

Equivalence table EU/OTIF regulations [TECH-18005-WGT34]

Last update: 18.01.2018

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Subsystem rolling stock: freight wagons (UTP WAG)							
EU			OTIF			Equivalence	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	<u>Legal act</u>	EIF <i>Date of repeal</i>	Status	Equivalence	Clarification
Decision 2004/446		Decision 2004/446 specifies the basic parameters of the NOI, WAG and TAF TSIs.	-	-	-	No	
	Repealed 29.1.2007	WAG TSI related provisions repealed by Decision 2006/861/EC					
Decision 2006/861	DoA 29.1.2007	WAG TSI for conventional TEN	-	-	-	No until 30.11.2012	
	Amended 1.7.2009	by Decision 2009/107					
	Amended 24.1.2013	by Decision 2012/464	UTP WAG A 94-02/3.2011 version 1	EIF 1.12.2012	Adopted 24.05.2012 Notified 23.06.2012	Yes from 1.12.2012	Equivalent to Decision 2006/861 and its subsequent listed amendments and also with: <ul style="list-style-type: none"> • The provisions for the marking of freight wagons as set out in Appendix P of EU Commission Decision 2011/314/EU (OPE TSI)
	Repealed 1.1.2014	by Regulation 321/2013				Yes until 1.1.2014	Equivalence ended with repeal of EU Decision 2006/861.

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Regulation 321/2013	DoA 1.1.2014	WAG TSI for entire European Union's rail system	UTP WAG A 94-02/2.2012 version 7	EIF 1.1.2014	Adopted 12.06.2013 Notified 10.07.2013	Yes, continued from 1.1.2014	Equivalent with Regulation 321/2013 as amended by Regulation 1236/2013 and also with: <ul style="list-style-type: none"> • The provisions for the marking of freight wagons as set out in EU Commission Decision 2012/757/EU (OPE TSI) and EU Commission Decision 2007/756/EC on National Vehicle Registers as applicable from 1.1.2014. • Some provisions related to safety management of Decision 2012/757/EC as indicated in App. I. • Interfaces with CCS as indicated in App. H.
	Amended 1.1.2014	by Regulation 1236/2013					

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		Decision amending UTP WAG 2015	EIF 1.12.2015	Minor amendments compared to previous version. Adopted 10.6.2015 Notified 17.6.2015	Yes	<p>To take into account the update of:</p> <ul style="list-style-type: none"> • Appendix G: “List of fully approved composite brake blocks for international transport” and • technical document: ERA/TD/2012-04/INT version 1.3 of 02.12.2014 “Attachment devices for rear-end signals, clearance for draw hooks, space for shunting staff operation, footsteps and handrails” <p>As the equivalent EU documents are published by ERA on its website, there is no corresponding legal amendment on the EU side.</p>
Amended DoA 1.7.2015	By COMMISSION REGULATION (EU) 2015/924 of 8 June 2015				Yes from 1.12.2016	<p>Main amendments:</p> <ul style="list-style-type: none"> • TSI has been amended in order to allow the certification of “friction element for wheel tread brakes” (brake blocks) • Clarifying the use the “GE” Marking
	Recommendation on ‘Amendments for closure of the remaining open points, improvement of implementation rules and technical update in the TSI WAG’.				Yes since 1.12.2016	<p>Main topics of discussion:</p> <p>Closure of open points:</p> <ul style="list-style-type: none"> - Running dynamic behaviour - On-board hot axle box detection - Variable gauge wheelsets <p>Inclusion of 1520mm (will be voluntary)</p>

