



2025/2418

1.12.2025

COUNCIL DECISION (EU) 2025/2418

of 27 October 2025

on the position to be taken on behalf of the European Union within 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 United Kingdom's financial contribution to certain road transport information systems managed by the Union and the amendment to Decision No 1/2022 of the Specialised Committee on Road Transport

THE COUNCIL OF THE EUROPEAN UNION,

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

Having regard to the proposal from the European Commission,

Whereas:

- (1) 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 (the 'Trade and Cooperation Agreement'), was concluded by the Union by Council Decision (EU) 2021/689 ⁽¹⁾ and entered into force on 1 May 2021.
- (2) Annex 31 to the Trade and Cooperation Agreement provides several instances where the Specialised Committee on Road Transport, established under Article 8(1), point (o), of that Agreement (the 'Specialised Committee on Road Transport'), is to 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.
- (3) Section 2, 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). IMI is managed by the Commission, and the technical modalities of that 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.

⁽¹⁾ Council Decision (EU) 2021/689 of 29 April 2021 on the conclusion, on behalf of the Union, of 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, and of the Agreement between the European Union and the United Kingdom of Great Britain and Northern Ireland concerning security procedures for exchanging and protecting classified information (OJ L 149, 30.4.2021, p. 2, ELI: <http://data.europa.eu/eli/dec/2021/689/oj>).

⁽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>).

- (4) Article 14, Section 1, Part A of Annex 31 to the Trade and Cooperation Agreement provides that each Party is to exchange information, inter alia, on serious infringements committed by operators in the other Party. The European Registers of Road Transport Undertakings (ERRU), managed by the Commission, is used for that exchange of information and the modalities thereof are subject to a separate Union position laid down in Council Decision (EU) 2025/2417 ⁽³⁾. The United Kingdom contributed to the development costs of ERRU as a Member State of the Union.
- (5) Article 714 of the Trade and Cooperation Agreement provides that the participation of the United Kingdom in Union programmes, activities or parts thereof is to be subject to an annual financial contribution.
- (6) While the technical modalities of the 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 certain road transport information systems managed by the Commission under the framework of the Trade and Cooperation Agreement.
- (7) Decision No 1/2022 of the Specialised Committee on Road Transport provides for the specific contribution of the United Kingdom to the IML, it is therefore necessary to amend it.
- (8) To ensure the proper functioning of Title I of Heading Three of Part Two 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 certain road transport information systems managed by the Union.
- (9) It is appropriate to establish the position to be taken on the Union's behalf in the Specialised Committee on Road Transport, as the envisaged act will be binding on the Union.
- (10) The position of the Union within the Specialised Committee on Road Transport should therefore be based on the draft Decision of that Committee attached to this Decision,

HAS ADOPTED THIS DECISION:

Article 1

The position to be taken on the Union's behalf within the Specialised Committee on Road Transport, established by Article 8(1), point (o), of 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 (the 'Specialised Committee on Road Transport'), as regards the amount and modalities of the United Kingdom's financial contribution to certain road transport information systems managed by the Union and the amendment to Decision No 1/2022 of the Specialised Committee on Road Transport, is set out in the draft Decision of the Specialised Committee on Road Transport attached to this Decision.

Article 2

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

Done at Luxembourg, 27 October 2025.

For the Council

The President

J. JENSEN

⁽³⁾ Council Decision (EU) 2025/2417 of 27 October 2025 on the position to be taken on behalf of the European Union within 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 national electronic registers of road transport undertakings and the modalities of the exchange of information contained in those registers (OJ L, 2025/2417, 1.12.2025, ELI: <http://data.europa.eu/eli/dec/2025/2417/oj>).

DRAFT

**DECISION No .../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 United Kingdom's financial contribution to certain road
transport information systems managed by the Union and the amendment to 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 to the Trade and Cooperation Agreement provides several instances where the Specialised Committee on Road Transport is to 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) 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) 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 infringements committed by operators in the other Party. The modalities of the exchange of information are laid down in Decision No .../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 contributed 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 in Union programmes, activities or parts thereof is also to be subject to an annual financial contribution.

⁽¹⁾ OJ EU L 149, 30.04.2021, p. 10, ELI: [http://data.europa.eu/eli/agree_internation/2021/689\(1\)/oj](http://data.europa.eu/eli/agree_internation/2021/689(1)/oj).

⁽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 EU L 75, 14.3.2023, p. 26, ELI: <http://data.europa.eu/eli/dec/2023/578/oj>).

⁽³⁾ Decision No .../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 national electronic registers of road transport undertakings and the modalities of the exchange of information contained in those registers (OJ EU L, ..., ELI: ...).

- (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).

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; and
 - 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 114 305,10 and shall be revised in accordance with 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 91 541,58 for IMI and an operational and maintenance contribution of EUR 21 888 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 .../2025 of the Specialised Committee on Road Transport (*).

(*) Decision No .../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 United Kingdom's financial contribution to certain road transport information systems managed by the Union and the amendment to Decision No 1/2022 of the Specialised Committee on Road Transport (OJ EU L, ..., ELI: ...).

*Article 5***Substantial changes to operations and maintenance costs**

In the 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.

Done at ..., ...

*For the Specialised Committee
on Road Transport
The Co-chairs*
