

## Equivalence table EU/OTIF regulations [TECH-18024-WGT44-8]

Last update: 5.8.2021

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Subsystem rolling stock: freight wagons (UTP WAG)							
EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	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	Repealed 29.1.2007	WAG TSI related provisions repealed by Decision 2006/861/EC					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>	Date of application 29.1.2007	WAG TSI for conventional TEN	-	-	-	No	
	Date of application 1.7.2009	Amended by <a href="#">Decision 2009/107</a>					
	Date of application 24.1.2013	Amended 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	EIF 1.12.2012	Adopted 24.05.2012 Notified 23.06.2012 Repealed 1.1.2014	Yes from 1.12.2012	Equivalent with EU <a href="#">Decision 2006/861</a> 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 <a href="#">2011/314/EU (OPE TSI)</a></li> </ul>
	Repealed 1.1.2014	Repealed by <a href="#">Regulation 321/2013</a>				Yes until 1.1.2014	Equivalence ended with repeal of EU <a href="#">Decision 2006/861</a>
<a href="#">Regulation 321/2013</a>	Date of application 1.1.2014	WAG TSI for entire European Union's rail system Amended by <a href="#">Regulation 1236/2013 (Annex Amendments)</a>	<a href="#">UTP WAG A 94-02/2.2012 version 7</a>	EIF 1.1.2014	Adopted 12.06.2013 Notified 10.07.2013 Repealed 1.1.2015	Yes, from 1.1.2014	Equivalent with <a href="#">Regulation 321/2013</a> as amended by <a href="#">Regulation 1236/2013</a> and also with: <ul style="list-style-type: none"> <li>The provisions for the marking of freight wagons as set out in EU <a href="#">Commission Decision 2012/757/EU (OPE TSI)</a> and EU <a href="#">Commission Decision 2007/756/EC</a> on</li> </ul>

EIF - Entry into force / Date of Application/ Amended/ Repealed

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Subsystem rolling stock: freight wagons (UTP WAG)

EU		OTIF			EQUIVALENCE		
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
							National Vehicle Registers as applicable from 1.1.2014. <ul style="list-style-type: none"> <li>Some provisions related to safety management of Decision 2012/757/EC as indicated in App. I of <a href="#">UTP WAG A 94-02/2.2012 version 7</a>.</li> </ul> Interfaces with CCS as indicated in App. H.
			<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 Repealed 1.4.2021	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	UTP amendment 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: <a href="#">ERA/TD/2012-04/INT</a> 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.
	Date of application	Amended by <a href="#">COMMISSION REGULATION (EU) 2015/924</a>	<a href="#">Decision amending UTP</a>	EIF 1.12.2016	Adopted 07.06.2016	Yes	Main amendments: <ul style="list-style-type: none"> <li>The revision of Appendices F and G to</li> </ul>

EIF - Entry into force / Date of Application/ Amended/ Repealed

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

EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
	1.7.2015	<a href="#">of 8 June 2015</a>	<a href="#">WAG 2015</a>		Notified 23.6.2016		<p>COTIF applicable as of 1 July 2015.</p> <ul style="list-style-type: none"> <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>
	Date of application 16 June 2019	Amended by <a href="#">Commission Implementing Regulation 2019/776 of 16 May 2019</a>	<a href="#">UTP WAG 2021</a>	EIF 1.4.2021	Adopted 30.9.2020 Notified 1.3.2021	Yes	
	Date of application 11 March 2020	<a href="#">Commission Implementing Regulation (EU) 2020/387 of 9 March 2020</a>			<a href="#">Adopted 22.6.2021</a> <a href="#">Notified 23.7.2021</a>	Pending	<p><del>Proposal for decision submitted to</del> <a href="#">Decision taken by CTE 13-session 2021</a>. Possible eEntry into force expected <del>early</del> <a href="#">1.1.2022</a>.</p> <p>Main amendments:</p> <ul style="list-style-type: none"> <li>Definition of rules to manage changes in both a vehicle or a vehicle type (basic design characteristics)</li> <li>New rules applicable when area of use is extended</li> <li>Specific case for the Great Britain network of the United Kingdom of Great Britain and Northern Ireland to be listed.</li> </ul>

