

## Equivalence table EU/OTIF regulations [TECH-18024-WGT35]

Last update: 16.08.2018

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### Subsystem rolling stock: freight wagons (UTP WAG)

EU			OTIF			EQUIVALENCE	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	<u>Legal act</u>	EIF <i>Date of repeal</i>	Status	Equivalence	Comments
<a href="#">Decision 2004/446</a>		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	Repealed 29.1.2007	WAG TSI related provisions repealed by Decision 2006/861/EC					
<a href="#">Decision 2006/861</a>	DoA 29.1.2007	WAG TSI for conventional TEN	-	-	-	No	
	Amended 1.7.2009	by <a href="#">Decision 2009/107</a>					
	Amended 24.1.2013	by <a href="#">Decision 2012/464</a>	<a href="#">UTP WAG A 94-02/3.2011 version 1</a>	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"> <li>The provisions for the marking of freight wagons as set out in Appendix P of EU Commission Decision 2011/314/EU (OPE TSI)</li> </ul>
	Repealed 1.1.2014	by <a href="#">Regulation 321/2013</a>				Yes until 1.1.2014	Equivalence ended with repeal of EU Decision 2006/861.

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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	Comments
<a href="#">Regulation 321/2013</a> + <a href="#">Regulation 1236/2013 (Annex Amendments)</a>	DoA 1.1.2014	WAG TSI for entire European Union's rail system	<a href="#">UTP WAG A 94-02/2.2012 version 7</a>	EIF 1.1.2014	Adopted 12.06.2013 Notified 10.07.2013	Yes, from 1.1.2014	Equivalent with Regulation 321/2013 as amended by Regulation 1236/2013 and also with: <ul style="list-style-type: none"> <li>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.</li> <li>Some provisions related to safety management of Decision 2012/757/EC as indicated in App. I.</li> <li>Interfaces with CCS as indicated in App. H.</li> </ul>
			<a href="#">UTP WAG 2015</a>	EIF 1.1.2015	Minor amendments compared to previous version 7. Adopted 4.6.2014 Notified 18.7.2014	Yes,	Amendments: <ul style="list-style-type: none"> <li>Deletion of Appendix P (now contained in UTP Marking) and modification of related references.</li> <li>Update of reference to list of approved composite brake blocks.</li> <li>Minor editorial change to Appendix I.</li> </ul>
			<a href="#">Decision amending UTP WAG 2015</a>	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"> <li>Appendix G: "List of fully approved composite brake blocks for international transport" and</li> <li>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"</li> </ul> As the equivalent EU documents are published by ERA on its website, there is no corresponding legal amendment on the EU side.

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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	Comments
	DoA 1.7.2015	Amended By COMMISSION REGULATION (EU) 2015/924 of 8 June 2015	<a href="#">Decision amending UTP WAG 2015</a>	EIF 1.12.2016	Adopted 07.06.2016 Notified 23.06.2016	Yes from 1.12.2016	<p>Main amendments:</p> <ul style="list-style-type: none"> <li>The revision of Appendices F and G to COTIF applicable as of 1 July 2015.</li> <li>Amendments made to the WAG TSI, which concern in particular the amendments related to the introduction of the interoperability constituent: “Friction element for wheel tread brakes”, the assessment methods for this IC, the validity of its examination certificates and the transitional provisions related to the new IC.</li> <li>Amendments requested by the OTIF Contracting States expressed at the standing working group technology (WG TECH) meetings to further align the UTP and TSI, in particular in the field of axle traceability.</li> </ul> <p>Editorial improvements and updates to legal references.</p> <hr/> <p><u>On-going developments:</u> Recommendation on ‘Amendments for closure of the remaining open points, improvement of implementation rules and technical update in the TSI WAG’. Main topics of discussion: Closure of open points:</p> <ul style="list-style-type: none"> <li>Running dynamic behaviour</li> <li>On-board hot axle box detection</li> <li>Variable gauge wheelsets</li> </ul> <p>Inclusion of 1520mm (will be voluntary )</p> <p>Expected entry into Force 2 Quarter of 2019</p>

