NB: Unofficial translation, legally binding only in Finnish and Swedish
Ministry of Transport and Communications of Finland

Decree
on the Use of Vehicles on the Road

(1257/1992, amendments up to 1227/2011 included)

Chapter 1

Scope of application and definitions

Section 1 (1243/2002)

Scope of application

1. The provisions of this Decree shall apply to vehicular traffic on the road on such vehicles to which the Vehicles Act (1090/2002) is applicable.

2. This Decree shall apply to military vehicles, with the exception of armoured vehicles, if not otherwise provided by a Decree of the Ministry of Defence and pursuant to the Vehicles Act.

3. Separate provisions shall be issued on the implementation of this Decree to special transportation.

Section 2 (670/1997)

Definitions

1. The provisions of the Vehicles Act and provisions issued under it shall apply to definition of vehicles, vehicle categories, masses and dimensions. (1243/2002)

2. *Conditioned vehicle* means any vehicle whose fixed or movable superstructures are specially equipped for the carriage of goods at controlled temperatures and whose side walls, inclusive of insulation, are each at least 45 mm thick.

3. *Connected mass* means the maximum total mass of the towed vehicle permissible when coupled to the towing vehicle. The mass on the fifth wheel coupling or on the drawbar coupling of towing vehicle is not, however, regarded as part of the connected mass of semi-trailer or centre-axle trailer.

4. *Indivisible load* means a load that cannot, for the purpose of the carriage by road, be divided into two or more loads without undue expense or risk of damage and which owing to its dimensions or mass cannot be carried by a motor vehicle, trailer, road train or articulated vehicle without exceeding the generally allowable limits for masses or dimensions.

5. For the purposes of this Decree "Ministry" means the Ministry of Transport and Communications. (1243/2002)

Chapter 2

Use and condition of vehicles

Section 3 (291/1998)

Speed limitations of vehicle categories

1. The maximum permissible speed on the road for a motor vehicle without a trailer is:

a) 80 km/h for a light commercial vehicle, lorry and special vehicle (category N), as well as camping vehicle, hearse and maintenance vehicle of category M;

b) 100 km/h for a light commercial and special vehicle (category N_1) as well as a veterinary vehicle, camping vehicle, hearse and maintenance vehicle with an unladen mass not exceeding 1.8 tonnes and having the initial entry into service in 1981 or later, or with an unladen mass not exceeding 1.875 tonnes and having the initial entry into service in 1995 or later;

c) 100 km/h for a light commercial vehicle (category N_1) as well as a veterinary vehicle, camping

vehicle, hearse and maintenance vehicle fitted with anti-locking brakes and at least the driver's seat with airbag;

d) 80 km/h for a bus (category M_2 and M_3), however 100 km/h, if there are no standing passengers in the bus and it has been approved in the inspection to be used at this speed;

e) 60 km/h for a motor vehicle having at least one of its axles unsprung; this limitation shall however not concern a motorcycle having a back wheel unsprung (categories L_{3e} and L_{4e}); (1086/2006)

f) 45 km/h for a moped (category L_{1e} and L_{2e}) and a light quadricycle (category L_{6e}), however 25 km/h for a low-power moped;

g) 40 km/h for a power-driven work machine and a tractor other than a traffic tractor as well as a motor sledge, however 60 km/h for a snowmobile on a snowmobile route;

h) 50 km/h for a traffic tractor;

i) 20 km/h for a vehicle fitted with track chains of iron or with wheels other than those equipped with pneumatic tyres. (353/2006)

1a. In order to be approved for the maximum speed of 100 km/h a camping vehicle shall fulfil the following conditions: it is equipped at the rear with a round plate having a black border of 20 millimetres in width and a diameter of 240 millimetres and marked on yellow background with a figure "100" by black numbers of 120 millimetres in height and has, in type inspection or roadworthiness test, been certified to meet the requirements of the speed category. (353/2006)

2. In order to be approved for the maximum speed of 100 km/h a bus shall fulfil the following conditions:

a) it is fitted with anti-locking brakes;

b) it is fitted with tyres which are approved by the tyre manufacturer for the speed of at least 100 km/h without a restriction for the period of use;

c) the engine power is at least 11 kW per each ton of the total mass;

d) the seats are equipped with head restraints;

e) the driver's seat and the passenger seats which have no other seat or other corresponding obstacle in front of them are equipped with safety belts;

f) the driver's seat is protected at the rear;

g) the luggage can be attached firmly;

h) the range of a tachograph shall extend at least to the speed of 125 km/h; and

i) it is equipped at the rear with a round plate having a black border of 20 millimetres in width and a diameter of 240 millimetres and marked on yellow background with a figure "100" by black numbers of 120 millimetres in height.

3. The highest permissible speed on the road for a motor vehicle coupled to a towed vehicle is:

a) 80 km/h for an automobile (categories M and N), motorcycle (categories L_{3e} and L_{4e}), a three-wheel vehicle and a quadricycle (categories L_{5e} and L_{7e}), however 60 km/h for an automobile coupled to a brakeless towed vehicle with a total mass exceeding 0.75 tonnes, and 60 km/h for an automobile, motorcycle, three-wheel vehicle and a quadricycle coupled to an unsprung towed vehicle;

b) 45 km/h for a moped (categories L_{1e} and L_{2e}) and a light quadricycle (category L_{6e}), however 25 km/h for a low-power moped;

c) 40 km/h for a power-driven work machine, a tractor other than a traffic tractor, a motor sledge, and other off-road vehicle, however 60 km/h for a snowmobile when it is driven on a snowmobile route and the trailer is not used for the carriage of passengers;

d) 50 km/h for a traffic tractor; and

e) 20 km/h for a vehicle combination fitted with track chains of iron or with other wheels than those equipped with pneumatic tyres. (544/2003)

4. When a motor vehicle is towed on its own wheels or with the help of a dolly the highest permissible speed is 60 km/h unless lower speed is provided or prescribed for either of these vehicles.

5. A motor powered vehicle, when driven on a road, may not exceed the maximum speed prescribed by an authority for the reasons of vehicle structure or oversize load in respect to the structure or to the equipment.

Section 4

Prohibition of unnecessary and disturbing driving

Unnecessary and disturbing driving on built-up areas is prohibited. The route taken by the vehicle and the manner of driving on built-up areas shall also otherwise be such that they do not cause undue disturbance.

Section 5 (1243/2002)

Prohibition of unnecessary idling of motor vehicles

1. If a motor vehicle is stationary for a reason other than an obligatory traffic obstruction, the engine must not run for more than two minutes. When the temperature is below -15 °C, the engine may run for a maximum of four minutes before the vehicle is driven. However, the engine of a tractor, power-driven work machine or a work machine on an automobile chassis may be run before starting to work with a vehicle or a machine for a period necessary to warm up the vehicle.

2. This prohibition shall not apply to an emergency vehicle in urgent duty nor other vehicle used by the police in official duty, nor a vehicle lined up for an exhaust emission test of a roadworthiness inspection. The prohibition shall also not apply to a vehicle the principal use of which requires the operation of an engine or an accessory, such as a refuse press, compressor, pump or lifting table that, as a precondition, requires the operation of the engine.

Section 6 (1243/2002)

Derogations from obligation to wear safety belt or protective helmet

1. The obligation to wear safety belt as provided for in the Road Traffic Act (267/1981) shall not apply to:

a) a policeman or an employee of a prison administration in official duty while in such duty that the wearing of safety belt might constitute a danger or considerable disadvantage;

b) an inspector inspecting the roadworthiness of a vehicle;

c) a mail carrier, a newspaper carrier or a person delivering other goods to several places, when the continuous driving distance is not more than 100 metres and the wearing of safety belt constitutes considerable disadvantage; or

d) a driver of a passenger vehicle or a bus or coach used for passenger transport subject to permit. (289/2006)

2. The obligation to wear a protective helmet as provided for in the Road Traffic Act shall not apply to:

a) a driver or a passenger of a three-wheel moped (category L_{2e}), a three-wheel vehicle (category L_{5e}), a light quadricycle (category L_{6e}) or a quadricycle (category L_{7e}) with an enclosed cabin;

b) a driver or a passenger of a two-wheel motorcycle (category L_{3e}) or a moped (category L_{1e}) fitted with seat belts and a protective bar or a roof when the driver or the passenger is covered by the bar or roof;

c) a driver of a motorcycle or a moped designed for the use of an invalid;

d) a person in traffic enforcement or other official duty, if the wearing of protective helmet disturbs the performance of this duty;

e) an inspector inspecting a motorcycle or a moped;

f) a person driving or riding a snowmobile for the care of reindeer or forest, maintenance of power transmission, or telecommunications network or inspection of network;

g) a passenger of a snowmobile in a trailer with an enclosed cabin; or

f) a person driving or riding on a museum motorcycle or a museum moped during an arranged driving event.

