TABLE OF CORRESPONDENCE BETWEEN COTIF AND EU TERMINOLOGY

For terms used in APTU, ATMF and EU legislation
1. INTRODUCTION

This is a working document of OTIF’s Committee of Technical Experts’ working group WG TECH. This document will be further analysed and improved. The table at annex was prepared on the basis of OTIF documents, the EU Directives on Interoperability and Safety and the two comparison tables prepared by the European Commission for the 30th session of the WG TECH (16-17 November 2016).1

2. TERMINOLOGY IN EU LEGISLATION AND COTIF

As far as required for their purposes, APTU and ATMF have been based on the concepts of the European Union’s interoperability and safety directives; these concern in particular the elements relating to vehicle authorisation, vehicle maintenance and roles and responsibilities.

At present, the technical requirements for rolling stock applicable in OTIF and the EU are fully equivalent. However, the objectives and scope of COTIF/the EU are not identical and it has therefore been necessary to use different terminology for concepts that have a (slightly) different meaning, e.g. admission (COTIF) vs authorisation (EU). The table at annex lists several different terms and their respective meanings.

The purpose of this document is to act as an aid to those who work with COTIF and EU law, especially on interoperability and technical harmonisation in the railway field and in the vehicle admission and maintenance processes.

The text in track changes has been modified compared to the previous version which was reviewed by WG TECH at its 36th session.

The table of correspondence between COTIF and EU law

Please note that this document is a working document of OTIF’s Committee of Technical Experts’ working group WG TECH. This document is currently available in English only and is solely for information purposes. This document will be updated regularly. However, to find the applicable law in force, please consult the OTIF website, the Official Journal of the European Union and the relevant national laws of OTIF’s Member States.

Explanatory note:
The text in italics quotes the provisions from the source document. Unless indicated otherwise, the source documents are:

- APTU and ATMF as adopted by the 26th Revision Committee. The revised APTU and ATMF enter into force on 1 March 2019 under the conditions set out in Article 35§ 3 of COTIF. Other COTIF provisions adopted under APTU or ATMF.
### Requirements and Specifications

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<td><strong>Network</strong></td>
<td><strong>Network</strong></td>
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<tr>
<td>Means the lines, stations, terminals, and all kinds of fixed equipment needed to ensure safe and continuous operation of the rail system; Article 2 (q) of ATMF</td>
<td>Means the lines, stations, terminals, and all kinds of fixed equipment needed to ensure safe and continuous operation of the Union rail system; Article 2 (4) of IoD 2016/797</td>
<td>Where possible, UTPs and TSIs for subsystems are equivalent. The (extent of the) equivalence is indicated in the UTP.</td>
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<tr>
<td><strong>Uniform Technical Prescriptions (UTP)</strong></td>
<td>Technical Specifications for Interoperability (TSI)</td>
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<tr>
<td>A specification other than a technical standard prepared and adopted in accordance with APTU.</td>
<td>Means a specification adopted in accordance with this Directive by which each subsystem or part of subsystem is covered in order to meet the essential requirements and ensure the interoperability of the Union rail system. Article 2 (11) of IoD 2016/797</td>
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<tr>
<td><strong>National technical requirements (NTR)</strong></td>
<td>Notified National Technical Rules (NNTR)</td>
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<tr>
<td>Means those requirements of which the Secretary General of OTIF has been informed by a Contracting State and which have been made public in accordance with Article 12 of APTU. Article 12 of APTU</td>
<td>Article 14 (1) of IoD 2016/797</td>
<td>Process of notification, validity of provisions and requirements concerning exhaustiveness of notified provisions are not identical.</td>
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<td><strong>Essential requirements</strong></td>
<td>Essential requirements</td>
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<td>Means all the conditions set out in the relevant UTP, which must be met by the</td>
<td>Annex III to IoD 2016/797</td>
<td>Essential requirements (ERs) are harmonised as far as required for</td>
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### REQUIREMENTS AND SPECIFICATIONS

