

Status of Fuel Quality and Vehicle Emission Standards Latin America and the Caribbean

Updated January 2016

Country	FUELS					VEHICLES		
	Lead	Sulphur max allowable by law				Vehicle Emission Standards Light and Heavy Duty		
	Current Status	Diesel	Petrol	Target date for 50ppm and below diesel nationwide	Comments	Emissions Standards	Catalytic Converters	Comments
Anguilla	Unleaded 1998				Energy dependent, imports all fuels for transport. Delta Petroleum also supplies ULSD			Inspection required before registration. Most cars imported from the US. National energy policy
Antigua and Barbuda	Unleaded 1998	5000	500		Imports petroleum products and oil. Source: West Indies Oil Company – Antigua and Barbuda			No import restriction. No emission standards for new vehicles. No new vehicle type-approval system and mechanism for checking/certifying 2 nd hand vehicles. No incentives applied for cleaner vehicles (e.g. CO ₂ and non-CO ₂ pollutants). No policies in place to promote more fuel efficient vehicles. No vehicle labeling system for fuel efficiency.
Argentina	Unleaded 1999	1500	150	2016 (30ppm)	Diesel: 3 Qualities of Diesel (Gas Oil) are available on the market: Gas Oil G2: ≤ 1500 ppm Gas Oil G2: ≤ 500 ppm Gas Oil G3: ≤ 10 ppm Law 26.093 requires 5% biodiesel to be blended with diesel fuel. Looking at	LDV/HDV: Euro 5		Import ban on used vehicles, although a few exceptions. I/M programs are implemented in 7 major cities in the country, with emission inspections beginning January 2008. Emission standards: Euro 5 (2014 for new models) (2016 for all models)

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					increasing this to 7-10%. Gas Oil G2: 500 ppm available in all provincial capitals Gasoline: 50ppm in cities. Refineries: 9 refineries			Some vehicles imported from Brazil. About 56% of passenger vehicles in Buenos Aires are diesel, 35% are petrol, and the rest are CNG. Currently preparing the network for the availability of Automotive Liquid Urea required for Heavy Duty Engines equipped with SCR technology (NOX Reduction).
Aruba	Unleaded 1997				Refineries:1 Lago heavy sour crude			No import restriction In 2013 Aruba has approx. 50,000 private vehicles, or one vehicle per two residents. Furthermore, there are 3600 rental cars, 1800 motorcycles, almost 1000 lorries, 450 government vehicles, 380 taxis and several hundred buses and other means of transportation. In 2012 there were only five electric cars and two hybrid vehicles in use.
Bahamas	Unleaded 1998	5000			Imports oil for domestic processing of petrol. ULSD available from 2013, supplied by ESSO			No import restriction
Barbados	Unleaded 2004	15ppm (Dec			The maximum allowable sulphur level in diesel is not			Used vehicles must be less than 4 years old, and an environmental tax is paid on arrival.

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		2013)			<p>currently legislated, however, there is a national contract specification as set by the authority responsible. The Barbados National Oil Company Limited (BNOCL) is the sole importer of petroleum in country. Dec 2013 went to 15ppm, previously was at 5,000ppm.</p> <p>Barbados National Oil Co. Ltd. produces crude oil.</p> <p>Refinery – 1 Mobil Oil Barbados Ltd. Not operating.</p> <p>Certificate of Analysis of imported fuel required. Barbados produces about 800 barrels of crude per day</p>			<p>vehicle must have new tyres vehicle must be less than 50,000 km Yes - Emission standards for new vehicles: The Barbados National Standard <i>BNS 258: 2011 Motor vehicles – Exhaust emissions</i> was published in September 2011. It applies to exhaust emissions from all motor vehicles sold or offered for sale in Barbados, both on-the-road and off-the road, fuelled by gasoline, diesel, compressed natural gas (CNG), and mixtures of other types of fuels. This standard is voluntary and has not yet been legislated. Additionally, testing and certification by the Competent Authority has not yet commenced. Yes - incentives applied for cleaner vehicles (e.g. CO₂ and non-CO₂ pollutants): The import tax due on hybrid vehicles has been reduced for Internal Combustion Engine powered vehicles. Electric and Solar Electric Vehicles have been further reduced to 33 % for Electric Vehicles with motor horsepower under 110 bhp. Yes- policies in place to promote the use of more fuel efficient vehicles:</p>

