

DieselNet: Emission Standards

Chile

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Regulatory Background

Chilean emission standards for vehicles and engines are adopted by the Ministerio de Transportes y Telecomunicaciones ([MTT](#)) in cooperation with the Ministerio del Medio Ambiente ([MMA](#)).

Emission standards for highway vehicles, light- and heavy-duty, have been in place since the early 1990s. While the standards are based on US and EU emission regulations, they are not necessarily equivalent. Dual standards often exist, allowing new engines to meet either US or EU standards.

The emission limits are based on the date that application is first made to register the vehicle in the national vehicle registry and the geographic region in which it operates. Application date for registration (as opposed to vehicle model year) is used presumably to control emissions from imported used vehicles. To legally operate an onroad vehicle in Chile, a colored sticker must be attached to the vehicle. The color of the sticker determines what region of the country a vehicle may operate in. Rules for issuing stickers depend on the vehicle class.

Santiago Metropolitan Region. 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. A decree issued in 2010

[D.S. N° 66/10] required a number of programs to be established in the Santiago Metropolitan Region by 2011 to accelerate the uptake of cleaner vehicles. These programs included the implementation of a Low Emission Zone for heavy vehicles and a voluntary truck scrappage program.

Regulated Engines and Vehicles

Emission-regulated categories of engines and vehicles include:

- **Light-duty vehicles**—light passenger vehicles (automobiles) and light commercial vehicles,
- **Heavy-duty engines**—used in trucks and buses, and
- **Generator sets** in the Santiago Metropolitan Region.