

OTIF**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES****ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR****INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL**

Proposal	Version 1	Reference: A 92-03/1.2014	Original: EN	Date:25.03.2014
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Strategy and work programme for the OTIF Technical section for 2014 and 2015

1. Introduction

As defined in Article 3a of ATMF (Appendix G to the Convention), full equivalence between EU technical specifications (TSIs) and OTIF technical prescriptions (UTPs) will facilitate the mutual acceptance of rolling stock. The aim is to allow vehicles first admitted to operation outside the EU to be operated in the EU and vice versa. The technology section therefore aims to continue working on equivalence between TSIs and UTPs as far as the scope of the Convention permits.

The tables in Annex 1 provide an overview of the mandated activities as set out in the Convention and indicate their respective status and developments foreseen in 2014/2015.

The table in Annex 2 provides a cross-reference overview of EU law and OTIF law and their respective development.

The increasing amount of regulations also requires dissemination, particularly to assist non-EU Contracting States with the correct application of the OTIF regulations. The States themselves must also be relied upon to implement the UTP correctly. OTIF will then be able to monitor their activities for the common benefit of its Member States.

Decisions relating to the work of the technology section are taken by the Committee of Technical Experts (CTE). CTE sessions are prepared by the “standing working group technology” (WG TECH).

2. General roadmap for the development of technical regulations

Figure 1 sets out the general roadmap for the development of new technical regulations.

The base level indicated in this diagram was established with the entry into force of ATMF on 1.1.2011 (and of the Interoperability Directive in the EU on 19.7.2008) transferred competence for approving/admitting vehicles from the railway companies to State level. When the ATMF of 2011 entered into force, there were no uniform technical prescriptions (UTPs) available on which the admission could be based. The admission therefore had to be carried out State by State according to ATMF Art. 6(4). Even in the absence of harmonised UTP rules, the principles of ATMF applied fully in each CS, which means that from then on the State, rather than railway companies, took responsibility for the admission of vehicles.