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<b>Subsystem rolling stock: Locomotives and passenger rolling stock (UTP LOC&amp;PAS)</b>							
<b>EU</b>			<b>OTIF</b>			<b>EQUIVALENCE</b>	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Comments
<a href="#">Decision 2002/735</a>		RST TSI for high-speed TEN	-	-	-	No	
	Repealed 30.6.2008	by Decision 2008/232					
	Amended 24.1.2013	by <a href="#">Decision 2012/462</a>					
<a href="#">Decision 2008/232</a>	DoA 1.9.2008	RST TSI for high-speed TEN-revised	-	-	-	No	
	Amended 24.1.2013	by <a href="#">Decision 2012/464</a>					
	Repealed <sup>1</sup> 1.1.2015	by Regulation 1302/2014					
<a href="#">Decision 2011/291</a>	DoA 1.6.2011	LOC&PAS TSI for conventional TEN	-	-	-	No	
	Amended 25.7.2012	by <a href="#">Decision 2012/88</a> (CCS TSI)					
	Amended 24.1.2013	by <a href="#">Decision 2012/464</a>					
	Repealed 1.1.2015	by Regulation 1302/2014					
<a href="#">Regulation 1302/2014</a>	DoA 1.1.2015	LOC&PAS TSI for high-speed and conventional TEN	<a href="#">UTP LOC&amp;PAS 2015</a>	EIF 1.1.2015	Adopted 4.6.2014 Notified 18.7.2014	Yes from 1.1.2015	Full equivalence. In addition the UTP contains provisions which are equivalent with: <ul style="list-style-type: none"> <li>• Some provisions related to safety management of Decision 2012/757/EC as indicated in App. K.</li> </ul>

<sup>1</sup> 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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<b>Subsystem rolling stock: Locomotives and passenger rolling stock (UTP LOC&amp;PAS)</b>							
<b>EU</b>			<b>OTIF</b>			<b>EQUIVALENCE</b>	
<b>Legal act</b>	<b>EIF/DoA</b> <i>Date of repeal</i>	<b>Status</b>	<b>Legal act</b>	<b>EIF</b> <i>Date of repeal</i>	<b>Status</b>	<b>Equivalence</b>	<b>Comments</b>
							<p><u>On-going developments:</u> ERA Recommendation to the European Commission on 'Amendments for closure of several open points, improvement of implementation rules and technical update in the TSI LOC&amp;PAS'.</p>
							<p>ERA Recommendation to the European Commission on amendments to Annex 1:</p> <p>4.9: 'Route compatibility checks before the use of authorised vehicles' is added</p> <p>7.1.2 Changes to an existing rolling stock or rolling stock type including basic design characteristics</p> <p>Expected entry into force 2<sup>nd</sup> Quarter of 2019</p>

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<b>Subsystem rolling stock: noise (UTP NOI)</b>							
<b>EU</b>			<b>OTIF</b>			<b>EQUIVALENCE</b>	
<b>Legal act</b>	<b>EIF/DoA Date of repeal</b>	<b>Status</b>	<b>Legal act</b>	<b>EIF Date of repeal</b>	<b>Status</b>	<b>Equivalence</b>	<b>Comments</b>
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					
<a href="#">Decision 2006/66</a>	EIF 23.6.2006	Noise TSI for conventional TEN.	-	-	-	No	
	Repealed 4.4.2011	Repealed by 2011/229					
<a href="#">Decision 2008/232</a>	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					
<a href="#">Decision 2011/229</a>	EIF 4.4.2011	Revised Noise TSI for conventional TEN.	-	-	-	Yes from 1.12.2012	
	Amended 23.1.2013	<a href="#">Decision 2011/229</a> is amended by Decision 2012/464	<a href="#">UTP NOI A 94-04/2.2012 version 03</a>	EIF 1.12.2012	UTP NOI: General provisions – Rolling stock – noise Adopted 24.05.2012 Notified 27.06.2012  Full equivalence as established on 1.12.2012 is not affected for vehicles.	Yes	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					

