar of international events

### Automotive Fuels 2003

14-15 April 2003 - Amsterdam, The Netherlands

[www.nen.nl](http://www.nen.nl)

### The 9th National Clean Cities Conference

18-21 May 2003 - Palm Springs, California, USA

[www.cccities.doe.gov](http://www.cccities.doe.gov)

### World Fuels Conference - Europe 2003

19-20 May 2003 - Brussels, Belgium

[www.cwacts.com/hart/index.html](http://www.cwacts.com/hart/index.html)

### Windsor Workshop: Sustainable Transportation

2-5 June 2003 - Toronto, Canada

[www.windsorworkshop.ca](http://www.windsorworkshop.ca)

### Australian Liquefied Petroleum Gas Conference & Expo

9-12 April 2003 - Albury NSW, Australia

[www.alpqa.com.au/events/conference.asp](http://www.alpqa.com.au/events/conference.asp)

### LPG Asia Pacific 2003: New Challenges & Opportunities

28-29 April 2003 - Kuala Lumpur, Malaysia

[www.ibc-asia.com/LPG.htm](http://www.ibc-asia.com/LPG.htm)

### AEGPL Congress

4-6 June 2003 - Geneva, Switzerland

[www.aegpl.com/htqb/frameset2.htm](http://www.aegpl.com/htqb/frameset2.htm)

### World LP Gas Forum

15-17 October 2003 - Santiago, Chile

[www.worldlpqas.com/forum](http://www.worldlpqas.com/forum)

## GAIN: Network News

### Actions speak louder than words!

Since its inception in 2000, GAIN's mission has been to help co-ordinate WLPGA members' efforts to develop and grow the global autogas market. In 2001, GAIN produced tangible tools for members' use to help implement this mission. In 2002, a number of initiatives were taken in response to members' wishes to develop GAIN as a proactive network providing other services in addition to being an information clearing house for its members. These included the creation of GAIN working groups on the EU Alternative Fuels Strategy and on developing proactive communications with OEMs. GAIN's work in 2003 will continue focusing on actions aimed at implementing these priorities. For this reason, GAIN's Action Plan for 2003, which was discussed and endorsed at the last GAIN Council meeting in Paris on February 3rd, will help GAIN and its members communicate effectively with the most important stakeholders.

Maintaining contact and dialogue with stakeholders, including public policy makers, for instance, is essential for communicating autogas' advantages as a practical and feasible alternative fuel that helps governments and society meet their environmental challenges in a cost effective way. Another major priority for 2003 is the OEM Challenge which aims to educate vehicle manufactures on the benefits of autogas and keep them informed about autogas developments around the world. Ongoing strategic dialogue with OEMs is essential if they are to be encouraged to design and produce autogas vehicles. As we all know, however, OEMs are unlikely to promote autogas vehicle production and marketing unless they see that governments are willing to commit themselves to supporting sustainable alternative fuels strategies over the long term. Equally, governments want to see that any alternative fuels strategy they promote can actually be delivered on the road by safe, reliable and feasible alternative fuel vehicles enjoying a comprehensive re-fuelling infrastructure.

Autogas is still the world's leading alternative fuel because it can deliver all of the key elements in sustainable alternative fuels strategies. Governments, fleets, local councils and vehicle owners around the world are already aware that this is the case. GAIN's role is to replicate the best practices and experiences in leading markets such as Australia, for example, by being the forum where our members can lead strategic actions together to help develop their autogas markets. Our 2003 projects aim to add value to our industry's efforts by implementing actions and achieving results. We welcome all of our members to join us in this effort!

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## 16th World LP Gas Forum Santiago, Chile, 15-17 October 2003



The 16th World LP Gas Forum will take place in Santiago, Chile from 15 - 17 October 2003. Recent World LP Gas Forums were held in Buenos Aires 1997, Rome 1998, New Delhi 1999, San Diego, USA in 2000, Paris 2001 and the 15th in Bangkok, Thailand in October 2002. The World LP Gas Forum is the premier global conference & exhibition on LP Gas, attended every year by over 400 top executives of LP Gas companies from all around the world. Attendance at the Forum consists of Chairmen, CEOs or senior level executives along with senior government officials and representatives of external parties such as international agencies. The Forum is the major annual event where the industry communicates about global LP Gas business developments and issues relevant to both the industry and outside partners. Exhibition facilities are also provided for participants who wish to exhibit their latest products, systems and technology.

For more information on the 16th World LP Gas Forum or to receive future announcements for the conference and exhibition, contact : 16th World LP Gas Forum Organising Secretariat c/o COLLOQUIUM, 12, rue de la Croix Faubin, 75557 Paris, Cedex 11, France, Phone: 33 1 44 64 15 15 - Fax: 33 1 44 64 15 16, E-mail: [worldlpgas@colloquium.fr](mailto:worldlpgas@colloquium.fr), Web: [www.worldlpgas.com/forum](http://www.worldlpgas.com/forum).