



WORLD LP GAS ASSOCIATION

World LP Gas Association  
9, rue Anatole de la Forge, 75017 Paris, France  
Phone: +33 (0)1 58 05 28 00 Fax: +33 (0)1 58 05 28 01  
Web: [www.worldlpgas.com](http://www.worldlpgas.com) – E-mail: [association@worldlpgas.com](mailto:association@worldlpgas.com)

15 June 2003  
Volume 3, Issue 2

**Inside this issue:**

Policy	2
Manufacturers	3
Europe	4
Asia Pacific	5
Americas	6
News in Brief	7
Network News	8

## Australia: Making the case for autogas

The Australian market for autogas, with 550,000 vehicles consuming 1.4 million tonnes of autogas fuel per year, is the world's second-largest market after South Korea. Autogas is retailed at 3,500 service stations nationwide and the fuel has achieved an 8 percent share of vehicle fuel market – with expectations to reach 10 percent by 2005. These achievements should normally be considered characteristics of a success story, where one country has demonstrated model progress in providing a viable alternative in the entrenched market for gasoline and diesel fuel.

So, with all this hard-earned progress and with so much future potential it comes as a surprise that the Australian government has proposed to scrap the fuel's tax-free status. The measure will not come into effect until 2008, and will be softened by new subsidies that would then be gradually phased out by 2012. But the signal is clear, if the current budget measures go forward, autogas will lose its tax advantage, and, some fear the Australian autogas market will lose its momentum.

In particular, the government's pull back of support for autogas and other alternative fuels has a direct impact on industry and consumer confidence, especially those who have committed and invested in an alternative fuel future for Australia. Moreover, such a reversal seriously undermines confidence in taking on future environmental initiatives. *(continued on page 2)*

## Autogas demonstrates very low PM emissions

A recent scientific study from Swiss-based Atlantic Consulting points out clean air and health benefits of using autogas instead of diesel cars – even those equipped with particulate traps. According to the study, a shift to autogas from diesel would cut particulate emissions by 7 percent.

While environmental policies aimed at reducing particulate (PM) emissions encourage diesel light duty vehicles to be sold with factory equipped particle traps, the study suggests that switching to autogas is a better, more immediate, lower cost, and more effective option.

If such a move was made, by 2010 vehicle owners in the UK (where the study was focused) could be saving between £173 to £406 per year in expenses — while cutting particulate emissions in the UK by 2% to 7%, or 125 to 538 tonnes. (note: fiscal calculations are based on the hypothesis that by 2010 autogas cars will cost the same as petrol-powered versions). Estimates were based on annual mileage of 9,866 and an autogas fuel cost of 37.1 pence per litre.

One of the air quality concerns raised in the study is evidence that many of the smallest particulate emissions are actually formed post-emission. The inherently clean-burning nature of autogas ensures that these emissions are always absent, regardless of the deployment and/or lifetime functionality of exhaust after-treatment technology.

### What's New

- GAIN Council Meeting, 14 October 2003, Santiago, Chile
- 16th World LP Gas Forum, 15-17 October 2003, Santiago, Chile
- International Events Calendar, page. 7
- Visit our website: [www.globalautogas.org](http://www.globalautogas.org)

## Policy

### Australia *(continued from page 1)*

Potentially immediate damage to the autogas market could be the impact on vehicle manufacturer plans to ramp up production of dedicated autogas vehicles. Ford is already producing 80 such cars per day, and other manufacturers are moving in the same direction. But those plans are largely based on the expectation that fleet operators will continue to be attracted to autogas vehicles because of fuel cost savings of around 50 percent.



Should the tax incentives be removed, fleet operators may also need to reconsider their commitment to autogas. For example, an estimated 96 percent of Perth's taxi fleet runs on autogas. According to local taxi operators, the imposition of an excise tax on autogas would escalate operation costs and translate to a 10 percent jump in taxi fares -- in which case the taxi industry would have no choice but to pass on the extra cost to passengers or to switch back to gasoline.

