

Equivalence table EU/OTIF regulations [TECH-18024-WGT56]

Update: 11 August 2025

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Subsystem rolling stock: freight wagons (UTP WAG)							
EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	Provisions	Entry into force	Status	Equivalence	Comments
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	Repealed 29.1.2007	WAG TSI related provisions repealed by Decision 2006/861					
Decision 2006/861	Date of application 29.1.2007	WAG TSI for conventional TEN	-	-	-	No	
	Date of application 1.7.2009	Amended by Decision 2009/107					
	Date of application 24.1.2013	Amended by Decision 2012/464	UTP WAG A 94-02/3.2011 version 1	EIF 1.12.2012	Adopted 24.5.2012 Notified 23.6.2012 Repealed 1.1.2014	Yes from 1.12.2012	Equivalent with EU Decision 2006/861 and its subsequent listed amendments and also with: 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 (OPETSI)
	Repealed 1.1.2014	Repealed by Regulation 321/2013				Yes until 1.1.2014	
Regulation 321/2013	Date of application	WAG TSI for entire European Union's rail	UTP WAG A 94-	EIF 1.1.2014	Adopted 12.6.2013	Yes, from 1.1.2014	Equivalent with Regulation 321/2013 as amended by Regulation 1236/2013

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	1.1.2014	system Amended by Regulation 1236/2013 (Annex Amendments)	02/2.2012 version 7		Notified 10.7.2013 Repealed 1.1.2015		also with: 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 of UTP WAG A 94-02/2.2012 version 7. <p>Interfaces with CCS as indicated in App. H.</p>
			UTP WAG 2015	EIF 1.1.2015	Minor amendments compared to previous version 7. Adopted 5.6.2014 Notified 18.7.2014 Repealed 1.4.2021	Yes from 1.1.2015	Amendments: 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.
			Decision amending UTP WAG 2015	EIF 1.12.2015	Minor amendments compared to previous version. Adopted 10.6.2015	Yes from 1.12.2015	UTP amendment 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

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					Notified 17.6.2015		operation, footsteps and handrails” As the equivalent EU documents are published by ERA on its website, there is no corresponding legal amendment on the EU side.
	Date of application 1.7.2015	Amended by Commission Regulation (EU) 2015/924 of 8 June 2015	Decision amending UTP WAG 2015	EIF 1.12.2016	Adopted 07.6.2016 Notified 23.6.2016	Yes from 1.12.2016	Main amendments: <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 particularly 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, particularly in the field of axle traceability. Editorial improvements and updates to legal references.
	Date of application 16 .6 2019	Amended by Commission Implementing Regulation 2019/776 of 16 May 2019	UTP WAG 2021	EIF 1.4.2021	Adopted 30.9.2020 Notified 9.10.2020 Repealed 1.1.2022	Yes from 1.4.2021	

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	Date of application 11.3.2020	Amended by Commission Implementing Regulation (EU) 2020/387 of 9 March 2020	UTP WAG 2022	EIF 1.1.2022	Adopted 22.6.2021 Notified 23.7.2021 Repealed 1.1.2025	Yes from 1.1.2022	Main amendments: <ul style="list-style-type: none"> Definition of rules to manage changes in both a vehicle or a vehicle type (basic design characteristics) New rules applicable when area of use is extended Specific case for the Great Britain network of the United Kingdom of Great Britain and Northern Ireland to be listed.
	EIF 30.8.2023	Amended by Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 .	UTP WAG 2025	EIF 1.1.2025	Adopted 20.6.2024 Notified 12.7.2024		Main amendments: <ul style="list-style-type: none"> New requirements concerning derailment detection and prevention functions and combined transport Appendix H sets out requirements for the codification of units intended to be used in combined transport Implementing rules define the projects to which the latest version of the UTP must be applied and to which projects a previous version of the UTP may continue to be applied. Specific cases for the United Kingdom and Norway.
	Date of application xx.xx.2025	Amended by Commission Implementing Regulation (EU) Xxxx/xxxx of date					WG Tech to analyse the consequences that the modifications to the EU texts have for the UTP. Draft proposal for the revision of the UTP WAG to be reviewed by WG Tech 55, WG Tech 56, and WG Tech 57.