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			Decision amending UTP WAG 2015	EIF 1.12.2016	Adopted 07.06.2016 Notified 23.06.2016	Yes since 1.12.2016	<p>Main amendments:</p> <ul style="list-style-type: none"> • The revision of Appendices F and G to COTIF applicable as of 1 July 2015. • Amendments made to the WAG TSI, which concern in particular the amendments related to the introduction of the interoperability constituent: “Friction element for wheel tread brakes”, the assessment methods for this IC, the validity of its examination certificates and the transitional provisions related to the new IC. • Amendments requested by the OTIF Contracting States expressed at the standing working group technology (WG TECH) meetings to further align the UTP and TSI, in particular in the field of axle traceability. • Editorial improvements and updates to legal references.
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EU			OTIF			Equivalence	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Clarification
Decision 2002/735		RST TSI for high-speed TEN	-	-	-	No	
	Repealed 30.6.2008	by Decision 2008/232					
	Amended 24.1.2013	by Decision 2012/462					
Decision 2008/232	DoA 1.9.2008	RST TSI for high-speed TEN-revised	-	-	-	No	
	Amended 24.1.2013	by Decision 2012/464					
	Repealed ¹ 1.1.2015	by Regulation 1302/2014					
Decision 2011/291	DoA 1.6.2011	LOC&PAS TSI for conventional TEN	-	-	-	No until 31.12.2014	
	Amended 25.7.2012	by Decision 2012/88 (CCS TSI)					
	Amended 24.1.2013	by Decision 2012/464					

¹ Decisions 2008/232/EC and 2011/291/EU are repealed with effect from 1 January 2015, they shall however continue to apply in accordance with Article 11 of Regulation 1302/2014.

EIF - Entry into force / DoA – Date of application

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	Repealed 1.1.2015	by Regulation 1302/2014					
Regulation 1302/2014	DoA 1.1.2015	LOC&PAS TSI for high-speed and conventional TEN	UTP LOC&PAS 2015	EIF 1.1.2015	Adopted 4.6.2014 Notified 18.7.2014	Yes from 1.1.2015	Full equivalence. In addition the UTP contains provisions which are equivalent with: <ul style="list-style-type: none"> • Some provisions related to safety management of Decision 2012/757/EC as indicated in App. K.
		Recommendation on 'Amendments for closure of several open points, improvement of implementation rules and technical update in the TSI LOC&PAS'				No	
		Recommendation on Conditions for application of Article23(1) of ID in TSI LOC&PAS				No	

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		<p>Limited Revision regarding “Interchangeable Coaches” with following changes will be introduced:</p> <ul style="list-style-type: none"> • 4.2.2.2.3 (b) Requirements on ‘Manual’ coupling system • 4.2.4.3. Type of brake system • 4.2.11.6. Special requirements for stabling of trains • 4.2.12.2 Documentation for operation and maintenance • 5.3.2. Manual end coupling • Appendix A: to be deleted. • new clause 6.2.7a in the TSI LOC&PAS 				No	
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Subsystem rolling stock: noise (UTP NOI)							
EU			OTIF			Equivalence	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Clarification
Decision 2004/446		Decision 2004/446 specifies the basic parameters of the NOI, WAG and TAF TSIs.	-	-	-	No	
	Repealed 24.6.2006	NOI TSI related provisions repealed by Decision 2006/66					
Decision 2006/66	EIF 23.6.2006	Noise TSI for conventional TEN.	-	-	-	No	
	Repealed 4.4.2011	Repealed by 2011/229					
Decision 2008/232	EIF 1.9.2008	High Speed RST TSI, containing noise specifications.	-	-	-	No	
	Repealed 1.1.2015	Noise provisions (points 4.2.6.5, 4.2.7.6 and 7.3.2.15) deleted by Regulation 1304/2014					
Decision 2011/229	EIF 4.4.2011	Revised Noise TSI for conventional TEN.	-	-	-	No until 30.11.2012	
			UTP NOI A 94-04/2.2012 version 03	EIF 1.12.2012	UTP NOI: General provisions – Rolling stock – noise Adopted 24.05.2012 Notified 27.06.2012	Yes from 1.12.2012	

