

Government proposal to Parliament for an Act amending the Vehicles Act and related Acts

MAIN CONTENT OF THE PROPOSAL

It is proposed to lay down provisions supplementing the two EU Regulations on vehicles. First, the proposal would complement the so-called framework regulation for non-road mobile machinery. The Regulation further extends the harmonisation of EU vehicle regulation. The NRMM Framework Regulation lays down uniform rules and procedures for the approval, conformity of production, placing on the market and market surveillance of non-road mobile machinery. In particular, the aim is to ensure the safety of non-road mobile machinery on public roads and to reduce the administrative burden for economic operators.

The implementation of the framework regulation on non-road mobile machinery requires the adoption of additional provisions, in particular on controls and penalties. The Transport and Communications Agency would become the competent approval and market surveillance authority under the Regulation.

Secondly, the proposal would complement the EU's so-called Euro 7 Regulation. The Regulation lays down requirements for new vehicle emission and battery durability type-approvals. The provisions of the Vehicles Act on penalties and the provisions of the Vehicle Tax and Vehicle Tax Act would be clarified to reflect the new Regulation.

The proposal also includes amendments proposed for purely national reasons. They contribute to the objectives of the State Productivity Programme to improve the efficiency of public administration and the sustainability of public finances. First, the issue of Part I of the registration certificate for heavy goods vehicles would be waived in the event of registration transactions, which would reduce the costs for the Transport and Communications Agency. Secondly, the proposal would clarify the rules relating to the registration of vehicle operators. In the future, a road traffic fine could be imposed on a legal person for failure to report, which would increase the completeness of the data in the Transport Register and improve the efficiency of the police. In addition, the inspection fee for roadworthiness testing would be increased to a cost-reflective level.

In turn, due to developments in vehicle technology, the proposal includes changes related to the electric transmission of car brakes and to the development and projected uptake of highly advanced driver assistance vehicle systems.

The laws are intended to enter into force, for the most part, on 29 November 2026, when the first requirements of the Euro 7 Regulation will become applicable.

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RATIONALE

1 Background and preparation

1.1 Background

Two EU regulations requiring complementary regulation have led to the preparation of the proposal. The first is Regulation (EU) 2025/14 of the European Parliament and of the Council on the approval and market surveillance of non-road mobile machinery circulating on public roads and amending Regulation (EU) 2019/1020 ('the *NRMM Framework Regulation*'), which entered into force on 28 January 2025. The Regulation will apply gradually from 2025 to 2028. The framework regulation for non-road mobile machinery complements the harmonisation of EU vehicle regulation. In the past, the EU has adopted framework regulations for cars and their trailers (Regulation (EU) 2018/858 of the European Parliament and of the Council on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC), L-category vehicles (Regulation (EU) No 168/2013 of the European Parliament and of the Council on the approval and market surveillance of two- or three-wheel vehicles and quadricycles) and tractors (Regulation (EU) No 167/2013 of the European Parliament and of the Council on the approval and market surveillance of agricultural and forestry vehicles). The NRMM Framework Regulation lays down uniform rules and procedures for the approval, conformity of production, placing on the market and market surveillance of non-road mobile machinery, in particular to ensure their safety on public roads.

Another EU regulation requiring complementary regulation is Regulation (EU) 2024/1257 of the European Parliament and of the Council on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7), amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009 of the European Parliament and of the Council, *Commission Regulation (EU) No 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362 ('the Euro 7 Regulation')*. It entered into force in May 2024. In principle, the Regulation will apply to new types of vehicles and new vehicles, as well as components, systems and separate technical units intended therefor, in stages from November 2026 until the 2030s. The Euro 7 Regulation replaces and eventually repeals the previous Euro 6 Regulation for cars and vans (Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information) and the Euro VI Regulation for heavy duty vehicles (Regulation (EC) No 595/2009 of the European Parliament and of the Council on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information and amending Regulation (EC) No 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and 2005/78/EC). The so-called Euro Regulations are part of the type-approval procedure for cars and their trailers laid down in the framework regulation for cars and their trailers.

In addition, the proposal reflects some of the need to amend vehicle legislation in the context of the State Productivity Programme and developments in vehicle technology. The proposal incorporates certain national legislative changes that contribute to the productivity agenda's objectives of improving the efficiency of public administration and the sustainability of public finances. In turn, due to developments in vehicle technology, changes related to the electric

transmission of car brakes and the development and projected uptake of highly advanced driver assistance vehicle systems have been included in the proposal.

1.2 Preparation

1.2.1 Preparing EU laws

1.2.1.1 Framework Regulation for non-road mobile machinery

The Commission adopted a proposal for a framework regulation on non-road mobile machinery ([COM\(2023\) 178 final](#)) on 30 March 2023. On 17 May 2023, the Government issued a letter U ([U 5/2023 vp](#)) to Parliament on the proposal. Prior to that, the draft letter U was the subject of a written procedure before the EU Transport Section (EU 22) of the EU Affairs Committee from 24 to 26 April 2023.

The Government broadly supported the Commission's proposal. The scope of the proposal and the proposed transitional period were considered appropriate. The Government considered it important that the feasibility of technical requirements be taken into account in further work. It should also be noted that appropriate national procedures, such as the possibility of national classifications and types of equipment, can remain in the hands of national decision-makers. The Government also considered it important to ensure that the relationship between the proposal and other pieces of EU legislation is clear. The Government considered it important that the additional tasks presented to the authorities make use of existing structures and do not create unnecessary administrative burden.

Letter U was discussed in the Transport and Communication Committee of the Parliament. The expert opinions concurred with the Government's position and stressed the importance of enabling technical progress as proposed by the Commission, as well as the feasibility of technical requirements to be specified by Commission regulations. In its opinion of 12 September 2023 (LiVL 1/2023 vp), the Committee [on Transport and Communications agreed with the Government's position with the minor clarifications set out above. On 15 September 2023, the Grand Committee approved Parliament's position \(SuVEK 35/2023 vp\), according to which, in accordance with the opinion of the Special Committee, the Committee agreed with the Government's position.](#)

[On 3 October 2023, the Ministry of Transport and Communications and the Transport and Communications Agency held an exchange of views with stakeholders on the Commission's proposal, which was discussed in the Council's Working Party on Technical Harmonisation Motor Vehicles. The European Parliament voted its position in December 2023. Formal trilogues took place in February 2024. The outcome was in line with Finland's position. The European Parliament adopted the regulation in April 2024. Due to the European elections, the framework regulation for non-road mobile machinery was not finalised until the end of 2024. The decision to adopt the regulation was adopted by the Council in December 2024 and the final regulation was published in the Official Journal of the EU on 8 January 2025. In the course of 2024, the Commission has already launched studies to prepare Commission regulations that specify, among other things, technical requirements. The preparation of the Commission Regulations has started in 2026 at Commission working group level, where Finland is represented by the Transport and Communications Agency.](#)

1.2.1.2 Euro 7 Regulation

The Commission adopted a proposal for a Euro 7 Regulation on 10 [November 2022 \(COM\(2022\) 586 final\)](#). On 20 December 2022, the Government issued a letter U ([U 94/2022 vp](#)) to Parliament on the proposal. The draft letter U has been discussed in written procedure

between the EU Transport Section (EU 22) and the EU Environment Section (EU 23) of the EU Affairs Committee on 9-13 December 2022.

The Government recognised the importance of action at EU level to reduce air pollution in the transport sector. The aim behind the proposal was to reduce air pollution from new vehicles sold in the EU. The Government supported in principle the Commission's proposal to limit emissions from brakes and tyres. In Finland, exhaust emissions from vehicles have fallen significantly in recent decades, but street dust and the particles emitted by street dust continue to affect air quality. The Government also considered it appropriate to support the deployment of electric vehicles by regulating the duration of batteries installed in cars and vans. Bringing battery durability under regulation would create an obligation for manufacturers to demonstrate battery durability, increasing consumer confidence in electric vehicles. In addition, the Government took a generally positive view of the objective of reducing pollutant emissions from all new vehicles. The proposal to measure emissions with in-vehicle sensors was welcomed in principle as it would make the monitoring and monitoring of vehicle emissions easier and more efficient. Attention should be paid to the exploitation, transparency and interoperability of the data collected.

Letter U was discussed in the Transport and Communication Committee of the Parliament. In its opinion of 16 February 2023 (LiVL 44/2022 vp), the committee agreed with the Government's position, but stressed, among other things, that the specificities and circumstances of Finland should be taken into account. On 22 February 2023, the Grand Committee approved Parliament's position (SuVEK 193/2023 vp), according to which the Committee, in line with the opinion of the Special Committee, agreed with the Government's position.

The proposal for a regulation was discussed in the Council's Working Party on Motor Vehicles for Technical Harmonisation. On 25 September 2023, the Competitiveness Council reached a Council general approach. The matter was raised at the meeting of the Grand Committee of the Finnish Parliament on 22 September 2023 and the Committee endorsed the position of the Finnish Parliament (SuVEK 43/2023 vp) that the Committee had no objections to the Government's policy. The Council and the European Parliament reached a political agreement in December 2023. The outcome was approved by the European Parliament in March 2024 and by the Council in April 2024. The outcome was acceptable within the framework of the Finnish position. The final regulation was published in the Official Journal of the EU on 8 May 2024. In the course of 2024, the Commission has already started working on working groups and committees to prepare Commission regulations, including on further specification of technical requirements. The Transport and Communications Agency represents Finland in the preparation.

1.2.2 Preparation of the government bill

The government bill has been prepared by the Ministry of Transport and Communications. The Transport and Communications Agency has been involved in the preparation. Work has also been carried out in cooperation with the Ministry of Finance.

The Ministry of Transport and Communications, the Transport and Communications Agency and the National Police Board have prepared the draft amendments to the State Productivity Programme, which could reduce costs, increase efficiency or improve cost recovery.

As part of the preparation of the presentation, a stakeholder discussion on the implementation of the NRMM Framework Regulation took place on 21 April 2026.

The draft government proposal has been openly consulted on the opinion service.fi on x.x. to

x.x.2026. Several ministries and authorities, the Province of Åland, associations representing the interests of the machinery, car, transport and inspection sectors, as well as operators in the machinery sector whose contact details were known, have been consulted. A total of xx opinions were issued and a summary of them has been prepared. The preparatory documents for the Government proposal are available in Finnish [at https://valtioneuvosto.fi/hanke?tunnus=LVM049:00/2025](https://valtioneuvosto.fi/hanke?tunnus=LVM049:00/2025).

1.2.3 Status of the Åland Islands

The proposal concerns road transport, which, according to Section 18(21) of the Act on the Autonomy of Åland, falls within the legislative competence of the Province of Åland.

2 Objectives and main content of EU legislation

2.1 Framework Regulation for non-road mobile machinery

2.1.1 Objectives of the Regulation

The non-road mobile machinery framework regulation aims to establish uniform rules and procedures for the approval, conformity of production, placing on the market and market surveillance of non-road mobile machinery. Diverging requirements across Member States have resulted in significant costs for economic operators manufacturing non-road mobile machinery or making it available on the market. The Regulation thus aims to improve the functioning of the internal market and to reduce the administrative burden for economic operators. In particular, the objective is to ensure the safety of non-road mobile machinery on public roads by laying down harmonised rules on the road safety of non-road mobile machinery.

2.1.2 Approval and placing on the market of non-road mobile machinery and technical requirements for on-road use

The Regulation lays down harmonised requirements and procedures at EU level for EU type-approval and EU individual approval to ensure compliance of non-road mobile machinery with those technical and administrative requirements. According to the scope of the Regulation, the scope of the approval covers non-road mobile machinery with a design speed exceeding 6 km/h but not exceeding 40 km/h, which is intended to circulate also on the roadside in addition to performing the actual work. Machinery approved under the Regulation would henceforth be U-category vehicles that could be placed on the whole EU market with a single EU-level approval. Machinery unsuitable for road transport or designed for the transport of persons and goods is excluded from the scope of the NRMM Framework Regulation.

Directly applicable obligations are imposed on economic operators (manufacturers, manufacturers' representatives, importers, distributors) to ensure the compliance and safety of their non-road mobile machinery and to cooperate with market surveillance authorities. Article 16 contains a list of technical requirements with which non-road mobile machinery must comply. These requirements concern, inter alia, the construction, braking systems, visibility and safety characteristics of non-road mobile machinery. The technical requirements will only become more precise with the Commission's delegated regulations and will be directly applicable throughout the EU.

The framework regulation for non-road mobile machinery leaves only limited national leeway for EU type-approval and EU individual approval. Member States may restrict the registration and entry into service of non-road mobile machinery on the road due to excessive dimensions or mass, but this shall be based on thresholds set by the Commission in accordance with the Regulation. However, the Regulation is without prejudice to traffic restrictions imposed locally

by traffic rules, for example because of the load capacity or dimension of the road. In addition, the Regulation provides for the possibility to maintain national systems for certain special non-road mobile machinery, such as prototypes and non-road mobile machinery designed for special purposes. National systems are also possible for non-road mobile machinery with a maximum number of 70 units per type per year in each Member State. Non-road mobile machinery with a maximum design speed not exceeding 6 km/h or exceeding 40 km/h, which is excluded from the scope of the Regulation, will also be covered by national approvals and will allow the existing national approval procedures with a long transition period of 11 years, i.e. until 29.1.2036.

The framework regulation for non-road mobile machinery clearly addresses non-road mobile machinery equipped with automated driving systems and remotely controlled machinery. Here too, Article 5(6)(c) of the Regulation allows national leeway by stating that Member States may restrict or prohibit the circulation on public roads or the registration of non-road mobile machinery approved in accordance with the Regulation. At the same time, it recognises that the regulation of the circulation of vehicles is a purely national competence.

2.1.3 Member States' obligations

Article 5 of the NRMM Framework Regulation lays down the obligations of the Member States. First, Member States are required to establish or designate the authorities competent in matters of authorisation and market surveillance. Member States shall also ensure that approval and market surveillance authorities have the resources necessary for the proper performance of their tasks.

Member States shall only permit the making available on the market, registration, entry into service or circulation on public roads of non-road mobile machinery which complies with this Regulation. On the other hand, Member States may not prohibit, restrict or impede the making available on the market, registration, entry into service or circulation on public roads of non-road mobile machinery which complies with the Regulation, such as non-road mobile machinery approved in another Member State. However, the Regulation leaves, in certain respects, national leeway to impose the restrictions discussed above. Article 5(7) requires Member States to carry out market surveillance measures and controls on non-road mobile machinery entering the market in accordance with Chapters IV, V and VII of Regulation (EU) 2019/1020 of the European Parliament and of the Council on *market surveillance and compliance of products and amending Directive 2004/42/EC and Regulations (EC) No 765/2008 and (EU) No 305/2011 ('the Market Surveillance Regulation')*. Article 5(8) obliges Member States to ensure that market surveillance authorities have the powers provided for in Article 14 of the Market Surveillance Regulation.

Article 53 of the NRMM Framework Regulation requires Member States to lay down effective, proportionate and dissuasive penalties for infringements of the Regulation. Paragraph 2 requires that penalties be imposed for the infringements listed therein. In other respects, such as the type of penalty or the amount of any financial penalty, the penalties are largely left to national discretion.

2.1.4 Enabling provisions

The Non-Road Mobile Machinery Framework Regulation empowers the Commission to adopt delegated acts to further specify and update the technical requirements for non-road mobile machinery. The Commission may also lay down additional requirements, for example for automated and remotely piloted driving systems. In addition, the Commission is empowered to adopt implementing acts to define approval procedures, documentation and data requirements in practice, as well as thresholds related to excessive dimensions and masses. These acts aim to

ensure the uniform application of the Regulation throughout the EU. The deadline for the Commission to adopt delegated acts is 29.1.2027. The deadline for the adoption of the Implementing Regulation on the statutory plate bearing the marking of non-road mobile machinery is 29 July 2027, but there are no specific deadlines for the adoption of other implementing acts.

2.1.5 Timetable for the application of the Regulation

The framework regulation for non-road mobile machinery will apply from 29 January 2028 (Article 56). However, as of 28 January 2025, the Regulation allows national authorities to grant an EU type-approval for a new type of non-road mobile machinery or an EU individual approval for a new non-road mobile machinery, as requested by the manufacturer. However, in order for EU approval to be possible, the Commission must first adopt subordinate regulations specifying the requirements. The application of the Regulation, i.e. the possibility to apply for and obtain approval, is therefore subject to the deadlines laid down for the Commission. In practice, manufacturers will only be able to apply for EU type-approvals or individual approvals between 28 January 2025 and 29 January 2027 once the necessary Commission acts have been adopted. This frontloading is intended to speed up the implementation of the type-approval of the NRMM Framework Regulation, if the Member State has the capacity to do so. However, it should be noted that, during this period, Member States may not, on the other hand, refuse the first registration of new non-road mobile machinery or prohibit its placing on the market or entry into service if that non-road mobile machinery complies with the framework Regulation for non-road mobile machinery and the delegated and implementing acts adopted on the basis thereof. The regulation will apply throughout the EU at the latest from 29 January 2028, the date on which the Commission's regulations are due to be adopted, at least one year later. This will give manufacturers, authorities and member states time to implement the necessary changes.

In addition to the above, the Regulation contains a transitional provision (Article 55) according to which Member States may, until 29 January 2026, apply national legislation on the national approval of non-road mobile machinery intended to circulate on public roads for non-road mobile machinery placed on the market between 29 January 2028 and 29 January 2026. During that period, the manufacturer may choose either to apply for EU type-approval, apply for EU individual approval or to comply with relevant national legislation.

2.2 Euro 7 Regulation

2.2.1 Objectives of the Regulation

The Euro 7 Regulation establishes uniform technical requirements and administrative provisions for the emission type-approval and market surveillance of motor vehicles, systems, components and separate technical units. The aim is to reduce pollutant emissions from motor vehicles, both exhaust and non-exhaust, to make vehicles more environmentally friendly and to contribute to the transition towards zero-emission mobility.

The Euro 7 Regulation lays down rules on pollutant emissions, such as nitrogen oxides (NOx), carbon monoxide (CO), particulate matter, hydrocarbons and methane and, for trucks and buses, also ammonia, formaldehyde and nitrous oxide. It also lays down requirements for determining CO₂ emissions and fuel and electric energy consumption. The Regulation supports the EU's climate neutrality objectives, environmental protection and contributes to the functioning of the internal market. The Euro 7 Regulation encourages the automotive industry to innovate and remain competitive, particularly in terms of vehicle energy efficiency and technological progress.

One of the objectives of the Euro 7 Regulation, in addition to updating the requirements, is to merge the technical requirements for emissions from light-duty vehicles and heavy-duty vehicles, as well as the Commission's power to adopt a regulation, into a single regulation. The regulation repeals the previous regulations on Euro emission classifications, the so-called Euro 6 and VI regulations.

2.2.2 Emission limits, test procedures and technical requirements

The requirements of the Euro 7 Regulation on emission limits and test procedures, as well as other technical requirements, are primarily binding on manufacturers (Chapter II). The regulation introduces new and partly stricter pollutant emission limits for tailpipe emissions (such as nitrogen oxides and fine particulate matter) and non-exhaust emissions (such as particulate matter from tyre and brake wear). Vehicle emissions are measured under statistically relevant real-world driving conditions and the test procedures laid down in the Regulation. The Regulation also includes technical requirements for the monitoring of emissions by vehicle sensors and requirements to prevent vehicle manipulation.

In substance, the Euro 7 Regulation maintains the current exhaust emission limits for new cars and vans, but extends the regulation to particulate matter (including particulate matter below 23 nm) and includes for the first time non-exhaust emissions such as brake and tyre dust. Stricter limits for NO_x and PM emissions and new limits for nitrogen dioxide (NO₂) will be set for heavy duty vehicles. It also requires in-service emission measurements (RDE) for all car categories, extends durability requirements and introduces durability requirements for batteries for electric and hybrid vehicles. The Euro 7 Regulation also introduces digital monitoring elements with in-vehicle systems, whereby in-vehicle sensors monitor emissions throughout a vehicle's lifetime. Heavy-duty trailers retain energy efficiency requirements.

The regulation lays down minimum durability and performance requirements for traction batteries and determines the energy performance of heavy-duty trailers. Batteries will be subject to stricter lifetime requirements and a system of state-of-health checks.

With regard to these requirements, the Regulation harmonises the internal market and leaves no significant room for national implementation. However, in specific cases, the Regulation directly allows approval and market surveillance authorities in the Member States to apply facilitations for small volume manufacturers to demonstrate compliance.

2.2.3 Obligations of Member States and timetable for application

Articles 10 to 12 of Chapter III of the Euro 7 Regulation lay down the obligations of the approval and market surveillance authorities of the Member States, as well as a timetable for their application. The approval and market surveillance authority refers to the authorities under the framework regulation for cars and their trailers. Recital 8 of the Euro 7 Regulation states that that regulation is a separate legal act in the context of the EU type-approval procedure laid down in Annex II to the framework regulation for cars and their trailers and that the administrative provisions of that framework regulation, including those relating to penalties, as well as its conformity control method, are fully applicable. In addition, according to Article 3 of the Euro 7 Regulation on definitions, the relevant definitions of the framework Regulation on cars and their trailers apply.

The Regulation requires, in line with the previous Euro 6 and Euro VI Regulations, that approval and market surveillance authorities put in place and maintain testing, inspection and verification procedures and market surveillance in line with the framework Regulation for cars and their trailers. Member States' authorities must comply with phase-in obligations for type-approval, registration, sale and entry into service, prohibit the sale and installation of non-

approved systems and components, and provide a timetable for tyre-related approval and marketing bans. In-service and market surveillance checks shall also verify the correct installation of driver warning systems and the prevention of tampering. Approval authorities shall not refuse to grant EU or national emission type-approval for a new type of vehicle or engine, or prohibit the registration, sale or entry into service of a new vehicle or engine complying with such a Regulation, after the adoption of the relevant Commission implementing acts.

The more detailed timetable for the application of the Euro 7 Regulation has been phased in for each vehicle category:

- As from 29 November 2026, for vehicle categories M1 and N1 (passenger cars and vans), the approval authority shall refuse to grant EU or national emission type-approval for a new vehicle type that does not comply with the Euro 7 Regulation as regards CO₂ and pollutant emissions, fuel and electric energy consumption or battery durability (Article 10(4)). With effect from 29 November 2027, national authorities must consider certificates of conformity for new cars and vans which do not comply with the Regulation to be invalid for the purposes of registration and prohibit the registration, sale and entry into service of such vehicles (Article 10(5)).
- With effect from 29 November 2028, for categories M2, M3, N2, N3 and trailer categories O3 and O4 (heavy duty vehicles), the approval authority shall refuse to grant EU or national emission type-approval for a new heavy duty vehicle type that does not comply with the Regulation as regards CO₂ and pollutant emissions, fuel and electric energy consumption or battery durability (Article 10(6)). With effect from 29 November 2029, national authorities must consider certificates of conformity for new heavy-duty vehicles which do not comply with the Regulation to be invalid for the purposes of registration and prohibit the registration, sale or entry into service of vehicles on grounds relating to CO₂ and pollutant emissions, fuel and electric energy consumption, energy efficiency or battery durability (Article 10(7)).
- For small-volume manufacturers, as from 1 July 2030 for cars and vans and as from 1 July 2031 for heavy-duty vehicles in categories M2, M3, N2 and N3, national authorities shall consider certificates of conformity for new vehicles which do not comply with the Regulation to be invalid for the purposes of registration and prohibit their registration, sale or entry into service on grounds relating to CO₂ and pollutant emissions, fuel and electric energy consumption, energy efficiency or battery durability (Article 10(9) and (10)).
- In addition, Member States are subject to prohibition and approval obligations for components and separate technical units. With effect from 29 November 2026, the sale or installation of systems, components and separate technical units intended for passenger cars and vans approved in accordance with the Regulation shall be prohibited unless the component has been type-approved in accordance with the Regulation (Article 11(1)). From 29 May 2028, a similar prohibition applies to parts intended for heavy duty vehicles (Article 11(2)). The approval authority may continue to grant extensions to EU type-approvals for replacement pollution control systems under the terms of the original approval, but national authorities must prohibit the sale or installation of such systems if they are not type-approved (Article 11(3)).
- The Euro 7 Regulation sets particle emission requirements for car tyre categories. Category C1 mainly refers to tyres for cars and partly vans. Category C2 typically refers to tyres for the heaviest vans, light trucks and lightest trucks. Category C3 refers

to the tyres of the heaviest lorries. In the case of tyres, as from 1 July 2028, approval may only be granted for new types of C1 tyres complying with the Regulation and, as from 1 July 2030, the placing on the market of non-compliant C1 tyres shall be prohibited, as well as the placing on the market of: registration of new vehicles without equipment

C1 compliant tyres. However, class C1 tyres which do not comply with the Regulation may continue to be made available until 30 June 2032 (Article 11(4)). With effect from 1 April 2030, the approval of class C2 tyres shall be limited to new types of tyres complying with the Regulation and, with effect from 1 April 2032, the placing on the market of non-compliant class C2 tyres and the registration of new vehicles equipped with them shall be prohibited. Class C2 tyres which do not comply with the Regulation may be made available until 31.3.2034 (Article 11(5)). With effect from 1 April 2032, the approval of class C3 tyres shall be limited to new types of tyres complying with the Regulation and, with effect from 1 April 2034, the placing on the market of non-compliant C3 tyres and the registration of new vehicles equipped with them shall be prohibited. Class C3 tyres which do not comply with the Regulation may be made available until 31 March 2036 (Article 11(6)).

The obligations and monitoring of the operation of systems using consumable reagents and pollution control systems during the use phase of vehicles are laid down in Article 12 of the Regulation. The article directly provides that economic operators and independent operators shall not make tampering with vehicles or their systems. National authorities shall, during in-service conformity or market surveillance checks, verify that manufacturers have correctly installed excess tailpipe emissions driver warning systems and low-reagent warning systems and assess the feasibility of tampering.

Article 19 of the Euro 7 Regulation also amended Article 84 of the Framework Regulation on penalties for cars and their trailers. The amendment entered into force when the Euro 7 Regulation entered into force, i.e. on 15 May 2024. The amendments broadened the scope of the sanctions regime. An independent operator, understood as any natural or legal person other than an authorised dealer or repairer involved in the repair and maintenance of vehicles, was added to Article 84(1) of the framework regulation to be subject to penalties. Going forward, Member States will have to provide for penalties not only for economic operators and research institutions, but also for independent operators. A new point (c) was also added to paragraph 3, under which penalties must be imposed on the economic operator for infringements of tampering with the vehicle and its system. The IO should in future be sanctioned for similar acts (Article 84(3b)). In addition, penalties were added for the manufacturer (Article 84(3a)). Article 84 of the Framework Regulation requires Member States to link the threat of penalties at least to the types of conduct listed therein. For the rest, sanctions are largely left to national discretion. Article 84(1) already in force requires only that the penalties be effective, proportionate and dissuasive and, in particular, proportionate to the seriousness of the non-compliance and to the number of non-compliant vehicles, systems, components or separate technical units made available on the market of the Member State.

2.2.4 Enabling provisions

The Euro 7 Regulation empowers the Commission to adopt delegated and implementing regulations, including on emission limits, test procedures, battery durability and market surveillance. The objective of the delegated regulations is to ensure that the technical requirements of the Euro 7 regulation are updated and applied uniformly in the EU. The Commission's plan is to adopt separately the so-called "main implementing regulation" and the "supplementary implementing regulation". The Commission will adopt separate regulations for cars, vans and heavy duty vehicles. The main implementing regulation for cars and vans was

adopted by the Technical Committee on Vehicles on 17 June 2025. The Commission's objective is to finalise and enter into force the regulations related to the other topics of the Euro 7 Regulation for light equipment by 29 November 2026 at the latest. As regards the implementing regulations for heavy-duty vehicles, the first implementing regulation should be adopted on the same date and work would continue beyond that date. The timeframe is very tight, given the complexity of the technical requirements and the partial dependencies on the vehicle technical regulations under preparation in the UN/ECE.

3 Current situation and its assessment

3.1 Framework Regulation for non-road mobile machinery

The approval of vehicles is partly regulated in the framework of the European type-approval system. In the EU, the type-approval of cars and trailers, i.e. vehicles of categories M, N and O, is governed by the framework regulation for cars and their trailers. In addition, powered two-, three- and four-wheelers, i.e. L-category vehicles (such as mopeds and motorcycles) and tractors and their trailers, have their own EU framework regulations. In addition to the procedure set out in the framework Regulations, approvals may be granted in accordance with UN/ECE Regulations or through national regulatory approvals. A framework regulation for non-road mobile machinery has now been added to the European type-approval system. The EU framework regulations for all vehicle categories largely follow the same basic structure. In Finland, supplementary provisions are included in the Vehicles Act (82/2021). The Vehicles Act also contains provisions on national approval.

Currently, in Finland, the technical and administrative requirements for the safe circulation on public roads of non-road mobile machinery covered by the NRMM Framework Regulation are, in principle, national. These are laid down in the Vehicles Act, the Government Decree on Vehicles issued on the basis of the Act (162/2021) and the Decree of the Transport and Communications Agency on the construction and equipment of tractors, motor and off-road vehicles, their trailers, towed equipment not intended to be coupled to a car and vehicles towed by animals (TRAFICOM/75637/03.04.03.00/2020).

However, certain aspects of the design and construction of non-road mobile machinery are already covered by EU harmonisation legislation, in particular Regulation (EU) 2016/1628 of the European Parliament and of the Council (limit values for gaseous and particulate pollutant emissions from internal combustion engines), Directive 2000/14/EC of the European Parliament and of the Council (noise emissions from equipment for use outdoors), Directive 2006/42/EC of the European Parliament and of the Council on machinery and amending Directive 95/16/EC ('*Machinery Directive*') and Directives 2014/30/EU (electromagnetic compatibility) and 2014/53/EU (radio equipment) of the European Parliament and of the Council.

The most important piece of legislation for the safety of non-road mobile machinery has so far been the Machinery Directive, which applies to this machinery when it is placed on the market. The Directive lays down essential health and safety requirements relating to the off-road circulation of non-road mobile machinery. They concern, for example, deceleration, stopping, braking, seating and restraint systems. However, the essential health and safety requirements set out in the Machinery Directive are designed only for the safety of machinery at work and do not cover safety aspects during road use. The Machinery Directive will be repealed by its replacement, the so-called Machinery Regulation, i.e. Regulation (EU) 2023/1230 of the European Parliament and of the Council of 14 January 2023 on machinery, repealing Directive 2006/42/EC of the European Parliament and of the Council and Council Directive 73/361/EEC.

Section 23 of the Vehicles Act provides for a national definition of motorised machinery.

‘Motorised machinery’ means any self-propelled vehicle which is designed and constructed to be a non-road mobile machinery and which, by reason of its construction, is not suitable for carrying passengers or goods. The term ‘motorised machinery’ also covers tractors made for the transfer of trailers and delivery platforms in a port or other terminal area with a maximum design speed not exceeding 50 km/h, if the vehicle is not a lorry or tractor. In addition, ‘motorised machinery’ means any vehicle other than a tractor (*dumper*) intended for on-site transport, unless the vehicle is to be regarded as a lorry. A machine mounted on a car chassis is not considered to be a motorised machine.

In accordance with Article 4 of the Non-Road Mobile Machinery Framework Regulation, the vehicle category of non-road mobile machinery will be category U, which must be taken into account in the definition of motorised machinery under Section 23 of the Vehicles Act. Chapter 2 of the Vehicles Act, which contains provisions on the classification of vehicles, refers directly to the categories of vehicles provided for in the EU framework regulations, in so far as they are provided for in the framework regulations. The definition of ‘motorised machinery’ would continue to cover motorised machinery subject to national regulation, i.e. non-U-category vehicles, in line with the current situation. In addition, it should also cover vehicles of category U that are similar in design and use to national motorised machinery. Other provisions of the Vehicles Act relating to motorised machinery would need to be clarified so as to take into account, where appropriate, that the regulation of U-category vehicles in the future will mainly come directly from the framework regulation for non-road mobile machinery. In addition, for example, the provisions on the use of motorised machinery in the Road Traffic Act (729/2018) should continue to apply to U-category vehicles.

Under Section 42 of the Vehicles Act, the Transport and Communications Agency acts in Finland as the approval authority within the meaning of the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers and the Geneva Convention (SopS 70/1976). In addition, the Agency shall act as the approval authority for motorised machinery and off-road vehicles subject to national regulation and for systems, components, separate technical units, parts and equipment not subject to framework regulations.

In addition to the approval authority, the Transport and Communications Agency acts, in accordance with Section 174 of the Vehicles Act, as the market surveillance authority within the meaning of the framework regulations for cars and their trailers, L-category vehicles and tractors and their trailers, and as the market surveillance authority for vehicles, systems, components, separate technical units, parts and equipment falling within the scope of the Vehicles Act. With regard to the CE marking, the Transport and Communications Agency is competent only if the Vehicle Act or the provisions adopted pursuant to it require the verification of the conformity of a vehicle, system, component, separate technical unit, part or equipment with the CE marking.

The Transport and Communications Agency also acts as the approval and market surveillance authority for non-road mobile machinery engines pursuant to Sections 24a and 26 of the Environmental Protection Act (527/2014).

