

Vehicles Act

(1090/2002; amendments up to 402/2005 included)

Chapter 1 – General provisions

Section 1 – Scope of application

- (1) This Act applies to vehicles used on roads referred to in the Road Traffic Act (267/1981) and elsewhere in terms of their
 - 1) classification;
 - 2) construction, control devices, equipment and environmental characteristics;
 - 3) approval for transport use and registration;
 - 4) periodical and other inspections carried out in order to examine and modify the maintenance of a vehicle and the data entered in the register.
- (2) This Act also applies to technical roadside inspections of vehicles used in road traffic.
- (3) Furthermore, this Act applies to importation, production for sale, marketing, sales and other types of supply as well as installation and reparation of components, separate technical units and bicycles whose technical characteristics or approval marks are provided for in or pursuant to this Act.
- (4) This Act and provisions laid down pursuant to it applies to military vehicles. If it is considered necessary on grounds of the specific use or construction of a military vehicle, it may be enacted by decree of the Ministry of Defence that all provisions included in or laid down pursuant to this Act shall not apply to such military vehicles.

Section 2 – Vehicles outside the scope of application

- (1) This Act shall not apply to vehicles which are solely used on building sites restricted from the general traffic or in factory, harbour, storage, racing or equivalent areas. However, section 4(1 and 2) on the general safety requirements concerning vehicles, section 9 on the responsibility for the maintenance, registration and inspection of a vehicle as concerns responsibility, section 84 on the immobilisation of a vehicle, section 85 on the imposition of a surveillance inspection, section 86 on the obligation to repair a vehicle and section 96 on penalties shall apply to such vehicles too.
- (2) Neither shall this Act apply to any wheelchair or equivalent vehicle which is intended for disabled persons, manually operated and equipped with an engine having a power output not exceeding 1 kW and which has a maximum design speed not exceeding 15 km/h nor to any kick sled, toy vehicle or equivalent device which is not fitted with an engine.

Section 3 – Definitions (1328/2004)

For the purposes of this Act,

- 1) *vehicle* means any device intended to move on the ground but not running on rails;
- 2) *power-driven vehicle* means any vehicle operated by power; motor vehicles comprise cars, mopeds and motorcycles, vehicles of category L falling outside these categories as well as tractors, public works vehicles and off-road vehicles;
- 3) *towed vehicle* means any non-self-propelled vehicle which is intended to be coupled to another vehicle; towed vehicles comprise trailers and towed devices;

- 4) *emergency vehicle* means any power-driven vehicle equipped with light and sound signalling devices; emergency vehicles comprise rescue, police and military police vehicles, ambulances and other equivalent vehicles as well as vehicles for the official use of the Finnish Frontier Guard or the National Board of Customs;
- 5) *military vehicle* means any vehicle in the possession of the Finnish Defence Forces as well as any vehicle intended for peacekeeping operations of the United Nations and located in Finland;
- 6) *EEA country* means any country within the European Economic Area;
- 7) *register* means a register of vehicles as referred to in the Vehicular and Driver Data Register Act (541/2003);
- 8) *type-approval* means a procedure in which the approval authority certifies that a vehicle type, a system, a component or a separate technical unit meets the relevant technical requirements; type approvals comprise EC type-approvals, E type-approvals, national type-approvals and small-series type-approvals;
- 9) *multi-stage type-approval* means a procedure in which the approval authority alone or together with the approval authority of another EEA country certifies that an incomplete or complete vehicle type meets the relevant technical requirements, in accordance with the stage of production;
- 10) *registration inspection* means an inspection which is carried out for the purposes of classifying an individual vehicle, verifying the data necessary for the registration and checking the safety of the vehicle maintenance as well as the conformity of its construction, dimensions and equipment to the provisions;
- 11) *coupling inspection* means an inspection which is carried out for the purposes of approving the coupling between the towing and the towed vehicle(s);
- 12) *modification inspection* means an inspection which is carried out for the purposes of approving the modifications made in a vehicle and amending or supplementing vehicle-related data entered in the register;
- 13) *periodic inspection* means an inspection which is stipulated to be carried out periodically during the use of a vehicle for the purposes of examining the maintenance of the vehicle and the data entered in the register;
- 14) *technical roadside inspection* means an inspection which is carried out on the road for the purposes of examining the maintenance of a vehicle used in road traffic and the data entered in the register;
- 15) *registration* means entering data on vehicle identification, ownership, transport use and technical characteristics and amendments to this data in the register;
- 16) *first registration* means the first registration of a vehicle in Finland;
- 17) *prior notification* means notification of data on a new vehicle to the data controller prior to the first registration;
- 18) *system* means vehicle equipment which is an integral part of a vehicle and cannot usually be separated, for example braking system, exhaust-emission control system or interior fittings;
- 19) *component* means a device, such as a lamp, which is intended to be part of a vehicle, which may be removed from the vehicle or installed into it and which may be type-approved independently;
- 20) *separate technical unit* means a device which is intended to be part of a vehicle, which is related to a certain vehicle type and which may be type-approved independently or as part of the said vehicle type, such as an underrun protective device, and a device which is separate from the vehicle and used in traffic, such as a protective helmet or a child restraint;
- 21) *manufacturer* means the person or body responsible to the approval authority for all aspects of the type-approval process and for ensuring conformity of production; the

manufacturer needs not be involved in all stages of the construction of a vehicle, system, component or separate technical unit;

22) *manufacturer's representative* means a corporation which carries on trade in or importation of vehicles, systems, components and separate technical units and is entered in the Finnish Business Information System; the representative is authorised by the manufacturer and avails itself of technical data which is related to the construction and equipment of the vehicles, components and separate technical units and which is a prerequisite for approval.

Section 4 – General safety requirements concerning vehicles

- (1) A vehicle shall be suitable for transport use, and its construction, equipment, maintenance and other characteristics shall be safe and in conformity with the relevant provisions. The construction, equipment and external shape shall not constitute any danger.
- (2) A vehicle shall be easily controlled in usual driving situations. The control devices shall be constructed and placed so that they are easy and safe to use while driving. The control devices, measuring instruments and signal lamps shall not deviate from the systems of other vehicles of the same category to an extent which would cause discomfort or danger.
- (3) The safety requirements concerning vehicles are laid down in Chapter 4.

Section 5 – Obligation to repair defects and faults

If a defect or fault is found in the construction or equipment of a vehicle, the vehicle shall not be used in traffic until the defect or fault has been repaired. However, this prohibition shall not apply to defects or faults found en route and deemed insignificant considering the circumstances; it is required that the defect or fault has probably come into being during the journey, could not have been immediately noticed and repaired by the driver and cannot be repaired en route without considerable difficulty.

Section 6 – Approval of vehicles, systems, components and separate technical units for transport use (1328/2004)

- (1) Transport use of a power-driven vehicle and a towed vehicle which can be coupled to the power-driven vehicle or to its trailer is prohibited unless the vehicle type or the individual vehicle has been approved for transport use in an appropriate manner.
- (2) Components, separate technical units and bicycles which are not in conformity with this Act and provisions laid down pursuant to it and which do not bear approval marks in accordance with these provisions if such is required in the provisions shall neither be imported for sale nor produced for sale in Finland, placed on market, sold, supplied otherwise nor be used in traffic.
- (3) Approval of vehicles, systems, components and separate technical units is provided for in Chapters 5 and 7, and surveillance of importation, production and sales of components, separate technical units and bicycles is provided in Chapter 10.

Section 7 – Modification of vehicle construction, building of vehicles and reparation of damaged vehicles

- (1) The construction of a vehicle used in traffic shall not be modified after its entry into service so that the vehicle would no longer meet the relevant requirements, unless otherwise provided by decree of the Ministry of Transport and Communications on minor derogations. If 50 per cent or more of the original parts are replaced, the vehicle shall be submitted to a registration inspection and entered in the register as a built vehicle or as a

built and modified vehicle. Provisions on car tax on a built vehicle are laid down in the Car Tax Act (1482/1994).

- (2) Further provisions on the vehicle parts in proportion to complete vehicles, conditions for modifying vehicle structures, repairation of damaged vehicles and building of vehicles shall be laid down by decree of the Ministry of Transport and Communications.

Section 8 – Registration and inspection of vehicles

- (1) A power-driven vehicle and a trailer which is coupled to the power-driven vehicle or to its trailer shall be registered and inspected in an appropriate manner, unless otherwise provided in or pursuant to this Act. If a power-driven vehicle and a trailer, which is coupled to the power-driven vehicle or to its trailer, are not registered and inspected in an appropriate manner, they shall not be used in traffic (*ban on use*).
- (2) Provisions on periodic inspections are laid down in Chapter 6, registration, modification and coupling inspections in Chapter 7 and registration in Chapter 8.

Section 9 – Responsibility for the maintenance, registration and inspection of a vehicle

- (1) The vehicle owner or alternatively its holder entered in the register as well as the driver shall be responsible for the roadworthiness of a vehicle used in traffic and, if required, for its registration and inspection in an appropriate manner.
- (2) If a vehicle is driven by an employee of its owner or holder, the employer shall see to the roadworthiness of the vehicle when it is supplied to the employee and to the sufficiently frequent inspection and servicing of the vehicle in order to keep it roadworthy. The driver shall immediately inform the employer of defects which he or she has noticed in the maintenance of the vehicle and which he or she cannot repair him or herself.

Chapter 2 – Basic classification of vehicles

Section 10 – Motor vehicle

- (1) *Vehicle of category M or N (motor vehicle)* is a power-driven vehicle intended for the carriage of persons or goods, has at least four wheels or is tracklaying and has a maximum design speed exceeding 25 km/h. However, a four-wheel vehicle which is deemed to fall within category L pursuant to section 13 or regarded as a tractor or a public works vehicle pursuant to section 14 or 15 shall not be regarded as a vehicle of category M or N.
- (2) Vehicles of categories M and N are divided into the following subcategories:
 - 1) *vehicle of category M₁ (passenger car)* is a vehicle constructed for the carriage of persons and comprises no more than eight seats in addition to the driver's seat;
 - 2) *vehicle of category M₂ or M₃ (bus or coach)* is a vehicle constructed for the carriage of persons and comprises more than eight seats in addition to the driver's seat; the total mass of a vehicle does not exceed 5 tonnes in the case of category M₂ and exceeds 5 tonnes in the case of category M₃;
 - 3) *vehicle of category N₁ (van)* is a vehicle which is constructed for the carriage of goods and has a total mass not exceeding 3.5 tonnes; and
 - 4) *vehicle of category N₂ or N₃ (lorry)* is a vehicle which is constructed for the carriage of goods and has a total mass exceeding 3.5 tonnes; the total mass of a vehicle does not exceed 12 tonnes in the case of category N₂ and exceeds 12 tonnes in the case of category N₃.
- (3) When classifying vehicles of categories M and N, vehicle equipment constructed for special purposes – such as cranes, concrete pumps and maintenance tools – shall be regarded as equivalent to goods.