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					<p>on average, it does not refine this crude. Crude is sent to Trinidad & Tobago for refining to produce petrol and diesel to be imported.</p> <p>Petroleum products are imported, stored and distributed to marketers (SOL, ESSO, Rubis) for retail and commercial sale.</p>			<p>The policy thrust is to encourage the uptake of alternative fuel vehicles which assist in weaning the country away from petroleum as the source of transportation. The goals of the policy include the reduction in expenditure of petroleum, the reduction in CO2 emissions and the improvement in energy efficiency.</p> <p>Reduced import taxes exists for fuel efficient vehicles according to the following categories: - Hybrid vehicles - Electric and Solar Electric vehicles.</p> <p>No-vehicle labeling system in place.</p> <p>There is a separation of responsibilities between agencies developing policy and standards for national/fuel/vehicle/automotive fuel economy.</p> <p>Policy on the captioned subject is conducted by the Division of Energy and Telecommunications, Office of the Prime Minister and standards are set by the BNSI.</p>

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Belize	Unleaded from 2001	5000	1500		<p>No refineries. Imports all fuels.</p> <p>Crude oil and petrol from US, Venezuela, Mexico and Cuba. Oil found and being exported.</p> <p>Source: ASTM D-4294, 5453. As a member BBS uses ASTM documents to do testing</p>			<p>Imported vehicles must be less than 5yrs old. Indication of vehicle inspection system. Between 5-8% of vehicles run on butane. No emission standards for new vehicles. No new vehicle type-approval system and mechanism for checking/certifying 2nd hand vehicles.</p> <p>No incentives applied for cleaner vehicles (e.g. CO₂ and non-CO₂ pollutants). No policies in place to promote more fuel efficient vehicles. No vehicle labeling system for fuel efficiency. Belize Bureau of standards only entity responsible for developing a standard</p>
Bermuda	Unleaded				Fuels are imported from US, Canada, Italy and UK			<p>Only new vehicles or less than six months old are allowed to 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 per square mile; mostly Japanese cars. Only one private four-wheeled vehicle per person or family or household unit is allowed. Presently, there is no limit on</p>

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								the number of mopeds or scooters per family
Bolivia	Unleaded 1999	2000	50		<p>Diesel: 2000ppm also available in the market</p> <p>Refineries: 2 refineries; Both diesel fuel and petroleum gas are heavily subsidized by the government.</p>			No importation of cars over five years old, diesel vehicles with engines smaller than 4,000 cubic centimeters, and all vehicles that use liquefied petroleum gas in an effort to limit both government fuel subsidies and pollution. By 2010, 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. Indication of vehicle inspection system.
Brazil	Unleaded 1997	500/10	50		<p>Diesel: Diesel S-10 for vehicles produced after 1/1/2013. Diesel S-500 for older vehicles. Both nationwide</p> <p>Petrol: 50ppm from Jan 2014 nationwide.</p> <p>Refineries:13 refineries (2 private, 11 state owned Petrobras).</p>	<p>LDV: Equivalent to US Tier 2 (Tier 1 in some characteristics)</p> <p>HDV: Euro 5</p>	Yes	<p>Importation of used vehicles is banned.</p> <p>LDV diesel fuel vehicles importation is banned.</p> <p>Annual statewide vehicular inspections required, with nonrenewal of registrations if cars do not pass or under-go inspections. Each state has its own regulation.</p> <p>Currently Rio de Janeiro is the only state with mandatory annual vehicle emissions inspections.</p>