Section 6 a (289/2006)

Release from an obligation to wear safety belt on account of medical reasons

A medical certificate as referred to in section 88 b(2) of the Road Traffic Act (267/1981) shall state its period of validity and contain the following symbol:

Section 7 (1221/2007)

Exemptions concerning the use of a tachograph and driving times

1.Articles 5–9 of Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 need not be followed nor a tachograph be used in the following cases:

a) in vehicles used or hired, without a driver, by agricultural, horticultural, farming or fishery undertakings within a radius of up to 100 kilometres from the base of the undertaking on the condition that driving the vehicle does not constitute the driver's main activity and that the vehicle carries minor quantities of the undertaking's own products which are sold at a marketplace or at another specific location, or horses kept by these undertakings;

b) in vehicles or combinations of vehicles with a maximum permissible mass not exceeding 7.5 tonnes used for postal delivery as referred to in the Postal Services Act (313/2001) or for carrying materials, equipment or machinery for the driver's use in the course of his/her work, on the condition that the vehicle or combination of vehicles is used only within a 50 kilometre radius from the base of the undertaking and driving the vehicles does not constitute the driver's main activity;

c) in vehicles used exclusively on an island not exceeding 2,300 square kilometres in area which is not linked to the mainland by a bridge, ford or tunnel open for use by motor vehicles;

d) in vehicles used for driving instruction and examination with a view to obtaining a driving licence or a certificate of professional competence, provided that they are not being used for commercial transport;

e) in vehicles used in connection with sewerage, flood protection, water, gas and electricity maintenance services, road maintenance and control, door-to-door household refuse collection and disposal, telegraph and telephone services, radio and television broadcasting, and the detection of radio or television transmitters or receivers;

f) in vehicles with between 10 and 17 seats not used for commercial transport;

g) in vehicles used as an educational facility when stationary;

h) in vehicles intended for milk collection from farms and for the return to farms of milk containers or milk products intended for animal feed;

i) in vehicles transporting money or valuables;

j) in vehicles used for carrying animal waste or carcasses which are not intended for human consumption;

k) in vehicles used exclusively on roads inside hub facilities such as ports, interports and railway terminals;

l) in vehicles used for the carriage of live animals from farms to local markets or to slaughterhouses and vice versa, within a radius of up to 50 kilometres from the farm, and

m) in specialised vehicles of a circus or funfair.

2. Notwithstanding the provisions of the Regulation referred to in subsection 1:

a) in buses used for scheduled traffic, the breaks may be divided into 15-minute periods, and

b) in transports referred to in Article 3(f) of the said Regulation and in subsection 1(a and l) of this section, the daily driving time may be extended by a maximum of two hours from what is laid down in Article 6 of the Regulation and the daily rest period may be reduced by a maximum of one hour from what is laid down in Article 8 of the Regulation.

3. The exceptions referred to in subsection 2 above only apply to vehicles used in the province of Lapland or Oulu or in municipalities with a population density of less than five inhabitants per square kilometre. They also apply to vehicles used for taking journeys which begin or end in one of the areas mentioned above. The exceptions do not, however, apply to vehicles used in the cities of Oulu and Kajaani.

Section 7 a (809/1995)

Inspection of a tachograph

1. Provisions on inspectors of a tachograph referred to in Chapter VI of Annex 1 and in Chapter VI of Annex I B of the Council Regulation (EEC) No 3821/85 on recording equipment in road transport are issued in section 4 of the Government Decree on the purchase, instalment and repair of transport equipment (1247/2002) and in section 87 of the Vehicles Act. (416/2005)

(Subsection 2 has been repealed by the Act 1221/2007).

Section 7 b (714/1996)

Certain checking procedures and notifications

1. The police and the occupational safety and health administration are responsible for the checks referred to in Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Council Regulations (EEC) Nos 3820/85 and 3821/85 concerning social legislation relating to road transport activities and repealing Council Directive 88/599/EEC. As a rule, the police are responsible for checking on the road and the occupational safety and health administration for checking in companies. (1221/2007)

2. Notifications and information referred to in the Directive mentioned in subsection 1, in Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport, and in Council Regulation (EEC) No 3821/85 on recording equipment in road transport are issued by the Ministry within its mandate, and by the Finnish Transport Safety Agency in accordance with instructions from the Ministry, as necessary. (1227/2011) .

3. A report to the Commission mentioned in Article 17 of the Regulation as referred to in section 7(1) above shall be produced by the occupational safety and health administration. (1221/2007).

Section 8

Use of radio and television receivers

(Subsection 1 has been repealed by the Act 1243/2002)

2. Use of radio or television receivers or other sound reproducers in a passenger car (category M_1) used for charter passenger traffic requiring permit and in a bus (category M_2 and M_3) used for scheduled traffic is prohibited, if the use disturbs a passenger.

Section 9

Steering device

The parts of the steering device shall be so adjusted and maintained as to prevent unnecessary looseness or tightness.

Section 10

Brakes

1. The braking devices shall be maintained so adjusted that they are unladen when a pedal or other control device is in the rest position, and when the brakes are laden the control device has still enough clearance in the direction of the load.

2. Only such fluid shall be used as brake fluid that it does not become harmfully viscous at the temperature of -40°C and it shall also otherwise be suitable for the purpose. The boiling point of brake fluid shall be not less than 200°C.

Section 11 (899/2006)

Use of an off road vehicle on the road

1. A motor sledge or an off road vehicle with wheels may be driven on the road when crossing a road or a bridge. A motor sledge or an off road vehicle with wheels may also temporarily be driven on the road observing due caution, if:

a) the transport operation or topographic conditions render driving in the terrain unreasonably difficult;

b) it is deemed necessary for crossing a road safely;
c) the vehicle in question needs to be refuelled in an area intended for public traffic in the immediate proximity of the terrain in which it is being used;
d) the vehicle in question needs to be moved from a road traffic vehicle to terrain in an area referred to in paragraph c, or
e) the vehicle in question needs to be kept at a parking place located in an area referred to in paragraph c.

3. A combination comprising an agricultural tractor and a sleigh may be used on the road only exceptionally, and only if it constitutes no danger or discomfort to other traffic. A sleigh may be loaded up to the amount permitted by the conditions and road safety.

Section 12

The use of the emergency switch of a snowmobile

An emergency switch shall be attached to the driver of a snowmobile before starting the engine, if the operating principle requires the attachment of the emergency switch. Such an emergency switch shall be kept attached during the driving.

Section 13 (1243/2002)

Steering axle

A steering axle of a trailer or an automobile with a total mass exceeding 3.5 tonnes fitted with a device used either from the driver's seat or an automatic device that directly locks the steering, shall be kept locked when driving at a speed exceeding 60 km/h.

Section 14

Towing a vehicle

1. When a vehicle, which cannot or must not be driven by means of its own propulsion, is towed with a tow-rope or tow-bar the distance between the towed vehicle and the towing vehicle shall be at least 3 metres and not more than 6 metres. A clearly visible flag shall be attached to the middle part of the tow-rope or the tow-bar. A vehicle with the brakes out of order may be towed only with a bar, a boom or a dolly and a vehicle with the steering out of order may be towed only when lifted to rest upon a boom or with a dolly.

2. Simultaneous towing of two vehicles with the same towing vehicle is prohibited. Towed vehicle must not be heavier than the towing vehicle without a compelling reason. The driver of a towed vehicle shall be a holder of a driving licence authorizing him to drive such a vehicle.

Chapter 3

Use of tyres and studs

Section 15

Tyres of all vehicles

Vehicles shall be equipped with tyres and rims required by its registered total mass and masses on axles. Tyres with fabric clearly visible or tyres which are in apparent danger of exploding must not be used.

Section 16

Tyres of automobiles, trailers be coupled to automobile and towed devices

1. Tyres, whose unbalance can disturb steering, shall not be used in the front wheels of an automobile. The tread depth of main grooves of the tyres of an automobile, a trailer coupled to an automobile and a towed device with a maximum permitted speed exceeding 40 km/h shall be not less than 1.6 mm. For axles with twin wheels this requirement shall not apply to both wheels. Main grooves shall mean wide grooves on the centre-line of the tread covering about three fourths of the tread width.

2. For a passenger car (category M_1) with a total mass not exceeding 3.5 tonnes, a light commercial vehicle (category N_1), a special vehicle with a total mass not exceeding 3.5 tonnes and a trailer with a total mass exceeding 0.75 tonnes but not exceeding 3.5 tonnes (category O_2) winter tyres shall be used during December, January and February. The tread depth of main grooves of winter tyres shall be at least 3.0 mm. Winter tyres are not required:

a) for both wheels of twin wheels;

b) during temporary transfers of not more than 20 kilometres relating to the manufacture, import, trade, repair or roadworthiness test of an automobile or its trailer;

c) for a museum vehicle; and

d) in the case of an automobile or a trailer coupled to it for which suitable winter tyres are not available. (1243/2002)

3. In the case of a passenger car, light commercial vehicle (category M_1 and N_1) and trailer (category O_1 and O_2) and special automobile with a total mass not exceeding 3.5 tonnes, the tyres fitted on the same axle shall have similar dimensions, structures and technical characteristics. When tyres other than radial-ply tyres are used in such an automobile or trailer, they shall be fitted on each wheel. In addition it is not permitted on the same axle of another automobile, trailer or towed device to use tyres, which differ in essential characteristics so as to constitute harm or danger.

4. When a spare tyre must be used temporarily in an automobile or trailer coupled to it due to tyre failure, the provisions of subsections 2 and 3 shall not apply to it. The vehicle shall then be driven observing extra caution.

5. In the case of a passenger car (category M_1) or trailer with a total mass not exceeding 3.5 tonnes (category O_1 or O_2), the pressure of pneumatic tyres must not, without any particular reason, differ from the recommendations in respect to the pressure corresponding to the loading condition of the vehicle as defined by the tyre or the vehicle manufacturer by more than 20 per cent downwards.

