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COVER NOTE

From:	Secretary-General of the European Commission, signed by Ms Martine DEPREZ, Director
date of receipt:	9 September 2025
To:	Ms Thérèse BLANCHET, Secretary-General of the Council of the European Union

No. Cion doc.:	C(2025) 5969 final
Subject:	COMMISSION DELEGATED REGULATION (EU) .../... of 9.9.2025 amending Directive (EU) 2016/1629 of the European Parliament and of the Council to update the reference to the most recent European Standard laying down Technical Requirements for Inland Navigation Vessels (ES-TRIN 2025)

Delegations will find attached document C(2025) 5969 final.

Encl.: C(2025) 5969 final



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COMMISSION DELEGATED REGULATION (EU) .../...

of 9.9.2025

**amending Directive (EU) 2016/1629 of the European Parliament and of the Council to
update the reference to the most recent European Standard laying down Technical
Requirements for Inland Navigation Vessels (ES-TRIN 2025)**

EXPLANATORY MEMORANDUM

1. CONTEXT OF THE DELEGATED ACT

1.1 The need to reference up-to-date technical requirements

Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels¹ (hereinafter the ‘Directive’) is to ensure harmonised, safe and up-to-date technical requirements for inland waterway vessels. Accordingly, vessels within the substantive and territorial scope of the Directive must obtain an inland navigation certificate confirming that a vessel complies with requirements set out in the Directive.

These technical requirements are provided for in Annex II to the Directive by reference to the European Standard laying down Technical Requirements for Inland Navigation Vessels (ES-TRIN). The ES-TRIN is a European harmonised standard and is regularly updated by the European Committee for drawing up Standards in Inland Navigation (CESNI). The reference in the Annex II to the Directive need to change to take account of the updated technical requirements. In recent years, this has happened in 2018², 2019³, 2021⁴ and 2023⁵.

1.2 Institutional context

The reference to a CESNI standard, namely ES-TRIN, is to ensure harmonised technical rules all over Europe. CESNI was created by the Central Commission for Navigation of the Rhine (CCNR) in cooperation with the EU in 2015. The CCNR had been established prior to the EU and is an international organisation with regulatory competences for inland navigation transport matters on the Rhine. The Rhine is the most intensely used inland waterway in Europe and, therefore, CCNR has built up significant experience in establishing technical requirements for inland waterway vessels over time.

Through CESNI, the EU and the CCNR ensure the adoption of harmonised, safe and up-to-date technical standards in inland navigation in various fields, in particular as regards vessels, information technology and crew, the uniform interpretation of these standards and of the

¹ 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>).

² Commission Delegated Directive (EU) 2018/970 of 18 April 2018 amending Annexes II, III and V to Directive (EU) 2016/1629 of the European Parliament and of the Council laying down technical requirements for inland waterway vessels (OJ L 174, 10.7.2018, p. 15, ELI: http://data.europa.eu/eli/dir_del/2018/970/oj).

³ Commission Delegated Regulation (EU) 2019/1668 of 26 June 2019 amending Directive (EU) 2016/1629 of the European Parliament and of the Council laying down technical requirements for inland waterway vessels (OJ L 256, 7.10.2019, p. 1, ELI: http://data.europa.eu/eli/reg_del/2019/1668/oj).

⁴ Commission Delegated Regulation (EU) 2021/1308 of 28 April 2021 amending Annexes I and II to Directive (EU) 2016/1629 of the European Parliament and of the Council as regards modifying the list of Union inland waterways and the minimum technical requirements applicable to craft (OJ L 284, 9.8.2021, p. 1, ELI: http://data.europa.eu/eli/reg_del/2021/1308/oj).

⁵ Commission Delegated Regulation (EU) 2023/2477 of 30 August 2023 amending Directive (EU) 2016/1629 of the European Parliament and of the Council as regards the classification of Union inland waterways and the minimum technical requirements applicable to craft (OJ L, 7.11.2023, ELI: http://data.europa.eu/eli/reg_del/2023/2477/oj).

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

Through the participation of experts of all EU and CCNR Member States, CESNI possesses the necessary expertise to draw up standards common to the entire network of inland waterways in the European Union. The EU observes the work of CESNI, along with international organisations whose mission covers the areas concerned by CESNI.

Before the adoption of a new ES-TRIN standard by the CESNI Plenary Session, the procedure in accordance with Article 218(9) TFEU is carried out. In that respect, Council Decision (EU) 2024/2687 of 8 October 2024⁶ set up the position to be taken by EU Member States on behalf of the Union for the adoption of ES-TRIN 2025/1 in CESNI. On 17 October 2024, CESNI accordingly adopted the ES-TRIN 2025/1.