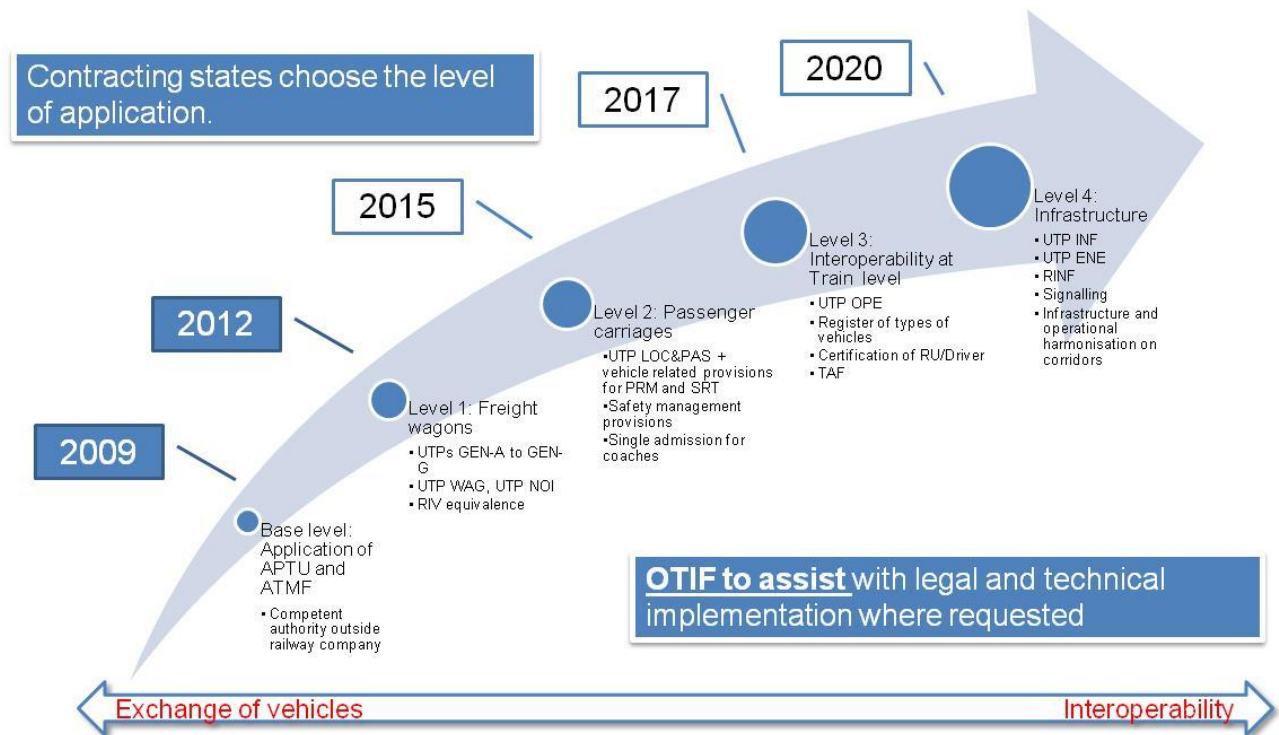


Figure 1

Level 1 on this diagram was established in 2012 with the entry into force of the first version of the UTP for freight wagons and a set of general UTPs which set out the essential requirements, UTP assessment procedures, etc.

Level 2 on this diagram will presumably be established from 2015 with the entry into force of the UTP LOC&PAS. In coordination with OTIF, ERA will work on the closure of open point in the TSI LOC&PAS which are applicable to passenger coaches. OTIF will closely follow the discussions and develop in parallel equivalent UTP requirements.

Level 3 developments will benefit from the revision of ATMF will set out the operational responsibilities of the actors involved in the use of vehicles and the operation of trains.

3. Priorities for 2014 -2015

The following paragraphs describe planned activities for 2014 and 2015 in more detail.

3.1 Revisions and amendments of existing regulations

Regulatory drafting – The core activity of the technology section is to draft new and amended UTPs and to coordinate the adoption of UTPs and other regulations. A practical yearly working cycle has been implemented with three WG TECH meetings and one CTE meeting each year. For each of these meetings the technology section prepares all the documents for the meetings and drafts the minutes.

Up to 2012, the OTIF regulations were developed in a consecutive process on the basis of EU regulations. First the EU regulations were developed and adopted, after which they were transposed into OTIF regulations. 1 January 2014 marked the first time that equivalent OTIF and EU regulations entered into force simultaneously, notably the revised UTP and TSI for freight wagons. Such a coordi-

nated development becomes increasingly important for both the EU and OTIF in order to avoid inconsistencies between EU and OTIF law.

UTP Noise

Revision of the UTP Noise should be anticipated in parallel with the EU revision of the TSI Noise. As the UTP and the TSI are equivalent as of 1 December 2012, this equivalence should be maintained on both EU and OTIF sides in order not to harm interoperability across the EU outer borders. For this reason the revisions should be done in parallel.

UTP Freight wagons

The UTP for freight wagons might need amendments in order to take into account the developments in the EU regarding the CCS TSI and the OPE TSI. These developments might require amendment of UTP WAG appendices H and I respectively. Additionally and as a standing activity, the list of approved composite brake blocks should be yearly updated in line with the EU and UIC developments.

UTP GEN-D Assessment procedures

UTP GEN-D regarding assessment procedures needs to be reviewed in the light of the changes to Annexes V and VI of Directive 2008/57/EC. The EU amendments concern the Declarations of verification of subsystems and the verification procedure for subsystems.

ATMF Annex A, ECM regulation

The EU ECM Regulation is due to be subject to revisions activities in 2015. OTIF will follow these developments. The full equivalence between the EU and OTIF regulations should be preserved.

3.2 Drafting of new regulations and guidelines

UTP covering operational responsibilities

In accordance with the revision of the ATMF RU, and in particular the new Article 15a thereof, OTIF should develop harmonised operational provisions linked to the operation of trains in international traffic. These requirements should cover in particular the responsibilities of the railway undertaking with respect to the correct use of vehicles and train composition. Operational requirements from the UTP WAG, LOC&PAS and UTP Marking should also be transposed in this new UTP. The new UTP should be compatible with the OPE TSI, however its scope will cover less than the TSI because the UTP should not explicitly cover responsibilities of the infrastructure manager.

Follow-up UTP LOC&PAS

As the UTP LOC&PAS will take precedence over the technical provisions in RIC (in accordance with APTU Art.11 §2a), it is important that coaches meeting certain defined conditions have the same 'free circulation' as RIC coaches have had for many decades (RIC has existed since 1922). In other words, the UTP LOC&PAS should not be a step back in terms of possibilities for the international approval of passenger coaches compared to the RIC.

In order to achieve this, two objectives have to be met:

1. Definition of all requirements necessary for a single admission valid in all Contracting States. All such requirements should be included in the UTP.
2. A harmonised definition of vehicle-vehicle interfaces. These definitions may be either included in the UTP as a voluntary appendix, or in a separate industry 'standard'.

