Translation from Finnish
Legally binding only in Finnish and Swedish
Ministry of Transport and Communications, Finland

Government Decree on the Transport of Dangerous Goods (925/2023)

By decision of the Government, the following is enacted under the Act on the Transport of Dangerous Goods (541/2023):

Chapter 1
General provisions

Section 1
Definitions

For the purposes of this Decree:

1) *TDG Act* means the Act on the Transport of Dangerous Goods (541/2023);

2) *TDG Directive* means Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods;

3) *major accident* means an occurrence such as a major emission, fire or explosion resulting from uncontrolled developments in the course of the temporary storage of dangerous goods leading to serious danger to human health, the environment or property, immediate or delayed, in or outside a temporary storage location;

4) *contact teaching* means teaching in the special training of persons issuing TDG-ADR approvals and performing TDG-ADR inspections that is provided in a single physical classroom with the teacher and the student present;

5) *remote teaching* means guided or instructed teaching in the special training of persons issuing TDG-ADR approvals and performing TDG-ADR inspections that is organised during the training period in an interactive and verified manner other than in a single physical classroom;

6) *lesson* means a teaching unit in the special training of persons issuing TDG-ADR approvals and performing TDG-ADR inspections the length of which is 45 minutes.

Chapter 2
Packagings, tanks and containers

Section 2
General durability requirements as regards low temperatures for materials of packagings, small containers and tanks in national transport by road and by rail

The general durability requirements as regards low temperatures for the materials of plastic packagings, pressure receptacles and tanks as well as their equipment used in the national transport of dangerous goods by road and by rail are as follows:

1) a test sample of a packaging intended for the transport of liquids shall, in the conditioning conducted for a drop test carried out under regulations issued under section 23 of the TDG Act, be cooled to the temperature of -40 °C in the case of a non-polyethylene

a) plastic tank or jerrican;

b) plastic outer packaging of composite packaging;

c) plastic intermediate bulk container (IBC);

d) plastic large packaging.

2) the drop test temperature for such a plastic non-polyethylene small container for which a drop test is required to be carried out under regulations issued under section 23 of the TDG Act shall be -40 °C.

3) the selection of metal used in the manufacture of, and in the ensuring of the weldability and strength of the weld seams of, a fixed tank, demountable tank, battery-vehicle tank, battery-wagon tank, tank-container, tank swap body, multiple-element gas container (MEGC) tank, portable tank, UN multiple-element gas container (UN MEGC) tank, and a pressure receptacle of a capacity exceeding one litre included in transportable pressure equipment shall take account of the resistance of the material to brittle fracture down to the temperature of -40 °C, unless a temperature lower than this has been provided under regulations issued under section 23 of the TDG Act for substances falling under different categories of substance, for the metal concerned, for pressure receptacles or for the type of tank.

In the drop test referred to in subsection 1, paragraph 1 above, the conditioning of the packaging referred to in subparagraphs c and d of the said paragraph may be disregarded if the material concerned has been verified to have the sufficient ductility and tensile strength at the temperature of -40 °C.

A plastic packaging referred to in subsection 1, paragraph 1 above shall bear a marking concerning the temperature of the drop test or the following description

shall be included in the transport document: "*Packaging in conformity with ADR/RID regulations, tested at -40 °C*".

The identification number of the inspection body shall, on a pressure receptacle and a tank included in transportable pressure equipment referred to in subsection 1, paragraph 3 above, be followed by the marking "-40 °C" indicating the durability of the material unless the required durability is indicated by another marking on the tank, or by another marking approved by the Finnish Safety and Chemicals Agency.

Section 3
Bringing into service of foreign tanks

The manufacturer or importer of a tank, excluding a tank included in transportable pressure equipment, manufactured abroad and imported to Finland may not release the tank for use in Finland before a TDG inspection body has approved the design type of the tank and in its inspection established that the tank is in conformity with the provisions and regulations in force in Finland. A tank intended for the transport of radioactive materials is accepted into service by the Radiation and Nuclear Safety Authority.

The manufacturer or importer of a tank included in transportable pressure equipment manufactured abroad and imported to Finland may not release the tank for use in Finland before a type A notified body has established in its inspection that the tank is in conformity with the provisions and regulations in force in Finland.