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EU			OTIF			EQUIVALENCE	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Comments
<a href="#">Regulation 1304/2014</a>	DoA 1.1.2015	Noise TSI for entire European Union's Rail System				Yes (see comment)	<p><b>2014 TSI NOI may be considered equivalent to 2012 UTP NOI for CR RST till 1.12.2015.</b></p> <p>Vehicles compliant with the new NOI TSI are deemed compliant (to be backwards-compatible) with the previous noise requirements.</p> <p><b>2012 UTP NOI may be considered as equivalent to 2014 TSI NOI for CR RST till 1.12.2015.</b></p> <p>According to <a href="#">Regulation 1304/2014</a>, <a href="#">Decision 2011/229</a> (NOI TSI) which is fully equivalent to 2012 UTP NOI may be used:</p> <ul style="list-style-type: none"> <li>- until 31/12/2021 for <b>locomotives, EMUs, DMUs and coaches</b> under the conditions of section 7.1.3 of <a href="#">Decision 2011/291</a> (LOC&amp;PAS TSI) for cases where the latter decision was applied, or until 31 May 2017 for other cases.</li> <li>- until 13.4. 2016 for <b>wagons</b> as provided in the transitional periods in 2014 TSI NOI.</li> </ul> <p><u>Note:</u> the period after 1.1.2016 is covered in the 2015 UTP NOI (see line below).</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	Comments
			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"> <li>• Requirements cover not only conventional, but also high speed rolling stock</li> <li>• Applicable to all vehicles in the scope of the UTP WAG and UTP LOC&amp;PAS</li> <li>• Additional limit values introduced for intermittent (main air compressor) and impulsive (air exhaust valve) noise</li> <li>• References to EN/ISO 3095, which replaces prEN content in the Appendix.</li> </ul>
							<p><u>On-going developments:</u> ERA Recommendation on a Draft Commission Implementing Act on TSI Noise in order to be applicable to existing wagons.</p>



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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	Comments
<a href="#">Decision 2008/164</a>	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					
<a href="#">Regulation 1300/2014</a>	DoA 1.1.2015	PRM TSI for conventional and HS TEN.	<a href="#">UTP PRM 2015</a>	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.
							ERA Recommendation to the European Commission for amendment as regards the minimum structure and content of data to be collected for the inventory of assets.

## Equivalence table EU/OTIF regulations [TECH-18024-WGT35]

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<b>Vehicle marking (UTP Marking)</b>							
EU			OTIF			EQUIVALENCE	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Comments
Appendix P of <a href="#">Decision 2011/314/EU</a>	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 <a href="#">Decision 2012/757/EU</a>  And	EIF 1.1.2014	OPE TSI Appendix P: European Vehicle Number and linked alphabetical marking on the bodywork.	<a href="#">UTP WAG A 94-02/2.2012 version 7</a> 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.
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.	<a href="#">UTP Marking 2015</a>	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: - Appendix P of OPE TSI (Decision 2012/757) - Appendix 6, parts 0-13 to NVR Decision The tables associated with standard numerical markings of wagons, as described in section 14 of UTP Marking, are published on the ERA website. The tables and detailed information provided in sections 15 to 18 are equivalent to the documents which were published on the ERA website at the time of adoption of this specification.

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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	Comments
Annex III to <a href="#">Directive 2008/57/EC</a>	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	
			<a href="#">UTP GEN-A A 94-01A/1.2011 version 5</a>	EIF 1.5.2012	Adopted 15.9.2011 Notified 30.11.2011	Yes continued	
	Amended 1.4.2013	By <a href="#">Directive 2013/9/EU</a> 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 <a href="#">Directive 2014/38/EU</a> 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).
			<a href="#">UTP GEN-A 2015</a>	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.
	Repealed 16.6.2020	By <a href="#">Directive (EU) 2016/797</a>					