Section 17

Use of anti-skid devices in tyres of automobiles and towed vehicles coupled to them

1. The tyres of an automobile and towed vehicle coupled to it may be equipped with studs, snow chains or other equivalent anti-skid devices, which do not essentially damage the surface of the road. Studded tyres may be used from 1 November to 31 March or to the seventh day following Easter Monday, whichever occurs later. Outside this period studded tyres may be used in emergency vehicles, off road vehicles and trailers used by military forces, construction and road maintenance vehicles and trailers and haulage automobiles. Studded tyres may be used outside the abovementioned period also during temporary transfers relating to the trade, repair and roadworthiness inspection of automobiles or towed vehicles and in all automobiles and towed vehicles when the weather or road conditions that require.

2. In the case of a trailer with a total mass exceeding 0.75 tonnes but not exceeding 3.5 tonnes (category O_2) studded tyres shall be used, if the towing vehicle is equipped with studded tyres.

3. When studded tyres are used in a passenger car, light commercial vehicle (category M_1 and N_1) or in a trailer with a total mass not exceeding 3.5 tonnes (category O_1 and O_2), they shall be fitted on each wheel, with the exception of both wheels of twin wheels. The number of studs in different tyres of a vehicle may differ by not more than 25 per cent from the number of studs in the tyre, which has most studs.

4. When a spare tyre must be used temporarily in an automobile or towed vehicle coupled to it due to tyre failure, the provisions of this section shall not apply to it. The vehicle shall then be driven observing extra caution.

5. In the case of a used studded tyre of a passenger vehicle or a light lorry the studs must not project more than 2.0 mm. The studs of a used lorry tyre must not project more than 2.5 mm. (303/1996)

6. The Finnish Transport Safety Agency may grant a single vehicle a derogation from the provision of subsection 1 on permitted period of the use of studded tyres. (1227/2011)

Section 18 (1243/2002)

Tyres and anti-skid devices of vehicles in category L and trailers coupled to them

1. The tread depth of the main grooves shall be not less than 1.0 mm. A tyre, whose unbalance can disturb steering, shall not be used in the front wheel of a motorcycle (category L_{3e} and L_{4e}) or a three-wheel vehicle (category L_{5e}).

2. In the case of a motorcycle, moped, three-wheel vehicle, a quadricycle and a light quadricycle and their trailers, tyres shall have rough tread patterns, which are suitable for winter conditions during the period referred to in section 16(2). The derogations granted for the vehicles from the obligation to use winter tyres as provided for in the mentioned subsection shall also, where appropriate, apply to motorcycles, mopeds, three-wheel vehicles, quadricycles and light quadricycles and to their trailers.

3. The use of anti-skid devices in the case of a motorcycle, moped, three-wheel vehicle, quadricycle and light quadricycle and their trailers is permitted under conditions set for a passenger car in section 17.

Section 19

Anti-skid devices of agricultural tractors, power-driven work machines, off road vehicles and their trailers

Tyres and track chains of an agricultural tractor, a power-driven work machine, an off road vehicle and their trailer may be equipped with studs, snow chains or other equivalent anti-skid devices which do not essentially damage the surface of the road.

Section 19 a (955/1993)

Maximum masses and total masses on axle or bogie of a vehicle or vehicle combination

When transporting a vehicle or vehicle combination on the road, the mass on axle or bogie or the total mass of the vehicle may not exceed the value entered in the vehicle register. Total mass of a vehicle combination may not exceed the sum of total masses of the towing and the towed vehicle entered in the register nor the total mass permitted to the combination in the cases when it is lower than the said sum.

Chapter 4

Masses and main dimensions of vehicles and vehicle combinations when a vehicle registered or put into circulation in an EEA state is used in Finland (670/1997)

Section 19 b (1243/2002)

Use in Finland of a vehicle registered or put into circulation in an EEA state

1. When a vehicle registered or put into circulation in a Member State of the European Economic Area (EEA state) is used in Finland, the provisions of this Chapter shall apply.

2. If the authorised masses for registration and use of a vehicle put into circulation in 1993 or later exceed the maximum values provided in the Council Directive 96/53/EC laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic:

a) at least one axle of a three-axle bogie shall be a steering axle;

b) at least one of the bogie axles shall be a steering or mechanically steering axle, if the distance between the utmost axles of a towed vehicle exceeds 2.4 metres in a two-axle bogie or 2.8 metres in a three-axle bogie; the rearmost axle in a two-axle bogie of the actual trailer shall not, however, be a steering axle.

3. The sum of the masses directed to the steering axles of a vehicle bogie with three or more axles referred to above in subsection 2 may not be more than half of the sum of the masses directed to fixed or mechanically steering axles of the bogie.

Section 20 (670/1997)

Masses on axle and bogie

1. When a motor vehicle or a trailer is driven on the road, the mass on its axle must not exceed the following values:	
a) single non-driving axle.....	10 t
b) driving axle	11.5 t
2. When a motor vehicle is driven on the road, the mass on its bogie must not exceed the following values:	
a) tandem-axle when the axle spacing is less than 1.0 metres	11.5 t
b) tandem-axle when the axle spacing is not less than 1.0 metres but less than 1.3 metres	16 t
c) tandem-axle when the axle spacing is not less than 1.3 metres but less than 1.8 metres	18 t
d) tandem axle when the axle spacing is not less than 1.3 metres but less than 1.8 metres and the driving axle is fitted with twin tyres and air suspension or a suspension recognized as being equivalent to air suspension or each driving axle is fitted with twin tyres and the mass on each axle does not exceed 9.5 tonnes	19 t
e) tri-axle when the axle spacing is less than 1.3 metres	21 t
f) tri-axle when the axle spacing is not less than 1.3 metres	24 t
3. When a trailer is towed on the road, the mass on its bogie must not exceed the following values:	
a) tandem-axle when the axle spacing is less than 1.0 metres	11 t
b) tandem-axle when the axle spacing is not less than 1.0 metres but less than 1.3 metres	16 t
c) tandem-axle when the axle spacing is not less than 1.3 metres but less than 1.8 metres	18 t
d) tandem-axle when the axle spacing is not less than 1.8 metres	20 t
e) tri-axle when the axle spacing is not more than 1.3 metres	
f) tri-axle when the axle spacing is more than 1.3 metres	21 t
g) bogie with four or more axles	24 t
	24 t

Section 21 (670/1997)

Total mass of an automobile

1. When a motor vehicle is driven on the road, its total mass must not exceed the following values:	
a) two-axle motor vehicle	18 t
b) three-axle motor vehicle	25 t
c) three-axle motor vehicle, where the driving axle is fitted with twin tyres and air suspension or suspension recognized as being equivalent to air suspension or where each driving axle is fitted with twin tyres and the mass on each axle does not exceed 9.5 tonnes	26 t
d) three-axle articulated bus	28 t
e) four-axle motor vehicle	31 t
f) four-axle motor vehicle, where the driving axle is fitted with twin tyres and air suspension or suspension recognized as being equivalent to air suspension or where each driving axle is fitted with twin tyres and the mass on each axle does not exceed 9.5 tonnes	32 t
g) five-axle motor vehicle	38 t

2. The total mass of a four-axle or five-axle motor vehicle must not exceed the sum which is obtained by adding to 20 tonnes an amount of 270 kg in the case of a four-axle motor vehicle or an amount of 350 kg in the case of a five-axle motor vehicle per each 0.10 m by which the distance between the outermost axles of the motor vehicle exceeds 1.80 m.

3. At least 20 per cent of the mass of the vehicle shall rest on the steered axle(s). When a passenger car is laden to registration/in-use maximum permissible mass in accordance with the total mass on the rear axle(s), not less than 30 % of the vehicle mass shall rest on the front axle.

4. At least 25 % of the mass of a vehicle in category M_2, M_3 and N shall rest on the driving axle(s).

Section 22 is repealed by Decree 670/1997.

Section 23

Total mass of a combination comprising a motor vehicle and a trailer

1. The total mass of a combination comprising a motor vehicle and a trailer must not exceed the following values when driven on the road, in which case the mass of less than five tonnes resting on the axle shall not be taken into account when counting the number of axles:	
a) articulated vehicle	48 t
b) combination comprising a motor vehicle and centre-axle trailer	44 t
c) road train or a combination comprising a motor vehicle, a dolly and a semi-trailer or a combination comprising a motor vehicle, a semi-trailer and another semi-trailer coupled to it or a combination comprising a motor vehicle, a semi-trailer and a centre-axle trailer	
- with four axles	36 t
- with five axles	44 t
- with six axles	53 t
- with seven or more axles	60 t
(533/2004)	

2. (repealed by 531/1993).

