

Message 001

Communication from the Commission - TRIS/(2026) 1366

Directive (EU) 2015/1535

Notification: 2026/0250/FI

Notification of a draft text from a Member State

Notification – Notification – Notifizierung – Нотификация – Oznámení – Notifikation – Γνωστοποίηση – Notificación – Teavitamine – Ilmoitus – Obavijest – Bejelentés – Notifica – Pranešimas – Paziņojums – Notifika – Kennisgeving – Zawiadomienie – Notificação – Notificare – Oznámenie – Obvestilo – Anmälan – Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahajuje prodlení - Fristerne indledes ikke - Καμμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késések - Non fa decorrere la mora - Atidējimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħ il-perijodi ta' dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20261366.EN

1. MSG 001 IND 2026 0250 FI EN 20-05-2026 FI NOTIF

2. Finland

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4. 2026/0250/FI - T40T - Urban and road transport

5. Government proposal to Parliament on an Act amending the Vehicles Act and related acts

6. 1) Information to be provided in vehicle manuals, marketing materials and during set-up guidance regarding advanced driver assistance systems that handle dynamic driving tasks. 2) the installation and repair permit required to repair ETBS brakes.

7.

Requirements which reserve access to particular providers

The licensing authority should grant a licence to repair electrical transmission braking systems (ETBS) for heavy goods vehicles to all applicants who meet the conditions already laid down in section 181(1) of the Vehicles Act. These conditions include:

- 1) the applicant is entered in the Business Information System;
- 2) the applicant has at their disposal working facilities needed for carrying out installations and repairs;
- 3) the applicant has at his or her disposal personnel with sufficient skills for carrying out installations and repairs;
- 4) the applicant has at his or her disposal equipment needed for the operations;
- 5) the applicant has access to up-to-date installation, maintenance, repair and adjustment instructions corresponding to the scope of their activities.

The permit conditions are fairly generic and it should be possible for a repair shop operator to meet them on a point-by-point basis, even without the need for a permit. The requirements are non-discriminatory and do not contain provisions on matters such as nationality or the registered office of the company.

The proposed procedure of a repair permit for ETBS brakes in heavy goods vehicles would, in practice, correspond to the permit procedure currently required for the repair of vehicles and trailers fitted with compressed air brakes. The proposal would place the repair of brake systems based on new technology, such as those using electronic power-assisted braking, on an equal footing with the repair of traditional compressed air brakes and electronically controlled air brakes.

Brakes are a key factor in road safety. The requirement of a permit to repair the brake systems of heavy goods vehicles is based on the complexity of the systems and, furthermore, on their significant relevance in terms of safety. Correct installation and repair thereof have a significant impact on both road safety and consumer protection. Consideration of ETBS in this regulation and making the repair thereof subject to a permit process will contribute to maintaining road safety in line with technological progress. The proposed amendment ensures proper regulation and controls for new braking systems. It promotes safety, especially in the case of heavy goods vehicle traffic, since it is possible to implement the function of advanced driver assistance and automatic safety systems of vehicles with ETBS brakes better than the minimum requirements for vehicles with compressed air brakes, which determine on the basis of the technical level. The permit requirement would not apply to the repair of brakes on all vehicles fitted with ETBS brakes, only to the repair of brakes on certain heavy goods vehicles, namely N2-class vehicles with a technically permissible maximum mass exceeding 7 500 kg, as well as N3-, M2- and M3-class vehicles. Their role in road safety is significant, and ETBS brakes are expected to be first deployed in these vehicles. The proposal would not introduce new eligibility conditions; rather, the conditions for granting a permit set out in section 181(1) of the current Vehicles Act would also apply to this newly proposed permit. The permit conditions of the proposal are fairly generic and it should be possible for a repair shop operator to meet them even without the need for a permit. For example, a repair shop operator must have the necessary skills and equipment even without a permit requirement. Therefore, repair shops would not incur new equipment costs specifically related to the repair shop permit. Currently, repair shop permit holders are only required to pay an annual

fee, which will be EUR 140 in 2026. A similar annual fee would also be charged for the newly proposed permit which can be considered reasonable. In addition, the permit conditions would be the same as what is currently required for the repair of conventional compressed air brakes and electronically controlled compressed air brakes.

