Experience in Japan
For Autogas session
WLPGA 2019 ASIA LPG SUMMIT

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Peaking in 1996, LP gas demand has been in decline and continued to do so.
<table>
<thead>
<tr>
<th>Year</th>
<th>TAXI</th>
<th>OTHERS</th>
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<tbody>
<tr>
<td>2010</td>
<td>2,15,578</td>
<td>46,536</td>
</tr>
<tr>
<td>2011</td>
<td>2,06,362</td>
<td>44,407</td>
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<td>2012</td>
<td>1,99,839</td>
<td>42,144</td>
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<td>2013</td>
<td>1,94,561</td>
<td>39,912</td>
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<td>2014</td>
<td>1,88,957</td>
<td>37,382</td>
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<tr>
<td>2015</td>
<td>1,83,529</td>
<td>34,918</td>
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<tr>
<td>2016</td>
<td>1,77,981</td>
<td>32,522</td>
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<tr>
<td>2017</td>
<td>1,70,232</td>
<td>29,882</td>
</tr>
<tr>
<td>2018</td>
<td>1,58,816</td>
<td>27,562</td>
</tr>
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</table>
Autogas Consumption in Japan

JPN TAXI (NEW TYPE)

2017.Oct ~
LPG Hybrid Car

19.4km/L (fuel efficiency)

CROWN CONFORT)

No of Autogas stations

Unit: x000 ton

forecast
Lessons from Experience in Japan

Autogas demand in Japan hit its peak in 1991 with 1820 K ton and decreased to 962 K ton in 2017. A further decrease is prospected in near future.

OLPG Vehicles → Very weak presence in Car market in Japan

- About 90% of LPG vehicles in Japan is for Taxi use.
- LPG car image is “Something unfashionable, something unsophisticated”
- No Passenger Car in LPG model. Expensive conversion cost (5000 USD from gasoline car).
- Poor investment on LPG station network (limited for Taxi station).

Advantage of LPG car → Many competitors

Low fuel cost (gasoline: ¥140/l, autogas: ¥90/l), Low emission of air pollutants
But → Small sized car (660cc), Hybrid system car are much more fuel efficient.
EV, Fuel Cell → zero emission of pollutants.
Thank you for your kind attention.

Japan LP Gas Association
http://www.j-lpgas.gr.jp