



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. In general second hand cars are not allowed to be imported – a few exceptions.	7,894,527 LDV's registered and 380,139 imported new in 2008. 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) 75,000 LDV's 2010 45% are diesel	Indication of vehicle inspection system. No emission standards	Between 5-8% of vehicles run on butane.
Bermuda	No vehicle over six months old can be imported.		Annual inspection required for all cars; extremely strict laws regarding transport.	The density per square mile of motor traffic on the roads is the highest in the world - more than 2,600 vehicles



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				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	On December 3 rd 2009, Bolivia issued a Supreme Decree 29836 prohibiting the importation of older used cars and of smaller diesel vehicles in an effort to limit both government fuel subsidies and pollution. Prohibits the importation of used cars more than 5 years old, of diesel vehicles with engines smaller than 4,000 cubic centimeters, and of all vehicles that use liquefied petroleum gas. Both diesel fuel and petroleum gas are heavily subsidized by the government. After one year, the decree prohibits the importation of used cars more than 4 years old and after two years bans the importation of used cars more than 3 years old.	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.	2,341,000 LDV's registered 3.9% diesel (2007) 273,700 new imported the same year. 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. LDV: Fase L-5 (NLEV) - 2009 L-6 in 2014-2015) HDV: Euro III Euro IV from 2013 Catalytic converters required on all imported vehicles. By 2012, will be required annual statewide vehicular inspections, with nonrenewal of registrations if cars do not pass or do	In 2005, 70% of the cars sold in Brazil were flex-fuel. There is an ongoing bus retrofit program in São Paulo. No incentives for cleaner vehicles. February 2011, the Environment Ministry unveiled Brazil's first national inventory of vehicular pollution. The country's 27 states are expected to use the inventory's guidelines and methodology to draft mandatory plans to control vehicle emissions. The inventory, covered the years from 1980 to 2009 found that diesel fuel, which emits large amounts of sulfur, was the main source of vehicular

			<p>inspections</p> <p>Currently Rio de Janeiro only state with mandatory annual vehicle emissions inspections.</p> <p>Vehicle labeling system developed, it is currently voluntary.</p> <p>In the second half of 2011 program will be established that gives new vehicles a single rating covering both fuel consumption and emissions of air pollutants, including carbon dioxide.</p>	emissions.
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.	2,637,000 Light Duty Vehicles (LDV's) registered in the country in 2008. 15% of these are diesel. 136 (2003)	Emissions testing programme started in 1994 - annual and roadside inspections. Euro 3 standards for HDV's, currently Euro 4 for LDV's to go Euro 5 in 2010 – still to verify Euro 4 for diesel light vehicles required from 2005. Incentives for hybrid vehicles. From 1 Jan 2010, all the new public transport buses entering the metropolitan area must meet Euro III standard with particulate filters (DPF) from the factory	In-use petrol vehicles have to meet I/M limits of 0.5% CO and 100 ppm HC; diesel light-duty cars must meet PM limit of 0.125 g/km; loading testing of diesel trucks undertaken.
Colombia	Importation of used vehicles is banned. Imported vehicles must be of that same year and catalytic converters required on all imported vehicles.	237.800 LDV's registered in 2010. 127,161 new vehicles imported in 2010 7% of LDV's are diesel. 44% of total fleet 5 yrs old or under. (2009) 51	Resolution 910 of 2008 sets standards for diesel and petrol vehicles that match EURO II. Resolution 2604 of 2009 establishes emission standards for vehicles, public passenger transport which coincides with EURO IV.	Started ethanol programme in 2002. No incentives for cleaner vehicles yet. 9.46 Lt/100km for LDV's In 2004, 10.8% of the total emissions of greenhouse gases were generated by land transport. In Bogotá, the