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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>Base legal act</b>	<b>Status + date</b>	<b>(Legal) reference</b>	<b><u>Provisions</u></b>	<b>Entry into force</b>	<b>Status</b>	<b>Equivalence</b>	<b>Comments</b>
<a href="#">Decision 2002/735</a>	Repealed 30.6.2008	RST TSI for high-speed TEN Repealed by <a href="#">Decision 2008/232</a>	-	-	-	No	
	Amended 24.1.2013	Amended and Repealed by <a href="#">Decision 2012/462</a>					
<a href="#">Decision 2008/232</a>	Date of application 1.9.2008	RST TSI for high-speed TEN-revised	-	-	-	No	
	Amended 24.1.2013	Amended by <a href="#">Decision 2012/464</a>					
	Repealed <sup>1</sup> 1.1.2015	Repealed by <a href="#">Regulation 1302/2014</a>					
<a href="#">Decision 2011/291</a>	Date of application 1.6.2011	LOC&PAS TSI for conventional TEN	-	-	-	No	
	Amended 25.7.2012	Amended by <a href="#">Decision 2012/88</a> (CCS TSI)					
	Amended 24.1.2013	Amended by <a href="#">Decision 2012/464</a>					
	Repealed 1.1.2015	Repealed by <a href="#">Regulation 1302/2014</a>					
<a href="#">Regulation 1302/2014</a>	Date of Application 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 of <a href="#">UTP LOC&amp;PAS 2015</a> .</li> </ul>

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	Date of Application 16.6.2019	Amended by <a href="#">Commission Implementing Regulation 2019/776</a> of 16 May 2019			<a href="#">Adopted 22.6.2021</a> <a href="#">Notified 23.7.2021</a>	Pending	<del>Proposal submitted for decision to be taken by CTE 13-session in 2021. Possible entry into force expected early 1.1.2022.</del> Entry into force expected early 1.1.2022. Main amendments: <ul style="list-style-type: none"> <li>• Clarification of technical scope</li> <li>• 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'.</li> <li>• Definition of rules to manage changes in both a vehicle or a vehicle type (basic design characteristics)</li> <li>• Specific case for the Great Britain network of the United Kingdom of Great Britain and Northern Ireland to be listed.</li> </ul>
	Date of Application 11.3.2020	Amended by <a href="#">Commission Implementing Regulation (EU) 2020/387</a> of 9 March 2020					

<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.

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<b>Subsystem rolling stock: noise (UTP NOI)</b>							
<b>EU</b>			<b>OTIF</b>			<b>EQUIVALENCE</b>	
<b>Base legal act</b>	<b>Status + date</b>	<b>(Legal) reference</b>	<b><u>Provisions</u></b>	<b>Entry into force</b>	<b>Status</b>	<b>Equivalence</b>	<b>Comments</b>
<a href="#">Decision 2004/446</a>		Specifies basic parameters of the NOI, WAG and TAF TSIs.	-	-	-	No	
	Repealed 24.6.2006	NOI TSI related provisions repealed by <a href="#">Decision 2006/66</a>					
<a href="#">Decision 2006/66</a>	EIF 23.6.2006	Noise TSI for conventional TEN.	-	-	-	No	
	Repealed 4.4.2011	Repealed by <a href="#">Decision 2011/229</a>					
<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.	<a href="#">UTP NOI A 94-04/2.2012 version 03</a>	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	<a href="#">Decision 2011/229</a> is amended by <a href="#">Decision 2012/464</a>			Full equivalence as established on 1.12.2012 is not affected for vehicles.	Yes	
	Repealed 1.1.2015	Repealed and replaced by <a href="#">Regulation 1304/2014</a>					

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EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
<a href="#">Regulation 1304/2014</a>	Date of Application 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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EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
			<a href="#">UTP NOI 2015</a>	EIF 1.12.2015	Revision of previous version. Adopted 10.6.2015 Notified 17.6.2015 Repealed 1.4.2021	Yes, with Regulation 1304/2014	The revision comprises the following changes: <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>
	Amended: 16.6.2019	Amended by Commission Implementing <a href="#">Regulation 2019/776</a> of 16 May 2019				Yes, for vehicles	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"> <li>• Introducing the concept of quieter routes on which wagons which do not comply with pass-by noise limits are not allowed to be operated.</li> </ul>
			<a href="#">UTP NOI 2021</a>	EIF 1.4.2021	Adopted 30.9.2020 Notified 1.3.2021	Yes	



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Accessibility for PRM (UTP PRM)							
EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
<a href="#">Decision 2008/164</a>	EIF 1.7.2008	PRM TSI for conventional and HS TEN.	-	-	-	No	
	Amended 24.01.2013	Amended by <a href="#">Decision 2012/464</a>					
	Repealed 1.1.2015	Repealed by Regulation 1300/2014					
<a href="#">Regulation 1300/2014</a>	Date of Application 1.1.2015	PRM TSI for entire European Union's Rail System	<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.
	Date of Application 16.6.2019	Amended by <a href="#">Commission Implementing Regulation 2019/772</a> of 16 May 2019				Yes, for vehicles	Main amendments in TSI: <ul style="list-style-type: none"> <li>Introduction of the minimum structure and content of data to be collected for the inventory of assets</li> </ul> 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.
						<a href="#">Adopted 22.6.2021</a> <a href="#">Notified 23.7.2021</a>	Pending