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							Main amendments: <ul style="list-style-type: none"> • migration of the RID vehicle requirements to the TSI/UTP; • Addition of specifications for devices to secure semi-trailers (hitches);

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Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
Decision 2002/735		RST TSI for high-speed TEN	-	-	-	No	
	Repealed 30.6.2008	Repealed by Decision 2008/232					
	Amended 24.1.2013	Amended and Repealed by Decision 2012/462					
Decision 2008/232	Date of application 1.9.2008	RST TSI for high-speed TEN-revised	-	-	-	No	
	Amended 24.1.2013	Amended by Decision 2012/464					
	Repealed 1.1.2015	Repealed by Regulation 1302/2014					
Decision 2011/291	Date of application 1.6.2011	LOC&PAS TSI for conventional TEN	-	-	-	No	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 .
	Amended 25.7.2012	Amended by Decision 2012/88 (CCS TSI)					
	Amended 24.1.2013	Amended by Decision 2012/464					
	Repealed 1.1.2015	Repealed by Regulation 1302/2014					
Regulation 1302/2014	Date of application	LOC&PAS TSI for high-speed and conventional TEN	UTP LOC&PAS 2015	EIF 1.1.2015	Adopted 5.6.2014	Yes from 1.1.2015	Full equivalence. In addition, the UTP contains provisions which are equivalent with:

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	1.1.2015				Notified 18.7.2014 Repealed 1.1.2022		<ul style="list-style-type: none"> Some provisions related to safety management of Decision 2012/757/EC as indicated in App. K of UTP LOC&PAS 2015.
	Date of application 16.6.2019	Amended by Commission Implementing Regulation 2019/776 of 16 May 2019	UTP LOC&PAS 2022	EIF 1.1.2022	Adopted 22.6.2021 Notified 23.7.2021	Yes from 1.1.2022	Main amendments: <ul style="list-style-type: none"> Clarification of technical scope Closure of open points as regards specifications on aerodynamic effects, passive safety, variable gauge systems and eddy current track brake, on-board energy measuring systems, 'Route compatibility checks before the use of authorised vehicles'. Definition of rules to manage changes in both a vehicle or a vehicle type (basic design characteristics) Specific case for the Great Britain network of the United Kingdom of Great Britain and Northern Ireland to be listed.
	Date of application 11.3.2020	Amended by Commission Implementing Regulation (EU) 2020/387 of 9 March 2020					
	EIF 30.8.2023	Amended by Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023	UTP LOC&PAS 2026		Adopted 18.6.2025 Notified 18.7.2025		<p style="color: red;">Draft proposal for decision</p> <p>New version of the UTP adopted by CTE 17 (17-18 June 2025).</p> Main amendments: <ul style="list-style-type: none"> New requirements related to derailment detection and prevention functions; New requirements related to interface with ETCS on-board equipment; Changes to the list of specific cases and specific environmental conditions;

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Base legal act	Status + date	(Legal) reference	Provisions	Entry into force	Status	Equivalence	Comments
							<ul style="list-style-type: none"> • New provisions in 7.1.3 and Appendix L, which increase legal certainty in cases that the UTP is revised during a running contract; • Deletion of Appendix D, as the information is now covered in a standard; • New layout of references to standards in Appendix J (J-1 and J-2); • A new Appendix K, related to Validation process for new end pieces of Magnetic Track Brake (MTB). • Clarification concerning interfaces with energy subsystem, operation subsystem, control, command and signalling (CCS) subsystem, and telematic applications for passenger subsystem. • Clarification and additions concerning specific cases. • Editorial corrections, improvements and modifications throughout the text.
	EIF 27.4.2025	Amended by Commission Implementing Regulation (EU) 2025/675 of 4 April 2025 amending Regulation (EU) No 1302/2014 concerning a technical specification for interoperability relating to the rolling stock — locomotives and passenger					<p>Main amendments to the TSI include:</p> <ul style="list-style-type: none"> - requirements for the unique authorisation of non-passenger-carrying vehicles, that are intended to carry personnel; <p>WG TECH to analyse the consequences that the modifications to the EU texts have for the UTP. Draft proposal for the revision of the UTP LOC&PAS to be reviewed by WG Tech 56, and 57.</p>

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Base legal act	Status + date	(Legal) reference	Provisions	Entry into force	Status	Equivalence	Comments
		rolling stock subsystem of the rail system in the European Union and Implementing Decision 2011/665/EU on the register of authorised types of railway vehicles					