There are also legitimate concerns for other motorists who have invested in autogas. Since most private-sector fleets in Australia turn over their vehicles every three to four years, fleet operators are concerned about how much they will be able to get for the cars at the time of resale. A critical element of the autogas purchase decision is the resale value of the vehicle, and private motorists who buy a second-hand autogas car want to know that there's still something in it for them in the years ahead. It will also be necessary to shore up the confidence in the retrofit industry and with independent autogas distributors.

The government should yet be persuaded to reverse the autogas decision, or at least to guarantee that some form of subsidy would maintain the fuel's economic edge. Naturally, the Australian LP Gas Association is currently formulating a number of arguments to encourage the government to extend and sustain the autogas tax incentives, including the strong points that not only is autogas an inherently clean fuel, but that Australia has abundant LP Gas resources, which provide a domestic alternative to imported oil. As the government weighs its decision, it is in either case an important responsibility to protect the progress and confidence which it has created in building the Australian autogas market.

### UK government reviews fuel tax exemption

As past articles of *Autogas Updates* have shown, the market for autogas in the UK is robust and growing – with each issue highlighting the construction of new stations, the introduction of new OEM autogas vehicles, or yet another UK city which has chosen to add autogas vehicles to its fleet. In five years, the country's autogas fleet has spread from almost nothing to nearly 90,000 cars serviced by more than 1,200 refuelling points. While tiny compared with giants like Italy, France, Poland or Turkey, maintaining this rate of growth would lift the UK's autogas market into the big league in the next few years.

Presently, the duty on autogas stands at 9p/kg, leaving the forecourt price at around half of that of gasoline or diesel. This eye-catching price differential and added incentives in the form of grants for converting cars to autogas have been the main driving forces behind the UK autogas industry's recent phenomenal growth.

However, not unlike the current situation in Australia, the growing UK market appears to be in danger of losing its momentum. The government is currently weighing a decision on whether autogas' environmental credentials are relatively stronger than gasoline vehicles designed to meet the European Union's new Euro IV emissions standards — note, Euro IV does not come into effect until October 2005, but most new cars already meet requirements — and whether to continue the autogas tax incentives.

Since technological advances in new gasoline powered cars, as well as other alternative fuels with a lower profile than LPG, are closing the gap in emissions advantages which autogas has traditionally enjoyed, some are questioning why the government should continue to support a fuel which has no or little significant emissions advantages over the new Euro IV vehicles.

In short, any substantial changes could undermine continued growth in what is still a fledgling market. In taking away the tax incentives, the government risks the evaporation of a growing market which it has sought to create, ending the momentum gained by a viable alternative fuel against the entrenched market for gasoline and diesel, pulling the rug out from under auto makers and fuel suppliers who have invested in this clean future, and undermining public confidence in the government's ability to formulate and implement clean energy policies.

The challenge of breaking the dependence on gasoline and diesel is already Herculean in nature — viable alternatives like autogas and successful market stimulation programmes should be encouraged, not abandoned.

## Toyota introduces autogas versions of Camry and Avalon

Toyota now offers Australian motorists an autogas-compatible V6 engine option on the popular Camry and Avalon vehicle lines. The Camry Altise and Ateva and the Avalon Advantage and Conquest come with Toyota's three-year/100,000km warranty when fitted with the Toyota-approved dual-fuel kit at an Apollo Gas-accredited installer at the time of purchase from a Toyota dealer. If the kit is fitted after new vehicle purchase then the warranty on the dual-fuel kit will apply for the balance of the new vehicle warranty period, or 12 months unlimited mileage, whichever is the greater.



Toyota Australia developed the autogas conversion kit as a joint project with leading supplier Apollo Gas and Toyota in Japan, using leading-edge Landi Renzo Lambda Control System 2 (LCS/2) components and software. The vehicles offer optimum fuel economy, startability, driveability, durability and backfire prevention, coupled with low emissions. The dual-fuel system is engineered to Toyota standards, as well as Australian Design Rule 44 and Australian Standard AS 1425.

