

LATIN AMERICA AND THE CARIBBEAN PASSENGER VEHICLE STANDARDS & FLEETS

COUNTRY	IMPORT*	FLEET (motor vehicles/1000 people)	STANDARDS & I/M	COMMENT
Anguilla			Inspection required before registration.	Most cars imported from the US.
Antigua and Barbuda	No import restriction	195 (1994 est.)	There is an environmental tax for vehicles.	
Argentina	Only new vehicles, equipped with emission control technologies according to Euro 3 standard.	181 (2003)	As of 2006, new light-duty vehicles must comply with Euro 3, Euro 4 as of 2009, likewise for new diesel trucks and buses. I/M programs are implemented in 7 major cities in the country, with emission inspections to begin January 2008.	Some vehicles imported from Brazil; about 56% of passenger vehicles in Buenos Aires are diesel, 35% are petrol, and the rest are CNG. A city bus retrofit project is to be launched in Buenos Aires and Cordoba.
Aruba	No import restriction			
Bahamas	No import restriction			
Barbados	Used vehicles must be less than four years old, and an environmental tax is paid on arrival.	370 (2003)		Introduction of electric and hybrid cars. Ethanol additive as 10% of gasoline planned, according to UNFCCC.
Belize	No import restriction, although an environmental tax is paid on arrival.	91 (1998)	Indication of vehicle inspection system.	Between 5-8% of vehicles run on butane.
Bermuda	No vehicle over six		Annual inspection	The density per

	months old can be imported.		required for all cars; extremely strict laws regarding transport.	square mile of motor traffic on the roads is the highest in the world - more than 2,600 vehicles per square mile; mostly Japanese cars. Measures are proposed to limit the number of cars, ban all second-hand cars and restrict car ownership.
Bolivia	No import restriction.	10 (2003)	Indication of vehicle inspection system.	
Brazil	Importation of used vehicles is banned, as is import of diesel vehicles. Imported vehicles must meet Euro 4 standards.	170 (2003)	Vehicle emissions standards set by IBAMA, based on Euro standards: Euro 2 implemented in 1993, Euro 4 planned for 2008 equivalent to PROCONVE IV standard), and Euro IV in 2009. All new trucks and buses must be Euro 4 in 2009. A vehicle inspection program is due to start in 2009.	In 2005, 70% of the cars sold in Brazil were flex-fuel. There is an ongoing bus retrofit program in São Paulo.
Cayman Islands (BVI)	No import restriction, although an environmental tax is paid on arrival.		Roadworthiness inspection certificate required for registration, and yearly after that.	
Chile	Importation of used vehicles is banned.	136 (2003)	Emissions testing programme started in 1994 - annual and roadside	In-use petrol vehicles have to meet I/M limits of 0.5% CO and 100 ppm HC; diesel

			inspections. Euro 3 standards introduced in 2004, Euro 4 to start in 2009 for passenger cars. Euro 4 for diesel light vehicles required from 2005.	light-duty cars must meet PM limit of 0.125 g/km; loading testing of diesel trucks undertaken. As of April 2007, over 1,000 municipal buses will be required to install diesel particulate filters.
Colombia	Importation of used vehicles is banned.	51 (2003)	I/M programme has yet to be made operational, according to USEPA. Catalytic converters required on all vehicles. Light-duty petrol vehicles must conform to emissions standards roughly equivalent to that of USEPA 1987 standards. New vehicles must comply with Euro 1; heavy-duty diesel vehicles must comply with equivalent of USEPA 1994 standards for buses and 1991 standards for other vehicles. New buses must comply with Euro 2, other new heavy duty vehicles with Euro 1.	Started ethanol programme in 2002.
Costa Rica	Imported vehicles must pass EPA Smog Test signed	185 (2003)	Test-only annual inspection system started in 2002	