3. The total mass of a vehicle combination comprising a motor vehicle and a towed vehicle and having a total mass exceeding 44 tonnes must not, however, exceed the value obtained by adding 270 kilograms to 20 tonnes per each 0.10 metres that exceeds 1.80 metres of the distance between the

foremost and the rearmost axles of the vehicle or vehicle combination. This rule shall also apply to a vehicle combination that comprises a motor vehicle and a semi-trailer exceeding 44 tonnes, which is a part of a combination referred to in subsection 1(c). In the case of a motor vehicle, whose total mass exceeds 40 tonnes, the distance between the rear axle of the automobile and the front axle of the trailer with a total mass exceeding 10 tonnes shall not be less than 3.0 metres. (1243/2002)

Section 24 (230/2002)

Length of motor vehicle, towed vehicle and their combination

1. The length of a motor vehicle must not exceed the following values:	
a) bus and coach (categories M_2 and M_3)	13.50 m
however, if with at least three axles……	15.00 m
if articulated .....……	18.75 m
if articulated and equipped with more than one articulation joint.....……	25.25 m
b) other motor vehicle .....…….	12.00 m
(487/2009)	

2. The length of a trailer shall not exceed the following values:

a) semi-trailer and a full trailer as part of vehicle combination of 22.00 m or more:	
distance from the vertical axis of the fifth wheel king pin or the turning point of the front axles to the rear of the trailer .....……..	12.00 m
distance measured horizontally from the vertical axis of the fifth wheel king pin or the turning point of the front axles to any point in the front of trailer	2.04 m
b) trailer, excluding the drawbar, other than those referred to in paragraph a	12.50 m

3. The length of a vehicle combination shall not exceed the following values:

a) combination comprising a passenger vehicle or a bus or a coach (category M) and a trailer, or comprising a van (category N_1) and a trailer	18.75 m
b) combination comprising a lorry (categories N_2 and N_3) and a semi-trailer and vehicle combinations other than those referred to in paragraphs b or c	16.50 m
c) combination comprising a motor vehicle and a centre-axle trailer ...	18.75 m
- wherefrom the sum of the external lengths of loading areas	15.65 m
- and the distance from the front of the loading area of towing vehicle and the rear of the loading area of trailer	16.40 m
however, by way of derogation from the above provisions, a laden vehicle transporter.....	20.75 m
d) combination comprising a lorry (categories N_2 and N_3) and a full trailer with two or more axles, or a combination comprising a lorry, a dolly and a semi-trailer as well as a combination comprising a lorry, a semi-trailer and a centre-axle or full trailer coupled thereto	25.25 m
wherefrom the sum of the external lengths of loading areas, taking into account the measurement method mentioned in subsection 2(a)..... (1227/2011)	21.42 m

4. If a detachable piece of equipment, such as a ski box, is attached to a bus or a coach, the length of the bus or coach and the attached piece of equipment shall not exceed the measurements referred to in this section.

Section 25 (230/2002)

Other main dimensions

1. The maximum permitted height of a motor vehicle and trailer is 4.20 m. This height may not be

exceeded when the vehicle is unloaded and eventual axle-lift device in the lifted position. However, the maximum permitted height of a laden vehicle transporter is 4.40 metres. (1227/2011)

2. The maximum permitted width of a motor vehicle is 2.60 m. The maximum permitted width of a vehicle, excluding thermally insulated vehicle, used in a combination with a fixed structure of more than 22.00 m is, however, 2.55 m. The maximum permitted width of a passenger car (category M_1) is 2.50 m.

3. The width of centre-axle trailers and full trailers (categories O_3 and O_4) having a registration/in-service maximum permissible mass of not more than 3.5 tonnes may exceed the width of the towing vehicle by not more than 0.15 metres. The width of a semi-trailer may exceed the width measured by the front axle of towing vehicle by not more than 0.35 m.

Section 26 (1227/2011)

Turning of a vehicle combination

1. A combination of a motor vehicle and a semi-trailer as well as of a motor vehicle and a full trailer or a centre-axle trailer not more than 18.75 m long shall be able to turn to either side for a complete circular trajectory of 360° inside an area defined by two concentric circles, the outer circle having a radius of 12.50 m and the inner circle having a radius of 5.30 m. A semi-trailer combination is deemed to comply with this requirement, if the distance from fifth wheel king pin to the centre line of the non-steered bogie axles is not greater than

$$\sqrt{(12.50 - 2.04)^2 - (5.30 + L/2)^2}$$

where:
L is semi-trailer's width.

2. A combination more than 18.75 m long comprising a motor vehicle and one or two trailers shall be able to turn within a swept circle having an outer radius of 12.50 m and an inner radius of 2.00 m. The semi-trailer or full trailer of such a combination shall have an efficient axle spacing of not more than 8.15 m, measured from the fifth wheel king pin or from the turning point of the front axles to the rear axle or to the centre line of the non-steered rear axles. Subject to the provisions of this section the axle spacing may be longer, if all the rear axles of the trailer are steering or some of the axles are steered or for the purpose of coupling a semi-trailer the rear axles can be moved backwards due to a fifth wheel mounted on them.

3. If one or more non-steering or non-steered axles are fitted with an axle-lift device, it shall be taken into account when measuring the turning capability.

Section 27 (544/2003)

Applicability of provisions on masses and dimensions to other vehicles

1. Subject to the derogations laid down in the provisions of sections 28—30, the provisions of section 19 a and sections 20—25 shall apply to the masses and main dimensions of vehicles and vehicle combinations other than those referred to in sections 20—25. Section 24(3)(a,c,d) shall not, however, apply to a combination comprising a tractor and trailer.

2. The total mass of a vehicle having metal tracks shall not exceed 20 tonnes.

Section 27 a (1243/2002)

Main dimensions of a motorcycle, moped, three-wheel vehicle, quadricycle and light quadricycle

Maximum permissible main dimensions of a motorcycle, moped, three- wheel vehicle, quadricycle and a light quadricycle are as follows:

a) length.....	4.0 m
b) width.....	2.0 m
a two-wheeled moped (category L_{1e}) however	1.0 m
c) height.....	2.5 m

Section 27 b is repealed by Decree 144/1996.

Section 28 (774/1994)

Width of a cycle

By way of derogation from the provisions of section 25(1) the maximum permissible width of a two-wheeled cycle shall be 0.80 metres. In the case of a cycle with more than two wheels the maximum permissible width shall be 1.25 metres.

Section 29 (359/2000)

Width of an agricultural tractor, a power-driven work machine and a towed vehicle coupled to them

1. An agricultural tractor and a power-driven work machine having a width exceeding 2.6 metres but not exceeding 3.0 metres may be driven on the road for the purpose of transferring an agricultural tractor or a power-driven work machine from one workplace to another, or for the service of the vehicle.

2. When the maximum width of an agricultural tractor is measured, attached implements or widening wheels shall not be taken into account. If an agricultural tractor that is more than 2.6 measured from the widening wheels is driven on the road, lights and reflectors as referred to in section 30(4) that are directed to both front and rear and set to correspond with the greatest width shall be attached to the tractor. However, lights expressing the width are only required when the tractor is driven on the road at dusk or in the dark or if the weather reduces visibility. If an agricultural tractor with attached implements is more than 4.00 metres wide, it may only be driven if road equipment do not limit mobility. (1243/2002)

3. A towed vehicle having a width not exceeding 2.6 metres may be coupled to an agricultural tractor even if its width exceeds that of the agricultural tractor. However, an agricultural tractor having a width exceeding 2.6 metres may be coupled to a towed device, which is not wider than the agricultural tractor provided that the towed device is not driven on the road for a purpose other than transferring it from one workplace to another, or for the service of the vehicle.

4. A tank trailer that is not more than 3.3 metres wide and is designed to transport and spread liquid manure may be coupled to an agricultural tractor on the condition that when towing a trailer that is more than 2.6 metres wide on the road, lights and reflectors as referred to in section 30(4) that are directed to front shall be attached to the tractor and lights and reflectors that are directed to rear shall be attached to the trailer. They shall be set to correspond with the greatest width of the transportation. Lights and reflectors that are directed to front expressing the greatest width of the transportation and that are designed to be attached to a tractor may be attached to the front part of the trailer, if they can be seen from the front despite of the width of the tractor. However, lights expressing the width are only required when the trailer is driven on the road in the dusk or dark or if the visibility is poor due to the weather or some other reason.

Section 30

Vehicles and devices used for road maintenance and for agriculture

1. The provisions of sections 24 and 25 on main dimensions shall not apply to power-driven work machines, implements or towed devices used for road maintenance or agriculture. However, if they are more than 4.00 metres wide, they may only be driven if road equipment do not limit mobility. A power-driven work machine or a device must not, however, cause obvious danger to other traffic and all reasonably required measures must be taken in order to remove excess width. (1243/2002)

2. The excessively wide power-driven work machines, implements and devices shall be marked at the front and rear of the vehicle, or at the front of the vehicle and at the rear of the implement in the case of a towed implement or device with a plate corresponding by the virtue of its length and position to the width of a vehicle or an implement and having alternating red and yellow transverse stripes, which plate has a white reflex reflectors at the front end and red reflex reflectors at the rear end. Corresponding markings may be on the vehicle or on the device.

3. If the towed device referred to in subsection 1 obstructs the backward visibility of the required

rear position, stop and direction indicator lamps or reflex reflectors of the vehicle or a trailer coupled to it, the device shall be equipped with corresponding lamps and reflex reflectors or the lamps shall be fitted to a plate referred to in subsection 2 or the towed device shall be fitted with a separate device having the mentioned lamps and reflex reflectors.

4. Area of the opening of the additional lights referred to above in section 29(2, 4) that express the greatest width and are designed to be attached to a tractor and its trailer shall be at least 15 W and not more than 21 W and they must function simultaneously with the front and rear lights. Lights that are directed to front shall show brownish yellow light and lights that are directed to rear shall show red light. Additional reflectors expressing the greatest width shall be approximately 100 mm wide and 200 mm high. Reflectors that are directed to front shall be white or brownish yellow and those directed to rear shall be red. Lights and reflectors must be at least 0.35 metres and no more than 1.5 metres high, unless the structure of the tractor or trailer otherwise requires. (359/2000)

Chapter 4 a (670/1997)

Masses and main dimension of vehicles and vehicle combinations in international traffic

Section 30 a (670/1997)

The use in Finland of a vehicle registered or put into circulation in a non-EEA state and the use of a Finnish vehicle abroad

1. When a vehicle registered or put into circulation in a non-EEA state is used in Finland, the provisions of this Chapter shall apply. However, the masses and dimensions of the vehicle referred hereto may not exceed the values which are applicable in the state where the vehicle was registered or put into circulation.