(4) Provisions on the construction and dimensions of a motor vehicle and other prerequisites for tax exemption or tax reduction shall be laid down in the Car Tax Act, as appropriate. Further provisions on the subcategories of vehicles of categories M and N shall be laid down by decree of the Ministry of Transport and Communications, as appropriate.

Section 11 - Moped

- (1) *Vehicle of category L_{1e} or L_{2e} (moped)* is a two-wheel (category L_{1e}) or three-wheel (category L_{2e}) power-driven vehicle which has a maximum design speed not exceeding 45 km/h.
- (2) The cylinder capacity of the engine in a vehicle of category L_{1e} does not exceed 50 cm³ in the case of an internal combustion engine and the maximum net power output does not exceed 4 kW in the case of an electric motor. *Low-performance moped* is a two-wheel moped with pedals, with a maximum design speed not exceeding 25 km/h and an engine with a maximum net power output not exceeding 1 kW.
- (3) The cylinder capacity of the engine in a vehicle of category L_{2e} does not exceed 50 cm³ in the case of a positive ignition engine and the maximum net power output does not exceed 4 kW in the case of an internal combustion engine or an electric motor.

Section 12 - Motorcycle

Vehicle of category L_{3e} or L_{4e} (motorcycle) is a two-wheel power-driven vehicle without a sidecar (category L_{3e}) or with a sidecar (category L_{4e}), fitted with an engine having a cylinder capacity of more than 50 cm³ in the case of an internal combustion engine or having a maximum design speed of more than 45 km/h.

Section 13 – Motor tricycle, quadricycle and light quadricycle

- (1) *Vehicle of category L_{5e} (motor tricycle)* is a power-driven vehicle with three symmetrically arranged wheels and fitted with an engine having a cylinder capacity of more than 50 cm³ in the case of an internal combustion engine or having a maximum design speed of more than 45 km/h.
- (2) *Vehicle of category L_{6e} (light quadricycle)* is a four-wheel power-driven vehicle whose unladen mass does not exceed 350 kg, not including the mass of the batteries in the case of electric vehicles, and whose maximum design speed does not exceed 45 km/h. The cylinder capacity of the engine in a vehicle of category L_{6e} does not exceed 50 cm³ in the case of a positive ignition engine and the maximum net power output does not exceed 4 kW in the case of another type of internal combustion engine or an electric motor.
- (3) *Vehicle of category L_{7e} (quadricycle)* is a four-wheel power-driven vehicle whose unladen mass does not exceed 400 kg (550 kg for vehicles intended for the carriage of goods), not including the mass of the batteries in the case of an electric vehicle, and whose maximum net power output does not exceed 15 kW.

Section 14 –Tractor (1328/2004)

- (1) Vehicle of category T or C or a traffic tractor (*tractor*) is a power-driven vehicle, either wheeled or tracklaying, which:
 - 1) has at least two axles;
 - 2) has the maximum design speed of at least 6 km/h;
 - 3) operates mainly by means of tractive force;
 - 4) is specifically designed to pull, push, actuate or carry exchangeable implements used

- primarily in agriculture or forestry or to pull trailers used in agriculture or forestry.
- (2) Tractor may be equipped for the carriage of loads in connection with agriculture and forestry and it may have passenger seats. However, machinery especially designed for forestry such as skidders and forwarders referred to in the ISO standard 6814:2000 or forestry machinery built on a chassis of earth-moving machinery referred to in the ISO standard 6165:2001 are not regarded as tractors.
- (3) Tractors are divided into the following categories on the basis of their characteristics:
- 1) Category T₁: wheeled tractors with a maximum design speed of not more than 40 km/h, with the closest axle to the driver having a minimum track width of not less than 1.15 m, with an unladen mass, in running order, of more than 0.6 tonnes, and with a ground clearance of not more than 1 m;
 - 2) Category T₂: wheeled tractors with a maximum design speed of not more than 40 km/h, with a minimum track width of less than 1.15 m, with an unladen mass, in running order, of more than 0.6 tonnes and with a ground clearance of not more than 0.6 m. However, where the height of the centre of gravity of the tractor measured in relation to the ground divided by the average minimum track for each axle exceeds 0,90, the maximum design speed is restricted to 30 km/h;
 - 3) Category T₃: wheeled tractors with a maximum design speed of not more than 40 km/h, and with an unladen mass, in running order, of not more than 0.6 tonnes;
 - 4) Traffic tractor is a tractor equipped with centre pivot steering operated by means of hydraulic pressure and intended for the carriage of goods. Other tractors used for the carriage of goods and equipped with a trailer having a towable mass exceeding 10 tonnes are also classified as traffic tractors. However, a tractor used for carriages referred to in section 7 of the Fuel Charge Act (1280/2003) shall not be regarded as a traffic tractor. The maximum design speed of a traffic tractor does not exceed 50 km/h;
 - 5) Category C: tractors that are propelled and steered by endless tracks.
- (3) Further provisions on the subcategories of tractors shall be laid down by decree of the Ministry of Transport and Communications, as appropriate.

Section 15 – Public works vehicle

Public works vehicle is:

- 1) a power-driven vehicle which is constructed or equipped as a work machine and has a maximum design speed not exceeding 40 km/h;
- 2) a power-driven vehicle other than a motor vehicle constructed for use in road maintenance even though its maximum design speed exceeds 40 km/h; or
- 3) a terminal pull tractor which is constructed for transferring trailers and platforms in harbours and other terminal areas and has a maximum design speed not exceeding 50 km/h, unless the vehicle is regarded as a lorry or a traffic tractor.

Section 16 – Off-road vehicle

- (1) *Off-road vehicle* is a power-driven vehicle constructed for carrying persons or goods or pulling other vehicles on ice, snow or marshy ground or to move supported by the ground, such as a motor sled or an air cushion vehicle. However, a vehicle which is intended to be driven on other roads in addition to the snowmobile routes shall not be regarded as an off-road vehicle.
- (2) *Motor sled* is an off-road vehicle fitted with runners or tracks. *Snowmobile* is a motor sled which is fitted with tracks, which has seats for no more than two persons in addition to the driver and whose unladen mass does not exceed 0.5 tonnes.

Section 17 - Trailer

- (1) *Vehicle of categories O₁-O₄ (trailer)* is a towed vehicle constructed for the carriage of persons or goods or for touring purposes.
- (2) Trailers are divided into the following subcategories on the basis of the total mass:
 - 1) a trailer with a total mass not exceeding 0.75 tonnes is classified as a vehicle of category O₁ (*light trailer*);
 - 2) a trailer with a total mass exceeding 0.75 tonnes but not exceeding 3.5 tonnes is classified as a vehicle of category O₂;
 - 3) a trailer with a total mass exceeding 3.5 tonnes but not exceeding 10 tonnes is classified as a vehicle of category O₃; and
 - 4) a trailer with a total mass exceeding 10 tonnes is classified as a vehicle of category O₄.
- (3) *Vehicle of category R* is a trailer coupled to a tractor for the purpose of carrying goods.
- (4) Provisions on the subcategories of trailers on the basis of their construction shall be laid down by decree of the Ministry of Transport and Communications.

Section 18 – Towed device

- (1) *Towed device* means a towed vehicle other than a trailer.
- (2) Towed device also means:
 - 1) a *carriage* which is intended for coupling a special transport semi-trailer, which imposes a similar load as a semi-trailer and which distributes the load from the trailer to the fifth wheel of the towing vehicle and to the axle(s) of the carriage; and
 - 2) a *dolly* coupled to a vehicle of category M₁ or N₁ and used primarily for the purpose of towing a damaged vehicle.

Section 19 – Non-motorised vehicles

- (1) *Bicycle* means a non-motorised vehicle constructed for the carriage of one or several persons or goods, fitted with at least two wheels and pedals or hand-crank. A vehicle which is equipped with an electric motor which has a power output not exceeding 250 W, which works only when pedalling and which is cut off at the latest when the vehicle reaches a speed of 25 km/h shall also be regarded as a bicycle.
- (2) Further provisions on the classification of other non-motorised vehicles shall be laid down by decree of the Ministry of Transport and Communications, as appropriate.

Chapter 3 – Further classification of special purpose vehicles

Section 20 – Rescue vehicle and police vehicle

- (1) *Rescue vehicle* is a vehicle of category M or N, with a total mass exceeding 3.5 tonnes and constructed particularly for use in fire or rescue services. Rescue vehicle is also a vehicle of category M or N which is in the possession of a municipal or state authority of the rescue administration, the Emergency Services College or the Finnish Civil Aviation Administration and which is only used in fire and rescue services. A vehicle which is in the possession of a fire brigade and has at least eight seats in addition to the driver's seat is also regarded as a rescue vehicle.
- (2) *Police vehicle* is a vehicle of category M or L, constructed and equipped particularly for police forces.
- (3) Provisions on the construction, equipment and colour of a rescue vehicle, as required by the rescue services, as well as the equipment, identification colours and symbols shall be laid down by decree of the Ministry of the Interior. Identification colours and symbols of a police vehicle defined in the said decree shall not be used in other vehicles. Provisions on

the signal and warning lamps as well as sound signalling devices of rescue vehicles and police vehicles shall be laid down by decree of the Ministry of Transport and Communications.

Section 21 - Ambulance

- (1) *Ambulance* is a vehicle of category M constructed for the carriage of sick or injured people and having special equipment for such purpose.
- (2) Provisions on the construction and equipment of an ambulance required for a tax exemption or a tax reduction shall be laid down in the Car Tax Act, as appropriate. Provisions on further classification of ambulances, the dimensions of the body and the patient compartment, performance standards as well as medical and other equipment shall be laid down by decree of the Ministry of Social Affairs and Health, as appropriate. Provisions on the signal and warning lamps as well as sound signalling devices of ambulances shall be laid down by decree of the Ministry of Transport and Communications.

