

Equivalence table EU/OTIF regulations [TEC_WGT28_11]

Last update: 13.01.2016

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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	Repealed 29.1.2007	WAG TSI related provisions repealed by Decision 2006/861/EC					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	Repealed 1.1.2014	by Regulation 321/2013				Yes until 1.1.2014	Equivalence ended with repeal of EU Decision 2006/861.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					
			UTP WAG 2015	EIF 1.1.2015	Minor amendments compared to previous version 7. Adopted 4.6.2014 Notified 18.7.2014	Yes, continued since 1.1.2014	Amendments: <ul style="list-style-type: none"> • Deletion of Appendix P (now contained in UTP Marking) and modification of related references. • Update of reference to list of approved composite brake blocks. • Minor editorial change to Appendix I.

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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	To take into account the update of: <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				No equivalence on the OTIF side to the certification of brake blocks	Main amendments: <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
				Preparation of amended UTP WAG for CTE in 2016 to cover certification of brake blocks, GE marking amendments and to analyse the need for changes to Appendix I to reflect the amendments to the OPE TSI brought about by the (EU) 2015/995		

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	ERA WP on the limited revision started its work in Q4 of 2104.					<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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Subsystem rolling stock: Locomotives and passenger rolling stock (UTP LOC&PAS)							
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	<p>Full equivalence. In addition the UTP contains provisions which are equivalent with:</p> <ul style="list-style-type: none"> Some provisions related to safety management of Decision 2012/757/EC as indicated in App. K.
		ERA WP for closing open points					<p>Recommendation N. ERA-REC-120-2015-REC of the European Railway Agency on 'Amendments for closure of several open points, improvement of implementation rules and technical update' amending Commission Regulation (EU) No 1302/2014 concerning the technical specification for interoperability relating to the subsystem 'rolling stock – locomotives and passenger rolling stock' of the rail system in the European Union , was sent to the European Commission.</p> <p>The Recommendation in subject and its annexes can be found in ERA's website, following the link:</p> <p>http://www.era.europa.eu/Document-Register/Pages/Recommendation-ERA-REC-120-2015.aspx</p>

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		ERA WP for defining conditions for unique authorisation					<p>RECOMMENDATION N. ERA-REC-111-2015-REC of the European Railway Agency on ‘Conditions for application of Article 23(1) of Interoperability Directive’ amending Commission Regulation (EU) No 1302/2014 concerning the technical specification for interoperability relating to the subsystem ‘rolling stock – locomotives and passenger rolling stock’ of the rail system in the European Union, was sent to the European Commission.</p> <p>The Recommendation in subject and its annexes can be found in ERA’s website, following the link:</p> <p>http://www.era.europa.eu/Document-Register/Pages/Recommendation-on-Conditions-for-application-of-Article23(1)-of-ID.aspx</p>
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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	

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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.
		Awaiting the TSI implementation plans (due by January 2017); For the time being, there is no development.					

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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							
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.	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 <p>The tables associated with standard numerical markings of wagons, as described in section 14 of UTP Marking, are published on the ERA website.</p> <p>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.</p>

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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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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	

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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-C A 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	

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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	
			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	In addition to the provisions of Decision 2010/713, the UTP GEN-D includes provisions which are equivalent to certain provisions in: <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

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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.

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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
					Proposal for voting to the CTE 9		Equivalence expected from 2017

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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.
		ERA WP starts in 2015 to propose amendments to NVR Regulations					

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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 starts in 2015 to analyse scope extension						

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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.