Article 5(1) of the Non-Road Mobile Machinery Framework Regulation requires Member States to either establish or designate the authorities competent for approval and market surveillance under the Non-Road Mobile Machinery Framework Regulation. As the Transport and Communications Agency already acts as an approval and market surveillance authority for national technical requirements related to road safety of motorised non-road mobile machinery, it already has the necessary knowledge and expertise also for the administrative tasks required by U-category vehicles. In addition, the Agency issues EU type-approvals for other categories

of vehicles and is therefore well placed to also issue EU type-approvals for U-category vehicles. The Finnish Transport and Communications Agency will represent Finland at the Commission's working group meetings on the preparation of provisions clarifying the framework regulation for non-road mobile machinery. The Agency therefore has a deep understanding and knowledge of, inter alia, technical regulations. In addition, the Agency has the corresponding knowledge and expertise on market surveillance tasks for other categories of vehicles and is therefore well equipped to carry out market surveillance tasks also for U-category vehicles.

Article 28(3) of the NRMM Framework Regulation provides that the certificate of conformity for new EU type-approved motorised machinery of category U may be provided either on paper or in electronic form. The electronic certificate of conformity is optional for manufacturers of motorised machinery. In the case of cars, the electronic certificate of conformity already allows for the prior notification provided for in Articles 91 and 92(4) of the Vehicles Act.

The articles on prior notification should be amended so that the electronic certificate of conformity of EU type-approved motor machinery can also provide for prior notification.

Article 53 of the NRMM Framework Regulation requires Member States to lay down rules on penalties for economic operators and technical services that have committed the infringements referred to in paragraph 2 of that Article. This Article leaves Member States leeway as regards more specific details of penalties, such as the type of penalty and the level of penalties. The regulation requires only the imposition of penalties and the infringements for which it must at least be possible to impose a penalty. The margin of manoeuvre contained in that article is also relevant to the right to property and the right to legal protection in Articles 15 and 21 of the Constitution. These fundamental rights must be taken into account in the national implementation of the article.

The sanctions provisions in Article 53 of the NRMM Framework Regulation follow the structure of other framework regulations and require that sanctions be imposed on economic operators and technical services. Penalties under other framework regulations are laid down in Chapter 10 of the Vehicles Act. Section 189 lays down provisions on the financial penalty to be imposed on the economic operator and on the financial penalty to be imposed on the technical service designated in section 190. The provisions on the fine include a number of separate, punitive depictions of acts, which may, for example, be omissions in addition to active actions. Currently, the provisions include criminal depictions in line with other vehicle framework regulations. The imposition and amount of the fine are governed by Article 193 of the Law on motor vehicles. In line with other framework regulations, references to the corresponding articles of the framework regulation on non-road mobile machinery, which the regulation requires to be sanctioned, should be added to sections 189 and 190 of the Vehicles Act.

According to Article 53(2)(a) of the NRMM Framework Regulation, a penalty shall be imposed in the context of approval procedures for the submission of false information or of corrective or restrictive measures imposed in accordance with Chapter X of the Framework Regulation. The corresponding provision of the other framework regulations has been implemented in Section 189(1) and (2) of the Vehicles Act for economic operators and the technical services designated in Section 190(1) of the Vehicles Act. Paragraphs of the Vehicles Act may also be said to comply with the refusal to make information available as part of proceedings under Article 53(2)(d). However, these provisions of the Vehicles Act should also explicitly take into account the description of the offence of infringement of the relevant articles of the Non-Road Mobile Machinery Framework Regulation.

According to Article 53(2)(b), falsification of test results for the purposes of EU type-approval, in-service conformity or market surveillance shall give rise to a penalty. The issue of falsification is also addressed in point (e) in relation to a situation where an economic operator falsifies documents or markings with a view to placing non-road mobile machinery on the market without approval, even if such approval is required. At national level, the forgery of documents and other items of evidence is already criminalised under Chapter 33, Sections 1-3 of the Criminal Code. Under Paragraph 6 of that chapter, a document, a sign, a stamp, a number plate, a technical recording and a recording suitable for automated processing are to be regarded as items of evidence, with the result that the term also covers markings and test results relating to the approval of vehicles. In this respect, the requirement for penalties for falsification of Article 53 of non-road mobile machinery is already included in the Criminal Code and provisions related to falsification should not be included in the Vehicles Act.

Paragraph 2(c) provides that failure to communicate information or technical specifications which could lead to recall, refusal or withdrawal of an EU type-approval certificate is to be subject to a penalty. The corresponding penalty for failure to notify laid down in the other framework regulations has been implemented in Section 189(10) and (12) of the Vehicles Act for economic operators and the technical services designated in Section 190(3) and (4). They should in future also take into account the framework regulation for non-road mobile machinery.

Under point (e) of that paragraph, Member States are also to impose penalties where an economic operator makes available on the market or puts into service non-road mobile machinery subject to approval without such approval. Article 189(3) of the Law on Vehicles concerns the obligation laid down in other framework regulations to ensure that vehicles, systems, components and separate technical units made available on the market comply with those regulations and bear the required type-approval mark. In addition, paragraph 14 concerns a prohibition on registration imposed pursuant to section 176 or a prohibition on registration, sale or entry into service imposed pursuant to other framework regulations.

Furthermore, according to Article 53(2)(g), a sanction should be imposed on a technical service that does not meet the requirements for its designation. Article 190(3) of the Vehicles Act covers the failure to comply with the obligation to provide information laid down in other framework regulations. According to the Regulations, the information obligation referred to in this provision concerns the notification of identified non-conformities which may require the refusal, restriction, suspension or withdrawal of a type-approval certificate, as well as circumstances affecting the scope of and the conditions for the designation of technical services. It would also be necessary to add to the scope of the provision the violation of the corresponding obligation laid down in the NRMM Framework Regulation.

In particular, point (f) specifies that if an economic operator fails to comply with its obligations, a penalty should be provided for. The provision is not sufficiently precise to provide for a penalty in the event of infringement.

Under Section 189(9) of the Vehicles Act, failure to comply with the obligation to notify non-conformity with the type referred to in Section 66(2) of the Act would also apply to the economic operator referred to in the Non-Road Mobile Machinery Framework Regulation and would not need to be amended.

Furthermore, Article 189(11) of the Vehicles Act would not change, but would also apply to the holder of the type-approval for non-road mobile machinery. A fine could be imposed for failure to comply with the obligation to notify changes to the conformity of production agreement under section 67(4).

Section 189(13) of the Vehicles Act would remain unchanged and would also apply to an economic operator within the meaning of the Non-Road Mobile Machinery Framework Regulation. It provides that an economic operator who provides incorrect information to a designated technical service, an approved expert or an individual approval authority in the course of an inspection, measurement or test carried out for the purpose of the approval procedure or the procedure leading to the withdrawal from the market of a vehicle, system, component, separate technical unit, part or equipment, or in the course of a test or assessment for the purpose of monitoring conformity of production, may be liable to a financial penalty.

3.2 Euro 7 Regulation

3.2.1 Relationship between the Euro Regulations and the Vehicles Act and the tasks of public authorities

In the EU, the amount of local emissions generated by new cars is currently regulated by Euro 6 (cars and vans) and Euro VI (heavy duty vehicles) and concerns the regulated emissions measured at the type-approval stage. Regulations are directly applicable national law. Procedures have also been laid down in the context of the Euro 6 Regulation to ensure effective competition in the maintenance market. These rules have since been reformed and incorporated into the framework regulation for cars and their trailers.

The Euro 6 Regulation lays down emission limit values for Euro 5 and 6 vehicles, including nitrogen oxides (NO_x), particulate matter (PM), carbon monoxide (CO) and hydrocarbons (HC/NMHC). Under the Euro 6 Regulation, the Commission has adopted Regulation (EU) 2017/1151, which lays down requirements for the measurement of CO₂ emissions from new vehicles. The limit values vary according to the type of fuel and the category of vehicle. In addition, the Regulation requires emission management systems to maintain their emission reduction efficiency for a minimum period of time. The Regulation includes requirements for vehicle diagnostic systems (OBD), test methods and post-emission monitoring. Manufacturers shall be prohibited from using systems that reduce the control of emissions under normal conditions of use.

The Euro VI Regulation defines common technical requirements for the Euro VI emission type-approval of heavy lorries, buses and their engines. Subsequently, the Regulation also incorporates the energy efficiency calculation rules for heavy-duty trailers. It also covers emissions requirements for spare parts for vehicles and engines, requirements for components and diagnostic systems (OBD) and the measurement of fuel consumption and CO₂ emissions. The Regulation sets emission limits for nitrogen oxides (NO_x), particulate matter (PM) and carbon monoxide (CO). In addition, the Regulation lays down requirements for components, such as the durability of emission reduction efficiency of emission control systems. It also includes in-service compliance monitoring procedures. The Commission has further specified the technical details of the Regulation through implementing regulations. These technical requirements are not specifically laid down in the Vehicles Act at national level.

The Euro 7 Regulation replaces both Euro6 and EuroVI and creates a unified system for cars, vans and heavy-duty vehicles. Like the Euro 6 and Euro VI Regulations, the Euro 7 Regulation is directly applicable national law and its requirements are not, in principle, laid down at national level.

The Euro 6 and Euro VI Regulations are part of the scope of the framework regulation for cars and their trailers. Member States have been required to designate the type-approval and market surveillance authorities referred to in this framework Regulation, which shall also carry out the regulatory functions provided for in the Euro Regulations. The tasks of the authorities under these Regulations, like those under the Euro 7 Regulation, are therefore already entrusted to the

Transport and Communications Agency under Sections 42 and 174 of the current Vehicles Act, and it is not necessary to amend the regulation in this regard. Although the Transport and Communications Agency acts as the vehicle type-approval authority and is responsible for market surveillance, in practice it does not issue emission approvals for the purposes of EU type-approval of cars. There is no vehicle production requiring emission approval in Finland. In practice, the manufacturer chooses the type-approval authority of one EU Member State to apply for EU type-approval and emission approval as part of it. However, the Vehicles Act provides for the imposition of penalties by public authorities, which allows for the imposition of fines, road traffic offences or a fine for infringements of the Regulations.

3.2.2 Amendments to the sanctions regime required by the Euro 7 Regulation

3.2.2.1 Introduction

The replacement of the Euro 6 and Euro VI Regulations by the Euro 7 Regulation requires amendments to the Vehicles Act as regards sanctions. These mainly need to ensure that national requirements are in line with the Euro 7 Regulation. The system of penalties laid down in the Euro 7 Regulation forms part of the system of penalties laid down in the Framework Regulation for cars and their trailers, which is already provided for in the Vehicles Act at national level. However, the Euro 7 Regulation amended the rules on penalties in that framework regulation. For example, the Euro 7 Regulation contains a clearer obligation to also impose a penalty on an independent operator, as defined in the Framework Regulation, for tampering with a vehicle and its systems.

Amendments to the Vehicles Act were adopted in 2023 (HE 291/2022 vp), clarifying the regulation of vehicle emission manipulations and sanctioning emission manipulation as an act more clearly and improving the effectiveness of the sanction. The law explicitly prohibited the sale, installation and use of devices and software for emission manipulation and the modification of the vehicle in a way that undermines the approved emission requirements. Responsibility for demonstrating compliance with emissions requirements was assigned to operators offering or implementing such changes. At the same time, the regulation aimed at disrupting emissions manipulation business and reducing the use of emissions-manipulated vehicles on the road. The amendments were based on the assessment that the previous regulation was fragmented and difficult to enforce, and aimed at reducing nearby emissions from transport, in particular nitrogen oxides and particulate matter. The 2023 national amendments have been largely in line with the sanctioning provisions introduced since then by the Euro 7 Regulation in 2024. However, certain clarifications are needed with regard to the rules on penalties laid down in the Law on motor vehicles.

3.2.2.2 Independent operators

Article 19 of the Euro 7 Regulation amended Article 84(1) of the framework Regulation for cars and their trailers. The amendments concern clarifications aimed at explicitly including independent operators in the scope of the sanctions regime. The substance of the sanctions remains unchanged. That provision does not in itself define the content of the penalties, but it removes the interpretative uncertainty as to whether independent operators in the abovementioned framework regulation fall within the scope of the system of penalties. This change removes room for interpretation in national implementation. Independent operators are no longer subject to sanctions only indirectly or with ambiguity through the definition of economic operators. In practice, this provision means that Member States have to assess whether independent operators are also covered by the existing penalty provisions. In the context of the EU vehicle legislation, independent operators may include, for example, vehicle maintenance and repair operators, manufacturers and distributors of spare parts and equipment,

providers of software, diagnostic tools or components with an impact on emission control. IO is defined in Article 3(45) of the framework Regulation for cars and their trailers.

In addition, Article 19 of the Euro 7 Regulation added a new paragraph 3b to Article 84 of the framework Regulation for cars and their trailers, which sets out the minimum content of the penalty regulation for independent operators. Under that provision, the Member States' system of penalties must at least cover situations in which the vehicle or its systems are tampered with by independent operators. The Framework Regulation thus identifies tampering as a type of infringement that should be sanctioned at national level, in particular against the IO, in addition to other economic operators. The purpose of this paragraph is to ensure that there is no loophole in the system of penalties for changes during the life-cycle of vehicles and that the responsibility is also placed on those operators who actually carry out or cause non-compliant changes to vehicles or their systems.

Article 12(1) of the Euro 7 Regulation lays down a specific prohibition on tampering with systems using a consumable reagent and pollution control systems. The prohibition applies to both economic operators and independent operators. Section 2(1)(32a) of the Vehicles Act already contains a national definition of emission manipulation. "Emission manipulation" means the intentional modification of the exhaust after-treatment system or the engine control system in such a way that the environmental performance of the vehicle no longer meets the exhaust emission requirements. Paragraph 7a(4) of the Law on motor vehicles provides, by way of clarification, that any manipulation of emissions carried out on a vehicle used in traffic is prohibited from altering that vehicle. In essence, the definition of emission manipulation and the related prohibition in Paragraph 7a(4) already cover the prohibition in Article 12(1) of the Euro 7 Regulation on altering a vehicle or its system.

Currently, the Vehicles Act does not identify, either explicitly or by definition, an independent operator separate from the economic operator. It is therefore necessary to clarify the targeting of and penalties for independent operators. The economic operator is already defined in Article 2(1)(43) of the Vehicles Act and means the manufacturer, the representative of the manufacturer, the importer or the distributor of a vehicle, system, component, separate technical unit, part or equipment. The images of offences penalised by the rules on penalties laid down in the Law on motor vehicles are aimed specifically at the economic operator, but it has been held that its definition also includes the operators defined in the Euro 7 Regulation as independent operators.

In order to ensure that the provisions on penalties in the Vehicles Act clearly cover situations of unauthorised modification of a vehicle or its systems by independent operators within the meaning of the Euro 7 Regulation, a definition of independent operator should be added to the definitions in Section 2 of the Vehicles Act. Similarly, for the sake of clarity, an independent operator should be added to Section 6a of the Vehicles Act concerning the prohibition on selling or installing emission manipulation systems.

Article 189 of the Law on motor vehicles provides for a fine to be imposed on the economic operator. Paragraph 1(1)(6) of that article provides for a fine where an operator intentionally or negligently modifies a vehicle, system, component, separate technical unit, part or equipment in such a way that, following the modification, it no longer meets the requirements of its intended purpose or reasonably foreseeable conditions of use, or infringes the prohibition on the sale and installation of systems causing emission manipulation referred to in Paragraph 6a. In essence, the provision is also tampering with a vehicle or system within the meaning of the Euro 7 Regulation. The penalty to be imposed on the independent operator for tampering with the vehicle and its system should be laid down in a new section of the Vehicles Act with the same content as Section 189(1)(6) of the current Vehicles Act.

3.2.2.3 Economic operators and tampering

Article 19 of the Euro 7 Regulation added a new point (c) to Article 84(3) of the framework Regulation for cars and their trailers. The main change in the paragraph is that tampering with the vehicle and its systems has been added as a new specific type of infringement requiring sanctions for economic operators. In the previous text, the obligation to impose penalties was limited to breaches of the obligation to provide information and circumvention or falsification of the system of approval and compliance. This means that the economic operator's liability for penalties is no longer limited to the stage of placing on the market or the approval and documentation processes, but also covers subsequent changes to the vehicle or its systems if they are made in breach of the requirements of the Regulation. The explicit inclusion of tampering removes any ambiguity as to whether such behaviour is covered by the sanctions regime. The amendment obliges Member States to ensure that national law allows for the imposition of sanctions also in such situations. The key is to ensure that economic operators do not circumvent emission or conformity regulation after placing a vehicle on the market through structural or technical changes. The system of penalties supports the control of type-approval and the market surveillance of vehicles. Non-authorised changes may still be compatible with other EU or national regulations in parallel, such as roadworthiness testing and roadside control, which also monitor compliance during the operational phase of its life cycle.

From the point of view of economic operators, the explicit prohibition of tampering means that, under the Euro 7 Regulation, liability for penalties is extended to cover tampering with vehicles and their systems, and is no longer limited to infringements relating to information and approval procedures. The amendment is significant in that it extends the Member States' obligation to impose penalties under Article 84 of the framework regulation on cars and their trailers and strengthens the scope of the regulation throughout the life cycle of a vehicle. On the other hand, the Law on Vehicles already provides, in Paragraph 7(1), that a vehicle must comply with the requirements applicable to it at the time of its entry into service, unless the Law on Vehicles provides otherwise. Provisions on the modification of vehicles are laid down in Section 7a. The fine to be imposed on an economic operator for a prohibited modification of a vehicle, system, component, separate technical unit, part or equipment is laid down in Article 189(6) of the Vehicles Act. The express prohibition of unauthorised changes by economic operators therefore does not require any changes to the provisions of the Vehicles Act.

3.2.2.4 Tampering with the types of penalties in the Vehicles Act

Section 189(1)(5) of the current Vehicles Act applies to an economic operator if he infringes the prohibition on the use of a device that restricts the operation of the emission control system. According to Article 7(1) of the Euro VI Regulation (obligations for systems based on the use of a consumable reagent), vehicle manufacturers, repairers and users shall not make changes to systems based on the use of a consumable reagent. In accordance with paragraph 2, vehicle users shall ensure that vehicles are not driven without consumable reagent.

Article 194 of the Vehicles Act regulates vehicle offences. In accordance with paragraph 1, point 13, anyone who, while responsible for the condition, registration or roadworthiness test of a vehicle within the meaning of Article 12, intentionally or negligently drives a vehicle without consumable reagent, in breach of the prohibition laid down in Article 7 of the Euro VI Regulation, shall be fined for a vehicle offence. This depiction of a vehicle offence is not an emission manipulation per se, but a regulation of use limited to vehicles falling within the scope of the Euro VI Regulation. For other vehicles, the use of an emission manipulated vehicle may be prescribed 195 in accordance with Article traffic error fee. The difference between those provisions is that a road traffic fine may be imposed on the owner or holder of the vehicle. A fine for an infringement of a Euro VI vehicle

may also be imposed on the driver of the vehicle.

In accordance with the correlation table in the Euro 7 Regulation, Article 12 of that regulation corresponds to Article 7 of the Euro VI Regulation, but Article 12 of the Euro 7 Regulation does not contain any corresponding rules on use, so that, as regards the Euro 7 Regulation, there is no need to amend Article 194 of the Law on Vehicles.

3.2.2.5 New depictions of manufacturers

The new paragraph 3a added to Article 84 of the Framework Regulation concerns penalties imposed on manufacturers and specifies the descriptions of the infringements to be covered by the national rules on penalties.

According to the new paragraph 3a(a), manufacturers should be penalised for falsifying test results reflecting in-service conformity of emission type-approval. In-service conformity refers to the activities carried out on vehicles, systems, separate technical units or components in circulation to verify compliance with the durability requirements set out in the Euro 7 Regulation. Emission type-approval is an EU type-approval that meets the administrative provisions and technical requirements set out in the Euro 7 Regulation with regard to CO₂ and pollutant emissions, fuel and electric energy consumption and battery durability.

Article 7 of the Euro 7 Regulation lays down the obligations of manufacturers in relation to emission type-approval. Paragraph 1 and Annex V of the Regulation provide for in-service conformity tests to be carried out by the granting type-approval authority in addition to the manufacturer itself in order to verify the conformity of production and in-service conformity of manufacturers. The Commission and recognised third parties may also carry out tests on an optional basis, as appropriate. According to Article 7(3) of the Euro 7 Regulation, national authorities may carry out tests during conformity of production, in-service conformity or market surveillance to verify the conformity of a vehicle type in accordance with Annex V to the Euro 7 Regulation. As there are currently no car emission approvals in Finland, the type-approval authority, the Finnish Transport and Communications Agency, does not carry out such tests or have them carried out in Finland. However, as a market surveillance authority, the Agency could carry out tests where necessary.

The financial penalty imposed on the economic operator provided for in Section 189 of the Vehicles Act in force includes all the descriptions of the offences referred to in the EU framework regulations, with the exception of those relating to forgery. The implementation of Article 84 of the framework Regulation for cars and their trailers has been addressed in Government bill HE 177/2020 vp. In the explanatory memorandum to Section 189, it is stated that falsification of documents and other items of evidence is already criminalised under Sections 1 to 3 of Chapter 33 of the Criminal Code. Under Paragraph 6 of that chapter, a document, a sign, a stamp, a number plate, a technical recording and a recording suitable for automated processing are to be regarded as items of evidence, with the result that the term also covers markings and test results relating to the approval of vehicles. In this respect, the requirement for penalties related to the falsification of cars and their products in Article 84 of the Framework Regulation is already included in the Criminal Code and also covers the falsification of in-service conformity test results under emission type-approval.

Two other new paragraphs (3a) (b) and (c) added to Article 84 of the Framework Regulation provide that penalties shall be imposed for vehicles designed, constructed or assembled with manipulation devices or manipulation strategies that result in the non-compliant vehicle appearing to comply with the requirements of the Regulation, and for vehicles of categories M and N designed, constructed or assembled without the required systems to warn the driver of excess exhaust emissions or lack of reagent (e.g. urea). In practice, this would be a situation

where the manufacturer would specifically produce a new car with emission manipulation.

Article 189(5) of the Vehicles Act provides that an economic operator, which by definition is also a manufacturer, may be ordered to pay a fine if, intentionally or negligently, it infringes the prohibition on using a device that restricts the operation of the emission control system or the prohibition on modifying the emission control system in a way that does not comply with the type-approval requirements. This paragraph lists the references to the relevant EU Regulations and their articles providing for the prohibition. The list should include the Euro 7 Regulation as a new paragraph and a reference to its Article 4(5) and (6), which provide for prohibitions related to the above-mentioned points (b) and (c). In addition, the introductory sentence of paragraph 5 should be clarified so that it also covers design, manufacture and assembly for the sake of clarity.

3.2.3 Changes to tax legislation required by the Euro 7 Regulation

Commission Regulation (EU) 2017/1151 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 was adopted under the Euro 6 Regulation. It sets a global harmonised international light vehicle test procedure for the type-approval of cars and vans, including CO₂ emissions. This test method is more commonly known as the Worldwide Harmonised Light-Duty Vehicles Test Procedure (WLTP) and has been applied in stages for the approval of new vehicles since 2017. Finland uses CO₂ values calculated using the WLTP test method for car taxation for cars and vans. The CO₂ value obtained by an individual vehicle determines the amount of car tax for new cars.

Section 10 of the Car Tax Act (777/2020) governs the tax on a new passenger car and a new van. Under paragraph 1, the tax payable on a new passenger car and a van shall be equal to the percentage of the taxable value of the vehicle set out in Table 1 or Table 1A of the Annex, unless otherwise provided for in Paragraph 11. The tax rate is determined on the basis of the CO₂ emissions corresponding to the car's fuel consumption, determined in accordance with the requirements laid down in EU legislation. Tax Table 1A applies to a car for which the CO₂ emissions corresponding to the fuel consumption have been determined according to the above-mentioned WLTP test method.

The Euro 7 Regulation repeals the above-mentioned Commission Regulation (EU) 2017/1151, to which the Car Tax Act refers, but only on 1 June 2030. However, for new types of cars and vans, the Euro 7 Regulation will apply from 29 November 2026 and for all new newly registered cars from 29 November 2027. On 25 July 2025, the Commission adopted a new Implementing Regulation (EU) 2025/1706, which contains in its Annex XXI provisions on the use of the WLTP test method similar to those in Commission Regulation (EU) 2017/1151 and in its Annex XXI. There will be no substantive changes to the measurement methodology, but the legal framework will change from Euro 6 to Euro 7. The Car Tax Act currently does not recognise a future change in the legal basis, so section 10 of the Car Tax Act should be amended in this respect so that the tax bases for car taxation remain precise.

The Vehicle Tax Act (1281/2003) should also be revised in the light of the above-mentioned Commission Regulation. Paragraph 10 of the Law on motor vehicle tax lays down the basic tax for passenger cars, vans and special vehicles with a maximum permissible laden mass not exceeding 3 500 kilograms. The amount of the tax is determined on the basis of the CO₂ emissions corresponding to the fuel consumption of the car, determined in accordance with the

requirements laid down in EU legislation. Tax Table 1A applies to a car for which the CO₂ emissions corresponding to the combined consumption have been determined according to the WLTP test method described under the description of the current state of the Car Tax Act. Tax Table 1 applies to the rest of the car and also if the transport register does not contain any information on the car's CO₂ emissions. Like the Vehicle Tax Act, the Vehicle Tax Act does not at present recognise the forthcoming change in the legal basis resulting from the Commission Regulation, and section 10 of the Vehicle Tax Act should therefore be amended in this respect so that the tax bases for vehicle taxation remain precise.

3.3 Issue of Part I of the Registration Certificate

The Transport and Communications Agency has assessed the simplification and clarification of the procedures for issuing Part I of the registration certificate. In the context of the productivity programme, the Transport and Communications Agency assessed the payment and issue of Part I of the paper registration certificate, the so-called technical part, when registering heavy goods vehicles. The owner or keeper of the vehicle has previously received paper Part I free of charge, despite the cost of producing it. Free of charge is intended to support easy access to the certificate. The actual need to use Part I of the certificate has been reduced by digital solutions and there is no longer any justification for free of charge. The Decree of the Ministry of Transport and Communications (1337/2025) on the Finnish Transport and Communications Agency's chargeable services for transport has abolished the free of charge for Part I and sets the customer prices at the amount corresponding to the cost recovery. The fee amendment entered into force from the beginning of 2026. The change has reduced the number of requested Part I to around one third when comparing the numbers of oak paintings in 2025 and 2026. The abolition of the automatic issuing of Part I of the registration certificate in connection with the registration declaration for heavy duty vehicles would be in line with this amendment to the Charges Regulations.

In accordance with Section 96 of the Vehicles Act in force, Part I of the registration certificate, in addition to a periodic or other roadworthiness test, is issued in connection with the registration declaration only to owners or keepers of vehicles and their trailers with a maximum authorised mass on the road exceeding 3 500 kg. In practice, these are vehicles in categories M₂, M₃, N₂, N₃, O₃ and O₄ and the corresponding older categories. There is no equivalent regulation for other vehicles and it is not considered that it can achieve the intended benefits, in particular with regard to environmental aspects and the development and take-up of e-services. The main purpose of the current regulation has been to simplify the procedure for professional transport, but with the development of e-services the needs-based scope of the provision has been reduced over time. It is not appropriate to continue the automatic printing of paper certificates, in particular because of the negative environmental impact and the costs involved.

A similar proposal has already been submitted to Parliament (HE 291/2022 vp). However, the Transport and Communications Committee of the Parliament amended paragraph 1 of the article proposed at that time so that the printing of Part I of the registration certificate in connection with registration declarations continued to be done for owners or keepers of vehicles with a mass greater than 3 500 kg, as is currently the case. It is justified to reform the proposal now in order to contribute to the objectives of the Productivity Agenda. In addition to cost savings, the amendment simplifies and harmonises the procedures for issuing the registration certificate, communication and information system implementations.

3.4 Changes concerning the operator of vehicles

The Transport and Communications Agency, together with the National Police Board, has assessed the need to clarify the rules on the operator of vehicles owned or managed by legal

persons. Future communication and information system measures have been discussed between the authorities to improve the coverage of operational officer data in the transport register. In the same context, the provisions of the Vehicles Act have identified a need for clarification. Improved operational quality could lead to more efficient policing through more comprehensive user responsibility information in the register. No financial impact has been estimated during the preparation.

Currently, a legal person, acting as owner or keeper of a vehicle, or its operational manager, registers the operational manager data in the traffic register on a legal person-by-legal entity basis. In practice, therefore, a single legal person can have only one operator, regardless of the number of cars. The operator must be the main driver of the car(s) registered in the name of the legal entity, but if there is no main driver, the operator must have knowledge of the drivers of the cars. The provisions of the Vehicles Act concerning the operator's reporting obligation are interpretative and the definition of operator's responsibility does not fully reflect current practice.

In practice, it is up to the legal person to decide who is to be the operator of its cars. However, Article 83 of the Law on motor vehicles imposes on the operator himself the obligation to notify the operator's data and any subsequent changes to the data, even though that is primarily the obligation of the legal person. The rules do not therefore give a fully accurate picture of the liability of a legal person in making a declaration. The section does not directly impose an obligation on the legal person to ensure that the operator has been notified.

Section 90 of the Vehicles Act provides for a person responsible for the use of vehicles, which should be indicated on a vehicle-by-vehicle basis. In the Vehicles Act, the operator is defined as the contact person of a legal person if the owner or holder of the car is not a natural person. The obligation to declare an operator has been in place since 2006 (see HE 16/2005 vp).

Article 95 of the Vehicles Act on first registration, Article 108 on vehicle conversion registration and Article 114 on conditions for use in traffic provide for the provision of operating officer data as a condition for first registration, conversion and entry into service. In practice, it has been challenging to penalise the requirement, since the obligation to indicate the operator responsible is not imposed directly on the legal person, but on the operator responsible itself. Under the current rules on the obligation to notify, in the event of a lack of an operator responsible for transport, the operator responsible for transport, i.e. the person whose data is missing from the traffic register, has failed to comply with the obligation to notify. Due to a lack of accountability, the provisions have not been seen as allowing for the prevention of initial or change registration or traffic use.

In particular, operational officer information is needed for automated traffic control by the police, e.g. a vehicle-specific traffic error charge is imposed on the operational officer, or in the pre-trial investigation of a traffic offence the investigation is started with the operational officer. One of the main tasks of the operator is to know who used a car owned or controlled by a legal person at the time when the road traffic offence or offence was committed. The Operating Officer acts as a contact point for the police when investigating crimes and offences committed by car.

The challenge of the current situation is the widespread lack of user-response data. About 80 % of legal entities do not have user administrator information. There is no effective sanction for non-disclosure of operator data to legal persons and the legal person's reporting obligation is not sufficiently specified. In addition, the vehicle-specific definition of 'Operating Officer' in the Vehicles Act creates interpretative challenges.

3.5 Increase of the inspection fee for roadworthiness tests

3.5.1 Introduction

As part of the assessment of the State Productivity Programme, the Transport and Communications Agency has assessed the level of the inspection fee in relation to the costs covered by the fee. The fee has not changed for 10 years, so the evolution of costs over the last 10 years and changes in the workload have not been taken into account in the amount of the fee. The Act on the supervisory fee for roadworthiness testing activities (960/2013) entered into force on 1 July 2014. According to the Act, the fee for the supervision of roadworthiness testing activities is collected by the State for the development and supervision of vehicle safety, the support functions, the development and supervision of roadworthiness testing and the keeping of a register of vehicles for the purpose of carrying out roadworthiness testing tasks.

At the time of the entry into force of the Act on the supervisory fee for roadworthiness testing activities, the supervisory fee was set at EUR 2.90 per roadworthiness test and post-clearance inspection carried out at the testing centre at the beginning of 2014. From the beginning of 2015, the fee was reduced from EUR 2.90 to EUR 2.20. The change in the amount of the fee was based on more precise estimates of the costs of controls (HE 144/2014 vp). The amount of the fee has not been changed since then.

The current level of the inspection fee for roadworthiness testing is therefore based on the level of costs in 2015, the number of roadworthiness tests estimated at that time and the resulting tasks for which the fee is collected.

The change in the cost level is illustrated, for example, by the price index of public expenditure maintained by Statistics Finland. The index was based on a cost index of 100 in 2015. The index by type of expenditure has risen to 119 by 2024, representing an increase of around 19 %. The current price has not followed these developments and therefore a revision of the price is necessary. A direct indexation would increase the price from EUR 2.20 to around EUR 2.62. In addition, the amount of the supervisory fee may also be assessed from the point of view of other factors. The key issue is to assess the changes that have occurred in the last 10 years in the activities referred to in the Act on the supervisory fee for roadworthiness testing for which the supervisory fee is collected and in relation to the reduced number of roadworthiness tests.

