

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



Updated June 2012

Country	Lead		Sulphur max allowable by law				Vehicle Emission Standards, Light Duty Passenger
	Current Status	Comments	Diesel	Petrol	Target date set for 50ppm and below diesel nationwide	Comments	
Anguilla	Unleaded	Unleaded from 1998					Inspection required before registration. Most cars imported from the US.
Antigua and Barbuda	Unleaded	Unleaded from 1998				Imports petroleum products and oil.	No import restriction. There is an environmental tax for vehicles.
Argentina	Unleaded	Unleaded from 1999	1500	300	2016 (30ppm)	<p>Diesel: 3 Qualities of Diesel (Gas Oil) are available on the market:</p> <p>Gas Oil G2: ≤ 1500 ppm Gas Oil G2: ≤ 500 ppm Gas Oil G3: ≤ 10 ppm (from June 2011 nationwide)</p> <p>Law 26.093 requires 5% biodiesel to be blended with diesel fuel (from 1<sup>st</sup> Jan 2010). Looking at increasing this to 7-10%.</p> <p>From 1st July 2012, Gas Oil G2: 500 ppm should be available in all provincial capitals, Buenos Aires, cities of Rosario, Mar del Plata y Bahía Blanca. The resolution exempts the capitals of the Patagonia: Ushuaia, Rio Gallegos and Rawson.</p> <p>Gasoline: 300ppm available nationwide from 2012 and</p>	<p>Importation only of new vehicles allowed – no second hand cars, although a few exceptions.</p> <p>Emission standards: As of 2012, new light-duty vehicles must comply with Euro 4 standards for gasoline and diesel passenger vehicles, likewise for new diesel trucks and buses. I/M programs are implemented in 7 major cities in the country, with emission inspections beginning January 2008.</p> <p>Before 1990: Euro 0 1990: Euro 1 1997: EURO 2 2006: EURO 3 (New Models) 2007: EURO 3 ( All Models) 2009: EURO 4 (New Models) 2012 -2014: EURO 4 (All Models) All models active in 31/11/11 2012: EURO 3 New Vehicles: In discussion with National Government 2013: EURO 5 (New Models) 2015: EURO 5 (All Models)</p>

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						<p>50ppm in cities.</p> <p>Refineries: 9 refineries</p>	<p>Some vehicles imported from Brazil. About 56% of passenger vehicles in Buenos Aires are diesel, 35% are petrol, and the rest are CNG.</p> <p>Currently preparing the network for the availability of Automotive Liquid Urea required for Heavy Duty Engines equipped with SCR technology (NOX Reduction).</p>
Aruba	Unleaded	Unleaded from 1997				<p>Refineries: One refinery – Lago, heavy sour crude oil.</p>	No import restriction
Bahamas	Unleaded	Unleaded from 1998				Imports oil for domestic processing of petrol.	No import restriction
Barbados	Unleaded	Unleaded from 2004	5000	1000		Imports fuel from Trinidad which refines Barbados' oil. Barbados National Oil Co. Ltd. produces crude oil. Mobil Oil Barbados Ltd. refines oil.	<p>Used vehicles must be less than four years old, and an environmental tax is paid on arrival.</p> <p>Introduction of electric and hybrid cars. Ethanol additive as 10% of gasoline planned, according to UNFCCC.</p>
Belize	Unleaded	Unleaded from 2001				<p>No refineries.</p> <p>Imports crude oil and petrol from US, Venezuela, Mexico and Cuba. Oil found and being exported.</p>	No import restriction, although an environmental tax is paid on arrival. Indication of vehicle inspection system. No emission standards. Between 5-8% of vehicles run on butane.
Bermuda	Unleaded					Fuels are imported from US, Canada, Italy and UK	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