EIF - Entry into force / DoA – Date of application

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	Amended 23.1.2013	Decision 2011/229 is amended by Decision 2012/464			Full equivalence as established on 1.12.2012 is not affected for vehicles.	Yes (continued)	Amendment on OTIF side not necessary. The EU amendment concerns only the data to be registered in ERATV and does not affect the requirements at vehicle level. Equivalence for vehicle parameters is not affected.
	Repealed 1.1.2015	Repealed and superseded by Regulation 1304/2014				Yes until 31.12.2014	Equivalence information after repeal of Decision 2011/229 is provided in equivalence comments for Regulation 1304/2014
Regulation 1304/2014	DoA 1.1.2015	Noise TSI for high-speed and conventional TEN	ibid			The 2 acts may be considered equivalent for the period from 1.1.2015 to 31.12.2015	<p>2014 TSI NOI may be considered equivalent to 2012 UTP NOI for CR RST till 1.1.2016. Vehicles compliant with the new NOI TSI are deemed compliant (to be backwards- compatible) with the previous noise requirements.</p> <p>2012 UTP NOI may be considered as equivalent to 2014 TSI NOI for CR RST till 1.1.2016. According to Regulation xxx/2014/EU, Dec. 2011/229/EU (NOI TSI) which is fully equivalent to 2012 UTP NOI may be used:</p> <ul style="list-style-type: none"> - until 31/12/2021 for locomotives, EMUs, DMUs and coaches under the conditions of section 7.3.1 of Dec. 2011/291/EU (LOC&PAS TSI) for cases where the latter decision was applied, or until 31 May 2017 for other cases. - until 13.4. 2016 for wagons as provided in the transitional periods in 2014 TSI NOI. <p><u>Note:</u> the period after 1.1.2016 is covered in the 2016 UTP NOI (see line below).</p>
				Repealed 1.12.2015	By UTP NOI 2015		

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			UTP NOI 2015	EIF 1.12.2015	Revision of previous version. Adopted 10.6.2015 Notified 17.6.2015	Yes with Regulation 1304/2014	<p>The revision comprises the following changes:</p> <ul style="list-style-type: none"> • Requirements cover not only conventional, but also high speed rolling stock • Applicable to all vehicles in the scope of the UTP WAG and UTP LOC&PAS • Additional limit values introduced for intermittent (main air compressor) and impulsive (air exhaust valve) noise • References to EN/ISO 3095, which replaces prEN content in the Appendix.
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Accessibility for PRM (UTP PRM)							
EU			OTIF			Equivalence	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Clarification
Decision 2008/164	EIF 1.7.2008	PRM TSI for conventional and HS TEN.	-	-	-	No	
	Amended	Decision 2008/164 is amended by Decision 2012/464					
	Repealed 1.1.2015	Repealed by Regulation 1300/2014					
Regulation 1300/2014	DoA 1.1.2015	PRM TSI for conventional and HS TEN.	UTP PRM 2015	EIF 1.1.2015	Adopted 4.6.2014 Notified 18.7.2014	Yes	Full-equivalence will apply for rolling stock requirements. The requirements related to the infrastructure subsystem are voluntary in the UTP.
		With the revision of the TSI PRM an additional chapter “7.2.1.1 Inventories of Assets – Infrastructure” was introduced. Consultation took place				No	