The first objective will be subject to a Working Party organised by European Railway Agency (ERA). OTIF will follow closely these developments, participate in the Working Party and prepare equivalent OTIF regulations in parallel.

The second objective was discussed in a workshop jointly organised by ERA and OTIF on 6 February 2014 in Bonn. As a result of the workshop CER was invited to provide information regarding passenger coaches with respect to the subjects listed below:

1. Inventory of market needs for harmonised/standardised inter-vehicle interfaces and a description of the present organisation of passenger transport using coaches.
2. A list of all requirements (already existing or not) needed by the sector to support:
 - a. The transport mentioned in point 1 and
 - b. Simplification to meet operational constraints and responsibilities (SMS).
3. An inventory of requirements listed in 2, which already exist, where they exist (TSI, EN, RIC, UIC, etc) and how they are assessed/applied today.
4. With respect to the requirements in point 2 and in particular those which, according to CER, do not yet exist in the correct form:
 - a. Where should these requirements be specified (TSI, EN, application guide, RIC update),
 - b. Who should check/assess the correct application of each requirement?
5. Following point 4, definition of the need to develop standards, UIC leaflets, (application) guidelines, etc.
6. Analysis of the need for specific markings.

The response will be jointly analysed by the European Commission, OTIF and ERA. The results of this analysis will be reported to the standing working group Technology which may decide further actions.

3.3 Dissemination and monitoring

The entry into force of ATMF on 1.1.2011 (and of the Interoperability Directive in the EU on 19.7.2008) transferred competence for approving/admitting vehicles from the railway companies to State level. This means that the State, rather than railway companies, takes responsibility for the admission of vehicles. If a Contracting State were to issue certificates without correctly applying all the relevant OTIF regulations, there is a major risk that this mutual trust would be jeopardised, with adverse consequences for international rail traffic. The OTIF Secretariat will therefore continue to undertake activities to create a better overview of the implementation of ATMF in the non-EU Contracting States.

Dissemination – The increasing complexity of the applicable regulations also requires the dissemination of information, particularly to assist non-EU Contracting States with the correct application of the OTIF regulations. Several dissemination activities are planned in this respect, ranging from issuing explanatory documents and application guides to presentations, workshops and visits to various States.

Monitoring of implementation – The quantity of technical regulations developed under APTU and ATMF is already large and is still growing. Dealing with the quantity and complexity of all the rules proves challenging for the OTIF Contracting States. At the same time, correct implementation is becoming increasingly important. If the OTIF regulations are not applied correctly, this may result in disruptions to international traffic, as illustrated by freight wagons which were blocked at borders in June 2013 because they had no valid Entity in Charge of Maintenance (ECM) assigned to them. The OTIF Secretariat would like to improve further its understanding of how the regulations are implemented in the Contracting States. The focus will be on non-EU Contracting States, as the EU has its internal processes in this respect.

In addition to the above, the Secretariat will try to involve experts from Member States in their contacts with ERA. Such involvement will be based on the one hand on an agreement between the Contracting State and OTIF and on the other hand on the Administrative Arrangements between ERA DG MOVE and OTIF as set out in circular letter A 57-21/501.2013 of 25 November 2013. The Secretariat intends to develop a practical written procedure for the involvement of such external experts.

3.4 Studies

In 2013 the OTIF Secretariat established a “Young Experts Programme” for young graduates to gain experience in OTIF, at the same time adding value to OTIF by carrying out studies. This programme is scheduled to continue in 2014/2015. Specific task descriptions will be developed for each young expert.

4 Provisional calendar

After the CTE of 2014, two more sessions of WG TECH are planned in 2014, the first taking place on 10 and 11 September and the second on 2 and 3 December. One more WG TECH meeting is foreseen for 2015 before the 8th session of the CTE.

