

Review of 2004/26/EC Rail Regulations – Summary (1)

- Simplify rail categories according to the engine power rather than application i.e. replace current categories RC and R by: “Rail \leq 560 kW” and “Rail $>$ 560 kW”
- Set up emission limits as follows, subject to review by 2012:
 - Extend Stage IIIA to 31 Dec 2016 for rail \leq 560 kW and rail $>$ 560 kW engines
 - Introduce next stage from 31 Dec 2016
 - Rail \leq 560 kW : Align with NRMM Stage IIIB emission limit
 - Rail $>$ 560 kW: Consider emission limits of US Final Rule (part 1033) on rail
 - Review alignment and technological development, to be completed by 2012
- Test cycles: C1 or F for all rail applications
- For constant speed rail applications use NRMM constant speed test cycle (D2)

Review of 2004/26/EC Rail Regulations – Summary (2)

- Repowering:
 - Introduce a review for a next stage re-powering to assess technical progress of aftertreatment, to be completed by 2012
 - Re-powering with lowest emission engine available and compatible with existing vehicles

- Flexibility:
 - Add NRMM equipment flexibility scheme for rail
 - Provide options for operators to be flexible, such as adding vehicles (engines) to existing train sets (e.g. DMU 3-vehicle to 4-vehicle)