3.5.2 Evolution of tasks and controls related to vehicle safety

Since 2015, the provisions on vehicle roadworthiness testing have been amended several times, partly due to EU and international regulations. These changes include a reduction in the frequency of roadworthiness tests for cars and vans under the age of 10 and a change to what is known as the 'rolling date'. In addition, the items to be checked during the periodic roadworthiness test, the inspections to be carried out and the fault and deficiency criteria have undergone a number of changes since 2015, including additional inspections of electric, hybrid and gas vehicles and changes to the exhaust emission check.

These changes have had an impact on the number of roadworthiness certificates and testing sites, the number of periodic roadworthiness tests and the emphasis on periodic roadworthiness tests for increasingly older vehicles.

At the end of 2013, the number of testing centres was 379, 444 at the end of 2014 and 611 at the end of 2024. As a result of developments in the testing industry and legislative reforms, the number of roadworthiness testing sites to be monitored has increased from the end of 2013 to 232 by the end of 2024. In percentage terms, the increase is 61.2 %.

Similarly, over the same period, the number of PTIs has decreased, mainly due to a reduction in the frequency of PTIs. In 2013, the number of PTIs was 2667939, compared to 2711394 in 2014. In 2017, before the entry into force of the legislative reform that had an impact on the frequency of roadworthiness tests, the number of periodic roadworthiness tests was 2777241, compared to 2619128 in 2024. Comparing the change between 2017 and 2024, the annual number of roadworthiness tests has decreased by 158113. In percentage terms, the decrease is around 6 %. When the percentage change is taken into account in the number of all roadworthiness tests and post-release controls, the estimated number of 3300000 in 2014 drops to around 3100000. This will have a direct impact of around EUR 440000 on the annual revenue collected as a supervisory fee for roadworthiness testing activities.

Control functions have been strengthened and control methods are constantly being developed. These efforts have made it possible to increase controls with small changes in resources. The number of control officers has increased by one, although the need for control has increased and the number of control visits has doubled.

3.5.3 Inspection support activities and record keeping

The inspection fee for roadworthiness testing activities is levied not only on the inspection tasks themselves, but also on the supporting activities and development of roadworthiness testing and the keeping of a register of vehicles for the purpose of carrying out roadworthiness tests. The Finnish Transport and Communications Agency's support activities in the field of roadworthiness testing include, inter alia, the management of roadworthiness testing permits, advice to inspectors and to citizens not only on periodic roadworthiness tests, but also on vehicle conversion and on conversion and registration tests relating to imports.

Work related to the management of roadworthiness permits has increased not only due to the increase in the number of testing sites, but also due to the conversion of roadworthiness permits from fixed-term to open-ended by the Vehicle Testing Activities Act. In addition, the Transport and Communications Agency was obliged to verify, at least every five years, that holders of licences for roadworthiness tests or periodic training continue to meet the conditions for issuing such licences.

Since May 2023, in accordance with Commission Implementing Regulation (EU) 2021/392 on the monitoring and reporting of data relating to CO₂ emissions from passenger cars and light commercial vehicles pursuant to Regulation (EU) 2019/631 of the European Parliament and of the Council and repealing Commission Implementing Regulations (EU) No 1014/2010, (EU) No 293/2012, (EU) 2017/1152 and (EU) 2017/1153 and Article 152a of the Vehicles Act, real-world vehicle consumption data and vehicle identification numbers for new passenger cars and vans registered in 2021 or after have been collected in a periodic roadworthiness test. The information is sent by the testing centre to the Transport and Communications Agency, which must forward it to the Commission on an annual basis. The collection obligation has required the development of a data transfer solution from the testing centres to the Transport and Communications Agency and a new database for data in the Transport and Communications Agency. The collection of on-road consumption data was a completely new task for the Transport and Communications Agency.

These changes have increased the workload for permit management and support activities and have required the development and maintenance of information systems both at the Finnish Transport and Communications Agency and at the testing centres.

3.6 Electric transmission for automobile brakes

In November 2024, UN Regulations 13 and 13-H of the Economic Commission for Europe of

the United Nations (UN/ECE) on technical requirements for car brakes decided to publish series of amendments to allow electric transmission of car brakes. The force required to actuate the brakes of cars is currently supplied to the wheels in light cars (maximum mass ≤ 7.5 t), mainly hydraulically and with heavy compressed air. Both will be replaced by the Electronic Transmission Braking System (ETBS). The system is likely to become more widespread in new vehicles and, according to the assessment of vehicle manufacturers, will become the most common mode of applying the brakes of the car. The draft amendments have been discussed in the GRVA sub-working group of UNECE Working Party WP.29, in which the Transport and Communications Agency has participated. The amendments to the UN Regulations were adopted at November 2024 WP.29 and have been applicable since 13 June 2025. However, the first cars equipped with ETBS are not expected to enter the market before the end of 2026 at the earliest. The UN Regulations are based on the 1958 Geneva Agreement, an agreement ratified by the EU (Council Decision 97/836/EC). The European Commission represents the Union as a whole at WP.29 meetings and always approves the voting mandate in the Council. Although UNECE regulations are technical standards and are implemented by EU regulations, Finnish legislation should be amended to include ETBS brakes in addition to hydraulic and pneumatic brakes.

The authorisation requirement for the repair and modification of pneumatic brakes on heavy goods vehicles is currently based on the requirements laid down in the Vehicles Act and the Government Decree on Vehicles. Incorrect modification or repair of compressed-air brakes may lead to incorrect distribution of brake power between the axles of the vehicle, loss of brakes or uncontrolled locking, thereby directly endangering public road safety. The modifications require system-specific skills and specialised tools. The requirement for a permit makes it easier for the contractor to have the necessary skills and for the company to have a responsible person and appropriate tools and testing equipment. The authority, the Transport and Communications Agency, has the possibility to monitor the activity and, if necessary, to withdraw the licence it has issued.

According to information from vehicle manufacturers, ETBS is becoming increasingly widespread in cars. Since the risks of incorrect operation of the ETBS brakes of heavy goods vehicles are essentially the same as those of incorrect operation of compressed-air brakes, their repair and modification should also be subject to authorisation by the Finnish Transport and Communications Agency.

The rise of ETBS is driven by the proliferation of electric power lines in cars and the faster operation of electric brakes, especially compared to compressed air brakes. This development will also enhance the recovery of braking energy in hybrid and electric cars. In addition, the functioning of driver assistance and automatic systems will be improved as the brakes can be operated with less delay and optimal operation of the brakes will be achieved. The energy required to operate the brakes and the resulting noise are reduced. The technical implementation of the braking system is simpler and, in particular, the pneumatic reservoirs that occupy the space of heavy-duty vehicles are largely removed, thus providing space for batteries, for example. The first cars equipped with a new type of braking system entered into service in the course of 2026 or 2027. Currently, the Road Traffic Act, the Vehicles Act and the Vehicle Regulation do not consider ETBS brakes in addition to the existing hydraulic and pneumatic brakes. The above-mentioned legal acts should be amended to take account of technological developments.

Under Sections 180(2) and 182 of the Vehicles Act, the repair of compressed-air braking systems of heavy-duty vehicles (categories M₂, M₃, N₂, N₃, O₃ and O₄) must be authorised by the Finnish Transport and Communications Agency. In accordance with the explanatory memorandum to the Government proposal on the Vehicles Act (HE 177/2020 vp), the

requirement for a repair authorisation for compressed-air braking systems for heavy-duty vehicles is based on the complexity of the systems on the one hand and the high importance for safety on the other. The current provisions of the Vehicles Act on brake repairer authorisations do not apply to electric brakes, although essentially the same complexity and safety impact of the systems also apply to electric brakes of heavy-duty vehicles.

According to the mandate in Section 180(5) of the Vehicles Act, further provisions on installation and repair work carried out without a permit, as well as repair work warranted by a permit, are issued by government decree. This power is used in the Government Decree on Vehicles, which should also take into account repairs and modifications to ETBS brakes.

Article 150 of the Highway Code lays down the general rules for coupling a combination of a power-driven and towed vehicle in road traffic. Paragraph 2(4) provides that, in the case of a vehicle combination, the electric and pneumatic brakes of the vehicles must be coordinated in accordance with the regulations. The term “electrical brake” is used here and refers mainly to “EBS brakes”, i.e. electrically controlled compressed-air brakes. A vehicle fitted with ETBS and authorised to tow a heavy trailer shall also be fitted with a compressed-air system, as prescribed in UN Regulation No 13 on brakes, to operate and, in the event of failure, control the trailer’s brakes. However, the trailer brakes are, under normal circumstances, controlled electronically via the ETBS brakes. As UN Regulation No 13 does not currently allow ETBS brakes on trailers, the combination of ETBS brakes in the vehicle and pneumatic brakes on the trailer described above constitutes a coupling within the meaning of that provision of the Road Traffic Code, in which the vehicle brakes must operate as required by UN Regulation No 13 in order for the brakes of the vehicle combination to meet the requirements. The brakes used on heavy trailers are currently almost without exception electrically controlled compressed-air brakes (EBS), but a ETBS-powered car authorised to tow a trailer equipped with compressed-air brakes may also be coupled with a trailer equipped with anti-lock compressed-air brakes (ABS) of an older technology. Verification of the brake fit of the vehicle combination in the case of a periodic roadworthiness test.

Article 150(3) of the Highway Code makes EBS brakes mandatory for certain long vehicle combinations. The provisions do not allow ETBS brakes as an alternative to EBS brakes and should be updated to reflect technological developments.

3.7 Advanced driver assistance vehicle systems

The amount and quality of automation in vehicles has continued to evolve. The various Advanced Driver Assistance Systems (ADAS) have been used in the vehicles for quite a long time and are well known. These include constant speed regulators and lane departure warnings.

UN Regulation No 171 of the Economic Commission for Europe of the United Nations (UN/ECE) on Driver Assistance Systems concerns ever more sophisticated and ever-evolving driver assistance systems known as Driver Control Assistance Systems (DCAS). The purpose of this UN Regulation is to allow different innovations to enter the market and to enable manufacturers to implement different pathways as well as different sets of assistive devices for vehicles of different price ranges.

The first phase of the above UN Regulation is already in force and there is no significant difference between DCAS and other driver assistance systems. In particular, the driver cannot remove his hands from the steering wheel for a long period of time without an alarm from the system.

The amendment to the UN Regulation on second generation DCAS has also been in force since autumn 2025 and has been considered by the European Commission to be directly applicable in

the EU. A number of type-approvals have been issued under this Regulation so far. The UN Regulation allows the system to be implemented in such a way that the driver on the motorway does not have to wear hands on the steering wheel while driving. The system then only acts on the steering of the car in order to keep it in its lane. The second generation also allows the system to be implemented in such a way that it can influence the steering of the car by performing lane changes, but in this case the driver has to keep a track.

The next amendment to the UN Regulation under preparation would allow hands to be kept off the steering wheel on motorways and similar conditions. Motorway-like conditions include multiple lane roads with a speed limit of at least 80 km/h. Furthermore, the vehicle could perform autonomous lane changes under these conditions without the physical involvement of the driver in the driving task. At the same time, the rule would include stricter requirements for monitoring the driver's vigilance.

The draft amendments have been discussed in the UNECE Working Party on Vehicles (WP.29), in which the Transport and Communications Agency has participated. The final adoption of the amendment to the UN Regulation is expected at the June WP.29 meeting. It would then enter into force at the end of 2026. It is expected to become part of the EU type-approval acquis in early 2027.

In addition to well-established legislation under the EU type-approval framework, it is possible to bring different technical solutions to the market in the European Union, making use of Article 39 of the framework regulation for cars and their trailers, which allows exemptions for new technologies or new solutions. According to this Article, the new technology or solution approved must be shown, at the time of type-approval, to be at least equivalent in terms of safety and environmental protection to the technology placed on the market through established legislation.

To date, Finland has not adopted a general regulation on automated vehicles. In 2023, the Vehicles Act was supplemented to include a definition of 'automatic driving system', as well as Section 116a on testing vehicles equipped with such systems with test plates and Section 29a on light automatic goods transporters (Act amending the Vehicles Act 493/2023). However, no changes were made to the obligations and responsibilities of the driver as defined in the Highway Code. Preparations are underway to regulate the use of automated vehicles in transport (<https://valtioneuvosto.fi/hanke?tunnus=LV032:00/2021>). The project will prepare the national provisions allowed by Article 34bis of the Vienna Convention on International Road Traffic (SopS 30/1986) to allow the use of automated driving systems without drivers.

In addition, Finnish legislation does not contain any specific provisions related to driver assistance vehicle systems. It is self-evident that all the obligations associated with driving a vehicle are incumbent on the driver, even when the driver uses driver assistance systems. In this case, the liability of the driver also remains unchanged.

As driver assistance systems continue to evolve towards automated driving systems as such, the experience of driving a vehicle changes. There is a situation where the driver does not necessarily have to take physical measures to control the vehicle on the road, such as turning RATTI or pressing the brake. These so-called "dynamic driving tasks" can be carried out on behalf of the driver by driver assistance systems that are already advanced today and will allow, inter alia, longer-term hand separation. However, the driver shall be continuously involved in the driving task by monitoring the operation of the system and the traffic environment. The driver must also be prepared to take physical control of the vehicle immediately and in a timely manner, as responsibility for driving the vehicle in traffic in such a way that it complies with traffic rules and does not endanger or harm other traffic remains with

the driver. The driver must also know when the traffic environment and quadri-conditions allow for the safe use of driver assistance systems.

Driver assistance systems and automated driving systems are fundamentally different in terms of responsibilities and liabilities of the driver. It is only in the case of an automated driving system which, when activated, is responsible for the dynamic control of the vehicle that the obligations and responsibilities of the driver may change. The delimitation of when the dynamic control of the vehicle is transferred from the driver to the automated driving system is to be clarified in the above-mentioned legislation on the use of automated vehicles in traffic. However, as a result of regulatory changes in the type-approval of vehicles, there is currently a need for regulation to clarify the continuation of the driver's role despite a possible change in driving tasks in the case of highly sophisticated driver assistance systems. There is also a need to strengthen the obligations of vehicle manufacturers, importers and dealers in order to keep clear the role of the driver and the associated obligations and responsibilities.

4 Proposals and their effects

4.1 Key suggestions

4.1.1 Supplementing the framework regulation on non-road mobile machinery

The necessary substantive amendments and informative references to the NRMM Framework Regulation would be introduced in the Vehicles Act to take into account the new EU type-approval and EU individual approval procedures for non-road mobile machinery, the market surveillance of these approvals and the new category of U vehicles. A U-category vehicle would henceforth fall within the national category of motorised machinery. The Transport and Communications Agency would be the type-approval authority and market surveillance authority for these EU-approved non-road mobile machinery, i.e. vehicles of category U. In addition, the Vehicles Act would provide for the right of the Transport and Communications Agency to impose fines. The Non-Road Mobile Machinery Framework Regulation requires the imposition of penalties for certain infringements listed therein, but leaves room for manoeuvre as regards the type of penalty and, for example, its amount. This leeway would be used to take account of the corresponding penalties already contained in the Vehicles Act for other categories of vehicles and to adapt the new penalties to them. Thus, omissions or infringements which relate to different framework regulations but are similar acts would be subject to a uniform penalty as regards the type of penalty and the amount of the penalty. The proposal does not include any proposals related to automatic driving systems. Nor, therefore, does it introduce any national leeway in the NRMM Framework Regulation as regards the possibility of prohibiting or restricting the use of automatic non-road mobile machinery on the road. This will be considered as part of the general legislative proposal on the use of automated vehicles on the road (see section 3.7).

4.1.2 Complementing the Euro 7 Regulation

The necessary amendments and additions to the provisions on penalties in the Vehicles Act would be made, also taking into account the changes to penalties required by the Euro 7 Regulation. The national leeway left by the Regulation would be used to take account of the provisions on penalties already contained in the Vehicles Act and to adapt the new penalties to them. In addition, the vehicle and the Car Tax Act would be amended to also refer to the Euro 7 Regulation:

4.1.3 Issue of Part I of the Registration Certificate

In addition to the changes resulting from the EU regulations, the following changes are

proposed for national reasons. Section 96(1) of the Vehicles Act would be amended in such a way that the automatic issue of Part I of the registration certificate at the time of registration would be abolished for heavy goods vehicles as the need for use is reduced. Part I of the certificate would continue to be issued to all vehicles at the request of the owner or holder of the approved periodic roadworthiness test.

4.1.4 Changes concerning the operator of vehicles

It is proposed to clarify the provisions of the Vehicles Act on the operator. Article 83 of the Vehicles Act on the declaration of vehicle registration data, Article 90 on the operator responsible and Article 195 on the road traffic fine would be amended so that a legal person would be obliged to enter in the register the operator responsible data and any changes thereto if it owns or controls one or more cars of which no natural person is registered as owner or keeper. If both the owner and the holder were entered in the register, the holder would be an obliged entity. The user officer could continue to declare his/her data as “expired” after which the legal entity should declare a new user officer in the register. The requirements for the operator would remain largely unchanged. In the future, a legal person acting as owner or keeper of a vehicle could be subject to a road traffic fine if, intentionally or negligently, it fails to notify the user manager of the registration data. The traffic error fee would remain at EUR 70.

4.1.5 Increase of the inspection fee for roadworthiness tests

It is proposed to amend Section 5 of the Act on the supervisory fee for roadworthiness testing activities to set the supervisory fee at EUR 2.60. The fee would be increased by 40 cents. The control fee would continue to be charged for each roadworthiness test and post-clearance inspection carried out at the testing centre during the fee period and recorded in the vehicle traffic register. In this way, the supervisory fee would better reflect the cost of the tasks laid down in Article 1 of the Law on the supervisory fee.

4.1.6 Electric transmission for automobile brakes

Section 180(2) of the Vehicles Act would be amended so that the repair of ETBS brakes on heavy goods vehicles would also require an installation and repair permit, as is currently required for the repair of compressed-air brakes on heavy goods vehicles. The types of authorisation provided for in Article 182 of the Vehicles Act would also take account of ETBS brakes. In addition, the coupling rules contained in Article 150 of the Highway Code would be clarified to also apply to ETBS.

4.1.7 Advanced driver assistance vehicle systems and road transport automation

The Road Traffic Act and the Vehicles Act would take into account highly sophisticated driver assistance systems. In addition, a definition of the dynamic driving task would be added in both laws. Section 6a of the Road Traffic Act would clearly state what a driver is required to do when using highly sophisticated driver assistance systems. The safe use of driver assistance systems requires the driver to at least monitor the behaviour of the vehicle and the traffic environment at all times, even if he or she does not take the physical steps to drive the vehicle. At the same time, he shall be prepared to intervene immediately and in a timely manner when necessary. When using driver assistance systems, the driver will not be able to carry out any ancillary activity other than what has been possible until now, and for example, it will not be possible to view the boxes of mobile devices. The driver also needs to know, as is currently the case, when the traffic environment and weather conditions allow the use of driver assistance systems performing dynamic driving tasks. In order to ensure road safety, it is important that people understand their role in the use of driver assistance systems and that, in the event of an

accident, there is no change in the responsibilities of the driver compared to the current situation.

Vehicle manufacturers, importers and dealers play a key role in keeping the driver's role clear. The information provided on the vehicle in connection with, inter alia, instructions for use, instructions for entry into service and marketing is the main source of information for the entry into service of a new vehicle.

A new Section 6b would be added to the Vehicles Act in order to ensure that vehicle manufacturers, importers and dealers are aware of their responsibilities. The provision would require those actors to contribute to obtaining the correct information. Similarly, the provision of misleading information, including by means of the terms used, would be expressly prohibited both in the instructions for use, in the instructions for introduction and in marketing.

4.2 Principal impacts

4.2.1 Social impacts

4.2.1.1 Supplementing the framework regulation on non-road mobile machinery

Most of the effects of the NRMM Framework Regulation result from the directly applicable Regulation. In principle, the direct effects of the Regulation are not addressed in this proposal. In particular, the proposal would have implications for public authorities. The impact of the law on businesses and households would mainly be reflected in how well public authority functions are organised and resourced.

Around 7 % of non-road mobile machinery produced in the EU is manufactured in Finland and a large proportion of production is exported. It is estimated that there are around 20 companies in Finland that could benefit from EU type-approval in the future. EU-wide recognition supports the framework conditions for these companies.

4.2.1.2 Euro 7 – complementing the Regulation

The effects of the Euro 7 Regulation also derive mainly from the directly applicable Regulation and are not, in principle, addressed in this proposal. The national legislative changes required by the Euro 7 Regulation ensure that there are no conflicts between national and EU legislation and that references to legal acts are kept up-to-date. In particular, the proposal would have implications for public authorities. Clear and up-to-date provisions will ensure the smooth functioning of public authorities, such as the imposition of car and vehicle taxes. The impact will mainly be felt by businesses and citizens.

4.2.1.3 National changes

Issue of Part I of the Registration Certificate

Part I of the registration certificate is currently issued automatically for heavy duty vehicles upon registration, which is an exception compared to other vehicles. The discontinuation of this derogation procedure does not significantly affect the activities of the owners and keepers of heavy-duty vehicles or the supervisory authorities. Paper Part I shall continue to be issued at any time with an approved periodic roadworthiness test and at the request of the owner or holder. The control possibilities of the authorities remain unchanged, as vehicle data can be easily checked electronically and the change does not directly affect the presence of a paper Part I in a heavy-duty vehicle. In accordance with the legislation in force, Part I of the paper does not have to be carried on the roads of mainland Finland. In general, reducing paper-based printouts will also reduce the environmental impact of the activity.

Changes concerning the operator of vehicles

The changes concerning the operator responsible would make the obligation to communicate the operator responsible information easier to understand and eliminate inconsistencies and interpretations between the provisions and practice. Clarifying the liability of legal persons would increase the completeness and timeliness of the data on operational managers, thus improving the equality of drivers in the face of police controls. The driver's data would be more readily available and the driver would be more often and effectively penalised for an act detected, for example, by automated traffic control, without undue investigation. The effectiveness of police action would be improved by reducing the investigative burden due to missing information.

Increase of the inspection fee for roadworthiness tests

The Transport and Communications Agency has stepped up its monitoring of roadworthiness testing activities and has continuously developed monitoring methods, although the monitoring fee has not been increased for 10 years. An increase in the inspection fee for roadworthiness testing would contribute to maintaining and improving the supervision of roadworthiness testing activities. In addition, the activities supporting roadworthiness testing carried out by the Agency include, inter alia, the management of roadworthiness certificates, advice to inspectors and citizens not only on periodic roadworthiness tests, but also on vehicle conversion and on conversion and registration tests related to imports. An increase in the control fee would safeguard the provision of these services, which is important for inspectors, businesses and citizens.

Taking into account the electric transmission of car brakes would bring national regulation on the repair and modification of ETBS brakes authorised under the EU Regulation and on the connection of vehicles into line with the corresponding regulation for cars fitted with compressed-air brakes. Regulatory consideration of ETBS will contribute in particular to maintaining road safety in the light of technological progress. This amendment ensures that new braking systems are properly regulated and controlled. This contributes to safety, especially in the case of heavy goods vehicles, since the operation of driver assistance and automatic safety systems in a car fitted with ETBS can be better achieved than the minimum requirements set by the technical state of the art for cars fitted with compressed-air brakes.

Advanced driver assistance vehicle systems

In particular, the proposals have an impact on road safety and aim to prevent possible adverse effects on a high level of road safety due to technical progress.

Research has shown that driver assistance systems, which have hitherto been widely used, have a positive impact on road safety. Automatic driving systems are also expected to have positive effects and this has also been verified through modelling. However, driver assistance systems, which will enter the market on a large scale in the near future and change the driver's driving experience, are an area where practical experience is currently limited. There are concerns, in particular as a result of the human tendency to over-reliance on existing technical systems. The more sophisticated the system, the more likely it is that the driver will be confident that the system will always function correctly. However, driver assistance systems may make errors that could lead to dangerous situations if the driver is not prepared to intervene.

Driver assistance systems also bring increased comfort. With the proliferation of DCAS, the driver's experience in driving comfort will continue to increase, as driving will no longer require physical interventions. In good conditions, driver monitoring may be disengaged and responsiveness reduced. In more demanding conditions, such as precipitation or winter

conditions, over-confidence in system capabilities can increase the risk of accidents. The risk is particularly high in circumstances that are not unambiguous, such as the gradual freezing of the road locally while driving.

Driver assistance systems monitor the driver's commitment to the driving task, ensuring, for example, that the hands are on the steering wheel or are available, or that the gaze is on the road, or both, and provide warnings to the driver if they assess the disengagement from the driving task. Although the driver monitoring system detects physical signs of lack of engagement, it is not in a position to assess the cognitive disengagement of the driver from the driving task. It is therefore important that drivers continue to focus on their tasks related to driving and not, for example, on using their mobile devices.

4.2.2 Economic impacts

4.2.2.1 Supplementing the framework regulation on non-road mobile machinery

Harmonising requirements for non-road mobile machinery will achieve smoother approval processes, ensure better safety for non-road mobile machinery and improve market efficiency across the EU. The framework regulation for non-road mobile machinery will thus remove market barriers within the EU and facilitate the free movement of products and services. These effects resulted directly from the Regulation. The implementation of the Regulation will reduce the administrative burden related to the export of motorised machinery, as the same requirements would apply in all EU countries. Finnish manufacturers will also benefit from this. National implementation of the Regulation creates an opportunity to bring new products to the entire EU market more quickly. The non-road mobile machinery sector accounts for more than 10 % of Finland's total exports and employs around 45000 people. The growth strategy drawn up by the industry itself has set the objective of tripling turnover and doubling the number of jobs by 2035. Finland has world-class research and knowledge in this field, which can be said to benefit from uniform procedures across the EU.

According to the proposal, the Transport and Communications Agency would be entitled to impose fines for infringements of obligations under the Non-Road Mobile Machinery Framework Regulation. The main objective of fines is to deter infringements. The Regulation applies to companies of a wide range of sizes. The turnover criterion ensures that the maximum amount of the fine is proportionate to the size of the company, allowing larger companies to face higher fines than smaller companies. The maximum amount for companies is always EUR 30000. A fine linked to taxable income of up to EUR 3000 can also be imposed on a natural person, but it is assumed to be less common for machinery than for businesses. The imposition of a fine would take into account criteria other than turnover or taxable income. However, the imposition of fines is expected to be extremely rare. The Transport and Communications Agency has the right to impose fines in its enforcement activities on the basis of several laws and for different sectors of activity, but only a few have been imposed so far. Advice and guidance from the authorities should be the primary means of intervention.

The proposal has no budgetary implications. In February 2024, the Committee of Ministers for Economic Policy outlined that with new obligations coming from EU and national law, future tasks will, as a rule, be resourced by renouncing existing tasks or by enhancing the performance of existing tasks. The one-off costs incurred by the Transport and Communications Agency for the implementation of the proposal will be dealt with in accordance with the guidelines of the Committee of Ministers for Economic Policy, within the limits of the current appropriations. One-off costs include the development and modification of existing systems and processes for EU type-approval and registration of new U-category vehicles. The proposal also proposes other national changes with efficiency gains. These

efficiency measures do not target the same activities that incur costs in implementing EU regulations. The Transport and Communications Agency would incur IT and operational development costs related to the approval of U-category vehicles. At the same time, the Agency would make its finances more efficient through changes to the printing of Part I of the registration certificate and an increase in the inspection fee for roadworthiness testing.

The Non-Road Mobile Machinery Framework Regulation creates a new category of U vehicles, with implications for public authorities and societal actors that make use of the information in the transport register, in particular automatically in a structured form. These include insurance companies, finance companies, police and vehicle sales, maintenance and spare parts traders. The practical effect is, inter alia, that users of the information contained in the traffic register will have to take into account the new category of vehicle in their own information systems. A one-off financial impact may not be high for one operator, but must be mentioned as a whole. On the other hand, operators will benefit from a common set of U-category vehicle data at EU level.

4.2.2.2 Euro 7 – complementing the Regulation

The changes aimed at the national implementation of the Euro 7 Regulation have no specific financial implications. With regard to the financial penalty, the economic effects would be the same as those stated above with regard to the NRMM Framework Regulation;

4.2.2.3 National changes

Issue of Part I of the Registration Certificate

Waiving the derogation procedure for Part I of the automatic registration certificate for heavy goods vehicles is estimated to reduce the Finnish Transport and Communications Agency's expenditure by around EUR 100000-150 000 per year.

Changes concerning the operator of vehicles

The changes concerning the vehicle operator manager would make the declaration of the operator's data more precise and clarify the procedure for doing so. The changes would reduce the administrative burden on the police and contribute to the up-to-date information in the traffic register. Up-to-date operational officer data would improve the efficiency of the police by speeding up the settlement of a traffic error payment case.

Increase of the inspection fee for roadworthiness tests

Increasing the inspection fee for roadworthiness testing from EUR 2.20 to EUR 2.60, i.e. by 40 cents, is likely to lead to a small increase in the cost of roadworthiness testing. However, the impact of the price increase may be considered to be so limited that in practice it has no impact on the individual citizen or on the conditions in which businesses operate. The price of the roadworthiness test is determined by market conditions and other factors, such as the competitive situation, influence prices in such a way that the impact cannot be accurately assessed in advance. The average price of a roadworthiness test in 2025 varied between around EUR 50 and EUR 80 depending on the testing package. The overall increase can be said to be moderate as the fee has not been changed for 10 years.

The inspection fee for roadworthiness testing activities is collected by the State. An increase in the inspection fee from the current EUR 2.20 to the proposed EUR 2.60 would increase government revenue by around EUR 1300000. The increase in revenue would depend on the number of roadworthiness tests. In 2025, an annual amount of EUR 7800000 was collected through the inspection fee for roadworthiness testing, and after the change the total amount

would be estimated at around EUR 9100000. The revenue from the surveillance fee does not accrue directly to the Transport and Communications Agency, which is responsible for the organisation of roadworthiness testing activities, but is entered in the State budget under Article 11.19.05. Operating expenditure has been taken into account in the calculation of the appropriation for Article 31.01.02.

Electric transmission for automobile brakes

Taking ETBS from heavy goods vehicles into account in the regulation of licensed repairer activities would not in the near future lead to a significant increase in the number of authorised repairers, since repairer activities would mainly be carried out in the coming years, especially by those repairers currently repairing compressed-air braking systems. Holders of a repair shop licence are currently charged only an annual fee of EUR 140 in 2026. A separate annual fee would be charged for an ETBS licence, similar to, for example, an authorisation to calibrate tachographs. There would be no new equipment costs for repairers directly related to the workshop authorisation. However, repair and maintenance activities in practice require, for example, tools tailored to the car brand in question to analyse electrical failures. Workshop staff shall be trained in the repair of ETBS in general and often also in the repair of vehicles represented by the workshop in particular. This proposal would not impose any new competence requirements on repairers.

4.2.3 Impacts on the activities of the authorities

4.2.3.1 Supplementing the framework regulation on non-road mobile machinery

The tasks of the approval authority and the market surveillance authority laid down for the Transport and Communications Agency would be extended to include the corresponding tasks of non-road mobile machinery vehicles under the framework Regulation. The workload of the Transport and Communications Agency in this regard would increase somewhat, but the tasks could be carried out with existing resources. The notification of technical information on non-road mobile machinery is likely to be profitable for manufacturers and importers through the pre-notification procedure. The implementation of a pre-notification procedure for a new vehicle category would require system changes, management of new contracted customers and advice from the Agency. Maintaining the pre-notification function would also require the Agency to carry out work. The costs of the pre-notification activity will be covered by the pre-notification fee. National type-approvals are likely to decrease. It would be possible to introduce an electronic certificate of conformity for non-road mobile machinery, the development of which would require system-technical work by the Agency. However, the electronic certificate of conformity will contribute to a more flexible reporting of technical information on vehicles.

In view of the effects described above and the need for practical implementation changes by the Finnish Transport and Communications Agency, it is justified to propose the entry into force of the provisions supplementing the framework regulation on non-road mobile machinery well before the latest possible date of 28 January 2018 laid down by the regulation. This would allow sufficient time for the Agency to carry out the practical implementation tasks.

The entry into force of the framework regulation on non-road mobile machinery will also require amendments to the provisions of the Finnish Transport and Communications Agency.

4.2.3.2 Euro 7 – complementing the Regulation

The current national changes required by the Euro 7 Regulation have no significant impact on the functioning of public authorities, as no specific new processes are foreseen. The Euro 7

Regulation is part of the requirements of the framework Regulation for cars and their trailers and the Transport and Communications Agency has already been designated as type-approval and market surveillance authorities for the purposes of that framework Regulation. In addition, the proposed amendments to penalties do not change the tasks of the supervisory authority, although the provisions on penalties are further specified due to the requirements and definitions of the Euro 7 Regulation.

The entry into force of the Euro 7 Regulation will require some changes to the provisions of the Finnish Transport and Communications Agency.

4.2.3.3 National changes

Issue of Part I of the Registration Certificate

Changes to Part I of the registration certificate would have an impact on the functioning of the police, as the technical information of the vehicle would more often only be available to the police via the technical interface. However, it should be noted that also for heavy goods vehicles, Part I of the registration certificate would always be printed at the time of the periodic roadworthiness test and at the request of the owner or keeper, so the impact is likely to be marginal. The implementation of the change to the Finnish Transport and Communications Agency's IT systems is very limited in terms of workload.