5 Conclusion

The section Technology will focus its activities as set out in this document, with the priority on:

- Develop a new UTP covering operational responsibilities for the operational actors (i.e. RU, keeper, ECM);
- Develop additional requirements for a single admission for passenger coaches to be annexed to both the UTP and the TSI LOC&PAS, within the framework of an ERA Working Party;
- Analyse the needs for the definition of voluntary harmonised technical solutions for vehicle-vehicle interfaces for passenger coaches, based on the input from CER;
- The revision of the UTP NOI, following the adoption in the EU of the associated TSI;
- Amendment of the UTP WAG, if necessary due to:
 - o Closure open point CCS TSI which will then need revision of appendix H of UTP WAG;
 - o Revision of the OPE TSI, which will require revision of appendix I of the UTP WAG.
- The consideration of amendments to the UTP GEN-D (assessment methods) depending on developments in the EU;
- The consideration of amendments to the Annex A to ATMF (ECM regulations) depending on developments in the EU;
- The development of application guide(s), in particular for freight wagons;
- Further development of activities in connection with the dissemination of information and monitoring;
- Conducting studies in strategic areas;

Annex 1: status of activities mandated by APTU and ATMF

APTU (version of 1.1.2011):

Item	Related section in the Convention	Status
1	<p>Articles 4, 6 and 8: UTP development and adoption.</p> <p><i>CTE shall prepare UTP, assisted by working groups and the SG. CTE shall decide on adoption. Adopted UTP shall be published, together with a list of UTPs in force.</i></p>	Ongoing work.
2	<p>Article 5: validation and publication of technical standards and Article 6: Adoption of UTP</p>	<p>No activity planned. In practice, standards are validated by the reference to these standards in UTPs.</p> <p>The development of harmonised inter-vehicle interfaces could consider the possibilities offered by APTU Article 5.</p>
3	<p>Article 8a: correction of UTP deficiencies</p>	<p>Process developed in 2012 and validated by the CTE6.</p>
4	<p>Article 12 § 1: publication of National Technical Requirements (NTRs) in a data bank.</p> <p><i>CSs shall inform SG. SG shall publish in the data bank.</i></p>	<p>As per the decision of CTE 5, the deadline for notification was extended to 31.10.2012.</p> <p>A circular letter was sent to remind Contracting States of their duty to notify NTRs → poor response from Member States.</p> <p>Data bank not established. The NTRs applied should first be clearer.</p> <p>Coordination with ERA and the Commission should be sought in the scope of points 8.7 and 8.8 of the Administrative Arrangements between ERA, OTIF and DG MOVE.</p>
5	<p>Article 13 § 1: classification of NTRs</p> <ul style="list-style-type: none"> • According to the three groups (A, B and C) set out in Annex 2 to APTU <p><i>CSs and regional organisations shall cooperate with CTE and the SG, under the responsibility of the CTE.</i></p>	<p>Notification of NTRs (item 4) should first have been completed.</p>
6	<p>Article 13 § 3: reference document, cross-referencing all notified NTRs. Also referred to as 'the equivalence table'</p> <p>According to the 14 categories set out in Annex 1 to APTU</p> <p>CTE shall ensure that a document is drawn up. It shall be published on the web by the Organisation.</p>	<p>Notification of NTRs (item 4) and their classification (item 5) should first have been completed.</p> <p>Coordination with ERA and the Commission should be sought in the scope of points 8.7 and 8.8 of the Administrative Arrangements between ERA, OTIF and DG MOVE.</p>

ATMF (version of 1.1.2011):

Item	Related section in the Convention	Status
7	Article 4 § 2: prescription of the assessment elements for the assessment of UTP provisions for a construction. <i>CTE shall define.</i>	Assessment modules have been adopted and UTP GEN-D entered into force on 01.10.2012. The provisions are published on the OTIF website.
8	Article 5 § 5: publication of national bodies which have been notified to carry out assessments, verifications and approvals. CSs shall ensure that the SG is informed, who shall then publish.	The bodies which have been notified are published on the website of OTIF.
9	Article 7a: guidelines and mandatory provisions for derogations. CTE shall adopt.	The derogation guidelines are set out in ATFM Annex B. The provisions are published on the OTIF website.
10	Article 10 § 11: publication of the information relating to the partial application of UTPs in case of renewal or upgrade, notified by Contracting States to the Secretary General. CSs shall notify the SG, who shall publish on the web.	No notifications received from MSs.
11	Article 10b: publication of national or regional provisions for assessments and declarations which are supplementary to the provisions adopted by the CTE. MSs to notify the SG, who shall inform the CTE and publish.	UTP GEN-D sets out assessment procedures; it has been adopted by the CTE and entered into force on 01.10.2012. The provisions are published on the OTIF website.
12	Article 12 § 1: prescription of the formats of 'design type certificate' and 'certificate of operation'.	These prescriptions have been adopted by the CTE and entered into force on 01.12.2012. The provisions are published on the OTIF website.
13	Article 12 § 1: prescription of the formats of the declaration of UTP conformity. CTE shall prepare and adopt.	Annex 1 to UTP GEN-D 'declaration of conformity' entered into force 01.10.2012 The provisions are published on the OTIF website.
14	Article 12 § 1: prescription of the format of the 'assessment report' relating to the application for admission of a vehicle CTE shall prepare and adopt.	UTP GEN-D stipulates requirements for declarations; the format for 'assessment report' has not been established. The UTP WAG and UTP NOISE stipulate some of the content of this document. The provisions are published on the OTIF website.
15	Article 13 § 1 and 4: register of authorised types and design types including its functional and technical architecture. CTE shall establish functional and technical architecture.	A type register seems of limited added value to the non-EU OTIF Contracting States that do not already have agreements with the EU to use the ERATV database. If this development were to be interesting for its non-EU Contracting States, the OTIF secretariat will explore the possibilities in accordance with point

