



EUROPEAN
COMMISSION

Brussels, 10.9.2026
COM(2026) 468 final

2026/0262 (NLE)

Proposal for a

COUNCIL DECISION

on the position to be taken on behalf of the European Union in the European Committee for drawing up Standards in the field of Inland Navigation (CESNI) and in the Central Commission for the Navigation of the Rhine (CCNR) concerning the adoption of the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN 2027/1), the European Standard for River Information Services (ES-RIS 2027/1) and a draft amendment to the Rhine Vessel Inspection Regulations (RVIR)

EXPLANATORY MEMORANDUM

1. SUBJECT MATTER OF THE PROPOSAL

This proposal concerns the Council decision establishing the position to be taken on the Union's behalf at the meeting of the European Committee for drawing up standards in Inland Navigation ('CESNI') of the Central Commission for the Navigation of the Rhine ('CCNR') on 15 October 2026 and in the plenary session of the CCNR on 3 December 2026 or any subsequent meeting in connection with the envisaged adoption of the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN 2027/1) and the European Standard for River Information Services (ES-RIS 2027/1).

It also establishes the Union position regarding an amendment to the Rhine Vessel Inspection Regulations ('RVIR') to be adopted by the CCNR at its plenary meeting on 3 December 2026 or any subsequent meeting, designed to align the Rhine regime with the requirements of Article 19 of Directive (EU) 2016/1629.

2. CONTEXT OF THE PROPOSAL

2.1. The CCNR and CESNI

The CCNR is an international organisation with regulatory competences for inland navigation transport matters on the Rhine. Four Member States (Belgium, France, Germany and the Netherlands) and Switzerland are the contracting parties to the CCNR. The EU is not a member of the CCNR.

The revised Convention for Navigation of the Rhine, signed on 17 October 1868 in Mannheim, as amended by the revision of 20 November 1963, which entered into force on 14 April 1967, (the 'Mannheim Convention') defines the legal framework governing the use of the Rhine as an inland waterway for navigation and lays down the attributions of the CCNR. It continues the Rhine regime established by the Congress of Vienna in 1815. For decision making, CCNR Member States convene twice a year in plenary meetings. Each State has one vote and decisions are reached unanimously. These resolutions are legally binding.

The EU and the CCNR maintain a cooperation, which is inter alia based on the Administrative Agreement of 22 May 2013. The Administrative Agreement of 2013 aims to increase synergies and make both institutions' actions more complementary and mutually reinforcing. The cooperation extends to technical requirements and information technology concerning inland waterway vessels as well as the modernisation of the legal framework of professional qualifications for workers in the field of inland navigation, in line with the provisions of the Treaty on the Functioning of the European Union (TFEU). Both institutions agreed to establish a mechanism for the development and adoption of standards that can subsequently be referenced in parallel in their respective regulatory frameworks. This harmonised approach intends to ensure that inland navigation is carried out under the same rules throughout the inland waterways of both the EU and the CCNR.

Against this background, CCNR adopted a resolution in 2015 establishing CESNI¹. CESNI's mission includes the adoption of technical standards in inland navigation, in particular as regards vessels, information technology and crew, the uniform interpretation of these

¹ Resolution 2015-I-3, CC/R (15) 1, p.1.

standards and of the corresponding procedures as well as deliberations on safety of navigation, protection of environment or other areas of navigation.

CESNI is composed of experts of the Member States of the CCNR and EU, i.e. the 27 EU Member States and Switzerland. The Member States of the CCNR and of the EU have voting rights on the basis of one vote per state. The EU, represented by the European Commission, may – like other international organisations whose mission is covering the areas concerned – participate in the works of CESNI without voting rights.

The EU and the CCNR have respectively established the following legal framework which are of particular relevance for this decision: (i) technical requirements for inland waterway vessels, through Directive (EU) 2016/1629² for the EU, and the RVIR for the CCNR and (ii) river information services ('RIS'), through Directive 2005/44/EC³, as amended by Directive (EU) 2025/2482 for the EU, and the RVIR and the Police Regulations for the Navigation of the Rhine ('RPR') for the Navigation of the Rhine.

In relation to the former, i.e. technical requirements for inland waterway vessels, both legal regimes refer to the standards of CESNI - European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN).

