

# 4RP SG TF on streamlining of VA process

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# Task Force 4RP SG TF on streamlining of VA process

- The TF is composed by representatives of NSAs and stakeholder organisations which represent the view of VA applicants like AEERL, CER, UNIFE and set up in February 2026.
- The objective of the TF is to identify the problems in **the complete authorisation lifecycle** of vehicles covering the **certification phase** (requirements capture, tests, conformity assessment), the **authorisation phase** (assessment of the application) up to the **placing of vehicles on the market**.
- During March 2026, the Agency received so far **approx. 100 inputs** for streamlining the VA process. The input covers a problem identification incl. size/evidence for the problem and solution proposals. Economic data (e.g. costs) was provided for some inputs.
- The inputs were **clustered into 25 groups** in order to facilitate the ongoing analysis.

# Overview of Clusters – Feedback from TF Members

Category	Avg Priority	Responses	Most Common Measure	IoD Amendment needed
Application	4.0	2	Long-term achievement	Yes: 2
Area of Use	4.7	3	Quick win / low-hanging fruit	No: 3
Art 21 IOD	4.8	4	Mid-term achievement	Yes: 4
Authorisation process	4.1	13	Quick win / low-hanging fruit	Yes: 7, No: 6
Change management	3.9	9	Mid-term achievement	Yes: 3, No: 6
Condition for use	4.3	3	Quick win / low-hanging fruit	No: 3
Conformity to type	4.4	11	Quick win / low-hanging fruit	Yes: 9, No: 2
Cross-border agreements	4.6	7	Quick win / low-hanging fruit	Yes: 7
EC DoV	4.0	2	Quick win / low-hanging fruit	No: 2
ESC-RSC	4.0	2	Mid-term achievement	No: 2
General statement	4.0	2	Long-term achievement	Yes: 1, n.a.: 1
IT systems	3.5	11	Quick win / low-hanging fruit	Yes: 2, No: 9
Interoperability constituents	3.3	3	Mid-term achievement	Yes: 2, No: 1
Language regime	4.0	1	Mid-term achievement	Yes: 1
Massive retrofits	4.7	3	Mid-term achievement	No: 3
Modules	4.3	4	Mid-term achievement	Yes: 2, No: 2
National rules	4.5	6	Mid-term achievement	No: 6
Non-application of TSIs	4.0	2	Quick win / low-hanging fruit	Yes: 2
OTMs	4.3	3	Mid-term achievement	Yes: 3
Pre-engagement	4.5	2	Quick win / low-hanging fruit	Yes: 1, No: 1
QMS	4.0	3	Mid-term achievement	Yes: 3
Requirements capture	5.0	5	Mid-term achievement	No: 5
TSIs	3.0	1	Mid-term achievement	No: 1
Testing	4.0	1	Long-term achievement	No: 1

# Decisions and further way forward

- In April 2026, the TF identified the following top 5 priority topics
  - Conformity to Type (CTT) – highest support in the poll (20 votes)
  - Article 21 – Interoperability Directive (17 votes)
  - Requirements Capture – consistent support (14 votes)
  - Massive retrofitting (18 votes) – recognised as high priority but requiring coordination with other streams
  - IT tools (10 votes) – an enabling topic supporting VA simplification

## Next steps

1. Create fiches **for each priority topic** where describing the identified problems incl. legal and economic impact analysis and **appropriate mitigating measures** are agreed.  
The fiches will propose **concrete implementation measures**, not just high level objectives
2. What happens with the actions from the fiches:
  - **Direct implementation** through the various channels (taking into account the timelines for these channels; e.g. for the PA VA update, a mandate will need to be issued first; same for the modules decision etc.)
  - Only where **further content preparation work is needed and the expected timeline for implementation is medium/long term**  
→ involve WGs, WPs for the more detailed content fine-tuning work
  - This should be defined in the fiches themselves.

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Feedback Workshop 1 - Certification and  
authorisation in the context of large  
deployments



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## Workshop 1: Certification and authorisation in the context of large deployments

### Part 1: Application of certification/authorisation schemes for massive retro-fittings (3 impulse sessions)

- *Current bottlenecks in certification/authorisation of vehicles.*
- *Scalable approval models for handling large volumes of vehicles*
- *Application of Standard Retrofitting Package on massive retro-fittings for FRMCS*
- *Application of Standard Retrofitting Package on massive retro-fittings for DAC*

### Part 2: Digitalisation and collaboration mechanisms (2 impulse sessions)

- *Digitalization and automation in conformity assessment and documentation*
- *Collaboration mechanisms between NSAs, manufacturers, and operators to reduce lead times.*

## Feedback on concept of Standard Retrofit Package (SRP)

- SRP concept is highly appreciated and highly promising.

There is a strong need due to lack of resources for the high number of assessments!

- Many questions need to be answered...
- Area of clustering: when is clustering possible (e.g. isolated changes like DAC/FRMCS, but what in case of small differences across the vehicle types);
- National rules or specific rules: reflect on generic part and delta assessment for specific requirements;
- Applications might have quite different level of assessments depending on NoBo;
- Transparency and sharing of costs: how to share the costs between the involved actors;

⇒ Conclusion: apply the concept on pilot projects as early as possible to check its applicability and usability

## Feedback on Digitalisation

- Topic: Application of tools based on machine-executable formats which decreases the time and cost for C2T authorisation to a strict minimum.
- Feasible for C2T; ERA should provide the tools to the sector
- Not in scope yet (to be further investigated): the use of AI in contributing to safety assessment (i.e. GASC, SASC)

⇒ Conclusion: tools will be ready and applicable for C2T for FRMCS/DAC massive retro-fittings

## Feedback on Collaboration mechanisms

- Different level of assessments are required, and multiple stakeholders are involved with different feedbacks
- ⇒ Discussion on need for ‘referee’?
- ⇒ Possible change in defined responsibilities (e.g. provide more responsibilities to manufacturers such as authorisation on product level, certification of ‘qualified suppliers’, ...);
- Avoid overlaps between NoBo CCS-subsystem and AsBo- assessment which are mainly addressing safe integration (interoperability for CCS is mostly demonstrated at IC level);



# THANK YOU

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