Subsystem rolling stock: noise (UTP NOI)							
EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	Provisions	Entry into force	Status	Equivalence	Comments
Decision 2004/446		Specifies 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 Decision 2011/229					
Decision 2008/232	EIF 1.9.2008	High Speed RST TSI, containing noise	-	-	-	No	

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Base legal act	Status + date	(Legal) reference	Provisions	Entry into force	Status	Equivalence	Comments
		specifications.					
	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.	UTP NOI A 94-04/2.2012 version 03	EIF 1.12.2012	Adopted 24.5.2012 Notified 27.6.2012 Repealed 1.12.2015	Yes from 1.12.2012	
	Amended 23.1.2013	Decision 2011/229 is amended by Decision 2012/464				Yes until 1.1.2015	Amendment on OTIF side not necessary. The EU amendment in Decision 2012/464 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 replaced by Regulation 1304/2014					Full equivalence as established on 1.12.2012, is not affected for vehicles.

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Regulation 1304/2014	Date of application 1.1.2015	Noise TSI for entire European Union's Rail System				Yes (see comment)	<p>2014 TSI NOI may be considered equivalent to 2012 UTP NOI for CR RST till 1.12.2015.</p> <p>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 1.12.2015.</p> <p>According to Regulation 1304/2014, Decision 2011/229 (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 7.1.3 of Decision 2011/291 (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 by UTP NOI 2015 (see line below).</p>
			UTP NOI 2015	EIF 1.12.2015	Revision of previous version. Adopted 10.6.2015 Notified 17.6.2015 Repealed 1.4.2021	Yes, from 1.12.2015 with Regulation 1304/2014	<p>Main amendments:</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

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Base legal act	Status + date	(Legal) reference	Provisions	Entry into force	Status	Equivalence	Comments
							prEN content in the Appendix.
	Amended 16.6.2019	Amended by Commission Implementing Regulation 2019/776 of 16 May 2019				Yes (see comment)	Vehicles compliant with the new NOI TSI are deemed compliant (to be backwards- compatible) with the previous noise requirements. Main amendments in TSI: <ul style="list-style-type: none"> Introducing the concept of quieter routes on which wagons which do not comply with pass-by noise limits are not allowed to be operated.
			UTP NOI 2021	EIF 1.4.2021	Adopted 30.9.2020 Notified 9.10.2020 Repealed 1.1.2025	Yes	Introduction of the concept of 'quieter routes' allows states to ban the use of noisy wagons completely on certain lines and encourage the use of wagons that comply with lower noise emission requirements.
	EIF 30.8.2023	Amended by Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023	UTP NOI 2025	EIF 1.1.2025	Adopted 20.6.2024 Notified 12.7.2024		Main amendments: <ul style="list-style-type: none"> New requirements and assessment methods concerning friction elements for wheel tread brakes, i.e. brake blocks Assessment of the acoustic performance of a

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Base legal act	Status + date	(Legal) reference	Provisions	Entry into force	Status	Equivalence	Comments
							brake block described in detail in Appendix F. <ul style="list-style-type: none"> • Implementing rules aligned with those of the UTP WAG. • Specific cases added for starting noise and pass-by noise limits of locomotives operated in Norway, and for pass-by noise limits of wagons operated in the Channel Tunnel.

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Accessibility for PRM (UTP PRM)											
EU			OTIF			EQUIVALENCE					
Base legal act	Status + date	(Legal) reference	Provisions	Entry into force	Status	Equivalence	Comments				
Decision 2008/164	EIF 1.7.2008	PRM TSI for conventional and HS TEN.	-	-	-	No					
	Amended 24.01.2013	Amended by Decision 2012/464									
	Repealed 1.1.2015	Repealed by Regulation 1300/2014									
Regulation 1300/2014	Date of application 1.1.2015	PRM TSI for entire European Union's Rail System	UTP PRM 2015	EIF 1.1.2015	Adopted 5.6.2014 Notified 18.7.2014 Repealed 1.1.2022	Yes from 1.1.2015	Full equivalence will apply for rolling stock requirements. The requirements related to the infrastructure subsystem are voluntary in the UTP.				
	Date of application 16.6.2019	Amended by Commission Implementing Regulation 2019/772 of 16 May 2019								Yes	Main amendments in TSI: <ul style="list-style-type: none"> Introduction of the minimum structure and content of data to be collected for the inventory of assets 19.7.2019: Consultation launched by ERA on its recommendation to modify the PRM TSI to take into account the objectives set out in Article 3 and in Article 10 of the Delegated Decision on TSIs. Consultation shared with OTIF CS.
								UTP PRM 2022	EIF 1.1.2022	Adopted 22.6.2021 Notified 23.7.2021	Yes from 1.1.2022