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							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 the number of mopeds or scooters a family may have.
Bolivia	Unleaded	Unleaded from 1999	3000	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>	<p>On December 3<sup>rd</sup> 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. 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.</p>
Brazil	Unleaded	Unleaded from 1997	1800	1000		<p>Diesel: 1,800ppm nationwide, rural areas. Metropolitan areas two types of Diesel 50 and 500ppm. The 50 ppm or EURO IV is used only for Public Transport, Bus services. The general public uses 500 ppm diesel. 500ppm planned for 2014 nationwide.</p> <p>Refineries: 13 refineries (2 private, 11 state owned Petrobras).</p>	<p>Importation of used vehicles is banned, as is import of diesel vehicles. Imported vehicles must meet Euro 4 standards. Catalytic converters required on all imported vehicles.</p> <p>Vehicle emissions standards set by IBAMA, based on Euro standards: Euro 2 implemented in 1993, Euro 3 in 2008 (equivalent to PROCONVE IV standard), and Euro 4 in 2009.</p> <p>LDV: Fase L-5 (NLEV) – 2009 L-6 in 2014-2015 )</p>

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						<p>USD 6 billion refinery upgrade planned to produce low-sulfur diesel 50ppm for all trucks and buses in the country's 14 largest cities by 2012 and to 10ppm by 2013 for urban areas.</p> <p>February 2011, the Environment Ministry unveiled Brazil's first national inventory of vehicular pollution. The inventory, from 1980 to 2009 found that diesel fuel, which emits large amounts of sulfur, was the main source of vehicular emissions.</p> <p>Biofuels: 55% of all fuel is ethanol. All new Brazilian cars are equipped with "flex-fuel" engines. 15 billion gallons, or 10% of all fuel sold by 2015. Total use of biofuels could grow to 20% by 2022. From Jan 2010, Brazil's National Energy Policy Council (CNPE) will require all diesel fuel in the country to contain 5 % biofuel.</p>	<p>HDV: Euro 3</p> <p>Euro 4 from 2013</p> <p>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. In 2011, program established that gives new vehicles a single rating covering both fuel consumption and emissions of air pollutants, including carbon dioxide.</p> <p>By 2012, annual statewide vehicular inspections required, with nonrenewal of registrations if cars do not pass or under-go 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>

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Cayman Islands (BVI)	Unleaded	Unleaded from 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	Unleaded from April 2001	50	30	Achieved (Jan 2010)	<p>Diesel: 50ppm nationwide (from 1st Jan 2010). 15ppm in the metropolitan areas (from Jan 2011).</p> <p>Gasoline: 15ppm metropolitan areas</p> <p>Biofuels: Blending of biofuels with gasoline or diesel fuel is voluntary in Chile [D.S. No. 11/08]. 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>Importation of used vehicles is banned.</p> <p>Emission Standards: Passenger cars gasoline: US Tier 1 – FTP 5 – applicable for PC &amp; LDV No crankcase emissions allowed Diesel: Euro 4 or Carb Tier 1 HDV - Euro 3 standards</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 started in 1994 - 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 III standard with particulate filters (DPF) from the factory. In-use petrol vehicles have to meet I/M limits of</p>

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							0.5% CO and 100ppm HC; diesel light-duty cars must meet PM limit of 0.125 g/km; loading testing of diesel trucks undertaken.
Colombia	Unleaded	Unleaded from 1999	500	300	2014	<p>Diesel: 500ppm nationwide (from 1st Jan 2010). 50ppm for Bogotá and the Nationwide Public Transport System (from 1st Jan 2010). 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 (bbls/d) 337,850 (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</p>	<p>Importation of used vehicles is banned. Imported vehicles must be of that same year and catalytic converters required on all imported vehicles. 9.46 Lt/100km for LDV's</p> <p>Emission Standards: Resolution 910 of 2008 sets standards for diesel and petrol vehicles that match EURO II.</p> <p>Resolution 2604 of 2009 establishes emission standards for vehicles, public passenger transport which coincides with EURO IV.</p> <p>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>I/M programme has yet to be made operational, according to USEPA.</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 3<sup>rd</sup> 2011.</p>

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						<p>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.</p>	<p>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 1<sup>st</sup> 2011, two-stroke vehicles built before 2001 banned from use in the city. From 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, Bogota.</p> <p>There are incentives for cleaner vehicles – subsidies /reduced taxes. Started ethanol programme in 2002.</p> <p>Vehicles replacing or entering the public passenger transport systems must use clean technologies.</p> <p>Colombia is hoping to start implementation of Euro 4 heavy-duty emission standards starting in 2014 when the 50ppm sulfur diesel fuel is available nationwide.</p> <p>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.</p>