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| *rail system, the subsystems and the interoperability constituents, including interfaces;*  
  Article 2 (i) of ATMF, and  
  UTP GEN-A 2015 | *Means a rule, other than a technical standard, included in the UTP, relating to the construction, operation, maintenance or safety aspects, or relating to a procedure concerning railway material*  
  *Artcile 2 d) APTU* | *Means any regulatory, technical or operational condition which is critical to interoperability and is specified in the relevant TSIs;*  
  *Article 2 (12) of IoD 2016/797* | the scope of COTIF. ERs for infrastructure in COTIF are limited to the interfaces with vehicles. |
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<th>Equivalence/Clarification</th>
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<tbody>
<tr>
<td>Competent authority</td>
<td>Means the national or international authority competent in the matter in accordance with the laws and prescriptions in force in each Contracting State for the technical admission. Article 5 of ATMF</td>
<td>National Safety Authority</td>
<td>Article 3 (7) of Safety Directive 2016/798</td>
</tr>
<tr>
<td>Notifying Authority</td>
<td>Notifying Authorities are responsible for setting up and carrying out the necessary procedures for the assessment, notification and monitoring of conformity assessment bodies, including compliance with Article 34. Article 27 of IoD 2016/797</td>
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<td>ENTITIES AND ROLES</td>
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<tr>
<td>Authorising Entity</td>
<td>The term</td>
<td>Means the entity that issues the vehicle type authorisation and/or vehicle authorisation for placing on the market; Article 2 (1) of the Commission Implementing Regulation (EU) 2018/545</td>
<td></td>
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<tr>
<td>Keeper</td>
<td>Means the person or entity that, being the owner of a vehicle or having the right to use it, exploits the vehicle as a means of transport and is registered as such in the vehicle register referred to in Article 13 ATMF; Article 2 (n) of ATMF</td>
<td>Means the natural or legal person that, being the owner of a vehicle or having the right to use it, exploits the vehicle as a means of transport and is registered as such in a vehicle register referred to in Article 47 of Directive (EU) 2016/797; Article 2 (21) of IoD 2016/797</td>
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<tr>
<td>Manufacturer</td>
<td>Means any natural or legal person who manufactures a product in the form of interoperability constituents, subsystems or vehicles, or has it designed or manufactured, and markets it under his name or trademark UTP GEN-D Article 1.2 j)</td>
<td>Means any natural or legal person who manufactures a product in the form of interoperability constituents, subsystems or vehicles, or has it designed or manufactured, and markets it under his name or trademark Article 2 (36) of IoD 2016/797</td>
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<td><strong>Authorised Representative</strong></td>
<td>Means any natural or legal person established within a Contracting State who has received a written mandate from a manufacturer or a contracting entity to act on their behalf in relation to specified tasks. 1.2. (h) of UTP GEN-D</td>
<td>Authorised Representative</td>
<td>Means any natural or legal person established within the Union who has received a written mandate from a manufacturer or a contracting entity to act on behalf of that manufacturer or contracting entity in relation to specified tasks. Article 2 (37) of IoD 2016/797</td>
</tr>
<tr>
<td><strong>Contracting Entity</strong></td>
<td>Means any entity, whether public or private, which orders the design and/or construction or the renewal or upgrading of a subsystem. This entity may be a railway undertaking, an infrastructure manager or a keeper, or the concession holder responsible for carrying out a project; Article 2 (da) of ATMF</td>
<td>Contracting Entity</td>
<td>Means a public or private entity which orders the design and/or construction or the renewal or upgrading of a subsystem; Article 3 (30) of Safety Directive 2016/798</td>
</tr>
<tr>
<td><strong>Assessing Entity</strong></td>
<td>Means a competent authority or a suitable body competent to carry out assessments as a whole or partly, including the issuing of the corresponding certificates of verification. Article 5 § 2 and § 3 of ATMF, and UTP GEN-E Assessing Entity –</td>
<td>Notified Body</td>
<td>Recitals (59) and (60), Articles 9, 10, 15, 34, 38 to 44 and Annex IV to IoD 2016/797</td>
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<td>qualifications and independence</td>