In relation to the latter, i.e. RIS, the European Standard for River Information Services (ES-RIS) has been incorporated into the EU legal framework by means of Directive (EU) 2025/2482 of the European Parliament and of the Council of 26 November 2025 amending Directive 2005/44/EC on harmonised river information services (RIS) on inland waterways in the Community⁴, and in particular in Annex III to that Directive. ES-RIS is therefore currently included in the EU legal framework through Directive 2005/44/EC as amended by Directive (EU) 2025/2482.

The reference to the most current version of ES-TRIN and ES-RIS is also foreseen in the relevant CCNR Regulations of which the RVIR and the RPR are parts of.

2.2. The envisaged acts of the CESNI and the CCNR

2.2.1. Meeting of 15 October 2026

At its meeting of 15 October 2026, the CESNI is to adopt a new edition of European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN 2027/1) and a new edition of the European Standard for River Information Services (ES-RIS 2027/1).

In relation to technical requirements for inland waterway vessels (ES-TRIN):

The first version of ES-TRIN (ES-TRIN 2015/1) was finalised by CESNI at its meeting of 28 September 2015. It was formally adopted by CESNI meeting on 26 November 2015.

The ES-TRIN adopted in November 2015 was subsequently amended, on multiple occasions, by CESNI on the basis of the work by CESNI working groups. In particular, the following editions of ES-TRIN were adopted:

1. ES-TRIN standard 2017/1 on 6 July 2017

² Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC (OJ L 252, 16.9.2016, p. 118, ELI: <http://data.europa.eu/eli/dir/2016/1629/oj>).

³ Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community (OJ L 255, 30.9.2005, p. 152, ELI: <http://data.europa.eu/eli/dir/2005/44/oj>).

⁴ OJ L, 2025/2482, 12.12.2025, ELI: <http://data.europa.eu/eli/dir/2025/2482/oj>.

2. ES-TRIN standard 2019/1 on 8 November 2018
3. ES-TRIN standard 2021/1 on 13 October 2020
4. ES-TRIN standard 2023/1 on 13 October 2022
5. ES-TRIN standard 2025/1 on 17 October 2024

Regularly updating ES-TRIN is necessary to:

- maintain the high level of safety in inland navigation;
- follow the technical evolution (e.g. fire-fighting systems, navigation equipment); and
- ensure compatibility with EU legal framework.

In 2025 and 2026, CESNI experts have prepared the new edition of ES-TRIN, namely ES-TRIN 2027/1.

ES-TRIN 2027/1 will incorporate various amendments on the following areas:

- Low flashpoint fuels, in particular storage and use of gaseous hydrogen;
- Track Guidance Assistants for Inland Navigation (TGAIn), awareness monitoring systems, and reorganisation of provisions for navigation and information equipment (Annex 5 to ES-TRIN 2027/1);
- Electronic equipment, and systems and networks;
- Single table of transitional provisions;
- Transitional provisions for electric propulsion systems and Jacketed piping system;
- Spray foam fire extinguishers;
- Updates to references to the ES-RIS 2027/1 and to international standards; and
- Editorial corrections.

At its meeting of 16 April 2026, CESNI decided to schedule the adoption of the ES-TRIN 2027/1 at the meeting on 15 October 2026. Before this meeting on 15 October 2026, it is expected that only non-substantive minor changes will be made to the draft standard. ES-TRIN 2027/1 will be published by means of a dedicated website (cesni.eu).

Pursuant to Directive (EU) 2016/1629, ES-TRIN 2027/1 should be incorporated into EU law. References to the standard adopted by CESNI are included in Annex II to Directive (EU) 2016/1629. Pursuant to Article 31(1) of that Directive the Commission shall adopt delegated acts to adapt Annex II to update, without undue delay, the reference to the most recent version of the ES-TRIN standard and to set the date of its application.

Currently, the Annex II to Directive (EU) 2016/1629 refers to the ES-TRIN 2025/1. Article 9 of the Rules of Procedure of CESNI allows the adoption of standards only after a decision in accordance with Article 218(9) TFEU is available in writing.

In relation to RIS (ES-RIS):

The first version of ES-RIS (ES-RIS, Edition 2021/1) was formally adopted by the CESNI on 15 April 2021. The amended standards ES-RIS 2023/1 were adopted by CESNI on 13 October 2022 and ES-RIS 2025/1 on 17 October 2024.

During 2025 and 2026, CESNI experts have prepared the new edition of ES-RIS, ES-RIS 2027/1.