Toyota developed a unique engine ECU to maximise performance from its Quad Cam Multi-valve V6 engine. The vehicles also feature a 70-litre bracketed cylinder, two auto stepper motors, one on the regulator and one on the main feed line, to precisely control fuel flow, and dual fuel capability with gasoline.

## Nissan delivers more vehicle options for UK motorists

Nissan is now making the Primera available as a fully warranted autogas option to UK motorists. The conversion is available on the four, five door and estate versions of the 1.8 SE Primera.

Primera features a 59-litre tank which sits in the bottom of the boot space in place of the spare wheel. With fuel consumption rated at 37.1mpg, the Primera is capable of covering over 480 miles on autogas alone. In addition, a 62-litre petrol fuel tank is fitted to the car giving the Primera an impressive range between visits to the fuel station.



The conversion fitted to the Primera is the proven Pharon sequential LP Gas system. This provides a precision controlled fuel injection ensuring seamless integration with the Primera's existing engine management system. All of Nissan's autogas conversions will be conducted by MSD Special Vehicle Engineering on a special production line in Bletchley.

In terms of cost, the 4/5 door 1.8 SE Primera lists for £16,747 – just £1,047 more than the price of the standard gasoline model. However, the Primera's low emissions (155g/km CO<sub>2</sub>) makes it eligible for lower annual vehicle taxes. Also, for drivers who make regular trips in and out of the new London congestion charging zone, the autogas Primera is exempt from the £5 daily congestion charge. And, with a litre of autogas costing around 39 pence compared to around 79 pence per litre of unleaded petrol, the Primera driver could reduce annual fuel costs by nearly half. For fleets with access to bunkered fuel, which can cost less than 30 pence per litre, the savings can add up quickly. [www.nissan.co.uk](http://www.nissan.co.uk)

## Proton: autogas to fill a niche in UK fleet market

Malaysian manufacturer Proton has entered the light commercial vehicle market in the UK for the first time with the launch of the Jumbuck half-tonne pick-up. The Jumbuck fills a niche gap in the market for fleets that do not require the payload and cost of a full-sized one-tonne single cab pick-up. Proton will offer an autogas version (though no diesel) to tap into the growing UK autogas market.



## Europe

### Edinburgh takes autogas route to meeting clean air regulations



Edinburgh, Scotland is set to launch a massive overhaul of its vehicle fleet to make vehicles more environmentally friendly. The plan is to ultimately convert the 800-vehicle (mainly diesel) fleet to run on clean fuels. Dozens of cars and vans are expected to be replaced in the next two years with autogas vehicles in a bid to cut harmful emissions and meet tough national targets. Edinburgh City Council has already ordered 15 dual-fuelled autogas vans, cars and pick-up cabs; another 30 vehicles are also scheduled for replacement.

The council's fleet covers around five and a half million miles every year, emitting up to ten tonnes of nitrogen oxides and 0.6 tonnes of particulates.

While city chiefs want to cut the number of diesel vehicles to reduce emissions, they also want to take advantage of the cheaper operating costs of autogas. In Scotland, autogas fuel costs are typically 40 per cent less than the equivalent diesel or petrol.

With partial financing coming from the Powershift program, the additional cost of the policy to the council is £400 to £600 per vehicle. The city fleet manager believes that the costs over a lifetime for a greener fleet will actually lower than petrol or diesel vehicles. Although the initial capital or leasing cost of an alternatively fuelled vehicle is currently higher than a diesel or petrol equivalent, when reduced fuel costs are taken into account, the lifetime cost of an alternatively fuelled vehicle will be lower. City transport leader Councillor Andrew Burns said: "It is extremely important that the council takes the lead in reducing emissions and improving air quality. We have to meet statutory targets by 2010. We have to take significant action over the next five or six years."