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<b>Vehicle marking (UTP Marking)</b>							
<b>EU</b>			<b>OTIF</b>			<b>EQUIVALENCE</b>	
<b>Base legal act</b>	<b>Status + date</b>	<b>(Legal) reference</b>	<b><u>Provisions</u></b>	<b>Entry into force</b>	<b>Status</b>	<b>Equivalence</b>	<b>Comments</b>
<a href="#">Appendix P of 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 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.
<a href="#">Appendix P of Decision 2012/757/EU</a> (OPE TSI)  +  <a href="#">Appendix 6 to 2007/756/EC</a> (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 <a href="#">Regulation (EU) 2015/995</a> and repealed/ replaced by Appendix H of <a href="#">Regulation (EU) 2019/773</a>  <a href="#">Commission Implementing Decision (EU) 2018/1614</a> amends NVR <a href="#">Decision 2007/756/EC</a> from 15.11.2018 and repeals it from 16 June 2021	<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	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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Vehicle marking (UTP Marking)							
EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	<a href="#">Provisions</a>	Entry into force	Status	Equivalence	Comments
			<a href="#">UTP Marking 2015</a>	EIF 1.1.2015	Amendment: Adopted 5.6.2014 Notified 18.7.2014 Repealed 1.4.2021	Yes	<p>Full equivalence for all types of rolling stock. UTP Marking brings together the requirements related to marking in EU documents:</p> <ul style="list-style-type: none"> <li>Appendix P of OPE TSI (Decision 2012/757)</li> <li>Appendix 6, parts 0-13 to NVR Decision 2007/756/EC</li> <li>The tables associated with standard numerical markings of wagons, as described in section 14 of UTP Marking, are published on the ERA website.</li> </ul> <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>Appendix 6 to <a href="#">Commission Implementing Decision (EU) 2018/1614</a></p> <p>+ Appendix H to <a href="#">Regulation (EU) 2019/773</a></p>	<p>Date of Application 16.6.2021</p> <p>Date of Application 16.6.2021</p>	<p>EVR decision: Sets out rules for the vehicle keeper marking (VKM) and the 12-digit number.</p> <p>OPE TSI: Repeals and replaces Appendix P of Decision 2012/757/EU concerning European Vehicle Number and linked alphabetical marking on the bodywork</p>	<a href="#">UTP MARKING 2021</a>	EIF 1.4.2021	Adopted 30.9.2020 Notified 1.3.2021	Yes, continued	<p>Main amendments foreseen in EU texts: 16.6.2021: update of references related to the new vehicle authorization process under the Fourth Railway Package.</p> <p>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.</p> <p>Main amendments to UTP:</p> <ul style="list-style-type: none"> <li>Clarification of the process of assigning a unique vehicle number (EVN)</li> <li>Improvements to the requirements for Vehicle Keeper Marking (VKM)</li> </ul>

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<b>Essential requirements (UTP GEN-A)</b>							
<b>EU</b>			<b>OTIF</b>			<b>EQUIVALENCE</b>	
<b>Base legal act</b>	<b>Status + date</b>	<b>(Legal) reference</b>	<b><u>Provisions</u></b>	<b>Entry into force</b>	<b>Status</b>	<b>Equivalence</b>	<b>Comments</b>
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 Repealed 1.12.2015	Yes continued	OTIF document renamed only.
	Amended 1.4.2013	Amended 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	Amended 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	Adopted 5.6.2014 Notified 18.7.2014 Repealed 1.12.2017	Yes from 1.1.2015
Repealed 16.6.2020	Repealed by <a href="#">Directive (EU) 2016/797</a>						