This ES-RIS 2027/1 will include the following major changes from the previous edition:

- The addition of requirements and tests for the use of a TGAİN in Parts I and V;
- The restructuring of the PAXLST and ERIRSP messages in the annexes to Part III;
- The testing standard for ASMs in Part V;
- The addition of new codes for notices to skippers, as well as the addition of Ukrainian for these codes, in Part IV.

Additionally certain minor, or more technical, modifications have been incorporated into ES-RIS 2027/1 to account for technical developments and the needs of delegations and users.

At its meeting of 16 April 2026, CESNI decided to schedule the adoption of the ES-RIS 2027/1 at the meeting on 15 October 2026. Before this meeting on 15 October 2026, it is expected that only non-substantive minor changes will be made to the draft standard. ES-RIS 2027/1 will be published by means of a dedicated website (cesni.eu).

In accordance with Directive 2005/44/EC, as amended by Directive (EU) 2025/2482, ES-RIS standard becomes a part of EU law. In line with the Annex III to amended Directive 2005/44/EC the technical specifications applicable to RIS shall be those set out in the latest edition of the European Standard for River Information Services (ES-RIS) adopted by CESNI.

The CCNR will adopt a resolution amending the CCNR Regulations in order to include a reference to ES-RIS 2027/1.

As ES-TRIN 2027/1 contains references to ES-RIS 2027/1, it is important that both standards are adopted by CESNI at its meeting on 15 October 2026. For the same reason, both standards have to be also applicable as from the same date – 1 January 2028.

2.2.2. *Meeting of 3 December 2026*

ES-TRIN 2027/1 and ES-RIS 2027/1

In view of the forthcoming updates to ES-TRIN and ES-RIS, the CCNR informed the Commission of its intention to adopt resolutions at its plenary meeting on 3 December 2026 amending the relevant CCNR Regulations. The amendments will update in particular the references to ES-TRIN 2027/1 in the RVIR. In addition, both the RVIR and the RPR, the latter constituting the traffic rules for the Rhine, will especially need to be amended to introduce ES-RIS 2027/1.

Both EU law and the CCNR Regulations will declare the CESNI standards applicable from 1 January 2028, thereby maintaining a uniform legal framework across the EU and the rules governing the Rhine.

The European Hull Database ('EHDB')

The CCNR has also informed the Commission of its intention to adopt, at its plenary meeting on 3 December 2026 or any subsequent meeting, an amendment to the RVIR designed to align the Rhine regime with the requirements of Article 19 of Directive (EU) 2016/1629.

In accordance with Article 19 of Directive (EU) 2016/1629, the Commission shall maintain the EHDB in order to support administrative measures aimed at ensuring safety and facilitating navigation, as well as to ensure the effective application of that Directive. Since 2025, the new version of the database (EHDB2) has been fully operational.

Pursuant to Article 19(2) of Directive (EU) 2016/1629, Member States shall ensure that the competent authorities enter into the EHDB, for each craft, including: (i) the data identifying and describing the craft; (ii) data relating to certificates issued, renewed, replaced or withdrawn; and (iii) digital copy of all certificates issued by competent authorities in accordance with this Directive.

In order to ensure the full and effective use of EHDB2, it is also necessary to provide for the entry into the database of corresponding data relating to vessels holding certificates issued in accordance with the Rhine regulatory framework.

The amendment to the RVIR is therefore designed to align the Rhine regime with the requirements of Article 19 of Directive (EU) 2016/1629. This amendment will provide for the transmission to the EHDB of the identification data, as defined in the Directive, relating to vessels holding a Rhine Vessel Inspection Certificate. Continued alignment of the data transmission requirements will ensure that the EHDB contains information relating to more than half of the European inland waterway fleet. This alignment, reflecting the close cooperation between the Union and the CCNR, is also intended to maintain a high degree of harmonisation between the respective regulatory frameworks, taking into account the mutual recognition of Union certificates and Rhine certificates.