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<td><strong>Conformity Assessment Body</strong></td>
<td></td>
<td>Conformity Assessment Body, could be classified as: - a notified body, following notification by a MS; or - a designated body, following designation by a MS Articles 2 (42), 30 to 33 of IoD 2016/797</td>
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<tr>
<td><strong>Accreditation Body</strong></td>
<td>Means the sole body in a CS that performs accreditation with authority derived from the State. It confirms that a conformity assessment body meets the requirements set by harmonised standards and, where applicable, any additional requirements including those set out in relevant sectoral schemes, to carry out a specific</td>
<td>Accreditation Body</td>
<td>Means the sole body in a EU MS that performs accreditation with authority derived from the State. It confirms that a conformity assessment body meets the requirements set by harmonised standards and, where applicable, any additional requirements</td>
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<th>Entity and Role</th>
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<td>The term</td>
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<td><strong>conformity assessment activity</strong>; Article 2 ab) and ac) of ATMF</td>
<td>including those set out in relevant sectoral schemes, to carry out a specific conformity assessment activity; Article 2 (10, 11) of Regulation (EC) 765/2008 setting out the requirements for accreditation and market surveillance relating to the marketing of products and repealing Regulation (EEC) No 339/93</td>
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<tr>
<td><strong>ECM Certification Body</strong></td>
<td>Means a body, notified to the Secretary General in accordance with chapter 10 of this Annex, responsible for the certification of ECM, on the basis of the criteria in Annex II Article 2 (c) of Annex A of the ATMF</td>
<td>Means a body, designated in accordance with Article 10, responsible for the certification of ECM, on the basis of the criteria in Annex II Article 2 (c) of Regulation (EU) 445/2011 on a system of certification of ECM for freight wagons and amending Regulation (EC) No 653/2007</td>
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<tr>
<td><strong>CSM Assessment body</strong></td>
<td>Means the independent and competent external or internal individual, organisation or entity which undertakes investigation to provide a judgement,</td>
<td>Means the independent and competent external or internal individual, organisation or entity which undertakes investigation to</td>
<td>Similar meaning. Both in EU and COTIF the ECM CB can be public (NSA/CA) or (semi-) private.</td>
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<td>The meaning is similar.</td>
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<td>ENTITIES AND ROLES</td>
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| based on evidence, of the suitability of a system to fulfil its safety requirements. 
Section 3 of UTP GEN-G Risk evaluation and assessment 
In addition, the CSM assessment body must meet the criteria set out in Annex II. | provide a judgement, based on evidence, of the suitability of a system to fulfil its safety requirements. 
Article 3 (14) of Regulation (EU) 402/2013 on the common safety method for risk evaluation and assessment and repealing Regulation (EC) No 352/2009 | Under COTIF both terms have a similar meaning. 
Under EU law the terms have different meanings, in the sense that in EU law more provisions apply to railway undertakings. 
A non-EU rail transport undertaking as defined in COTIF does not necessarily meet the conditions of a railway undertaking in the EU. |
| Rail transport undertaking | Means a private or public undertaking which is authorised or licensed by applicable law to provide services for the transport of goods and/or passengers by rail with a requirement that the undertaking must ensure traction; this includes undertakings which provide traction only 
Article 2 (t) of ATMF | Railway undertaking | Article 2 (45) of IoD 2016/797, and Article 3 of Directive 2012/34/EU establishing a single European railway area | Under COTIF both terms have a similar meaning. 
Under EU law the terms have different meanings, in the sense that in EU law more provisions apply to railway undertakings. 
A non-EU rail transport undertaking as defined in COTIF does not necessarily meet the conditions of a railway undertaking in the EU. |
| The applicant | The applicant | The applicant | Means a natural or legal person requesting an authorisation, be it a RU, an IM or any other person or legal entity, such as a | The concepts are not identical. In the EU an applicant has responsibilities which are more detailed. |
### ENTITIES AND ROLES