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<p>Annex III to <a href="#">Directive (EU) 2016/797</a></p>	<p>EIF 16.6.2016</p>	<p>Recast of the Directive and at the same way Reintroduction of Annex III</p>	<p><a href="#">UTP GEN-A 2017</a></p>	<p>EIF 1.12.2017</p>	<p>Amendment: Adopted 13.6.2017 Notified 26.6.2017</p>	<p>Yes from 1.12.2017</p>	<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, 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.</p>
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<b>Subsystems (UTP GEN-B)</b>							
<b>EU</b>			<b>OTIF</b>			<b>EQUIVALENCE</b>	
<b>Base legal act</b>	<b>Status + date</b>	<b>(Legal) reference</b>	<b><u>Provisions</u></b>	<b>Entry into force</b>	<b>Status</b>	<b>Equivalence</b>	<b>Comments</b>
Annex II to <a href="#">Directive 2008/57/EC</a>	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 <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 Repealed 1.12.2017		OTIF document renamed only
	Repealed 16.6.2020	Amended 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 2017</a>	EIF 1.06.2019.	Adopted 13.6.2017 Notified 30.11.2017 Amended 1.6.2019	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 <del>existing version</del> <a href="#">UTP GEN-B</a> has been harmonised with the provisions of Directive (EU) 2016/797, <del>which will be repealed by 16.6.2020.</del> 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.

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Technical File (UTP GEN-C)							
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Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
Annex VI and Art. 18(3) of <a href="#">Directive 2008/57/EC</a>	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	OTIF document renamed only
	Amended 22.3.2011	Amended 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 Repealed 1.01.2015		
				<a href="#">UTP GEN-C 2015</a>	EIF 1.1.2015	Adopted 4.6.2014 Notified 18.7.2014 Repealed 1.12.2017	Yes from 1.1.2015
	Repealed 16.6.2020	Repealed 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	<a href="#">UTP GEN-C 2017</a>	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 <del>existing version</del> <a href="#">UTP GEN-C</a> has been harmonised with the provisions of Directive (EU) 2016/797, <del>which will be repealed by 16.6.2020</del> . 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-WGT44-8]

Last update: 5.8.2021

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
<a href="#">Decision 2010/713</a>	Date of application 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>



**Equivalence table EU/OTIF regulations [TECH-18024-WGT44-8]**

Last update: 5.8.2021

<b>Assessing entity – qualifications and independence (UTP GEN-E)</b>							
<b>EU</b>			<b>OTIF</b>			<b>EQUIVALENCE</b>	
<b>Base legal act</b>	<b>Status + date</b>	<b>(Legal) reference</b>	<b><u>Provisions</u></b>	<b>Entry into force</b>	<b>Status</b>	<b>Equivalence</b>	<b>Comments</b>
Annex VIII to <a href="#">Directive 2008/57/EC</a>	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	Repealed 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.

## Equivalence table EU/OTIF regulations [TECH-18024-WGT44-8]

Last update: 5.8.2021

Common safety methods (CSM) on risk evaluation and assessment (UTP GEN-G)							
EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
<a href="#">Regulation 352/2009</a>	Date of application 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 Repealed 21.5.2015	Yes from 1.5.2012	
	Repealed 21.5.2015	Repealed by <a href="#">Regulation 402/2013</a>					
<a href="#">Regulation 402/2013</a>	Date of application 21.5.2015		<a href="#">UTP GEN-G A 94-01G/1.2012 Version 3</a>	EIF 1.1.2014	Adopted 12.6.2013 Applies from 21.05.2015 Amended 01.12.2016	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 Date of application 3.8.2015	Amended by <a href="#">Regulation 2015/1136</a> of 13 July 2015					
			<a href="#">Decision amending A 94-01G/1.2012 v03</a>	EIF 1.12.2016	Adopted 07.6.2016 Notified 23.6.2016	Yes from 1.12.2016	

<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-WGT44-8]**

Last update: 5.8.2021

Infrastructure (UTP INF)							
EU			OTIF			Equivalence	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	Status	Equivalence	Comments
<a href="#">Regulation 1299/2014</a>	Date of Application 18.11.2014	Repealed by <a href="#">Regulation 2019/776</a>	=	=	=		
<a href="#">Regulation 2019/776</a>	Date of Application 16.5.2019				<a href="#">Adopted 22.6.2021</a> <a href="#">Notified 23.7.2021</a>	Pending	<del>UTP proposal submitted for decision taken by CTE 13-session in 2021. Possible entry into force expected early 1.1.2022.</del>

**Equivalence table EU/OTIF regulations [TECH-18024-WGT44-8]**

Last update: 5.8.2021

**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
<a href="#">Regulation 1305/2014</a>	Date of application 1.7.2012	TAF TSI and Change Control management	<a href="#">UTP TAF 2017</a>	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 <a href="#">Implementing Regulation 2018/278</a> 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.