### Autogas leads Polish LP Gas demand

LP Gas demand in Poland rose by 11 percent last year to reach 1.55 million tonnes, according to preliminary figures released by Polish LP Gas Association. This fifth consecutive double-digit annual increase of LP Gas sales was fuelled by strong demand for autogas, which rose by 16 percent to 860,000 tonnes last year. In 2000 there were 590,000 autogas cars in Poland, increasing to over 700,00 by the end of 2001. At the end of 2002, there were 900,000 autogas vehicles in Poland.

Poland has rapidly become the second biggest market for autogas in Europe, after Italy. Autogas sales continue because the price is inexpensive in relation to gasoline. After government tax exemptions, the autogas price is around 1.4 zlotys/litre (35¢/l), less than half the price of gasoline.

Rising autogas sales have also driven the development of new retail outlets. About 500 new autogas service stations were established last year, bringing the total number of stations to 3,400. The majority of the stations are small family-run outlets specialising only in autogas sales, although autogas installation at large gasoline services stations are also becoming more popular.

Poland is currently the most active country in Europe when it comes to converting cars to autogas. Conversions to autogas are done at hundreds of garages around Poland. About 80 percent of Poland's cab drivers have already converted to autogas.

The booming autogas consumption, however, is also accompanied by continuing black market sales, weak enforcement of safety regulations and tax evasion on autogas sales.



### Texaco joins growing autogas network in UK

UK's national network of autogas refuelling stations has expanded even further as Texaco becomes the latest fuel retailer to offer autogas on its forecourts. As part of Texaco's nationwide roll out, a total of nine sites around the UK are now fitted with full under canopy refuelling facilities — with a further 12 due by the end of 2003. Total number of autogas stations in the UK now stands at over 1,200. The UK LP Gas Association reports that the number of autogas vehicles in the UK has reached 89,000 at year end 2003 — up from 3,500 in 1998.



## India sticks to conversion orders — and certifies conversions

Despite petitions for extensions, the **Bombay** High Court has re-enforced a year 2000 order that all petrol/diesel buses, tempos, trucks and trawlers over 15 years old should be converted into autogas or CNG by July 31, 2003 – or be scrapped.

Petitioners have attempted to avoid the regulation, claiming that gas kits are not easily available in the market or are beyond the financial means of the vehicle owners. They also sought a five year extension period for making the conversions, or the opportunity to upgrade vehicles into Euro-II norms. Currently Euro-I is being followed.

The court, however, felt that the order passed in 2000 has already been too lenient in terms of extensions and that no serious steps have been taken by petitioners, who have 20,000 vehicles in the state, to convert their vehicles. The court said the deadline of July 31 was sustained in the interest of the citizens of Bombay.

All-India Motor Transport Congress (AIMTC) said all the 15-year-old transport vehicles can be fitted with a conversion kit, which will reduce emission levels and satisfy pollution norms. The kit, costing Rs 5,000, is hoped to solve the problem of old commercial vehicles without harming economic interests. Some fleet operators claimed that they would be ready to convert vehicles, provided the state government took the responsibility of supplying adequate autogas filling stations.

---

In **New Delhi**, vehicles can now run on autogas after the city government authorised two agencies to convert vehicles and supply them with LP Gas kits.

While Auto Gas and Yash Propane got the go-ahead from motor licensing officials and the Transport Department, the applications of 10 to 12 other agencies are being considered. Inspections are taking place to check if these agencies meet the requisite standards, enabling more and more companies to begin converting vehicles and supplying the LP Gas kits.

Officials have insisted that using cooking gas to run vehicles is banned, meaning that official vehicle conversions have to be carried out for vehicles to use autogas. Auto Gas and Yash Propane will provide the kits and organise the conversion of vehicles so that these can be run on petrol and gas as required. The owner of a car with an LP Gas kit will also have to get the vehicle's changeover endorsed.

