

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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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
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	Repealed 29.1.2007	WAG TSI related provisions repealed by Decision 2006/861/EC					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	
	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	Repealed 1.1.2014	by Regulation 321/2013				Yes until 1.1.2014	Equivalence ended with repeal of EU Decision 2006/861.

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

Subsystem rolling stock: freight wagons (UTP WAG)

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 321/2013 + Regulation 1236/2013 (Annex Amendments) ± Regulation 2015/924 ± Regulation 2019/776	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, 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 of UTP WAG A 94-02/2.2012 version 7. Interfaces with CCS as indicated in App. H.
					UTP WAG 2015		

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

		Decision amending UTP WAG 2015	EIF 1.12.2015	Minor amendments compared to previous version. Adopted 10.6.2015 Notified 17.6.2015	Yes	<p>To take into account the update of:</p> <ul style="list-style-type: none"> • Appendix G: “List of fully approved composite brake blocks for international transport” and • technical document: ERA/TD/2012-04/INT version 1.3 of 02.12.2014 “Attachment devices for rear-end signals, clearance for draw hooks, space for shunting staff operation, footsteps and handrails” <p>As the equivalent EU documents are published by ERA on its website, there is no corresponding legal amendment on the EU side.</p>
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Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

Subsystem rolling stock: freight wagons (UTP WAG)

EU		OTIF			EQUIVALENCE		
Legal act	EIF/DoA <i>Date of repeal</i>	Status	Legal act	EIF <i>Date of repeal</i>	Status	Equivalence	Comments
	DoA 1.7.2015	Amended By COMMISSION REGULATION (EU) 2015/924 of 8 June 2015	Decision amending UTP WAG 2015	EIF 1.12.2016	Adopted 07.06.2016 Notified 23.06.2016	Yes from 1.12.2016	<p>Main amendments:</p> <ul style="list-style-type: none"> • The revision of Appendices F and G to COTIF applicable as of 1 July 2015. • Amendments made to the WAG TSI, which concern in particular the amendments related to the introduction of the interoperability constituent: “Friction element for wheel tread brakes”, the assessment methods for this IC, the validity of its examination certificates and the transitional provisions related to the new IC. • Amendments requested by the OTIF Contracting States expressed at the standing working group technology (WG TECH) meetings to further align the UTP and TSI, in particular in the field of axle traceability. <p>Editorial improvements and updates to legal references.</p>
	DoA 16.6.2019	Amended By COMMISSION IMPLEMENTING REGULATION (EU) 2019/776 of 16 May 2019					<p><u>Main amendments:</u></p> <ul style="list-style-type: none"> • Closure of open points: • Running dynamic behavior • On-board hot axle box detection • Variable gauge wheelsets <p><u>Modifications on EU legal tests are related to the need for alignment with the 4th Railway Package. This includes new definition of rules to manage wagon or wagon types, as well EU Type and EU Design Examination Certificates, and route compatibility checks. These changes are relevant for the EU only. However, The impact on the equivalence between EU law and COTIF needs to be analysed. Equivalence review of UTP WAG and UTP Marking launched and in progress. Proposals expected for CTE 13 in 2020.</u></p>

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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	Comments
Decision 2002/735	Repealed 30.6.2008	RST TSI for high-speed TEN by Decision 2008/232	-	-	-	No	
	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	
	Amended 25.7.2012	by Decision 2012/88 (CCS TSI)					
	Amended 24.1.2013	by Decision 2012/464					
	Repealed 1.1.2015	by Regulation 1302/2014					
Regulation 1302/2014	DoA 1.1.2015	LOC&PAS TSI for high-speed and conventional TEN	UTP LOC&PAS 2015	EIF 1.1.2015	Adopted 4.6.2014 Notified 18.7.2014	Yes from 1.1.2015	Full equivalence. In addition the UTP contains provisions which are equivalent with: <ul style="list-style-type: none"> Some provisions related to safety management of Decision 2012/757/EC as indicated in App. K of UTP LOC&PAS 2015.
[±] Regulation 2019/776							

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.