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Accessibility for PRM (UTP PRM)							
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	EIF 30.8.2023	Amended by Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023	UTP PRM 2026		Adopted 18.6.2025 Notified 18.7.2025		<p style="color: red;">Draft proposal for decision</p> <p>New version of the UTP adopted by CTE 17 (17-18 June 2025).</p> <p>Main amendments:</p> <ul style="list-style-type: none"> • Clarification concerning application of UTP • Clarifications concerning the scope in chapters 0, 1 and 2. • Clarification concerning interface with the infrastructure subsystem • Addition of requirements for interoperable wheelchairs transportable by train and updating Appendix M accordingly. • Addition of requirements related to vertical circulation, route identification, visual information (printed or dynamic) and requirements related to exterior doors. • Replace contents of Appendices: Appendix A (existing table with the new table), Appendix C (existing text with text: Not used) and Appendix G. • Update of Appendices D (table D1), E, F and M. • Deletion of Appendices H, I, J, K and L • Addition of a new Appendix P related to changes of requirements and transition regimes.

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Vehicle marking (UTP Marking)							
EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
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 version 1 Appendix PP (repealed)	EIF 1.1.2012	Adopted 24.5.2012 Notified 23.6.2012	Partly from 1.12.2012 (see comment)	Full equivalence for freight wagons. No equivalence for other types of rolling stock.
Appendix P of Decision 2012/757/EU (OPE TSI) + Appendix 6 to 2007/756/EC (NVR)	App. P to 2012/757/EU: EIF 1.1.2014 Amended: 1.7.2015 Repealed: 16.6.2021 App.6 to 2007/756/EC: EIF: 23.11.2007 Amended: 15.11.2018 Repealed: 16.6.2021	Appendix to the OPE TSI: European Vehicle Number and linked alphabetical marking on the bodywork. Amended by Regulation (EU) 2015/995 and repealed/ replaced by Appendix H of Regulation (EU) 2019/773 Commission Implementing Decision (EU) 2018/1614 amends NVR Decision 2007/756/EC from 15.11.2018 and repeals it from 16 June 2021	UTP WAG A 94-02/2.2012 version 7 Appendix PP	EIF 1.1.2014	Adopted 12.6.2013 Notified 10.7.2013	Partly, continued	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 the 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. <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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			UTP Marking 2015	EIF 1.1.2015	Amendment: Adopted 5.6.2014 Notified 18.7.2014 Repealed 1.4.2021	Yes from 1.1.2015	Full equivalence for all types of rolling stock.
Appendix 6 to Commission Implementing Decision (EU) 2018/1614 + Appendix H to Regulation (EU) 2019/773	Date of application 16.6.2021	EVR decision: Sets out rules for the vehicle keeper marking (VKM) and the 12-digit number.	UTP MARKING 2021	EIF 1.4.2021	Adopted 30.9.2020 Notified 9.10.2020	Yes, from 1.4.2021	Main amendments foreseen in EU texts: 16.6.2021: update of references related to the new vehicle authorization process under the Fourth Railway Package. The UTP does not have equivalent TSI. Its provisions are reflected in the TSIs concerning Operations and Traffic Management (OPE) and EU provisions concerning vehicle registers. Main amendments to UTP: <ul style="list-style-type: none"> Clarification of the process of assigning a unique vehicle number (EVN) Improvements to the requirements for Vehicle Keeper Marking (VKM)
	EIF 30.8.2023	OPE TSI: Amended by Commission Implementing Regulation (EU) 2023/1693 of 10 August 2023					

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							numerical marking of wagons (digits 5 to 8) <ul style="list-style-type: none"> • Clarification on the codes for the technical characteristics of hauled passenger stock (digits 5-6) taking in consideration the role or ERA. • Correction of marking meaning in Category Letter R for flat bogies wagons