2. When a vehicle registered in Finland is used in another EEA state than Finland, the Member State in question may apply the masses and main dimensions referred to in this Chapter.

Section 30 b (670/1997)

Masses on axles and bogies

1. The maximum mass on an axle shall be:
   a) single non-driving axle ..... 10 t
   b) driving axle ..... 11.5 t
2. The maximum mass on a tandem-axle of a motor-driven vehicle shall be
   a) if the axle spacing is less than 1.0 metre ..... 11.5 t
   b) if the axle spacing is not less than 1.0 metre but less than 1.3 metres ..... 16 t
   c) if the axle spacing is not less than 1.3 metres, but less than 1.8 metres ..... 18 t
   d) if the axle spacing is not less than 1.3 metres, but less than 1.8 metres and the driving axle is fitted with twin tyres and air suspension or a suspension recognized as being equivalent to air suspension or if each driving axle is fitted with twin tyres and the mass on each axle does not exceed 9.5 t ..... 19 t

3. The maximum mass on a tandem axle of a trailer shall be:
   a) if the axle spacing is less than 1.0 metres ..... 11 t
   b) if the axle spacing is not less than 1.0 metres, but less than 1.3 metres ..... 16 t
   c) if the axle spacing is not less than 1.3 metres, but less than 1.8 metres ..... 18 t
   d) if the axle spacing is not less than 1.8 metres ..... 20 t
4. The maximum mass on a tri-axle of a trailer shall be:
   a) if the axle spacing is not more than 1.3 metres ..... 21 t
   b) if the axle spacing is more than 1.3 metres, but not more than 1.4 metres ..... 24 t

Section 30 c (1243/2002)

Total mass of an automobile

1. The maximum total mass of an automobile shall be:
a) two-axle automobile ..... 18 t
b) three-axle automobile ..... 25 t
however, if the driving axle is fitted with twin tyres and air suspension or a suspension recognized as being equivalent to air suspension or if each axle is fitted with twin tyres and the mass on each axle does not exceed 9.5 t ..... 26 t
c) three-axle articulated bus ..... 28 t
d) four-axle automobile with two steering axles, if the driving axle is fitted with twin tyres and air suspension or a suspension recognized as being equivalent to air suspension or if each driving axle is fitted with twin tyres and the mass on each axle does not exceed 9.5 t ..... 32 t
2. The maximum total mass in tonnes of a four-axle automobile shall be, however, five times the distance in metres between the foremost and rearmost axles of the automobile.

Section 30 d (670/1997)

Total mass of a trailer

The maximum total mass of a trailer shall be:
a) two-axle full trailer or two-axle centre-axle trailer ..... 18 t
b) three-axle full trailer or three-axle centre-axle trailer ..... 24 t

Section 30 e (1243/2002)

Total mass of a combination comprising an automobile and a trailer

1. The maximum total mass of a combination comprising an automobile and trailer shall be:
a) combination comprising a two-axle automobile and two-axle trailer ..... 36 t
b) articulated vehicle comprising a two-axle automobile and two-axle semi-trailer, if the axle spacing of the semi-trailer is greater than 1.8 metres and the driving axle is fitted with twin tyres and air suspension or a suspension recognized as being equivalent to air suspension ..... 38 t
c) five- or six-axle combination comprising an automobile and trailer ..... 40 t
however, a three-axle automobile and a two- or three-axle semi-trailer carrying a 40-foot ISO-container as a combined transport operation ..... 44 t
2. When a combination comprising an automobile and a trailer is used in international transport, not less than 25 % of the total mass of the combination shall rest on driving axle(s).

Section 30 f (1243/2002)

Length of an automobile, trailer and their combination

1. The maximum length of a vehicle shall be:
a) bus (categories M_2 and M_3) ..... 13.50 m
however, at least with three axles ..... 15.00 m
however, if articulated ..... 18.75 m
b) other automobile ..... 12.00 m
c) full and centre-axle trailer including coupling devices ..... 12.00 m
d) semi-trailer measured from the vertical axis of the fifth wheel king pin to the rear of trailer ..... 12.00 m
measured horizontally from the vertical axis of the fifth wheel king pin to any point at the front of trailer ..... 2. 04 m

2. The maximum length of a vehicle combination shall be:

a) a combination of an automobile and a semi-trailer ..... 16.50 m

b) a combination of an automobile and a full or centre-axle trailer ..... 18.75 m

wherefrom the sum of the external lengths of the loading areas ..... 15.65 m

and the distance from the front of the loading area of the towing vehicle to the rear of the loading area of the trailer ..... 16.40 m

Section 30 g (1243/2002)

Other main dimensions

1. The maximum height of an automobile and trailer shall be 4.00 metres.

2. The maximum width of a passenger car (category M_1) shall be 2.50 metres. The maximum width of other motor vehicles and trailers shall be 2.55 metres, however that of a conditioned vehicle shall be 2.60 metres. When a vehicle registered in Finland is used in another state, that state may require that conditioned vehicles shall carry an ATP certificate or ATP certification plate provided for in the Agreement (Finnish Treaty Series 48/1981) on the international carriage of perishable foodstuffs and on the special equipment to be used for such carriage.

3. In the case of a combination comprising a towing vehicle and a full trailer, the distance between the rear axle of the automobile and the front axle of the trailer shall be not less than 3.00 metres.

Section 30 h (1243/2002)

Manoeuvrability of a vehicle combination

A combination of an automobile and a trailer shall be able to turn within a swept circle having an outer radius of 12.50 m and an inner radius of at least 5.30 m.

Chapter 5

Coupling of a power-driven vehicle and a towed vehicle

Section 31 (326/2004)

General conditions concerning coupling of a towed vehicle

1. Subject to the provisions of this section, section 32(3) or section 35(4) only one towed vehicle at a time may be coupled to a power-driven vehicle.

2. The distribution of masses in a vehicle combination shall be such that the coupling mass of the towed vehicle shall not exceed the maximum value prescribed in the coupling rules below.

3.Excluding short transfer drives related to the loading and unloading of a vehicle the load of a trailer coupled to the rear of a semi-trailer may not result in a situation where the coupling mass of the trailer would exceed the mass of the semi-trailer combination towing it. Correspondingly, loading of another vehicle combination, excluding a semi-trailer combination, may not result in a mass of the trailer that would be more than twice the mass of the towing vehicle.

4. The coupling devices between towed and towing vehicle used in a vehicle combination shall be appropriate and reliable and designed by the manufacturer of the vehicle and coupling devices for the use and load exerted to it.

5. A power-driven vehicle and a towed vehicle coupled to it shall be suitable for coupling to each other by virtue of their width, length and other coupling dimensions, braking systems, electrical systems and other coupling devices.

6. In the case of trailer transport of passengers viewing sights and public events, two or more trailers may be coupled to an automobile or a tractor. Maximum length of such vehicle combination may not exceed 25.25 meters and the combined coupling mass of trailers may not be more than three times the mass of the towing vehicle.

Section 32 (670/1997)

Towed vehicles to be coupled to a motor vehicle

1. A centre-axle trailer of category O_1 or O_2 or equivalent towed device may be coupled to a passenger car and light commercial vehicle (category M_1 and N_1) as well as a specialized vehicle.

2. A centre-axle trailer or two-axle full trailer may be coupled to a bus and coach (category M_2 and M_3).

3. If the length of a combination is not more than 22.00 m, a semi-trailer, centre-axle trailer, full trailer or a towed machine may be coupled to a lorry (categories N_2 and N_3). If the length of a combination exceeds 22.00 m, a full trailer, a semi-trailer coupled to a dolly, a semi-trailer coupled to another semi-trailer or a semi-trailer and a centre-axle trailer coupled to it may be coupled to the lorry. In the case of a combination having a fixed structure of more than 22.00 m long, the towing vehicle, dolly if fitted and trailers shall be equipped with anti-locking brakes. A semi-trailer with a bogie construction coupled to a dolly shall be fitted with not less than two non-steered axles. (533/2004)

Section 32 a (821/2003)

Coupling mass of towed vehicle

The coupling mass of a towed vehicle shall not be more than the lowest of the following values:

a) the technically permissible maximum towable mass based on the construction and performance of the vehicle and the strength of the mechanical coupling device;

b) if the towed vehicle is not equipped with service brakes, half of the unladen mass of the towing vehicle, however not more than 0.75 tonnes, or in the case of a towed equipment not more than half of the actual total mass of the towing vehicle of category N_2 or N_3;

c) if a towed vehicle, which is coupled to an automobile having a registration/in-service maximum permissible mass of not more than 3.5 tonnes, is equipped with inertia brakes (overrun brakes), the registration/in-service maximum permissible total mass of the towing vehicle, or if the towing vehicle is of categories M_1G or N_1G, 1.5 times the registration/in-service maximum permissible mass of the towing vehicle, however, not more than 3.5 tonnes;

d) if a trailer, which is coupled to an automobile having a registration/in-service maximum permissible mass of more than 3.5 tonnes, is equipped with inertia (overrun brakes), 3.5 tonnes;

e) if a towed vehicle other than a semi-trailer or a comparable towed device, which is coupled to an automobile, is equipped with a continuous braking system, 1.5 times the registration/in-service maximum permissible mass of the towing vehicle; and

f) if trailer(s) is/are coupled to an automobile having a registration/in-service maximum permissible mass of more than 3.5 tonnes and thus forming a combination of more than 22.00 metres, measured without a load, 2.5 times the registration/in-service maximum permissible mass of the towing vehicle.