Section 22 – Motor caravan

- (1) *Motor caravan* is a special purpose vehicle of category M constructed to include a living compartment which contains at least the following rigidly fixed equipment:
 - 1) seats and a table which may be easily removed;
 - 2) sleeping accommodation which may be converted from the seats;
 - 3) cooking facilities; and
 - 4) storage facilities.
- (2) Provisions on the construction and equipment of a motor caravan, which is tax-free or for which reduced tax is paid, shall be laid down in the Car Tax Act, as appropriate.

Section 23 – Hearse

- (1) *Hearse* is a vehicle of category M intended for the transport of deceased people and having special equipment for such purpose.
- (2) Provisions on the control devices, construction, equipment and colour of a hearse, which is tax-free or for which reduced tax is paid, shall be laid down in the Car Tax Act, as appropriate.

Section 24 – Vehicle of historic interest

- (1) *Vehicle of historic interest* is a vehicle which is approved as a vehicle of historic interest by an inspection station on the basis of a statement of a nationally registered historic vehicle organisation, was manufactured at least 30 years earlier and has either been kept in a condition equivalent to its original condition or restored in an appropriate manner.
- (2) The Finnish Vehicle Administration may give further instructions on the contents of the statement referred to in subsection 1 and on the procedure for approving a vehicle as a vehicle of historic interest.

Chapter 4 – Construction, control devices, equipment and environmental characteristics of vehicles

Section 25 – Construction, control devices and equipment of vehicles (1328/2004)

- (1) In order to be safe to use, a vehicle used in traffic shall have:

- 1) a steering device which is reliable in operation;
 - 2) a service brake in the cases of a power-driven vehicle, a bicycle and a trailer coupled to a motor vehicle or to a traffic tractor;
 - 3) tyres and rims or tracks or skids which are equivalent to the load imposed on them;
 - 4) a fireproof fuel system in the case of a power-driven vehicle;
 - 5) necessary lamps, reflex reflectors and retro-reflective plates;
 - 6) a warning triangle in the case of a vehicle whose total mass exceeds 500 kg;
 - 7) structures and devices in the cabin and the passenger compartment of a vehicle of category M or N₁ for the purpose of protecting the driver and the passengers in the event of a collision;
 - 8) sufficient visibility from the driver's seat to the front, to the sides and to the rear; visibility to the rear may be arranged with rear-view mirrors or other equivalent systems, as appropriate;
 - 9) a windscreen and necessary devices to ensure visibility through the windscreen in all weather conditions in the case of a vehicle with an enclosed cabin;
 - 10) necessary devices and structures to protect light vehicles in the event of a collision;
 - 11) a sound signalling device in the case of a power-driven vehicle and a bicycle;
 - 12) a speedometer in the case of a power-driven vehicle and a speed limitation device in the case of a vehicle of category M₂, M₃, N₂ or N₃;
 - 13) a reversing device in the case of a power-driven vehicle with four or more wheels.
- (2) A vehicle of category M₁ used in passenger transport requiring permit shall be equipped with a taximeter. Other vehicles shall not be equipped with taximeters.
 - (3) A vehicle of category M₁, N₁ or L_{3e}-L_{7e} shall be equipped with a device to prevent unauthorised use of the vehicle.
 - (4) Provisions on tachographs are laid down in Council Regulation (EEC) No 3821/85 on recording equipment in road transport. In addition to the provisions of the said regulation, a traffic tractor used in goods transport requiring permit shall be equipped with a tachograph.

Section 26 – Vehicle identification number and manufacturer's plate

A power-driven vehicle and a trailer used in traffic shall bear a vehicle identification number given by the manufacturer, the Finnish Vehicle Administration, an inspection station or a foreign authority in charge of vehicle registration. Furthermore, a motor vehicle and its trailer, a vehicle of category L and a tractor shall be equipped with a manufacturer's plate.

Section 27 – Further provisions on the construction, control devices and equipment of vehicles

- (1) Further provisions on the construction, control devices and equipment of vehicles used in traffic as well as the vehicle identification number and the manufacturer's plate shall be laid down by decree of the Ministry of Transport and Communications. Derogations from the requirements on the structures, control devices and equipment on the basis of the use of vehicles, the requirements of road safety and the technical feasibility of the requirements may be laid down by decree of the Ministry of Transport and Communications.
- (2) Provisions on authorisation of the Finnish Vehicle Administration to grant individual derogations from the provisions on the construction, control devices and equipment of vehicles issued pursuant to this Act shall be laid down by decree of the Ministry of Transport and Communications, provided that such derogations neither endanger road safety nor distort competition.

Section 28 – Reduction of noxious emissions and energy consumption

Energy consumption and noxious emissions, such as emissions of gaseous and particulate pollutants, noise and electromagnetic disturbances of a vehicle used in traffic shall be as low as possible.

Section 29 – Further provisions on the reduction of noxious emissions and energy consumption

Further provisions on the reduction of noxious emissions and energy consumption of vehicles used in traffic shall be laid down by decree of the Ministry of Transport and Communications, as appropriate.

Chapter 5 – Type-approval of vehicles, systems, components and separate technical units

Section 30 – Type-approvals (1328/2004)

- (1) *EC type-approval* means a type-approval in accordance with European Community legislation concerning type-approval of vehicles or their systems, components or separate technical units. The EC type-approval of an entire vehicle is based on the following directives:
 - 1) Council Directive 70/156/EEC on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers;
 - 2) Directive 2002/24/EC of the European Parliament and of the Council relating to the type-approval of two- or three-wheel motor vehicles and repealing Council Directive 92/61/EEC;
 - 3) Directive 2003/37/EC of the European Parliament and of the Council on type-approval of agricultural or forestry tractors, their trailers and interchangeable towed machinery, together with their systems, components and separate technical units and repealing Directive 74/150/EEC.
- (2) *E type-approval* means a type-approval granted in accordance with the Regulations annexed to the Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts concluded in Geneva on 20 March 1958 (Treaty Series of the Statute Book of Finland 70/1976) (hereafter ‘the Geneva Agreement’).
- (3) *National type-approval* means a type-approval granted to a vehicle, a system, a component or a separate technical unit in Finland.
- (4) *Small-series type-approval* means a type-approval granted to a vehicle which is manufactured in limited numbers and to which a full type-approval has not been granted in the form in which the vehicle is intended to be entered in the register.

Section 31 – Scopes of application of different type-approvals (1328/2004)

EC type-approvals are granted to systems, components and separate technical units as well as vehicles of categories M₁, L, and T₁-T₃. National type-approvals are granted to vehicles, systems, components and separate technical units. Small-series type-approvals are granted to vehicles. E type-approvals are granted to systems, components and separate technical units.

Section 32 – Type-approval obligation (1328/2004)

EC type-approval or small-series type-approval is a prerequisite for registering a vehicle of category M₁, L, or T₁-T₃ which is taken into use for the first time. However, a vehicle of category M₁, L or T₁-T₃ which is completed in the last stage of a multi-stage type-approval

or manufactured or imported as a unique sample may be entered in the register on the basis of a registration inspection.

Section 33 – Applicant for type-approval

An application for type-approval shall be submitted by the manufacturer of a vehicle, system, component or separate technical unit. An application for E type-approval, small-series type-approval or national type-approval may also be submitted by the manufacturer's representative on the manufacturer's behalf.

Section 34 – Approval authority (1328/2004)

The Finnish Vehicle Administration shall be the approval authority in charge of vehicles of categories M, N, L, O, T₁-T₃, C, or R and traffic tractors, public works vehicles and off-road vehicles as well as their components, systems and separate technical units in Finland.

Section 35 – Granting of type-approval (1328/2004)

- (1) The approval authority grants a type-approval to a complete vehicle type or a system which conforms to the particulars presented by the manufacturer in the vehicle information folder and meets the technical requirements set on a complete vehicle or a system.
- (2) The approval authority grants a multi-stage type-approval to a basic vehicle type and an incomplete vehicle type which conforms to the particulars presented in the vehicle information folder and meets the technical requirements according to the stage of construction of that vehicle type.
- (3) The approval authority grants a type-approval to a component type or a separate technical unit type which conforms to the particulars presented in the vehicle information folder and meets the technical requirements set on a component or a separate technical unit.
- (4) When appropriate, approval may include restrictions on the use of the vehicle, system, component or separate technical unit and conditions on the installation of the system, component or separate technical unit based on the safety requirements or on the characteristics of the component or separate technical unit.
- (5) In granting an EC type-approval the procedure laid down in an act referred to in section 30(1) will be applied. In terms of granting an E type-approval the procedure laid down in the Geneva Convention and in terms of national type-approval the procedure established by the approval authority will be applied.

Section 36 – Attestation of conformity

- (1) Conformity referred to above in section 35 is attested with inspections, measurements, tests and calculations carried out by the approval authority; with a certificate issued by the approval authority of another EEA country or by a national approval authority applying the E Regulation concerned and submitted by the applicant; or with inspections, measurements, tests and calculations made by a technical service. The technical service may, with a permission of the approval authority, commission some of the tests to an external service which meets the requirements referred to in section 47(1) or use the manufacturer's laboratory or measuring and testing devices. The technical service is responsible for the inspections, measurements and tests carried out by the service or laboratory which it uses.
- (2) Further provisions on the type-approval procedure, the issuing of type-approval certificates and extracts from type register for individual vehicles as well as the form to be used and the notifications of granted approvals sent to the approval authorities of other EEA

countries, to the Commission of the European Communities (hereafter ‘the Commission’) and the national approval authorities applying the E Regulation concerned shall be laid down by Government decree.

Section 37 – Refusal to grant a type-approval

If the approval authority holds that a vehicle, system, component or separate technical unit which meets the requirements referred to in section 35 constitutes a serious danger to road safety, it may refuse to grant a type-approval. Notwithstanding confidentiality requirements, the approval authority shall immediately notify the said danger and the refusal of type-approval to the approval authorities of other EEA countries, to the national approval authorities applying the E Regulation concerned and to the Commission and give reasons for its decision.

Section 38 – Modifications of type-approved vehicles, systems, components and separate technical units

- (1) The holder of a type-approval shall notify modifications made in a type-approved vehicle, system, component or separate technical unit to the approval authority. The approval authority shall decide whether new measurements, tests, calculations or inspections are required because of the modifications and whether this is an extension of the original type-approval, and it shall notify this to the holder of the type-approval.
- (2) Further provisions on the procedure of modifying a previously granted type-approval shall be laid down by Government decree.

