

Rotterdam, 16 September 2026

Overview of the amendments introduced in ES-TRIN 2025 and in ES-TRIN 2027 (draft)

Technical requirements for inland vessels were established to

- guarantee a high level of **safety** in inland navigation,
- protect the **environment** and the **people** on board
- support the sector's **energy transition, digitalization** and **innovation**

One standard with

- General provisions for **vessel construction, arrangement and equipment**
- **Special provisions per vessel type** (e.g. passenger vessels or floating equipment)
- Instructions on **how to apply** the technical standard (ESI)

Regular updates (every two years).

- Adoption year N-1 ; ES-TRIN edition N ; Entry into force year N+1
- References in CCNR, EU, DC legal frameworks

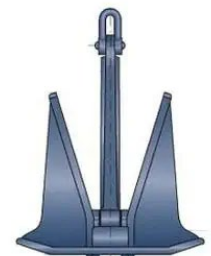
Available in **4 languages** (German, English, French, Dutch)



Summary

- Electric propulsion systems
- Elevating wheelhouses and transitional provisions for retractable wheelhouses
- Low flashpoint fuels (mainly methanol)
- Engines (reduction of administrative work)
- Lithium-ion accumulators
- Anchor equipment (follow-up of Zagreb meeting)
- On-board sewage treatment plants
- Use of aluminium or fibre reinforced plastic for passenger vessels
- Filling connections and appropriate colour codes
- Inland AIS equipment
- Editorial corrections, update EN/ISO/IEC and deletion of expired transitional provisions

Detailed list of amendments = Explanatory notice on CESNI website



Feedback from implementation

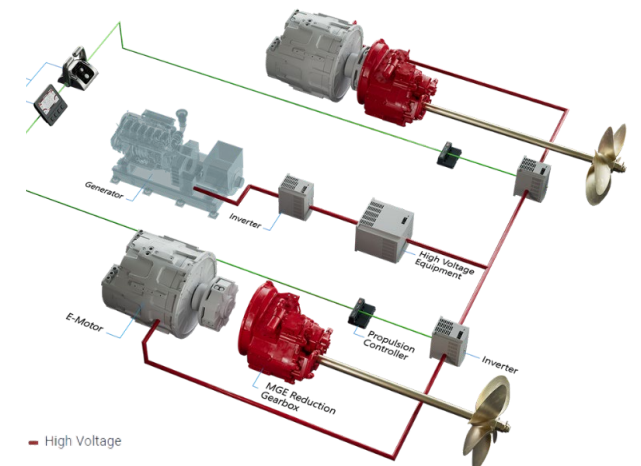
- 72 comments and proposals were collected from inspection bodies and the sector, revealing practical difficulties and provisions open to interpretation.

Key changes

- More technology-neutral rules (e.g. control and alarm provisions were consolidated)
- More proportionate energy-source requirements:
 - systematic requirement for two electrical energy sources was replaced by requirements reflecting the number of main propulsors
- Clearer structure and documentation
- Rules concerning generators, power electronics, externally cooled motors and propulsion asymmetry were revised.
- Testing: control concept was substantially reworked

Many thanks to all contributors!

Ongoing revision of the FAQ electric propulsion systems



Summary

- Single table of transitional provisions
- Low flashpoint fuels (mainly gaseous hydrogen)
- Track guidance assistants and reorganisation of Annex 5
- Electronic equipment, and systems and networks
- Transitional provisions for electric propulsion systems
- Jacketed piping system for existing engines
- Spray foam fire extinguishers
- Editorial corrections and update EN/ISO/IEC

Detailed list of amendments = CESNI/PT (25) 1 rev. 3



- 15-20% of the fleet equipped with TGAIN = **building block** for automation of inland navigation

- **Minimum requirements** (type-approval + installation test on board a specific vessel)
 - for new TGAIN installed **after 1.1.2028**, as well transitional provisions for existing ones
 - list of warnings and alarms, incl. before a foreseeable lock passage
 - automatic recording of key data when the TGAIN is activated
 - visualisation in accordance with ES-RIS

- **Awareness monitoring systems requirements** (standalone or within TGAIN)
ensure that the person at helm is present at all times

Time	0		3min		4min		5min	
Alarm	Dormant period		Optical alarm		Acoustic alarm		General alarm	

- **Rate-of-turn regulators connected to a TGAIN**
e.g. always possible deactivate the TGAIN by operating the steering lever

- **Reorganisation of Annex 5** (no legal change) – **radar, AIS, tachographs...**



THANK YOU
very much for your
attention!