Section 33 (487/2009)

Coupling of a motor vehicle and trailer

A motor vehicle intended to be coupled to a trailer shall be fitted with a rear-view mirror on each side of the bodywork. When a trailer is coupled to a motor vehicle, it shall be ensured that:

a) the rear of motor vehicle and the trailer structures, or the rear of the first trailer and the front of the second trailer are not in contact with each other during normal driving operations;

b) the rear-view mirrors of motor vehicle are so adjusted or such auxiliary mirrors have been attached that the driver has a clear field of visibility to the sides of motor vehicle and trailer(s) and he can observe other traffic coming from behind. Instead of a rear-view mirror, other devices for indirect vision may also be used;

c) the brakes, lights and reflex reflectors of trailer(s) operate in accordance with the provisions; and

d) the pneumatic brakes of motor vehicle and trailer(s) have been adjusted to be compatible with each other in accordance with the provisions.

Section 34 (291/1998)

Coupling of a trailer to two- or three-wheeled vehicles or to quadricycles comparable to them

1. A motorcycle, moped, a three-wheel vehicle, a quadricycle or a light quadricycle may be coupled to a single-axle trailer with a total mass not exceeding the mass permitted by the manufacturer. The connected mass may, however, not be more than one half of the unladen mass of the towing vehicle. The maximum permissible width of the trailer is 1.50 metres. (1243/2002)

2. A cycle may be coupled to a single-axle trailer with a width not exceeding 1.25 metres and a connected mass not exceeding 50 kilograms.

Section 35

Coupling of towed vehicles to an agricultural tractor

1. An agricultural tractor may be coupled to a towed vehicle, whose connected mass is:

a) not more than twice the unladen mass of the agricultural tractor, if the conditions referred to in subsections b-c are not complied with;

b) not more than 2.6 times the unladen mass of the agricultural tractor, if a vertical force of not less than 15 per cent of the connected mass of the towed vehicle is transmitted to the coupling hook or if the agricultural tractor is equipped with a braking system by the use of which alone a deceleration of 3.5 m/s^2 is achieved as equipped with the greatest additional weights referred to in subsection 3; or

c) not more than 3 times the unladen mass of an agricultural tractor, if the trailer is equipped with brakes controlled by the brake pedal of the agricultural tractor.

2. The connected mass of a towed vehicle coupled to a tractor other than a traffic tractor must not exceed 10 tonnes within the limits provided for in subsection 1. This limitation shall not anyhow apply to the transports referred to in section 17 a of the Motor Vehicle Tax Act.

3. When defining the connected mass of a towed vehicle coupled to an agricultural tractor, the unladen mass of an agricultural tractor may include the additional weights and structures which are fitted in accordance with the recommendations of the manufacturer, however not more than one third of the registered unladen mass of the agricultural tractor.

4. A trailer coupled to an agricultural tractor may be coupled to a trailer with smaller connected mass or a corresponding towed vehicle used for agriculture. The combined connected mass of trailers or the trailer and the towed device may not exceed the mass referred to in subsection 1 and defined by the construction of the foremost trailer. (531/1993)

5. An agricultural tractor which is intended to be steered by a walking person may be coupled to a trailer provided that the agricultural tractor or its trailer is fitted with brakes, which are intended for the use of the driver. The provisions on the total mass of a trailer of an agricultural tractor shall apply to the loading of a trailer.

6. A load-carrying tractor, which is equipped with centre pivot steering, must not be coupled to a towed vehicle.

Section 36

Coupling of a towed vehicle to a power-driven work machine and an off road vehicle

1. A power-driven work machine may only be coupled to a towed vehicle, caravan or similar towable device intended for the carriage of the fuels and lubricants and equipment related to the

work. The connected mass of a towed vehicle must not be greater than the unladen mass of the power-driven work machine. (531/1993)

2. When a power-driven work machine, which is operated as a terminal tractor, is used in a harbour or a terminal area for transferring laden and unladen trailers or containers, it may be coupled to a towed device the connected mass of which is not more than 1.5 times the total mass of the terminal tractor. The total mass of a terminal tractor is calculated by adding to the unladen mass of the terminal tractor the proportion of the mass of the trailer which is transmitted from the trailer to the terminal tractor.

3. An off road vehicle may be coupled to a trailer whose connected mass is not more than 1.5 times the unladen mass of the off road vehicle.

Chapter 6

Loading of vehicles

Section 37

General provisions on loading of vehicles

1. The goods and persons shall be so located in a vehicle that they do not obstruct the driver's field of vision or disturb the driving and so that a lamp, a reflex reflector or a plate prescribed for the vehicle is not masked.

2. Goods compartment of a motor-powered vehicle and goods compartment of a towed vehicle coupled to a motor-powered vehicle may not be used for other types of carriage of persons than those provided for in this Chapter. (775/1995)

Section 38 (289/2006)

Carriage of persons by an automobile

1. In addition to the driver, an automobile may be used for the carriage of no more passengers than the number of seating and standing places entered in the register. The driver and passengers shall use the seating and standing places complying with the relevant requirements.

2. In a bus used for scheduled traffic and purchased services (category M_2 and M_3) the number of passengers that has been entered in the register with the driver included may temporarily be exceeded by 30 per cent. However, the seat beside the driver's seat and all seating places fitted with safety belts may have not more than the number of passengers entered in the register.

Section 39 (791/2005)

Carriage of persons by two-wheel and three-wheel vehicles and quadricycles comparable to them

1. A motorcycle, which is not equipped with a side car (category L_{3e}), may be used for the carriage of not more than one passenger on the condition that a suitable seat and foot support are provided for the passenger. A motorcycle equipped with a side car (category L_{4e}) may be used for the carriage of not more than two passengers.

2. A two-wheel moped (category L_{1e}) may be used for the carriage of one passenger using a passenger’s seat, if the vehicle is entered in the registration certificate as one intended for the carriage of passengers. It may also be used for the carriage of a child of not more than ten years of age, on the condition that the moped is equipped with an appropriate seat and leg protection for the child.

3. A three-wheel moped (category L_{2e}), a three-wheel vehicle (category L_{5e}), a light quadricycle (category L_{6e}) and a quadricycle (category L_{7e}) may not be used for the carriage of more than the

number of passengers entered in the register.

4. In a three-wheel moped (category L_{2e}) meant for passenger carriage and in a three-wheel vehicle (category L_{5e}) the aggregate mass of the driver, passengers and goods may not exceed 300 kg and in the case of a quadricycle (category L_{6e}) or a light quadricycle (category L_{7e}) 200 kg.

Section 40 (791/2005)

Carriage of passengers by an agricultural tractor and a power-driven work machine

1. An agricultural tractor or a power-driven work machine may be used for the carriage of not more than two persons in addition to the driver, if safe and fixed seats, which comply with the provisions of Council Directive 76/763/EEC, are provided for them. These persons must not obstruct the driver's field of vision or otherwise disturb the steering of the vehicle.

2. Notwithstanding the provisions of subsection 1 an agricultural tractor or a power-driven work machine equipped with a closed cabin may be used for the carriage of a child, if the vehicle is equipped with a child safety seat or other safety equipment adapted to the child's height and weight. The seat must be reliably attached to the vehicle, and the agricultural tractor or the safety equipment shall have at least a three-point safety belt. There shall be at least 800 mm of free space above the child’s seat measured from the surface of the seating part of an unladen seat.

Section 41

Carriage of persons by an off road vehicle

1. The provisions of section 37 on the carriage of persons by a motorcycle shall apply, where appropriate, to the carriage of persons by a snowmobile.

2. In the case of the carriage of persons by an off road vehicle other than a snowmobile the provisions on the carriage of persons by an automobile constructed for the equivalent purpose shall be applicable.

Section 42

Carriage of persons by a cycle

1. A cycle must not be used for the carriage of more persons than it is constructed for.

2. A two-wheeled cycle may be used by a person at the age of 15 years or more for the carriage of one child at the age of eight years or less and by a person at the age of 18 years or more for the carriage of two children at the age of six years or less. The carriage of a child by a cycle is permissible only if a suitable seat and appropriate protection for the legs of the child are provided. When two children are carried by a cycle, it shall be fitted with two separate braking devices.

Section 43 (1243/2002)

Carriage of persons in the goods compartment of a lorry or a light commercial vehicle

1. The goods compartment and a platform of a lorry and a light commercial vehicle (category N) may be used for the carriage of passengers, if the compartment or the platform is equipped with seats or benches.

2. A lorry (categories N_2 and N_3), whose loading platform does not have seats or benches, may be used for the carriage of persons during the traditional celebration on the last day of school or other similar events provided that the driver has at least two years of experience as an employed lorry driver or as a licensed transport operator.

3. The goods compartment of a lorry and a light commercial vehicle (categories N), which is not fitted with seats or benches, may be used for the carriage of helping persons necessary for loading

and unloading to the destination and back.

4. Without prejudice to section 57 of the Road Traffic Act, a lorry and a light commercial vehicle shall not be used for other passenger carriages than those referred to in this section. However, the driver of such a vehicle has in pitiable cases the right to offer persons by the side of the road a ride provided that the carriage can be made safely.