Section 39 – Register of type-approval data

- (1) The approval authority shall keep a register of type-approvals which it has granted and of type-approvals of vehicles notified to it by the approval authorities of other EEA countries and signatory states of the Geneva Agreement or by the vehicle manufacturer or the manufacturer’s representative. Data from the type-approval certificate of the vehicle type and test results annexed to the certificate shall be entered in the register.
- (2) Notwithstanding confidentiality requirements, information included in the register of type-approval data, including matters of commercial and professional secrecy, may be submitted to a person carrying out inspections and to a registrar under contract for the purposes of inspection, registration and technical roadside inspection provided by or pursuant to law.

Section 40 – Further provisions on type-approvals (1328/2004)

- (1) Further provisions on EC type-approval of agricultural and forestry tractors, their trailers and interchangeable towed machinery, together with their systems, components and separate technical units shall be laid down by Government decree.
- (2) Provisions on national type-approvals and small-series type-approvals shall be laid down by Government decree in terms of:
 - 1) vehicles of the same type;
 - 2) submittal of type-approval data to the register of type-approvals;
 - 3) authorisation of the Finnish Vehicle Administration to grant minor individual derogations from the type-approval provisions provided that such derogations neither endanger road safety nor distort competition;
 - 4) maximum number of vehicles with small-series type-approval to be entered in the register per year; and

5) prerequisites for regarding a small-series type-approval of a vehicle of category M₁, L, or T₁-T₃ granted in another EEA country as valid in Finland.

Section 41 – Certificate of conformity and approval mark (1328/2004)

- (1) The manufacturer of a vehicle shall issue a certificate of conformity according to the stage of construction of a type-approved vehicle. However, a certificate of conformity shall not be issued to a vehicle to which a small-series type-approval has been granted.
- (2) The manufacturer shall affix his factory or trademark and a statement of the type to each component or separate technical unit manufactured in conformity with the type-approval. Where it is provided in a European Community act or an E regulation, a type-approval number or mark shall be affixed to each component and separate technical unit in which case the manufacturer needs not affix his factory or trademark and a statement of the type.
- (3) Provisions on the issue of a certificate of conformity for a component or a separate technical unit, the data to be included in the certificate and the notifications of prerequisites for the installation and restricted use of a component or a separate technical unit shall be laid down by Government decree. It may also be laid down by Government decree that a trade mark, a statement of the type or another approval mark needs not be affixed to components and separate technical units, if such a mark or statement is not required in the legislation of the European Community or in an international agreement binding on Finland.

Section 42 – Measures required upon the non-conformity and dangerousness of an approved type

- (1) If the approval authority notices or is informed of the fact that vehicles, components or separate technical units approved by it do not meet the requirements set on the type approved by the approval authority or that they constitute a serious danger to road safety, it shall adopt appropriate measures to ensure that the manufactured vehicles, components or separate technical units can meet the requirements set on the approved type or that they will no longer constitute any danger. For this purpose, the approval authority shall have the right to
 - 1) prohibit temporarily or permanently the production, placing on the market, sales and other types of supply of vehicles, components and separate technical units which do not meet the requirements or are dangerous;
 - 2) demand that the vehicle, component or separate technical unit is modified so that it meets the requirements or is no longer dangerous and demand this to be attested;
 - 3) oblige the manufacturer, importer or seller of vehicles, components or separate technical units to notify non-conformities in the vehicles, systems, components or separate technical units and dangers related to them, and to submit such notifications at the cost of the manufacturer, importer or seller;
 - 4) oblige the manufacturer, importer or seller to compensate the expenses caused by testing and research, if the approval authority exercises a right referred to in paragraphs 1–3.
- (2) The approval authority may enforce the prohibition or the request for reparation or notification by a penalty payment or by a threat of a compulsory measure as laid down in the Act on Penalty Payments (1113/1990). The approval authority shall pay the expenses of a compulsory measure. The said expenses may be collected from the defaulter without a judgment or a decision in the order which is provided in the Act on the Recovery of Taxes and Fees by Recovery Proceedings (367/1961).
- (3) If the measures referred to in subsections 1 and 2 do not lead to the result referred to in subsection 1, the approval authority may cancel the type-approval, when appropriate.

Section 43 – Notification of the non-conformity of a type approved in Finland

If the case referred to in section 42 relates to an EC type-approval, the approval authority shall notify the adopted measures to the approval authorities of other EEA countries. If the case relates to a type-approval granted pursuant to the Geneva Agreement, the approval authority shall notify the adopted measures to the approval authorities of the countries applying the Regulation concerned. Such a notification may be submitted the confidentiality requirements notwithstanding.

Section 44 – Non-conformity of a type approved in another country

If the approval authority holds that a vehicle, component or separate technical unit which is approved in another EEA country or which, in the case of an approval granted pursuant to the Geneva Agreement, is type-approved in a country applying the E Regulation concerned and which bears a certificate of conformity or an approval mark does not meet the requirements set on the approved type, it may request the country which granted the type-approval to check that the manufactured vehicles, components or separate technical units meet the requirements set on the approved type.

Section 45 – Measures related to the conformity of production (1328/2004)

- (1) When supplying a vehicle, system, component or separate technical unit, the manufacturer and the manufacturer's representative shall see to it that the construction, equipment and maintenance of the vehicle, system, component or separate technical unit meet the requirements set on the approved type.
- (2) Prior to granting the approval, the approval authority shall assure itself that there are sufficient procedures for ensuring an efficient control of conformity of production and adopt measures related to the control of conformity of production. In controlling the conformity of production, in terms of EC type-approval the procedure laid down in an act referred to in section 30(1) will be applied; in terms of an E type-approval the procedure laid down in the Geneva Convention; and in terms of national type-approval the procedure established by the approval authority will be applied. The approval authority may commission some of the control measures related to the conformity of production to a technical service.
- (3) Conformity control is carried out at the cost of the applicant for approval. For the purpose of adopting control measures, the approval authority and the technical service shall have the right to
 - 1) access locations where vehicles, components, systems and separate technical units are manufactured, stored, sold, installed, repaired and inspected;
 - 2) take samples of production and carry out tests and calculations provided in EC legislation or E Regulations at specified intervals;
 - 3) have access to materials necessary to check the quality and conformity of each approved type, as appropriate; and
 - 4) check the control measures related to the conformity of production.
- (4) However, checks and controls shall not be carried out in locations covered by the principle of the inviolability of the home. If the approval authority commissions conformity control measures to a technical service, this service shall conform to the provisions of the Administrative Procedure Act (434/2003), the Act on the Openness of Government Activities (621/1999), and the Language Act (148/1922).

Section 46 – Agreement on the control measures related to the conformity of production

- (1) To ensure the conformity of components, systems, separate technical units and vehicles in production to the approved type, the approval authority and the manufacturer shall conclude an agreement on the methods and coverage of conformity control measures, on the recording of test results and calculations as well as on the availability of annexed documents for a period that is to be determined jointly. This period shall not exceed 10 years.
- (2) If the manufacturer violates the agreement referred to in subsection 1, the approval authority may suspend or withdraw the approval.

Section 47 – Approval granted to a technical service (1328/2004)

- (1) The Ministry of Transport and Communications shall be in charge of approving a technical service to carry out inspections, measurements, tests and calculations referred to in section 36. In order to be approved the technical service must meet the requirements of the SFS-EN ISO/IEC 17025:2000 standard and qualify in all the provisions that regulate the approval it applies. A manufacturer shall not be accepted as a technical service, unless so specifically provided in the European Community legislation.
- (2) The Ministry of Transport and Communications shall be in charge of approving a technical service to carry out control measures referred to in section 45. In order to be approved the technical service must meet the requirements of the SFS-EN 45012:1998 or ISO/IEC Guide 62:1996 standard. A person carrying out inspection, measurements, tests and calculations referred to above in section 36 shall not act for the same employer as the leading appraiser of conformity control. A manufacturer shall not be accepted as a technical service carrying out conformity control, unless so specifically provided in the European Community legislation.
- (3) Approval referred to above in subsections 1 and 2 may be granted for a limited period. An approval may include necessary requirements, restrictions and other conditions placed on the operations of the technical service to ensure that tasks requiring approval are performed in an appropriate manner. Further provisions on the attestation of conformity to the requirements, restrictions and conditions placed on a technical service and the notifications of technical services shall be laid down by Government decree.

Section 48 – Recognition of a foreign technical service

Finland shall recognise inspections, measurements, tests and calculations carried out by a technical service notified by an EEA country or carried out by a technical service notified by a country applying the E Regulation concerned.

Section 49 – Monitoring of technical services (1328/2004)

- (1) A technical service shall keep a register of inspections, measurements, tests and calculations which it has carried out.
- (2) The approval authority shall monitor those operations of a technical service that the service has been approved to carry out pursuant to section 47(1-2), and it shall periodically ensure that the requirements provided are met. For the purpose of performing monitoring tasks, the approval authority and the expert used by it shall have the right to access the premises of the technical service other than those covered by the principle of the inviolability of the home where inspections, measurements, tests and calculations are carried out and to have access to materials concerning the independence of the technical service, its personnel, systems, devices and tools as well as inspections, measurements, tests and calculations, the confidentiality requirements notwithstanding. Monitoring shall be carried out at the cost of the technical service.

- (3) If the approval authority notices during its monitoring activities that the technical service does not meet the requirements provided or that it performs its tasks referred to in section 36(1) or section 45 in violation of the provisions, the approval authority shall notify this to the Ministry of Transport and Communications. Notwithstanding confidentiality requirements, the approval authority shall have the right to submit the data referred to in subsection 1 to the Ministry of Transport and Communications.

Section 50 – Suspension and withdrawal of the approval granted to a technical service (1328/2004)

If a technical service referred to in section 47(1-2) does not meet the provided requirements or performs the tasks referred to in this Chapter in violation of the provisions, the Ministry of Transport and Communications may issue a note or a caution to the technical service. If the note or caution issued to the technical service does not lead to the remedy of deficiencies found in its operations, the Ministry of Transport and Communications may suspend the approval. The approval may be withdrawn if essential deficiencies or failures are found in the operations of the technical service.

Chapter 6 – Periodic inspection of vehicles

Section 51 – Ban on the use of an uninspected vehicle

- (1) A power-driven vehicle or a trailer which is coupled to the power-driven vehicle or to its trailer shall not be used in traffic (*ban on use*), if the vehicle is not approved in a periodic inspection. Provisions on the inspection deadlines and the coverage of the obligation to have power-driven vehicles and trailers inspected shall be laid down by Government decree.
- (2) Provisions on the limited traffic use of vehicles not approved in a periodic inspection by the provided deadline shall be laid down by Government decree.
- (3) Provisions on vehicles registered or entered into service abroad or in the Province of Åland shall be laid down by Government decree.