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Vehicle marking (UTP Marking)							
EU			OTIF			Equivalence	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Clarification
Appendix P of Decision 2011/314/EU	EIF 1.1.2012	CR OPE TSI Appendix P: European Vehicle Number and linked alphabetical marking on the bodywork.	UTP WAG A 94-02/2.2012 Appendix PP	EIF 1.1.2012	Adopted 24.05.2012 Notified 23.06.2012	Partly from 1.12.2012	Full equivalence for freight wagons. No equivalence for other types of rolling stock.
Appendix P of Decision 2012/757/EU	EIF 1.1.2014	OPE TSI Appendix P: European Vehicle Number and linked alphabetical marking on the bodywork.	UTP WAG A 94-02/2.2012 version 7 Appendix PP	EIF 1.1.2014	Adopted 12.06.2013 Notified 10.07.2013	Partly, continued	Full equivalence for freight wagons. No equivalence for other types of rolling stock.
And			UTP Marking 2015	EIF 1.1.2015	Amendment: Adopted 5.6.2014 Notified 18.7.2014	Yes continued	Full equivalence for all types of rolling stock. UTP Marking brings together the requirements related to marking in two EU documents: <ul style="list-style-type: none"> - Appendix P of OPE TSI (Decision 2012/757) - Appendix 6, parts 0-13 to NVR Decision The tables associated with standard numerical markings of wagons, as described in section 14 of UTP Marking, are published on the ERA website. The tables and detailed information provided in sections 15 to 18 are equivalent to the documents which were published on the ERA website at the time of adoption of this specification.
Appendix 6 of Decision 2007/756/EC as Amended by Decision 2012/757/EU	EIF 1.1.2014	NVR Decision 2007/756/EC sets out rules for the vehicle keeper marking (VKM) and the 12-digit number.					

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Essential requirements (UTP GEN-A)							
EU			OTIF			Equivalence	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Clarification
Annex III to Directive 2008/57/EC	EIF 19.7.2008	Definition of Essential Requirements	-	-	-	No until 31.8.2009	
			APTU Annex 1-A A 94-01A/1.2009	EIF 1.9.2009	Adopted 12.2.2009 Notified 27.2.2009	Yes from 1.9.2009	
			UTP GEN-A A 94-01A/1.2011 version 5	EIF 1.5.2012	Adopted 15.9.2011 Notified 30.11.2011	Yes continued	OTIF document renamed only.
	Amended 1.4.2013	By Directive 2013/9/EU introducing 'Accessibility' as an Essential Requirement.				Partly from 1.4.2013	The Essential Requirement 'Accessibility' is not defined in UTP GEN-A. This limited equivalence has no effect on the requirements applicable to subsystems (e.g. vehicles).
Amended 31.3.2014	By Directive 2014/38/EU modifying the Essential Requirement 'Noise'.				Partly from 31.3.2014	The essential requirement 'Noise' is not equivalently defined. This limited equivalence has no effect on the requirements applicable to subsystems (e.g. vehicles).	
		UTP GEN-A 2015	EIF 1.1.2015	Amendment: Adopted 5.6.2014 Notified 18.7.2014	Yes from 1.1.2015	Amendment updating the OTIF regulation in accordance with all previous EU amendments.	

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	Repealed 16.6.2020	By Directive (EU) 2016/797				No until 30.11.2017	
Annex III to Directive (EU) 2016/797	EIF 16.6.2016	Recast of the Directive and at the same way Reintroduction of Annex III	UTP GEN-A	EIF 1.12.2017	Amendment: Adopted 13.6.2017 Notified 26.6.2017	Yes from 1.12.2017	<p>The UTP GEN-A has been amended to ensure continued equivalence with the provisions applicable in the European Union. The existing version has been harmonised with the provisions of Directive (EU) 2016/797, which will repeal by 16.6.2020.</p> <p>In addition to the purely editorial modifications, the essential requirements set out in UTP GEN-A is made clearer in terms of passenger information and safety of passengers when boarding and alighting from trains.</p>

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Subsystems (UTP GEN-B)							
EU			OTIF			Equivalence	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Clarification
Annex II to Directive 2008/57/EC	EIF 19.7.2008	Definition of Subsystems	-	-	-	No until 31.8.2009	
			APTU Annex 1-B A 94-01B/1.2009	EIF 1.9.2009	Adopted 12.2.2009 Notified 27.2.2009	Yes from 1.9.2009	
	Amended 22.3.2011	By Directive 2011/18/EC splitting CCS into onboard and track-side parts and adding 'electricity consumption measuring' to the RST subsystem.				Partly from 22.3.2011 until 30.4.2012	The EU modifications were not immediately relevant for OTIF, as there were at the time no UTP covering either CCS or 'electricity consumption measuring'.
	UTP GEN-B A 94-01B/1.2012 Version 6	EIF 1.5.2012	Adopted 15.9.2011 Notified 30.11.2011	Yes from 1.5.2012			
Repealed 16.6.2020	By Directive (EU) 2016/797				No until 30.11.2017		

