LATIN AMERICA & THE CARRIBBEAN REGION

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Successful experiences

- Countries examples that are moving forward:
  - Euro VI adopted for buses in Santiago City.
  - Brazil announced Euro VI for 2023
  - Euro 4/IV adopted in Peru
  - Adoption of battery electric buses starting in several cities:
    - 200 buses running in Santiago
    - 60 buses in Medellin
    - 30 buses in Quito
    - First demonstration project in Buenos Aires (8 buses)
    - Demonstration starting in other cities like San Jose de Costa Rica and Lima, Peru.
Successful experiences

• Interest in transport and air pollution link:
  – Diagnostic air quality campaign, development of an emissions inventory for public transit in Santo Domingo, Capital city of Dominican Republic as well as a cost benefit analysis for the introduction of low sulfur fuels and equivalent emission standards.
  – A new air quality campaign in Asunción, Paraguay, shows a clear reduction in SO2 concentration as a benefits of 50 ppm S diesel adoption on 2016. But this it is not enough to compensate the impact of importation of second hand diesel vehicles on PM2.5. Emission standards are needed together with more restriction for second hand car importation.
No too much progress on clean fuels in the last two years

<15 ppm S diesel availability in urban areas

<table>
<thead>
<tr>
<th>Country</th>
<th>Availability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Argentina</td>
<td>Sí</td>
</tr>
<tr>
<td>Brasil</td>
<td>Sí</td>
</tr>
<tr>
<td>Colombia</td>
<td>No (50 ppm)</td>
</tr>
<tr>
<td>Chile</td>
<td>Sí</td>
</tr>
<tr>
<td>Ecuador</td>
<td>No* (se mezcla una vez ingresado)</td>
</tr>
<tr>
<td>Paraguay</td>
<td>Sí</td>
</tr>
<tr>
<td>Perú</td>
<td>Se podría importar en vez de diesel 50 ppm de azufre</td>
</tr>
<tr>
<td>Uruguay</td>
<td>Sí (10 ppm importado)</td>
</tr>
</tbody>
</table>

* Information is in parts per million (ppm)

For additional details and comments per country, visit www.unep.org/transport/
LDV

• Not too much improvement in emission standards for LDV

• Some countries are adopting energy efficiency policies:
  – Labelling schemes in Argentina and Ecuador
  – First energy efficiency standard are in discussion in Chile
  – New phase of energy efficient incentives police in Brazil (Rota 2030)
• Huge interest in battery electric vehicles
• Very promising in public transit
• No success in LDV:
  – Several countries adoption different kind of incentives scheme, mainly tax discount, but stock of BEV is still marginal
  – Incremental cost of BEV are bigger in LAC region due to the under regulated maker in terms of emission standards, energy efficiency and safety.
  – Subsidies are not available due to other priorities in social policies like health and education
  – A new approach is needed in medium and low income countries, with focus on vehicles niches like fleets
Main challenges

• Regional vehicle market is very dynamic expecting a rapidly increase on LDV stock from now up to 2030. Mostly of them will be ICE under poor environmental requirements (<Euro 5).
• Countries are defining target for BEV market share for 2030 (p.e. 10% in Peru)
• Integrated approach on emission and energy efficiency standards, fuel standards and BEV deployment is needed.
• Lack of compliance capacities is still a problem in mostly of the countries.