Section 52 – Prerequisites for carrying out a periodic inspection

- (1) If the use of a vehicle is prohibited because of a failure to pay a tax or a fee for the vehicle or if a motor insurance premium for a vehicle under a motor liability insurance obligation, the periodic inspection of the vehicle shall not be completed nor shall a re-inspection be carried out. The periodic inspection may be carried out regardless of the failure to pay the motor insurance premium, if a court has decided to initiate reorganisation proceedings or a debt restructuring scheme applicable to the defaulter.
- (2) Separate provisions shall be issued on the impact of reorganisation proceedings or a debt restructuring scheme applicable to the defaulter on the ban on use, on the ban on use based on a failure to pay taxes and fees for a vehicle, and on the verification of paid motor liability insurance premiums during a periodic inspection.

Section 53 – Contents of a periodic inspection

A vehicle shall be submitted to a periodic inspection which is carried out in order to examine the maintenance of a vehicle and the data entered in the register. Further provisions on the contents of a periodic inspection shall be laid down by Government decree.

Section 54 – Approval or rejection of a vehicle in a periodic inspection

A vehicle shall be approved in a periodic inspection if no fault or defect with relevance to road safety or the environment is found in it. If a vehicle is not approved in a periodic inspection, it shall be rejected. Further provisions on the grounds for rejection shall be laid down by Government decree.

Section 55 – Suspension of a periodic inspection

By way of derogation from the provisions of section 54, a periodic inspection shall be suspended if a vehicle cannot be reliably identified. However, the periodic inspection may be continued upon presenting evidence on grounds of which the vehicle can be reliably identified. A periodic inspection may also be suspended if the technical data of the vehicle is incorrect, if the communication link to the register of vehicles is not available or if the periodic inspection is significantly impeded by weather conditions or another circumstance beyond the control of the holder of the vehicle. Further provisions on the suspension of a periodic inspection and grounds for suspension shall be laid down by Government decree.

Section 56 – Immobilisation of a vehicle in a periodic inspection

- (1) If a fault or defect found during a periodic inspection constitutes an immediate danger to road safety or a significant environmental nuisance, the vehicle shall not only be rejected but also immobilised (*immobilisation of a vehicle*). Further provisions on the grounds for immobilisation of a vehicle shall be laid down by Government decree.
- (2) An immobilised vehicle shall not be used in traffic until the faults and defects found during the inspection have been repaired and the vehicle has been approved in an inspection. However, a vehicle immobilised on grounds of a significant environmental nuisance may be used in traffic as soon as the fault or defect has been repaired and the immobilisation of the vehicle has been abolished in an inspection.
- (3) Provisions on the indication of immobilisation and the conditions for transporting an immobilised vehicle to a place of storage, repair or inspection shall be laid down by Government decree.

Section 57 – Reparation of faults and defects

- (1) If a vehicle rejected in a periodic inspection has not been immobilised, its faults and defects shall be repaired as soon as possible. If the faults and defects giving rise to the rejection have not been repaired and if the vehicle has not been approved in an inspection by the deadline provided by Government decree, the vehicle shall not be used in traffic. Provisions on the restricted use of such vehicles shall be laid down by Government decree.
- (2) If minor faults and defects are found during a periodic inspection, they shall be ordered to be repaired within a reasonable period of time.

Section 58 – Inspection certificate

- (1) A certificate of periodic inspection shall be issued, and it shall be kept in the vehicle while driving. Further provisions on the certificate of periodic inspection shall be laid down by Government decree. If more than one certificate is issued for a vehicle, provisions specifying which certificate shall be kept in the vehicle while driving shall also be laid down by Government decree.
- (2) A certificate of periodic inspection issued for a vehicle registered or entered into service abroad or in the Province of Åland shall be valid in Finland.

Section 59 – Person carrying out an inspection

Provisions on persons carrying out inspections are laid down in the Act on Licences for Roadworthiness Test for Vehicles (1099/1998).

Chapter 7 – Registration, modification and coupling inspections

Section 60 – Registration inspection

- (1) A power-driven vehicle and a vehicle coupled to the power-driven vehicle or to its trailer shall be approved in a registration inspection no more than three months prior to entry into transport use and registration. However, a vehicle for which a prior notification has been submitted and which has been type-approved as a complete vehicle needs not be submitted to a registration inspection, provided that the type-approval is valid at the time of registration and that the parts of the construction or equipment inspected during the type-approval procedure have not been modified.
- (2) If a vehicle has been removed from the register as a damaged vehicle on the basis of a notification submitted by a corporation managing matters related to motor or motor vehicle insurances or if the Finnish Vehicle Administration or the police regards an inspection as necessary because of the damages in the vehicle or of other particular reasons, the vehicle shall be approved in a registration inspection prior to its re-entry into transport use.
- (3) Provisions on the practical implementation of registration inspections, certificates of these inspections, submittal of data on registration inspections to the register as well as registration inspections of vehicles registered or entered into service in the Province of Åland or abroad shall be laid down by Government decree, as appropriate. It may also be laid down by Government decree that a vehicle needs not be submitted to a registration inspection by way of derogation from subsection 1 unless a registration inspection is necessary
 - 1) in order to identify the vehicle;
 - 2) in order to submit vehicle data to the register;
 - 3) in order to check that the vehicle meets the requirements set in the relevant provisions;or
 - 4) for another similar reason.

Section 61 – Modification inspection

- (1) A power-driven vehicle and a vehicle coupled to the power-driven vehicle or to its trailer shall be approved in a modification inspection prior to entry into service, if essential modifications are made to the construction or use of the vehicle or if components or equipment are added to or removed from the vehicle, thus changing its characteristics or use considerably. A vehicle shall also be submitted to a modification inspection if the prerequisites for a tax or a fee for the vehicle change or if the data on the classification or subclassification of the vehicle is no longer valid.
- (2) Derogations from the obligation to submit temporary or insignificant modifications of a vehicle to a modification inspection may be laid down by Government decree. Further provisions on the practical implementation of modification inspections, certificates of these inspections and submittal of data on modification inspections to the register shall be laid down by Government decree, as appropriate.

Section 62 – Coupling inspection

- (1) A vehicle of category M or N and a vehicle of category O coupled to it shall be submitted to a coupling inspection prior to the entry into service of the combination, if the vehicle combination is intended for special transportation or if the mechanical coupling devices, the coupling of the electrical cables and, in the case of a braking device operated by compressed air, the dimensions and the placing of the pneumatic link in the vehicles deviate from the coupling devices commonly used in vehicles.
- (2) Provisions on the practical implementation of coupling inspections, certificates of these inspections and submittal of data on coupling inspections to the register shall be laid down by Government decree, as appropriate. It shall be laid down by decree of the Ministry of Transport and Communications which directive, E Regulation or standard defines coupling devices to be regarded as commonly used.

Section 63 – Application of provisions on periodic inspections to other inspections

Provisions of sections 52, 54-57 and 59 shall be applicable to registration, modification and coupling inspections. A registration inspection may be carried out regardless of the prohibition referred to in section 52.

Chapter 8 – Registration of vehicles

Section 64 – Notification of vehicle registration data

- (1) The owner and the holder of a power-driven vehicle and a vehicle coupled to the power-driven vehicle or to its trailer shall submit vehicle registration data and amendments to this data to the register.
- (2) Derogations from the obligation to register vehicles registered or entered into service abroad or in the Province of Åland and used in road traffic only occasionally or temporarily may be laid down by Government decree. Provisions on the party notifying the registration data and the deadline for this notification shall be laid down by Government decree.
- (3) Provisions on the division of military vehicles into those to be entered in the register referred to in this Act, on the one hand, and into those to be entered in the register of military vehicles maintained by the Finnish Defence Forces, on the other hand, as well as the register of military vehicles and the management of registration matters in the Finnish Defence Forces shall be laid down by decree of the Ministry of Defence.

Section 65 – Right to submit a prior notification (1328/2004)

- (1) The manufacturer or the manufacturer's representative or, if the vehicle has been imported by a party other than the manufacturer's representative, the importer may submit vehicle identification data and technical data to the register prior to the first registration. A prior notification may be submitted by a party
 - 1) which is entered in the Finnish Business Information System;
 - 2) which is a registered taxpayer referred to in section 39 of the Car Tax Act, if prior notifications concerning vehicles subject to car tax are submitted by a corporation, or which is a registered credit customer of the National Board of Customs, if prior notifications concerning vehicles imported from non-EEA countries and not subject to car tax are submitted by a corporation;
 - 3) which is financially sound and proficient;
 - 4) which has access to technical data on the vehicle construction and equipment which is a prerequisite for approval as well as the certificate of conformity issued to a vehicle of category M₁, L or T₁-T₃ or another type-approval certificate; and
 - 5) which has concluded an agreement with the Finnish Vehicle Administration on the electronic submittal of data.
- (2) Further provisions on prior notifications of vehicles shall be laid down by Government decree.

Section 66 – Approval of vehicle registration

- (1) Appropriate evidence on the payment of a tax or a fee for the vehicle, on the ownership and the holder of the vehicle and on the validity of a provided motor liability insurance is a general prerequisite for the first registration and re-registration. This evidence shall also be presented during the modification inspection. However, evidence on the payment of a tax or a fee needs not be presented during the modification inspection. If the prerequisites for the car tax benefit defined during the first registration are not met, the modification registration of a vehicle shall be approved only if this is accepted by the competent tax authority.
- (2) If a vehicle meets the prerequisites set forth in subsection 1, it shall be approved to be entered in the register, provided that the vehicle has been approved in a registration inspection or that it is a vehicle exempt from the registration inspection pursuant to section 60(1) meeting the requirements applicable in Finland.
- (3) A registration certificate shall be issued, and it shall be kept in the vehicle while driving. Further provisions on the registration certificate shall be laid down by Government decree.
- (4) Further provisions on the prerequisites for entering a vehicle in the register and the notification of registration data shall be laid down by Government decree. Provisions on the following items shall also be laid down by Government decree:
 - 1) appropriate use, affixing and maintenance of registration numbers and plates needed for the identification of vehicles as well as country codes;
 - 2) removal of vehicles from the register;
 - 3) registration of vehicles for the purposes of exportation and motor vehicle mortgage; and
 - 4) other matters related to registration.