If a tank referred to in subsections 1 and 2 has been inspected and tested by a competent authority referred to in the provisions of the ADR Agreement, the RID Regulation, the TDG Directive or the Directive on transportable pressure equipment, or by an entity authorised by the competent authority, in accordance with the provisions and regulations in force in Finland and if an appropriate certificate,

including relevant information, is presented on this, the inspection need not be repeated unless there are special grounds to do so.

Section 4

Use of packagings, pressure receptacles, tanks and containers referred to in regulations concerning international transport in national transport

A packaging, pressure receptacle, tank and container referred to in the provisions of the ADR Agreement, the RID Regulation and the TDG Directive that has been appropriately approved by a foreign competent authority referred to in the relevant international obligation, or by an entity authorised by the competent body, may be used in the national transport of dangerous goods by road and by rail if it is in conformity with the regulations in force in Finland as regards the durability of the material in low temperatures and the bringing into service of the tank in Finland. By way of derogation from the above:

1) a pressure receptacle filled abroad and approved elsewhere than in Finland in accordance with the provisions of the ADR Agreement or the RID Regulation may, after the end of the transport in accordance with the ADR Agreement or the RID Regulation, be transported in Finland for emptying and be transported empty for return to abroad without being in conformity with the requirements in force in Finland as regards the durability of the material in low temperatures;

2) a pressure receptacle to which the design requirements of rail and road transport regulations issued under the TDG Act do not apply may, in accordance with the conditions of the above-mentioned regulations, be transported without being in conformity with the requirements in force in Finland as regards the durability of the material in low temperatures.

A packaging, tank or container referred to in the IMDG Code that is appropriately approved by a foreign competent authority referred to in the IMDG Code, or by an entity authorised by the competent body, may be used in the national transport of dangerous goods by ship.

A packaging, tank or container referred to in the ICAO-TI regulations that is appropriately approved by a foreign competent authority referred to in the said regulations, or by an entity authorised by the competent body, may be used in the national transport of dangerous goods by air.

Section 5

Types of and technical information concerning tanks and pressure receptacles to be notified to the Finnish Safety and Chemicals Agency

The types of tank and pressure receptacle to be notified to the Finnish Safety and Chemical Agency under section 28 of the TDG Act are:

1) tanks: fixed tank, demountable tank, battery-vehicle, battery-wagon tank, tank-container, multiple-element gas container (MEGC), portable tank, UN multiple-element gas container (UN MEGC);

2) pressure receptacles: tube, gas receptacle, closed cryogenic receptacle, metal hydride storage system, bundle of cylinders and corresponding salvage pressure receptacles.

The technical information concerning tanks and pressure receptacles to be notified to the Finnish Chemicals and Safety Agency for supervisory purposes comprises:

1) technical information relating to the design, manufacture, approval, bringing into service and documents demonstrating the conformity of the tank or pressure receptacle;

2) technical information concerning inspection.

The information shall be submitted via the technical interface of the system of, or via the e-service of, the Finnish Safety and Chemicals Agency or in another manner ordered by the Finnish Safety and Chemicals Agency.

The Finnish Safety and Chemicals Agency may retain the information referred to in subsection 1 for as long as this is necessary for implementing the supervision for which the information was collected and for which the information is processed.

Section 6
Marking indicating transportable pressure equipment

The Pi marking indicating transportable pressure equipment shall be affixed to a pressure receptacle, gas cartridge and pressurised tank that is in conformity with the safety requirements laid down in the provisions and regulations concerning transport by road or by rail and that has undergone:

1) a conformity assessment including related inspections in conjunction with manufacture; or

2) a reassessment including related inspections if the equipment concerned was placed on the market before 1 July 2001.

New valves and other accessories having a direct safety function shall bear a Pi marking indicating transportable pressure equipment that can be followed by the identification number of the type A notified body.

The Pi marking may only be affixed to equipment that is in conformity with the requirements of subsection 1. The Pi marking shall be followed by the identification number of the type A notified body that carried out the conformity assessment,

reassessment or inspection. By affixing or having affixed the Pi marking to transportable pressure equipment:

1) the manufacturer indicates that it takes responsibility for the conformity of the transportable pressure equipment manufactured by it and placed on the market;

2) the manufacturer or operator indicates that it takes responsibility for the conformity of the reassessed transportable pressure equipment with the requirements as applicable at the time of reassessment.

