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%**.
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.

As of 2002, all new gasoline and diesel refuelling stations are required to have Autogas available on site as well.

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 has been done?

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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 refuelling stations are required to have Autogas available on site as well. Furthermore, five dedicated Autogas refuelling stations have been constructed and Autogas has been introduced into fifty existing refuelling stations.

- As a result of this transition towards Autogas, Hong Kong’s street air quality has improved drastically.