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**NOTE**

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| From: | Secretary-General of the European Commission, signed by Ms Martine DEPREZ, Director |
| To: | Ms Thérèse BLANCHET, Secretary-General of the Council of the European Union |
| No. prev. doc.: | 12861/1/25 ADD 1 |
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| Subject: | ANNEX to the proposal for a COUNCIL DECISION on the position to be taken on behalf of the European Union in the Specialised Committee on Road Transport established by the Trade and Cooperation Agreement between the European Union and the European Atomic Energy Community of the one part, and the United Kingdom of Great Britain and Northern Ireland, of the other part, on the amount and modalities of the UK's financial contribution to road transport information systems managed by the Union and amending Decision No 1/2022 of the Specialised Committee on Road Transport |

Delegations will find attached document COM(2025) 498 final/2 Downgraded on 4.11.2025.

Encl.: COM(2025) 498 final/2 Downgraded on 4.11.2025

EUROPEAN
COMMISSION

Brussels, 18.9.2025
COM(2025) 498 final/2
Downgraded on 4.11.2025

ANNEX

**ANNEX**

**to the proposal for a**

**COUNCIL DECISION**

**on the position to be taken on behalf of the European Union in the Specialised Committee on Road Transport established by the Trade and Cooperation Agreement between the European Union and the European Atomic Energy Community of the one part, and the United Kingdom of Great Britain and Northern Ireland, of the other part, on the amount and modalities of the UK's financial contribution to road transport information systems managed by the Union and amending Decision No 1/2022 of the Specialised Committee on Road Transport**

**Decision No [*insert number of this Decision – tbc* 3/2025] of the Specialised Committee on Road Transport**
**established by the Trade and Cooperation Agreement between the European Union and the European Atomic Energy Community, of the one part, and the United Kingdom of Great Britain and Northern Ireland, of the other part**

**of …**

**on the amount and modalities of the UK's financial contribution to road transport information systems managed by the Union and amending Decision No 1/2022 of the Specialised Committee on Road Transport**

THE SPECIALISED COMMITTEE ON ROAD TRANSPORT,

Having regard to the Trade and Cooperation Agreement between the European Union and the European Atomic Energy Community, of the one part, and the United Kingdom of Great Britain and Northern Ireland, of the other part[1] ('the Trade and Cooperation Agreement'), and in particular point (c) of Article 468(5) and Article 7(6) of Section 2 of Part A of Annex 31 thereto,

Whereas:

(1) Annex 31 of the Trade and Cooperation Agreement provides several instances where the Specialised Committee on Road Transport must decide on the modalities of exchange of information between the competent authorities of each Party in relation to the transport of goods by road under the Trade and Cooperation Agreement.

(2) First, Section 2 of Part A of Annex 31 to the Trade and Cooperation Agreement provides for a system of exchange of information on the posting of drivers in road transport, through the Union's Internal Market Information System (IMI). That system is managed by the European Commission, and the technical modalities of this exchange of information are laid down in Decision No 1/2022 of the Specialised Committee on Road Transport.[2] The contribution of the United Kingdom to the development costs of the road transport posting declaration module of IMI was paid in 2022, in accordance with Article 5(2) of Decision No 1/2022 of the Specialised Committee on Road Transport.

(3) Second, Article 14 of Section 1 of Part A of Annex 31 to the Trade and Cooperation Agreement provides that Parties are to exchange information inter alia on serious

[1] OJ L 149, 30.04.2021, p. 10.