Changes concerning the operator of vehicles

The changes concerning the vehicle operations officer will improve the operational capacity of the police. More complete and up-to-date AO data allows for the imposition of a Terrorist Error Fee directly on the AO instead of the police searching the correct driver of the vehicle. Currently, the lack of UIO data requires the police to ask the legal person for an explanation of who was using the car at the time of the offence, instead of imposing the error fee directly on the UIO as required by law. The proposed changes would reduce the amount of work that would be done in a specific traffic error case. In addition, imposing a road traffic fine on a legal person that has failed to make a registration declaration would simplify the settlement of a road traffic fine case and improve the efficiency of the police.

Increase of the inspection fee for roadworthiness tests

An increase in the inspection fee for roadworthiness testing would update the cost recovery with regard to the inspection fee for roadworthiness testing and improve the operating conditions of the Transport and Communications Agency. Ensuring the financing of the Agency is important for the continuation of the Agency's activities related to roadworthiness testing activities.

Electric transmission for automobile brakes

Requiring a licence for ETBS would entail additional work for the Transport and Communications Agency in processing licence applications and managing licences, as well as supervising workshops subject to a licence. However, the amount of additional work is estimated to be limited and the resulting additional costs are estimated to be covered by licence fees.

The safe operation of the brakes shall be checked at a periodic roadworthiness test. New test equipment may not be necessary for the inspection of ETBS brakes, but they have the potential to streamline operations and become mandatory under EU law in the future.

New heavy-duty vehicles shall be approved in accordance with the requirements of UN

Regulation No 13. The requirements for ETBS are included in that UN Regulation. Finland has both designated technical services within the meaning of Section 2(31) of the Vehicles Act and approved experts within the meaning of Section 69 of the Vehicles Act who have been approved to provide reports on the conformity of brakes complying with the UN Regulation. It is up to the technical services and the qualified experts themselves to carry out their fields of competence, but ETBS competence must be taken into account, e.g. under the supervision of the technical services.

Advanced driver assistance vehicle systems

The introduction in the Vehicles Act of an obligation on economic operators and dealers to promote the understanding of the role of the driver and the related duties and responsibilities of vehicle users constitutes a new task for the Finnish Transport and Communications Agency's market surveillance. However, it is likely that the need to intervene in the activities of economic operators and dealers under Section 6b of the proposed Vehicles Act will rarely arise. The additional task can be estimated to be less than 0.5 man-years. In addition, the task does not require any changes to the IT system. This task can be carried out within existing resources.

5 Other implementation options

5.1 Options and their impacts

5.1.1 Supplementing the framework regulation on non-road mobile machinery

The framework regulation on non-road mobile machinery is binding on Finland as an EU Member State. Therefore, there is no need to assess the option of no national implementation at all. Article 5 of the NRMM Framework Regulation sets out the obligations of the Member State. However, the Regulation contains some national leeway:

The designation of type-approval and market surveillance authorities and their tasks under the Regulation have been assessed on the basis of the existing legislation. The evaluation has taken into account the scope, tasks, competences, resources and skills of the Transport and Communications Agency, which is currently responsible for monitoring the road safety requirements of motorised machinery. Based on these, it has been considered that many of the regulatory tasks of the NRMM Framework Regulation are those for which the Agency already has competences or is well equipped. The proposal has chosen to concentrate the responsibilities of the authorities on the Transport and Communications Agency, as has been done for the framework regulations for other vehicle categories.

The Regulation allows for a long transition period during which it will be possible to apply for both EU approval and national approval for a non-road mobile machinery compliant with the NRMM Framework Regulation. In practice, it is up to the manufacturer to decide which approval is to be applied for. National approvals are only valid in Finland and EU approvals are valid throughout the EU, i.e. also in Finland. In theory, national approvals for motorised machinery corresponding to category U could be completely discontinued and at a faster pace than the transition period allows. In this case, Finland would rely only on EU type-approval and individual approval. However, this is not considered appropriate. It is worth making full use of the transition period to give domestic manufacturers sufficient time to adapt to the change. In addition, the coexistence of national and EU approvals is not seen as imposing an administrative burden or disproportionate costs on public authorities. The national authorisation may continue to take into account any specific national needs. The aim is to ensure that national approvals do not ultimately differ greatly from EU approvals.

Under the Regulation, restrictions on the registration and use of non-road mobile machinery on the basis of their excessive dimensions and masses could be laid down at national level, but would require the Commission to adopt additional regulations. Given that Section 118 of the Road Traffic Act and Annex 6.4 thereto provide for a maximum permissible mass on the road of motorised machinery registered or put into service in an EEA State, a separate derogation from the prohibition of entry into service or registration on account of excessive masses may not even be necessary. The possibility of prohibiting registration or entry into service may be assessed after the adoption of Commission Regulations.

Restrictions on the registration and use of non-road mobile machinery based on their automatic systems are not assessed in this project, as a road automation regulatory project is ongoing at the same time (see section 3.7). The project will establish a general regulation on the use of automated driving systems on the road, which in principle will also apply to non-road mobile machinery. Any need for specific provisions will be examined at the same time.

The Regulation allows manufacturers to make use of the electronic certificate of conformity for EU type-approved U-category motorised machinery. The technical data of these vehicles will then be in a structural form, allowing for efficient automated processing of data in the information systems. The electronic certificate of conformity for category U motorised machinery could be used in the national pre-notification process. In the pre-notification process, the technical data of an EU type-approved vehicle shall be entered in the traffic register by means of a manufacturer's declaration. Where the technical information is provided by means of an electronic certificate of conformity in a structured format, no specific manual steps are required and the notification can be completed electronically. However, in parallel to the new electronic procedure, the possibility of existing procedures, such as a registration survey based on a paper certificate of conformity, will remain. The NRMM Framework Regulation itself does not require a national pre-notification process for U-category vehicles, and an approach based only on a paper certificate of conformity and a registration survey could also be an option. In this case, storing the technical information would always require manual workflows, which would entail costs. While the development of the pre-notification process entails one-off costs for the Transport and Communications Agency, it is estimated that in the longer term, with the generalisation of EU type-approval, the introduction of the pre-notification procedure will increase efficiency for manufacturers, authorities and end-users alike.

5.1.2 Complementing the Euro 7 Regulation

The Euro 7 Regulation is binding on Finland as an EU Member State. Therefore, there is no need to assess the option of no national implementation at all. The requirements of the Euro 7 Regulation are part of a framework regulation for cars and their trailers, for which the responsibilities and tasks of type-approval and market surveillance authorities have already been laid down in the past. The functioning and supervision of the authorities is well established and there is no need to assess the option of changing these responsibilities of the authorities.

The Euro 7 Regulation amended the rules on penalties in the framework regulation on cars and their trailers, expressly adding to Article 84 of the framework regulation a penalty for independent operators in relation to the unauthorised modification of a car and, in particular, emission manipulation. Similar penalties have already been laid down at national level in the Vehicles Act in 2023, but the definitions in the Vehicles Act have considered economic operators to include independent operators within the meaning of the Framework Regulation. The definitions of "operators" in the Framework Regulation do not define "operators" as being completely separate. An IO may also be defined in Article 3(45) of the Framework Regulation

as authorised repairers, dealers and distributors within the distribution system of a vehicle manufacturer when they provide repair and maintenance services for vehicles of which they are not part of the distribution system of the vehicle manufacturer. The definitions are therefore more overlapping than contradictory. At national level, a different definition structure could also be followed, as long as the link with the provisions of the Framework Regulation remains clear. As an alternative, it was also considered to continue the current practice of including independent operators in the definition of economic operators under Article 2(43) of the Vehicles Act. However, this way of proceeding would have entailed a greater risk that the vehicle law's definitions and penalty provisions would not be sufficiently precise and precise and would not meet the criteria for blanket regulation. In order for the rules on penalties to meet the requirements of precision and precision, it is justified to clarify the definitions and provisions on penalties laid down in the Law on motor vehicles by adding an explicit definition of IO and by clearly laying down requirements for IOs, such as the prohibition of tampering.

As regards the amendments to the Car Tax Act and the Vehicle Tax Act, the option of not introducing the proposed legislative references to the Commission Implementing Regulation could lead to ambiguity in the taxation of Euro 7 compliant vehicles. In that case, those laws would refer to Implementing Regulation (EU) 2017/1151 and the methodology laid down therein for determining the CO₂ emission value for Euro 6 compliant cars. However, taxation should be carried out on a Euro 7 compliant car. The CO₂ emission values for Euro 7 compliant cars are determined in accordance with the methodology laid down in Regulation (EU) 2025/1706, and the reference to the Car Tax Act and the Vehicle Tax Act must be precise. However, the methodology is the same in both regulations, i.e. it essentially consists of updating the necessary references without changing the amount of tax or any other rules.

5.1.3 National changes

Changes concerning the operator of vehicles

Under the current provisions, the indication of the operator of a legal person's vehicle could already be assimilated to the indication of the owner or holder of the vehicle and could be done on a vehicle-by-vehicle basis. However, the procedure would not be expedient as a legal person may own dozens or hundreds of vehicles. It would be burdensome for legal persons to keep records and each registration per vehicle would generate a separate cost and customer price. Moreover, this would not solve the problem of the lack of UCO data. The DPO is a justifiable solution as it imposes less administrative burden on legal persons compared to vehicle-specific DPO data. The rules and procedures for the declaration of a Legal Person User Administrator can be kept easy to understand when one business ID has one User Administrator.

Increase of the inspection fee for roadworthiness tests

Two options have been considered when assessing the increase of the inspection fee for roadworthiness tests: the maintenance of the charge and the extent to which the change in the level of costs over the relevant period has affected the level of the charge. Keeping the fee at the same level would mean that the amount of the control fee would not reflect the costs of the control, which could jeopardise the quality of the roadworthiness testing activity in the future. The increase in the control fee was seen as a key assessment of the change in the tasks of the Transport and Communications Agency related to roadworthiness testing activities and their cost level. The cost indexes maintained by Statistics Finland were used to estimate the change in the cost level, as they reliably reflect the general evolution of the cost level. For the purpose of this presentation, a public expenditure price index has been chosen as the basis for comparison, comparing the costs for 2015 and 2024 across the different types of expenditure combined. The index also makes it possible to compare only certain types of expenditure. A

comparison could also have been made, if only, with the increase in salaries and staff costs. Taking all types of expenditure together, the index gives a score of 119 for 2024, whereas only when comparing salaries and staff costs the score is 117.1. From the point of view of the overall assessment, the inclusion of all types of expenditure is justified because the inspection fee covers the costs of almost all types of expenditure. Another alternative way of estimating cost developments would have been to use the National Economy Cost Index by administrative sector rather than by type of expenditure. In this case, the 2024 score for the administrative sector of the Ministry of Transport and Communications is 124.9, which would mean a higher fee increase than what is currently proposed. Given the broad scope of the Ministry's administrative tasks, the administrative score is not a good estimate of the change in the cost level of purely technical inspection tasks. Thus, the price index of government expenditure (2015=100) by type of expenditure is the most representative of cost developments.

Electric transmission for automobile brakes

An authorisation procedure for the repair and installation of ETBS in cars is proposed which is practically equivalent to the procedure required for the repair and installation of cars and trailers fitted with compressed-air brakes. Other options would include extending the authorisation procedure to all cars equipped with ETBS, limiting the authorisation procedure on the basis of the basic vehicle classification to all trucks and buses equipped with ETBS, and allowing the repair and installation of all ETBS without a licence issued by the Transport and Communications Agency.

The proposed limitation of the authorisation procedure would be practically equivalent to the current authorisation procedure for compressed-air brake vehicles and would be justified accordingly. It would also be a reasonably minor change for existing repairers; they could, with reasonable effort, update their skills and equipment to meet the requirements of the licence when the need to repair cars equipped with ETBS arises.

It is not proposed to require all repairers of ETBS-braked cars to have an installation and repair authorisation. The impact of this requirement would be relatively small in the first instance, but the number of authorisations needed as the ETBS becomes more widespread would be many times higher than at present, even if the simplest repairs were excluded from the authorisation requirements. In practice, at least in the next few years, more demanding repairs of ETBS will only be carried out in workshops that have access to manufacturers' instructions and whose installers will be familiarised with new technical implementations regardless of the regulations.

Furthermore, it is not proposed to require an installation and workshop authorisation for all repairs of ETBS for trucks and buses. This requirement would also apply, for example, to cars close to vans and would in the future lead to a multiplication of authorisations, almost as described above, since van-size trucks and small buses are typically repaired by the same workshops as passenger cars.

The complete exclusion of the repair and installation of ETBS from the authorisation procedure is not proposed as the criteria for the proposed authorisation procedure are broadly the same as for vehicles equipped with compressed-air brakes. Periodic technical inspections of heavy-duty vehicles make extensive use of brake fit calculations for combinations of vehicles carried out by workshops subject to authorisation. Non-compliance with permit conditions, e.g. dangerous repairs, can lead to the loss of the permit, which is important information, e.g. for the inspector and the roadside checker.

Advanced driver assistance vehicle systems

Instead of the proposed insertion of Section 6b into the Vehicles Act, it has been examined

whether the existing provisions on marketing contrary to accepted principles of morality in Chapter 2 of the Consumer Protection Act (38/1978), in particular Section 6 thereof on the provision of false and misleading information, and the obligations to provide technical information in Articles 59 and 60 of the framework regulation for cars and their trailers, could lead to the same result.

The Consumer Protection Act only targets consumer sales. However, vehicles can also be purchased by companies whose employees, for example, use them. The provision now proposed also covers the instructions for use of vehicles and on-the-spot training, so that the fulfilment of an infringement is not subject to the condition that the information is such as to lead the consumer to make a purchase decision or another decision relating to a consumer good that he or she would not have taken without the information provided. In addition, the objectives of the proposed provision relate in a targeted way to the transformation brought about by the state of development of new technologies. It is important for the authority responsible for road safety to be able to intervene spontaneously and quickly in the event of detected abuses. This does not exclude the possibility for consumers to turn to consumer authorities if they so wish in case of misleading marketing.

The obligations under the framework regulation for cars and their trailers, on the other hand, concern only the type-approval and placing on the market of new vehicles, whereas the proposed new Section 6b of the Vehicles Act aims to cover also the sale of second-hand vehicles. Article 59 prohibits providing users with technical information related to the type of vehicle, system, component, separate technical unit, part or equipment that differs from the type-approval granted by the approval authority. Article 60 relates to the provision of information to manufacturers. The provisions of the Decree relate specifically to vehicle technical information, whereas Article 6b of the proposed Vehicles Act concerns the obligation of the economic operator and the dealer to facilitate the understanding by the owner, keeper and driver of the vehicle of the nature of the driver assistance systems involved in the dynamic driving tasks of the vehicle they use and of the obligations and responsibilities laid down by law in relation to driving the vehicle.

The proposed Article 6b of the Vehicles Act is therefore more comprehensive in its entirety than the other provisions currently in force. It also strives for clarity and for the authority to be able to swiftly and spontaneously address the grievances it has identified. The aim of this provision is to ensure that a high level of road safety is maintained by strengthening the obligations of economic operators and dealers to promote an understanding of the role of the driver and the related obligations and responsibilities in the event of a change in the driver's driving experience.

The addition of a new Section 6a to the Road Traffic Act has also been considered, with the pure option of maintaining the status quo. This provision is of a clarifying nature and is not intended to change the current situation. However, it is considered necessary as driver assistance systems performing dynamic driving tasks may change the driver's driving experience in the future. As a result, the understanding of the driver's role and the associated duties and responsibilities may become blurred, which at worst can lead to dangerous situations in traffic.

5.2 Means planned or implemented by other Member States

The means of the other Member States will be assessed in this section only in relation to the amendments required by the NRMM Framework Regulation. The other proposals contained in this proposal mainly concern national needs for change for which it is not possible or necessary to assess the means put in place by other Member States.

The framework regulation for non-road mobile machinery is directly applicable in the Member States. It leaves little room for manoeuvre at national level, but substantial differences can arise between Member States in terms of implementation timelines and national approval procedures. In addition, the Framework Regulation includes the possibility to nationally prohibit the entry into service or registration of non-road mobile machinery due to excessive masses or dimensions or its automatic driving system. The regulation also allows for the so-called “early application” if all the regulations necessary for the Commission’s EU approval have been adopted. These opportunities may come with different solutions in different countries.

As part of the preparation of the presentation, a questionnaire was sent to Member States representing around 80 % of the non-road mobile machinery manufactured in the Union. These States were asked for their views on the timing of the national preparation and whether they have publicly available plans. An overview of all responses received is that all Member States are still at a very early stage of preparation and no public information on preparation is available. It is estimated that, as a general rule, national approval procedures in other Member States will continue to coexist with EU approval procedures for a long transitional period. It was also considered consistent for Member States to designate essentially the same type-approval and market surveillance authorities as those designated under other framework regulations. Although there may be differences between authorities and national approval procedures, the compatibility of the provisions of the NRMM Framework Regulation with the corresponding provisions of the other Framework Regulations is considered to allow the use of existing structures. With regard to automated driving systems, some countries monitor the evolution of market needs and assess the need thereafter. At least one has relevant national legislation in force also for non-road mobile machinery. On the issue of excessive dimensions and masses, member states are waiting for the Commission regulations and will assess the situation. Different operating rules exist at national level in relation to dimensions and masses. No country indicates that it plans to grant an EU type-approval or an EU individual approval before the final date of application of 29 January 2028.

In conclusion, Finland is the first or one of the first Member States to implement the requirements of the NRMM Framework Regulation.

6 Opinion feedback

Feedback on opinions will be added after the opinions.

7 Explanatory memorandum for each provision

7.1 Vehicle Act

ARTICLE 2. Definitions: The definitions in the law would be revised and supplemented, in particular in view of the legislative changes required by the framework regulation for non-road mobile machinery and the Euro 7 regulation.

A new paragraph 4a would be added to the section to include a definition of the dynamic driving task. This definition is in line with the definition of the UN/ECE ADS-UN Regulation on Automated Vehicles currently being developed in UNECE WP.29. According to the draft UN Regulation, the Dynamic Driving Task is the real-time operational and tactical functions required to operate the vehicle. Operational activities refer to taking the actual action, e.g. braking. A tactical measure, on the other hand, involves planning and preparing for the measure. An example could be a situation where the traffic light ahead turns red. In this case, it shall be planned when the brake application shall start.

Driver assistance systems capable of performing dynamic driving tasks already exist on the market. These include adaptive cruise control systems. However, there are currently vehicles in the type-approval process with driver assistance systems that allow the driver to keep hands out of the steering wheel without the system requiring them to be reset within a short period of time. This and other developments in vehicle systems towards automatic driving systems will change the driving experience of vehicles. As a result, the understanding of the role of the driver and the related duties and responsibilities may be blurred among vehicle users. This definition is linked to the proposed new Section 6b, which aims to strengthen the responsibilities of economic operators in order to keep the driver's role clear in the next stages of development.

Paragraph 13 *would be* amended to extend the definition of EU individual approval to include approval of non-road mobile machinery. For the rest, the definition would remain unchanged, subject to linguistic amendments. This definition would be substantially in line with the definition of EU individual approval set out in Article 3(8) of the NRMM Framework Regulation. The Regulation directly lays down requirements and procedures for EU individual approval of new non-road mobile machinery. The Vehicles Act uses the definition in so far as it is necessary to refer to an EU individual approved vehicle.

A definition of *the framework regulation on non-road mobile machinery* would be added as point 24a of the definitions. It refers to Regulation (EU) 2025/14 of the European Parliament and of the Council on the approval and market surveillance of non-road mobile machinery circulating on public roads and amending Regulation (EU) 2019/1020. The law defines in the same way the other framework regulations on vehicles.

A definition of *'independent operator'* would be added as point 40a of the definitions, which should be in line with the definition used in the framework regulation for cars and their trailers and the Euro 7 regulation. In accordance with the first paragraph of Article 3 of the Euro 7 Regulation, the relevant definitions of the framework Regulation for cars and their trailers are to apply for the purposes of that regulation. It defines IO in Article 3(45). The proposed paragraph 40a would correspond to the first part of the definition in the Framework Regulation. By contrast, the illustrative list contained in the last part of the definition in the framework regulation would be excluded from the definition of the law. An independent operator would therefore mean any natural or legal person other than an authorised dealer or repairer who is directly or indirectly involved in the repair and maintenance of vehicles. An authorised repairer is defined in point 46 of the framework regulation for cars and their trailers. The definition of IO would now be added to the law for the sake of clarity, as it has also been added in the context of the Euro 7 Regulation to those articles of the framework regulation for cars and their trailers, mainly related to emission manipulations, which would now be subject to additional national regulation. The definition of *'economic operator'* and the definition of *'independent operator'* are partly overlapping and one operator may meet both definitions, depending on the circumstances. The addition of a definition of IO in the Vehicles Act would remove interpretation, in particular with regard to the provisions on penalties.

The definition of *'electronic certificate of conformity'* in paragraph 42a would be amended to include, among other framework regulations, a reference to the certificate of conformity referred to in the framework regulation for non-road mobile machinery, presented in structured electronic form.

Paragraph 6a. The sale and installation of systems that cause emission manipulation. Subsections 1 and 2 would be amended as a result of amendments to the Euro 7 Regulation and the framework regulation for cars and their trailers. The Euro 7 Regulation added independent operators more explicitly to the scope of emissions manipulation regulation, and the amended

provisions on penalties in the framework regulation for cars and their trailers require Member States to explicitly provide for penalties also for independent operators.

Subsections 1 and 2 would be amended to explicitly cover both the economic operator and the independent operator. Neither of them may sell or install in a vehicle used for transport a system that causes emission manipulation. In addition, the articles would specify that emission manipulation may be caused not only by the system, but also by a component, separate technical unit, part or equipment. Their sale and installation would also be clearly prohibited. The proposed wording would describe more precisely the prohibited ways of emission manipulation than the more general wording of the system causing emission manipulation in the current section.

Article 6b. *Provision of information on driver assistance systems with dynamic driving tasks.* A new Section 6b would be added to the Act, linked to the continuous development of automation in road transport. Vehicles capable of performing dynamic driving tasks on behalf of the driver in a way that changes the driving experience compared to the systems that have been on the market so far are entering the market. A definition of the dynamic driving task would be added to section 2 as a new paragraph 4a.

While the experience of driving a vehicle changes, the duties and responsibilities of the driver remain unchanged as long as the driver assistance systems are concerned. A new Section 6a would be added to the Road Traffic Act in order to clarify the matter. The driver shall at least continuously monitor the running of the vehicle and the traffic environment in the future, even if he/she does not actively carry out dynamic driving tasks himself/herself. In this case, the driver shall be at all times prepared to interfere with the running of the vehicle. Obviously, he will not be able to perform any other functions, such as following the boxes on mobile devices. The safe operation of a vehicle in traffic in such a way that it complies with traffic rules and does not cause any discomfort or risk in traffic remains the responsibility of the driver.

It is about the evolution of driver assistance systems currently on the market, which are already familiar in many ways, towards automated driving systems. This phase is not without challenges, as it is known from general automation developments across sectors that the ability of people to perform long-term monotonic system monitoring is not optimal. In addition, studies have also identified a tendency for people to over-reliance on the systems they have in place. On average, studies have shown that driver assistance systems in place so far increase road safety. Based on the modelling, it has also been proven that automated driving systems contribute to safety as expected. There is little research on the missing area and there is a risk that the blurring of the driver's role could have a negative impact on road safety.

In this context, the responsibility of economic operators and dealers to understand the role of the driver needs to be strengthened. Paragraph 1 of the proposed new article would require the economic operator and the dealer to actively promote the ability of the owner, keeper and driver of the vehicle to understand the nature of the driver assistance systems involved in the dynamic driving tasks of the vehicle they use and the legally defined duties and responsibilities associated with driving the vehicle. In accordance with Article 2(43), 'economic operator' means the manufacturer, the representative of the manufacturer, the importer or the distributor of a vehicle, system, component, separate technical unit, part or equipment. The dealer has been added to the list in order to cover the sales situation of second-hand vehicles.

Similarly, subsection 2 would require the economic operator and the dealer to refrain from taking any action that could obscure drivers' understanding of the nature of the systems they use and the obligations and responsibilities of the driver. The proposed subsection would prohibit the provision of misleading information or the use of misleading statements in the

vehicle's instructions for use, marketing or directions for entry into service.

This provision would, like the provisions of the Vehicles Act in general, be enforced as market surveillance by the Transport and Communications Agency. Market power is governed by the Act on the Market Surveillance of Certain Products (1137/2016). The Transport and Communications Agency may prohibit an economic operator from manufacturing, placing on the market, making available on the market or otherwise disposing of a product if it does not comply with the requirements set out in the Vehicles Act. In accordance with section 28, the prohibition may be reinforced by a conditional fine or a threat of execution.

13 §. *Vehicle structure, controls and equipment.* Subsection 4 would be amended so that, in addition to an EU and EC type-approved vehicle, an EU individual approved vehicle is deemed to comply with the requirements laid down in subsections 1 to 3. Requirements for an EU individually approved vehicle are set out in the EU framework regulation for the relevant vehicle category. Therefore, there should be no separate national requirements for EU individually approved vehicles and EU individual approvals should be recognised as such.

14 §. *Exemptions from the requirements concerning the construction, controls and equipment of the vehicle.* The introductory sentence of Section 23(6) would be amended to take account of the proposed changes to the classification of motorised machinery in Section 23. This subsection would henceforth only apply to non-road mobile machinery other than category U vehicles under the framework Regulation for non-road mobile machinery. It would be necessary to exclude vehicles of category U from the scope of the subsection, as their approval for use in traffic is subject to the requirements of the framework regulation on non-road mobile machinery and not to the requirements of section 13(2) of the Vehicles Act referred to in the subsection. The subsection would continue to apply to nationally approved motorised machinery.

15 §. *The VIN and the manufacturer's plate.* Subsection 1 would be amended to end the informative reference to the vehicle framework regulations (i.e. the framework regulation for cars and their trailers, the framework regulation for L-category vehicles and the framework regulation for tractors and their trailers) contained in the current subsection 5. In view of its context, an informative reference is better suited to subsection 1 than to subsection 5 on the power to issue orders. At the same time, the informative reference would be complemented by a reference not only to other framework regulations, but also to the framework regulation for non-road mobile machinery. For the rest, paragraph 1 would remain unchanged. The requirement for a manufacturer's plate for a U-category vehicle comes directly from the framework regulation for non-road mobile machinery and should not be regulated at national level.

As a result of the amendment to subsection 1, only subsection 5 would remain. The authority to issue orders concerning the requirements for the VIN and the manufacturer's plate, which is given to the Transport and Communications Agency. The empowerment would remain unchanged. For example, the Agency has issued more detailed regulations on changes to the manufacturer's statutory plate (Transport and Communications Agency Regulation on technical requirements for cars and their trailers, TRAFICOM/422611/03.04.03.00/2020).

17 §. *Authorisation to derogate from the requirements on the limitation of energy and environmental impacts and on the construction, controls and equipment of the vehicle.* Subsections 1 and 2(4) would be clarified to reflect the purpose of the provisions. The derogation provided for by law is intended for specific cases where the exceptional use of the vehicle or another special reason makes it necessary to derogate from the requirements applicable to the vehicle. For example, in the case of structural changes and the approval of a

special purpose vehicle, derogations provided for in the regulations of the Finnish Transport and Communications Agency on the basis of the Vehicles Act may, as a general rule, apply. However, the provisions cannot take into account in advance all possible derogation needs and it is not appropriate to include the most rare exceptions in the provisions.

In order to avoid any doubt as to interpretation, paragraphs 1 and 2(4) of the section would remove the reference to the provisions expressly adopted on the basis of the Vehicles Act, with the result that the possibility of derogation could clearly also apply, for example, to the requirements laid down in an EU regulation or to the repealed provisions applicable to a vehicle on the basis of the date of entry into service, within the limits permitted by the EU regulations. For example, the framework regulation for cars and their trailers has made it possible to grant exemptions to individual vehicles (Article 45(1)) and, according to its Article 2, the framework regulation for cars and their trailers does not apply directly to, for example, vehicles constructed or adapted for use by the Defence Forces, and its application is not mandatory for vehicles designed and constructed or adapted for use by civil protection, fire services and forces responsible for maintaining public order. As a general rule, vehicles intended for use by the aforementioned authorities are admitted to the register of traffic matters by means of an individual approval procedure. However, Section 80(1) of the Vehicles Act requires that the individual vehicle to be approved must meet the requirements for EU type-approval or national type-approval of small series with regard to environmental and road safety characteristics. The proposed amendment to Section 17(1) and (2)(4) of the Act would therefore also clarify that:

in general, vehicles used by public authorities could, for a specific reason, also be exempted from the requirements of the EU Regulations.

ARTICLE 23. *Motorised machinery.* A new subsection 2 would be added to the section, leaving the current provisions on the classification as motorised machinery in subsection 1. In addition, a linguistic change would be made to the first subparagraph of the new paragraph 1, with the result that a machine installed on the chassis of a car would henceforth be referred to as a machine built on the chassis of a car. The latter term is well established in other pieces of legislation, such as the Vehicle Tax Act and translations of EU regulations. The current wording, on the other hand, is not commonly used. Paragraphs 2 and 3 would remain unchanged, but the dot at the end of paragraph 3 would be converted into a semicolon.

A new paragraph 4 would be added to subsection 1 to provide that a U-category vehicle complying with the framework regulation on non-road mobile machinery would henceforth fall within the category of non-road mobile machinery. However, the requirements for U-category vehicles are laid down directly in the framework regulation for non-road mobile machinery instead of in the Vehicles Act. In so far as the framework regulation does not contain any provisions, vehicles of category U would, in principle, be subject to the same provisions as those applicable to nationally approved motorised machinery. This would mean, for example, that vehicles of category U would be subject, in accordance with Article 89, to the same exemptions from the registration obligation as other motorised machinery. The exemption procedures for end-of-series vehicles provided for in Article 122 would also be possible for vehicles of category U. Category U vehicles have the same construction and use as motorised machinery within the meaning of the Vehicles Act and it is therefore justified that they are subject to the same provisions of the Vehicles Act and, for example, of the Road Traffic Act.

A new paragraph 2 would be added to the section to include an informative reference to the framework regulation for non-road mobile machinery. The reference would be added for the sake of clarity, as the classification of vehicles of category U is provided for in the framework regulation on non-road mobile machinery.

ARTICLE 24. *Off-road vehicle.* Clarifications would be made to subsection 1 of the section to the effect that an off-road vehicle does not mean a vehicle that has been approved for another category of vehicle. The changes would be in line with the purpose of the section. The current wording of the subsection refers to EU or EC type-approved vehicles referred to in sections 20-22 of the Act. In future, reference would be made to approved vehicles within the meaning of Articles 20 to 23 of the Law. In the future, an off-road vehicle would also exclude machinery approved as motorised machinery, i.e. category U non-road mobile machinery or nationally approved non-road mobile machinery. In addition, other means of approval in addition to EC and EU type-approval, such as EU individual approval and national individual approval, and registration and modification testing, in which the vehicle category can be approved, would be taken into account in the amendment in the future. Subsection 2 would not be amended.

ARTICLE 42. *Approval authority.* A reference to the framework regulation for non-road mobile machinery would be added to subsection 1 of the section. In future, in addition to the framework regulations for other vehicle categories, the Transport and Communications Agency would act as the approval authority within the meaning of the framework regulation for non-road mobile machinery. As regards non-road mobile machinery falling within the scope of the framework regulation, i.e. non-U category motorised machinery, the competence of the Finnish Transport and Communications Agency as approval authority will continue to be based on subsection 2 of the section. This subsection applies to nationally regulated vehicles, systems, components, separate technical units, parts and equipment.

The approval authority is defined in Article 3(10) of the NRMM Framework Regulation. The Member State's obligation to designate an approval authority stems from Article 5(1) of the Regulation. The obligations of the approval authority are laid down directly in Article 6 of the Regulation.

Subsection 2 would be amended to reflect the changes made to subsection 1. Subsection 2 would be amended for motorised machinery to cover only motorised machinery other than vehicles of category U, as the approval authority competent for vehicles of category U would be laid down in subsection 1. For the rest, the article would remain unchanged.

ARTICLE 44. *Obligation to accept.* Provisions would be added in subsection 1 requiring a new U-category vehicle to be EU type-approved or EU individually approved for sale or first registration for use on the road. Approval as a U-category vehicle is governed by the framework regulation for non-road mobile machinery. For the rest, the section would remain unchanged.

ARTICLE 52. *Type of vehicle.* The introductory sentence of subsection 1 would be amended so that the subsection would henceforth apply to motorised machinery other than vehicles of category U. The definition of the type of a U-category vehicle is laid down in Article 3(26) of the NRMM Framework Regulation and a national provision is no longer possible. For the rest, paragraph 1 would remain unchanged and no changes to its paragraphs are proposed. The subsection would continue to lay down the criteria for classifying nationally approved motorised machinery as belonging to the type.

ARTICLE 62. *Periodic penalty payments and enforced compliance with the approved type in Finland in connection with the necessary actions.* The section would be amended so that in future the approval authority could also strengthen its prohibition or order under Article 34 of the framework regulation on non-road mobile machinery by imposing a periodic penalty payment or a threat of substitution. An equivalent possibility is already available to the approval authority for framework settings for other vehicle categories.