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<td>authority. Article 11 § 7 of ATMF sets out that technical certificates are issued to the applicant by the competent authority. § 8 of the same article requires that as soon as the vehicle is in operation, the holder of the certificate of operations is the keeper.</td>
<td>manufacturer, an owner or a keeper; for the purpose of Article 15 of Interoperability Directive 2016/797 the applicant means a contracting entity or a manufacturer, or its authorised representatives; for the purpose of Article 19 of Interoperability Directive 2016/797 it means a natural or legal person requesting the ERA’s decision for the approval of the technical solutions envisaged for the ERTMS track-side equipment projects; Article 2 (22) of IoD 2016/797</td>
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<td>Infrastructure Manager Means an undertaking or an authority which manages railway infrastructure; Article 2 (k) of ATMF</td>
<td>Infrastructure Manager Means any body or firm responsible in particular for establishing, managing and maintaining railway infrastructure, including traffic management and control-command and signalling; the functions of the infrastructure manager on a network or part of a network may be allocated to different bodies or firms; Article 3(2) of Directive</td>
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<tr>
<td>Entity in charge of maintenance</td>
<td>Entity in charge of maintenance</td>
<td>Entitlement</td>
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<td>No definition, but its role mentioned as competent authority in Article 5 and Article 15 of ATMF</td>
<td>‘(ECM)’ means an entity in charge of maintenance as defined in point (20) of Article 3 of Directive (EU) 2016/798; Article 2 (28) of IoD 2016/797</td>
<td>2012/34/EU of the European Parliament and of the Council (3); Article 3a §5 of the ATMF UR defines the conditions according to which ECM certified according to EU law are deemed certified according to COTIF as well, and vice versa.</td>
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<thead>
<tr>
<th>Holder of the Design Type Certificate</th>
<th>Holder of the vehicle type authorisation</th>
<th>Concerns the authorisation/admission related to a vehicle type.</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Design Type Certificate is issued to the applicant. Article 11 § 7 of the ATMF UR</td>
<td>Means the natural or legal person that has applied for and received the vehicle type authorisation, or its legal successor Article 2 (6) of the Implementing Regulation (EU) 2018/545</td>
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<tr>
<th>Holder of the Certificate of Operation</th>
<th></th>
<th>The Certificate of Operation is related to the object. Concerns the certificate of operation of a vehicle or group of vehicles of the same type (see Article 11 § 4 of the ATMF UR). In EU law there is no requirement</th>
</tr>
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<tbody>
<tr>
<td>Once the vehicle is in operation the holder of the Certificate of Operation (including the Technical File), if not the current keeper, shall without delay hand it over to the current keeper together with the Maintenance File and make available all instructions for maintenance and</td>
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<th>ENTITIES AND ROLES</th>
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| *operations that are still in his possession.*  
  Article 11 § 8 of the ATMF UR |  |  |  | for the keeper to have possession over the documents which provide evidence of authorisation and the technical file. |
| **Registration Entity** | *Text proposal in the OTIF NVR Specifications to be presented for decision at CTE12* | **Registration Entity**  
  (*RE*) | Article 33(1)(b) of Directive 2008/57/EC,  
  European Commission Decision 2011/107/EU, last amended by the Commission Implementing Decision (EU) 2018/1614 of 25 October 2018 | The Registration Entity (*“RE”*) is the entity designated by each Contracting State, for keeping and updating the NVR. The Role of the RE according to the new EU Decision would mean that the RE will update vehicle registration data in the European Vehicle Register. |
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<td><strong>Railway Vehicle</strong></td>
<td>The term</td>
<td>Legal reference</td>
<td>The term</td>
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<td></td>
<td>Means <em>a vehicle suitable for circulation on its own wheels on railway lines with or without traction; a vehicle is composed of one or more structural and functional subsystems</em>; Article 2 (w) of ATMF</td>
<td></td>
<td>Vehicle</td>
</tr>
<tr>
<td><strong>Element of Construction, also called the Interoperability Constituents</strong></td>
<td>Means <em>an elementary component, group of components, complete assembly or subassembly of equipment incorporated or intended to be incorporated into a subsystem, upon which the interoperability of rail systems depends directly or indirectly, including both tangible objects and intangible objects such as software</em>; Article 2 g) of ATMF</td>
<td></td>
<td>Interoperability Constituent – IC</td>
</tr>
</tbody>
</table>
| **Subsystem** | Means *the result of the division of the rail system, as shown in the UTP; for which an essential requirements must be laid down, may be structural or functional.* Article 2 g) of ATMF, and UTP GEN-B Subsystems | | Subsystem | Means *the structural or functional parts of the Union rail system, as set out in Annex II* Article 2 (5) of IoD 2016/797 Annex II to IoD 2016/797 | The meaning is similar.
# PRODUCTS