Directive (EC) No 2006/123 on services in the internal market

8. The main part of the Government proposal concerns amendments to the Framework Directive on non-road mobile machinery and the Euro 7 Regulation. Concurrently, Finland's Vehicles Act would be amended by introducing a new Section 6b and amending the existing Section 180(2), which are the subject of the present notification. The Acts are intended to come into force on 29 November 2026, when the first requirements of the Euro 7 Regulation will become applicable.

A new Section 6b would be introduced to the Vehicles Act to ensure that vehicle manufacturers, importers and dealers are aware of their responsibilities. The provision would require these operators to promote the provision of accurate information regarding the obligations and responsibilities associated with the role of the driver. Similarly, the provision of misleading information, including through the use of certain phrases, would be expressly prohibited in user manuals, during set-up guidance and in marketing materials.

Section 180(2) of the Vehicles Act would be amended so that the repair of ETBS brakes in heavy goods vehicles would also require an installation and repair permit similarly to the repair permit for compressed air brakes in heavy goods vehicles.

9. The proposals have a particular impact on road safety and are intended to prevent any adverse effects to a good level of road safety introduced by technical developments.

In the near future, advanced driver assistance systems that significantly alter the driving experience are set to become widely available on the market. There is concern about these systems, which stem, in particular, from the natural tendency of drivers to place too much trust in the technical systems available to them. The more sophisticated the system, the more likely it is that the driver trusts that the system will always operate correctly. However, driver control assistance systems may make errors that could cause a hazard if the driver does not continuously monitor both the functioning of the system and the traffic environment and be ready to intervene in the vehicle's operation at all times. Therefore, the vehicle manufacturers, importers and dealers have key significant in clearly defining the driver's role. The information provided about a vehicle in the manual, set-up guidance and marketing is the main source of information when commissioning a new or used vehicle.

According to information provided by vehicle manufacturers, ETBS brakes are set to become increasingly common in vehicles. ETBS brake malfunction in heavy goods vehicles largely carry the same risks as those in compressed air brakes; therefore, repairs and modifications to them should also require a permit from the Finnish Transport and Communications Agency. Under section 180(2) and section 182 of the Vehicles Act, permission must be obtained from the Finnish Transport and Communications Agency to repair compressed air brake systems in heavy goods vehicles (categories M2, M3, N2, N3, O3 and O4). The requirement of a permit to repair the brake systems of heavy goods vehicles is based on the complexity of the systems and, furthermore, on their significant relevance in terms of safety. The current provisions of the Vehicles Act on

brake repair permit do not apply to electric brakes, despite the complexity of the systems and their impact on safety being largely the same as those of electric brakes on heavy goods vehicles. Consequently, an installation and repair permit should also be required for the repair of ETBS brakes in heavy goods vehicles, similarly to the one currently required for the repair of compressed air brakes in heavy goods vehicles.

9a. Instead of the proposed introduction of Section 6b into the Vehicles Act, it has been examined if the existing provisions on marketing contrary to good practice in Chapter 2 of the Consumer Protection Act (38/1978), in particular those of Section 6 on providing false or misleading information, and the obligations to provide technical information in Articles 59 and 60 of the framework regulation on motor vehicles and their trailers, could lead to the same result.