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Essential requirements (UTP GEN-A)							
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Annex III to Directive 2008/57/EC	EIF 19.7.2008	Definition of Essential Requirements	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 Repealed 1.12.2015	Yes continued	OTIF document renamed only.
	Amended 1.4.2013	Amended 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	Amended 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	Adopted 5.6.2014 Notified 18.7.2014 Repealed 1.12.2017	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	Repealed by Directive (EU) 2016/797					
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 2017	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.</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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Annex II to Directive 2008/57/EC	EIF 19.7.2008	Definition of Subsystems	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	Amended by Directive 2011/18/EC					The EU modifications concerning CCS or electricity consumptions measuring are not in the scope of COTIF
			UTP GEN-B A 94-01B/1.2012 Version 6	EIF 1.5.2012	Adopted 15.9.2011 Notified 30.11.2011 Repealed 1.12.2017		OTIF document renamed only
	Repealed 16.6.2020	Amended by Directive (EU) 2016/797				Yes until 16.6.2020	
Annex II to Directive (EU) 2016/797	EIF 16.6.2016	Recast of the Directive and at the same way reintroduction of Annex II	UTP GEN-B 2017	EIF 1.12.2017	Adopted 13.6.2017 Notified 30.11.2017	Yes from 1.12.2017	The UTP GEN-B has been amended to ensure continued equivalence with the provisions applicable in the EU. The UTP GEN-B has been harmonised with the provisions of Directive (EU) 2016/797. In addition to the purely editorial modifications, the reference to 'other railway material' is deleted; as such references have also been deleted from APTU UR and ATMF UR.
			Decision to amend the UTP GEN-B 2017	EIF 1.6.2019	Adopted 30.11.2018 Notified 17.12.208	Yes from 1.6.2019	Amendment in 2019 includes modifications to points 2.1, 2.2 and 2.3 of the UTP GEN-B.

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Technical File (UTP GEN-C)							
EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
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.	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	Amended by Directive 2011/18/EC .	UTP GEN-C A 94- 01C/1.2011 Version 5	EIF 1.5.2012	Adopted 15.9.2011 Notified 30.11.2011 Repealed 1.01.2015		OTIF document renamed only.
	Repealed 16.6.2020	Repealed by Directive (EU) 2016/797		UTP GEN-C 2015	EIF 1.1.2015	Adopted 4.6.2014 Notified 18.7.2014 Repealed 1.12.2017	Yes from 1.1.2015
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 2017	EIF 1.12.2017	Amendment: Adopted 13.6.2017 Notified 26.6.2017	Yes from 1.12.2017	The UTP GEN-C has been amended to ensure continued equivalence with the provisions applicable in the European Union. The UTP GEN-C has been harmonised with the provisions of Directive (EU) 2016/797. In addition to the purely editorial modifications the required content of the technical file is defined more precisely.

Equivalence table EU/OTIF regulations [TECH-18024-WGT56]

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Assessment methods/modules (UTP GEN-D)							
EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
Decision 2010/713	Date of application 1.1.2011	Modules for assessment of conformity, suitability for use and EC verification	UTP GEN-D A 94-01D/3.2011	EIF 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	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
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	APTU Annex 1-E A 94-01E/1.2009	EIF 1.9.2009	Adopted 12.2.2009 Notified 27.2.2009 Repealed 1.1.2024	Yes from 1.9.2009	
			UTP GEN-E A 94-01E/1.2011 version 5	EIF 1.12.2011	Adopted 15.9.2011 Notified 30.11.2011 Repealed 1.1.2024	Yes from 1.12.2011	OTIF document renamed only.
		ERA-ADV-2014-15 “The establishment of an accreditation scheme for NoBos”				No	The ERA advice was elaborated for a possible establishment of an accreditation scheme for railways NoBos. It consists of a sectoral scheme for the accreditation of the conformity assessment bodies for the purpose of notification.
	Repealed 16.6.2020	Repealed by Directive (EU) 2016/797					
Article 30, 31 and 32 of Directive (EU) 2016/797	EIF 16.6.2016	Recast of the Directive and at the same way the former Annex VIII was replaced	UTP GEN-E 2024	EIF 1.1.2024	Adopted 14.06.2023 Notified 13.07.2023		Adopted by CTE 15 (13-14 June 2023).