The draft amendment to the RVIR is the following:

« Article 2.19 Base de données européenne sur les bateaux

6. La collecte, le traitement et l'accès aux données conservées dans la base de données européenne des bateaux (EHDB) visée à l'article 19 de la directive (UE) 2016/1629, ainsi que les types d'accès autorisés et les instructions concernant l'utilisation et le fonctionnement de la base de données, sont effectués conformément au règlement délégué de la Commission (UE) 2020/474. »

The inclusion of RVIR vessels in the EHDB will have several benefits, including:

- (1) Easier access to vessel data: EU national authorities will have easier access to vessel data, which will facilitate their work and improve the efficiency of their inspections and monitoring activities.
- (2) Increased safety of navigation: By having access to a comprehensive and harmonised dataset, authorities will be better equipped to identify and mitigate potential safety risks, ultimately increasing the safety of navigation on the Rhine.

2.3. Position to be taken on the Union's behalf

The proposed Union position concerns first the adoption of standards concerning technical requirements for inland waterway vessels and RIS by CESNI as well as the adoption by the CCNR of decisions aligning its regulatory framework with the corresponding Union law by including the CESNI standards in its regulatory framework. Second, the proposed Union position concerns the adaption of the CCNR's regulatory framework to Article 19 of Directive (EU) 2016/1629. In both cases, the objective is to ensure the continued and harmonised update of the legal framework governing inland navigation in the European Union and the Rhine regime.

The adoption of CESNI standards constitutes a recurring element of the Union's regulatory framework for inland navigation. Directive (EU) 2016/1629 as well as Directive 2005/44/EC, as amended by Directive (EU) 2025/2482, provide for references to the most recent CESNI standards, thereby ensuring that the applicable technical requirements for inland waterway vessels and RIS requirements remain up to date and reflect technological developments and operational experience. The Union has actively promoted the establishment of CESNI as the common European standard-setting body for inland navigation. The Commission participates in CESNI's work, and the standards are developed by experts from the EU and CCNR Member States in accordance with the policy objectives and legislative priorities established by the Union. Decisions within CESNI are taken unanimously by the participating States, namely the EU Member States and Switzerland, ensuring that the standards are developed on the basis of broad consensus and all relevant interests are considered. This broad consensus has been reached on sub-work level and needs to be formalised in the CESNI plenary.

Similarly, the regular alignment of the CCNR regulatory framework on technical requirements for vessels as well as RIS with Union law serves the common objective of maintaining a uniform legal regime for inland navigation on the Rhine and throughout the interconnected European inland waterway network. Such alignment ensures that vessels operating under the CCNR Regulations are subject to requirements equivalent to those applicable under Union law and vice versa and facilitates the interoperability of administrative and technical systems.

Moreover, the planned integration of vessels certified under the RVIR into the EHDB will facilitate access by non-CCNR Member States to vessel information and thereby contribute to the safety and efficiency of inland navigation. Decisions of the CCNR that merely align its regulations with corresponding Union legislation are likewise adopted unanimously by the Member States represented in the CCNR and Switzerland.

The position to be taken on behalf of the Union should therefore be to support the proposed adoption of the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN 2027/1) and the European Standard for River Information Services (ES-RIS 2027/1), as well as the respective amendment to the CCNR Regulations to be adopted by the CCNR. Moreover, the amendment of the RVIR to include vessels operating under the RVIR in the EHDB should be supported.

The proposed position is fully consistent with the Union's policy on inland waterway transport and contributes to the objectives of ensuring a high level of safety, promoting the digitalisation and interoperability of inland navigation, facilitating the free movement of vessels and maintaining a level playing field throughout the European inland waterway network. It is consistent with Directive (EU) 2016/1629 and Directive 2005/44/EC, as amended by Directive (EU) 2025/2482.

A Union position is necessary because the standards adopted by CESNI and the corresponding alignment decisions adopted by the CCNR are liable to affect common Union rules or alter their scope within the meaning of the last limb of Article 3(2) TFEU.

Article 31(1) of Directive (EU) 2016/1629 and the Annex III to the amended Directive 2005/44/EC provide for the reference to the latest editions of the relevant CESNI standard. So, the decision in CESNI will directly impact the aforementioned directives. The alignment of the RVIR with Article 19 of Directive (EU) 2016/1629 extends the vessels to be registered in the EHDB.

2.4. Procedural legal basis

The CESNI is a body set up as a standardisation body under the auspices of the CCNR, which is an international organisation based on the Mannheim Convention.