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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	Comments
	DoA 16.6.2019	Amended By COMMISSION IMPLEMENTING REGULATION (EU) 2019/776 of 16 May 2019					<p>ERA Recommendation to the European Commission on amendments to Annex 1:</p> <p><u>Main amendments:</u></p> <ul style="list-style-type: none"> — <u>Closure of open points as regards specifications on aerodynamic effects, passive safety, variable gauge systems and eddy current track brake</u> • <u>‘Route compatibility checks before the use of authorised vehicles’.</u> • <u>Chapter 7: Definition of rules to manage changes in both a vehicle or a vehicle type (basic design characteristics)</u> <p><u>Equivalence review of UTP LOC&PAS to be launched. Proposals expected for CTE 14 in 2021. Expected entry into force 2nd Quarter of 2019. The impact on the equivalence is under analysis.</u></p>

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

Subsystem rolling stock: noise (UTP NOI)							
EU			OTIF			EQUIVALENCE	
Legal act	EIF/DoA Date of repeal	Status	Legal act	EIF Date of repeal	Status	Equivalence	Comments
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.	-	-	-		
			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	
	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	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					

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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
Regulation 1304/2014 ± Regulation 2019/774	DoA 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 in the 2015 UTP NOI (see line below).</p>

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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	The revision comprises the following changes: <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.
	DoA 16.6.2019	Amended by COMMISSION IMPLEMENTING REGULATION (EU) 2019/774 of 16 May 2019					<p><u>Main amendments:</u></p> <ul style="list-style-type: none"> • <u>Introducing the concept of quieter routes on which wagons which do not comply with pass-by noise limits are not allowed to be operated.</u> <p><u>Equivalence review of UTP NOI launched and in progress. Proposals expected for CTE 13 in 2020.</u></p>

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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
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 + Regulation 2019/772	DoA 1.1.2015	PRM TSI for conventional and HS TEN entire European Union's Rail System	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.
	DoA 16.6.2019	Amended by COMMISSION IMPLEMENTING REGULATION (EU) 2019/772 of 16 May 2019					<p><u>Main amendments:</u></p> <ul style="list-style-type: none"> Introduction of the minimum structure and content of data to be collected for the inventory of assets <p>The impact on the equivalence to be analysed.</p> <p><u>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.</u></p>

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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	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 24.05.2012 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 EIF Appendix H of Regulation (EU) 2019/773 16.6.2021	amended by Regulation (EU) 2015/995 and repealed/ replaced by Appendix H of Regulation (EU) 2019/773 OPE TSI Appendix H: 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. 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. Main changes amendments foreseen by the new by Regulation (EU) 2019/773 16.6.2021: update of references related to the new vehicle authorization process under the Fourth Railway Package. The impact on the equivalence is under analysis.

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

<p>COMMISSION REGULATION (EU) No 519/2013</p> <p>COMMISSION IMPLEMENTING DECISION (EU) 2018/1614</p>	<p>EIF 1.1.2014 DoA 1.07.2013</p> <p>DoA for changes in Appendix 6: 27.10.2018</p>	<p>NVR Decision 2007/756/EC sets out rules for the vehicle keeper marking (VKM) and the 12-digit number.</p>	<p>UTP Marking 2015</p>	<p>EIF 1.1.2015</p>	<p>Amendment: Adopted 5.6.2014 Notified 18.7.2014</p>	<p>Yes-Partly continued</p>	<p>Full equivalence for all types of rolling stock. UTP Marking brings together the requirements related to marking in two EU documents:</p> <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> <p>DECISION (EU) 2018/1614 amends Appendix 6 on VKM Definitions and country coding</p> <p>The impact of the latest changes on the equivalence to be analysed. UTP Marking under revision. Proposal expected for CTE 13 in 2020.</p>
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Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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 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	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.
	Repealed 16.6.2020	By Directive (EU) 2016/797					

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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 Directive (EU) 2016/797	EIF 16.6.2016	Recast of the Directive and at the same way Reintroduction of Annex III	UTP GEN-A	EIF 1.12.2017	Amendment: Adopted 13.06.2017 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.