Item	Related section in the Convention	Status
		8.5 of the Administrative arrangements between ERA, DG MOVE and OTIF.
16	<p>Article 13 §§ 2 and 4: register with information regarding the competent authorities and bodies, and the accredited ECM auditors.</p> <p>CTE shall establish functional and technical architecture.</p>	<p>The ECM certification bodies are included in the joint OTIF/EU ECM register, which is hosted on the ERA website as of 1.4.2014.</p> <p>(Previously the OTIF register was separate from the EU register and hosted on the OTIF website).</p>
17	<p>Article 13 § 3: the CTE may decide to include other data in the data bank, such as information on: declarations, inspection and maintenance of vehicles, accidents and incidents, coding of vehicles, locations, rail transport undertakings, keepers, infrastructure managers, workshops, manufacturers, ECMs, etc.</p> <p>CTE may decide.</p>	<p>With the exception of the ECM register, these possibilities have not been utilised.</p>
18	<p>Article 14 § 2: define the sign to be applied to vehicles which establishes that the vehicle has been admitted to operation in international traffic.</p> <p>CTE shall lay down the sign.</p>	<p>This definition is included in UTP Marking, which is proposed to CTE 7.</p> <p>The provisions are published on the OTIF website.</p>
19	<p>Article 15 § 2: ECM: detailed rules for the certification and auditing of ECM, for accredited/recognised auditors, their accreditation/recognition, the audits and the certificates.</p> <p>CTE shall adopt.</p>	<p>ATMF Annex A – certification and auditing of ECM. In force since 01.05.2012.</p> <p>The provisions are published on the OTIF website.</p>
20	<p>Article 15 § 5: guidelines or regulations on the certification and auditing of maintenance workshops and the mutual recognition of the certificates and the audits.</p> <p>CTE may adopt, if adopted they shall be published on the Organisation's website.</p>	<p>ATMF Annex A – certification and auditing of ECM. In force since 01.05.2012.</p> <p>The provisions are published on the OTIF website.</p>
21	<p>Article 16 § 4: examination of causes of serious accidents and incidents and instruction to CSs to suspend certificates or declarations.</p> <p>CTE may examine and may instruct.</p>	<p>No activity so far.</p>
22	<p>Article 16 § 5: preparation and adoption of further mandatory rules concerning accident investigation.</p> <p>CTE may prepare.</p>	<p>No activity so far.</p>
23	<p>Article 19 § 5: the CTE may decide that safety-based provisions introduced in the UTP shall be complied with within a certain deadline regardless of any transi-</p>	<p>This does not require any activity, but offers a possibility which can be used if need be. No activity so far.</p>

Item	Related section in the Convention	Status
	<p>transitional provisions. CTE may decide.</p>	
24	<p>Article 19 § 7: transitional provisions other than those set out in Article 19. CTE may adopt.</p>	<p>This does not require any activity, but offers a possibility which can be used if need be. No activity so far except for what is set out in chapter 7 of the vehicle UTPs.</p>
25	<p>Article 20: disputes relating to the technical admission of railway vehicles. CTE may deal with such disputes if there is no result by direct negotiation between the parties involved.</p>	<p>This does not require any activity, but offers a possibility which can be used if need be. No activity so far.</p>

Annex 2: Cross-reference document EU/OTIF regulations

Status as of 15 January 2014

This is a copy of working document A 92-00/1.2013 version 09 of OTIF WG TECH which provides an overview of corresponding EU and OTIF regulations. This document is a tool to keep track of developments on either side in order to anticipate early on such developments. This document is updated for every WG TECH meeting. Despite all efforts to be accurate, this document should be used for information only.