[2] Decision No 1/2022 of the Specialised Committee on Road Transport established by the Trade and Cooperation Agreement between the European Union and the European Atomic Energy Community, of the one part, and the United Kingdom of Great Britain and Northern Ireland, of the other part of 21 November 2022 on the technical and procedural specifications of the use of the Internal Market Information System (IMI) by the United Kingdom, the participation of the United Kingdom in the administrative cooperation under Article 6 of Section 2 of Part A of Annex 31 to the Trade and Cooperation Agreement and the amount and modalities of the financial contribution to be made by the United Kingdom to the general budget of the Union in respect of the cost generated by its use of IMI (OJ L 75, 14.3.2023, p. 26, ELI: http://data.europa.eu/eli/dec/2023/578/oj).

infringements committed by operators in the other Party. The modalities of the exchange of information are laid down in Decision No 2/2025 of the Specialised Committee on Road Transport.[3] The European Registers of Road Transport Undertakings (ERRU), managed by the European Commission, is used for that purpose. The United Kingdom participated to the development costs of ERRU as a Member State of the Union.

(4) Article 714 of the Trade and Cooperation Agreement provides that the participation of the United Kingdom to Union programmes, activities or parts thereof must also be subject to an annual financial contribution.

(5) While the technical modalities of exchange of information are specific to each information system and are therefore laid down in distinct decisions of the Specialised Committee on Road Transport, it is appropriate, given the limited amounts concerned and the administrative procedures required to process payments, to establish a single annual financial contribution of the United Kingdom for its participation in road transport information systems managed by the European Commission under the framework of the Trade and Cooperation Agreement.

(6) Decision No 1/2022 of the Specialised Committee on Road Transport provides for the specific contribution of the United Kingdom to the IMI, it is therefore necessary to amend it.

(7) To ensure the proper functioning of Title I of Heading Three of the Trade and Cooperation Agreement, the Specialised Committee on Road Transport should therefore establish the annual contribution to be paid by the United Kingdom to road transport information systems managed by the Union.

HAS ADOPTED THIS DECISION:

*Article 1*

**Objective**

This Decision lays down the amount and modalities of the United Kingdom's financial contribution to information systems which are managed by the Union in the field of road transport.

*Article 2*

**Scope**

The contribution laid out in Article 3 represents the United Kingdom's annual financial contribution to:

– the Internal Market Information System Road Transport Posting Declaration module (IMI); and

– the European Registers of Road Transport Undertakings (ERRU).

[3] [Reference when published].

*Article 3*

**Amount and modalities of the financial contribution of the United Kingdom**

1. The United Kingdom shall contribute annually to the costs of the information systems listed in Article 2. The annual contribution shall apply as of 1 January 2026. It shall be comprised of:
   - an operational and maintenance contribution;
   - a participation fee for access to ERRU. The participation fee shall be 4 % of the annual operational contribution and shall not be subject to retrospective adjustments.
2. For the first year the annual contribution shall be paid within 20 days from the date of the entry into force of this Decision. For the following years it shall be paid by 30 June of the contribution year. The amount of the contribution for the first year shall be fixed at EUR 114305.10 and shall be revised according to the development of the European Consumer Price Index (HICP) every year thereafter. The European Commission shall communicate the revised amount to the United Kingdom in writing.
3. For the purpose of the calculation of the financial contribution for the following years, the initial operational and maintenance contribution is comprised of an operational and maintenance contribution of EUR 91541.58 for IMI and an operational and maintenance contribution of EUR 21888 for ERRU.
4. The contribution referred to in paragraph 2 shall be paid in euros into the euro-denominated bank account of the Commission indicated in the debit note.

*Article 4*

**Amendment to Decision No 1/2022 of the Specialised Committee on Road Transport**

Article 5 of Decision No 1/2022 of the Specialised Committee on Road Transport is replaced by the following:

‘The United Kingdom shall contribute annually to the operational and maintenance costs of IMI in the framework set out in Decision No 3/2025 of the Specialised Committee on Road Transport.’.

*Article 5*

**Substantial changes to operations and maintenance costs**

In case of a substantial change to the overall costs of one of the information systems listed in Article 2, due to technological adaptations or for other reasons, the Specialised Committee for Road Transport shall adopt a new decision on the United Kingdom’s financial contribution, at the request of one of the Co-chairs of the Committee.

*Article 6*

**Entry into force and application**

This Decision shall enter into force on the day following its adoption.

*For the Specialised Committee on Road Transport*

*The Co-chairs*