The ES-TRIN 2027/1 and ES-RIS 2027/1 which the CESNI is called upon to adopt under the Mannheim Convention will produce legal effects for the Union. The envisaged acts are capable of decisively influencing the content of EU legislation, namely: Directive (EU) 2016/1629 and Directive 2005/44/EC as amended by Directive (EU) 2025/2482. This is because Article 31(1) of Directive (EU) 2016/1629 and Annex III to the amended Directive 2005/44/EC provide for the reference to the latest editions of the relevant CESNI standard. So, the adoption of the standards ES-TRIN 2027/1 and ES-RIS 2027/1 in CESNI will directly impact the aforementioned directives, as these standards will be the most recent ones.

The adoption of ES-TRIN 2027/1 and ES-RIS 2027/1, which the CCNR is called upon to adopt under the Mannheim Convention, will also produce legal effect for the Union because they will be binding under international law in accordance with Article 23 of the Mannheim Convention and are capable of decisively influencing the content of the aforementioned directives. In particular, vessels certified under the RVIR are entitled to navigate on Union inland waterways pursuant to Article 7 of Directive (EU) 2016/1629. The recognition of vessel certificates issued under the RVIR is based on the premise that those vessels comply with technical requirements equivalent to those laid down in Union law (see Recital 5 of Directive (EU) 2016/1629). Consequently, if the CCNR were not to adopt ES-TRIN 2027/1, the objective of Directive (EU) 2016/1629 to maintain a common technical framework for inland navigation would be undermined. Moreover, Member States that are also contracting parties to the CCNR would be subject to diverging legal obligations under Union law and the CCNR legal framework.

Similarly, the establishment and operation of River Information Services (RIS) are governed under the CCNR framework by the RVIR and the RPR. Article 1 of amended Directive 2005/44/EC, however, requires the deployment of harmonised RIS throughout the Union. Diverging technical standards for RIS under the Rhine regime would therefore compromise the objective of ensuring harmonised, interoperable and seamless river information services across the European inland waterway network.

The envisaged act does not supplement or amend the institutional framework of the Mannheim Convention. Therefore, the procedural legal basis for the proposed decision is Article 218(9) TFEU.

2.5. Substantive legal basis

The main objective and content of the envisaged act relate to the common transport policy.

Therefore, the substantive legal basis of the proposed decision is Article 91(1) TFEU.

2.6. Conclusion

The legal basis of the proposed decision should be Article 91(1) TFEU, in conjunction with Article 218(9) TFEU.

Proposal for a

COUNCIL DECISION

on the position to be taken on behalf of the European Union in the European Committee for drawing up Standards in the field of Inland Navigation (CESNI) and in the Central Commission for the Navigation of the Rhine (CCNR) concerning the adoption of the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN 2027/1), the European Standard for River Information Services (ES-RIS 2027/1) and a draft amendment to the Rhine Vessel Inspection Regulations (RVIR)

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91(1), in conjunction with Article 218(9) thereof,

Having regard to the proposal from the European Commission,

Whereas:

- (1) The revised Convention for Navigation of the Rhine of 17 October 1868, as amended by the revision of 20 November 1963, which entered into force on 14 April 1967 ('the Convention'). The Convention maintains the Central Commission for the Navigation of the Rhine ('CCNR') and the regime for inland navigation of the Rhine established in 1815. In the framework of the CCNR, the European Committee for drawing up standards in the field of inland navigation ('CESNI') was created on 3 June 2015 in order to develop technical standards for inland waterways in various fields, in particular as regards vessels, information technology and crew.
- (2) Pursuant to Article 22 and 23 of the Convention, the CCNR may adopt binding resolutions establishing technical requirements for inland waterway vessels in inland navigation of the Rhine. The standards to be adopted by CESNI will be binding once the relevant binding resolutions of the CCNR make a reference to these standards.
- (3) Under the Convention, the CCNR may modify its regulatory framework related to river information services ('RIS') by referring to the standards adopted by CESNI and making those standards mandatory in the framework of the application of the Convention.
- (4) CESNI is to adopt the updated European Standard laying down Technical Requirements for Inland Navigations vessels 2027/1 ('ES-TRIN 2027/1') and the European Standard for River Information Services 2027/1 ('ES-RIS 2027/1') during its session on 16 October 2026. Following this adoption, the CCNR intends to adopt resolutions amending its regulatory framework, in particular, the Rhine Vessel Inspection Regulations ('RVIR') and the Police Regulations for the Navigation of the Rhine ('RPR'), to refer to the ES-TRIN 2027/1 and ES-RIS 2027/1 in its plenary session on 3 December 2026. The ES-TRIN 2027/1 and ES-RIS 2027/1 are to replace ES-TRIN 2025/1 and ES-RIS 2025/1 accordingly.
- (5) ES-TRIN 2027/1 lays down uniform technical requirements necessary to ensure the safety of inland waterway vessels. It includes provisions regarding shipbuilding, fitting

out and equipment for inland waterway vessels, special provisions regarding specific categories of vessels such as passenger vessels, pushed convoys and container vessels, provisions regarding the automatic identification system equipment, provisions regarding vessel identification, a model of certificates and register, transitional provisions as well as instructions for the application of the technical standard.