The Delhi government has also issued a list of car models that can be converted into autogas vehicles. These are the Maruti's 800, Esteem, Zen, Omni and Gypsy models, Fiat Uno and Daewoo. While bigger cars such as Esteem and Cielo will require autogas cylinders with a capacity of 60 litres, the smaller vehicles will need a cylinder of 36 litres. The carburettors for these LP Gas kits are likely to cost Rs 23,000. A kit for a car with a Multiple Fuel Injection System (MPFI) will cost Rs 28,000, officials said.

## Proton cars to be equipped with LP Gas tanks

About 50,000 new Proton cars will be fitted with LP Gas tanks as a part of the Malaysian government's move to boost the use of LP Gas among the motoring public. A trial programme involving 1,000 taxis in the Klang Valley has started to evaluate the effectiveness of LP Gas as a vehicle fuel. Petronas is carrying out the study, and if successful, the company was prepared to open autogas terminals at its chain of petrol kiosks nationwide. The Government may offer incentives for motorists to help cover the extra costs of installing autogas tanks in cars.

## In South Korea, autogas is important to overall LP Gas sales

South Korea is an example where autogas continues to play a key role in the overall market for LP Gas. Energy ministry forecasts that demand – excluding autogas – will reach 8.47 million tonnes in 2003, up 3.9 percent over last year. With autogas in the mix, sales are pushed to 12.3 million tonnes.

South Korea is already an important demand centre for LP Gas, and autogas is predicted to continue to play a growing role. For example, the 1.67 million autogas vehicles represent 12 percent of the rapidly growing South Korean vehicle market. However, recent government actions, including the gradual reduction of tax incentives (see *AU 20 March 2003*) and a new provision to allow diesel engine passenger cars to appear on the roads from January 2005, have the potential to impede the ability of autogas to lead continued growth in the South Korean LP Gas market.

## Americas

## Parnell USA gains ULEV certification for 5.4 Ford

Parnell LP Gas Systems continues to impress testing authorities with its outstanding equipment capabilities. This time Parnell USA, the exclusive American distributor for Parnell LP Gas Systems, has gained EPA certification for the 2003 5.4 litre Ford E-150, E-250 and E-350 applications. It continues Parnell's advancement on the US propane (autogas) market after the company gained EPA certification for the Chrysler 4.7 and 2.4 applications in November 2002.

Parnell is the only company that has acquired Ultra Low Emission Vehicle (ULEV) standard for a current model engine in an aftermarket capacity. The 5.4 litre engine is widely used within government and fleet applications, which means it was high priority for Parnell to gain certification.

Parnell will shortly be in a position to announce EPA certifications on further applications, which will enable the company to actively pursue the lucrative government and corporate fleet conversion market.

John Parnell, Technical Director of Parnell LP Gas Systems, is scheduling meetings with key American stakeholders in the conversion program. "It is imperative that we involve all parties in the implementation phase that can directly impact on the program's success," he said today. "We are currently talking with fuel distributors, government heads and prospective users." For more information, visit [www.parnellusa.com](http://www.parnellusa.com)

## 100 percent autogas — Portland Public Schools, Oregon

Portland Public Schools started using autogas buses in 1983 because of concerns about increasing conventional fuel prices and stricter air quality regulations. Today all the district's 325 buses run on autogas, consuming 1.4 million diesel gallon equivalents of fuel while traveling 3.5 million miles per year. Some of the district's support vehicles use autogas as well.

The district owns 85 small Type A school buses—built on cutaway van chassis—which are converted to autogas for \$3,000-\$4,000 per vehicle. A contractor serving the district owns 240 larger autogas buses, and fuels its buses from LP Gas storage tanks at its site. The district's buses are fueled by a truck that transports fuel from the contractor's tanks to school property. This eliminates the need for additional storage.

The autogas buses have earned high marks for safety. In a collision with another vehicle, a bus was struck directly in the fuel tank area. The impact sheared the fuel line from the tank, but valves on the tank sealed immediately to contain the fuel. The tank was not ruptured, and no fire or explosion occurred. The buses have also received accolades for drivability, clean emissions, positive public perception, and reduced fuel and maintenance costs.