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					<p>All petrol in Brazil has 27% ethanol; All diesel in Brazil has 7% biodiesel</p> <p>All new Brazilian LDV are equipped with "flex-fuel" engines running either petrol or 100% ethanol</p>			<p>There is a government programme to incentivize more efficient vehicles.</p> <p>Vehicle labeling system is currently voluntary.</p> <p>Catalytic converters required on all imported vehicles.</p>
Cayman Islands (BVI)	Unleaded 1999	5000			<p>Diesel: Currently between 1000 to 5000ppm</p> <p>Esso and Chevron only licensed companies. Caribbean Utilities Company CUC is the largest buyer thus dictates the grade of diesel fuel at the pumps</p>			<p>No import restriction, although an environmental tax is paid on arrival.</p> <p>Roadworthiness inspection certificate required for registration, and yearly after that.</p>
Chile	Unleaded 2001	15	15		<p>Diesel: 15ppm Sep 2013</p> <p>Gasoline: 15ppm</p>	gasoline : Euro 4, Euro 5 from 2014	Yes	<p>Importation of used vehicles is banned.</p> <p>The 15ppm standard for diesel linked to the new standards for vehicles that come into force</p>

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					<p>nationwide (from sep 2012)</p> <p>Biofuels: Blending of biofuels with gasoline or diesel fuel is voluntary in Chile [<i>D.S. No. 11/08</i>]. Only 2% or 5% blends of ethanol in gasoline or biodiesel in diesel fuel are allowed.</p> <p>Refineries: USD 1 billion investment planned in upgrades; 2 state owned refineries ENAP</p>	<p>Diesel: Euro 5 for light diesel vehicles that began in 1st September 2012.</p> <p>Euro 5 for medium diesel vehicles from 1st September 2013</p> <p>Euro 5 for heavy duty diesel vehicles from 1st September 2014</p>		<p>in Chile: Due to more severe pollution problems, many vehicle emission standards for the Santiago Metropolitan Region (RM) are more stringent and/or introduced earlier than those for the rest of the country.</p> <p>Santiago Gasoline: Euro 4 or US Tier 2, bin 8 since 2010, Diesel: Euro 5 or US Tier 2, bin 5 in 2011</p> <p>Emissions testing program - annual and roadside inspections. Incentives for hybrid vehicles. Vehicle labeling system developed, mandatory from 2013.</p> <p>From 1 Jan 2010, all the new public transport buses entering the metropolitan area must meet Euro 3 standard with particulate filters (DPF) from the factory. In-use petrol vehicles have to meet I/M limits of 0.5% CO and 100ppm HC; diesel light-duty cars must meet PM limit of 0.125 g/km; loading</p>

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								testing of diesel trucks undertaken. Feebate Proposal for fuel economy developed and presented to Congress for consideration.
Colombia	Unleaded 1999	50	300	2013	<p>Diesel: 50ppm nationwide (from 2013).</p> <p>58% of the diesel consumed in the country is imported, 42% produced locally. Colombia exports 40% of the national production of diesel.</p> <p>Gasoline: 300ppm gasoline nationwide since Dec 2010 - sold with 10% ethanol. 100% of the gasoline consumed in the country is produced locally.</p> <p>Refineries: 5 refineries Capacity (<i>bbls/d</i>) 337,850</p>	EURO 4 LDV	Yes	<p>Importation of used vehicles is banned. Imported vehicles must be of that same year and catalytic converters required on all imported vehicles.</p> <p>9.46 Lt/100km for LDV's</p> <p>Emission Standards: Euro 4 HDV from 2015.</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>As of July 1, 2012, all two-stroke vehicles will be banned from use in Colombia's capital, Bogota.</p> <p>Yes - incentives for cleaner vehicles – subsidies</p>

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					(2012) USD 4.5 million investment planned for 2 state refineries – ECOPETROL Colombia's state oil company Ecopetrol is currently upgrading two major refineries. The project will focus on boosting diesel output for the domestic market and eliminating heavy fuel-oil production. This latter will provide a processing configuration to meet the projected 2013 Colombian clean fuels product specifications, which include ultra-low sulfur diesel (ULSD) of 50-ppm (Euro-4) limits.			/reduced taxes. Started ethanol programme in 2002. Vehicles replacing or entering the public passenger transport systems must use clean technologies. In 2004, 10.8% of the total emissions of greenhouse gases were generated by land transport. In Bogotá, the capital, 44% of the emissions of particulate matter was from mobile sources.
Costa Rica	Unleaded 1996	50	1000	Achieved (Jan 2011)	Diesel: January 2011, 50ppm nationwide. 15 ppm	EURO 1	Yes	Imported vehicles must pass EPA Smog Test signed off by local consulate; all imported