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Costa Rica	Unleaded	Banned leaded petrol from 1996	50	1000	Achieved (Jan 2011)	<p>Diesel: January 2011, 50ppm nationwide. 15 ppm target by the end of 2014.</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>Imported vehicles must pass EPA Smog Test signed off by local consulate; all imported 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 &gt;80% of the fleet &gt;10yr old.</p> <p>Emission standards: US 87 (Tier 0) or Euro 1</p>
Cuba	Unleaded	Unleaded from 2005	8000	1200		<p>Has some oil reserves and produces petrol. Dependant on oil imports from neighboring countries and Venezuela.</p>	<p>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.</p>
Dominica	Unleaded					<p>Imports its fuel.</p>	<p>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.</p>



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Dominican Republic	Unleaded	Unleaded from 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. Have import age limits. No I/M program exists. Program planned to be implemented by 2012. Cars <5 yrs only allowed.
Ecuador	Unleaded	Unleaded from 1998	7000	650		<p>500ppm fuel available in Quito and Cuenca. Plans for national reduction to 500ppm in 2009 – delayed. The government stated that sulfur content of diesel and gasoline used in the automotive sector will be reduced by 2015. (Petroecuador, Marco Calvopiña)</p> <p>Refineries: 3 refineries, state owned. Member of OPEC Capacity (<i>bbls/d</i>) 176,000 (2012) Despite being an oil exporter, Ecuador must still import refined petroleum products due to the 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</p>	<p>Importation of used vehicles is banned. Models from 2000 and newer cars must have catalytic converters.</p> <p>Emission standards: 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>

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						upgraded to operate at full capacity and to produce low-sulfur diesel.	
El Salvador	Unleaded	Unleaded from 1997	5000	1000		Petroleum products imported from Ecuador, Chile, the US, and the Caribbean. Plan to decrease to 500ppm by 2010 – delayed.	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 with catalytic converters. Emission standards: US 87 (Tier 0) or Euro 1. 3 way catalytic converter required for gas vehicles.
French Guiana	Unleaded					No refineries	New cars must be equipped with catalytic converters.
Grenada	Unleaded	Unleaded from 1998				Petrol imported from Venezuela.	Inspection required before registration; environmental levy on vehicles depending on age.
Guatemala	Unleaded	Unleaded from 1997	5000	1000		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.
Guyana	Unleaded	Banned leaded petrol from January 1999				No refineries	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.

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Haiti	Unleaded	Banned leaded petrol from 1998				Refined petroleum products are imported. Exxon, Royal Dutch Shell, and Texaco operate petrol stations in Haiti.	No import restriction
Honduras	Unleaded	Unleaded from 1997	5000	1000		Imports its fuel. Plan to decrease to 500ppm by 2010 - delayed	Used private vehicles must be less than seven years old. 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
Jamaica	Unleaded	Unleaded from April 2000	5000	1500		Imports part of its fuel. Refineries: Petrojam refinery produces diesel oil, unleaded petrol and some bioethanol.	Used vehicles must be less than three years old (from date of manufacture). Inspection system in place; 2004 legislation will privatize system. Incentives to import diesel cars (to increase fleet portion from 14% to 30%).
Mexico	Unleaded	Unleaded from 1996	500	80	2015	Diesel: In 2006 Mexico adopted a 15ppm sulphur nationwide standard, with a target date of 2009. This was not met due to non compliance with timeline 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 still at 500ppm with revised plans to go to 50 ppm by 2015.	<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&amp;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 published 2010 PECC</p> <p>Currently no vehicle labelling system for fuel efficiency (2010)</p>

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						<p>3.9% diesel imported</p> <p>Gasoline: 80ppm max (Premium UBA) available nationwide (from Oct 2006) - 30ppm (Regular, Magna) available in the 3 major metro areas (Mexico City, Guadalajara and Monterrey)(since Dec 2009). 30ppm nationwide planned end 2013</p> <p>40% of gasoline imported</p> <p>Refineries: 7 refineries – plans to upgrade. PEMEX monopoly. Non-OPEC Capacity (bbls/d) 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 shortage, Mexico now imports close to 40% of petrol for the national demand. Pemex officials state that petrol imports will be cut by 6% by 2016 with increased refining capacity to meet growing demand. The state oil</p>	<p>Average age of vehicle fleet 9 years.</p> <p>16.2% of CO<sub>2</sub> 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 20091</p>