Equivalence table EU/OTIF regulations [TECH-18024-WGT56]

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Common safety methods (CSM) on risk evaluation and assessment (UTP GEN-G)							
EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	Provisions	Entry into force	Status	Equivalence	Comments
Regulation 352/2009	Date of application 1.7.2012 19.7.2010	First set of CSM on RA	UTP GEN-G A 94-01G/1.2012 version 01	EIF 1.5.2012	Adopted 12.06.2013 Notified 10.07.2013 Repealed 21.5.2015	Yes from 1.5.2012	Replaced by UTP GEN-G A94-01G/1.2012 Version 3 as of 21.5.2015.
	Repealed 21.5.2015	Repealed by Regulation 402/2013					
Regulation 402/2013	Date of application 21.5.2015		UTP GEN-G A 94-01G/1.2012 Version 03	EIF 1.1.2014	Adopted 12.6.2013 Applies from 21.5.2015 Amended 01.12.2016 Repealed 1.1.2024	Yes from 1.1.2014	This amendment on both EU and OTIF sides introduce 'CSM Assessment Bodies' and how they are recognised or accredited. <ul style="list-style-type: none"> 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.
	Date of application 3.8.2015	Amended by Regulation 2015/1136 of 13 July 2015					

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Common safety methods (CSM) on risk evaluation and assessment (UTP GEN-G)							
EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	Provisions	Entry into force	Status	Equivalence	Comments
			UTP GEN-G 2024	EIF 1.1.2024	Adopted 14.06.2023 Notified 13.07.2023		Adopted by CTE 15 (13-14 June 2023). The modifications include provisions for the future application of the UTP GEN-G in the scope of the EST UR.

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Infrastructure (UTP INF)							
EU			OTIF			Equivalence	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
Regulation 1299/2014	Date of application 18.11.2014		-	-	-	No	
	Date of application 16.5.2019	Amended by Regulation 2019/776	UTP INF 2022	EIF 1.1.2022	Adopted 22.6.2021 Notified 23.7.2021	Yes from 1.1.2022	Contracting States may decide whether or not to apply the UTP INF to particular lines.
	EIF 30.8.2023	Amended by Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 .	UTP INF 2026		Adopted 18.6.2025 Notified 18.7.2025		<p style="color: red;">Draft proposal for decision</p> <p>New version of the UTP adopted by CTE 17 (17-18 June 2025).</p> <p>Main amendments:</p> <ul style="list-style-type: none"> Addition of new requirements related to the codification of combined transport and related to the application of this UTP to the existing and new infrastructure subsystem. Update of the assessment procedure of existing structures. Moving the specific cases for the UK to the left-hand column. Update of Appendices E and F. Appendix T, concerning technical specifications referenced in this UTP, is replaced Replace the texts in Appendices I and N with “Not used”

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Infrastructure (UTP INF)							
EU			OTIF			Equivalence	
Base legal act	Status + date	(Legal) reference	Provisions	Entry into force	Status	Equivalence	Comments
							<ul style="list-style-type: none"> • Specific cases in full width text to align with other UTPs. The specific cases for the UK that concern domestic traffic only, are deleted. • Point 2.3 concerning the interface with the UTP PRM.

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Telematics application for freight services (UTP TAF)

EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
Regulation 1305/2014	Date of application 1.7.2012	TAF TSI and Change Control management	UTP TAF 2017	EIF 1.12.2017	Adopted 13.06.2017 Notified 26.06.2017	Yes from 1.12.2017	<p>The purpose 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.</p> <p>The UTP TAF represents the minimum legal requirements of the international information exchange for international freight services The UTP TAF refers to the appendices that are published and regularly updated on the website of the European Union Agency for Railways (ERA).</p> <p>There is no deadline for non-EU Member States to complete implementation of the UTP TAF. Nevertheless, Contracting States have to ensure that any IT investments and developments in the scope of the UTP TAF comply with the UTP.</p> <p>The UTP version has some small differences 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).</p>
	Date of application 16.3.2018	Annex to Regulation 1305/2014 amended by Implementing Regulation 2018/278 of 23 February 2018 as regard to structure of the messages, data and message model, Wagon and	Decision amending UTP TAF 2017	EIF 1.6.2019	Adopted 17.12.2018 Notified 27.5.2019		Update refers to amended technical documents Appendix I of UTP TAF. Adopted by Written procedure.