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					<p>target by Jan 2013.</p> <p>Refineries: The national refinery (RECOPE) is in charge of all fuel importation. Costa Rica does not produce petroleum, although there are a number of bio-fuel operations. All fuel is imported, mainly from Mexico and Venezuela. RECOPE refines about 30% of the national consumption, importing the rest already refined. New refinery to be built together with China National Petroleum Corporation (CNPC), USD\$ 1.2billion. This will triple the processing of crude oil in the country.</p>			<p>vehicles must have catalytic converters. No import age limits. 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.</p> <p>Emission standards: US 87 (Tier 0) or Euro 1</p>

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Cuba	Unleaded 2005	8000	1200		Has some oil reserves and produces petrol. Dependent on oil imports from neighboring countries and Venezuela.			High proportion of old American (pre-1959) and Russian cars; new imports from China. Imported used vehicles must be less than four years old (by date of manufacture, not model year). Inspection system started in 2001.
Dominica	Unleaded				Imports its fuel.			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 program.
Dominican Republic	Unleaded 1998	7500	1500		Net importer of petrol, 75% comes from Venezuela, rest from Colombia and Mexico. Proposal for 50ppm limit 2 Refineries on the island.			Engines must be < 2000cc and maximum of 6 cylinders; otherwise subject to high 'luxury' car tax. No I/M program exists. Program planned to be implemented by 2012. The import of automobiles and light trucks (under five tons) over 5 years old is prohibited This provision is, however, often overlooked. The import of vehicles five tons or heavier, over 15 years old, is prohibited
Ecuador	Unleaded 1998	5000	650	2015	250ppm fuel available in Quito and Cuenca. The government stated sulfur in diesel and gasoline automotive sector will be	LDV: US 87 (Tier 0) or Euro 1 HDV: USEPA 1994	Yes	Importation of used vehicles is banned. Models from 2000 and newer cars must have catalytic converters. Emission standards:

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					<p>reduced by 2015. (Petroecuador, Marco Calvopiña)</p> <p>Refineries:3 state owned. Member of OPEC Capacity (<i>bbls/d</i>) 176,000 (2012)</p> <p>Still imports refined petroleum due to lack of sufficient domestic refining capacity to meet local demand. The largest refinery in Ecuador is Esmeraldas (110,000 bbl/d, and this is currently being upgraded to operate at full capacity and to produce low-sulfur diesel.</p>	standards or Euro 2.		<p>US 87 (Tier 0) or Euro 1</p> <p>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.</p> <p>Emission testing program run by CORPAIRE, a mixed public/private institution.</p>
El Salvador	Unleaded 1997	5000	1000		Importing. Refinery closed down in 2012. Petroleum products imported from Ecuador, Chile, the US, and the Caribbean. Plan to	LDV: US 87 (Tier 0) or Euro 1.	Yes (petrol)	Import requires proof that vehicle complies with emission control requirements; vehicles must be manufactured after 1995. Used vehicles must be inspected. Import tax is collected. Petrol vehicles should be equipped

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					decrease to 500ppm by 2010 – delayed.			with catalytic converters. El Salvador maintains restrictions on the import of motor vehicles older than eight years and on buses and trucks older than 15 years (from Article 1 of Decree No. 357 dated April 6, 2001). El Salvador may retain this restriction under CAFTA-DR. Emission standards: US 87 (Tier 0) or Euro 1. 3 way catalytic converter required for gas vehicles.
French Guiana	Unleaded				No refineries		Yes	New cars must be equipped with catalytic converters.
Grenada	Unleaded 1998				Petrol imported from Venezuela.			Inspection before registration; environmental levy on vehicles depending on age.
Guatemala	Unleaded 1997	5000	1000		No working refineries. Fully importing. Has oil reserves and produces fuel for both export and local market. Plan to have maximum 500ppm diesel and petrol by 2010 delayed			No import restriction. Imported new vehicles have a higher tax rate. I/M program cancelled according to USEPA.