The Consumer Protection Act applies solely to consumer sales. However, vehicles may also be purchased by companies for the use of their employees. The provision proposed herein also covers vehicle user manuals and the set-up guidance provided at the time of purchase, meaning that, for an act to constitute a violation of the provision, it is not necessary for the information to lead the consumer to make a purchase or other decision relating to a consumer good which they would not have made without the information provided. Furthermore, the objectives of the proposed provision are targeted at the transformation brought about by the development of new technologies. It is important that the authority responsible for road safety is able, at its own initiative and rapidly, to intervene in detected irregularities. This does not eliminate the possibility for consumers to turn to the consumer protection authority regarding marketing that is misleading. However, the obligations under the Framework Regulation on motor vehicles and their trailers apply only to the type-approval and placing on the market of new vehicles, whereas the proposed new Section 6b of the Vehicles Act aims to cover the sale of used vehicles as well. Article 59 of the Regulation prohibits the provision to users of technical information related to the particulars of the type of vehicle, system, component, separate technical unit, part or equipment that diverges from the particulars of the type-approval granted by the approval authority. Article 60 of the Regulation is related to the provision of information to manufacturers. The provisions of the Regulation relate specifically to technical information about vehicles, whereas Article 6b of the proposed Vehicles Act concerns the obligation of the economic operator and the dealer to facilitate the understanding of the owner, holder and driver of the vehicle of the nature about the advanced driver assistance systems involved in the dynamic driving tasks of the vehicle they operate and of the obligations and responsibilities laid down by law in relation to driving the vehicle.

Therefore, the proposed Section 6b of the Vehicles Act is more comprehensive overall than the other provisions currently in force. It also strives for clarity and for the authority to be able to promptly and spontaneously address any identified deficiencies. The aim of this provision is to ensure a high level of road safety 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.

9b. The proposals have a particular impact on road safety and are intended to prevent any adverse effects to a good level of road safety introduced by technical developments.

Studies have shown that until now, commonly used advanced driver assistance systems have had a positive impact on road safety. Automatic driving systems are also expected to have a positive impact, which this has been confirmed through modelling. However, driver control assistance systems, which are set to become available on a large scale in the near future and transform the driving experience, are an area in which there is limited practical experience. There is concern about these systems, which stem, in particular, from the

natural human tendency to place too much trust in the technical systems available to them. The more sophisticated the system, the more likely it is that the driver trusts that the system will always operate correctly. However, driver control assistance systems may make errors that could cause a hazard if the driver is not ready to intervene in the vehicle's operation at all times.

Driver control assistance systems also provide increased ride comfort. With the widespread adoption of DCAS systems, driver perception of driving comfort will continue to grow, as driving no longer requires physical measures. In favourable conditions, driver vigilance may wane and lead to slower reaction times. In demanding conditions, such as during rain or in winter, over-confidence in system capabilities can increase the risk of an accident. The risk is particularly high when the conditions are unclear, such as when the road gradually freezes over in certain areas whilst driving.

Driver control assistance systems monitor the driver's focus on driving and ensure, for example, that the hands remain on the steering wheel or within reach of it, or that eyes remain on the road, or both, and warn the driver if they detect a loss of concentration. While the driver monitoring system can detect physical signs of a lack of focus, it is unable to assess the driver's cognitive disengagement from driving. It is therefore important that drivers continue to focus on driving the vehicle instead of, for example, using their mobile devices.

The role of manufacturers, importers and retailers in ensuring that drivers understand their role and the associated responsibilities when using driver control assistance systems, which are designed to handle dynamic driving tasks, is crucial. It is reasonable to assume that it is also in the interests of economic operators to understand the role of the driver and the associated duties and responsibilities. The provision aims to provide supervisory authorities with tools to prevent or reduce the use of undesirable practices. This may also contribute to a fairer market. The provision may also serve as a preventive measure. It must be regarded as necessary to attain the pursued objective.

9c. The restrictions imposed by the measure are proportionate to the pursued public interest objective. As mentioned above, this provision aims to ensure at least a high level of road safety during the transition to the next phase of large-scale automation in road transport. Ultimately, the provision concerns a matter of safeguarding life and health. The proposals do not entail an increase in the financial or administrative burden on businesses, as they do not, for example, require the production of specific types of materials, but rather that businesses accurately describe the nature and capabilities of the systems installed in vehicles in the material that they produce. The provision aims to provide supervisory authorities with tools to prevent or reduce the use of undesirable practices. Therefore, the burden cannot be regarded as excessive in relation to the pursued objective.

10. Basic text references:

11. No

12.

13. No

14. No

15. Yes

16.

TBT aspects: No

SPS aspects: No

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