Section 44

Carriage of persons in the goods compartment of a trailer

1. A semi-trailer may be used for the carriage of persons in accordance with the provisions of section 43(2), where applicable.

1 a. A trailer of an automobile or a tractor may be used for carriage of persons viewing sights or public events on a route approved by the police with the precondition, that the trailer has been equipped with construction and equipment suitable for passenger transport. Highest permissible driving speed of the transport is 25 km/h. When transporting persons with a semitrailer or two or more trailers coupled to each other, the driver of the towing vehicle shall have a driver's licence authorizing driving of a vehicle combination of category DE. (775/1995)

2. An agricultural trailer may be used for the carriage of own workers who are necessary for loading and unloading the trailer to and from the destination provided that the carriage can be made safely.

3. The trailer of a snowmobile may be used for the carriage of persons on snowmobile routes. However, the trailer must not be used for the carriage of persons when a snowmobile is driven on a road other than a snowmobile route or when crossing a road.

3 a. A person at least 15 years of age may carry a child not older than 10 years by cycle trailer and a person at least 18 years of age two children not older than 6 years. The carriage of a child in a cycle trailer is, however, allowed only if the trailer is equipped with a appropriate seat, structure and safety equipment to restrain the child to touch the movable parts of the trailer or the road. The cycle shall be equipped with two separate brakes. (356/1996)

4. A trailer must not be used for the carriage of persons other than those referred to in this section. (356/1996)

Section 45 (291/1998)

Carriage of goods

1. A vehicle must not be loaded in such a way that the load projects in the lateral direction beyond the bodywork or loading space of the vehicle. When the vehicle does not have a load container, the load in the loading space must not project beyond the vehicle width measured at the front axle by not more than 0.35 metres. The restrictions of this subsection shall not, however, apply to the carriage of a boat. (487/2009)

2. The load may not project, within the limits of the maximum permissible length of a vehicle or vehicle combination on the road, more than one metre at the front and more than two metres at the rear beyond the outermost part of the vehicle.

3. In the case of a passenger car (category M_1) the mass of the goods on the roof may within the limits of the maximum permissible total mass of the automobile be not more than 10 per cent of the unladen mass of the automobile.

4. A two-wheel cycle may be used for the carriage of goods weighing not more than 50 kg. A cycle having at least three wheels may be used for the carriage of goods weighing not more than 100 kg. A three-wheel moped (category L_{2e}) meant for the carriage of goods may be used for the carriage of goods weighing not more than 300 kg and a light quadricycle (category L_{6e}) for the carriage of goods weighing not more than 200 kg. A three-wheel vehicle (category L_{5e}) may be used for the carriage of goods weighing not more than 1,500 kg and a quadricycle (category L_{7e}) for the carriage of goods weighing not more than 1000 kg. (1243/2002)

5. A power-driven work machine, with the exception of transports by a trailer referred to in

section 36(1), shall not be used for the transports other than those performed in the workplace itself and those relating to the actual purpose of the vehicle.

Section 46 (670/1997)

Placing of a load

1. The load shall be as low as possible, uniform entity. The centre of gravity of the load shall be situated as low as possible and as close to the longitudinal median plane of the vehicle as possible.

2. The load shall, if possible, be supported against the front face of the goods compartment. The sharp parts in the load shall be pointed rearwards.

3. A centre-axle trailer, which is coupled to a towing vehicle having a registration/in-service maximum permissible mass of more than 3.5 tonnes, shall be laden so that not more than the lower of the following values rests vertically on the towing vehicle or trailer: either 10 % of the coupling mass of trailer or 1000 kg. A centre-axle trailer, which is coupled to a towing vehicle having a registration/in-service maximum permissible mass of not more than 3.5 tonnes, shall be laden so that not more than the higher of the following values rests vertically on the towing vehicle: either 4 % of the coupling mass of the trailer or 25 kg.

4. A vertical load on a towing vehicle or towing trailer may not, however, exceed the value permitted for motor vehicle, trailer or towing device, whichever is lower.

Section 47

Securing the load

1. The load must not move in the loading space in such a way that it might have a negative effect on the use of vehicle from the viewpoint of traffic safety. The load must not move essentially in relation to the loading space when a forward force corresponding to the acceleration of 10 m/s^2 and a sideward or rearward force corresponding to the acceleration of 5 m/s^2 is applied to the load.

2. The load shall be supported, bound, locked or covered in order to secure the load. When defining the securing strength of the load, the retention capacity provided by friction may be taken into account.

3. The load shall be protected by a tarpaulin if there is a danger that the load raises dust or is blown off on to the road due to the driving draught.

Section 48

Binding of the load

1. The binding device which prevents the load from shifting forwards shall be as horizontal as possible and it must not, without a special reason, form an angle of more than 60° in relation to the horizontal plane. The binding device must not be placed against a sharp edge of the vehicle or the load.

2. The binding devices shall be sufficiently taut and the tautness shall be checked if necessary during the transport. If a single binding or attachment point comes loose, is damaged or slackens, it must not impair other bindings of the load. The tightening equipment of the binding device shall be placed in such a way that it does not increase the vehicle width.

3. When timber or other similar long items are carried, they shall be anchored direct to the chassis or loading space of the vehicle by means of at least one binding. When the nominal length of carried goods exceeds three meters, at least two bindings shall be used. When the carried goods or bundle of items is supported against side pillars, they shall rest against at least two side pillars on the same side.

4. A container which cannot be locked by means of twistlocks shall be bound with at least four bindings to the upper corner castings and, if necessary, they shall be supported against the loading space.

5. The sum of the nominal strengths of the bindings hindering the forward movement of the load added together from both sides of the loading space has to be not less than the mass of the load and towards the sides and backward not less than one half of the mass of the load, provided that the friction between the load and the loading space or type of the load does not allow for less binding strength.

Section 49

Marking of the load

1. When the load projects beyond the extreme dimension of the vehicle at the front or one meter beyond the extreme dimension of the vehicle at the rear, the outermost point shall be marked clearly. A red or red and yellow flag of not less than 300 * 300 millimetres shall be used for this purpose.

2. During the dark or dim hours or when the weather conditions or equivalent reasons so require a forward-facing lamp emitting white light and a white reflex reflector at the front and a rearward-facing lamp emitting red light and a red reflex reflector at the rear shall be used for the marking of the protrusion of load.

Chapter 7

Use of certain lamps (791/2005)

Section 50

Taxi lamp

1. When a passenger car (category M_1) used for a passenger charter transport requiring permit is used for the carriage of school children the identification lamp may be covered by a blister, which indicates the school children transportation.

2. The identification lamp shall be removed or covered when the automobile is not used for the traffic referred to in subsection 1.

3. The identification lamp may be removed when the automobile is used for the purposes of a certain client in accordance with the agreement made with him. In this case the agreement or a copy thereof shall be kept in the automobile during the driving. When the identification lamp is removed, the car shall not in accordance with the provisions of the Road Traffic Decree be considered as a taxi. When the identification lamp is removed, the car may not be used for the carriage other customers than those of the client's customers.

Section 51

Use of some other lamps

1. The warning lamp of an emergency vehicle may be switched on only when the vehicle is in urgent duty or when it is otherwise necessary to warn other traffic.

2. The warning lamp of a breakdown vehicle shall be switched on even in daylight, when the breakdown vehicle is used for lifting a vehicle on the road or drawing it across the road in such a way that it can constitute a danger to other traffic. When a breakdown vehicle is driven to the site of an accident and when a vehicle is towed away from there, the warning lamp must not be switched on unless it is necessary in the event of a special reason to warn other traffic.

3. When a vehicle other than a breakdown vehicle, a vehicle performing a special transport or its warning vehicle is fitted with an amber warning lamp emitting revolving or blinking light, it may be switched on only when the vehicle is driven or parked in a different way from that provided for in the traffic rules or when the vehicle width or length can constitute a danger to other traffic.

4. The working and auxiliary lamps fitted to an automobile of category N must not be switched on during driving on the road. This prohibition is not applicable while working on the road.

5. In case of a lorry used for towing a trailer the identification lamp approved for the trailer may be used only when the trailer is coupled to the lorry. (531/1993)

6. The lamps referred to in this section must not be used, if a necessity referred to in this section does not exist.

Section 51a (791/2005)

Slow vehicle sign

1. When a three-wheel moped (category L_{2e}), or a light quadricycle (category L_{6e}) with a width of more than 1.00 metres, or an agricultural tractor or a power-driven work machine with a mass of more than 0.5 tonnes, is driven on the road, it shall have a slow vehicle sign.

2. A slow vehicle sign is not required of a vehicle that is coupled to a trailer with a slow vehicle sign or of a vehicle that is registered abroad.

3. Provisions on the slow vehicle sign and its fitting are issued in and by virtue of the Vehicles Act.

Chapter 8

Miscellaneous provisions

Section 52 (1227/2011)

Approval of a vehicle and vehicle combination to be entered into use by way of derogation from the provisions of this Decree

The Finnish Transport Safety Agency may grant an individual vehicle or a vehicle combination a derogation from the provisions of sections 20, 21 and 23-26 if this is deemed necessary for the purpose of testing new technology, for product development or on some other special grounds, provided that such derogation neither endangers road safety nor distorts competition. A derogation may be granted on a temporary basis, and conditions may be attached to it.