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Guyana	Unleaded 1999				No refineries transport sector 38% of the total petroleum imports for 2012.			No import restriction. UNFCCC documents suggest a 5 year age maximum for cars and 3 year maximum for heavy vehicles; Guyana starting ethanol production. As of 2004, Guyana EPA and Bureau of Standards were developing emissions standards.
Haiti	Unleaded 1998				Refined petroleum products are imported. Exxon, Royal Dutch Shell, and Texaco operate petrol stations in Haiti.			No import restriction
Honduras	Unleaded 1997	5000	1000		Imports its fuel. Plan to decrease to 500ppm by 2010 - delayed			Used private vehicles must be less than 7yrs old. Indication of an inspection system. Most new car sales are Japanese. Buses and public transport vehicles <10yrs, all other vehicles <7yrs. Emission limits for imports are more stringent than for existing vehicles
Jamaica	Unleaded 2000	5000	1500		Imports part of its fuel. Ultra Low sulphur fuel (15ppm) available in parts of the country from July 2013.			Inspection system in place; 2004 legislation will privatize system. Incentives to import diesel cars (to increase fleet portion from 14% to 30%). Imported cars must be less than 5yrs old.

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					<p>It is also now legal to blend biodiesel to diesel up to 5% by volume.</p> <p>Automotive Gasoline contains 10% v/v Ethanol by Law.</p> <p>Locally produced gasoline % of total Petrojam sales 28%</p> <p>Imported Gasoline as % of total Petrojam sales 65%</p> <p>Locally produced diesel as % of total Petrojam sales 44%</p> <p>Imported diesel as % of total Petrojam sales 57%</p> <p>Imports from Venezuela, Mexico, and Trinidad & Tobago.</p> <p>Refineries: Petrojam refinery produces diesel oil, unleaded petrol and some bioethanol.</p> <p>Basic Hydroskimming refinery rated at 35K</p>			<p>For pick-ups - Six(6) years</p> <p>For motor cars - Five(5) years</p> <p>Trucks, Trailers and other heavy duty equipment - Ten (10) years</p> <p>The current emission standard is a basic visual check for smoke (black or white) coming from a vehicle. There are no legislated SOx and NOx limits for vehicles at this time.</p> <p>Yes - Incentives for cleaner vehicles/more fuel efficient: Subsidies or reduced import or procurement taxes for cleaner vehicles eg. Hybrid and Electric Vehicles have a lower import duty than the same capacity non- hybrid variant.</p> <p>No vehicle labeling system</p> <p>Ministry of Science, Technology, Energy and Mining has long promoted the use of cleaner fuel by pushing the introduction of Ethanol in gasoline, introducing Ultra Low Sulphur Diesel and allowing biodiesel 5% blend to diesel.</p> <p>Automobile Dealers also advertise information on clean vehicles and fuel by their promotion of</p>

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					<p>bbls/day. Owned by Government of Jamaica (51%) Venezuela PDVCaribe (49%). Upgrade planned to expand the capacity 35,000 barrels per day (bpd) to 50,000 bpd and upgrading some existing processing units and adding new processing and waste treatment units.</p>			<p>hybrid technology. Toyota Jamaica and ATL Motors are the main promoters.</p>
Mexico	Unleaded 1996	500	80	2015	<p>Diesel: In 2006 adopted a 15ppm sulphur nationwide standard, with a target date of 2009. This was not met by PEMEX. Implementation has been lacking and 15ppm fuel is now only available on the US border, (since Jan 2007) in the 3 major metro areas (Mexico City, Guadalajara and Monterrey), since Jan 2009. The rest of the country is</p>	Euro 4	Yes	<p>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.</p> <p>Dec 2009 tax duty reduced to 1% for used cars imported into Border States</p> <p>I&M programs exist in the ZMVM zone. From 2011 only hybrid vehicles will be included in clean vehicles with incentives in this region.</p> <p>Further incentives for cleaner vehicles to be</p>