Section 67 – Refusal to register a dangerous vehicle (1328/2004)

- (1) If the Finnish Vehicle Administration holds that vehicles of a certain type constitute a serious danger to road or occupational safety in spite of being equipped with a valid certificate of conformity, it may refuse to register such vehicles for a period not exceeding

six months. Notwithstanding confidentiality requirements, the approval authority shall immediately notify this to the approval authorities of other EEA countries, to the national approval authorities applying the E Regulation concerned and to the Commission and give reasons for its decision.

- (2) If the Member State which has granted type-approval disputes the alleged danger to road or occupational safety notified to it, the Finnish Vehicle Administration shall endeavour to settle the dispute by negotiating with the authority which has granted type-approval. The Commission shall be informed of this.

Section 68 – Refusal to re-register a vehicle

A vehicle redeemed on the basis of an insurance and notified as a destroyed vehicle to be removed from the register or a vehicle irrevocably removed from the register for another reason shall not be re-entered in the register. Similarly, a vehicle shall not be re-entered in the register if the authority in charge of car tax has defined the prohibition of registration as a prerequisite for the car tax benefit and if the party concerned has gained advantage from this benefit. If the prerequisites for the car tax benefit defined during the first registration are not met, the vehicle may be re-entered in the register only if this is accepted by the competent tax authority.

Section 69 – Last vehicles of a series (1328/2004)

- (1) Upon application by the manufacturer, the approval authority may grant a derogation from the requirements of the Directive on the construction and equipment of a vehicle
- 1) for a period not exceeding six months from the entry into force of the requirements of the Directive or, if the validity of the derogations expires at the end of a calendar year, seven months in the case of complete vehicles; or
 - 2) for a period not exceeding 12 months from the entry into force of the requirements of the Directive or, if the validity of the derogations expires at the end of a calendar year, 13 months in the case of vehicles approved in a multi-stage type-approval procedure.
- (2) Such derogations may be granted to no more than 10 per cent of vehicles of the same brand in category M₁ entered into service in the previous calendar year or during the previous 12 months, and similarly to 30 per cent of vehicles of the same brand in other categories. The percentage shall be rounded up to the nearest whole number.
- (3) Notwithstanding the provisions of subsections 1-2 above the possibility laid down in subsection 1 in terms of vehicles of categories T₁-T₃ has been restricted to 24 months with regard to ready-made vehicles and in terms of multiple-stage type-approval to 30 months. In terms of vehicles of the categories of T₁-T₃ the derogation may be granted to a maximum of 10% of vehicles of all the concerned types taken into use in Finland during the past two years. The maximum number in question may not, however, be less than 20.
- (4) The derogation referred to in subsections 1-3 above shall only apply to vehicles
- 1) which were in the territory of the EEA countries when the validity of the type-approval expired;
 - 2) which are equipped with a valid certificate of conformity or a certificate indicating the validity of a national type-approval which had been granted when the type-approval of the vehicles concerned was still valid; and
 - 3) which had not yet been registered or had not entered into service prior to the expiry of the validity of the type-approval.
- (5) Provisions on the procedure of granting derogations to the last vehicles of a series shall be laid down by decree of the Ministry of Transport and Communications.

Chapter 9 – Technical roadside inspection

Section 70 – Contents of a technical roadside inspection

The maintenance of a vehicle used in road traffic, as concerns its impact on road safety and environment, as well as data entered in the register shall be examined in a technical roadside inspection to an extent deemed appropriate by the person carrying out the inspection. Further provisions on the contents of a technical roadside inspection shall be laid down by Government decree.

Section 71 – Stopping the vehicle and the inspector's rights

- (1) The driver of the vehicle shall be obliged to allow the technical roadside inspection to be carried out.
- (2) For the purpose of carrying out a technical roadside inspection
 - 1) upon request, the driver of the vehicle shall be obliged to produce a registration certificate, an inspection certificate and any other document indicating conformity, which he or she is obliged to keep in the vehicle, to a police officer, a customs officer and a frontier guard officer as well as to a person carrying out roadworthiness tests and participating in a technical roadside inspection as an expert; and
 - 2) a police officer, a customs officer and a frontier guard officer as well as a person carrying out roadworthiness tests and participating in a technical roadside inspection as an expert shall have the right to enter the interior of the vehicle unhindered by the driver and, when appropriate, drive the vehicle; however, the inspection of the vehicle shall not be extended to the living compartment of the vehicle unless it is necessary in order to settle the matters under inspection.
- (3) Provisions on the right of a police officer, customs officer or frontier guard officer to stop a vehicle and the obligation of a driver to follow orders given by a police officer, customs officer or frontier guard officer are laid down in Chapter 7 of the Road Traffic Act.

Section 72 – Practical implementation of a technical roadside inspection

- (1) A technical roadside inspection is carried out on a road referred to in the Road Traffic Act without a prior notification. However, the person carrying out the technical roadside inspection may submit an advance notification of inspections to be carried out if such a notification aims at enhancing conformity to the provisions related to vehicles. If the technical roadside inspection is carried out in the vicinity of an inspection station, the vehicle may be ordered to be inspected at this station.
- (2) Technical roadside inspections shall be carried out in an equitable manner and without causing danger or unreasonable discomfort to other road users and without causing unnecessary delay or other unreasonable discomfort to the party under inspection.
- (3) Further provisions on the practical implementation of a technical roadside inspection shall be laid down by Government decree, as appropriate. The Finnish Vehicle Administration may give further instructions on the practical implementation of a technical roadside inspection.

Section 73 – Technical roadside inspection report

A technical roadside inspection report shall be given to the driver of the vehicle if such a report is required in the legislation of the European Community or in international agreements binding on Finland. Further provisions on the report shall be laid down by Government decree.

Section 74 – Persons carrying out technical roadside inspections

- (1) Technical roadside inspections are carried out by police officers. The National Board of Customs and the Finnish Frontier Guard also carry out technical roadside inspections within their territories.
- (2) The Finnish Vehicle Administration shall provide technical expertise in vehicles to assist persons carrying out technical roadside inspections by agreeing with inspection stations upon the participation of persons entitled to carry out inspections to an extent agreed between the person carrying out the inspection and the Finnish Vehicle Administration. An inspector participating in a technical roadside inspection shall conform to the provisions of section 14 of the Act on Licences for Roadworthiness Test for Vehicles.
- (3) A person carrying out roadworthiness tests and participating in a technical roadside inspection as an expert shall have a certificate issued by an inspection station indicating the right to participate in technical roadside inspections as an expert. Upon request, the certificate shall be produced to the driver of the vehicle to be inspected.
- (4) Provisions on the right of the Finnish Vehicle Administration to participate in technical roadside inspections are laid down in the Act on Licences for Roadworthiness Test for Vehicles.

Section 75 – Defects found abroad in a vehicle registered in Finland

- (1) If a foreign competent authority submits a notification of serious faults or defects in a vehicle registered or entered into service in Finland which have been found in a technical roadside inspection carried out abroad, the police may order the vehicle to a surveillance inspection referred to in section 85 on pain of prohibiting the use of the vehicle in traffic unless it has been submitted to a surveillance inspection by the deadline stipulated by the police. Provisions on the terms under which a vehicle, whose use is thus prohibited, may be transported to a surveillance inspection shall be laid down by Government decree.
- (2) Notwithstanding confidentiality requirements, the Finnish Vehicle Administration shall have the right to submit the data obtained from a foreign authority and referred to in subsection 1 to the police.

Section 76 – Exchange of information and other co-operation with the authorities of other countries and the Province of Åland

- (1) The police, the National Board of Customs, the Finnish Frontier Guard and the Finnish Vehicle Administration shall, within their purviews, assist the competent authorities of the EEA countries as laid down in Article 7 of Directive 2000/30/EC of the European Parliament and of the Council on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Community.
- (2) The Finnish Vehicle Administration shall submit the information referred to in Article 7(2)(1 and 3) of the Directive set forth in subsection 1 to the competent authority of the country concerned or of the Province of Åland. At the same time, the Finnish Vehicle Administration may ask the competent authority of the country concerned or the Province of Åland to take measures referred to in Article 7(2)(2).
- (3) Notwithstanding confidentiality requirements, the police, the National Board of Customs and the Finnish Frontier Guard shall have the right to give information obtained during technical roadside inspections and referred to in subsection 2 to the Finnish Vehicle Administration which shall have the right to give this information and other information referred to in subsection 2 to the competent authority of the country concerned.
- (4) Further provisions on the submittal of information and the request to take measures referred to in this section may be laid down by Government decree.

Section 77 – International reporting on technical roadside inspections

Further provisions on the submittal of technical roadside inspection reports to the Finnish Vehicle Administration and the Commission as well as the submittal of contact information and requests to the competent authorities of the EEA countries shall be laid down by Government decree.

Chapter 10 – Right to use, prevention of use and obligation to repair vehicles, components, separate technical units or bicycles

Section 78 – Right to use components and separate technical units

A type-approved component or separate technical unit may be used in traffic if it meets the requirements for type-approval as well as other requirements related to transport use.

Section 79 – Control of trade in components, separate technical units and bicycles

- (1) The Finnish Vehicle Administration shall be the authority in charge of controlling the production of and the trade in components, separate technical units and bicycles referred to in section 78. Importation from outside the European Economic Area shall be controlled by the National Board of Customs.
- (2) The prohibition referred to in section 6(2) shall not apply to components, separate technical units and bicycles, which are not suitable for their original purpose because of wear in use or another reason, if this is conspicuously indicated by a marking in or in the package of the component, separate technical unit or bicycle on the market or if it is otherwise evident that the component, separate technical unit or bicycle is sold for scrap or for a purpose other than use as such in traffic.

Section 80 – Components, separate technical units or bicycles causing danger

- (1) If the control authority holds that type-approved components or separate technical units other than those referred to in section 42 constitute a serious danger to road safety in spite of being equipped with sufficient markings, it may prohibit the sales or entry into service of such components and separate technical units for a period not exceeding six months. In this case the control authority shall proceed in accordance with the provisions of section 44.
- (2) If a bicycle or a non-type-approved component or separate technical unit constitutes a danger to the health or property of the consumers, provisions of the Product Safety Act (914/1986) shall apply.

Section 81 - Directions

- (1) If the use or installation into vehicle of a non-type-approved component or separate technical unit has an essential impact on road safety or the environment and the use or installation into vehicle is not obvious without advice, the supplier shall, when selling a component or separate technical unit as new or when supplying it otherwise as new, provide Finnish and Swedish language directions on the correct use of the component or separate technical unit, on the installation into vehicle of the component or separate technical unit designed for this purpose and other matters deemed necessary.
- (2) Further provisions on the directions and their contents shall be laid down by Government decree.

