



Position Paper

Brussels, 23 February 2026

Revision of the ERA Regulation

Focus on Cost efficiency and Core Missions

The European Commission has the intention to revise the **Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 on the European Union Agency for Railways** ("ERA Regulation") by the end of the second quarter of 2026. ERA was founded in 2004 and the Agency's missions were considerably extended by the 4th Railway Package adopted in 2016. ERA plays an important role for the rail sector as the authorising entity in charge of single safety certificates (SSC), vehicle authorisations (VA) and trackside approval (TA). In preparation of the revision, the European Commission has indicated the objective to conduct a rapid and focused revision of the ERA Regulation.

CER welcomes the opportunity to share the view of its members and to provide input to the European Commission before the presentation of the revised regulation.

CER strongly supports the approach of a swift and focused revision. From our perspective, the **focus** should be on improving the delivery of **core ERA tasks (VA, TA, SSC), high-quality and stable TSI's** as well as steering the five priority topics ETCS, FRMCS, DAC, High Speed Rail and Military Mobility seamlessly across Europe.

The rail sector is facing a very **difficult market environment** and is **forced to reduce costs**. Therefore, CER calls for systematic Cost-Benefit Analysis of new proposals made by the Agency and of TSI change requests to be conducted systematically before any of these changes are introduced.

CER shares the analysis that ERA is currently understaffed in relation to the volume of tasks it has to accomplish. This requires a **targeted allocation of additional staff** to the specific areas where gaps are identified (ERA core tasks). Currently, key authority tasks that are crucial for the sector are suffering. This issue needs to be tackled, and ERA should receive necessary additional resources in terms of budget and staff (FTE). However, this increase in resources necessary for the execution of core Agency tasks should not be made ineffective by giving additional tasks to the Agency as part of the same revision process.

CER is opposed to giving a broader mandate to ERA. Indeed, the existing ERA mandate based on the Regulation of 2016 is seen as sufficient. Many aspects of the mandate are still in development, and there is significant potential to improve delivery on the current mandate before additional tasks are given to the Agency. Moreover, the availability of experts to instruct the different topics raised is limited and ERA should focus on the most important issues.

From CER perspective, ERA should not become system authority for technical innovations. Innovations are to come from the market where industry develops, and operators implement and use them. ERA should set up more transparent and simple processes on how results – if the topic is suitable – of EU-funded projects enter regulation.

From CER perspective, ERA should not become a system authority for telematics.

CER strongly supports initiatives to increase the efficiency of the Agency, as those launched within the Task Forces set up under the 4th Railway Package Steering Group. CER members insist on the need for **speed**, the need for **efficiency gains**, the need for **simplification** and the need for **reduced fees and charges** regarding core ERA products (VA, TA, SSC) that increased heavily since the adoption of the 4th Railway Package.

CER supports specific measures to increase the efficiency of the Agency, such as:

- Digitalisation and the use of Artificial Intelligence for routine business
- Taking Conformity to Type out of ERA Vehicle Authorisation remit
- Focus of ERA on steering administrative processes which means no double work on applications already checked by DeBos/ NoBos/ AsBos
- Intensified reduction and transparent integration of existing NNTR in TSI's with the aim to phase-out DeBo-role.

CER supports an increased transparency on Cross-Border Agreements and a **stronger role for ERA** in this domain (cf. CER Position Paper on Cross-Border Agreements). CER supports a steering of NSA's which will not have concluded **Cross Border Agreements** for the Border Sections under their responsibility within 3 years of entry into force of the revised ERA Regulation.

CER considers that scarce expert resources of the Agency necessary to handle the core tasks should not be used for consultancy missions for the European Commission. Moreover, the support for other countries should be limited to candidate countries in the context of **Military Mobility / European resilience**. Initiatives in support of Third Countries, such as the Global Gateway Initiative, should only be supported if the Agency receives extra funding and staff for these projects and under the condition that ERA core tasks are not neglected. This principle shall apply to any new task given to ERA: **new missions dispatched to ERA need appropriate funding** (for instance, new missions resulting from the Telematic TSI as voted in 2025).

CER prepared a separate contribution on the **Simplification of the European Vehicle Authorisation Process** and **Cross-Border Agreements** that include proposals for amendments to the ERA Regulation. These proposals are not repeated in this document.

About CER

The Community of European Railway and Infrastructure Companies (CER) brings together railway undertakings, their national associations as well as infrastructure managers and vehicle leasing companies. The membership is made up of long-established bodies, new entrants and both private and public enterprises, representing 78% of the rail network length, 81% of the rail freight business and about 94% of rail passenger operations in EU, EFTA and EU accession countries. CER represents the interests of its members towards EU policy makers and transport stakeholders, advocating rail as the backbone of a competitive and sustainable transport system in Europe. For more information, visit www.cer.be.

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