	off by local consulate; all imported vehicles must have catalytic converters.		undertaken by one private company. Taxis tested twice per year.	
Cuba	Used vehicles must be less than four years old (by date of manufacture, not model year).	37 (1990)	Inspection system started in 2001.	High proportion of old American (pre-1959) and Russian cars; new imports from China.
Dominica	No import restrictions, but environmental levy must be paid on arrival (varies for new and vehicles over 5 years old).		Considering a vehicle emission testing programme.	
Dominican Republic	Limit of 2000cc and maximum of six cylinders; no 'luxury' cars allowed.	97 (est. 2001)	Indication of vehicle inspection system.	
Ecuador	Importation of used vehicles is banned. Model 2000 and newer cars must have catalytic converters.	53 (2003)	New light-duty petrol vehicles must conform to emissions standards roughly equivalent to that of USEPA 1987 standards or Euro 1; new heavy-duty diesel vehicles must comply with equivalent of USEPA 1994 standards or Euro 2. Emission testing programme run by CORPAIRE, a mixed public/private institution.	Heavy duty diesel retrofits ongoing in Quito, 200 buses planned for 2007.
El Salvador	Import requires proof that vehicle complies with emission control	61 (1997)		

	requirements; vehicles must be manufactured after 1995.			
French Guiana			New cars must be equipped with catalytic converters.	
Grenada			Inspection required before registration; environmental levy on vehicles depending on age.	
Guatemala	No import restriction	57 (2003)	I/M program cancelled according to USEPA.	
Guyana	No import restriction		As of 2004, Guyana EPA and Bureau of Standards were developing emissions standards.	UNFCCC documents suggest a 5 year age maximum for cars and 3 year maximum for heavy vehicles; Guyana starting ethanol production.
Haiti	No import restriction	8 (1990)		
Honduras	Used vehicles must be less than seven years old.	61 (2003)	Indication of an inspection system.	Most new car sales are Japanese cars.
Jamaica	Used vehicles must be less than three years old (from date of manufacture).	175 (2004)	Inspection system in place; 2004 legislation will privatise system.	Incentives to import diesel cars (to increase fleet portion from 14% to 30%).
Mexico	The vehicle must be a minimum of 5 years old (and max of 10 years), must have a gasoline engine, and must be equipped with a	201 (2003)	Since 1993, heavy-duty diesel vehicles must meet one of these standards: US 1998, US 2004, Euro 3, or Euro 4.	Average age of vehicle fleet 9 years.

	catalytic converter.		All light-duty and passenger vehicles must meet US Tier 1, except on NOx (levels vary) and PM (applies only to diesel).	
Montserrat				Most cars are from Japan, most buses and trucks from the US or UK.
Nicaragua	Used vehicles must be less than ten years old and must pass emissions test before registration.	39 (2003)	Nicaragua considering phase-in of an I/M programme to start with new cars then phase in older ones, according to USAID.	
Panama	Imported vehicles must pass emissions test before registration.	107 (2003)		
Paraguay	Importation of used vehicles is banned.	88 (2003)		
Peru	Passenger vehicles must be less than five years old, commercial vehicles less than eight years old.	46 (2003)	I/M programmes in certain cities, according to USEPA. Local new source reports of WAP-enabled vehicle inspection through mobile phones.	
Puerto Rico	No import restriction	295 (1990)	Annual inspection required for all vehicles more than two years old, includes emissions test and follows US emission standards.	
St Kitts and Nevis	No import restriction, but environmental levy to be paid,	297 (1999 est.)		

	depending on vehicle age.			
Saint Lucia		166 (1999 est.)	Roadworthiness inspection programme started in 2003.	
St Vincent and the Grenadines		128 (2001)		
Suriname	Used vehicles must be less than five years old.	143 (2000 est.)		
Trinidad and Tobago	No import restriction	220 (1998 est.)	Indication of vehicle inspection system	
Turks and Caicos Islands			Indication of vehicle inspection system	
Uruguay	Importation of used vehicles is banned, new vehicles must meet Euro 3 standard.	138 (1990)	Indication of vehicle inspection system	Average age of vehicle fleet 17 years.
Venezuela	Importation of used vehicles is banned.	90 (1990)	Emissions testing in certain areas, with fines for violators.	
Virgin Islands	No import restriction.			
Total: 42 countries				

*Referring to vehicle age, emissions standards, and technology requirements.

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