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						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						Most cars are from Japan, most buses and trucks from the US or UK.
Nicaragua	Unleaded	Leaded petrol not produced from 1996	5000	1000		Net importer of fuel from Venezuela.  Refineries: One refinery. Plan to have maximum 500ppm fuel by 2010 - delayed	Used vehicles must be less than ten years 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. Used vehicles must be inspected
Panama	Unleaded	Leaded petrol banned from 2002	3000	1000		Almost all fuel is imported.  Diesel: 500ppm available distributed by Colombian company Terpel	Imported vehicles must pass emissions test before registration. No age limits. Expected to have I/M program implemented in 2010.
Paraguay	Unleaded	Unleaded from 2000	5000	1000		No refineries  PDVSA major provider of fuels.	Importation of used vehicles must be less than 10 years. There are emission standards but no real enforcement. Resolution from SEAM. National Law

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						78% of vehicles are diesel and 22% gasoline or flex	on Technical Vehicle Inspection. Subsidies for importation of cleaner vehicles (flex fuel).
Peru	Unleaded	Unleaded from 2005	5000	2000		<p>Diesel: Government decree of July 2005 provides for reduction to 50ppm metropolitan, 1500 nationwide diesel as of 2010 – <i>still to be confirmed</i>.</p> <p>Only Lima and Callao are 50ppm from March 1<sup>st</sup> 2010.</p> <p>Refineries: 7 refineries. Capacity (<i>bbls/d</i>) 192,950 (2012) USD \$330 million loan from World Bank to assist in upgrades.</p> <p>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.</p>	<p>Passenger vehicles must be less than five years old, commercial vehicles less than eight years old.</p> <p>32,494 second hand LDV's imported in 2007</p> <p>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 in January 2013, and will run on the main routes of Lima.</p> <p>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.</p>
Puerto Rico	Unleaded	Unleaded from 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.

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St Kitts and Nevis	Unleaded	Unleaded from 1998				Net importer of fuel (mainly diesel).	No import restriction, but environmental levy to be paid, depending on vehicle age.
Saint Lucia	Unleaded	Unleaded from August 2000				Imports all its fuel.  Refineries: Plans to construct a refinery.	Roadworthiness inspection program started in 2003.
St Vincent and the Grenadines	Unleaded	Unleaded from 2000				Net importer of fuel from US and Venezuela.	
Suriname	Unleaded	Unleaded from 2001	5000	300		Net importer of fuel.	Used vehicles must be less than five years old.
Trinidad and Tobago	Unleaded	Unleaded from 2004	1500	500		Own reserves of oil, produces diesel and petrol.  Refineries: Petrotrin plans 3 year investments to launch low sulphur fuel production.	No import restriction  Indication of vehicle inspection system
Turks and Caicos Islands	Unleaded						Indication of vehicle inspection system
Uruguay	Unleaded	Unleaded from 2003, (ARPEL)	7000	700	2013	Diesel: 50ppm diesel, planned for late 2012 nationally - after refinery upgrades completed. (90% less sulfur than current standards)  70% of the fuel used in	Importation of used vehicles is banned, new vehicles must meet Euro 3 standard.  Indication of vehicle inspection system  Average age of vehicle fleet 17 years.

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						<p>Uruguay is diesel.</p> <p>Gasoline: 30ppm petrol planned for late 2012 nationwide</p> <p>Plans to establish a biodiesel plant and an ethanol plant in the country.</p> <p>Refineries: 1 refinery – La Teja</p>	
Venezuela	Unleaded	Unleaded from 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 refineries. Member of OPEC</p> <p>Only 20% of oil production is light, announced in September 2009 that it would invest \$17bn to improve facilities to refine its large reserves of ultra-heavy oil.</p>	<p>Importation of used vehicles is banned.</p> <p>Emissions testing in certain areas, with fines for violators.</p>
Virgin Islands	Unleaded	Unleaded from 1998	15	15	Achieved	<p>15ppm USA diesel rule 500ppm non-road sulphur limit are applied.</p>	No import restriction.



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## Sources of Information

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