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Telematics application for freight services (UTP TAF)

EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	Provisions	Entry into force	Status	Equivalence	Comments
		Intermodal Unit Operating Database, and to adopt an IT standard for the communication layer of the Common Interface					
	Date of application 16.6.2019	Amended by Commission Implementing Regulation (EU) 2019/778 of 16 May 2019 as regards to Change Control Management	Decision amending UTP TAF 2017	EIF 1.6.2020	Adopted 30.11.2019 Notified 30.4.2020	Yes	Amendment to Appendix I of the UTP TAF.
			Decision amending UTP TAF 2017	EIF 1.4.2022	Adopted 22.6.2021 Notified 23.7.2021	Yes	Amendment to Appendix I of the UTP TAF.
	Date of application 26.3.2021	Amended by Commission Implementing Regulation (EU) 2021/541 of 26 March 2021 as regard the simplification and improvement of data calculation and exchange and the update of the Change Control	UTP TAF 2023	EIF 1.1.2023	Adopted 15.6.2022 Notified 22.7.2022	Yes from 1.1.2023	Modifications of the UTP to ensure continued equivalence with TSI, including the addition of provision related to path allocation and train running information.
			Decision Amending UTP TAF 2023	EIF 1.1.2024	Adopted 14.06.2023 Notified 13.07.2023		Amendment to Appendix I of the UTP TAF adopted by CTE 15 (13-14 June 2023).

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Telematics application for freight services (UTP TAF)

EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
		Management process	Decision Amending UTP TAF 2023	EIF 1.1.2025	Adopted 20.6.2024 Notified 12.7.2024		Amendment to Appendix I of the UTP TAF adopted by CTE 16 (11-12 June 2024).
			Decision on Amending UTP TAF		Adopted 18.6.2025 Notified 18.7.2025		Modifications to Appendix I of the UTP TAF adopted by CTE 17 (17-18 June 2025).
							The EU is considering a recommendation prepared by ERA to merge the TAF and TAP TSIs and to modify their substance. The implications for compatibility with the UTP TAF should be studied. A discussion paper is submitted to WG Tech 55, WG Tech 56 , and WG Tech 57 .

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Train Composition and Route Compatibility Checks (UTP TCRC)

EU			OTIF			Equivalence	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
Regulation 2019/773 (OPE TSI) + Regulation 2019/777 (RINF)	Date of application 16.5.2019 Date of application 16.5.2019		UTP TCRC 2022	EIF 1.1.2022	Adopted 22.6.2021 Notified 23.7.2021 Repealed 1.1.2025	Partial, see comments	The UTP does not have one equivalent TSI. Instead, it combines the following: <ul style="list-style-type: none"> a select number of parameters from Technical Specifications for Interoperability concerning operation and traffic management (OPE TSI): Route compatibility and train composition; train braking; ensuring that the train is running order. the Annex C of specifications for the register of infrastructure (RINF). Replacement of existing provisions under UTP WAG and UTP LOC&PAS
	EIF 30.8.2023	Amended by Commission Implementing Regulation (EU) 2023/1694 and Commission Implementing Regulation (EU) 2023/1693	UTP TCRC 2025	EIF 1.1.2025	Adopted 20.6.2024 Notified 12.7.2024		Main amendments: <ul style="list-style-type: none"> New requirements for checking the route compatibility of combined transport trains with the loading gauge and codification of the line. Definitions of “combined transport train”, “train composition” and “combined transport profiles (CTP)” Obligations for IM/RU exchange of information have been clarified Update to the Annex on the list of parameters that need to be checked at vehicle and train levels.

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Vehicle Register Specifications							
EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
Decision 2007/756	Published 23.11.2007	Common specification of NVR	A 94-20/1.2009	EIF 1.9.2009	Adopted 12.2.2009 Notified 27.2.2009	Yes from 1.9.2009	
	Amended	Amended by Decision 2011/107	NVR UR A 94-20/2.2012	EIF 1.3.2013	Adopted 23.5.2012 Notified 27.9.2012	Yes from 1.3.2013	
	Amended 1.7.2013	Amended by Regulation 519/2013 (accession of Croatia to the EU)					
	Amended 1.1.2014	Amended by Decision 2012/757	NVR 2015	EIF 1.1.2015	Adopted 5.6.2014 Notified 18.7.2014	Yes	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.
	Amended 14.11.2018	Amended by Commission Implementing Decision (EU) 2018/1614	NVR 2020	EIF 1.6.2020	Adopted 30.11.2019 (written procedure) Notified 30.4.2020 Repealed 16.6.2021	Yes	
	Repealed 16.6.2021	Repealed by Commission Implementing Decision (EU) 2018/1614					