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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	Comments
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 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		OTIF document renamed only
	Repealed 16.6.2020	By Directive (EU) 2016/797					
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	EIF 1.10.2016 2017 2019		Yes from 1.12.2017	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. 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.

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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	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	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		OTIF document renamed only
			UTP GEN-C 2015	EIF 1.1.2015	Adopted 4.6.2014 Notified 18.7.2014	Yes from 1.1.2015	
	Repealed 16.6.2020	By Directive (EU) 2016/797					
Annex IV and Art. 15 of Directive (EU) 2016/797	EIF 16.6.2016	Recast of the Directive and at the same way the former Annex VI and Article were replaced	UTP GEN-C	EIF 1.12.2017	Amendment: Adopted 13.6.2017 Notified 26.6.2017	Yes from 1.12.2017	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-WGT39-9]

Last update: 25.10.2019

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	Comments
Decision 2010/713	DoA 1.1.2011	Modules for assessment of conformity, suitability for use and EC verification	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

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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	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	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	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	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					The impact on the equivalence to be analysed.

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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	Comments
Regulation 352/2009	DoA 1.7.2012 19.7.2010 ²	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	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		
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	This amendment on both EU and OTIF sides introduce 'CSM Assessment Bodies' and how they are recognised or accredited.
Regulation	Amended DoA 3.8.2015	by Regulation 2015/1136 of 13 July 2015					<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.

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.

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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	Comments
			Decision amending A 94-01G/1.2012 v03	EIF 1.12.2016	Adopted 07.06.2016 Notified 23.06.2016	Yes from 1.12.2016	

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.

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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
			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>
Implementing Regulation 2018/278 as Annex to Regulation 1305/2014	23.02.2018	Adopted		EIF 1.06.2019	Adopted 17.12.2018 Notified 27.5.2019		Update refers to amended technical documents Appendix I of UTP TAF. Adopted by Written procedure_-
Commission Implementing Regulation (EU) 2019/778	DoA 28.5.2019	Adopted					New amendment foreseen for the Change Control Management.

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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
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	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	OTIF amendment compared to previous version: Parts 0-13 of Appendix 6 to NVR Decision are transposed in sections 7-18 of UTP Marking. Amendment does not affect equivalence.
		Recommendation on Rationalization of Vehicle Related Registers (RVRR)					

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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
Commission Implementing Decision (EU) 2018/1614	14 November 2018	amending and repealing Commission Decision 2007/756/EC with effect June 16, 2021					<p><u>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 states must use the centralised registration function from 16.06.2024.</u></p> <p><u>OTIF Specifications for new Vehicle Register compatible with EVR under development. Proposals expected for CTE 13 in 2020</u></p>

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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	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 15.09.2011 Notified 30.11.2011	Yes from 1.5.2012	
			ATMF-Annex A 2015	EIF 1.12.2015			The Maintenance Certificate which was missing in the 2012 version document has been added.
Commission Implementing Regulation (EU) 2019/779	EIF 16.6.2020	Adopted	Draft amendments to ATMF-Annex A				From 16.6.2020 the new ECM certification rules will apply in EU. The revision of the EU ECM Regulation aims to improve the effectiveness of the regulation and to increase control of the maintenance process for vehicles other than freight wagons. On-going developments: Equivalence to COTIF Annex A to be analysed. Revision of ECM provisions under COTIF launched and in progress. Proposals expected for CTE 13 in 2020.

Equivalence table EU/OTIF regulations [TECH-18024-WGT39-9]

Last update: 25.10.2019

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