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					<p>still at 500ppm with revised plans for 50 ppm by 2015. 3.9% diesel imported Gasoline: 80ppm max (Premium UBA) - 30ppm (Regular, Magna) available in the 3 major metro areas (Mexico City, Guadalajara and Monterrey) 30ppm nationwide planned end 2013 40% of gasoline imported</p> <p>Refineries:7 – plans to upgrade. PEMEX monopoly. Non-OPEC Capacity (<i>bbls/d</i>) 1,318,000 (2012)</p> <p>State ownership of energy assets is a historically significant characteristic of Mexico's economy. Due to its refinery capacity</p>			<p>published 2010 PECC</p> <p>Currently no vehicle labelling system for fuel efficiency (2010)</p> <p>Average age of vehicle fleet 9 years.</p> <p>16.2% of CO₂ is from the transport sector (2006) – INE</p> <p>Emission Standards: 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). Tier 2 (Euro 4 option) from 2009</p>

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					shortage, Mexico now imports close to 40% of petrol for the national demand. Pemex state that petrol imports will be cut by 6% by 2016 with increased refining capacity to meet growing demand. The state oil monopoly also plans to build a new refinery in the central Mexican state of Hidalgo that would process 300,000 bpd and that is slated to begin operating in 2016. The Salamanca refinery, the fourth largest in the country, with a processing capacity of 245,000 barrels per day, is currently being upgraded at a cost of USD 3 billion.			
Montserrat	Unleaded			Delta Petroleum also				Most cars are from Japan, most buses and trucks from the US or UK.

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				supplies ULSD				
Nicaragua	Unleaded 1996	5000	1000		Net importer of fuel from Venezuela. Refineries:1 - Plan to have maximum 500ppm fuel by 2010 - delayed			The Ground Transportation Law (2005/524) prohibits the import of vehicles that are more than 10 yrs old and must pass emissions test before registration. Nicaragua considering phase-in of an I/M program to start with new cars then phase-in older ones.
Panama	Unleaded 2002	15	10		Almost all fuel is imported.			Imported vehicles must past emissions test before registration. There are no import restrictions on new or used cars and trucks into Panama.
Paraguay	Unleaded 2000	500	500		No refineries PDVSA the major provider of fuels. 78% of vehicles are diesel and 22% gasoline or flex 10ppm available			Importation of used vehicles must be less than 10 yrs. Emission standards but no real enforcement. Resolution from SEAM. National Law on Technical Vehicle Inspection. Subsidies for importation of cleaner vehicles (flex fuel).
Peru	Unleaded 2005	5000	2000	2017 (50ppm)	Diesel: Government decree of July 2005 provides for	Euro 3		Passenger vehicles must be less than 5 yrs old,

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				and below diesel) Mid-2017 (50ppm and below gasoline)	reduction to 50ppm metropolitan, 1500 nationwide diesel as of 2010, delayed to 2015. Lima and Callao are 50ppm from March 1 st 2010. Refineries: 7 refineries. Capacity (<i>bbls/d</i>) 192,950 (2012) USD \$330 million loan from World Bank to assist in upgrades. The Talara refinery, owned by Petroperu, currently produces 65,000 bbl/d and is currently being upgraded at a cost of USD 1.7 billion, to produce low-sulphur fuels and increase capacity. Completion is expected in 2015.			commercial vehicles less than 8 yrs. 32,494 second hand LDV's imported in 2007 I/M programs in certain cities, according to USEPA. Local new source reports of WAP-enabled vehicle inspection through mobile phones. No incentives for cleaner vehicles. Heavy Duty Diesel Vehicles: Bus Patrón in the city center will transport 40% of passengers in Lima. Will adhere to the Euro 4 standard. The buses are scheduled to begin operations end 2013, and will run on the main routes of Lima. Euro 4 HDV from 2016