The identification number is affixed to the transportable pressure equipment by the inspection body, or under its instructions, by the manufacturer. To indicate the continued conformity of transportable pressure equipment, the equipment shall bear the identification number of the inspection body that carried out the periodic inspection.

Section 7

Procedure for the reassessment of conformity of pressure receptacles and pressurised tanks

Where no conformity assessment in compliance with the provisions and regulations in force at the time of the entry into force of this Decree has been carried out on a pressure receptacle or pressurised tank placed on the market before 1 July 2001, the conformity of the pressure receptacle or pressurised tank may be assessed in a conformity reassessment procedure.

For the reassessment of conformity, the owner or operator shall make available to a type A notified body the information regarding the pressure receptacle or pressurised tank that enables that body to identify the pressure receptacle or pressurised tank precisely. This information comprises the origin, design rules and regulations of the

pressure receptacle or pressurised tank and, for acetylene cylinders, also details of the porous material. The information shall include, where necessary, any prescribed restrictions on use and any notes on possible damage or repairs which have been carried out.

Section 8

Measures relating to the conformity reassessment procedure of pressure receptacles and pressurised tanks

In the reassessment procedure referred to in section 7, subsection 1 above, the type A notified body shall assess whether the safety requirements laid down in provisions and regulations on transport by road or by rail are complied with. The assessment shall be carried out on the basis of the information produced in accordance with section 7, subsection 2 and, where necessary, of further inspections.

If the results of the assessments required under subsection 1 are satisfactory, the notified body responsible for the periodic inspection shall carry out a periodic inspection of the pressure receptacle or pressurised tank. If the requirements of that periodic inspection are met, the Pi marking shall be affixed by or under the surveillance of the type A notified body responsible for the periodic inspection.

Where pressure receptacles were manufactured in series, the reassessment of conformity of an individual pressure receptacle and its accessories used for transport may be carried out by a notified body responsible for periodic inspection of the relevant pressure receptacle provided that conformity of the type has been assessed in accordance with subsection 1 by a type A notified body, responsible for the reassessment of conformity, and a certificate of type reassessment has been issued. The Pi marking shall be followed by the identification number of the notified body responsible for the periodic inspection.

Section 9

Certificate of reassessment and certificate of type reassessment of pressure receptacles and pressurised tanks

The notified body responsible for the periodic inspection shall issue a certificate of the reassessment of a pressure receptacle or a pressurised tank. The certificate of reassessment shall contain as a minimum:

1) the identification number of the notified body issuing the certificate and, if different, the identification number of the type A notified body responsible for the reassessment of conformity in accordance with section 8, subsection 1;

2) the name and address of the owner or operator referred to in section 7, subsection 2;

3) where the procedure laid down in section 8, subsection 3 is applied, the data identifying the certificate of type reassessment;

4) the serial number or numbers and other necessary data for identification of the transportable pressure equipment to which the Pi marking has been applied;

5) the date of issue.

Where the procedure in accordance with section 8, subsection 3 is applied, the type A notified body shall issue a certificate of the type reassessment of the pressure receptacle or pressurised tank. The certificate of type reassessment shall contain as a minimum:

1) the identification number of the type A notified body issuing the certificate;

2) the name and address of the manufacturer of and the holder of the original type approval for the transportable pressure equipment being reassessed when the holder is not the manufacturer;

3) the data identifying the transportable pressure equipment belonging to the series;

4) the date of issue;

5) the words: "This certificate does not authorise manufacture of transportable pressure equipment or parts thereof".

Chapter 3
Temporary storage

Section 10
Dangerous goods and cargo transport units in temporary storage locations

In a temporary storage location on the rail network, in a harbour area, aerodrome or other terminal as well as any equivalent temporary storage location, cargo transport units shall be segregated from each other safely, and the unobstructed access of the rescue authorities to the dangerous goods and the cargo transport units containing them shall be ensured. Placement shall take account of other traffic at the temporary storage location and seek to minimise the repositioning of cargo transport units during storage.