Article 34 of the NRMM Framework Regulation provides for the obligation of national

authorities to take appropriate measures in case of serious risk or non-compliance of non-road mobile machinery. Similar provisions are included in the framework regulations for other vehicle categories, so it is justified that the approval authority, i.e. the Transport and Communications Agency, has the same facilitators for all framework regulations. It is estimated that the use of both the periodic penalty payment and the threat of enforcement as a boost to the enforcement decision or order of the Finnish Transport and Communications Agency is rare for non-road mobile machinery, as it has been rare for other categories of vehicles. In practice, the Transport and Communications Agency is primarily seeking to negotiate corrective measures before using any synergistic measures. In the further alternative, failure to comply with a prohibition or order, reinforced by a periodic penalty payment or a threat of execution, would allow the authority to withdraw the approval.

In addition, the section would be subject to a regulatory technical amendment. The reference to the fact that the penalty payment and the threat of enforcement are provided for in the Act on Conditional Fines would be deleted as superfluous. It is now recommended to omit the reference to the Act on Conditional Fines.

ARTICLE 63. The costs of any action required in the event of non-compliance with a type approved in Finland. *The section would be amended so that the approval authority would in future have the right to oblige the manufacturer, importer or seller to reimburse the costs if the approval authority exercises the right referred to in Article 34 of the NRMM Framework Regulation. Pursuant to paragraph 3, where economic operators do not take appropriate corrective action within the relevant period or where the risk requires rapid action, national authorities are to take all appropriate provisional measures to prohibit or restrict the making available on the market, registration, including a prohibition from circulating on public roads, or putting into service of the non-road mobile machinery concerned on their national market, to withdraw that non-road mobile machinery from that market or to recall it. The proposed amendment is justified in order to guarantee the safety of consumers, so that the manufacturer, importer or seller bears the financial responsibility for the non-compliance. A similar possibility to charge costs to the Transport and Communications Agency already exists for the exercise of the rights provided for in the framework regulations for the Vehicles Act and other driving categories.*

ARTICLE 66. Control of conformity of production. *It is proposed to supplement paragraphs 5-8 to refer not only to the framework regulations for other vehicle categories, but also to the framework regulation for non-road mobile machinery.*

The amendment to subsection 5 would mean that the procedure laid down in the framework regulation on non-road mobile machinery would also apply to the control of conformity of production for the purposes of EU type-approval.

Paragraph 6 would contain only an informative reference to the fact that, like other framework regulations, the framework regulation for non-road mobile machinery also provides for written control plans and product conformity arrangements.

Paragraph 7 would, for its part, provide that national type-approval and national type-approval of small series would follow, in addition to other framework regulations, the procedure laid down in the framework regulation for non-road mobile machinery, unless otherwise provided.

A reference to the Non-Road Mobile Machinery Framework Regulation would be added to the power of the Transport and Communications Agency to issue orders already contained in section 8, paragraph 8, which is already in force (see section 8 for details).

ARTICLE 72. Supervision of the designated technical service and the approved expert. *An*

informative reference to the framework regulation for non-road mobile machinery would be added to subsection 2, in addition to the framework regulations for other vehicle categories. Supervision of the designated technical service is directly regulated in the framework regulations. As regards the Non-Road Mobile Machinery Framework Regulation, supervision is provided for in Chapter XII of the Regulation, in particular Article 43 thereof. Otherwise, the article would remain unchanged.

ARTICLE 75. *Official responsibility.* It is proposed to supplement subsection 1 on the criminal liability in office of the qualified expert and the designated research body by referring not only to the framework regulations for other vehicle categories, but also to the framework regulation for non-road mobile machinery. In the future, the staff of the approved expert and the designated technical service would also be subject to the provisions on civil liability when carrying out the tasks laid down in the Vehicles Act or the Framework Regulation for Non-Road Mobile Machinery. The tasks of the designated research institute and the approved expert have been considered public administrative tasks within the meaning of Article 124 of the Constitution (HE 177/2020 vp, p. 112). According to the opinion practice of the Constitutional Law Committee, this requires, inter alia, that the duties be performed in accordance with the general laws of the administration and that they be performed under official duty. The informative reference to the Tort Liability Act in subsection 2 would remain unchanged.

ARTICLE 83. *Communication of vehicle registration data.* Subsection 5 of the section, which deals with the registration of the operator responsible for operation, would be amended and clarified. In the future, the legal person would be obliged to notify the register of the AO and any changes thereto if no natural person is registered as owner or keeper of a car owned or controlled by the legal person. The operator manager would therefore not have to be indicated if either the owner or the holder is a natural person. The operator shall indicate if the legal person owns or controls one or more such vehicles. The operator manager notification is done on a legal entity basis, meaning that one legal entity can have only one operator manager. The amendment would clarify the liability of the legal person for the submission of the notification. The current paragraph concerns only the obligation of the operator responsible for the operation itself to make a declaration, which is not in line with the purpose of the regulation on the operator responsible for the operation. A sole trader, that is to say a sole trader, would still not have to submit a declaration. Similarly, the current situation would be equivalent to indicating the operator only for cars and not for other categories of vehicles.

The paragraph would also take into account the situation where a legal person is registered as both owner and keeper of the car. The holder would then be obliged to report, which would remove the interpretation of the current situation. He/she could continue to declare his/her data as “expired”. This provision, which is already in force, would continue to be necessary to enable an individual to ensure that he or she is able to discharge his or her obligations, for example after the employment relationship has ended.

ARTICLE 90. *Operator responsible.* Paragraph 2 would be clarified and would take into account the current Article 2(15) of the Vehicles Act and the now proposed amendment of Article 83(5). In subsection 2, the requirement that the operator must be the main driver of the car would be removed. In practice, the main driver is difficult to define and overlaps, at least in part, with the definition of ‘keeper’ in Paragraph 2(15) of the Law on motor vehicles, which may give rise to interpretative challenges. In future, the subsection would require the operator to have information on the drivers of the cars of the legal person he or she represents. The amendment would be in line with the procedure proposed in Article 83(5), which is intended to specify that the operator is to be indicated individually for each legal person. The amendment would clarify the role of the operator responsible for managing the driver information of the legal person’s cars. The other requirements for the operator responsible would remain

unchanged.

ARTICLE 91. *A pre-notification?* The section would essentially correspond to section 91 of the Vehicles Act in force. However, subsection 1 would be amended so that the provision would also allow for the prior notification of EU type-approved vehicles under the framework regulation for non-road mobile machinery by means of an electronic certificate of conformity. The framework regulation for non-road mobile machinery contains provisions similar to the framework regulation for cars and their trailers on the structured form of the certificate of conformity. In the future, subsection 1 would refer to the electronic certificate of conformity, which is defined in section 2(42a) to be amended, and it would not be necessary to repeat the titles or the definition of the framework regulations in the subsection. The Commission shall adopt implementing acts concerning certificates of conformity in electronic format under both Regulations, taking into account the information required to be provided in the certificate of conformity in paper format.

96 §. *Certificate of registration.* In subsection 1, the provision would be deleted; issuing Part I of the registration certificate together with the registration declaration to owners or holders of vehicles and their trailers with a maximum authorised mass on the road exceeding 3 500 kilograms. The amendment would mean that the procedures for issuing Part I of the registration certificate, the so-called ‘technical part’, would be the same for all categories of vehicles in the future. Currently, Part I is issued to cars and trailers in the context of a periodic roadworthiness test, whereas in the context of a registration notification it is only issued or posted as a paper certificate for heavy goods vehicles. In addition, Part I is always available to the owner or holder upon request. In practice, the amendment would remove the derogation from Part I, which is automatically granted to heavy goods vehicles upon registration. The subsection would continue to provide that the Transport and Communications Agency will issue Part I of the registration certificate to the owner or holder of the vehicle at the time of each periodic roadworthiness test and upon request. Therefore, the change would not affect the possibility for the owner or keeper of a heavy goods vehicle to receive Part I, as this would be available upon request. The obligation to pay Part I of the registration certificate is laid down in the Decree of the Ministry of Transport and Communications on the services provided by the Finnish Transport and Communications Agency in return for payment for transport. For the rest, the section would remain unchanged.

ARTICLE 174. *Market surveillance authority.* A reference to the framework regulation for non-road mobile machinery would be added to subsection 1 of the section. In the future, in addition to the framework regulations for other vehicle categories, the Transport and Communications Agency would act as a market surveillance authority within the meaning of the framework regulation for non-road mobile machinery. For non-non-road mobile machinery falling within the scope of the framework regulation on non-road mobile machinery, i.e. category U, the competence of the Finnish Transport and Communications Agency as market surveillance authority will continue to be based on Section 174(2), which would remain unchanged. This subsection applies to nationally regulated vehicles, systems, components, separate technical units, parts and equipment.

The obligation for a Member State to designate a market surveillance authority stems from Article 5(1) of the Non-Road Mobile Machinery Framework Regulation. Article 7(7) obliges Member States to carry out market surveillance measures and controls on non-road mobile machinery entering the market in accordance with Chapters IV, V and VII of the Market Surveillance Regulation. Article 5(8) obliges Member States to ensure that market surveillance authorities have the powers provided for in Article 14 of the Market Surveillance Regulation. The Non-Road Mobile Machinery Framework Regulation also contains directly applicable provisions obliging the market surveillance authority, such as the safeguard clauses contained

in Chapter X. In Finland, the Market Surveillance Regulation has been implemented by the Act on the Market Surveillance of Certain Products (*Market Surveillance Act*) and sector-specific provisions.

In addition, Article 51 of the NRMM Framework Regulation amends Annex I to the MSR to add the NRMM Framework Regulation to the scope of the MSR. As a result, Section 174(4) of the Vehicles Act would be amended so that the competence of the Transport and Communications Agency under the Market Surveillance Regulation would also cover vehicles falling within the scope of the Non-Road Mobile Machinery Framework Regulation.

Both U-category vehicles and other motorised machinery would be covered by the provision on compliance with the Market Surveillance Act contained in section 175 of the current Act. In addition, market surveillance would be carried out in accordance with the provisions of Chapter 8 of the Vehicles Act, which would constitute a special regulation in relation to the Market Surveillance Act.

ARTICLE 177. *Corrective measures.* Paragraph 1 of the current section contains an informative reference to the articles of the EU framework regulations that lay down the obligation for the economic operator to take corrective action to eliminate the risk to vehicles presenting a serious risk or non-compliant vehicles. An informative reference to Article 34 of the NRMM Framework Regulation, which regulates, inter alia, the corresponding obligations of the economic operator, would be added to the list of this paragraph.

Paragraph 2 would only be subject to a legislative amendment. The reference to the penalty payment referred to in the Act on Conditional Fines would be deleted as superfluous. In the future, reference would only be made to the penalty payment, as it is now recommended to omit the reference to the Act on penalty payments. The subsection would remain substantively unchanged, i.e. it would provide for the Transport and Communications Agency's power to impose a periodic penalty payment on an economic operator that fails to comply with the obligation referred to in subsection 1 laid down in the EU regulations referred to in the subsection.

ARTICLE 178. *Obligation to repair the vehicle and recall it.* The section would be amended by adding a reference to the framework regulation for non-road mobile machinery to each subsection alongside the framework regulations for other vehicle categories.

The current paragraph 1 lays down the obligations of the economic operator in relation to recall and repair of vehicles in the event of a significant non-conformity or a serious risk. The subsection applies only to vehicles that do not fall within the scope of the framework regulations listed in the subsection. The framework regulations contain directly applicable rules on the obligations of the economic operator in similar situations. It would be added that it also does not apply to a vehicle that falls within the scope of the framework regulation on non-road mobile machinery, as this regulation too directly imposes similar obligations on the economic operator.

Subsection 2 sets out the obligations of the economic operator and the means at the disposal of the Transport and Communications Agency if the economic operator fails to comply with the obligation to repair laid down in subsection 1 or the framework regulations. A framework regulation for non-road mobile machinery would be added to the list of framework regulations. Under Article 34(3), national authorities are to take all appropriate provisional measures to prohibit or restrict the making available on the market, registration, including a prohibition from circulating on public roads, or the putting into service on the market of non-road mobile machinery presenting a serious risk or non-compliant non-road mobile machinery, or to withdraw such non-road mobile machinery from the market or to recall it. As a result of the

increase, the Transport and Communications Agency would be able to use the means already provided for in the subsection even if the economic operator is unable to perform the obligation to repair provided for in the framework regulation on non-road mobile machinery within a reasonable period of time. A reasonable period of time has been justified in previous preparatory work for the Act, taking into account the number of vehicles and the level of risk, and that a period longer than three years could not be considered as a reasonable period of time (HE 177/2020 vp, p. 80).

The framework regulation for non-road mobile machinery would also be added to the list of framework regulations referred to in subsection 3. The amendment means that the Transport and Communications Agency could impose a periodic penalty payment on an economic operator that fails to comply with the notification obligation laid down in the Non-Road Mobile Machinery Framework Regulation. The reporting obligations for economic operators are laid down in particular in Articles 8, 11 and 13 of the Regulation. In addition, a legislative amendment would be made to subsection 3 of the section. The reference to the penalty payment referred to in the Act on Conditional Fines would be deleted as superfluous. In the future, reference would only be made to the penalty payment, as it is now recommended to omit the reference to the Act on penalty payments.

ARTICLE 180. *Installation and repair permit.* Subsection 2 would be amended so that not only compressed-air brakes but also the repair of electrical braking systems for heavy vehicles, i.e. ETBS brakes, would require a licence issued by the Finnish Transport and Communications Agency. Section 179 of the Act in force provides that the Transport and Communications Agency is the supervisory authority for installation and repair permits. The amendment would equate the repair of new technology braking systems based on electric transmission of brake force with the repair of conventional compressed-air brakes and electrically controlled compressed-air brakes. The fitting of an ETBS is currently only allowed for cars. Technical requirements for ETBS are set out in UN Regulations Nos 13 and 13-H.

A repair permit would not be ^{required} for all N₂ vehicles. The lightest of these currently have fluid-powered brakes and are therefore not covered by the current authorisation procedure. Compressed-air brakes are generally used in cars with a technically permissible maximum laden mass exceeding 7 500 kg. It is proposed to apply the same mass limit also to ETBS-equipped cars, since the criteria for using the authorisation procedure are largely the same and the authorisation procedure and the authorised operation are already familiar to repairers of such cars. In addition, authorisation would be required for all N₃, M₂ and M₃ vehicles. The requirement for a repair authorisation for heavy-duty vehicle braking systems is based on the complexity of the systems, on the one hand, and the high importance for safety, on the other (HE 177/2020 vp p. 81).

No changes would be made to the other paragraphs of the section. The alleviations provided for in paragraph 4, which also allow simple repairs of the brakes of the vehicles referred to in paragraph 2 to be carried out without a permit for installation and repair, would therefore also apply to vehicles fitted with ETBS. Further provisions on such simple repairs are laid down in Section 21 of the Government Decree on Vehicles (162/2021).

No changes would be made to the conditions for granting installation and repair permits laid down in and pursuant to section 181.

ARTICLE 182. *Authorised work on braking systems.* The section would be amended to take into account, in section 180, the ETBS brakes to be included in the installation and repair permit procedure. The wording of the provisions of subsection 1 of the section on A and B licences would be clarified to apply to compressed-air brakes in line with the current situation.

The electric braking systems referred to in the current Article 182(1) are not intended for ETBS brakes in the past, but for compressed air brakes (EBS brakes). This is currently the most commonly used compressed-air braking system, where the brake force is applied to the wheels by means of compressed-air, but the compressed-air is controlled electronically under normal conditions and pneumatically under fault conditions. The applicant may be granted either a comprehensive 'A' authorisation entitling to all repair, maintenance, adjustment and modification of the braking systems and braking adjustments, or a 'B' authorisation entitling to repair, maintenance and adjustment of the brakes, but not including repairs to the control devices of the anti-lock braking system (ABS/EBS) or braking adjustments.

An E-licence would be added as a new paragraph 3 in subsection 1 of the section. It would entitle the licensee to perform all repair, maintenance, adjustment and modification activities related to the ETBS. Unlike the repair of compressed-air brakes, only one type of authorisation is proposed for the repair of ETBS. ETBS are always anti-lock brakes according to the requirements of UN Regulation No 13 and in practice there is no physical brake force control according to the "B" licence for the repair of pneumatic brakes, therefore there is no need for a licence corresponding to the "B" licence in relation to the repair of ETBS. A vehicle equipped with ETBS and authorised to tow a trailer equipped with compressed-air brakes shall also be fitted with a compressed-air system to control the brakes of the trailer in a manner similar to that of a vehicle combination equipped with compressed-air brakes. The compressed air system of the towing vehicle equipped with ETBS is also used to fill the compressed air reservoirs of the braking system(s) of the trailer(s). For these reasons, a workshop which makes braking adjustments for combinations of vehicles must also hold an A licence in accordance with subsection 1(1).

The current paragraph 2 would otherwise remain unchanged, but its wording would be clarified to include compressed-air brakes in line with the current situation.

A new paragraph 3 would be added to the section to require that modifications to the braking systems follow the instructions given by the vehicle manufacturer and the manufacturer of the braking system. This provision would complement the provisions of Article 181 on repair and installation and clarify that modifications may not be made contrary to the manufacturers' instructions. Section 143 of the Act lays down the obligation to submit the modified vehicle to a modification test before it is used on the road.

ARTICLE 189. The financial penalty to be imposed on the economic operator. The section would be amended as a result of the regulation required by both the framework regulation for non-road mobile machinery and the Euro 7 regulation. Both Regulations require Member States to lay down rules on penalties applicable to infringements of the Regulation in respect of certain acts or omissions. This section would provide for penalties for infringements of the regulations in so far as they are imposed on the economic operator. An economic operator is defined in Article 2(43) of the Vehicles Act, which is already in force. The imposition of a fine would require intent or negligence.

In paragraph 1, it would be added that an economic operator may be ordered to pay a fine if it provides false information in the context of the approval procedures referred to in Articles 18, 19 and 32 of the Non-Road Mobile Machinery Framework Regulation. The amendment would mean that a financial penalty could be imposed for the submission of false information in EU type-approval and EU individual approval procedures for non-road mobile machinery. It would be necessary to refer to those articles of the NRMM Framework Regulation that provide for an EU type-approval procedure and an EU individual approval procedure. According to the Non-Road Mobile Machinery Framework Regulation, a penalty should be imposed for the provision of false information in the context of these procedures, in which case it is necessary to refer to

the articles laying down the procedures in general and not, for example, to individual obligations of the economic operator. A similar provision has been made for framework regulations for other vehicle categories. The amendment contributes to the implementation of Article 53(2)(a) of the NRMM Framework Regulation.

Paragraph 2 would be amended to also take into account, with regard to the framework regulation for non-road mobile machinery, the situation where economic activities are misrepresented in the context of a recall procedure. In line with the framework regulations for other vehicle categories, a reference to Article 34 of the NRMM Framework Regulation, which provides for national procedures for non-road mobile machinery presenting a serious risk or non-compliant non-road mobile machinery, would be added. The amendment would implement the sanctions referred to in the last part of Article 53(2)(a) of the NRMM Framework Regulation.

Paragraph 3 would be amended to refer to the articles of the framework regulation on non-road mobile machinery which lay down the obligations of the economic operator to ensure that it does not make available on the market non-road mobile machinery of category U without the required approval or marking. This provision would be in line with the corresponding penalties in the framework regulations for other vehicle categories. The amendment would contribute to the enforcement of the sanctions referred to in Article 53(2)(e) and (f) of the NRMM Framework Regulation (see section 3.1 for more details on how the additional provisions required by the Regulation are already covered by the existing legislation).

Paragraph 5, introductory part, would be amended to specify that it also applies to the design and construction of the vehicle, in addition to modification. The paragraph would then be consistent with the EU regulations it refers to and the amendment would remove any ambiguity in interpretation. The section would clearly also apply to the production of a new vehicle which does not comply with the requirements. Furthermore, in order to be consistent with Article 4(6) of the Euro 7 Regulation, which is proposed to be accompanied by a threat of a fine, an explicit reference to the requirements for the design and construction of the emission control system, and not only to the prohibitions, would be added to the recital.

A new point (f) would be added to paragraph 5, referring to the prohibitions laid down in Article 4(5) and (6) of the Euro 7 Regulation. A new point (f) would mean that, with regard to the references in Article 4, the design, construction and assembly of a Euro 7 compliant car with manipulation devices or manipulation strategies that cause the non-compliant vehicle to appear compliant with this Regulation and that the design, construction or assembly of vehicles of categories M 1 , M 2, M 3, N 1, N 2 and N 3 without the required excess exhaust emissions driver warning system or low reagent driver warning system could lead to the imposition of a penalty. The proposed amendments to paragraph 5 would implement Article 84(3a)(b) and (c) of the framework Regulation for cars and their trailers, as amended by the Euro 7 Regulation.

The existing sub-paragraphs of paragraph 5 would remain unchanged, but the word “or” at the end of point (d) would be moved as a technical amendment to the end of point (e) as a result of the addition of a new point (f).

It would be added in paragraph 10 that a financial penalty could also be imposed on an economic operator for failure to comply with the obligation to notify amendments to the information package laid down in Article 24 of the framework regulation on non-road mobile machinery. The amendment would contribute to the implementation of Article 53(2)(c) of the Regulation, according to which the non-disclosure of information or technical specifications which could lead to the recall, refusal or withdrawal of the EU type-approval certificate is to be subject to a penalty. This paragraph also implements at national level the corresponding non-communication penalty in the framework regulations for other vehicle categories. This

implementation would be complemented by the proposed amendment to paragraph 12 of the section.

Paragraph 12 would be amended to include a reference to Article 8 of the framework regulation on non-road mobile machinery, in line with the framework regulations for other vehicle categories. Paragraph refers to the situation where the obligation to inform the approval authority or the market surveillance authority about the non-compliance or the serious risk would be neglected. The amendment would contribute to the implementation of Article 53(2) (c) of the NRMM Framework Regulation, in addition to paragraph 10 of the aforementioned Article.

In addition, in line with other framework regulations for vehicle categories, a provision would be added in paragraph 14 to the effect that a fine may also be imposed for infringement of a prohibition on registration, sale or entry into service imposed under Article 34 of the framework regulation for non-road mobile machinery. In addition to paragraph 3, this would implement Article 53(2)(e) of the NRMM Framework Regulation.

Article 189a. *A financial penalty to be imposed on the IO.* It is proposed to add a new Section 189a to the Act, which would provide for a precise penalty to be imposed on independent operators. It would implement Article 84(1) and (3b) of the framework regulation for cars and their trailers, as amended by Article 19 of the Euro 7 Regulation. Paragraph 1 requires Member States to lay down rules on penalties to be imposed not only on economic operators but also on independent operators who have infringed the Framework Regulation on cars and their trailers. In addition, according to paragraph 3b, for independent operators, the types of infringements that can be sanctioned shall include at least tampering with the vehicle and its systems. It is therefore necessary, in the provisions on penalties laid down in the Law on motor vehicles, to make a precise distinction between the penalties imposed on the independent operator and those imposed on the economic operator. The paragraphs of that article set out precisely the provisions in respect of which a fine could be imposed on the independent operator. The imposition of a fine would require intent or negligence. The IO would be defined in the proposed new paragraph 40a of Section 2 of the Act. . The imposition and amount of the fines referred to in the section would be governed by the current section 193, which is not proposed to be amended. According to its first subparagraph, the Finnish Transport and Communications Agency is to impose the fine referred to in Sections 189-192 and it would also cover the new Section 189a.

Paragraph 1 of that article corresponds in substance to Paragraph 189(6) of the Law on fines for economic operators. A financial penalty could be imposed on an independent operator who infringes the prohibition on modifying a vehicle, system, component, separate technical unit, part or equipment in such a way that, following the modification, it no longer meets the requirements in accordance with its intended purpose or reasonably foreseeable conditions of use, or infringes the prohibition on the sale and installation of systems that cause emission manipulation referred to in Section 6a. Under Paragraph 7a(4) of the Law on motor vehicles, it is prohibited to alter a vehicle by means of emission manipulation carried out on a vehicle used in traffic. The proposal would be substantively equivalent to the current situation, but would clarify the regulation by separating the IO from the definition of economic operator and the penalty regulation, which would be consistent with Article 84(1) and (3b) of the Framework Regulation on penalties for cars and their trailers.

Paragraph 2 would refer explicitly to Article 12 of the Euro 7 Regulation on the operation of systems using a consumable reagent and pollution control systems. Paragraph 1 provides that independent operators are not to make tampering with vehicles and their systems. An unauthorised modification within the meaning of paragraph 1 could be subject to a fine. The

prohibition of this paragraph would be substantively equivalent to the current situation, but would specify that it also applies to independent operators, which would be consistent with Article 84(3b) of the Framework Regulation on penalties for cars and their trailers.

ARTICLE 190. A fine to be imposed on the designated technical service. The section would be amended to allow for the imposition of a fine on a designated technical service for the infringements required by Article 53 of the Non-Road Mobile Machinery Framework Regulation. The fine would have the same pattern as the fine imposed on the economic operator and the corresponding penalties imposed on other categories of vehicles.

Section 1 according to point 3.1: penalty payment could be: to order:
approval procedures
as a result of misrepresentations made in connection therewith.

Section 2 according to point 3.1: penalty payment could be: to order:
recall procedure
as a result of misrepresentations made in connection therewith.

Paragraph 3 would cover the failure to comply with the information obligation laid down in the framework regulation on non-road mobile machinery. The information obligation referred to in that provision concerns the notification of any non-conformity found which may require the refusal, restriction, suspension or withdrawal of a type-approval certificate, as well as any circumstances affecting the scope of and the conditions for the designation of technical services.

Paragraph 4 would cover the situation where a technical service fails to comply with its obligation under those Regulations to notify the approval authority of a manufacturer's non-conformity that it has discovered.

ARTICLE 195. Traffic error fee. A reference to the failure to notify the register in accordance with section 83(5) would be added to subsection 6 of the section. This paragraph would be amended in such a way that in future a legal person who is the owner or keeper of the vehicle and who has not declared a person responsible for the use of the vehicle could be clearly ordered to pay a road traffic fine of EUR 70 for failure to declare a registration data. The proposal is linked to the proposed amendment to Section 83(5), according to which a legal person would in future be obliged to notify the register of the person responsible for the use and any changes thereto if no natural person is registered as owner or keeper of a car owned or controlled by the legal person. Since the user officer is a personal person, a traffic error charge would also be a personal person. The number of vehicles registered for the ownership or control of a legal person would not be affected. A traffic fine could be imposed each time the supervising authority (police, border guard or customs) finds that there is a lack of operational officer data, for example in the context of automated or traditional traffic control. Thus, a road traffic fine could be imposed for each vehicle found in traffic without an operator's data.

For the rest, the article would remain unchanged. Failure to notify the operator's data could therefore give rise to the imposition of a road traffic fine at the same rate as at present may be imposed on the owner or holder for failure to notify the registration data referred to in Article 83(1) and (2) relating to a use other than the use of the vehicle. The imposition of a road traffic fine would require intent or negligence, as is currently the case. The current Article 195(7) contains an informative reference to the fact that the provisions on the imposition and service of a road traffic fine are laid down in the Highway Code.

7.2. Road Transport Act

ARTICLE 2. Definitions. Paragraph 24 would otherwise remain unchanged, but the point at the end would be converted into a semicolon, as a new paragraph 25 would be added to the definitions.

A new *paragraph 25* would be added to the section to include a definition of the dynamic driving task. This definition is in line with the definition of the UN/ECE ADS-UN Regulation on Automated Vehicles currently being developed in UNECE WP.29. According to the draft UN Regulation, the Dynamic Driving Task is the real-time operational and tactical functions required to operate the vehicle. Operational activities refer to taking the actual action, e.g. braking. A tactical measure, on the other hand, involves planning and preparing for the measure. An example could be a situation where the traffic light ahead turns red. In this case, it shall be planned when the brake application shall start.

Driver assistance systems capable of performing dynamic driving tasks already exist on the market. These include adaptive cruise control systems. However, vehicles with driver assistance systems that allow the driver to keep hands out of the steering wheel without the system requiring them to be reset within a short period of time are already present in the type approval process. This and other developments in vehicle systems towards automatic driving systems will change the driving experience of vehicles. As a result, the understanding of the role of the driver and the related duties and responsibilities may be blurred among vehicle users. The definition is linked to the proposed new Section 6a, which aims to strengthen the understanding of vehicle users of the role of the driver and the related duties and responsibilities in the next stages of road transport automation.

Paragraph 6a. Use of driver assistance systems for dynamic driving. A new Section 6a would be added to the Act, linked to the continuous development of automation in road transport. Vehicles capable of performing dynamic driving tasks on behalf of the driver in a way that changes the driver's driving experience compared to the systems on the market so far are entering the market. This is the case, for example, with a system that allows hands to be detached on a long-term basis. A definition of the dynamic driving task would be added to section 2 as a new paragraph 25.

While the experience of driving a vehicle changes, the duties and responsibilities of the driver remain unchanged as long as the driver assistance systems are concerned. Even if the driver assistance systems are able to carry out the dynamic driving tasks of the vehicle without the need for the driver to physically carry them out himself, the driver should at least continuously monitor the vehicle's driving behaviour and the traffic environment in the future. In this case, the driver must at all times be prepared to intervene in the running of the vehicle, as the driving of the vehicle in traffic in such a way that it complies with traffic rules and does not cause any discomfort or risk remains the driver's responsibility. Naturally, he or she will not be able to perform functions other than monitoring, such as monitoring boxes on mobile devices. As is the case today, the driver must also assess under which conditions it is safe to switch on driver assistance systems performing dynamic driving tasks. At a later stage of automation development, the ADS is required to recognise the existence of an operational environment designed for its use. In the case of driver assistance systems, this task is also the responsibility of the driver.

It is about the evolution of driver assistance systems currently on the market, which are already familiar in many ways, towards automated driving systems. This phase is not without challenges, as it is known from general automation developments that the ability of people to perform long-term monotonic system monitoring is not optimal. In addition, studies have also

identified a tendency for people to over-reliance on the systems they have in place. On average, studies have shown that driver assistance systems in place so far increase road safety. Based on the modelling, it has also been proven that automated driving systems contribute to safety as expected. There is no research on the missing area and there is a risk that the blurring of the driver's role could have a negative impact on road safety.

The proposed provision would not change the legal situation but is intended to clarify the understanding of people using the vehicle of the role of the driver and the related duties and responsibilities when using advanced driver assistance systems.

ARTICLE 150. General coupling rules. Paragraph 3 would be amended. This paragraph would take into account electrical brakes (ETBS) complying with the requirements of UN Regulation No. 13 on brakes. This is the mode of brake application allowed by the amendment of the UN Regulation in 2025, where the brakes of the car are no longer operated with compressed air but with electricity. ETBS can achieve a faster reaction than compressed-air brakes and improve the functioning of driver assistance systems, so there is no obstacle to their use within the limits of the approval granted in accordance with the UN Regulation. The approval according to UN Regulation No 13 shall determine, inter alia, the maximum permissible mass of the vehicle combination based on the performance of the brakes. In accordance with that UN Regulation, a vehicle fitted with ETBS brakes may also be accepted as a tractor for a combination of vehicles in the case of brakes, but in such a case the vehicle shall also be fitted with a compressed air system which provides the trailers of the combination with the compressed air necessary to operate the brakes and controls the brakes of the trailers in the event of failure. In a normal situation, a towing vehicle equipped with ETBS brakes controls the electrically controlled pneumatic brakes (EBS brakes) of trailers in the same way as a towing vehicle equipped with EBS brakes. The other paragraphs of the section would remain unchanged.

7.3. Act on the supervisory fee for roadworthiness testing activities

ARTICLE 5. The amount of the fee and the reasons for it. Section 5 of the Act would be amended to increase the inspection fee to reflect the current cost level. Due to the increase in the general cost level and the increased need for control, the total cost related to the statutory tasks of the Transport and Communications Agency's roadworthiness testing activities has increased over the last 10 years. Due to increased costs and the accumulation of a reduced supervisory fee due to reduced roadworthiness testing, the current supervisory fee of EUR 2.2 does not reflect the costs of the activities for which the fee is collected. A total of approximately EUR 9100000 should be collected on an annual basis in order to better reflect the cost of the activities for which the fee is collected. In 2025, the inspection fee for a roadworthiness test was collected in the amount of approximately EUR 7800000. The total amount of the supervisory fee would therefore increase by approximately EUR 1300000 per year. The purpose of the increase in the inspection fee for roadworthiness testing would be to bring the inspection fee into line with the current state of costs incurred by the State in carrying out roadworthiness testing activities. The amendment to the fee should enter into force on 1 January 2027.