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<p>Annex II to Directive (EU) 2016/797</p>	<p>EIF 16.6.2016</p>	<p>Recast of the Directive and at the same way Reintroduction of Annex II</p>	<p>UTP GEN-B</p>	<p>EIF 1.12.2017</p>	<p>Amendment: Adopted 13.6.2017 Notified 26.6.2017</p>	<p>Yes from 1.12.2017</p>	<p>The UTP GEN-B has been amended to ensure continued equivalence with the provisions applicable in the European Union. The existing version has been harmonised with the provisions of Directive (EU) 2016/797, which will repeal by 16.6.2020.</p> <p>In addition to the purely editorial modifications, the reference to 'other railway material' is deleted; as such references have also been deleted from APTU and ATMF.</p>
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Technical File (UTP GEN-C)							
EU			OTIF			Equivalence	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Clarification
Annex VI and Art. 18(3) of Directive 2008/57/EC	EIF 19.7.2008	Requirements related to technical file in Article 18(3) and point 4 of Annex VI.	-	-	-	No until 31.8.2009	
			APTU Annex 1-C A 94-01C/1.2009	EIF 1.9.2009	Adopted 12.2.2009 Notified 27.2.2009	Yes from 1.9.2009 until 21.3.2011	
	Amended 22.3.2011	By Directive 2011/18/EC .				Partly from 22.3.2011 to 31.12.2014	
			UTP GEN-CA 94-01C/1.2011 Version 5	EIF 1.5.2012	Adopted 15.9.2011 Notified 30.11.2011		OTIF document renamed only
			UTP GEN-C 2015	EIF 1.1.2015	Adopted 4.6.2014 Notified 18.7.2014	Yes from 1.1.2015	
Repealed 16.6.2020	By Directive (EU) 2016/797					No until 30.11.2017	

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Annex IV and Art. 15 of Directive (EU) 2016/797	EIF 16.6.2016	Recast of the Directive and at the same way the former Annex VI and Article were replaced	UTP GEN-C	EIF 1.12.2017	Amendment: Adopted 13.6.2017 Notified 26.6.2017	Yes from 1.12.2017	<p>The UTP GEN-C has been amended to ensure continued equivalence with the provisions applicable in the European Union. The existing version has been harmonised with the provisions of Directive (EU) 2016/797, which will repeal by 16.6.2020.</p> <p>In addition to the purely editorial modifications the required content of the technical file is defined more precisely.</p>
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Assessment methods/modules (UTP GEN-D)

EU			OTIF			Equivalence	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Clarification
Decision 2010/713	DoA 1.1.2011	Modules for assessment of conformity, suitability for use and EC verification	-	-	-	No until 30.9.2012	<p>In addition to the provisions of Decision 2010/713, the UTP GEN-D includes provisions which are equivalent to certain provisions in:</p> <ul style="list-style-type: none"> • Directive 2008/57/EC, Art.15(1) and Annexes IV, V and VI as amended by Directive 2011/18/EC
			UTP GEN-D A 94-01D/3.2011 version 1	1.10.2012	Adopted 23.9.2012 Notified 20.4.2012	Yes from 1.10.2012	

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Assessing entity – qualifications and independence (UTP GEN-E)							
EU			OTIF			Equivalence	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Clarification
Annex VIII to Directive 2008/57/EC	EIF 19.7.2008	Minimum criteria which must be taken into account by the member states when notifying bodies	-	-		No until 31.8.2009	
			APTU Annex 1-E A 94-01E/1.2009	EIF 1.9.2009	Adopted 12.2.2009 Notified 27.2.2009	Yes from 1.9.2009	
			UTP GEN-E A 94-01E/1.2011 version 5	EIF 1.5.2012	Adopted 15.9.2011 Notified 30.11.2011	Yes continued	OTIF document renamed only.
	The following advice was elaborated for a possible establishment of an accreditation scheme for railways NoBos: ERA-ADV-2014-15 “The establishment of an accreditation scheme for NoBos”					No	<ul style="list-style-type: none"> The recommendation does consist of a sectoral scheme for the accreditation of the conformity assessment bodies for the purpose of notification
	Repealed 16.6.2020	By Directive (EU) 2016/797					