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<b>Essential requirements (UTP GEN-A)</b>							
<b>EU</b>			<b>OTIF</b>			<b>EQUIVALENCE</b>	
<b>Legal act</b>	<b>EIF/DoA</b> <i>Date of repeal</i>	<b>Status</b>	<b>Legal act</b>	<b>EIF</b> <i>Date of repeal</i>	<b>Status</b>	<b>Equivalence</b>	<b>Comments</b>
Annex III to <a href="#">Directive (EU) 2016/797</a>	EIF 16.6.2016	Recast of the Directive and at the same way Reintroduction of Annex III	UTP GEN-A	EIF 1.12.2017	Amendment: Adopted 13.06.2017 Notified 26.06.2017	Yes from 1.12.2017	The UTP GEN-A has been amended to ensure continued equivalence with the provisions applicable in the European Union. The existing version has been harmonised with the provisions of Directive (EU) 2016/797, which will repeal by 16.6.2020. 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.

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<b>Subsystems (UTP GEN-B)</b>							
<b>EU</b>			<b>OTIF</b>			<b>EQUIVALENCE</b>	
<b>Legal act</b>	<b>EIF/DoA Date of repeal</b>	<b>Status</b>	<b>Legal act</b>	<b>EIF Date of repeal</b>	<b>Status</b>	<b>Equivalence</b>	<b>Comments</b>
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	By <a href="#">Directive 2011/18/EC</a>					The EU modifications concerning CCS or electricity consumptions measuring are not in the scope of COTIF
			<a href="#">UTP GEN-B A 94-01B/1.2012 Version 6</a>	EIF 1.5.2012	Adopted 15.9.2011 Notified 30.11.2011		OTIF document renamed only
	Repealed 16.6.2020	By <a href="#">Directive (EU) 2016/797</a>					
Annex II to <a href="#">Directive (EU) 2016/797</a>	EIF 16.6.2016	Recast of the Directive and at the same way Reintroduction of Annex II	<a href="#">UTP GEN-B</a>	EIF 1.12.2017		Yes from 1.12.2017	<p>The UTP GEN-B has been amended to ensure continued equivalence with the provisions applicable in the European Union. The existing version has been harmonised with the provisions of Directive (EU) 2016/797, which will be repealed by 16.6.2020.</p> <p>In addition to the purely editorial modifications, the reference to ‘other railway material’ is deleted; as such references have also been deleted from APTU and ATMF.</p> <p><u>On-going developments:</u> Vote by written procedure on provisions clarifying that infrastructure is only covered to the extent of interfaces with vehicles. Expected entry into force 2nd Quarter of 2019.</p>

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<b>Technical File (UTP GEN-C)</b>							
<b>EU</b>			<b>OTIF</b>			<b>EQUIVALENCE</b>	
<b>Legal act</b>	<b>EIF/DoA <i>Date of repeal</i></b>	<b>Status</b>	<b>Legal act</b>	<b>EIF <i>Date of repeal</i></b>	<b>Status</b>	<b>Equivalence</b>	<b>Comments</b>
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	By <a href="#">Directive 2011/18/EC</a> .	<a href="#">UTP GEN-C A 94-01C/1.2011 Version 5</a>	EIF 1.5.2012	Adopted 15.9.2011 Notified 30.11.2011		OTIF document renamed only
			<a href="#">UTP GEN-C 2015</a>	EIF 1.1.2015	Adopted 4.6.2014 Notified 18.7.2014	Yes from 1.1.2015	
	Repealed 16.6.2020	By <a href="#">Directive (EU) 2016/797</a>					
Annex IV and Art. 15 of <a href="#">Directive (EU) 2016/797</a>	EIF 16.6.2016	Recast of the Directive and at the same way the former Annex VI and Article were replaced	UTP GEN-C	EIF 1.12.2017	Amendment: Adopted 13.6.2017 Notified 26.6.2017	Yes from 1.12.2017	The UTP GEN-C has been amended to ensure continued equivalence with the provisions applicable in the European Union. The existing version has been harmonised with the provisions of Directive (EU) 2016/797, which will be repealed by 16.6.2020. 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-WGT35]