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		(2003)	<p>I/M programme has yet to be made operational, according to USEPA. Light-duty petrol vehicles must conform to emissions standards roughly equivalent to that of USEPA 1988 standards.</p> <p>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.</p> <p>Bogota will phase out the use of motorcycles and other vehicles with two-stroke engines under Resolution 2394 that took effect on May 3rd 2011. This prohibits motorcycles and other vehicles with two-stroke engines larger than 50 cubic centimeters from circulating in the city between the hours of 6 a.m. and 10 a.m. and 5 p.m. and 8 p.m. As of September 1st, two-stroke vehicles built before 2001 will be banned from use in the city. By January 1, 2012, no two-stroke vehicle built before 2005 may be driven in the city. As of July 1, 2012, all two-stroke vehicles will be banned from use in Colombia's capital.</p> <p>There are incentives for cleaner vehicles – subsidies /reduced taxes Vehicles replacing or entering the public passenger transport systems must use clean technologies.</p>	capital, 44% of the emissions of particulate matter comes from mobile sources.
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Costa Rica	Imported vehicles must pass EPA Smog Test signed off by local consulate; all imported vehicles must have catalytic converters. No import age limits	185 (2003)	There is an I/M program being implemented operated by a private company RTV. Public transport and taxis tested twice per year.	Several proposals have been made to restrict the importation of used vehicles, none successful. Estimate >80% of the fleet >10yr old – Battelle, 2009
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	Engines must be < 2000cc and maximum of 6 cylinders; otherwise subject to high 'luxury' car tax. Have import age limits	97 (est. 2001)	No I/M program exists. Program planned to be implemented by 2012.	Cars <5 yrs only allowed-Battelle, 2009.
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 requirements; vehicles must be manufactured after 1995.	61 (1997)		Used vehicles must be inspected. Import tax is collected-Battelle, 2009
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. Imported new vehicles have a higher tax rate.	57 (2003)	I/M program cancelled according to USEPA.	Battelle, 2009



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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 private vehicles must be less than seven years old.	61 (2003)	Indication of an inspection system.	Most new car sales are Japanese cars. Buses and public transport vehicles < 10 yrs, all other vehicles < 7 yrs. Emission limits for imports are more stringent than for existing vehicles – Battelle, 2009.
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	Vehicles must be minimum 5 years old (and max of 10 years), must have a gasoline engine, and must be equipped with a catalytic converter.	201 (2003) 19.248 million LDV's (2008). Of these 611,267 were imported new and 653,296 were imported used in the same year 3% of all LDV's sold in 2008 were diesel 50% of LDV vehicle fleet in 2008 10 yrs old and under. 21.4 million vehicles (2010) <i>new</i> heavy vehicles account for	Since 1993, heavy-duty diesel vehicles must meet one of these standards: US 1998, US 2004, Euro 3, or Euro 4. All LDV's must meet US Tier 1, except on NOx (levels vary) and PM (applies only to diesel). Dec 2009 tax duty reduced to 1% for used cars imported into Border States I&M programs exist in the ZMVM zone. From 2011 only hybrid vehicles will be included in clean vehicles with incentives in this region. Further incentives for cleaner vehicles to be published 2010 PECC	Average age of vehicle fleet 9 years. 16.2% of CO2 is from the transport sector (2006) - INE



		only 4 percent of all vehicles	Currently no vehicle labelling system for fuel efficiency (2010)	
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.	Used vehicles must be inspected – Battelle, 2009
Panama	Imported vehicles must past emissions test before registration. No age limits.	642,000 vehicles registered (2010)	Expected to have I/M program implemented in 2010	Battelle, 2009
Paraguay	Importation of used vehicles must be less than 10 years.	730,000 registered LDV's in (2008). 82% of these are diesel. 60% of LDV fleet is between 11-15 yrs old (2009) 88 (2003)	There are emission standards but no real enforcement. Resolution from SEAM. National Law on Technical Vehicle Inspection. Subsidies for importation of cleaner vehicles (flex fuel).	PCFV National Survey 2009
Peru	Passenger vehicles must be less than five years old, commercial vehicles less than eight years old. 32,494 second hand LDV's imported in 2007	1,300,604 registered LDV's in (2008). 35% are between 11-15 yrs old (2009) 46 (2003)	I/M programmes in certain cities, according to USEPA. Local new source reports of WAP-enabled vehicle inspection through mobile phones. No incentives for cleaner vehicles.	
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, depending on vehicle age.	297 (1999 est.)		
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.

Please contact veronica.ruiz-stannah@unep.org for any changes or corrections.

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