- (6) The ES-TRIN 2027/1 will, if adopted, produce legal effects for the Member States that are parties to the Convention and decisively influence the content of Union rules. Pursuant to Articles 31 and 32 of Directive (EU) 2016/1629, the Commission shall update, without undue delay, the reference to the most recent version of the ES-TRIN standard and to set the date of its application, provided that, in accordance with Article 31(2) of that directive, Union interests are not compromised by changes in the decision-making process of CESNI.
- (7) ES-RIS 2027/1 lays down uniform technical specifications and standards in order to support RIS and ensure their interoperability. The technical specifications and standards under ES-RIS 2027/1 provides specification for electronic chart display and information system for inland navigation, electronic ship reporting, notices to skippers, vessel tracking and tracing systems and compatibility of the equipment necessary for the use of RIS.
- (8) Directive 2005/44/EC, as amended by Directive (EU) 2025/2482, refers to the latest edition of the ES-RIS adopted by CESNI.
- (9) ES-RIS 2027/1 will, if adopted, produce legal effects for the Member States that are parties to the Convention and decisively influence the content of Union law.
- (10) The CCNR, in an upcoming plenary session, is expected to adopt resolutions that will amend the CCNR Regulations to include a reference to ES-TRIN 2027/1 and ES-RIS 2027/1. Such amendment will be binding under international law in accordance with Articles 1 and 22 of the Convention.
- (11) It is also envisaged that, at its plenary session in December 2026, or at a subsequent plenary session, the CCNR will amend the Rhine Vessel Inspection Regulations ('RVIR'), in order to align the Rhine regulatory regime with Article 19 of Directive (EU) 2016/1629. This amendment is expected to introduce obligations requiring the transmission to the European Hull Database ('EHDB'), maintained by the Commission, of relevant data relating to vessels holding certificates issued in accordance with the RVIR and will, if adopted, produce legal effects for the Member States that are parties to the Convention.
- (12) To facilitate the highest level of safety in inland navigation, follow the technical evolution in this sector and ensure compatibility of requirements for vessels and compatibility of river information services in Europe it is important that the technical requirements for vessels and river information services are as harmonised as possible under different legal regimes in Europe.
- (13) It is therefore necessary to establish the position to be taken on the Union's behalf within the CESNI and the CCNR and within the CCNR plenary session with regard to the amendment of the RVIR.
- (14) The Union's position is to be expressed by the Member States of the Union that are members of the CESNI and CCNR, acting jointly in the interest of the Union.

HAS ADOPTED THIS DECISION:

Article 1

1. The position to be taken on the Union's behalf within CESNI with regard to the adoption of ES-TRIN 2027/1 and ES-RIS 2027/1 shall be to agree to their adoption.
2. The position to be taken on the Union's behalf within the CCNR shall be to support all proposals aligning the CCNR Regulations with ES-TRIN 2027/1 and ES-RIS 2027/1.
3. The applicability date of ES-TRIN 2027/1 and ES-RIS 2027/1 shall be that of 1 January 2028.
4. The position to be taken on the Union's behalf within the CCNR shall be to support the amendment to the RVIR aligning it with provisions of Article 19 of Directive (EU) 2016/1629.

Article 2

1. The position set out in Article 1(1) and 1(3) shall be expressed by the Member States of the Union that are members of CESNI acting jointly in the interest of the Union.
2. The positions referred to in Articles 1(2) and 1(4) shall be expressed by the Member States of the Union that are members of the CCNR, acting jointly in the interest of the Union.

Article 3

Minor technical changes to the positions set out in Article 1 may be agreed upon without further decision of the Council.

Article 4

This Decision shall enter into force on the date of its adoption.

Done at Brussels,

*For the Council
The President*