OTIF DOCUMENTS					RELEVANT EU LEGAL ACT	
Reference	Title	Adopted/ Notified	In force/ Applicable ¹	On-going and required developments in OTIF	EU documents in force	On-going develop- ments in the EU
A 94-01A/1.2011	UTP GEN-A: General provisions, Essential requirements	15.09.2011/ 30.11.2011	Version 5 01.12.2011		Annex III of Interoperability Directive 2008/57/EC as amended by Directive 2013/09/EU introducing accessibility as an essential requirement	Introducing ‘noise’ as essential requirement – draft amendment of Annex III to IOD (received positive opinion of the RISC in Oct 2013)
				Draft amended version to reflect changes on EU side. Adoption expected at CTE 7		
A 94-01B/1.2012	UTP GEN-B: General provisions, Subsystems	15.09.2011/ 30.11.2011	Version 6 01.05.2012	Stable	Annex II of Interoperability Directive 2008/57/EC as amended by Directive 2011/18/EC (subsystems)	
A 94-01C/1.2011	UTP GEN-C: General provisions, Technical File	15.09.2011/ 30.11.2011	Version 5 01.12.2011		Art 18(3) and Annex VI of Interoperability Directive 2008/57/EC as amended by Directive 2011/18/EC modified Annex VI. This has not been reflected in the OTIF document	New version of Annex VI is submitted for the opinion of the RISC in Jan 2014.

¹ Date of application shown only if different from date of entering into force

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Reference	Title	Adopted/ Notified	In force/ Applicable ¹	On-going and required developments in OTIF	EU documents in force	On-going develop- ments in the EU
				Draft amended version to reflect changes on EU side. Adoption expected at CTE 7		
A 94-01D/3.2011	UTP GEN-D: General provisions – assessment procedures (modules)	29.03.2012/ 20.04.2012	Version 1 01.10.2012	Needs review in function of EU amendments	Decision 2010/713/EU (modules) Art 15(1), Annexes IV, V and VI of Directive 2008/57/EC as amended by Directive 2011/18/EC (DECLARATION OF VERIFICATION OF SUBSYSTEMS and VERIFICATION PROCEDURE FOR SUBSYSTEMS)	New version of Annexes V and VI is submitted for the opinion of the RISC in Jan 2014.
A 94-01E/1.2011	UTP GEN-E: General provisions, Assessing Entity-Qualifications and independence	15.09.2011/ 30.11.2011	Version 5 01.12.2011	Stable	Annex VIII of Interoperability Directive 2008/57/EC	
A 94-01G/1.2012	UTP GEN-G: General provisions, Common Safety Method (CSM) on Risk Evaluation and Assessment (RA)	15.09.2011/ 30.11.2011	Version 01: 01.05.2012	Version 01 superseded by version 03 under the conditions set out in version 03.	Regulation EC 352/2009 (CSM RA) In force till 21.05.2015 Commission Implementing Regulation (EU)402/2013 of 30 April 2013 Entry into force 23.05.2013 Application from 21.05.2015	
		12.06.2013/ 10.07.2013	Version 03: 01.01.2014/ 25.05.2015	Revised version 03 adopted at CTE6, entered into force on 01.01.2014 with application from 21.05.2015		

OTIF DOCUMENTS					RELEVANT EU LEGAL ACT	
Reference	Title	Adopted/ Notified	In force/ Applicable ¹	On-going and required developments in OTIF	EU documents in force	On-going develop- ments in the EU
A 94-02/3.2011	UTP WAG: Subsystem rolling stock freight wagons	24.05.2012/ 27.06.2012	version 01 01.12.2012	Amendments in coordination with EU are foreseen for Appendix H (CCS interfaces), Appendix I (OPE TSI) and the composite brake blocks.	Decision 2006/861/EC (TSI WAG) as amended by Decision 2009/107/EC Decision 2012/464/EC	An amendment of the revised WAG TSI is in preparation (positive opinion of the RISC in Jun 2013, adoption tentatively in Q4 2013/Q1 2014, A 94-02/2.2012 v07 had been synchronised with it).
A 94-02/2.2012		12.06.2013/ 10.07.2013	version 07 01.01.2014		Commission Regulation (EU) No 321/2013 of 13 March 2013, applies from 1.1.2014 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.	Closing of open point on composite brake blocks (ERA recommendation planned for Q1/Q2 2014) An amendment of the “Interfaces document” (included in CCS TSI 2012/88/EU, to which revised WAG TSI makes reference) is in preparation (opinion of the RISC tentatively in Q2 2014). New OPE TSI has been adopted Decision 2012/757/EU. New version is planned for vote of the RISC in Q2 2014.