7.4 Car Tax Act

ARTICLE 10. New car and van. A reference to Commission Implementing Regulation (EU) 2025/1706 establishing the rules, procedures and test methods for the application of Regulation (EU) 2024/1257 as regards the type-approval of exhaust and evaporative emissions for vehicles of categories M₁ and N₁ and amending Implementing Regulation (EU) 2020/683 and the Worldwide Harmonised Light Vehicle Test Procedure referred to in Annex XXI thereto would

be added to Section 10(1) of the Car Tax Act. The proposal means that, according to the section, tax table 1A applies to a Euro 7 car for which the CO₂ emissions corresponding to the fuel consumption have been determined in accordance with a Commission Implementing Regulation adopted pursuant to that Euro 7 Regulation. The tax rate will continue to be determined on the basis of the CO₂ emissions corresponding to the car's fuel consumption, determined in accordance with the requirements laid down in EU legislation.

7.5 Vehicle Tax Act

ARTICLE 10. *A basic tax.* A reference to Commission Implementing Regulation (EU) 2025/1706 establishing the rules, procedures and test methods for the application of Regulation (EU) 2024/1257 as regards the type-approval of exhaust and evaporative emissions for vehicles of categories M1 and N1 and amending Implementing Regulation (EU) 2020/683 and the Worldwide Harmonised Light Vehicle Test Procedure referred to in Annex XXI thereto would be added to Section 10(2) of the Vehicle Tax Act. The proposal means that, according to the section, tax table 1A applies to a Euro 7 car for which the CO₂ emissions corresponding to the combined consumption have been determined in accordance with the Commission Implementing Regulation adopted pursuant to that Euro 7 Regulation. The tax rate will continue to be determined on the basis of the CO₂ emissions corresponding to the car's fuel consumption, determined in accordance with the requirements laid down in EU legislation.

8 Subordinate legislation

The Vehicles Act currently in force contains a number of regulatory powers conferred on the Government or Ministries, as well as regulatory powers conferred on the Transport and Communications Agency or on the Technical Inspection Department of the Headquarters. The highest number of powers is attributed to the Transport and Communications Agency.

The proposal would supplement the power to issue orders conferred on the Transport and Communications Agency by Section 66(8) of the Vehicles Act. The subsection empowers the Transport and Communications Agency to issue more detailed provisions on, inter alia, written control plans and adequate product conformity arrangements relating to the control of conformity of production for EU type-approval. In addition, the Transport and Communications Agency may lay down more detailed provisions on minor derogations from the procedures laid down in the framework regulations for different categories of vehicles for national type-approval and national type-approval of small series. The scope of the Finnish Transport and Communications Agency's mandate would be extended to include the possibility to provide for written control plans and adequate product conformity arrangements for the control of conformity of production under the Non-Road Mobile Machinery Framework Regulation and minor derogations from compliance with the Non-Road Mobile Machinery Framework Regulation for national type-approval and national small series type-approval. The extension of the mandate to the framework regulation on non-road mobile machinery is necessary to adequately ensure compliance monitoring under the framework regulation. The Agency already has a similar mandate for framework regulations for other vehicle categories.

First, the proposal should lead to an update of the Vehicle Regulation. Its provisions should take into account ETBS brakes alongside pneumatic brakes. The amendments to the Regulations are to be prepared so that they enter into force at the same time as the amendments to the Law on Vehicles and Road Traffic contained in the proposal.

In addition, certain provisions of the Transport and Communications Agency should be updated following the proposal. The Regulation of the Transport and Communications Agency on the construction and equipment of tractors, motorised and off-road vehicles, their trailers, towed equipment other than those intended to be coupled to a car, and vehicles towed by

animals (TRAFICOM/75637/03.04.03.00/2020) contains detailed national technical requirements for motorised machinery. The provision should be updated to be compatible with the scope of the NRMM Framework Regulation. National type-approval will remain possible for some motorised machinery even after the end of the transitional periods. Certain national provisions on motorised machinery, such as the technical requirements for the slow-moving vehicle plate and the advance warning triangle, need to apply also to motorised machinery approved as category U vehicles.

The new requirements on particulate emissions from tyres in the Euro 7 Regulation require a regulatory amendment to the Finnish Transport and Communications Agency's regulation on technical requirements for cars and their trailers, which lays down, inter alia, the means of demonstrating the conformity of tyres. In future, the provisions of the Finnish Transport and Communications Agency on technical requirements for cars and their trailers (TRAFICOM/422611/03.04.03.00/2020) and the criteria for the periodic technical inspection of vehicles (TRAFICOM/423528/03.04.03.00/2020) should also take into account the more recent emission requirements of Euro 6/IV as regards emission requirements.

The provisions of the Finnish Transport and Communications Agency on the approval and inspection of compressed-air brakes shall take account of ETBS in the case of a vehicle equipped with ETBS and authorised to tow a trailer equipped with compressed-air brakes. Towing vehicles of a vehicle combination fitted with ETBS shall be taken into account in the regulations for vehicles compatible with each other for the purpose of brake compatibility. As ETBS-braked cars enter the market and manufacturers provide guidance on brake inspection, and as EU and international regulations on roadworthiness testing evolve, the need for changes will become clearer in the future. This verification may make extensive use of the manufacturer's instructions to be provided in accordance with the requirements of UN Regulation No 13.

9 Entry into force

It is proposed that the laws enter into force on 29 November 2026, when the first Euro 7 requirements will become applicable. However, it is proposed that the amendments to Section 5 of the Act on the supervisory fee for roadworthiness testing activities enter into force on 1 January 2027.

10 Implementation and monitoring

Both the NRMM Framework Regulation and the Euro 7 Regulation contain a so-called review clause. Article 54 of the framework regulation on non-road mobile machinery requires the Commission to evaluate the regulation by 29 January 2013 at the latest and to present a report to the European Parliament and the Council on its application. For its part, Article 18 of the Euro 7 Regulation sets deadlines for the Commission to draw up reports on a wide range of subjects. Both Regulations oblige Member States to notify the Commission of the application of the Regulations.

The Transport and Communications Agency plays a key role in the implementation and monitoring of both the NRMM Framework Regulation and the Euro 7 Regulation. First, the Agency acts as the national competent approval and market surveillance authority. Secondly, for both Regulations, the Agency participates in EU-level inter-agency cooperation. The regulations contain delegated powers for the Commission and powers to adopt implementing regulations. The Finnish Transport and Communications Agency represents Finland in a committee assisting the Commission in its efforts to influence matters of importance to Finland and the development of a uniform application practice. In addition, the Agency shall participate

in the Forum for Exchange of Information on Enforcement established under the framework Regulation for cars and their trailers. Article 52 of the NRMM Framework Regulation obliges the Forum to examine certain issues related to the interpretation and implementation of the Regulation.

11 Relationship to other proposals

There is currently no relation between the proposal and other proposals (to be checked as preparation progresses).

12 Relationship to the Constitution and order of enactment

12.1 Right to work and freedom to conduct a business

The provisions on authorisation to repair electrical braking systems, i.e. ETBS (Articles 180 and 182 of the Vehicles Act) contained in draft bill 1 are relevant to the freedom to conduct a business guaranteed by Article 18 of the Constitution and Article 16 of the EU Charter of Fundamental Rights. Article 18(1) of the Constitution provides for the right of every person, by law, to earn his or her living by the employment, profession or trade of his or her choice. The purpose of this provision is to confirm this right.

An authorisation procedure is proposed for the repair of ETBS in heavy-duty vehicles, which is practically equivalent to the authorisation procedure currently required for the repair of vehicles and trailers fitted with compressed-air brakes. The provisions at issue are therefore those relating to the requirement for a licence for a trade. The licensing authority would be the Finnish Transport and Communications Agency, which is laid down in Section 179 of the Vehicles Act in force as the supervisory authority for installation and repair permits. The proposal would equate the repair of new technology braking systems based on electric transmission of brake force with the repair of conventional compressed-air brakes and electric-controlled compressed-air brakes.

The Constitutional Law Committee has consistently considered the freedom to conduct a business to be the general constitutional rule, but has considered that authorisation to conduct a business is possible on an exceptional basis. The authorisation requirement can only be imposed by an act that complies with the procedure required of legislation which imposes restrictions on fundamental rights. Restrictions on the freedom to conduct a business laid down by law must be precise and precise, and the extent and conditions of the restriction must be apparent from the law. With regard to the content of the regulation, the Committee has considered it important that the provisions on the conditions and the permanence of the authorisation should provide sufficient predictability as regards the activities of public authorities. In this regard, it is relevant, inter alia, to what extent the authority's powers are determined by circumscribed considerations, to what extent they are determined by considerations of expediency (see, for example, PeVL 69/2014 vp and PeVL 31/2018 vp).

First, the authorisation to repair ETBS would be regulated by law. Article 180 of the Vehicles Act already provides for a permit requirement for certain installation and repair works, which are precisely defined in that article. The proposed provisions would be precise and precise. Article 180 of the Vehicles Act would precisely list the categories of vehicles for which the repair of the ETBS brakes would require authorisation in the future. Not all ETBS-braked cars would be subject to authorisation, but certain heavy cars. The authorisation requirement would therefore also be limited. The scope and conditions of the restriction would be reflected in the proposed new provisions and the existing provisions of Chapter 9 of the Vehicles Act.

The requirement for a repair authorisation for heavy-duty vehicle braking systems is based on the complexity of the systems, on the one hand, and the high importance for safety, on the other (HE 177/2020 vp p. 81). Their correct installation and repair have a significant impact on both road safety and consumer protection. Taking the ETBS brakes into account in this regulation and making their repair subject to authorisation will contribute to maintaining road safety in line with technological progress. The proposed amendment ensures that new braking systems are properly regulated and controlled. This contributes to safety, especially in the case of heavy goods vehicles, since the operation of driver assistance and automatic safety systems in a car fitted with ETBS can be better achieved than the minimum requirements set by the technical state of the art for cars fitted with compressed-air brakes. The Constitutional Law Committee has considered road safety and consumer protection to be legitimate grounds for restricting the freedom to conduct a business in the light of the fundamental rights system (PeVL 40/2002 vp). Brakes are a key driver of road safety. The grounds restricting the freedom to conduct a business may therefore be regarded as legitimate in the light of the fundamental rights system as a whole.

Restrictions on the freedom to conduct a business must also be necessary to achieve a legitimate objective and otherwise comply with the proportionality requirement. According to the proposal, authorisation would not be required for all vehicles, but only for the heaviest vehicles, which are of major importance for road safety and for which it is anticipated that ETBS will first become more common. The proposal would not impose any new qualification requirements, but the existing conditions for issuing a licence under Article 181(1) of the Vehicles Act would also apply to the licence now proposed. The conditions for authorisation are laid down in a provision which is relatively general and such that a repairer should satisfy them in principle even without the need for authorisation. For example, a repairer must have the necessary know-how and equipment, even without the need for a licence. For example, repairers would not incur new equipment costs specifically related to the workshop authorisation. Holders of a repair shop licence are currently charged only an annual fee of EUR 140 in 2026. A corresponding annual fee would also be charged for the licence now proposed and can be considered reasonable.

The fact that the Transport and Communications Agency's assessment of authorisations is a circumscribed exercise of discretion under Section 181 of the Vehicles Act in force also plays a role in the acceptability of the proposed provision, which constitutes a fundamental rights restriction, and in the predictability of the action of the authorities. In the light of all the above considerations, the proposal can only be considered as a minor restriction on the freedom to conduct a business.

12.2 Administrative fines

Articles 189, 189a and 190 of the first draft law contain provisions on fines, according to which the Transport and Communications Agency may impose a fine on an economic operator, an independent operator and a designated technical service. The proposal would amend the existing penalties (Sections 189 and 190) and add a new penalty (Section 189a). The amendments would be made as a result of the framework regulation for non-road mobile machinery requiring additional regulation and the Euro 7 regulation.

National margin of manoeuvre. Article 53 of the NRMM Framework Regulation requires Member States to lay down effective, proportionate and dissuasive penalties for infringements of the Regulation. Paragraph 2 requires that penalties be imposed for the infringements listed therein. In other respects, such as the type of penalty or the amount of any financial penalty, the penalties are largely left to national discretion.

The requirements of the Euro 7 Regulation are part of the type-approval provided for in the framework Regulation for cars and their trailers. Article 19 of the Euro 7 Regulation amended Article 84 of the Framework Regulation on penalties for cars and their trailers. The amendments broadened the scope of the framework regulation's rules on penalties by adding acts or omissions to which the threat of penalties must be linked and by adding a new operator to the scope of the rules on penalties. An independent operator, understood as any natural or legal person other than an authorised dealer or repairer involved in the repair and maintenance of vehicles, was added to Article 84(1) of the framework regulation to be subject to penalties. Going forward, Member States will have to provide for penalties not only for economic operators and research institutions, but also for independent operators. Article 84 of the Framework Regulation requires Member States to link the threat of penalties at least to the types of conduct listed therein. For the rest, sanctions are largely left to national discretion. Article 84(1) already in force requires only that the penalties be effective, proportionate and dissuasive and, in particular, proportionate to the seriousness of the non-compliance and to the number of non-compliant vehicles, systems, components or separate technical units made available on the market of the Member State.

Both the framework regulation for non-road mobile machinery and the framework regulation for cars and their trailers, as amended by the Euro 7 regulation, leave national leeway to provide for penalties. The provisions of the Regulations on penalties can largely be interpreted as general clauses, which in many respects leave the definition of penalties to the national level. According to their wording, the Regulations require the adoption of penalties, but the national margin for manoeuvre is limited by the fact that the threat of penalties must be linked at least to certain acts or omissions listed in the Regulations. However, the regulations do not specify the precise article number of the obligation to which the threat of a penalty must be linked in the event of a breach, but rather describe those obligations in a substantive manner. Both regulations leave sanctions in several respects, such as the nature and amount of sanctions, to the national discretion of the Member State, as long as the general requirements for the implementation of EU law stemming from the principle of sincere cooperation are met (principles of equivalence, effectiveness and proportionality (Case C-382/09, paragraphs 44 and 45)). It is at the discretion of the Member States to assess, within the national legal system, what penalties are appropriate and what the amount of any fines would be. Where an EU legal act does not specifically require financial penalties, it is also possible to provide for other administrative penalties at national level, such as reprimands, remediation, prohibitions or periodic penalty payments, if this is considered a sufficient penalty at national level for the infringement in question.

The proposed system of penalties is intended to be compatible with the system of penalties already provided for in the Vehicles Act. The Regulations require the imposition of sanctions for certain acts or omissions, which are now proposed to be accompanied by a sanction regime, but do not specifically require, for example, the imposition of financial sanctions. However, the proposed provisions on fines are not purely national in any respect, but are based on the requirements of the Regulations as to what acts Member States have to sanction. The imposition and the amount of the fines are laid down in Article 193 of the Vehicles Act in force, which is not amended. Under that provision, the Transport and Communications Agency is to impose a fine of up to EUR 30000 on a legal person and up to EUR 3000 on a natural person. The section also contains other more specific provisions on the imposition of a fee.

Practice of the Constitutional Law Committee. Fundamental rights and the general conditions for their limitation must also be taken into account in the regulation of administrative penalties. These include requirements for regulatory acceptability and proportionality. In accordance with the requirement that a fundamental rights restriction be permissible, administrative sanctions must be justified by a pressing social need and a legitimate reason from the point of view of the

fundamental rights system (PeVL 23/1997 vp, p. 2/II).

The general criteria for an administrative penalty must be laid down by law, as required by Article 2(3) of the Constitution, since its imposition involves the exercise of public powers. The Committee has also taken the view that there is a substantial exercise of public powers. In the practice of the Constitutional Law Committee, fines have been considered as administrative penalties of a punitive nature for an unlawful act or omission. The Committee has essentially equated a punitive financial penalty with a criminal penalty (PeVL 12/2019 vp, pp. 7-8, PeVL 9/2018 vp, p. 2). In the practice of the Constitutional Law Committee, it has been held that, although the requirements of regulatory precision imposed by the principle of legality of criminal offences and penalties referred to in Article 8 of the Constitution do not, as such, apply to the regulation of administrative penalties, the general requirement of precision cannot be disregarded in the context of such regulation (for example, PeVL 9/2018 vp, p. 3, PeVL 39/2017 vp, p. 3, PeVL 2/2017 vp, p. 5, PeVL 15/2016 vp, p. 5, PeVL 10/2016 vp, p. 7, and PeVL 57/2010 vp, p. 2/II). The Constitutional Law Committee has stressed that the law must lay down in a precise, precise and clear manner the criteria for the obligation to pay, the amount of the fee and the legal protection of the person liable to pay the fee, as well as the criteria for implementing the law (PeVL 14/2013 vp, p. 2; PeVL 17/2012 vp, p. 6 and PeVL 9/2012 vp, p. 2).

According to the Constitutional Law Committee, the requirements of the so-called 'open penalty' regime developed in the context of criminal law also apply to administrative fines (PeVM 25/1994 vp, p. 8/I). Moreover, according to the established practice of the Constitutional Law Committee, administrative sanctions of a punitive nature must also meet the requirements of proportionality of sanctions (e.g. PeVL 39/2017 vp, p. 3, PeVL 2/2017 vp, p. 5, PeVL 15/2016 vp, p. 5, PeVL 28/2014 vp, p. 2/II). What matters from the point of view of proportionality are not only the provisions on the amount of the penalties, but also the provisions on the factors to be taken into account in order to determine the amount of the penalty and the non-imposition of a fine (PeVL 12/2019 vp, p. 7). In the Committee's view, it is also legitimate, from the point of view of regulatory proportionality, for the provisions on fines to expressly indicate that their imposition is discretionary. The committee also required, in practice, that the discretion of the authority not to impose a penalty should be circumscribed, with the result that the fine must not be imposed if the conditions laid down by law are met (PeVL 46/2021 vp, paragraph 17 and the case-law cited). In assessing the proportionality of fines, the Constitutional Law Committee has also attached importance to whether payments are made to a natural person (see PeVL 37/2021 vp; PeVL 15/2016 vp, p. 5).

Acceptability and last resort. The objective of the framework regulation on non-road mobile machinery is to ensure the safety of non-road mobile machinery on public roads. It also aims to improve the functioning of the internal market and reduce the administrative burden for economic operators. The Euro 7 Regulation aims to reduce pollutant emissions, both exhaust and non-exhaust, from motor vehicles, to make vehicles more environmentally friendly and to contribute to the transition towards zero-emission mobility. These objectives are linked to a number of constitutionally guaranteed rights, such as the right to life and personal freedom, integrity and security, the freedom to conduct a business and the fundamental environmental right. The objectives can only be achieved if the national implementation and enforcement of the regulations is carried out properly and effectively. By now imposing responsibilities and penalties on public authorities at national level, it is possible to ensure, at least indirectly, that these objectives are achieved. The purpose of the proposed penalty regulation is to ensure that the provisions are complied with and that the obligations of the regulations are fulfilled. Regulation would contribute to general and specific prevention. As regards the obligations for which it is proposed to include the possibility of imposing a fine, less severe penalties cannot be considered sufficient on their own for the effectiveness and efficiency of the controls, taking

into account the legitimate objectives mentioned above. However, the last-resort nature of the administrative fine has been taken into account and the Transport and Communications Agency would also have at its disposal less severe penalties before imposing a fine. The amount of the fine is always based on an overall assessment, in which the fine would be a measure of last resort.

Punctuality and precision. In accordance with the principle of legality, the Vehicles Act would lay down, in a sufficiently precise and precise manner, the types of acts and omissions under the framework regulation on non-road mobile machinery and the framework regulation on cars and their trailers which would have been penalised by a fine. The criteria would have been broken down according to the perpetrator, i.e. according to which operator would have breached its obligations. The criteria for determining the amount of the charge and the legal protection of the person liable to pay the charge are already laid down in the Vehicles Act in force, as required by the Constitutional Law Committee. It is envisaged that the penalties currently proposed will be aligned with those already in force in the Vehicles Act as a result of the framework regulations for other categories of vehicles. The requirements of the framework regulations are largely identical, so that it is justified that similar acts or omissions may give rise to the same penalty.

The proposed provisions on fines also meet the criteria for blanket regulation. They specify the infringements of the provisions of the articles of the regulations or the conduct in relation to which a fine may be imposed. The provisions would contain a substantive classification of the act to be penalised. The wording of the provisions in force on fines has been followed in the references to articles and the substantive classifications. However, the regulations do not meet all the criteria for blank regulation. Obligations in regulations vary in accuracy and do not contain any re-references. This is not an exception in EU regulation per se. According to the settled case-law of the Court of Justice of the European Union, Union law takes precedence over national provisions under the conditions defined in the case-law. Finnish law should not seek solutions that are incompatible with EU law. (PeVL 12/2019 vp, p. 4 and the case-law cited). The proposed amendments to the rules on penalties can be considered to meet the requirements of precision and precision.

Proportionality. As regards the amount of the fines, the proportionality of those fines in the Vehicles Act has been more extensively justified in the context of their adoption (HE 177/2020 vp, pp. 14-15, 109-110). The starting point for the imposition of a fine is not only the general and specific deterrent effect, but also the proportionality of the fine. Proportionality is promoted, inter alia, by the fact that the imposition of the charge is based on an overall assessment, that the charge is linked to turnover in the case of a legal person, that the charge is lower for a natural person and that the limits laid down by law are not exceeded. A fine would not be imposed in situations where the proceedings are to be regarded as minor or where the imposition of a fine is disproportionate on the basis of the elements listed in the law. In those situations, the discretion of the authority would be circumscribed. In such cases, a reprimand may be issued. These provisions are already laid down in the Vehicles Act (Article 193).

The prohibition of double criminality, the presumption of innocence and legal certainty. The Vehicles Act already provides for the prohibition of double criminality (Section 193(3)). This provision would also apply to the penalties now proposed. Intentional or negligent conduct is proposed as a condition for imputability. This reflects the position recently taken by the Constitutional Law Committee in its opinion practice, which has highlighted the link between penalised behaviour and intent or negligence (e.g. PeVL 9/2018 vp). It would be unproblematic from the point of view of the presumption of innocence, since it does not provide for strict liability. Legal protection would also have been provided for in Article 206 of the Vehicles Act, which is already in force; on the basis of Article 3. The decision to impose a fine should:

enforceable only with the force of *res judicata*.

In the light of the above, the proposals are considered to meet the constitutional requirements.

12.3 The imposition of a State tax

The draft 3rd Act on the fee to be paid to the Finnish Transport and Communications Agency for the supervision of roadworthiness testing activities must be examined from the point of view of the provisions on state taxes and charges in Article 81 of the Constitution. Under Section 5 of the current Act on the Inspection Fee for Roadworthiness Testing Activities, the fee is set at EUR 2.20 for each roadworthiness test and post-clearance inspection carried out at the Roadworthiness Testing Office during the payment period and entered in the Register of Transport Matters. It is proposed to increase this amount to EUR 2.60. Otherwise, the basis for the amount of the charge and the law would remain unchanged. The current Act on the supervisory fee for roadworthiness testing activities was enacted with the involvement of the Constitutional Law Committee as part of the preparation of legislation on the organisation of vehicle roadworthiness testing and individual approval tasks (PeVL 22/2013 vp, HE 17/2013 vp), but the Committee did not take a position in its opinion on the amount of the fee or, for example, its basis. According to the travaux préparatoires which led to the enactment of the Law, the inspection fee for roadworthiness testing must be regarded as a tax within the meaning of Article 81(1) of the Constitution (HE 17/2013 vp, p. 81/II).

The constitutional nature of a monetary payment affects the requirements imposed by the Constitution in the manner in which it is provided for. Under Article 81(1) of the Constitution, the State tax is governed by a law which contains provisions on the basis of which the tax is payable, the amount of the tax and the legal protection of the taxpayer. The specific requirements of the tax law mean, above all, that the tax law must clearly indicate the scope of the tax liability. The provisions of the Act must also be precise in such a way that the discretion of the authorities applying the Act in assessing the tax is bound (HE 1/1998 vp, p. 134/II; see also e.g. PeVL 45/2005 vp, p. 3/II).

The inspection fee is still to be regarded as a tax under constitutional law on the same grounds as those set out in the travaux préparatoires which led to the enactment of the law. The amount of the fee would be increased as a result of a general increase in the level of costs, which can be considered reasonable and the level of which has been previously justified in section 3.5. The amount of the tax would be set out unambiguously. The law would also continue to contain provisions on tax liability and the legal protection of the taxpayer. Therefore, Bill 3 can be considered as meeting the constitutional requirements for the enactment of a tax law.

12.4 Order of enactment

In light of the above, the draft Acts are subject to the ordinary legislative procedure.

Pontoon

As the framework regulation for non-road mobile machinery and the Euro 7 regulation contain provisions which it is proposed to supplement by law, the following legislative proposals are submitted to Parliament for approval:

1.

Law

amending the Vehicles Act

By Decision of Parliament

Articles 2(13) and (42a), 6a(1) and (2), 13(4), 14(6) introductory sentence, 15(1) and (5), 17(1) and (2)(4), 23, 24(1), 42, 44(1), 52(1) introductory sentence, 62, 63, 66(5) to (8), 72(2), 75(1), 83(5), 90(2), 91(1), 96(1), 174(1) and (4), 177, 178, 180(2), 182, 189(1) to (3), (5), (10), (12) and (14), 190 and 195(6) of the Vehicles Act (82/2021) are *amended*.

as set out in Article 2(42a), Article 6a(1) and (2), Article 17(2)(4), Article 66(7) and (8), Article 91(1), Article 96(1) and Article 195(6) of Law 493/2023, and

in Section 2, as partly amended by Act 493/2023, a new paragraphs 4a, 24a and 40a are *added*, and a new Sections 6b and 189a are added as follows:

ARTICLE 2

Definitions

In this Act:

‘*Dynamic driving task*’ means the design and implementation of real-time functions affecting the lateral and longitudinal movement of the vehicle that are necessary for driving the vehicle;

(13) ‘*EU individual approval*’ means the procedure whereby an approval authority certifies that an individual car, its trailer or non-road mobile machinery, whether unique or not, complies with the relevant requirements for EU individual approval;

Regulation (EU) 2025/14 of the European Parliament and of the Council on the approval and market surveillance of non-road mobile machinery circulating on public roads and amending Regulation (EU) 2019/1020; -----

‘*Independent operator*’ means any natural or legal person, other than an authorised dealer or repairer, who is directly or indirectly involved in the repair and maintenance of vehicles; -----

‘*Electronic certificate of conformity*’ means the certificate of conformity in structured electronic format referred to in the Framework Regulation for cars and their trailers, the Framework Regulation for L-category vehicles, the Framework Regulation for tractors and their trailers and the Framework Regulation for non-road mobile machinery;

Paragraph 6a

Sale and installation of emission manipulation systems

An economic operator or an independent operator shall not sell or install in a vehicle used in traffic a system, component, separate technical unit, part or equipment that causes emission manipulation as a result of which the vehicle no longer complies with the requirements in force in Finland on or after the date of first entry into service of the vehicle, unless otherwise provided.

The economic operator or independent operator shall demonstrate that, notwithstanding the

installation on the vehicle of the system, component, separate technical unit, part or equipment referred to in subsection 1 which is the subject of the sale or installation, the vehicle continues to comply with the requirements in force in Finland on or after the date of first entry into service of the vehicle, unless otherwise provided for.

Section 6b

Provision of information on driver assistance systems with dynamic driving tasks

The economic operator and the dealer shall provide, through their own activities and in the instructions for use, marketing and entry into service of the vehicle, such information as will enable the owner, the holder and the driver of the vehicle to understand the nature of the driver assistance systems involved in the dynamic driving tasks of the vehicle they are using and the obligations and responsibilities imposed by law in relation to driving the vehicle.

An economic operator and a dealer shall not, in the instructions for use, in the marketing of the vehicle or in the instructions for its entry into service, provide information or use terms liable to obscure the understanding of the owner, holder or driver of the vehicle of the characteristics or capabilities of the driver assistance systems involved in the dynamic driving tasks of the vehicle and of the obligations and responsibilities related to driving the vehicle.

ARTICLE 13

Construction, control devices and equipment of vehicles

An EU and EC type-approved vehicle and an EU individual approved vehicle shall be deemed to comply with the requirements set out in paragraphs 1 to 3.

ARTICLE 14

Exemptions from the requirements for vehicle construction, controls and equipment

The putting into service for the first time of an off-road vehicle and of a power-driven machine other than a U-category vehicle shall cover the parts and characteristics referred to in section 13(2), with the following exceptions:

ARTICLE 15

VIN and manufacturer's plate

A power-driven vehicle and its trailer used in traffic and any towed device coupled to a tractor shall bear a VIN. The VIN is issued by the manufacturer, the Transport and Communications Agency, the testing office or the authority responsible for the registration of foreign vehicles. The VIN shall be demonstrably and indelibly marked on the vehicle and shall be clearly visible. If the VIN is damaged or removed, it shall be re-marked on the vehicle. A vehicle put into service for the first time and its trailer, an L-category vehicle and a tractor must also bear the manufacturer's plate. The manufacturer's plate and VIN requirements are laid down in the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers and the framework regulation for non-road mobile machinery. — — — — —

The Transport and Communications Agency may lay down more detailed provisions on the requirements for the VIN and the manufacturer's plate.

ARTICLE 17

*Authorisation to derogate from the limitation of energy and environmental impacts and from the construction of the vehicle;
concerning the requirements for controls and equipment*

The Transport and Communications Agency may grant a derogation for an individual vehicle or vehicle combination from the provisions on the vehicle or vehicle combination related to the limitation of energy and environmental impacts or to the safety of structures, controls, systems, components, separate technical units, parts, equipment or characteristics. The granting of a derogation is subject to the condition that the derogation does not increase the risk to safety, health or the environment to a lesser extent and does not distort competition. A waiver may be granted for an indefinite period or for a limited period and may be subject to conditions.

The derogation referred to in paragraph 1 may be granted:

(4) any other special reason for an individual vehicle or a group of individually identified vehicles from its requirements for the approval of a vehicle for use on the road.

ARTICLE 23

Motorised machine

‘Motorised machinery’ means:

- 1) any self-propelled vehicle designed and constructed as a non-road mobile machinery which, by reason of its construction, is not suitable for the carriage of passengers or goods; a machine built on a car chassis is not considered to be a motorised machine;
- 2) towing trucks made for the transfer of trailers and carriers in a port or other terminal area with a maximum design speed not exceeding 50 km/h, if the vehicle is not a lorry or a tractor;
- 3) a vehicle other than a tractor (*dumper*) intended for on-site transport, unless the vehicle is to be regarded as a lorry;
- 4) A vehicle of category U (*non-road mobile machinery*).

Classification as U-category vehicles is laid down in the framework regulation for non-road mobile machinery.

ARTICLE 24

Off-road vehicle

‘Off-road vehicle’ (*ORV*) means a motorised truck with legs or tracks, an air-cushion vehicle and any other power-driven vehicle constructed for the transport of persons, goods or other vehicles towed by ice, snow, falling terrain or underground. However, an off-road vehicle does not include a vehicle intended to be carried not only on a snowmobile path but also on another road, or a vehicle approved for use on a road in the category referred to in Paragraphs 20 to 23.

ARTICLE 42

Approval Authority

The approval authority referred to in the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their

trailers, the framework regulation for non-road mobile machinery and the Geneva Convention in Finland is the Transport and Communications Agency.

The Transport and Communications Agency shall also act as the approval authority for motorised machinery other than category U vehicles, off-road vehicles and systems, components, separate technical units, parts and equipment that are not covered by the acts referred to in subsection 1.

ARTICLE 44

Obligation to accept

A new vehicle of categories M, N, O and T sold for road use or registered for the first time and a vehicle of category L other than an individual L1e-A vehicle shall be EU or EC type-approved or nationally approved in small series. Vehicles of categories M, N or O may also be individually approved or EU individually approved. A new U-category vehicle sold or registered for the first time for road use shall be EU type-approved or EU individually approved.

ARTICLE 52

Vehicle type

A type of power-driven machinery vehicle other than a category U vehicle means vehicles which do not differ in at least the following essential respects:

ARTICLE 62

Periodic penalty payments and enforced compliance with a non-conformity of a type approved in Finland in the context of the required actions:

The approval authority may reinforce the prohibition or order it has issued pursuant to Article 61, Article 52 of the framework regulation for cars and their trailers, Article 49 of the framework regulation for L-category vehicles, Article 44 of the framework regulation for tractors and their trailers or Article 34 of the framework regulation for non-road mobile machinery, by imposing a periodic penalty payment or by failing to do so at the expense of the infringer.

ARTICLE 63

Costs of actions required in case of non-compliance with a type approved in Finland

The approval authority may oblige the manufacturer, importer or seller to reimburse the costs of testing and examination if the approval authority exercises one of the rights referred to in Article 61, Article 52 of the framework Regulation for cars and their trailers, Article 49 of the framework Regulation for L-category vehicles, Article 44 of the framework Regulation for tractors and their trailers or Article 34 of the framework Regulation for non-road mobile machinery.

ARTICLE 66

Control of conformity of production

In addition to the provisions of this Act, control of conformity of production shall be subject to the procedure laid down in the Geneva Convention in the case of UN type-approval and in the Framework Regulation for cars and their trailers, the Framework Regulation for L-category vehicles, the Framework Regulation for tractors and their trailers or the Framework Regulation for non-road mobile machinery in the case of EU type-approval.

Written control plans and product conformity arrangements for the control of conformity of production for EU type-approval are laid down in the Framework Regulation for cars and their trailers, the Framework Regulation for L-category vehicles, the Framework Regulation for tractors and their trailers and the Framework Regulation for non-road mobile machinery.