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<tr>
<td><strong>Type of construction</strong></td>
<td>Means the basic design characteristics of the railway vehicle as covered by a type examination certificate or design examination certificate described respectively in assessment modules SB and SH1 of the UTP GEN-D Article 2 ff) of ATMF</td>
<td><strong>Vehicle Type</strong></td>
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## PROCEDURES

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<td><strong>Legal reference</strong></td>
<td><strong>The term</strong></td>
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<tr>
<td><strong>Assessment procedures</strong>&lt;br&gt;(modules)</td>
<td>The assessment of conformity with provisions of the UTPs, applicable to structural subsystems, ICs and national technical requirements.</td>
<td><strong>The modules</strong></td>
</tr>
<tr>
<td><strong>Assessment procedures</strong>&lt;br&gt;for the verification of subsystems</td>
<td>UTP GEN-D Assessment Procedures (Modules)</td>
<td>Modules for EC verification of subsystems</td>
</tr>
<tr>
<td><strong>Renewal and upgrading</strong>&lt;br&gt;&lt;br&gt;<em>Renewal means any major substitution work on a subsystem or part subsystem which does not change the overall performance of the subsystem.</em>&lt;br&gt;&lt;br&gt;<em>Upgrading means any major modification work on a subsystem or part subsystem which improves the overall performance of the subsystem.</em>&lt;br&gt;&lt;br&gt;Article 2 y) and gg) of ATMF&lt;br&gt;Article 10 § 11 of ATMF</td>
<td>Renewal or upgrading</td>
<td>The same wording as in COTIF&lt;br&gt;Recitals (22) and (37), Article 2 (14) and (15), Articles 7, 15 and 21 of IoD 2016/797</td>
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<td>PROCEDURES</td>
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<tr>
<td><strong>Substitution in the framework of maintenance</strong></td>
<td><strong>Means any replacement of components by parts of identical function and performance in the framework of preventive or corrective maintenance; Article 2 (c) of APTU</strong></td>
<td><strong>Substitution in the framework of maintenance</strong></td>
</tr>
<tr>
<td><strong>Technical admission</strong></td>
<td><strong>Means the procedure carried out by the competent authority to authorise a railway vehicle to operate in international traffic or to authorise a type of construction. Articles 2 cc) ATMF</strong></td>
<td><strong>The procedure (for authorisation)</strong></td>
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<td>OTIF</td>
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<td>The term</td>
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<td>Clarification</td>
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<td><strong>Technical File</strong></td>
<td><strong>Technical file</strong></td>
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<tr>
<td>Means the documentation relating to the</td>
<td>No definition of technical file in IoD 2016/797, but it is described in Annex IV section 2.4 of the</td>
<td>In the EU the applicant is</td>
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<td>vehicle containing all its technical</td>
<td>Directive.</td>
<td>the ‘EC’ declaration of</td>
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<td>characteristics, including a user manual</td>
<td></td>
<td>verification. […]” Article 15(4) of</td>
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<tr>
<td>and the characteristics necessary to</td>
<td></td>
<td>IoD 2016/797</td>
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<td>identify the object(s) concerned, as</td>
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<td>In COTIF the applicant “shall</td>
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<td>described in the relevant UTP</td>
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<td>elaborate and attach to his</td>
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<td>application a Technical File</td>
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<td>containing the information</td>
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<td>Articles 2 ee) and 10 § 6 of ATMF, and</td>
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<td>required in the relevant UTPs.</td>
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<tr>
<td>UTP GEN-C 2015 Technical file</td>
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<td>The assessing entity shall</td>
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<td>compile the technical file</td>
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<td>Article 10§6 of ATMF”.</td>
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<td>The term</td>
<td>Legal reference</td>
<td>The term</td>
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</table>
| Vehicle admission to operation (to international traffic)               | *Means the right granted according to which the competent authority authorises a railway vehicle to operate in international traffic, as evidenced by a Certificate of Operation*  
**Articles 2 c), 3 and 4 of ATMF**                                              | Vehicle authorisation for placing on the market                                             | *Means the first making available on the Union’s market of an interoperability constituent, subsystem or vehicle ready to function in its design operating state;*  
**Article 2 (35) of IoD 2016/797**                                            | *The concepts of authorisation (EU) and admission (COTIF) are not equivalent. However, both confirm that a vehicle may be operated in its area of use.*  
*Form discussed when preparing the implementing act (IA) on vehicle authorisation (VA)*  