OTIF DOCUMENTS					RELEVANT EU LEGAL ACT	
Reference	Title	Adopted/ Notified	In force/ Applicable ¹	On-going and required developments in OTIF	EU documents in force	On-going develop- ments in the EU
A 94-04/2.2012 version 03	UTP NOI: General pro- visions – Rolling stock – noise	24.05.2012/ 27.06.2012	01.12.2012	Needs to be revised in line with forthcoming EU revision.	Decision 2011/229/EU (TSI Noise) as amended by Decision 2012/464/EC	Recommendation sent by ERA in Sep 2013 opinion by the RISC: Q2 2014 adoption: Q4 2014)
	OPE			Elements related to train composition and use of vehicles are included in draft revised UTP WAG. Full transposition possi- bly at a later stage.	Decision 2011/314/EU (OPE TSI) amended by Decision 2012/464/EU	Decision 2012/757/EU (revised OPE TSI) applies from 1 January 2014 New version is planned for vote of the RISC in Q2 2014.
	CCS			Compatibility with re- gard to train detection systems should be taken into account when devel- oping vehicle related UTPs	Decision 2012/88/EU (CCS TSI) amended by Decision 2012/696/EU	An amendment of the “Interfaces document” (included in CCS TSI 2012/88/EU, to which revised WAG TSI and draft revised LOC&PAS TSI make reference) is in prepa- ration (opinion of the RISC tentatively in Q2 2014).
A 94-03/2.2013	UTP LOC&PAS			Merged TSI will be basis for future OTIF UTP. Other relevant EU do- cuments are: OPE TSI adoption expected at	Decision 2011/291/EU (LOC & PAS TSI conventional rail) amended by Decision 2012/464/EU	Merged HS RST and CR TSI LOC&PAS received positive opin- ion of the RISC on 24/10/2013 (adoption expected in Q1/Q2 2014).

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Reference	Title	Adopted/ Notified	In force/ Applicable ¹	On-going and required developments in OTIF	EU documents in force	On-going develop- ments in the EU
				CTE 7	Decision 2008/232/EC (RST TSI high speed) amended by Decision 2012/464/EU	
	INF			Merged TSI will be basis for possible future OTIF developments.	Decision 2008/217/EC (INF TSI high speed) amended by Decision 2012/464/EU	Merged HS and CR TSI in the adoption process (submitted for opinion of the RISC in Jan 2014, adoption expected in Q2/Q32014)
					Decision 2011/275/EU (INF TSI conventional rail) amended by Decision 2012/464/EU	Merged HS and CR TSI in the adoption process (submitted for opinion of the RISC in Jan 2014, adoption expected in Q2/Q32014)
	ENE				Decision 2008/284/EC (ENE TSI high speed) amended by Decision 2012/464/EU	Merged HS and CR TSI in the adoption process (submitted for opinion of the RISC in Jan 2014, adoption expected in Q2/Q32014)

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Reference	Title	Adopted/ Notified	In force/ Applicable ¹	On-going and required developments in OTIF	EU documents in force	On-going develop- ments in the EU
					Decision 2011/274/EC (ENE TSI conventional rail) amended by Decision 2012/464/EU	Merged HS and CR TSI in the adoption process (planned for opinion of the RISC in Jan 2014, adoption expected in Q2/Q32014)
	SRT				Decision 2008/163/EC (SRT TSI) amended by Decision 2011/291/EU Decision 2012/464/EU	Merged HS and CR TSI received positive opinion of the RISC on 24/10/2013 (adoption expected in Q1/Q2 2014)
A 94-05/1.2014	PRM			adoption expected at CTE 7	Decision 2008/164/EC (PRM TSI) amended by Decision 2012/464/EU	On-going revision in the adoption process (submitted for opinion of the RISC in Jan 2014, adoption expected in Q2/Q32014)
	TAF			Yes, developments required. First a study should clarify the need for exchange of data during operations. Young expert task 1. As a second step, the need for OTIF regulations should be clarified.	Regulation EC 62/2006 (TAF TSI) amended by Regulation EU 328/2012 amended by REGULATION (EU) No 280/2013	On-going revision in the adoption process (planned for opinion of the RISC in June 2014)