In the case of national type-approval and national small series type-approval, the procedure laid down in the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers or the framework regulation for non-road mobile machinery shall apply to the control of conformity of production, unless otherwise provided.

The Transport and Communications Agency may adopt further provisions on written control plans and adequate product conformity arrangements for the control of conformity of production for national, UN, EC and EU type-approvals and for national type-approval of small series. In addition, the Transport and Communications Agency may lay down more detailed provisions on minor derogations from the procedures laid down in the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers and the framework regulation for non-road mobile machinery for national type-approval and national type-approval of small series. Derogations shall be appropriate for the control of conformity of production and shall not reduce the level of control of conformity of production.

ARTICLE 72

Supervision of the designated technical service and the approved expert

The assessment and monitoring of the designated technical service is governed by the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers and the framework regulation for non-road mobile machinery. In the case of UN Regulations, the assessment and monitoring of the designated technical service shall be subject to the procedure laid down in the Geneva Convention.

ARTICLE 75

Official accountability

The staff of the qualified expert and of the designated technical service shall be subject to the provisions on criminal liability in the performance of the tasks laid down in this Act, the Framework Regulation for cars and their trailers, the Framework Regulation for L-category vehicles, the Framework Regulation for tractors and their trailers, the Framework Regulation for non-road mobile machinery or the Geneva Convention and UN Regulations for the qualified expert or the designated technical service.

ARTICLE 83

Communication of vehicle registration data

A legal person shall report to the register the details of the operator and any changes thereto if no natural person is registered as owner or keeper of the car it owns or controls. Where a legal person is entered in the register as both owner and holder, the holder shall be an obliged entity. The User Administrator may declare his/her data as “User Administrator” expired.

ARTICLE 90

Operator

The operator must be an adult natural person resident in Finland and holding at least a category B driving licence. The operator must have information on the drivers of the cars of the legal person he represents.

ARTICLE 91

Prior information notice

A type-approved vehicle for which the technical data and approval data are recorded in the register may be subject to prior notification. In addition, a prior notification may be made in respect of a type-approved vehicle whose electronic certificate of conformity has been made available to the Transport and Communications Agency, taking into account the provisions of Section 92(4).

ARTICLE 96

Registration certificate

The Transport and Communications Agency shall issue Part I of the registration certificate to the owner or holder of the vehicle at the time of the periodic roadworthiness test. In addition, the Transport and Communications Agency shall issue Part I of the registration certificate to the owner or holder of the vehicle upon request.

ARTICLE 174

Market surveillance authority

The Finnish market surveillance authority referred to in the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers and the framework regulation for non-road mobile machinery is the Finnish Transport and Communications Agency.

The Transport and Communications Agency shall be the market surveillance authority within the meaning of Regulation (EU) 2019/1020 of the European Parliament and of the Council on market surveillance and compliance of products and amending Directive 2004/42/EC and Regulations (EC) No 765/2008 and (EU) No 305/2011 as regards vehicles covered by the acts referred to in points 2, 18, 20, 23, 26, 27, 30, 31, 34, 43, 44, 60, 69 and 73 of Annex I to that Regulation, and their systems, components, separate technical units, parts and equipment.

ARTICLE 177

Remedial measures

The obligation of the economic operator to take corrective action to eliminate the risk posed by vehicles, systems, components, separate technical units, parts or equipment presenting a serious risk or non-compliant vehicles is laid down in Article 52 of the framework Regulation for cars and their trailers, Articles 46 and 48 of the framework Regulation for L-category vehicles, Articles 41 and 43 of the framework Regulation for tractors and their trailers and Article 34 of the framework Regulation for non-road mobile machinery.

If an economic operator fails to comply with the obligation referred to in subsection 1, the Transport and Communications Agency may impose a periodic penalty payment on the person who fails to comply with the obligation.

ARTICLE 178

Obligation to repair and recall a vehicle

If a vehicle approved for use in traffic in Finland, other than a vehicle covered by the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers or the framework regulation for non-road mobile machinery, is significantly non-compliant or presents a serious risk, the economic operator must start to recall it. The economic operator shall notify the Transport and Communications Agency of any valid recall, the vehicles to be repaired and the identification of the repair carried out as soon as the economic operator has started to recall the vehicle. The economic operator is obliged to ensure that all recall vehicles in use in Finland are repaired within a reasonable period of time. The economic operator shall inform the Transport and Communications Agency when a recall has been carried out and all vehicles have been repaired.

If the economic operator cannot repair all vehicles subject to the obligation to repair and recall provided for in subsection 1, the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers or the framework regulation for non-road mobile machinery within a reasonable period of time, the economic operator shall communicate the VINs of the non-repaired vehicles to the Transport and Communications Agency. The Transport and Communications Agency may prevent the use and approval of a vehicle during a roadworthiness test by entering an entry in the register of unperformed recall, disabling or immobilisation or by other means. A prerequisite for preventing the use and acceptance of a vehicle during a roadworthiness test is that the owner or holder of the vehicle has been instructed to take the vehicle for repair within a specified period of time, failing which the use and acceptance of the vehicle during the roadworthiness test will be prevented.

If an economic operator fails to comply with the recall notification obligation referred to in subsections 1 or 2 or in the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers or the framework regulation for non-road mobile machinery, the Transport and Communications Agency may impose a periodic penalty payment on the person who fails to comply with the notification obligation.

ARTICLE 180

Installation and repair permit

In addition, the repair of compressed-air braking systems for vehicles of categories M₂, M₃, N₂, N₃, O₃ and O₄, electrical braking systems for vehicles of category N₂ with a technically permissible maximum laden mass exceeding 7 500 kg (ETBS) and ETBS for vehicles of categories N₃, M₂ and M₃ shall be subject to authorisation by the supervisory authority.

ARTICLE 182

Authorised works on braking systems

The following shall be granted for the repair of the braking systems referred to in Article 180(2):

1) An 'A' authorisation entitling the holder to carry out all repair, maintenance, adjustment and modification operations relating to compressed-air braking systems and their controls, and braking adjustments for combinations of vehicles fitted with compressed-air braking systems;

2) A B authorisation entitling the holder to carry out repair, maintenance and adjustment of compressed-air braking systems, with the exception of adjustment and modification of the brakes and maintenance and repair work on controls for anti-lock *braking systems and* electrically controlled compressed-air braking systems (EBS); However, the holder of an “B” authorisation has the right to replace the brake force control with knowledge of the load in the compressed-air braking system and to adjust it in accordance with the instructions given by the vehicle manufacturer:

3) An E-authorisation entitling the holder to perform all repair, maintenance, adjustment and modification actions related to the ETBS and the brake adaptations of vehicle combinations to which the towing vehicle is a vehicle equipped with ETBS; the performance of brake adaptations for combinations of vehicles is subject to the condition that the holder of the authorisation also holds an A licence.

A B authorisation shall entitle the holder of an authorisation for a passenger service subject to authorisation, to whom the authorisation for the repair of braking systems was granted before 1 September 1992 and who has at his disposal a device suitable for testing the anti-lock braking system, to change the components of the anti-lock braking systems of his own vehicle equipped with compressed-air braking systems.

The modification measures referred to in paragraph 1 shall be carried out in accordance with the instructions given by the vehicle manufacturer and the brake system manufacturer.

ARTICLE 189

Financial penalty to be imposed on the economic operator

An economic operator may be ordered to pay a fine if, intentionally or through negligence:

1) makes false declarations in connection with the approval procedures referred to in Article 43 or 78, Articles 22, 41, 42, 44 or 45 of the framework regulation for cars and their trailers, Articles 25 or 42 of the framework regulation for L-category vehicles, Articles 20 or 37 of the framework regulation for tractors and their trailers or Articles 18, 19 or 32 of the framework regulation for non-road mobile machinery;

2) makes false declarations in connection with the recall procedure referred to in Article 178, Article 52 of the framework regulation for cars and their trailers, Article 52 of the framework regulation for L-category vehicles, Article 47 of the framework regulation for tractors and their trailers or Article 34 of the framework regulation for non-road mobile machinery;

3) infringes the obligation laid down in Articles 13, 16 or 18 of the framework Regulation for cars and their trailers, Articles 9, 12 or 14 of the framework Regulation for L-category vehicles, Articles 8, 11 or 13 of the framework Regulation for tractors and their trailers or Articles 7, 10 or 12 of the framework Regulation for non-road mobile machinery to ensure that vehicles, systems, components and separate technical units made available on the market comply with those Regulations and bear the required type-approval mark; — — — — —

(5) infringes the prohibition on using a device that restricts the operation of the emission control system or the prohibition on designing, constructing or modifying an emission control system in a way that does not conform to the type-approval requirements or the requirements on designing and constructing an emission control system laid down in:

a) Article 5 of Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information;

b) Article 5 of Regulation (EC) No 595/2009 of the European Parliament and of the Council on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information and amending Regulation (EC) No 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and 2005/78/EC;

c) Article 3 of Commission Delegated Regulation (EU) No 134/2014 supplementing Regulation (EU) No 168/2013 of the European Parliament and of the Council with regard to environmental and propulsion unit performance requirements and amending Annex V to that Regulation;

d) Article 3 and Annex I to Commission Delegated Regulation (EU) 2018/985 supplementing Regulation (EU) No 167/2013 of the European Parliament and of the Council as regards environmental and propulsion unit performance requirements for agricultural and forestry vehicles and their engines and repealing Commission Delegated Regulation (EU) 2015/96;

e) Articles 8, 11, 13, 15 and 18 of Regulation (EU) 2016/1628 of the European Parliament and of the Council on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery, amending Regulations (EU) No 1024/2012 and (EU) No 167/2013, and amending and repealing Directive 97/68/EC; or

f) Article 4(5) and (6) of Regulation (EU) 2024/1257 of the European Parliament and of the Council on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7), amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009 of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362; — — — — —

10) fails to comply with the obligation to notify amendments to the information package referred to in Article 33 of the framework Regulation for cars and their trailers, Article 34 of the framework Regulation for L-category vehicles, Article 29 of the framework Regulation for tractors and their trailers or Article 24 of the framework Regulation for non-road mobile machinery; — — — — —

12) fails to comply with the obligation laid down in Article 14 of the framework Regulation for cars and their trailers, Article 10 of the framework Regulation for L-category vehicles, Article 9 of the framework Regulation for tractors or their trailers or Article 8 of the framework Regulation for non-road mobile machinery to inform the approval authority or the market surveillance authority of any non-compliance or serious risk;

14) infringes a prohibition on registration imposed pursuant to Article 176 or a prohibition on registration, sale or entry into service imposed pursuant to Articles 52 or 55 of the framework regulation for cars and their trailers, Articles 46, 48 or 50 of the framework regulation for L-category vehicles, Articles 41, 43 or 45 of the framework regulation for

tractors and their trailers or Article 34 of the framework regulation for non-road mobile machinery; or

Article 189a

Financial penalty to be imposed on the IO

An IO may be ordered to pay a penalty if it intentionally or negligently:

- 1) amend a vehicle, system, component, separate technical unit, part or equipment in such a way that, following the modification, it no longer meets the requirements in accordance with its intended purpose or reasonably foreseeable conditions of use, or infringes the prohibition on the sale and installation of systems causing emission manipulation referred to in Section 6a; or
- 2) infringes the prohibition laid down in Article 12(1) of Regulation (EU) 2024/1257 of the European Parliament and of the Council on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7), amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009 of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362.

ARTICLE 190

Financial penalty to be imposed on the designated technical service

A designated technical service may be ordered to pay a fine if it intentionally or negligently:

- 1) makes false declarations in connection with the approval procedures referred to in Article 43 or 78, Articles 22, 41, 42, 44 or 45 of the framework regulation for cars and their trailers, Articles 25 or 42 of the framework regulation for L-category vehicles, Articles 20 or 37 of the framework regulation for tractors and their trailers or Articles 18, 19 or 32 of the framework regulation for non-road mobile machinery;
- 2) makes false declarations in connection with the recall procedure referred to in Article 178, Article 52 of the framework regulation for cars and their trailers, Article 52 of the framework regulation for L-category vehicles, Article 47 of the framework regulation for tractors and their trailers or Article 34 of the framework regulation for non-road mobile machinery;
- 3) fails to comply with the information obligation laid down in Article 81(1)(a) and (b) of the framework Regulation for cars and their trailers, Article 71(1)(a) and (b) of the framework Regulation for L-category vehicles, Article 67(1)(a) and (b) of the framework Regulation for tractors and their trailers or Article 84(1)(a) and (b) of the framework Regulation for non-road mobile machinery; or
- 4) fails to comply with its obligation under Article 80(3) of the framework Regulation for cars and their trailers, Article 70(3) of the framework Regulation for L-category vehicles, Article 66(3) of the framework Regulation for tractors and their trailers or Article 47(4) of the framework Regulation for non-road mobile machinery.

ARTICLE 195

Traffic error fee

A road traffic fine of EUR 70 may be imposed on the owner or holder of the vehicle in the event of intentional or negligent failure to comply with the registration information notice

referred to in Article 83(1), (2) and (5) relating to a use other than the use of the vehicle.

This Act shall enter into force on.... 20.

Law

amending the Road Traffic Act

By Decision of Parliament
sections 2(24) and 150(3) of the *Road Traffic Act* (729/2018), as amended by Act 360/2020, are amended, and

a new point 25 is *added* to section 2, as partly amended by Acts 360/2020, 333/2023 and 304/2025, and a new section 6a is added to the Act as follows:

ARTICLE 2

Definitions

In this Act:

24) *transport register* means the register referred to in Section 216 of the Act on Transport Services (320/2017);

25) '*dynamic driving task*' means the design and implementation of real-time functions affecting the lateral and longitudinal movement of the vehicle that are necessary for driving the vehicle.

Paragraph 6a

Use of driver assistance systems with dynamic driving tasks

The driver shall continuously monitor the behaviour of the vehicle in traffic and the traffic environment if the vehicle is authorised for use in traffic in such a way that its driver assistance systems can perform dynamic driving tasks on behalf of the driver. He shall be prepared to intervene immediately and in a timely manner when necessary.

The driver shall know when the traffic environment and weather conditions allow the use of driver assistance systems performing dynamic driving tasks. The driver assistance systems do not affect the duties and responsibilities related to driving as defined by law.

ARTICLE 150

General coupling rules

In addition to the provisions of paragraph 2, in the case of a lorry/semi-trailer combination of more than 20.00 m in length, the combination referred to in Article 151(4)(7) to (11), and any other vehicle combination of more than 28.00 m in length, an electrically controlled compressed-air braking system shall be fitted to all vehicles in the combination, together with devices for indirect vision and driver assistance systems to ensure the safety of the long vehicle combination. By way of derogation, the vehicle combination referred to above may be equipped with:

towing vehicle equipped with a qualified *electrical braking system* (ETBS). The Transport and Communications Agency shall issue further regulations on the systems referred to in this subsection and their technical requirements.

This Act shall enter into force on.... 20.

3

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Law

amending Section 5 of the Act on the supervisory fee for roadworthiness testing activities

By Decision of Parliament
section 5 of the Act on the supervisory fee for *roadworthiness testing activities* (960/2013),
as amended by Act 324/2018, is amended as follows:

ARTICLE 5

Amount and grounds for payment

The amount of the fee shall be EUR 2,60 for each roadworthiness test and post-clearance inspection carried out at the testing centre during the payment period and entered in the road traffic register.

This Act shall enter into force on.... 20.

Law

amending Section 10 of the Car Tax Act

By Decision of Parliament
section 10(1) of the Car Tax Act (777/2020) is *amended* as follows:

ARTICLE 10

New car and van

The tax on a new passenger car and a van shall be calculated as a percentage of the taxable value of the car, in accordance with Table 1 or Table 1A of the Annex, unless otherwise provided for in Paragraph 11. The tax rate is determined on the basis of the CO₂ emissions corresponding to the fuel consumption of the car, determined in accordance with the requirements laid down in European Union legislation. Tax Table 1A applies to a car for which the CO₂ emissions corresponding to the fuel consumption have been determined in accordance with the Worldwide Harmonised Light Vehicle Test Procedure referred to in Commission Regulation (EU) 2017/1151 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 and Annex XXI thereto. Tax Table 1A also applies to a car for which the CO₂ emissions corresponding to the fuel consumption have been determined in accordance with the Worldwide Harmonised Light Vehicle Test Procedure referred to in Commission Implementing Regulation (EU) 2025/1706 establishing the rules, procedures and test methods for the application of Regulation (EU) 2024/1257 as regards the type-approval of exhaust and evaporative emissions for M1 and N1 vehicles and amending Implementing Regulation (EU) 2020/683 and its Annex XXI. Tax table 1 applies to the rest of the car.

This Act shall enter into force on.... 20.

Law

amending Section 10 of the Vehicle Tax Act

By Decision of Parliament
section 10(2) of the Vehicle Tax Act (1281/2003), as amended by Act 571/2018, is amended as follows:

ARTICLE 10

3

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Basic tax

The amount of the tax is determined on the basis of the CO₂ emissions corresponding to the fuel consumption of the car, determined in accordance with the requirements laid down in European Union legislation. Tax Table 1A applies to a car for which the CO₂ emissions corresponding to the combined consumption have been determined in accordance with the Worldwide Harmonised Light Vehicle Test Procedure referred to in Commission Regulation (EU) 2017/1151 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 and Annex XXI thereto. Tax Table 1A also applies to a car for which the CO₂ emissions corresponding to the combined consumption have been determined in accordance with the Worldwide Harmonised Light Vehicle Test Procedure referred to in Commission Implementing Regulation (EU) 2025/1706 establishing the rules, procedures and test methods for the application of Regulation (EU) 2024/1257 as regards the type-approval of exhaust and evaporative emissions for M1 and N1 vehicles and amending Implementing Regulation (EU) 2020/683 and its Annex XXI. Tax table 1 applies to another car in the case of:

- 1) a passenger car with a gross vehicle mass not exceeding 2 500 kg put into service for the first time on or after 1 January 2001 or a passenger car with a gross vehicle mass exceeding 2 500 kg put into service for the first time on or after 1 January 2002;
- 2) a dual-use vehicle first put into service on or after 1 January 2006; or
- 3) a van put into service for the first time on or after 1 January 2008.

This Act shall enter into force on.... 20.

Helsinki, x.x.2026

Premier

Given name
Surname

Lulu Ranne, Minister for Transport and
Communications

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Law

amending the Vehicles Act

By Decision of Parliament

Articles 2(13) and (42a), 6a(1) and (2), 13(4), 14(6) introductory sentence, 15(1) and (5), 17(1) and (2)(4), 23, 24(1), 42, 44(1), 52(1) introductory sentence, 62, 63, 66(5) to (8), 72(2), 75(1), 83(5), 90(2), 91(1), 96(1), 174(1) and (4), 177, 178, 180(2), 182, 189(1) to (3), (5), (10), (12) and (14), 190 and 195(6) of the Vehicles Act (82/2021) are *amended*.

as set out in Article 2(42a), Article 6a(1) and (2), Article 17(2)(4), Article 66(7) and (8), Article 91(1), Article 96(1) and Article 195(6) of Law 493/2023, and

in Section 2, as partly amended by Act 493/2023, a new paragraphs 4a, 24a and 40a are *added*, and a new Sections 6b and 189a are added as follows:

The Act in force

Proposal

ARTICLE 2

ARTIC

LE 2

Definitions

Definitions

In this Act:

In this Act:

(new)
shall:

With the **dynamic driving task, the vehicle**

the design and implementation of real-time operations that affect the lateral and longitudinal movement of the vehicle;

(13) ‘EU individual approval’ means the procedure whereby an approval authority certifies that an individual car or its trailer, whether unique or not, complies with the relevant requirements for EU individual approval;

(13) ‘EU individual approval’ means the procedure whereby an approval authority certifies that an individual car, its trailer or non-road mobile machinery, whether unique or not, complies with the relevant requirements for EU individual approval;

(new)

24 (a) Framework Regulation for **non-road mobile machinery for use on public roads**

The Act in force

Proposal

Regulation (EU) 2025/14 of the European Parliament and of the Council on the approval and market surveillance of non-road *mobile machinery* and amending Regulation (EU) 2019/1020; — — —
— — — — —

(new)

‘ **Independent operator** ’ means any natural or legal person, other than an authorised dealer or repairer, who is directly or indirectly involved in

the repair and maintenance of vehicles;

42 a) *electronic certificate* of conformity in the framework regulation for cars and their trailers, the framework regulation for L-category vehicles and the framework regulation for tractors and their trailers intended for a certificate of conformity in structured electronic form;

42 a) *electronic certificate* of conformity in the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers and the framework regulation for non-road mobile machinery intended for a certificate of conformity in structured electronic form.

Paragraph 6a

*Emissions Manipulation
sale and installation of systems*

An economic operator shall not sell or install an emission manipulation on a vehicle used in traffic: causing a system whereby a vehicle no longer complies with the requirements in force in Finland on or after the date of first entry into service of the vehicle, unless otherwise provided.

The economic operator must prove that, notwithstanding the installation on the vehicle of the system referred to in subsection 1 which is the subject of the sale or installation, the vehicle continues to comply with the requirements in force in Finland on or after the date of first entry into service of the vehicle, unless otherwise provided for.

Paragraph 6a

*Emissions Manipulation
sale and installation of systems*

An economic operator or an independent operator shall not sell or install: vehicle emission manipulation causing a system, component, separate technical unit, part or equipment as a result of which the vehicle no longer complies with the requirements in force in Finland on or after the date of first entry into service of the vehicle, unless otherwise provided.

The economic operator or independent operator must prove that, despite the installation on the vehicle of the system, component, separate technical unit, part or equipment referred to in subsection 1 which is the subject of the sale or installation, the vehicle still complies with the requirements in force in Finland at the time of the first entry into service of the vehicle, or

—....., Save as otherwise provided. — — — — — (new)
Section 6b

***Provision of information on dynamic driving tasks
on caregivers assisting the driver
systems***

The economic operator and the dealer shall provide, through their own activities and in the instructions for use, marketing and entry into service of the vehicle, such information as will enable the owner, the holder and the driver of the vehicle to understand the nature of the driver assistance systems involved in the dynamic driving tasks of the vehicle they are using and the obligations and responsibilities imposed by law in relation to driving the vehicle.

An economic operator and a dealer shall not, in the instructions for use, in the marketing of the vehicle or in the instructions for its entry into service, provide information

The Act in force

Proposal

or use terms liable to obscure the understanding of the owner, holder or driver of the vehicle of the characteristics or capabilities of the driver assistance systems involved in the dynamic driving tasks of the vehicle and of the obligations and responsibilities related to driving the vehicle.

ARTICLE 13

Vehicle structure, controls and equipment

ARTICLE 13

Vehicle structure, controls and equipment

An EU and EC type-approved vehicle and *an* EU type-approved vehicle *shall be deemed* to comply with the requirements laid down in paragraphs 1 to 3 in respect of an individual approved vehicle.
1 to 3;

requirements.

ARTICLE 14

*Deviations from the vehicle structure;
concerning controls and equipment for
requirements*

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*Deviations from the vehicle structure;
controls and equipment:
requirements*

The entry into service of an off-road vehicle and a power-driven machine for the first time shall cover the parts and characteristics referred to in section 13(2), with the following exceptions:

For an off-road vehicle put into service for

the first time:

and other

a power-driven machine other than a U-category vehicle shall be authorised for use on the public highway in respect of the parts and characteristics referred to in section 13(2), with the following exceptions:

ARTICLE 15

VIN and manufacturer's plate

Traffic available the power-driven vehicle and its trailer and any towed device coupled to a tractor shall bear a VIN. The VIN is issued by the manufacturer, the Transport and Communications Agency, the testing office or the authority responsible for the registration of foreign vehicles. The VIN shall be demonstrably and indelibly marked on the vehicle and shall be clearly visible. If the VIN is damaged or removed, it shall be re-marked on the vehicle. A vehicle put into service for the first time and its trailer, an L-category vehicle and a tractor must also bear the manufacturer's plate.

The requirements for the manufacturer's plate and VIN are laid down in the Framework Regulation for cars and their trailers, the Framework Regulation for L-category vehicles and the Framework Regulation for tractors and their trailers. The Transport and Communications Agency may lay down more detailed provisions on the requirements for the VIN and the manufacturer's plate.

ARTICLE 17

ARTICLE 15

VIN and manufacturer's plate

Traffic

available

the power-driven vehicle and its trailer and any towed device coupled to a tractor shall bear a VIN. The VIN is issued by the manufacturer, the Transport and Communications Agency, the testing office or the authority responsible for the registration of foreign vehicles. The VIN shall be demonstrably and indelibly marked on the vehicle and shall be clearly visible. If the VIN is damaged or removed, it shall be re-marked on the vehicle. A vehicle put into service for the first time and its trailer, an L-category vehicle and a tractor must also bear the manufacturer's plate. *The manufacturer's plate and VIN requirements are laid down in the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers and the framework regulation for non-road mobile machinery.* —————

The Transport and Communications Agency may lay down more detailed provisions on the requirements for the VIN and the manufacturer's plate.

ARTICLE 17

Authorisation to derogate from energy and the limitation of environmental impacts; the vehicle structure, controls and requirements for equipment

The Act in force

Proposal

The Transport and Communications Agency may award individual vehicle or in the case of a vehicle combination, authorisation to derogate from the provisions laid down under this Law for the vehicle or vehicle combination relating to the limitation of its energy and environmental impact or to the limitation of its structures, controls, systems; components, separate technical units, parts, equipment or characteristics safety. The granting of a derogation is subject to the condition that the derogation does not increase the risk to safety, health or the environment to a lesser extent and does not distort competition. A waiver may be granted for an indefinite period or for a limited period and may be subject to conditions.

The derogation referred to in paragraph 1 may be granted: 4) for any other specific reason, the requirements *laid down for the approval of a vehicle for use on the public highway for one or more specified vehicles pursuant to this Law.*

ARTICLE 23

Motorised machine

‘Motorised machinery’ means:

- 1) any self-propelled vehicle designed and constructed as a non-road mobile machinery which, by reason of its construction, is not suitable for the carriage of passengers or goods; a machine mounted on a car chassis is not considered to be a motorised machine;
- 2) towing trucks made for the transfer of trailers and carriers in a port or other terminal area with a maximum design speed of:

*Authorisation to derogate from energy and the limitation of environmental impacts;
the vehicle structure, controls and requirements for equipment*

The Transport and Communications Agency may award individual vehicle or for a vehicle combination, authorisation to derogate from the provisions applicable to the vehicle or vehicle combination related to the limitation of its energy and environmental impact or related to the limitation of its structures, controls, systems, components, separate technical units, parts, equipment or characteristics safety. The granting of a derogation is subject to the condition that the derogation does not increase the risk to safety, health or the environment to a lesser extent and does not distort competition. A waiver may be granted for an indefinite period or for a limited period and may be subject to conditions.

The derogation referred to in paragraph 1 may be granted: (4) for any other specific reason, relating to the requirements for the approval of a vehicle for use on the road, for one or more specified vehicles.

ARTICLE 23

Motorised machine

‘Motorised machinery’ means:

- 1) any self-propelled vehicle designed and constructed as a non-road mobile machinery which, by reason of its construction, is not suitable for the carriage of passengers or goods; a machine *built* on a car chassis is not considered to be a motorised machine;
- 2) towing trucks made for the transfer of trailers and carriers in a port or other terminal area with a maximum design speed not

3) exceeding 50 km/h, if the vehicle is not a lorry or a tractor;

4) a vehicle other than a tractor (*dumper*) intended for on-site transport, unless the vehicle is to be regarded as a lorry.

of 50 km per hour if the vehicle is not a lorry or tractor;

3) a vehicle other than a tractor (*dumper*) intended for on-site transport, unless the vehicle is to be regarded as a lorry;

4) A category U vehicle (***non-road mobile machinery***).

Classification as U-category vehicles is laid down in the framework regulation for non-road mobile machinery.

ARTICLE 24

Off-road vehicle

“Off-road vehicle” (ORV) means a motorised truck with legs or tracks, hovercraft and other vehicles constructed for the transport of persons or goods or for hauling other vehicles from ice, snow or subsiding terrain, or powered to travel on the ground; a vehicle.

However, an off-road vehicle does not include a vehicle intended to be carried on a road other than the snowmobile itinerary, or a vehicle that has been EU or EC type-approved for use on a road in the category of vehicles referred to in Articles 20 to 22. A maximum

ARTICLE 24

Off-road vehicle

“Off-road vehicle” (ORV) means a motorised truck with legs or tracks, hovercraft and other vehicles constructed for the transport of persons or goods or for hauling other vehicles from ice, snow or subsiding terrain, or powered to travel on the ground; a vehicle.

However, an off-road vehicle does not include a vehicle intended to be carried not only on a snowmobile path but also on another road, or a vehicle *approved for use on a road in the category referred to in Paragraphs 20 to 23.*

ARTICLE 42

Approval Authority

The framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers and the Geneva Agreement; intended the approval authority in Finland is the Transport and Communications Agency.

The Transport and Communications Agency shall also act in relation to motorised and off-road machinery and systems, components, separate

tractors for L-category vehicles of their trailers, and the framework regulation for trailers, the framework *regulation for non-road mobile*

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Approval Authority

Automobiles and *machinery* and the Geneva framework Convention intended Regulation; the approval authority in *framework* Finland is the Transport and Communications Agency.

The Transport and Communications Agency shall also act as the approval authority for *motorised machinery other than category U vehicles, off- road vehicles and systems,*

technical units, parts and equipment other than those covered by the acts referred to in subsection 1.

individually approved.

ARTICLE 44

Obligation to accept

ARTICLE 44

Obligation to accept

A new vehicle of categories M, N, O and T sold for road use or registered for the first time and a vehicle of category L other than an individual L1e-A vehicle shall be EU or EC type-approved or nationally approved in small series. Vehicles of categories M, N or O may also be individually approved or EU

A new vehicle of categories M, N, O and T sold for road use or registered for the first time and a vehicle of category L other than an individual L1e-A vehicle shall be EU or EC type-approved or nationally approved in small series. Vehicles of categories M, N or O may also be individually approved or EU individually approved. *A new U-category vehicle sold or newly registered for on-road use shall be EU type-approved or EU individually approved.*

AR
TIC
Vehicle type

AR
TIC
Vehicle type

Type of non - road ⁵²mobile machinery means vehicles of a category ⁵²other than U which are identical at least to the type of vehicle, in the following essential respects: which are similar at least to:

substantially:

AR
Penalty payment and ~~enforced compliance in~~
~~File~~
non-conformity with the approved type
in the context of the required actions:

AR
~~File~~
non-conformity with the approved type
in the context of the required actions:

The approval authority may reinforce the prohibition or order it has issued pursuant to Article 61, Article 52 of the framework regulation for cars and their trailers, Article 49 of the framework regulation for L-category vehicles or Article 44 of the framework regulation for tractors and their trailers by imposing a periodic penalty payment or by threatening to make the omitted act at the expense of the defaulter. *A periodic penalty payment; and*

Penalty payment and enforced compliance in

The approval authority may enforce the prohibition or order it has issued pursuant to section 61, Article 52 of the framework regulation for cars and their trailers, Article 49 of the framework regulation for L-category vehicles, Article 44 of the framework regulation for tractors and their trailers or *Article 34 of the framework regulation for non-road mobile machinery* by imposing a conditional fine or by threatening to impose a measure that has not been taken with the

The Act in force

Proposal

defaulter being provided for in the Act on Conditional Fines (1113/1990). at the expense.

ARTICLE 63

*Of a type approved in Finland
for non-conformity
cost of operations*

The approval authority may oblige the manufacturer, importer or seller to reimburse the costs of testing and testing: costs, if

the approval authority shall exercise one of the rights referred to in Article 61, Article 52 of the framework Regulation for cars and their trailers, Article 49 of the framework Regulation for L-category vehicles or Article 44 of the framework Regulation for tractors and their trailers.

ARTICLE 66

*Compliance monitoring
in production*

In addition to the provisions of this Act, production shall: attestation monitoring shall be carried out in accordance with the procedure laid down in the Geneva Convention in the case of UN type-approval and in the Framework Regulation for cars and their trailers, the Framework Regulation for L-category vehicles or the Framework Regulation for tractors and their trailers in the case of EU type-approval.

Written control plans relating to the control of conformity of production for EU type-approval, and product conformity arrangements are laid down in the Framework Regulation for cars and their trailers, the Framework Regulation for L-category vehicles and the Framework Regulation for tractors and their trailers.

In addition to the provisions of this Act, production shall: attestation

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*Of a type approved in Finland
for non-conformity
cost of operations*

The approval authority may oblige the manufacturer, importer or seller to reimburse the costs of testing and testing: costs, if

the approval authority shall exercise one of the rights referred to in Article 61, Article 52 of the framework regulation for cars and their trailers, Article 49 of the framework regulation for L-category vehicles, Article 44 of the framework regulation for tractors and their trailers or Article 34 of the framework regulation for non-road mobile machinery.