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<b>Assessment methods/modules (UTP GEN-D)</b>							
<b>EU</b>			<b>OTIF</b>			<b>EQUIVALENCE</b>	
<b>Legal act</b>	<b>EIF/DoA</b> <i>Date of repeal</i>	<b>Status</b>	<b>Legal act</b>	<b>EIF</b> <i>Date of repeal</i>	<b>Status</b>	<b>Equivalence</b>	<b>Comments</b>
<a href="#">Decision 2010/713</a>	DoA 1.1.2011	Modules for assessment of conformity, suitability for use and EC verification	<a href="#">UTP GEN-D A 94-01D/3.2011 version 1</a>	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"> <li>• Directive 2008/57/EC, Art.15(1) and Annexes IV, V and VI as amended by Directive 2011/18/EC</li> </ul>

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<b>Assessing entity – qualifications and independence (UTP GEN-E)</b>							
<b>EU</b>			<b>OTIF</b>			<b>EQUIVALENCE</b>	
<b>Legal act</b>	<b>EIF/DoA Date of repeal</b>	<b>Status</b>	<b>Legal act</b>	<b>EIF Date of repeal</b>	<b>Status</b>	<b>Equivalence</b>	<b>Comments</b>
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	Yes from 1.9.2009	
			<a href="#">UTP GEN-E A 94-01E/1.2011 version 5</a>	EIF 1.5.2012	Adopted 15.9.2011 Notified 30.11.2011	Yes	OTIF document renamed only.
		<a href="#">ERA-ADV-2014-15 “The establishment of an accreditation scheme for NoBos”</a>				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	By <a href="#">Directive (EU) 2016/797</a>					
Article 30, 31 and 32 of <a href="#">Directive (EU) 2016/797</a>	EIF 16.6.2016	Recast of the Directive and at the same way the former Annex VIII was replaced					The impact on the equivalence to be analysed.



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<b>Common safety methods (CSM) on risk evaluation and assessment (UTP GEN-G)</b>							
EU			OTIF			EQUIVALENCE	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Comments
<a href="#">Regulation 352/2009</a>	DoA 1.7.2012 19.7.2010 <sup>2</sup>	First set of CSM on RA	<a href="#">UTP GEN-G A 94-01G/1.2012 version 01</a>	EIF 1.5.2012	Adopted 12.06.2013 Notified 10.07.2013	Yes from 1.5.2012	
	Repealed 21.5.2015	by Regulation 402/2013		Repealed 21.5.2015	by UTP GEN-G A 94-01G/1.2012, version 3		
<a href="#">Regulation 402/2013</a>  Regulation	DoA 21.5.2015	by <a href="#">Regulation 2015/1136</a> of 13 July 2015	<a href="#">UTP GEN-G A 94-01G/1.2012 Version 3</a>	EIF 1.1.2014	Applies from 21.05.2015	Yes	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"> <li>• 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.</li> <li>• Specific definitions apply in reference to the harmonised quantitative design targets of technical systems.</li> </ul>
	Amended DoA 3.8.2015			EIF 1.12.2016	Adopted 07.06.2016 Notified 23.06.2016		

<sup>2</sup> 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.

## Equivalence table EU/OTIF regulations [TECH-18024-WGT35]

Last update: 16.08.2018

### Telematics application for freight services (UTP TAF)

EU		OTIF			EQUIVALENCE		
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Comments
Regulation 1305/2014	DoA 1.7.2012						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.
			UTP TAF	EIF 1.12.2017	Adopted 13.06.2017 Notified 26.06.2017	Yes from 1.12.2017	<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>

## Equivalence table EU/OTIF regulations [TECH-18024-WGT35]

Last update: 16.08.2018

### Telematics application for freight services (UTP TAF)

EU			OTIF			EQUIVALENCE	
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Comments
Implementing Regulation 2018/278 as Annex to Regulation 1305/2014	23.02.2018	Adopted					Update refers to amended technical documents
							<u>On-going Developments:</u> Pending vote by written procedure. Expected entry into force 2 <sup>nd</sup> quarter of 2019.