### Equivalence table EU/OTIF regulations [TECH-18024-WGT44-8]

Last update: 5.8.2021

		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 <a href="#">Commission Implementing Regulation (EU) 2019/778</a> 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	<del>New amendment foreseen for the Change Control Management process at EU level.</del>  Amendment to Appendix I of the UTP TAF.	
				<a href="#">Adopted 22.6.2021</a> <a href="#">Notified 23.7.2021</a>	<a href="#">Yes</a>	<a href="#">Amendment to Appendix I of the UTP TAF 2017.</a> <del>Decision taken at CTE 13. Entry into force expected 1.1.2022.</del>	
<a href="#">Date of application 26.3.2021</a>	<a href="#">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 Management process</a>				<a href="#">pending</a>	<a href="#">Draft proposals for modification of the UTP TAF reviewed at WG TECH 43 and 44.</a>	

Equivalence table EU/OTIF regulations [TECH-18024-WGT44-8]

Last update: 5.8.2021

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
<a href="#">Regulation 2019/773</a> + <a href="#">Regulation 2019/777</a>	Date of Application 16.5.2019  Date of Application 16.5.2019				<a href="#">Adopted 22.6.2021</a> <a href="#">Notified 23.7.2021</a>	Pending	<p><del>UTP proposal submitted for d</del>Decision <a href="#">to adopt new UTP TCRC taken by</a> CTE 13 <del>session in 2021</del>. Possible entry into force expected early 2022.</p> <p>The proposed UTP does not have <del>an</del> <a href="#">one</a> equivalent TSI. Instead, it combines the following:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• the Annex C of specifications for the register of infrastructure (RINF).</li> <li>• Replacement of existing provisions under UTP WAG and UTP LOC&amp;PAS</li> </ul>

**Equivalence table EU/OTIF regulations [TECH-18024-WGT44-8]**

Last update: 5.8.2021

**National Vehicle Register Specifications (NVR-Uniform Rules)**

EU			OTIF			EQUIVALENCE	
Base legal act	Status + date	(Legal) reference	<u>Provisions</u>	Entry into force	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	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	Amended by <a href="#">Regulation 519/2013</a> (accession of Croatia to the EU)					
	Amended 1.1.2014	Amended by <a href="#">Decision 2012/757</a>	<a href="#">NVR 2015</a>	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 <a href="#">Commission Implementing Decision (EU) 2018/1614</a>	<a href="#">NVR 2020</a>	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 <a href="#">Commission Implementing Decision (EU) 2018/1614</a>					
<a href="#">Commission Implementing Decision (EU) 2018/1614</a>	Date of application 16.6.2021	Amending and Repealing <a href="#">Decision 2007/756</a> with effect	OTIF Specifications for Vehicle Registers 2021	EIF 1.4.2021	Adopted 30.9.2020 Notified 1.3.2021	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 16.06.2024.

**Equivalence table EU/OTIF regulations [TECH-18024-WGT44-8]**

Last update: 5.8.2021

<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>Base legal act</b>	<b>Status + date</b>	<b>(Legal) reference</b>	<b><u>Provisions</u></b>	<b>Entry into force</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 Repealed by <a href="#">Commission Implementing Regulation (EU) 2019/779</a> of 16 May 2019	<a href="#">Annex A to ATMF A 94-30/1.2012 Version 1</a>	EIF 1.5.2012	Adopted 15.9.2011 Notified 30.11.2011 Repealed 1.12.2015	Yes from 1.5.2012	The Maintenance Certificate which was missing in the 2012 version document has been added.
			<a href="#">ATMF-Annex A 2015</a>	EIF 1.12.2015	Adopted 10.6.2015 Notified 17.6.2015 Repealed 1.4.2021		
<a href="#">Commission Implementing Regulation (EU) 2019/779</a>	EIF 16.6.2020		<a href="#">ATMF-Annex A 2021 Certification and Auditing of Entities in Charge of Maintenance</a>	EIF 1.4.2021	Adopted 30.9.2020 Notified 1.3.2021	Yes	<a href="#">Scope extension to ECMs of all types of vehicles.</a>



**Equivalence table EU/OTIF regulations [TECH-18024-WGT44-8]**

Last update: 5.8.2021

<b>Derogations (ATMF Annex B)</b>							
<b>EU</b>			<b>OTIF</b>			<b>Equivalence</b>	
<b>Base legal act</b>	<b>Status + date</b>	<b>(Legal) reference</b>	<b><u>Provisions</u></b>	<b>Entry into force</b>	<b>Status</b>	<b>Equivalence</b>	<b>Comments</b>
Article 9 and Annex IX of <a href="#">Directive 2008/57/EC</a>	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 12.6.2013 Notified 10.7.2013	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. <a href="#">WG TECH 43 and 44 (2021) started discussing the need to modify Annex B to ATMF.</a>