## Cummins Westport LP Gas engine — now available



Over the last few months, *Autogas Updates* has tracked the development of the Cummins Westport B LPG Plus propane engine. (see AU 15 December 2002). As of May 15, 2003, the 195-horsepower engine became available for order in new vehicles manufactured by El Dorado National, Elgin Sweeper Co., Ottawa Truck, and Freightliner Custom Chassis Corp.

The low-emissions spark-ignited LP Gas engine is ideal for mid-size delivery and pickup trucks, shuttle buses, school buses, sweepers, yard spotters and refuse trucks in geographic areas where LP Gas is available and economical.

The engine features the same advanced technologies found in the Cummins Westport C Gas Plus and B Gas Plus natural gas engines, including drive-by-wire technology; advanced electronic controls; improved sensors; knock detection and wider range fuel capability.

The B LPG Plus engine is certified to emit 12% less oxides of nitrogen and non-methane hydrocarbons and 70% less particulate matter than the coming 2004 ceilings established by the U.S. Environmental Protection Agency (EPA) for heavy-duty trucks and buses.

The Cummins Westport B LPG Plus is sold through the Cummins network, with over 170 sales and service locations in the U.S. and Canada. For more information about the B LPG Plus engine, visit the Cummins Westport web site at: [www.cumminswestport.com](http://www.cumminswestport.com).

## EU accepts UN-ECE standards for autogas retrofit systems

The European Parliament voted to approve the draft Regulation of the United Nations Economic Commission for Europe (UN-ECE) concerning the approval of uniform provisions for specific autogas retrofit systems to be installed in motor vehicles for the use of autogas in their propulsion system. This Regulation aims primarily to break down barriers to trade in motor vehicles between the contracting parties, whilst ensuring high levels of safety and environmental protection.

## Autogas buses in China

Shenzhen, China rolled out the first 15 autogas buses as part of the city's efforts to curb environmental pollution. Shenzhen City of Guangdong Province is one of a group of Chinese cities piloting the use of clean gas. The autogas buses are jointly manufactured by four companies from Shenzhen and Guangzhou cities of Guangdong Province and Weifang City of Shandong Province. The city plans to continue expansion with another 33 autogas buses later before the end of the year. (see AU 1 September 2001)

## Alternative fuel vehicle center in USA

San Diego is to be the home of the first Alternative Fuel Vehicle Center, which will house an Alternative Fuel Vehicle Showroom, an AFV Rental/Demonstration Operation, an AFV Servicing Centre, an AFV Fuelling Station and an Alternative Fuels Education Centre. When complete, the Centre will be the first of its kind to focus on showcasing the benefits of alternative fuels and the viability of alternative fuel vehicles. Its innovative educational program will offer area students important insights into the causes and impacts of air pollution. As young people learn about the contributors to air pollution and the value of clean air, they will see more clearly the relationship between their behaviours and their impacts on air quality. The AFV Service Centre will provide AFV owners with a convenient location for vehicle repairs. The AFV Fuelling Station will have six types of alternative fuels, including compressed natural gas (CNG), liquefied petroleum gas (LP Gas), ethanol (E-85), electricity, low-sulphur diesel and biodiesel, to accommodate the fuelling requirements of all AFVs. Gasoline will also be available to fuel bi-fuel, flex-fuel and conventional automobiles.

## Environmental and community groups

Environmental and community groups can be powerful partners in advancing markets for clean air fuels like autogas. These organizations work hard to lobby governments on the benefit of pursuing clean energy policies for the community. In order to better promote autogas, it will be important to build solid relationships with community groups who stand to benefit directly from a more diverse choice of cleaner fuels. These partners can be an essential ingredient in helping motorists to realise that they have a crucial role in shaping future transportation systems.