Section 82 – Implementation of control measures

- (1) For the purpose of implementing control measures, the police, the control authority and the expert authorised for this task by the control authority shall have the right to access locations where components, separate technical units and bicycles are manufactured, stored and sold by the party operating in the field of importation, production and trade, the right to take samples for examination and to have access to necessary documents and data on the characteristics and the approval of components, separate technical units and bicycles, confidentiality requirements notwithstanding. However, control measures shall not be implemented in locations covered by the principle of the inviolability of the home. During an examination, the control authority shall have the right to prohibit the importation, production and supply of components, separate technical units and bicycles under suspicion. The examination shall be carried out forthwith.
- (2) After the examination, the sample shall be returned or, if it needs to be damaged during the examination, the control authority shall compensate the sample in accordance with its current price. However, if it is discovered during the examination that the importation, production or sales of the component, separate technical unit or bicycle is prohibited, no compensation shall be made for the sample and the party operating in the field of importation, production or trade shall be liable for the costs of the examination.
- (3) The expert authorised by the control authority to control the conformity of components, separate technical units and bicycles shall be competent and proficient to implement control measures. The expert shall conform to the provisions of the Administrative Procedure Act, the Act on the Openness of Government Activities, the Act on Notifications in Administrative Matters, the Act on the Dispatch of Documents and the Language Act. Further provisions on the competence and proficiency of an expert authorised by the control authority to implement control measures shall be laid down by Government decree.
- (4) The person carrying out the examination shall immediately notify the completed examination as well as defects and failures found during the examination to the control authority which shall take necessary measures upon receiving the notification.

Section 83 – Non-conformity of components, separate technical units and bicycles

- (1) If the control authority notices or is informed of importation, production for sale in Finland, marketing, sales or other types of supply of components, separate technical units or bicycles referred to in section 6(2), not necessarily of any approved type, the control authority shall proceed, as laid down in section 42(1 and 2), as appropriate.
- (2) If measures referred to in section 42(1 and 2) do not lead to the conformity of the components, separate technical units or bicycles, the control authority may order the components, separate technical units or bicycles held by the manufacturer, the importer and the seller to be disposed of or it may issue an order on how to proceed in other respects.

Section 84 – Immobilisation of a vehicle

- (1) If it is found in a technical roadside inspection or otherwise that the construction, equipment and maintenance of a vehicle does not meet the stipulated requirements or if the use of the vehicle is prohibited, the use of the vehicle in traffic may be prevented by a police officer, customs officer or frontier guard officer and the vehicle may be immobilised by removing the registration plates and the registration certificate or by other necessary means. If the defect in the vehicle does not constitute any immediate danger to road safety

or any significant environmental nuisance, the police officer, customs officer or frontier guard officer may determine a deadline for repairing the defect without prejudice to the use of the vehicle.

- (2) The Finnish Vehicle Administration may order a vehicle to be immobilised if the vehicle's construction has been modified in violation of the provisions referred to in section 7(2).
- (3) Provisions on the prerequisites for transporting a vehicle referred to in subsections 1 and 2 to a place of storage, repair or inspection shall be laid down by Government decree. Provisions on the treatment and returning of registration plates and registration certificates shall also be laid down by Government decree.

Section 85 – Imposition of a surveillance inspection

- (1) If a police officer, customs officer or frontier guard officer considers that the deficiencies in the maintenance of a vehicle may represent a safety risk such that, as regards the brakes in particular, further examination more elaborate than a roadside examination is justified, he or she may order the vehicle to be inspected (*surveillance inspection*). The Finnish Vehicle Administration shall compensate reasonable costs of such a surveillance inspection to the inspection station. A police officer, customs officer or frontier guard office may also order a vehicle to a surveillance inspection if an earlier request to repair the vehicle has been disregarded. If the vehicle has not been submitted to a surveillance inspection by the deadline stipulated by a police officer, customs officer or frontier guard officer, it shall not be used in traffic until it has been approved in a subsequent surveillance inspection. Provisions of sections 53, 54 and 56-58 shall apply to surveillance inspections. A vehicle registered or entered into service in the Province of Åland or abroad may also be ordered to a surveillance inspection.
- (2) Provisions on the conditions for transporting a vehicle, whose use is prohibited pursuant to subsection 1, to a surveillance inspection and the measures to be taken when a vehicle cannot be reliably identified in a surveillance inspection as well as other matters related to surveillance inspections shall be laid down by Government decree.

Section 86 – Obligation to repair a vehicle

- (1) If an error or a deviation causing a serious danger to road safety or a significant environmental nuisance is found in a vehicle model of category M₁ or L approved to be used in traffic or in some vehicles of such a model, the manufacturer of the vehicle model, the manufacturer's representative and the importer shall notify the Finnish Vehicle Administration of all existing call-back campaigns, items to be repaired and markings indicating a completed reparation as soon as the manufacturer has launched the campaign. The manufacturer, the manufacturer's representative and the importer shall see to it that the error or deviation is repaired in all vehicles concerned and used in Finland. The manufacturer, the manufacturer's representative and the importer shall submit a notification to the Finnish Vehicle Administration when the call-back campaign has been completed and all the vehicles have been repaired.
- (2) If the manufacturer, the manufacturer's representative or the importer cannot have all the vehicles referred to in subsection 1 repaired, it shall notify the identification numbers of the unrepaired vehicles to the Finnish Vehicle Administration. The Finnish Vehicle Administration shall request the owners of the unrepaired vehicles to have their vehicles repaired. During a periodic inspection, an inspection station may also request the owner or holder of a vehicle to have the vehicle repaired. The Finnish Vehicle Administration may prevent the use of a vehicle not repaired regardless of such a request by removing it from the register, by immobilising it or by other means.

- (3) Provisions on the liability to compensate the reparation of a defective vehicle are laid down in the Consumer Protection Act (38/1978).

Chapter 11 – Installation and reparation of systems, components and separate technical units

Section 87 – Permission for installation and reparation (402/2005)

- (1) A permission shall be obtained from the control authority for the installation and reparation of the following systems, components and separate technical units:
 - 1) installation and reparation of a taximeter;
 - 2) installation and reparation of a mechanical and digital tachograph;
 - 3) reparation of compressed-air and electrical braking systems in vehicles of categories M₂, M₃, N₂, N₃, O₃ and O₄; and
 - 4) installation and reparation of a speed limitation device ordered to be installed into a vehicle.
- (2) Provisions on inspections carried out by holders of permissions shall be laid down separately.
- (3) No permission shall be required for minor installations and reparations of systems, components and separate technical units referred to in subsection 1 which have no impact on the precision and safety of their operation. Further provisions on installations and reparations to be carried out without permission shall be laid down by Government decree.

Section 88 – Authority in charge of controlling installations and reparations

The Finnish Vehicle Administration shall be the authority in charge of controlling the installation and reparation of systems, components and separate technical units referred to in section 87(1).

Section 89 – Prerequisites for granting a permission for installation and reparation (402/2005)

- (1) A permission for installing and repairing systems, components or separate technical units shall be granted to an applicant meeting the following requirements:
 - 1) the applicant is entered in the Finnish Business Information System;
 - 2) the applicant has at his or her disposal appropriate working facilities needed for carrying out installations and reparations;
 - 3) the applicant has at his or her disposal personnel with sufficient skills for carrying out installations and reparations; and
 - 4) the applicant has at his or her disposal equipment needed for the operations.
- (2) Reparations may be divided into different categories on the basis of the competence required, and different requirements may be placed on different categories. The person carrying out installations or reparations shall store data on completed installations or reparations.
- (3) A permission for installing and repairing a taximeter shall not be granted to an applicant whose operations are the responsibility of a taxi driver or an association of taxi drivers through ownership or in other respects.
- (4) A permission for installing and repairing a digital tachograph shall not be granted, if the applicant is engaged in transport operations to which the Council Regulation No 3820/85 on the harmonization of certain social legislation relating to road transport is applied.
- (5) Further provisions on the requirements set on the skills of the personnel as well as on the working facilities and repair equipment provided for the installation and reparation of each system, component and separate technical unit referred to in section 87 shall be laid down by Government decree. Provisions on instructions for installations and reparations and the storage of data on completed installations and reparations shall also be laid down by Government decree.

Section 90 – Restrictions on installations and reparations (402/2005)

- (1) The holder of a permission for installation and reparation shall not install, adjust or repair taximeters, tachographs and speed limitation devices in vehicles owned or held by him or herself.
- (2) The prohibition referred to in subsection 1 shall not apply to vehicles which are owned by a company trading in vehicles or by an importer of vehicles which are for sale or intended to be equipped and subsequently placed at a customer's disposal. Neither shall the prohibition apply to an operator of bus, coach or lorry transport who is carrying out installation of mechanical tachographs or related sealings in vehicles held by him or herself.

Section 91 – Control

- (1) For the purpose of adopting control measures, the control authority, the police and the expert authorised by the control authority shall have the right to access locations where the party operating in the field of installation and reparation of systems, components and separate technical units referred to in section 87 carries out installations and reparations. However, control measures shall not be implemented in locations covered by the principle of the inviolability of the home.
- (2) The expert authorised by the control authority to adopt control measures shall be competent and proficient. The expert shall conform to the provisions of the Administrative Procedure Act, the Act on the Openness of Government Activities, the Act on Notifications in Administrative Matters, the Act on the Dispatch of Documents and the Language Act. Further provisions on the competence and proficiency of an expert authorised by the control authority to implement control measures shall be laid down by Government decree.
- (3) Notwithstanding confidentiality requirements, the person adopting control measures shall immediately notify the control authority of the implemented control measures as well as defects and failures found during these measures.

Section 92 – Measures resulting from the defects found in the operations (402/2005)

- (1) If the holder of a permission for installation or reparation no longer meets the prerequisites for a permission or if installations or reparations have not been carried out in an appropriate manner, the control authority may issue a note or a written caution to the holder of the permission.
- (2) If the note or written caution issued to the holder of the permission does not lead to the removal of defects referred to in subsection 1, the control authority may suspend or withdraw the permission for installation and reparation. A permission for installation and reparation may be withdrawn only if the prerequisites for a permission are not substantially met or if substantial defects or failures are found in the installations or reparations requiring permission.
- (3) Provisions on the cancellation of control cards used in the installation and reparation of digital tachographs are laid down in section 92 d of the Road Traffic Act.

