

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)	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.	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 A vehicle inspection program is due to start in 2009. Catalytic converters required on all imported vehicles.	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.
Cayman Islands (BVI)	No import		Roadworthiness	

	restriction, although an environmental tax is paid on arrival.		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. Euro 4 for diesel light vehicles required from 2005. Incentives for hybrid vehicles.	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. As of April 2007, over 1,000 municipal buses will be required to install diesel particulate filters.
Colombia	Importation of used vehicles is banned. Imported vehicles must be of that same year and catalytic converters required on all imported vehicles.	1,691,439 from 1990 -2009 LDV's in the country. 20% of LDV's are diesel. 44% of total fleet 5 yrs old or under. (2009) 51 (2003)	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. 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	Started ethanol programme in 2002. No incentives for cleaner vehicles yet. 9.46 Lt/100km for LDV's

			new heavy duty vehicles with Euro 1.	
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	Heavy duty diesel retrofits ongoing in Quito, 200 buses planned for 2007.

			2. Emission testing programme run by CORPAIRE, a mixed public/private institution.	
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
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 < 10yrs, all other vehicles < 7yrs. 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	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 catalytic converter.	201 (2003)	Since 1993, heavy-duty diesel vehicles must meet one of these standards: US 1998, US 2004, Euro 3, or Euro 4. All light-duty and passenger vehicles must meet US Tier 1, except on NOx (levels vary) and PM (applies only to diesel).	Average age of vehicle fleet 9 years.
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 pass emissions test before registration. No age limits.	107 (2003)	Expected to have I/M program implemented in 2010	Battelle, 2009
Paraguay	Importation of used	88 (2003)		

	vehicles is banned.			
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 musty meet Euro 3	138 (1990)	Indication of vehicle inspection system	Average age of vehicle fleet 17 years.

	standard.			
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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