ARTICLE 66

*Compliance monitoring
in production*

monitoring shall be carried out in accordance with the procedure laid down in the Geneva Convention in the case of UN type-approval and in the Framework Regulation for cars and their trailers, the Framework Regulation for L-category vehicles, the Framework Regulation for tractors and their trailers or the Framework Regulation for non-road mobile machinery in the case of EU type-approval.

Written control plans relating to the control of conformity of production for EU type-approval, and product conformity arrangements are laid down in the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers and the framework regulation for mobile

In the case of national type-approval and national small series type-approval, the procedure laid down in the Framework

Regulation for cars and their trailers, the Framework Regulation for L-category vehicles or the Framework Regulation for tractors and their trailers shall apply to the control of conformity of production, unless otherwise provided.

The Transport and Communications Agency may issue more detailed regulations on the conformity of production of national, UN, EC and EU type-approvals and of national type-approval of small series.

written control plans, and sufficient product compliance arrangements.

In addition, the Transport and Communications Agency may lay down more detailed provisions on minor derogations from the procedures laid down in the Framework Regulation for cars and their trailers, the Framework Regulation for L-category vehicles and the Framework Regulation for tractors and their trailers for the purposes of national type-approval and national type-approval of small series. Derogations shall be appropriate for the control of conformity of production and shall not reduce the level of control of conformity of production.

ARTICLE 72

Designated Technical Service and approved expert supervision

the framework regulation for non-road mobile machinery.

In the case of national type-approval and

The assessment and monitoring of the designated technical service is provided for in the Framework Regulation for cars and their trailers, the Framework Regulation for L-category vehicles and the Framework Regulation for tractors and their trailers. The

national small series type-approval, the procedure laid down in the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers or the framework regulation for non-road mobile machinery shall apply to the control of conformity of production, unless otherwise provided.

The Transport and Communications Agency may issue more detailed regulations on national, UN, EC and EU type-approvals and on national type-approval of small series.

attestation control production control written control plans, and sufficient product compliance arrangements.

In addition, the Transport and Communications Agency may lay down more detailed provisions on minor derogations from the procedures laid down in the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers and the framework regulation for non-road mobile machinery for national type-approval and national type-approval of small series. Derogations shall be appropriate for the control of conformity of production and shall not reduce the level of control of conformity of production.

ARTICLE 72

Designated Technical Service and approved expert supervision

assessment and supervision of a technical service designated in respect of UN Regulations shall be subject to the provisions of the Geneva Convention.

The assessment and monitoring of the designated technical service is governed by

The Act in force

Proposal

the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers *and the framework regulation for non-road mobile machinery*. The assessment and monitoring of a technical service designated in respect of UN Regulations shall be subject to:

The Act in force

Proposal

be

The
Geneva
procedure

the

assigned

AR

AR

Communication of vehicle registration data

The Operating Officer shall be responsible for registering the addition, exchange and deletion of information on the Operating Officer.

A legal person shall report to the register the details of the operator and any changes thereto if no natural person is registered as owner or keeper of the car it owns or controls. Where a legal person is entered in the register as both owner and holder, the holder shall be an obliged entity. The User Administrator may declare his/her data as "User Administrator" expired.

ARTICLE 90

Operator

An adult natural person resident in Finland who is entitled to drive at least category B may be identified as operator. *The operator must be the main driver of the car or, if the car is not the main driver, the operator must have knowledge of the drivers of the car.*

ARTICLE 91

Prior information notice

A type-approved vehicle for which the technical data and approval data are recorded in the register may be subject to prior notification. In addition, prior notification may be given in respect of a type-approved vehicle: which the certificate of conformity has been placed on a structured basis within the meaning of the framework Regulation for cars and their

ARTICLE 90

Operator

The operator must be an adult natural person resident in Finland and holding at least a category B driving licence. The operator must have information on the drivers of the cars of the legal person he represents.

ARTICLE 91

Prior

trailers;

A type-approved vehicle for which the technical data and approval data are recorded in the register may be subject to prior notification. In addition, a prior notification may be made in respect of a type-approved vehicle for which an electronic certificate of conformity has been made available to the Transport and Communications Agency,

The Act in force

Proposal

taking into account the provisions

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Proposal

of Section 92(4). paragraph 4:
having regard to the provisions of the
subsection.

ARTICLE 96

Registration certificate

The Transport and Communications Agency issues Part I of the registration certificate to the owner of the vehicle or to the holder in the context of a periodic roadworthiness test. *Part I of the registration certificate shall be issued together with the registration declaration only to the owners or holders of vehicles and their trailers with a maximum authorised mass on the road exceeding*

ARTICLE 174

Market surveillance authority

Market surveillance authority

The Finnish market surveillance authority referred to in the framework regulation for cars and their trailers, the framework regulation for L-category vehicles and the framework regulation for tractors and their trailers is the Finnish Transport and Communications Agency.

The Transport and Communications Agency shall be the market surveillance authority within the meaning of Regulation (EU) 2019/1020 of the European Parliament and of the Council on market surveillance and compliance of products and amending Directive 2004/42/EC and Regulations (EC) No 765/2008 and (EU) No 305/2011 for vehicles covered by the acts referred to in points 2, 18, 20, 23, 26, 27, 30, 31, 34, 43, 44, 60 and 69 of Annex I to that Regulation, as well as their systems, components, separate technical units, parts and equipment.

The Finnish market surveillance authority referred to in the framework regulation for

3 500 kg. In addition, the Transport and Communications Agency shall issue Part I of the registration certificate to the owner or holder of the vehicle upon request.

ARTICLE 96

Registration certificate

The Transport and Communications Agency issues Part I of the registration certificate to the owner of the vehicle or to the holder in the context of a periodic roadworthiness test. In addition, the Transport and Communications Agency shall issue Part I of the registration certificate to the owner or holder of the vehicle upon request.

ARTI

cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers and the *framework regulation for non-road mobile machinery* is the Finnish Transport and Communications Agency. — —

The Transport and Communications Agency shall be the market surveillance authority within the meaning of Regulation (EU) 2019/1020 of the European Parliament and of the Council on market surveillance and compliance of products and amending Directive 2004/42/EC and Regulations (EC) No 765/2008 and (EU) No 305/2011 for vehicles covered by the acts referred to in points 2, 18, 20, 23, 26, 27, 30, 31, 34, 43, 44, 60, 69 and 73 of Annex I to that Regulation, as well as their systems, components, separate technical units, components and of the other part.

ARTICLE 177

Remedial measures

The obligation of the economic operator to take corrective action to eliminate the risk posed by vehicles, systems, components, separate technical units, parts or equipment presenting a serious risk or non-compliant vehicles is laid down in Article 52 of the framework Regulation for cars and their trailers, Articles 46 and 48 of the framework Regulation for L-category vehicles *and* Articles 41 and 43 of the framework Regulation for tractors and their trailers.

If an economic operator fails to comply with the obligation referred to in subsection 1, the Transport and Communications Agency may impose the periodic penalty payment *referred to in the Act on Conditional Fines* on the person who fails to comply with the obligation.

ARTICLE 178

Obligation to repair and recall a vehicle

If a vehicle approved for use in traffic in Finland, other than a vehicle covered by the framework regulation for cars and their trailers, the framework regulation for L-category vehicles *or* the framework regulation for tractors and their trailers, is significantly non-compliant or presents a serious risk, the economic operator shall initiate a recall. The economic operator shall notify the Transport and Communications Agency of any valid recall, the vehicles to be repaired and the identification of the repair carried out as soon as the economic operator has started to recall the vehicle. The economic operator is obliged to ensure that all recall vehicles in use in Finland are repaired within a reasonable period of time. The economic operator shall inform the Transport and Communications Agency when a recall has been carried out and for all equipment.

ARTICLE 177

Remedial measures

The obligation of the economic operator to take corrective action to eliminate the risk posed to vehicles, systems, components, separate technical units, parts or equipment presenting a serious risk or non-compliant vehicles is laid down in Article 52 of the framework Regulation for cars and their trailers, Articles 46 and 48 of the framework Regulation for L-category vehicles, Articles 41 and 43 of the framework Regulation for tractors and their trailers *and Article 34 of the framework Regulation for non-road mobile machinery*.

If an economic operator fails to comply with the obligation referred to in subsection 1, the Transport and Communications Agency may impose a periodic penalty payment on the person who fails to comply with the obligation.

ARTICLE 178

Obligation to repair and recall a vehicle

If a vehicle approved for use in traffic in Finland, other than a vehicle covered by the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the *framework regulation for tractors and their trailers or the framework regulation for non-road mobile machinery*, is significantly non-compliant or presents a serious risk, the economic operator must start to recall it. The economic operator shall notify the Transport and Communications Agency of any valid recall, the vehicles to be repaired and the identification of the repair carried out as soon as the economic operator has started to recall the vehicle. The economic operator is obliged to ensure that all recall vehicles in use in Finland are repaired within a reasonable period of time. The economic operator shall inform the Transport and Communications Agency when vehicles are repaired.

If the economic operator is unable to repair all vehicles subject to the obligation to repair and recall laid down in subsection 1, the framework regulation for cars and their trailers, the framework regulation for L-category vehicles or the framework regulation for tractors and their trailers within a reasonable period of time, the economic operator shall communicate the VINs of the non-repaired vehicles to the Transport and Communications Agency. The Transport and Communications Agency may prevent the use and approval of a vehicle during a roadworthiness test by failing to carry out:

recall,
a disabling or immobilisation record in the register or by other means. A prerequisite for preventing the use and acceptance of a vehicle during a roadworthiness test is that the owner or holder of the vehicle has been instructed to take the vehicle for repair within a specified period of time, failing which the use and acceptance of the vehicle during the roadworthiness test will be prevented.

If an economic operator fails to comply with the recall notification obligation referred to in subsections 1 or 2 or in the framework regulation for cars and their trailers, the framework regulation for L-category vehicles or the framework regulation for tractors and their trailers, the Transport and Communications Agency may impose the following:

penalty
payment
a person who has failed to comply with the obligation to notify.

ARTICLE 180

Installation and repair permit

recall has taken place and all vehicles have

In addition, for categories M 2, M 3, N 2, N 3, O 3 and O 4: vehicles
the repair of compressed-air braking systems

been repaired.

If the economic operator cannot repair all vehicles subject to the obligation to repair and recall provided for in subsection 1, the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers or the framework regulation for non-road mobile machinery within a reasonable period of time, the economic operator shall communicate the VINs of the non-repaired vehicles to the Transport and Communications Agency. The Transport and Communications Agency may prevent the use and approval of a vehicle during a roadworthiness test by failing to carry out:

recall,
a disabling or immobilisation record in the register or by other means. A prerequisite for preventing the use and acceptance of a vehicle during a roadworthiness test is that the owner or holder of the vehicle has been instructed to take the vehicle for repair within a specified period of time, failing which the use and acceptance of the vehicle during the roadworthiness test will be prevented.

If an economic operator fails to comply with the recall notification obligation referred to in subsections 1 or 2 or in the framework regulation for cars and their trailers, the framework regulation for L-category vehicles, the framework regulation for tractors and their trailers or the framework regulation for non-road mobile machinery, the Transport and Communications Agency may impose a periodic penalty payment on the person who fails to comply with the notification obligation.

ARTICLE 180

Installation and repair permit

shall be authorised by the supervisory authority. The provisions of this Chapter concerning the authorisation for installation

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and repair shall apply to the authorisation for braking systems for vehicles of category N
repair. ^zwith a technically permissible maximum

In addition, ^{for} categories M ₂, M ₃, N ₂, N ₃, O ₃ laden mass exceeding 7 500 kg (ETBS), N ₃,
and O ₄: vehicles M ₂ and M ₃-
for compressed-air braking systems, electric

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the repair of the ETBS braking systems of vehicles of category shall be authorised by the supervisory authority.

ARTICLE 182

the repair of braking systems:

Authorised braking systems work

ARTICLE 182

Authorised braking systems work

The following shall be granted for the repair of the compressed- *air and electric braking systems of vehicles of categories M₂, M₃, N₂, N₃, O₃ and O₄ referred to in Article 180(2):*

The following shall be granted for the repair of the braking systems referred to in Article 180(2):

1) An 'A' authorisation entitling the holder to carry out all repair, maintenance, adjustment and modification operations relating to the braking system and its adjustment devices, as well as the braking adjustments of combinations of vehicles;

1) A licence entitling the holder to: performs all *repair, maintenance, adjustment and modification of compressed-air braking systems and their controls, and of compressed-air braking systems equipped with:*

2) A 'B' authorisation entitling the holder to carry out repairs, maintenance and adjustments to the braking systems, with the exception of adjustment and modification work on the brakes and maintenance and repair work on the controls of the anti-lock and electric braking systems; However, the holder of an "B" authorisation is entitled to change the brake force control with knowledge of the load and adjust it in accordance with the specifications given by the vehicle manufacturer.

brake adaptors for combinations of vehicles;

2) A B authorisation entitling the holder to carry out the repair, maintenance and adjustment of *compressed air* braking systems, except for the fitting and modification of brakes and anti-lock braking systems; and *electrically controlled*

of compressed-air braking systems (EBS- maintenance and repair work *on the adjustment devices of the **braking systems**;* However, the holder of a B licence shall:

Justice switch

a brake force control with knowledge of *the load in the compressed -air* braking system and adjust it in accordance with the values specified by the vehicle manufacturer;

A "B" licence entitles the holder of an authorisation for the carriage of passengers who is in possession of an authorisation for

3) *An E-authorisation entitling the holder to perform all repair, maintenance, adjustment and modification activities related to the ETBS braking system, as well as brake adaptations for combinations of vehicles to which the towing vehicle is a vehicle equipped with ETBS brakes; the performance of brake*

adaptations for combinations of vehicles is subject to the condition that the holder of the authorisation also holds an A licence.

A B authorisation shall entitle the holder of an authorisation for the carriage of passengers who has been granted an authorisation for the repair of braking systems before 1 September 1992 and who has at his disposal a device suitable for testing the anti-lock braking system, to change the components of the anti-lock braking system on his own vehicle.

ARTICLE 189

Impose on the economic operator: penalty payment

An economic operator may be ordered to pay a fine if, intentionally or through negligence:

1) makes false declarations in connection with the approval procedures referred to in Article 43 or 78, Articles 22, 41, 42, 44 or 45 of the framework Regulation for cars and their trailers, Articles 25 or 42 of the framework Regulation for L-category vehicles or Articles 20 or 37 of the framework Regulation for tractors and their trailers;

2) misrepresents in Article 178, Article 52 of the framework regulation for cars and their trailers, Article 52 of the framework regulation for L-category vehicles or Article 47 of the framework regulation for tractors and their trailers; intended for in the context of a recall procedure;

3) infringes the obligation laid down in Articles 13, 16 or 18 of the framework Regulation for cars and their trailers, Articles 9, 12 or 14 of the framework Regulation for L-category vehicles or Articles 8, 11 or 13 of the framework Regulation for tractors and their trailers to ensure that vehicles, systems, components and separate technical units made

available on the market comply with those Regulations and bear the required type-approval mark; issued before 1 September 1992 and equipped with an anti-lock braking system test equipment, to replace components of its own anti-lock braking system *fitted with compressed -air braking systems.*

The modification measures referred to in paragraph 1 shall be carried out in accordance with the instructions given by the vehicle manufacturer and the brake system manufacturer.

ARTICLE 189

Impose on the economic operator: penalty payment

An economic operator may be ordered to pay a fine if, intentionally or through negligence:

1) makes false declarations in connection with the approval procedures *referred to in Article 43 or 78, Articles 22, 41, 42, 44 or 45 of the framework regulation for cars and their trailers, Articles 25 or 42 of the framework regulation for L-category vehicles, Articles 20 or 37 of the framework regulation for tractors and their trailers or Articles 18, 19 or 32 of the framework regulation for non-road mobile machinery;*

2) makes false declarations in connection with the recall procedure referred to in Article 178, Article 52 of the framework regulation for cars and their trailers, Article 52 of the framework regulation for L-category vehicles, Article 47 of the framework regulation for tractors and their trailers *or Article 34 of the framework regulation for non-road mobile machinery;*

3) infringes the obligation laid down in Articles 13, 16 or 18 of the framework Regulation for cars and their trailers, Articles 9, 12 or 14 of the framework Regulation for L-category vehicles, Articles 8, 11 or 13 of the *framework Regulation for tractors and their trailers or Articles 7, 10 or 12 of the framework Regulation for non-road mobile machinery* to ensure that vehicles, systems,

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components and separate technical units made
available on the market comply with those
Regulations;

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(5) Infringes the use of a device that restricts the operation of an emission control system; prohibition or the prohibition of the modification of the emission control system to a non-conformity with the type-approval requirements laid down in:

a) sales of motor on type-approval of emissions from light passenger and commercial vehicles (Euro 5 and Euro)

b) and Article 5 of Regulation (EC) No 715/2007 of the European Parliament and of the Council on access to vehicle repair and maintenance information;

b) on the type-approval of motor vehicles and engines heavy Article 5 of Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from commercial vehicles (Euro VI) and on access to vehicle repair and maintenance information and amending Regulation (EC) No 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and 2005/78/EC;

c) Article 3 of Commission Delegated Regulation (EU) No 134/2014 supplementing Regulation (EU) No 168/2013 of the European Parliament and of the Council with regard to environmental and propulsion unit performance requirements and amending Annex V to that Regulation;

d) Article 3 of Commission Delegated Regulation (EU) 2018/985 supplementing Regulation (EU) No 167/2013 of the European Parliament and of the Council as regards environmental and propulsion unit performance requirements for agricultural and forestry vehicles and their engines and repealing Commission Delegated Regulation (EU) 2015/96, and

(5) Infringes the use of a device that

and bearing the required type-approval mark; restricts the operation of an emission control system; prohibition or the *design, manufacture and construction of the emission control system*; or change non-conformity with type-approval requirements prohibition or the *requirements for the design and construction of the emission control system laid down in*:

a) sales of motor on type-approval of emissions from light passenger and commercial vehicles (Euro 5 and Euro)

b) and Article 5 of Regulation (EC) No 715/2007 of the European Parliament and of the Council on access to vehicle repair and maintenance information;

b) on the type-approval of motor vehicles and engines heavy Article 5 of Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from commercial vehicles (Euro VI) and on access to vehicle repair and maintenance information and amending Regulation (EC) No 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and 2005/78/EC;

c) Article 3 of Commission Delegated Regulation (EU) No 134/2014 supplementing Regulation (EU) No 168/2013 of the European Parliament and of the Council with regard to environmental and propulsion unit performance requirements and amending Annex V to that Regulation;

d) Article 3 of Commission Delegated Regulation (EU) 2018/985 supplementing Regulation (EU) No 167/2013 of the European Parliament and of the Council as regards environmental and propulsion unit performance requirements for agricultural and forestry vehicles and their engines and repealing Commission Delegated Regulation (EU) 2015/96, and

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Proposal

in Annex I; or

(e) Articles 8, 11, 13, 15 and 18 of Regulation (EU) 2016/1628 of the European Parliament and of the Council on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery, amending Regulations (EU) No 1024/2012 and (EU) No 167/2013, and amending and repealing Directive 97/68/EC;

(10) fails to comply with the obligation to notify amendments to the information package referred to in Article 33 of the framework Regulation for cars and their trailers, Article 34 of the framework Regulation for L-category vehicles or Article 29 of the framework Regulation for tractors and their trailers;

(12) fails to comply with the obligation laid down in Article 14 of the framework Regulation for cars and their trailers, Article 10 of the framework Regulation for L-category vehicles or Article 9 of the framework Regulation for tractors or their trailers to inform the approval authority; or market surveillance authority information

in Annex I;

e) Articles 8, 11, 13, 15 and 18 of Regulation (EU) 2016/1628 of the European Parliament and of the Council on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery, amending Regulations (EU) No 1024/2012 and (EU) No 167/2013, and amending and repealing Directive 97/68/EC; or

f) of motor vehicles and engines and of motor vehicles intended for on type-approval of systems, components and separate technical units with respect to their emissions and battery durability (Euro 7), amending Regulation (EU) 2018/858 of the European Parliament and of the Council and amending Regulations (EC) No 715/2007 and (EC) No 595/2009 of the European Parliament and of the Council, Commission Regulation (EU) No 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission

Article 4(5) and (6) of Regulation (EU) 2024/1257 of the European Parliament and of the Council repealing Implementing Regulation (EU) 2022/1362; — — — — —

(10) fails to comply with the obligation to notify amendments to the information package referred to in Article 33 of the framework Regulation for cars and their trailers, Article 34 of the framework Regulation for L-category vehicles, Article 29 of the framework Regulation for tractors and their trailers or Article 24 of the framework Regulation for non-road mobile machinery;

(12) fails to comply with the obligation to inform the approval authority laid down in Article 14 of the framework Regulation for cars and their trailers, Article 10 of the framework Regulation for L-category vehicles, Article 9 of the framework Regulation for tractors or their trailers or Article 8 of the framework Regulation for non-road mobile machinery; or

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market surveillance authority
information
non-compliance or serious risk;

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(14) infringes a prohibition on registration imposed pursuant to Article 176 or a prohibition on registration, sale or entry into service imposed pursuant to Articles 52 or 55 of the framework regulation for cars and their trailers, Articles 46, 48 or 50 of the framework regulation for L-category vehicles or Articles 41, 43 or 45 of the framework regulation for tractors and their trailers; or

(14) infringes a prohibition on registration

imposed pursuant to Article 176 or a prohibition on registration, sale or entry into service imposed pursuant to Articles 52 or 55 of the framework regulation for cars and their trailers, Articles 46, 48 or 50 of the framework regulation for L-category vehicles, Articles 41, 43 or 45 of the *framework regulation for tractors and their trailers* or *Article 34 of the framework regulation for non-road mobile machinery*; or

(new)

Article 189a

***Imposed on the IO
penalty payment***

An IO may be ordered to pay a penalty if it intentionally or negligently:

1) *modifies a vehicle, system, component, separate technical unit, part or equipment in such a way that, following the modification, it no longer meets the requirements in accordance with its intended purpose or reasonably foreseeable conditions of use, or infringes the emission manipulation referred to in Section 6a; causing a ban on the sale and installation of systems; or*

2) *infringes Article 12(1) of Regulation (EU) 2024/1257 of the European Parliament and of the Council on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7), amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009 of the European Parliament and of the Council, Commission Regulation (EU) No 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362;*

ARTICLE 190

*Order the designated technical service to:
penalty payment*

A designated technical service may be ordered to pay a fine if it intentionally or negligently:

1) makes false declarations in connection with the approval procedures referred to in Article 43 or 78, Articles 22, 41, 42, 44 or 45 of the framework Regulation for cars and their trailers, Articles 25 or 42 of the framework Regulation for L-category vehicles or Articles 20 or 37 of the framework Regulation for tractors and their trailers;

2) misrepresents in Article 178, Article 52 of the framework regulation for cars and their trailers, Article 52 of the framework regulation for L-category vehicles or Article 47 of the framework regulation for tractors and their trailers; intended for in the context of a recall procedure;

3) fails to comply with the information obligation laid down in Article 81(1)(a) and (b) of the framework Regulation for cars and their trailers, Article 71(1)(a) and (b) of the framework Regulation for L-category vehicles or Article 67(1)(a) and (b) of the framework Regulation for tractors and their trailers; or

4) fails to comply with its obligation under Article 80(3) of the framework Regulation for cars and their trailers, Article 70(3) of the framework Regulation for L-category vehicles or Article 66(3) of the framework Regulation for tractors and their trailers.

ARTICLE 195

Traffic error fee

*Order the designated technical service to:
penalty payment*

A designated technical service may be

*prohibi
tion.*

ARTI
ordered to pay a fine if it intentionally or negligently:

1) makes false declarations in connection with the approval procedures referred to in Article 43 or 78, Articles 22, 41, 42, 44 or 45 of the framework regulation for cars and their trailers, Articles 25 or 42 of the framework regulation for L-category vehicles, Articles 20 or 37 of the framework regulation for tractors and their trailers or Articles 18, 19 or 32 of the framework regulation for non-road mobile machinery;

2) makes false declarations in connection with the recall procedure referred to in Article 178, Article 52 of the framework regulation for cars and their trailers, Article 52 of the framework regulation for L-category vehicles, Article 47 of the framework regulation for tractors and their trailers or Article 34 of the framework regulation for non-road mobile machinery;

3) fails to comply with the information obligation laid down in Article 81(1)(a) and (b) of the framework Regulation for cars and their trailers, Article 71(1)(a) and (b) of the framework Regulation for L-category vehicles, Article 67(1)(a) and (b) of the framework Regulation for tractors and their trailers or Article 84(1)(a) and (b) of the framework Regulation for non-road mobile machinery; or

4) fails to comply with its obligation under Article 80(3) of the framework Regulation for cars and their trailers, Article 70(3) of the framework Regulation for L-category vehicles, Article 66(3) of the framework Regulation for tractors and their trailers or Article 47(4) of the framework Regulation for non-road mobile machinery.

ARTICLE 195

Traffic error fee

For the purposes of Article 83(1) and (2) concerning the use of vehicles other than for the purpose of transport: register Information Notification

The Act in force

in the event of intentional or negligent failure to act, a road traffic fine of EUR 70 may be imposed on the owner or holder of the vehicle.

A road traffic fine of EUR 70 may be

Proposal

imposed on the owner or holder of a vehicle other than a vehicle referred to in Article 83 (1), (2) and (5); transport intentional or negligent failure to notify the register.

This Act shall enter into force on.... 20.

2.

Law

amending the Road Traffic Act

By Decision of Parliament
sections 2(24) and 150(3) of the *Road Traffic Act* (729/2018), as amended by Act 360/2020, are amended, and

the following shall *be added* to Section 2, as partly amended by Laws 360/2020, 333/2023 and 304/2025:

Paragraph 25 and the new Section 6a of the Act read as follows:

The Act in force

ARTICLE 2

Definitions

In this Act:

24) the *register of transport matters in Section 216 of the Act on Transport Services* (320/2017)

the register referred to.

referred to in Section 216 of the Act on Transport Services (320/2017);

26) with the **dynamic driving task**, the side and side of the vehicle necessary for driving the vehicle;

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ARTICLE 2

Definitions

In this Act:

25) transport register means the register

The Act in force

Proposal

the design and implementation of real-time operations affecting longitudinal movement.

Paragraph 6a

(new)

***For Dynamic Driving Tasks
driver assistance systems
fermentation***

The driver shall continuously monitor the behaviour of the vehicle in traffic and the traffic environment if the vehicle is authorised for use in traffic in such a way that its driver assistance systems can perform dynamic driving tasks on behalf of the driver. He shall be prepared to intervene immediately and in a timely manner if necessary.

The driver shall know when the traffic environment and weather conditions allow the use of driver assistance systems performing dynamic driving tasks. The driver assistance systems do not affect the duties and responsibilities related to driving as defined by law.

ARTICLE 150

ARTICLE 150

General coupling rules

General coupling rules

In addition to the provisions of paragraph 2, in the case of a lorry/semi-trailer combination of more than 20.00 m in length, the combination referred to in Article 151(4)(7) to (11) and any other combination of vehicles of more than 28.00 m in length, the combination shall be electrically controlled by:

pneumatic braking system on all vehicles of the combination, devices for indirect vision and driver assistance systems to ensure the safety of the long combination of vehicles. The Transport and Communications Agency

shall issue further regulations on the systems referred to in this subsection, and In addition to the provisions of paragraph 2, in the case of a lorry/semi-trailer combination of more than 20.00 m in length, the combination referred to in Article 151(4)(7) to (11) and any other combination of vehicles of more than 28.00 m in length, the combination shall be electrically controlled by:

braking system on all vehicles of the combination, devices for indirect vision and driver assistance systems to ensure the safety

pneumatic

The Act in force

Proposal

of the long combination of vehicles. By way of derogation, the above vehicle combination in the towing vehicle may be equipped with an electrically operated device meeting the requirements of UN Regulation No 13.

The Act in force

Proposal

their technical requirements.

with braking system (ETBS-towing vehicle with braking system). The Transport and Communications Agency shall issue further regulations on the systems referred to in this subsection and their technical requirements.

This Act shall enter into force on.... 20.

3.

Law

amending Section 5 of the Act on the supervisory fee for roadworthiness testing activities

By Decision of Parliament
section 5 of the Act on the supervisory fee for *roadworthiness testing activities* (960/2013),
as amended by Act 324/2018, is amended as follows:

The Act in force

Proposal

ARTICLE 5

ARTICLE 5

Amount and grounds for payment

Amount and grounds for payment

The amount of the fee shall be EUR 2.20 for each roadworthiness test and post-clearance inspection carried out at the testing centre during the payment period and entered in the road traffic register.

The amount of the fee shall be EUR 2,60 for each roadworthiness test and post-clearance inspection carried out at the testing centre during the payment period and entered in the road traffic register.

This Act shall enter into force on.... 20.

4.

Law

amending Section 10 of the Car Tax Act

By Decision of Parliament
section 10(1) of the Car Tax Act (777/2020) is *amended* as follows:

The Act in force

Proposa

ARTICLE 10

AR

New car and van

New car and van

The tax on a new passenger car and a van shall be calculated as a percentage of the taxable value of the car, in accordance with Table 1 or Table 1A of the Annex, unless otherwise provided for in Paragraph 11. The tax rate is determined on the basis of the car's fuel consumption equivalent on the basis of the CO₂ emissions determined in accordance with the requirements laid down in European Union legislation. Tax Table 1A applies to a car with a fuel consumption equivalent

the CO₂ emissions are defined in the harmonised manner referred to in Commission Regulation (EU) 2017/1151 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 and Annex XXI thereto. light

commercial vehicles international test method. Tax table 1 applies to the rest of the car.

The tax on a new passenger car and a van shall be calculated as a percentage of the taxable value of the car, in accordance with Table 1 or Table 1A of the Annex, unless otherwise provided for in Paragraph 11. The tax rate is determined on the basis of the car's fuel consumption equivalent on the basis of the CO₂ emissions determined in accordance with the requirements laid down in European Union legislation. Tax Table 1A applies to a car with a fuel consumption equivalent

the CO₂ emissions are defined in the harmonised manner referred to in Commission Regulation (EU) 2017/1151 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 and Annex XXI thereto. light

commercial vehicles international test method. *Tax Table 1A also applies to a car whose fuel consumption: equivalent*

The Act in force

Proposal

the CO₂ emissions are defined for the purposes of Regulation (EU) 2024/1257 establishing the rules, procedures and test methods for type-approval of exhaust and evaporative emissions for vehicles of categories M1 and N1. for: and amending Implementing Regulation (EU) 2020/683 Commission implementing Regulation (EU) 2025/1706 and its Annex XXI; intended harmonised light commercial vehicles international test method. Tax table 1 applies to the rest of the car.

This Act shall enter into force on.... 20.

5.

Law

amending Section 10 of the Vehicle Tax Act

By Decision of Parliament

section 10(2) of the Vehicle Tax Act (1281/2003), as amended by Act 571/2018, is amended as follows:

The Act in force

Proposal

ARTICLE 10

ARTICLE 10

Basic tax

Basic tax

The amount of tax is determined on the basis of the car's fuel consumption; equivalent on the basis of the CO₂ emission, which is: The amount of tax is determined on the basis of the car's fuel consumption; equivalent on the basis of the CO₂ emissions defined in European Union legislation in accordance with the requirements laid down in European Union legislation; Regulation. Tax table 1A applies to a car with combined consumption equivalent defined harmonised under Commission Regulation (EU) 2017/1151 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor

The Act in force

Proposal

vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 and Annex XXI thereto light commercial vehicles international test method. Tax table 1 applies to another car in the case of:

(1) a passenger car with a gross vehicle mass not exceeding 2 500 kg taken for the first time; times for use 1 day of January 2001 or thereafter, or passenger car with a gross vehicle mass exceeding 2 500 kg and which has taken first times for use 1 day of 1 January 2002 or later; the requirements laid down; Regulation. Tax table 1A applies to a car with combined consumption equivalent the CO2 emission is: defined harmonised under Commission Regulation (EU) 2017/1151 supplementing Regulation (EC) No 715/2007 of the European Parliament

and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 and Annex XXI thereto light commercial vehicles international test method. *Tax Table 1A also applies to a car for which the CO2 emissions corresponding to the combined consumption are defined in the rules, procedures and test methods.* fixing for the purposes of Regulation (EU) 2024/1257 as regards tailpipe and evaporative emissions of the European Parliament and of on type-approval of vehicles of categories M1 and N1 for: and amending Implementing Regulation (EU) 2020/683 Commission implementing Regulation (EU) 2025/1706 and its Annex XXI; intended harmonised light commercial vehicles international test method. Tax table 1 applies to another car in the case of:

- 1) a passenger car with a gross vehicle mass not exceeding 2 500 kg put into service for the first time on or after 1 January 2001 or a passenger car with a gross vehicle mass exceeding 2 500 kg put into service for the first time on or after 1 January 2002;
- 2) a dual-use car taken from:
- 3) a dual-use vehicle first put into service on or after 1 January 2006; or
- 4) a van put into service for the first time on or after 1 January 2008.
- for first use on or after 1 January 2006; or
- 5) a van put into service for the first time on or after 1 January 2008.

This Act shall enter into force on.... 20.