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<p>Article 30, 31 and 32 of Directive (EU) 2016/797</p>	<p>EIF 16.6.2016</p>	<p>Recast of the Directive and at the same way the former Annex VIII was replaced</p>					<p>the impact on the equivalence will be analysed through the analysis for next WG</p>
		<p>ERA WP started in 2016 to analyse the monitoring of Notified Bodies and develop a set of templates for EC certificates. DECISION n°156 was adopted by the Management Board of the European Union Agency for Railways regarding the provisions on auditing notified conformity assessment bodies in the framework of Article 34 § 3 of Regulation (EU) 2016/796</p>				<p>No</p>	

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Common safety methods (CSM) on risk evaluation and assessment (UTP GEN-G)							
EU			OTIF			Equivalence	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Clarification
Regulation 352/2009	DoA 1.7.2012 19.7.2010 ²	First set of CSM on RA	-	-	-	No until 30.4.2012	
	Repealed 21.5.2015	by Regulation 402/2013	UTP GEN-G A 94-01G/1.2012 version 01	EIF 1.5.2012	Adopted 12.06.2013 Notified 10.07.2013	Yes from 1.5.2012	
Regulation 402/2013	DoA 21.5.2015		UTP GEN-G A 94-01G/1.2012 Version 3	EIF 1.1.2014	Applies from 21.05.2015	Yes, continued since 1.5.2012	This amendment on both EU and OTIF sides introduce 'CSM Assessment Bodies' and how they are recognised or accredited.

² The Regulation applies from 1 July 2012. However, it applies from 19 July 2010: (a) to all significant technical changes affecting vehicles as defined in Article 2(c) of Directive 2008/57/EC and to all significant changes concerning structural subsystems, where required by Article 15(1) of Directive 2008/57/EC or by a TSI.

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Regulation	Amended DoA 3.8.2015	by Regulation 2015/1136 of 13 July 2015				No for the certification of harmonised design targets	Amendments: <ul style="list-style-type: none"> • It has been amended in order to distinguish the acceptance of risks associated with technical systems from the acceptance of operational risks and of the overall risk at the level of the railway system, the term ‘risk acceptance criteria’ with respect to technical systems into ‘harmonised design targets’ for such technical systems. • specific definitions apply in reference to the harmonised quantitative design targets of technical systems
			Decision amending A 94-01G/1.2012 v03	EIF 1.12.2016	Adopted 07.06.2016 Notified 23.06.2016	Yes from 1.12.2016	Main amendments: <ul style="list-style-type: none"> • including additional risk acceptance criteria • the term “risk acceptance criteria” with respect to technical systems was changed to “harmonised design targets”
		Mandate from the Commission that the CSMs for Conformity Assessment (1158/2010, 1169/2010) and CSM on Supervision (1077/2012) need to be reviewed and revised in order to ensure that a more consistent approach across NSAs is adopted Consultation took place					No

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Telematics application for freight services (UTP TAF)							
EU			OTIF			Equivalence	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Clarification
Regulation 1305/2014	DoA 1.7.2012	The purpose of this TAF TSI is to ensure the efficient interchange of information by setting the technical framework, to achieve a transport process that is as economically viable as possible. It covers the applications for freight services and the management of connections with other modes of transport .	-	-	-	No until 30.11.2017	The UTP TAF represents the minimum legal requirements of the international information exchange for international freight services
			UTP TAF	EIF 1.12.2017	Adopted 13.06.2017 Notified 26.06.2017	Yes from 1.12.2017	The UTP TAF will refer to the appendices that are published and regularly updated on the website of the European Union Agency for Railways (ERA). There is no deadline for non-EU Member States to complete implementation of the UTP TAF. Nevertheless, Contracting States will have to ensure that any IT investments and developments in the scope of the UTP TAF comply with the UTP. The UTP Version does have some small derogations from the EU TAF TSI, particularly in points 2.3.2 and 4.2.1.1, in order to ensure consistency with Appendix B to COTIF (CIM). The representative of the European Union announced that the EU would amend the TAF TSI in order to bring it into line with the UTP TAF