*By 16.6.2018 the EC will adopt practical arrangements by means of an implementing act.*                                                                                                                                                                                                                                                                                                                                                                                                  |
| Certificate to Operation                                                | *Means the attestation issued by the competent authority of an admission to operation, including the conditions of the admission;*  
**Articles 2 ca) of ATMF and**                                              |                                                                                                | *No definition in IoD 2016/797.*  
*Content of vehicle authorisation described in 21.9.*                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
<table>
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<td><strong>EU</strong></td>
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<tr>
<td><strong>Equivalence/Clarification</strong></td>
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<tr>
<td>Clarification</td>
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<tr>
<td><strong>Operation”</strong></td>
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<td>11 §§ 3, 8, 9 of ATMF</td>
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<tr>
<td><strong>Admission of a type of construction</strong></td>
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<tr>
<td>Means the right granted according to which the</td>
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<tr>
<td>competent authority authorises a type of</td>
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<tr>
<td>construction of a railway vehicle, as a basis for</td>
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<tr>
<td>the admission to operation for vehicles which</td>
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<td>correspond to that type of construction, as</td>
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<tr>
<td>evidenced by a Design Type Certificate</td>
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<tr>
<td>Articles 2 b) and 4 of ATMF</td>
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<tr>
<td><strong>Design type certificate</strong></td>
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<tr>
<td>(issued by the competent authority of a Contracting State to the applicant)</td>
</tr>
<tr>
<td>Means the attestation issued by the competent</td>
</tr>
<tr>
<td>authority of the admission of a type of</td>
</tr>
<tr>
<td>construction, including the conditions of the</td>
</tr>
<tr>
<td>admission.</td>
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<tr>
<td>Article 2 f) and Articles 10 § 8 and 11 § 2 of</td>
</tr>
<tr>
<td>ATMF</td>
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<tr>
<td><strong>Area of Use of a vehicle</strong></td>
</tr>
<tr>
<td>Means the network located within two or more</td>
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<tr>
<td>CS in which a vehicle is intended to be used.</td>
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<tr>
<td>Article 2 hh) of ATMF</td>
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<tr>
<td><strong>UTP certificate of</strong></td>
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<tr>
<td>Means the attestation issued by an</td>
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<tr>
<td><strong>EC certificate of</strong></td>
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<tr>
<td>The notified bodies responsible for</td>
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<tr>
<td><strong>Type Authorisation</strong></td>
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<tr>
<td>No definition of type authorisation of vehicle in</td>
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<tr>
<td>the IoD 2016/797.</td>
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<tr>
<td>However, the process is described in Article 24</td>
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<tr>
<td>of IoD 2016/797 (Type authorisation of vehicles)</td>
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<tr>
<td>Definition is currently being discussed in the</td>
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<tr>
<td>context of preparing the implementing act (IA)</td>
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<td>on vehicle authorisation (VA)</td>
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<tr>
<td>Content and form of type authorisation discussed</td>
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<tr>
<td>in the context of preparing the implementing act</td>
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<tr>
<td>(IA) on vehicle authorisation (VA)</td>
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<tr>
<td>The meaning of the concept is similar, however</td>
</tr>
<tr>
<td>as COTIF applies to international traffic only</td>
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<tr>
<td>the ATMF area of use will per definition cover</td>
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<td>two or more states.</td>
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## CERTIFICATES, PERMISSIONS, FILES AND DECLARATIONS