**Equivalence table EU/OTIF regulations [TECH-18024-WGT35]**

Last update: 16.08.2018

**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	Comments
<a href="#">Decision 2007/756</a>	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	by <a href="#">Decision 2011/107</a>	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 <a href="#">Regulation 519/2013</a> (accession of Croatia to the EU)					
	Amended 1.1.2014	by <a href="#">Decision 2012/757</a>	<a href="#">NVR 2015</a>	EIF 1.1.2015	Adopted 5.6.2014 Notified 18.7.2014 New act is a consolidated version.	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.
	<a href="#">Recommendation on Rationalisation of Vehicle Related Registers (RVRR)</a>						<u>On-going developments:</u> ERA Recommendation to the Commission to: <ul style="list-style-type: none"> <li>Amend the NVR specification concerning data required and additional functional requirements for the NVR, with relevant implementation deadlines.</li> <li>Amend the process of additional registration of vehicles from the non-EU MS when they enter the EU, and transfer of registrations between the NVRs.</li> </ul>

**Equivalence table EU/OTIF regulations [TECH-18024-WGT35]**

Last update: 16.08.2018

**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	Comments
							<p>Commission Implementing Decision laying down specifications for the vehicle registers referred to in Article 47 of Directive (EU) 2016/797. Adopted at RISC 82 (28-29 June 2018), pending OJ publication for final reference.</p> <p>The technical and functional Specification for the EVR is based on ERA’s Recommendation on Rationalisation of Vehicle Related Registers (RVRR)</p> <ul style="list-style-type: none"> <li>• The EVR would replace the NVRs at the EU level and should be a centralised register which provides a harmonised interface to all users for the consultation, registration of vehicle and data management</li> <li>• The relevant data of the EVR should be accessible to authorising competent authorities in the non-EU OTIF CS (i.e. the data should continue to be mutually retrievable between the EU and non-EU OTIF CS)</li> </ul> <p>Expected entry into force 16 June 2021 when the EVR must be operational in the EU (the transitional period is three years)</p>

**Equivalence table EU/OTIF regulations [TECH-18024-WGT35]**

Last update: 16.08.2018

<b>Certification of entities in charge of maintenance (ECM) for freight wagons (ATMF Annex A)</b>							
<b>EU</b>			<b>OTIF</b>			<b>EQUIVALENCE</b>	
<b>Legal act</b>	<b>EIF/DoA <i>Date of repeal</i></b>	<b>Status</b>	<b>Legal act</b>	<b>EIF <i>Date of repeal</i></b>	<b>Status</b>	<b>Equivalence</b>	<b>Comments</b>
<a href="#">Regulation 445/2011</a>	EIF 31.5.2011	Certification of entities in charge of maintenance for freight wagons	<a href="#">Annex A to ATMF A 94-30/1.2012 Version 1</a>	EIF 1.5.2012	Adopted 15.09.2011 Notified 30.11.2011	Yes from 1.5.2012	
			<a href="#">ATMF-Annex A 2015</a>	EIF 1.12.2015			
							<u>On-going developments:</u> <ul style="list-style-type: none"> <li>• ERA draft proposal for Commission Implementing Act on revision of ECM Regulation and extension to other vehicles.</li> <li>• Equivalence to COTIF Annex A to be analysed.</li> </ul>

## Equivalence table EU/OTIF regulations [TECH-18024-WGT35]

Last update: 16.08.2018

<b>Derogations (ATMF Annex B)</b>							
<b>EU</b>			<b>OTIF</b>			<b>Equivalence</b>	
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.	<a href="#">Annex B to ATMF A 94-40/3.2012 version 4</a>	EIF 1.1.2014	Adopted 12.06.2013 Notified 10.07.2013	Yes from 1.1.2014	Requirements and procedure for derogations from application of UTP(s) related to a structural or functional subsystem for use in international traffic.
	Repealed 16.6.2020	By <a href="#">Directive (EU) 2016/797</a>					
Article 7 of <a href="#">Directive (EU) 2016/797</a>	EIF 16.6.2016	Recast of the Directive and at the same way the former Article 9 and the Annex IX were replaced. Legally the annex IX of directive 2008/57 remains in force until the adoption of an implementing act					The impact on the equivalence to be analysed.