OTIF DOCUMENTS					RELEVANT EU LEGAL ACT	
Reference	Title	Adopted/ Notified	In force/ Applicable ¹	On-going and required developments in OTIF	EU documents in force	On-going develop- ments in the EU
	TAP			Yes, but not as a priority. First TAF issues to be clarified.	Regulation 454/2011/EU (TAP TSI) amended by Regulation 665/2012/EU	
A 94-30/1.2012	ATMF Annex A: Certifi- cation and Auditing of Entities in charge of Maintenance (ECM)	15.09.2011/ 30.11.2011	01.05.2012		Regulation (EU) No 445/2011 (ECM)	Revision planned in 2015
A 94-40/3.2012 version 04	ATMF Annex B: Requirements and Pro- cedure for Derogations from application of UTP(s) related to a struc- tural or functional sub- system	12.06.2013 / 10.07.2013	01.01.2014	Adopted at CTE 6, en- tered into force on 01.01.2014	Based on Article 9 of the Directive 2008/57/EC	
A 93-01/2.2012	Uniform format of cer- tificates: Design Type Certificate & Certificate of operation	24.05.2012/ 27.06.2012	01.12.2012	EU/OTIF formats not equivalent. This seems not an obstacle for inter- operability.	Commission Regulation (EU) No 201/2011 on the model of declaration of conformity to an authorised type of railway vehicle	
	CSM supervision			No activity foreseen in near future.	Regulation 1077/2012 Common safety methods for supervision	
	CSM monitoring			No activity foreseen in near future.	Regulation 1078/2012 Common safety methods for monitoring	
	CSM authorisation			No activity foreseen in near future.	Regulation 1169/2010 Common safety methods for assessing confor- mity for obtaining a railway safety authorisation	
	CSM certification			Certification of RUs may be needed at a later stage.	Regulation 1158/2010 Common safety methods for assessing confor- mity for obtaining a railway safety certificate	

OTIF DOCUMENTS					RELEVANT EU LEGAL ACT	
Reference	Title	Adopted/ Notified	In force/ Applicable ¹	On-going and required developments in OTIF	EU documents in force	On-going develop- ments in the EU
	CST			No activity foreseen in near future.	Decision 2010/409/EC (Common Safety Tar- gets) repealed and replaced by Decision 2012/226/EU	
				No activity foreseen in near future.	Decision 2009/460/EC (Common safety method for assessment of achieving of safety targets)	
	Format for safety certificates			Certification of RUs may be needed at a later stage.	Regulation 653/2007 Common European format for safety certificates and application documents and on the validity of safety certificates amended by Regulation 445/2011/EU	
Registers and databases and specifications thereof					EU	
A 94-20/2.2012	OTIF Register system – Rolling Stock, National Vehicle Registers (NVR)	23.05.2012/ 27.09.2012	01.03.2013	Implementation by sev- eral OTIF Contracting States should be im- proved.	NVR Decision Dec 2007/756/EC as amended (by Decision 2011/107/EU Amendment by Decision 2012/757/EU (OPE TSI), which transferred rules on vehicle num- bering to the NVR Decision (does not need amendment of OTIF NVR regulation)	New WP on rationali- sation of vehicle re- lated registers was launched September 2013
A 95-00/1.2009	Rules for registration of a Vehicle Keeper Mark- ing Code (VKM), amended	12.02.2009/	01.04.2009		(according to Annex P of the Traffic Operation and Management TSI 2006/920/EC) From 01/01/2014 according to Appendix 6 to Dec 2007/756 as amended by Decision	New WP on rationali- sation of vehicle re- lated registers was launched September

OTIF DOCUMENTS					RELEVANT EU LEGAL ACT	
Reference	Title	Adopted/ Notified	In force/ Applicable ¹	On-going and required developments in OTIF	EU documents in force	On-going develop- ments in the EU
				Rules for registration of a Vehicle Keeper Marking Code (VKM); single joint ERA/OTIF VKM register in ERA.	2012/757/EU	2013
	Reference document for national rules				2011/155/EU specifying The content of the reference document referred to in Article 27(4) of Directive 2008/57/EC	
	Register of admitted types			Establishing an equivalent register of admitted types: legal base in ATMF Art 13(1).	2011/665/EU specifying the European register of authorised types of railway vehicles (ERATV)	ERATV is operational and being filled with data on new vehicles types. New WP on rationalisation of vehicle related registers was launched September 2013
	RINF				2011/633/EU setting out the common specifications of the register of railway infrastructure (RINF)	Not yet fully operational

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