## Calendar of international events

### 7th Automotive News Europe Congress

22-24 June 2003 – Paris, France

[www.networkevents.co.uk/events](http://www.networkevents.co.uk/events)

### Purvin & Gertz - 7th Annual Asia LPG Seminar

14-17 July 2003 – Tokyo, Japan

[www.purvingertz.com/seminars](http://www.purvingertz.com/seminars)

### IMEAC 2003 – The Changing World of Fleet Mgt.

24-26 June 2003 – Portland, Oregon, USA

[www.imeac.org](http://www.imeac.org)

### Auto-Tech 2003

26-28 August 2003 – Detroit MI, USA

<http://www.aiag.org/autotech/index.asp>

### Clean Air 2003 – 7th International Conference on Energy for a Clean Environment

7-10 July 2003 - Lisbon, Portugal

<http://navier.ist.utl.pt/cleanair/>

### 16th World LP Gas Forum

15-17 October 2003 - Santiago, Chile

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

## GAIN: Network News

### Addressing the question of fuel tax incentives

This edition of *Autogas Updates* features two articles which examine potential government retrenchment on fuel tax incentives which have been critical to the development of robust and growing markets for autogas in the UK and Australia. As the debates carry on, we suggest that there are a number of reasons why autogas incentives should continue, even in light of improved emissions for gasoline vehicles.

First, it is indeed good news that gasoline vehicles are finally “cleaning up.” This achievement is not reason, however, to pull back commitments to inherently clean fuels like autogas which have long delivered extraordinary emissions levels. Viable alternatives like autogas and successful market stimulation programmes should be encouraged, not abandoned.

Second, different government levers have clearly been necessary to achieve lower emissions from different vehicles. For gasoline, these levers have been the progressive implementation of emissions standards – from Euro I to Euro IV, or requirements for lower sulphur fuel. For autogas, which inherently performs at Euro IV or better, the government levers have been a variety of incentives designed to stimulate market development in the face of entrenched positions for conventional fuels. This mix of levers has yielded a mix of fuels which collectively deliver better and better air quality in both countries. Retrenchment on either front would be a set back.

Third, energy policy and programmes can achieve multiple objectives. In the case of autogas, current policies have stimulated the development of a growing market that has not only delivered lower emissions, but for the first time offers legitimate alternatives to gasoline and diesel fuel for motorists in Australia and the UK. The continued support for autogas is tangible progress towards a more diversified, and ultimately more secure, energy portfolio.

Fourth, it has long been held that there are a number of viable alternatives to gasoline, but that gasoline’s grip on consumers will choke off the chance of any contenders. In the case of autogas, a whole new community of motorists have heard the arguments and are responding – if only step by step. Now is the time to encourage auto makers who have accepted the challenge and are responding to the responsibility the public has placed on them by building new OEM vehicles. Now is the time to encourage fleet operators who have invested in these vehicles and who operate on clean autogas fleets. Now is the time to encourage fuel suppliers who have invested in and constructed thousands of autogas refuelling stations. Now is the time to encourage every day motorists and families who include the purchase and use of an autogas vehicle as part of their civic duty.

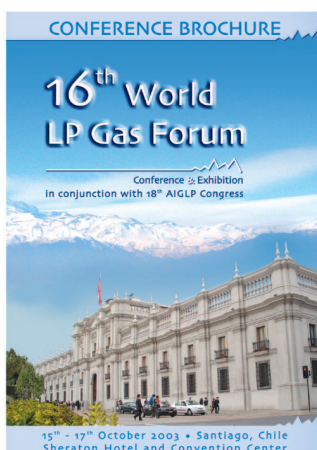
In many respects, the fuel tax incentives are a very small part of a country’s budget and a fraction of the entrenched global petroleum market — but they are mammoth in importance to the development of a growing market like autogas. Taking back these incentives has the potential to sideline the movement to autogas, and maybe worse to erode confidence in governments to find and commit to sustainable energy policy.

**Emmanuel Chantelot**

**Managing Director, World LP Gas Association**

### LP Gas: Delivering Value to New Markets

**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, 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: [worldpgas@colloquium.fr](mailto:worldpgas@colloquium.fr), Web: [www.worldpgas.com/forum](http://www.worldpgas.com/forum).