Chapter 12 – Miscellaneous provisions

Section 93 – Specific instructions provided by the manufacturer and the importer

The manufacturer, the manufacturer's representative and the importer shall submit specific instructions needed for carrying out roadworthiness tests of a vehicle or technical roadside inspections to the Finnish Vehicle Administration.

Section 94 – Submittal of data to the register

Provisions on the submittal of data on the immobilisation of a vehicle and other data on periodic inspections, surveillance inspections and technical roadside inspections to the register as well as the entry of this data in the registration certificate shall be laid down by Government decree. Provisions on the data to be stored in the register shall be laid down separately.

Section 95 – The right of the Finnish Vehicle Administration to make amendments

If the obligation to register a vehicle has been neglected or if the Finnish Vehicle Administration is informed of a change or an error in the data entered in the register, the Finnish Vehicle Administration shall have the right to enter the missing data into the register or to amend the incorrect data. Prior to making an amendment, the Finnish Vehicle Administration shall allow the owner and the holder of the vehicle to express his or her opinion on the justification of the amendment, if it has an impact on the owner's or holder's rights. If an error is caused by a measure taken by the party obliged to submit a notification, the Finnish Vehicle Administration shall have the right to collect the expenses caused by the correction of the error from this party. The Finnish Vehicle Administration shall notify the owner and the holder of the vehicle of the amendment made.

Section 96 - Penalties

- (1) Provisions on penalties for causing a danger to road safety are laid down in section 23(1) of the Penal Code (39/1889).
- (2) Unless a more severe penalty is laid down in law, a fine for violating vehicle requirements shall be imposed on anyone who on purpose or through carelessness
 - 1) violates the requirement concerning the safety, conformity and controllability of the vehicle laid down in section 4;
 - 2) neglects the obligation to repair laid down in section 5 or 57;
 - 3) violates the ban on use or the immobilisation of the vehicle laid down in section 6(1) or section 8, 51, 56, 57, 60, 75, 84 or 85;
 - 4) violates the ban on production, importation, marketing, sales or other types of supply laid down in section 6(2);
 - 5) violates the ban on modification of vehicle structures laid down in section 7;
 - 6) neglects the obligation to maintain the roadworthiness of the vehicle laid down in section 9;
 - 7) neglects the obligation to keep the inspection certificate in the vehicle laid down in section 58 or the obligation concerning inspections laid down in sections 60-62;
 - 8) neglects the obligation to submit vehicle registration data laid down in section 64 or the obligation to keep the registration certificate in the vehicle laid down in section 66;
 - 9) violates the requirement concerning the use, affixing and maintenance of registration numbers and plates as well as country codes laid down in section 66;
 - 10) violates the obligation to allow the technical roadside inspection to be carried out as laid down in section 71;
 - 11) refuses to produce the documents referred to in section 71 or to submit documents referred to in section 93 or to allow persons referred to in section 71 to enter the vehicle or to allow the authorities or the persons referred to in section 82 to access locations where components, separate technical units and bicycles are manufactured, stored and sold by the party operating in the field of importation, production and trade, to take samples to be examined or to have access to necessary documents and data on the characteristics and the approval of components, separate technical units and bicycles;

- 12) neglects the obligation to provide directions laid down in section 81;
- 13) carries out installations and reparations referred to in section 87 without an appropriate permission or in violation of restrictions laid down in section 90; or
- 14) refuses to allow the authorities or the persons referred to in section 91 to access locations where systems, components or separate technical units are installed or repaired.

Section 97 – Waiver of measures

- (1) If the violation referred to in section 96(2) is insignificant considering the circumstances, charges may be waived and penalties unimposed.
- (2) If the violation evidently meets criteria laid down in subsection 1, a police officer, customs officer or frontier guard officer may issue a note to the violator without taking other measures.

Section 98 - Appeal

- (1) Decisions of an inspection station on the approval and inspection of a vehicle as well as decisions on the registration of a registrar under contract shall be claimed for rectification to the Finnish Vehicle Administration. The claim for rectification shall be submitted within 30 days following notification of the decision.
- (2) Decisions taken by the Finnish Vehicle Administration on claims for rectification and decisions otherwise pursuant to this Act are appealed as laid down in the Administrative Judicial Procedure Act (586/1996). Decisions taken by the police, the National Board of Customs and the Finnish Frontier Guard pursuant to this Act are appealed as laid down in the Administrative Judicial Procedure Act.
- (3) A decision referred to in subsection 1 may be put into effect regardless of a claim for rectification. A decision referred to in subsection 2 may be put into effect regardless of an appeal.

Section 99 – Further provisions and instructions (1328/2004)

- (1) Further provisions on the implementation of this Act shall be given by Government decree.
- (2) Provisions on special transport vehicles and special transport operations as well as the number, mounting and type-approval of studs on studded tyres and the measurement of stud mass and stud force shall be laid down by decree of the Ministry of Transport and Communications, as appropriate.
- (3) The Finnish Vehicle Administration may issue further instructions on notifications related to inspections, documents to be used during inspections, data to be included in registration certificates and practical implementation of inspections.

Section 100 – Further provisions and instructions on measures taken by the police

- (1) The Ministry of the Interior may issue further provisions and instructions on the practical implementation of measures to be taken by the police as provided for in this Act and provisions laid down pursuant to it.
- (2) The Ministry of the Interior shall establish the form to be used during measures to be taken by the police as provided for in this Act and provisions laid down pursuant to it with the exception of the form used for technical roadside inspection reports referred to in section 73.

Chapter 13 – Transitional provisions and entry into force

Section 101 – Entry into force

- (1) This Act enters into force on 1 January 2003.
- (2) Provisions on the production, importation and trade of bicycles laid down in section 6(2) and Chapter 10 apply to bicycles imported or manufactured on or after 1 January 2005.
- (3) The provision on the 30-year age limit used in the classification of vehicles of historic interest laid down in section 24(1) enters into force on 1 January 2008 until which date the age limit laid down in the Decree on the Vehicle Construction and Equipment (1256/1992) applies.
- (4) Measures necessary for the implementation of this Act may be undertaken before the Act's entry into force.

Section 102 – Provisions to be repealed

This Act repeals

- 1) the Act of 14 July 1978 on the Sales, Installation and Reparation of Traffic Equipment (570/1978), as amended;
- 2) the Decree of 5 January 1979 on the Sales, Installation and Reparation of Traffic Equipment (9/1979), as amended;
- 3) the Decision of the Ministry of Transport and Communications of 21 August 1992 on the Conditions for a Permission to Install and Repair Traffic Equipment (817/1992), as amended;
- 4) the Decree of 4 December 1992 on the Vehicle Construction and Equipment, as amended, with the exception of
 - a) the provision laid down in section 1(3) on the application of the Decree on the Vehicle Construction and Equipment to military vehicles defined in section 2 of the Decree on the Military Vehicles (560/1992) with the exception of armoured vehicles, as laid down in the Decree on the Military Vehicles;
 - b) the definition of an invalid taxi laid down in section 13;
 - c) the definition of a veterinary vehicle laid down in section 16;
 - b) the definition of a tax-free camping vehicle laid down in section 17;
 - b) the definition of a tax-free hearse laid down in section 18;
 - f) the definition of a maintenance vehicle laid down in section 19;
 - g) the definition of a work machine built on motor vehicle chassis laid down in section 20;
 - f) the definition of a rear window defrosting system laid down in section 28; and
- 5) the Decree of 30 December 1992 on the Roadworthiness Tests of Vehicles (1702/1992), as amended;
- 6) the Decision of the Ministry of Transport and Communications of 20 December 1990 on Motor Caravans and Caravan Bodyworks (1207/1990); and
- 7) the Decision of the Ministry of Transport and Communications of 3 October 1994 on the International Approval of Vehicle Construction, Equipment or Components (874/1994).

Section 103 – Transitional provisions

- (1) Exemptions granted by the permitting authority prior to the entry into force of this Act from the requirement concerning a taximeter in vehicles of category M₁ used in passenger transport requiring permit laid down in section 25(2) will remain in force.

- (2) If a vehicle of category M₁ used for a purpose other than passenger transport requiring permit has a taximeter at the entry into force of this Act, it may remain in the vehicle until 31 December 2004.
- (3) Type-approvals may be granted to two- or three-wheel motor vehicles pursuant to Directive 92/61/EEC repealed by the Directive set forth in section 30(1)(2) until 9 November 2003. This Act shall neither repeal type-approvals granted pursuant to the repealed Directive nor certificates of conformity issued pursuant to them.
- (4) Approvals referred to in section 47 and granted to technical services prior to the entry into force of this Act will remain in force as such.
- (5) A manufacturer or an importer who has been allowed to submit prior notifications of vehicles to the register at the entry into force of this Act is deemed to conform to the requirements laid down in section 65 until 31 December 2003.
- (6) Permissions for installation and reparation granted pursuant to the Act on the Sales, Installation and Reparation of Traffic Equipment will remain in force.
- (7) Provisions laid down in section 89(2) on the prohibition of granting a permission for installing and repairing a taximeter to an applicant, whose operations are the responsibility of a taxi driver or an association of taxi drivers through ownership or in other respects, are without prejudice to installations and reparations of taximeters in motor vehicles owned or held by taxi drivers belonging to an association carried out by a company which has obtained a permission before 1 September 1992, and whose operations are the responsibility of an association of taxi drivers through ownership, provided that the terms and restrictions of the permission are complied with.
- (8) Matters pending at the entry into force of this Act shall be dealt with and decided upon pursuant to the statutes to be repealed as set forth in section 102.

Transitional provisions and entry into force of 1328/2004 read as follows:

- (1) This Act enters into force on 1 January 2005.
- (2) Section 14 of this Act shall be applied to new vehicle types as of 1 July 2005 and to vehicles taken into use for the first time as of 1 July 2009.
- (3) In terms of vehicles of categories T₁-T₃ and C and traffic tractors, sections 30(1), 31, 32, 34, 40, 65 and 69 shall be applied to new vehicle types as of 1 July 2005 and to all vehicles taken into use for the first time as of 1 July 2009.
- (4) The Vehicle Administration handles any amendments to EC type-approval of tractors as of 1 July 2005. After 1 July 2005 in cases in which the processing of a type-approval application has not been completed the EC type-approval authority for tractors shall be the Ministry of Social Affairs and Health.
- (5) Approvals referred to in section 47 granted to technical services before this Act enters into force will remain in force as such.
- (6) Measures necessary for the implementation of this Act may be undertaken before the Act's entry into force.

Transitional provisions and entry into force of 402/2005 read as follows:

This Act enters into force on 20 June 2005.