Section 53 (1227/2011)

Other derogations

1. The Finnish Transport Safety Agency may, on special grounds, grant a derogation from the provision of section 16(2), section 17(1) and section 18(2) on the permissible or required period of use of winter tyres and studded tyres.

2. The Finnish Transport Safety Agency may grant a derogation from the provision of section 17(5) on the protrusion of studs to a vehicle participating in rally contests.

3. The Finnish Transport Safety Agency may grant a derogation from the provision of section 37(2) for the purposes of film making or research work.

Section 54

Appeal

1. Provisions on appeal against a decision issued by an administrative authority under this Decree are laid down in the Administrative Judicial Procedure Act (586/1996). (1227/2011).

2. The decision or provision adopted pursuant to this Decree shall be observed even if it has not become legally valid, if the appeal authority does not prescribe otherwise.

Section 55

Punishments

A person who violates this Decree shall be punished as provided for in the Road Traffic Act.

Chapter 9

Implementation provisions

Section 56

Implementation

This Decree shall enter into force on 1 January 1993.

Section 57 (1453/1992)

Transitional provisions

1. The provisions referred to in section 5 of the Decree on prohibition of idling shall apply to emergency vehicles and motor vehicles in traffic which requires permit on 1 October 1995 and onwards.

2. The provisions referred to in section 21(1)(e) on limitation of the total mass of a four axle automobile and subsection 2 on limitation of the mass dependable on the axle distance of a four axle automobile, shall apply to an automobile which has the initial entry into service on 1 January 1994 or later. An automobile which enters into service prior to the date mentioned above shall meet the requirements concerning the total mass of a power-driven vehicle dependable on the distance of the extreme axles, which were in force when this decree entered into force.

3. A vehicle which has been approved to be put into service prior to the implementation of this Decree, or if a separate approval is not required, a vehicle which has already been used in the traffic, may still be used in the traffic subject to the provisions and regulations in force prior to the implementation of this Decree or to the provisions of this Decree. (1453/1992)

The implementing provisions of Decree 18 December 1992/1453 read as follows:
This Decree enters into force on 1 January 1993.

The implementing provisions of Decree 18 June 1993/531 read as follows:
This Decree enters into force on 1 July 1993.

The implementing provisions of Decree 24 September 1993/839 read as follows:
This Decree enters into force on 1 October 1993.

The implementing provisions of Decree 12 November 1993/955 read as follows:
This Decree enters into force on 1 December 1993.

The implementing provisions of Decree 26 November 1993/1042 read as follows:
This Decree enters into force on 1 October 1993.

The implementing provisions of Decree 22 December 1993/1570 read as follows:
This Decree enters into force on 1 January 1994.
Annex XIII to the EEA Agreement: Council Regulations (85/3820/EEC) and (85/3821/EEC)

The implementing provisions of Decree 28 June 1994/573 read as follows:

This Decree enters into force on 1 July 1994.

The implementing provisions of Decree 25 August 1994/774 read as follows:
This Decree enters into force on 1 November 1995.
Decision of the EEA Joint Committee No 7/94 of 21 March 1994, Annex 11: Council Directive (91/671/EEC)

The implementing provisions of Decree 31 January 1995/133 read as follows:
This Decree enters into force on 3 February 1995.

The implementing provisions of Decree 12 May 1995/775 read as follows:
This Decree enters into force on 17 May 1995.

The implementing provisions of Decree 19 May 1995/809 read as follows:
This Decree enters into force on 1 June 1995.

The implementing provisions of Decree 8 December 1995/1414 read as follows:
This Decree enters into force on 1 January 1998 and applies to vehicles that are taken into use on or after the date of entry into force of this Decree.

Council Directive 95/48/EC; OJ No L 325, 29/11/1988, p. 55

The implementing provisions of Decree 8 March 1996/144 read as follows:
This Decree enters into force on 1 April 1996.

Council Directive 92/61/EEC; OJ No L 225, 10/08/1992, 93/93/EEC; OJ No L 311, 14/12/1993

The implementing provisions of Decree 26 April 1996/303 read as follows:
This Decree enters into force on 6 May 1996.

The implementing provisions of Decree 24 May 1996/356 read as follows:
This Decree enters into force on 1 June 1996.

The implementing provisions of Decree 11 October 1996/714 read as follows:
This Decree enters into force on 1 November 1996.

The implementing provisions of Decree 11 July 1997/670 read as follows:
This Decree enters into force on 1 August 1997.
The provision on the width of passenger car in the section 25(2) shall enter into force on 1 January 1998 and the provision in the said subsection on the width of a vehicle, other than a conditioned vehicle, used in a combination more than 22.00 m long shall enter into force on 1 January 2007.

The implementing provisions of Decree 27 March 1998/235 read as follows:
This Decree enters into force on 1 May 1998.

The implementing provisions of Decree 24 April 1998/291 read as follows:
This Decree enters into force on 1 May 1998.

The implementing provisions of Decree 5 June 1998/391 read as follows:
This Decree enters into force on 5 June 1998.

The implementing provisions of Decree 13 November 1998/829 read as follows:
This Decree enters into force on 1 December 1999.

The implementing provisions of Decree 26 March 1999/425 read as follows:
This Decree enters into force on 1 April 1999.

The implementing provisions of Decree 30 April 1999/560 read as follows:
This Decree enters into force on 10 May 1999.

The implementing provisions of Decree 18 June 1999/755 read as follows:
This Decree enters into force on 1 July 1999.

The implementing provisions of Decree 13 April 2000/359 read as follows:
This Decree enters into force on 19 April 2000.
The markings of overwidth as referred to in section 29(2,4) of this Decree shall be required from the beginning of September 2000.

The implementing provisions of Decree 14 December 2000/1062 read as follows:
This Decree enters into force on 18 December 2000.
The Decree shall be applied to derogation applications submitted after the Decree's entry into force.

The implementing provisions of Decree 14 December 2002/230 read as follows:
This Decree enters into force on 4 April 2002.
The provision on the width of a vehicle, excluding thermally insulated vehicles, used in a combination that is more than 22.00 metres long as referred to in section 25(2) shall enter into force on 1 January 2007. However, the provision shall apply to vehicles with a new body work as of 1 October 2004. (327/2004)
A bus or a coach in use at the time of the entry into force of this Act, which does not comply with the requirements of this Act, may be used until the end of 2020.

The implementing provisions of Decree 19 December 2002/1243 read as follows:
This Decree enters into force on 1 January 2003.
The higher speed limitation referred to in section 3(1)(c) shall apply to a vehicle that in type inspection or roadworthiness test has been certified to meet the safety requirements mentioned in the said subsection.
The provision in section 5 shall apply to a tractor, power-driven work machine and off-road vehicle as of 1 June 2003. Until that date provisions in force at the time of the entry into force of this Act shall apply.

The implementing provisions of Decree 12 June 2003/544 read as follows:
This Decree enters into force on 1 July 2003.

The implementing provisions of Decree 25 September 2003/821 read as follows:
This Decree enters into force on 30 September 2003.

The implementing provisions of Decree 29 April 2004/326 read as follows:
This Decree enters into force on 1 June 2004.
Before the entry into force of this Decree actual trailers coupled to the rear of a semi-trailer may be used in such couplings until 31 December 2006.

The implementing provisions of Decree 29 April 2004/327 read as follows:
This Decree enters into force on 1 October 2004.

The implementing provisions of Decree 16 June 2004/533 read as follows:
This Decree enters into force on 1 July 2004.

The implementing provisions of Decree 16 June 2005/416 read as follows:

This Decree enters into force on 20 June 2005.
Measures necessary for the implementation of this Decree may be taken before the Decree's entry into force.

The implementing provisions of Decree 29 September 2005/791 read as follows:
This Decree enters into force on 15 October 2005.
Notwithstanding the provisions of section 51 a(1) vehicles of category L referred to in the Decree may be driven on the road until 30 September 2006.

The implementing provisions of Decree 20 April 2006/289 read as follows:

This Decree enters into force on 1 May 2006.

Until 31 December 2007, the number of seated passengers aged 3 or more occupying a seat other than a front seat in a passenger car or a light commercial vehicle (category M_1 and N_1) may temporary be exceeded by 30 per cent when the passengers concerned have the opportunity to use a safety belt or another safety system.

In scheduled school and daycare transport, the temporary excess number of passengers permitted under section 38(2) may, until 9 May 2008, be placed on seats fitted with safety belts.

The implementing provisions of Decree 11 May 2006/353 read as follows:
This Decree enters into force on 22 May 2006.

Notwithstanding the speed plate requirement laid down in section 3(1a), a camping vehicle approved for the speed category 100 km/h taken into use before entry into force of the Decree may be used until 31 October 2006.

The implementing provisions of Decree 12 October 2006/899 read as follows:
This Decree enters into force on 1 November 2006.

The implementing provisions of Decree 30 November 2006/1085 read as follows:
This Decree enters into force on 1 January 2007.

Measures necessary for the implementation of this Decree may be taken before its entry into force.

The implementing provisions of Decree 30 November 2006/1086 read as follows:
This Decree enters into force on 1 January 2007.

The implementing provisions of Decree 13 December 2007/1221 read as follows:
This Decree enters into force on 20 December 2007.

The implementing provisions of Decree 25 June 2009/487 read as follows:
This Decree enters into force on 1 July 2009.

The implementing provisions of Decree 8 December 2011/1227 read as follows:
This Decree enters into force on 1 January 2012.

The provisions in force at the time of entry into force of this Decree apply to derogation

applications instituted before entry into force of this Decree.