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<tr>
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<td><strong>Legal reference</strong></td>
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<tr>
<td><strong>verification</strong> (for subsystems)</td>
<td>assessing entity that verification has been carried out with a positive result; Article 2 cb) of ATMF</td>
<td><strong>verification</strong> (for subsystems)</td>
<td>the verification assess the design, production and final testing of the subsystem and draw up the certificate of verification intended for the applicant who in turn draws up the ‘EC’ declaration of verification. Annex IV section 2.3.1 of IoD 2016/797</td>
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<tr>
<td></td>
<td>The Certificate is issued by the assessing entity to the applicant if the subsystem concerned meets the requirements of the relevant UTP(s) and in respect of the examinations and test carried out. UTP GEN-D</td>
<td></td>
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<tr>
<td><strong>UTP declaration of verification</strong> (for subsystems)</td>
<td>The declaration is issued by the manufacturer on the basis of the certificate of verification for the subsystem issued by the assessing entity UTP GEN-D</td>
<td><strong>EC declaration of verification</strong> (for subsystems)</td>
<td>The manufacturer shall draw up a declaration for the subsystem on the basis of EC certificate of verification and keep it together with the technical documentation at the disposal of the national authorities throughout the service</td>
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<td>Clarification</td>
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<tr>
<td>Legal reference</td>
<td>Legal reference</td>
<td>life of the subsystem…</td>
<td></td>
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<tr>
<td>UTP certificate of conformity (for ICs)</td>
<td>EC certificate of conformity (for ICs)</td>
<td>Separate Assessment of the IC is mandatory in EU.</td>
<td></td>
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<tr>
<td>The certificate is issued by the assessing</td>
<td>The notified body shall issue (to the manufacturer) an EC certificate of conformity in respect of the examinations and tests carried out.</td>
<td></td>
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<tr>
<td>entity to the applicant if the IC concerned</td>
<td>Commission Decision 2010/713/EU of 9 November 2010 on modules</td>
<td></td>
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<tr>
<td>satisfies the requirements of the relevant UTP(s)</td>
<td>The assessment of ICs as components and the</td>
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<tr>
<td>and in respect of the examinations and test carried out.</td>
<td>manufacturer’s issue of Declarations of conformity are not mandatory in COTIF. Such assessments may be carried out on a voluntary basis, in which case the provisions in this UTP shall apply.</td>
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<tr>
<td>Declaration of conformity (for ICs)</td>
<td>EC declaration of conformity (for ICs)</td>
<td>See the explanation in the cell above.</td>
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<tr>
<td>Means the result of the conformity assessment</td>
<td>The manufacturer shall draw up a written EC declaration of conformity for the IC and keep it together with the technical documentation at the disposal of the national authorities…</td>
<td></td>
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<td>procedure whereby the manufacturer ensures and</td>
<td>Commission Decision 2010/713/EU of 9 November 2010 on modules</td>
<td></td>
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<td>declares on his sole responsibility that the IC</td>
<td>Note in Section 2 of UTP GEN-D</td>
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<td>concerned satisfies the requirements of the</td>
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<td>UTP.</td>
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<td>UTP GEN-D, annex 3</td>
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<td>Legal reference</td>
<td>The term</td>
<td>Legal reference</td>
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<tr>
<td>Type examination certificate</td>
<td>Means the attestation issued by the assessing entity in which it verifies that the technical design of the IC/subsystem meets the requirements of the relevant UTP(s), or other applicable regulations, that apply to it. Modules CB/SB of UTP GEN-D</td>
<td></td>
<td>EC type examination certificate</td>
</tr>
</tbody>
</table>
EU terminology which has no corresponding term or concept in APTU and ATMF however potentially relevant for COTIF

| Configuration management | Means a systematic organisational, technical and administrative process put in place throughout the lifecycle of a vehicle and/or vehicle type to ensure that the consistency of the documentation and the traceability of the changes are established and maintained so that:
|                          | a) requirements from relevant Union law and national rules are met;
|                          | b) changes are controlled and documented either in the technical files or in the file accompanying the issued authorisation;
|                          | c) information and data is kept current and accurate;
|                          | d) relevant parties are informed of changes, as required. |

| Pre-engagement           | Means a procedural stage preceding the submission of an application for authorisation performed upon request of the applicant; |

| Requirements capture     | Means the process of identification, assignment, implementation and validation of requirements performed by the applicant in order to ensure that relevant Union and national requirements are complied with. Requirements capture may be integrated in the product development processes; |

[to be completed]