1.3 The recent ES-TRIN

CESNI usually updates its ES-TRIN bi-annually in order to take account of technological progress as well as ensuring the applicability of the rules. The most recent ES-TRIN 2025/1 incorporates various amendments in particular concerning the following areas:

- Low flashpoint fuels, in particular storage and use of methanol,
- Marking of hazardous areas and labelling of fuels,
- Electric propulsion systems,
- Lithium-ion accumulators,
- Use of aluminium or fibre reinforced plastic for the construction of passenger vessels,
- Abandonment of engine parameter protocol,
- Recognition of field-testing exemption for engines,
- Filling connections and appropriate colour codes,
- Navigation and information equipment, in particular Inland AIS equipment,
- Sewage treatment plants,
- Elevating wheelhouses and transitional provisions for retractable wheelhouses,
- Automatic pressurised water sprinkler systems,
- Connecting pieces between anchor and chain,
- Sleeping cabins,
- Updating of references to the Regulations for Rhine Navigation Personnel, to the ES-RIS 2025/1 and to other international standards.

Behind this background, the ES-TRIN 2025/1 as the latest version should be referenced in the Directive.

2. CONSULTATIONS PRIOR TO THE ADOPTION OF THE ACT

In accordance with Article 32(4) of the Directive, the Commission shall consult experts designated by each Member State in accordance with principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making before adopting a delegated act. The draft of the delegated act will be consulted with members of the Commission expert group on technical requirements for inland waterway vessels.

⁶ OJ L, 14.10.2024, ELI: <http://data.europa.eu/eli/dec/2024/2687/oj>.

3. LEGAL ELEMENTS OF THE DELEGATED ACT

The Commission has been empowered to adopt delegated acts by Article 32 of the Directive. Article 31(1) of the Directive provides that the Commission is to adopt delegated acts to update, without undue delay, the reference in Annex II to the most recent version of the ES-TRIN standard and to set the date of its application. ES-TRIN 2025/1 is the most recent version of ES-TRIN and includes necessary amendments.

COMMISSION DELEGATED REGULATION (EU) .../...

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amending Directive (EU) 2016/1629 of the European Parliament and of the Council to update the reference to the most recent European Standard laying down Technical Requirements for Inland Navigation Vessels (ES-TRIN 2025)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to 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/EC⁷, and in particular Article 31(1) thereof,

Whereas:

- (1) Union action in the sector of inland navigation should ensure uniformity in the development of technical requirements for inland waterway vessels in the Union.
- (2) Directive (EU) 2016/1629 laid down a harmonised system for issuing technical certificates for inland waterway vessels by inter alia referencing technical requirements of the European Committee for drawing up standards in the field of inland navigation ('CESNI').
- (3) CESNI was set up on 3 June 2015 in the framework of the Central Commission for the Navigation of the Rhine ('CCNR') in order to develop uniform technical standards for inland waterways in various fields, in particular as regards vessels and technical requirements for vessels. These standards are also referenced in the legal regime of the CCNR.
- (4) Annex II to Directive (EU) 2016/1629 provides that the technical requirements applicable to crafts are those set out in the European Standard laying down Technical Requirements for Inland Navigation vessels in its edition 2023/1 (ES-TRIN 2023/1). ES-TRIN lays down the uniform technical requirements necessary to ensure the safety of inland navigation vessels.
- (5) At its meeting on 17 October 2024, CESNI adopted a new edition of ES-TRIN, namely ES-TRIN 2025/1. The ES-TRIN 2025/1 especially introduces new rules concerning low flashpoint fuels, in particular storage and use of methanol, marking of hazardous areas and labelling of fuels, electric propulsion systems and lithium-ion accumulators, use of aluminium or fibre reinforced plastic for the construction of passenger vessels, abandonment of engine parameter protocol, recognition of field-testing exemption for engines, filling connections and appropriate colour codes, navigation and information equipment, in particular Inland AIS equipment, sewage

⁷ 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>).

treatment plants, elevating wheelhouses and transitional provisions for retractable wheelhouses, automatic pressurised water sprinkler systems, connecting pieces between anchor and chain and sleeping cabins.

- (6) Annex II to Directive (EU) 2016/1629 should thus be updated to provide that the technical requirements applicable to craft are those set out in ES-TRIN 2025/1 and should be applicable from 1 January 2026.
- (7) Directive (EU) 2016/1629 should therefore be amended accordingly,

HAS ADOPTED THIS REGULATION:

Article 1

Annex II to Directive (EU) 2016/1629 is replaced by the text in the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 1 January 2026.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 9.9.2025

For the Commission
The President
Ursula VON DER LEYEN