Status of Fuel Quality and Vehicle Emission Standards Latin America and the Caribbean

Updated January 2016

Country	FUELS					VEHICLES		
	Lead	Sulphur max allowable by law				Vehicle Emission Standards Light and Heavy Duty		
	Current Status	Diesel	Petrol	Target date for 50ppm and below diesel nationwide	Comments	Emissions Standards	Catalytic Converters	Comments
Puerto Rico	Unleaded 1999	15	15	Achieved	US current fuel standards used.			No import restriction. Annual inspection required for all vehicles more than two years old, includes emissions test and follows US emission standards.
St Kitts and Nevis	Unleaded 1998	500	400		Net importer of fuel (mainly diesel). Two types of Diesel. 500ppm and 15ppm Sol Local distributors of fuel. No testing so the reading from Sol is just taken for granted. All fuels are imported. No refinery. Delta Petroleum also supplies ULSD			No import restriction, but environmental levy to be paid, depending on vehicle age, higher levy is above 5 years. (Min Environment) No Vehicle emission standards. No new vehicle type-approval system and mechanism for checking/certifying 2 nd hand vehicles. No incentives applied for cleaner vehicles (e.g. CO ₂ and non-CO ₂ pollutants). No policies in place to promote more fuel efficient vehicles. No vehicle labeling system for fuel efficiency.
Saint Lucia	Unleaded 2000	5000	500		Imports all its fuel. This is not controlled by law or otherwise. There is draft legislation under review. Refineries: Plans to construct a			Roadworthiness inspection program from 2003. No, there are no import restrictions. No Vehicle emission standards. No new vehicle type-approval system and mechanism for checking/certifying 2 nd hand vehicles. No incentives applied for cleaner vehicles (e.g. CO ₂ and non-CO ₂ pollutants).

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	Lead	Sulphur max allowable by law				Vehicle Emission Standards Light and Heavy Duty		
	Current Status	Diesel	Petrol	Target date for 50ppm and below diesel nationwide	Comments	Emissions Standards	Catalytic Converters	Comments
					refinery.			No policies in place to promote more fuel efficient vehicles. No vehicle labeling system for fuel efficiency.
St Vincent and the Grenadines	Unleaded 2000				Net importer of fuel from US and Venezuela.			
Suriname	Unleaded 2001	5000	300		Net importer of fuel. expansion of state energy company, Staatsolie's refinery from 7,000 b/d to 15,000 b/d,			Used vehicles must be less than five years old.
Trinidad and Tobago	Unleaded 2004	1000	500		Own reserves of oil, produces diesel and petrol. the largest oil and natural gas producer in the Caribbean Refineries: Petrotrin plans 3 year investments to launch low sulphur fuel production.			No import restriction Indication of vehicle inspection system

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	Lead	Sulphur max allowable by law				Vehicle Emission Standards Light and Heavy Duty		
	Current Status	Diesel	Petrol	Target date for 50ppm and below diesel nationwide	Comments	Emissions Standards	Catalytic Converters	Comments
Turks and Caicos Islands	Unleaded							Indication of vehicle inspection system
Uruguay	Unleaded 2003	50	30	Achieved 50ppm sep 2013	<p>Diesel: 70% of the fuel used in Uruguay is diesel.</p> <p>Plans to establish a biodiesel plant and ethanol plant in the country.</p> <p>Refineries:1 – La Teja Upgraded for USD 350 million</p>	Euro 3		<p>Importation of used vehicles is banned, new vehicles must meet Euro 3 standard.</p> <p>Indication of vehicle inspection system</p> <p>Average age of vehicle fleet 17 years.</p>
Venezuela	Unleaded 2006	2000	1500		<p>Diesel: 2000ppm diesel</p> <p>Gasoline: 400ppm petrol was planned for 2010, - <i>Still to verify</i></p> <p>Refineries:5 Member of OPEC Only 20% of oil production is light, announced in</p>			<p>Importation of used vehicles is banned.</p> <p>Emissions testing in certain areas, with fines for violators.</p>

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