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Vehicle Register Specifications							
EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	Provisions	Entry into force	Status	Equivalence	Comments
Commission Implementing Decision (EU) 2018/1614	Date of application 16.6.2021		Vehicle Registers 2021	EIF 1.4.2021	Adopted 30.9.2020 Notified 9.10.2020	Yes, partly	The EU Decision establishes the specifications for a centralised European Vehicle Register (EVR) to replace the NVR. The EVR shall be operational from 16.06.2021 and all EU member states must use the centralised registration function from 16.6.2024. The OTIF specifications define harmonized data content, data formatting and access rights for vehicle registers so that vehicle-related data can be accessed by authorised users and exchanged between such registers more easily.
							Changes to the EVR rules of 2021 are currently being considered at EU level.

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Certification of entities in charge of maintenance (ECM) for freight wagons (ATMF Annex A)							
EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
Regulation 445/2011	EIF 31.5.2011	Certification of entities in charge of maintenance for freight wagons Repealed by Commission Implementing Regulation (EU) 2019/779 of 16 May 2019	Annex A to ATMF A 94-30/1.2012 Version 1	EIF 1.5.2012	Adopted 15.9.2011 Notified 30.11.2011 Repealed 1.12.2015	Yes from 1.5.2012	
			ATMF-Annex A 2015		EIF 1.12.2015		
Commission Implementing Regulation (EU) 2019/779	EIF 16.6.2020		ATMF-Annex A 2021	EIF 1.4.2021	Adopted 30.9.2020 Notified 9.10.2020	Yes	Scope extension to ECMs of all types of vehicles..

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Derogations (ATMF Annex B)							
EU			OTIF			Equivalence	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
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.	Annex B to ATMF A 94-40/3.2012 version 4	EIF 1.1.2014	Adopted 12.6.2013 Notified 10.7.2013 Repealed 1.1.2023	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	Repealed 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.	Annex B to ATMF	EIF 1.1.2023	Adopted 15.6.2022 Notified 22.7.2022	Partly	Compared to previous version: <ul style="list-style-type: none"> • Redefined scope, • Clarification of responsibilities of Contracting States and of the Secretary General, • Guidelines included, to promote correct application.

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Uniform format of certificates							
EU			OTIF			Equivalence	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
Commission Implementing Decision (2011/665/EU)	Date of application 15.4.2012						<p>Proposal for the revision of the current “Uniform format of certificates” that entered into force on 1 December 2012 to be reviewed by WG Tech 55 and 56.</p> <p>Most of the draft text in this proposal is new and is not derived from the existing rules. There is no equivalent EU rule. However, the following OTIF and EU legal texts were used as input:</p> <ul style="list-style-type: none"> - OTIF’s Specifications for vehicle registers of 1 April 2021. - Commission Implementing Decision of 4 October 2011 on the European register of authorised types of railway vehicles, as last amended on 8 September 2023. - Commission Regulation (EU) No 2019/250 of 12 February 2019 on the templates for “EC” declarations and certificates for railway interoperability constituents and subsystems, on the model of declaration of conformity to an authorised railway vehicle type and on the “EC” verification procedures for subsystems, as last
	Amended 27.5.2019	Amended by Commission Implementing Regulation (EU)2019/776 of 16 May 2019					
	Amended 28.4.2021	Amended by Commission Implementing Decision (EU) 2021/701 of 27 April 2021					
	Amended 8.9.2023	Amended by Commission Implementing Decision (EU) 2023/1696 of 10 August 2023					

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	Amended 7.4.2025	Amended by Commission Implementing Regulation (EU) 2025/675 of 4 April 2025					amended on 12 June 2020. Main amendments focus on Design Type Certificate and the Certificate of Operation.
Commission Regulation (EU) 2019/250	EIF 23.2.2019 Date of application 16.6.2019 Amended 15.6.2020	Amended by Commission Implementing Regulation (EU) 2020/779 of 12 June 2020					