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National Vehicle Register (NVR Uniform Rules)							
EU			OTIF			Equivalence	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Clarification
Decision 2007/756	Published 23.11.2007	Common specification of NVR	-	-	-	No until 31.8.2009	
			A 94-20/1.2009	EIF 1.9.2009	Adopted 12.2.2009 Notified 27.2.2009	Yes from 1.9.2009	
	Amended	by Decision 2011/107	NVR UR A 94-20/2.2012	EIF 1.3.2013	Version 1: Adopted 23.5.2012 Notified 27.9.2012	Yes from 1.3.2013	
	Amended 1.7.2013	by Regulation 519/2013 (accession of Croatia to the EU)					
	Amended 1.1.2014	by Decision 2012/757	NVR 2015	EIF 1.1.2015	Adopted 5.6.2014 Notified 18.7.2014 New act is a consolidated version.	Yes continued since 1.3.2013	OTIF amendment compared to previous version: Parts 0-13 of Appendix 6 to NVR Decision are transposed in sections 7-18 of UTP Marking. Amendment does not affect equivalence.
		Recommendation on Rationalisation of Vehicle Related Registers (RVRR)					ERA recommended the Commission to amend the NVR specification concerning data required and additional functional requirements for the sNVR, with relevant implementation deadlines. It also recommends amendments of the process of additional registration of vehicles from the non-EU MS when they enter the EU, and transfer of registrations between the NVRs.

Equivalence table EU/OTIF regulations [TECH-18005-WGT34]

Last update: 18.01.2018

Certification of entities in charge of maintenance (ECM) for freight wagons (ATMF Annex A)							
EU			OTIF			Equivalence	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Clarification
Regulation 445/2011	EIF 31.5.2011	Certification of entities in charge of maintenance for freight wagons	-	-	-	No until 30.4.2012	
			Annex A to ATMF A 94-30/1.2012 Version 1	EIF 1.5.2012	Adopted 15.09.2011 Notified 30.11.2011	Yes from 1.5.2012	The only not equivalent part is the omission of a template for the Maintenance Function Certificate. Such template is included in Annex V of the EU Regulations, but not included in the OTIF Uniform Rules. This template is foreseen to be added.
				Amended 1.12.2015	By ATMF-Annex A 2015		
			ATMF-Annex A 2015			Yes continued	
			ERA WP started in 2015 to analyse scope extension				

Equivalence table EU/OTIF regulations [TECH-18005-WGT34]

Last update: 18.01.2018

Derogations (ATMF Annex B)							
EU			OTIF			Equivalence	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Clarification
Article 9 and Annex IX of Directive 2008/57/EC	EIF 19.7.2008	Rules, conditions and processes for EU Member States to derogate from the use of TSIs.	-	-	-	No until 31.12.2013	
			Annex B to ATMF A 94-40/3.2012 version 4	EIF 1.1.2014	Adopted 12.06.2013 Notified 10.07.2013	Yes from 1.1.2014	Requirements and procedure for derogations from application of UTP(s) related to a structural or functional subsystem for use in international traffic.
	Repealed 16.6.2020	By Directive (EU) 2016/797					
Article 7 of Directive (EU) 2016/797	EIF 16.6.2016	Recast of the Directive and at the same way the former Article 9 and the Annex IX were replaced. Legally the annex IX of directive 2008/57 remains in force until the adoption of an implementing act					the impact on the equivalence will be analysed through the analysis for next WG