Cargo transport units containing dangerous goods may not, during temporary storage, be stacked on top of each other without a compelling reason. However, a maximum of two cargo transport units may be stacked on top of each other if they only contain environmentally hazardous substances of Class 9.

Packaged goods shall, in temporary storage outside a cargo transport unit or load compartment, be stored in compliance with at least the same segregation as when loading together in a cargo transport unit or load compartment of a means of transport.

Section 11
Cargo transport units in harbour areas

The segregation distances laid down in Annex 1 shall be complied with in a harbour area. The provisions of the Annex need not, however, be applied in the segregation of cargo transport units containing small amounts of dangerous substances if safety is otherwise ensured.

The following substances shall be removed without delay from a harbour area:

1) Class 1 explosives, excluding 1.4S explosives;

2) Class 6.2 infectious substances;

3) Class 7 radioactive material, excluding substances classified under UN 2908–2911.

Substances referred to in subsection 2 above may, however, be stored temporarily in a harbour area if this is safe, does not present any danger and has been authorised by the port operator.

Section 12
Preparedness for accident prevention and response in temporary storage locations

A temporary storage location shall have, for accident prevention and response, first-aid fire extinguishing equipment and, for leak prevention and response, absorbers

and neutralisation agents or other equipment as required by the substances stored, the assessed risks and the effects of accidents. The design of the location shall take account of enabling the capture of any escaped dangerous substances and contaminated water.

A location shall be designated for damaged cargoes and loads, and for waste contaminated by dangerous substances contained by them, where they can be stored as well as re-packaged or re-loaded and where contaminated waste can be captured for disposal. When planning these arrangements, account shall be taken of the quantity and quality of dangerous goods stored.

Section 13
Preparation of internal emergency plans

The internal emergency plan for a temporary storage location referred to in section 33 of the TDG Act shall be prepared with the following objectives:

1) containing and controlling accidents so as to minimise the effects and to limit damage to human health, the environment and property;

2) implementing the necessary measures to protect human health and the environment from the effects of accidents;

3) communicating the necessary information to the authorities concerned in the area and, where necessary, to the public and enterprises and services in the area;

4) providing for the restoration and clean-up of the environment following an accident.

The internal emergency plan shall be prepared in consultation with actors in the area and take account of the rescue services arrangements in the area.

Where, under law other than the TDG Act or European Union legislation applicable to the temporary storage location, an internal emergency plan or a safety, security or preparedness plan shall be prepared for the temporary storage location, no separate internal emergency plan need be prepared. Instead, the corresponding matters may be compiled in the said other plan. This shall be mentioned in the plan.

Section 14

Contents and revision of internal emergency plans

The internal emergency plan shall contain a description, explanation or definition of the area to which the internal emergency plan pertains.

The internal emergency plan shall contain an assessment of any off-site effects from accidents and the details of the substances stored in the area, their quantities and locations as well as the following information:

1) the names and positions of persons authorised to set emergency procedures in motion and the persons in charge of and coordinating the on-site mitigatory actions, and the name and position of the person with responsibility for liaising with the rescue authorities;

2) for foreseeable conditions or events which could be significant in bringing about an accident, a description of the action which should be taken to control the conditions or events and to limit their consequences, including a description of the safety equipment and the resources available;

3) arrangements for limiting the risks to persons on site, including how warnings are to be given and the actions persons are expected to take on receipt of a warning;

4) arrangements for providing early warning of the accident to the rescue authorities, the type of information which should be contained in an initial warning and the

arrangements for the provision of more detailed information to the necessary parties as it becomes available;

5) arrangements for training staff in the duties they will be expected to perform and, where necessary, coordinating this with measures taken by the rescue authorities;

6) arrangements for providing assistance with off-site mitigatory action.

The internal emergency plan of a temporary storage location with a risk of major accident shall provide detailed descriptions of accident scenarios and an assessment of the extent and seriousness of the described major accidents in text as well as with map images.

The preparer of the internal emergency plan shall revise the internal emergency plan it has prepared whenever necessary and, however, at least every five years. The revision shall include the plan being updated and corrected to take account of any changes that have taken place in the temporary storage location and its environment as well as in rescue services arrangements, any increases in technical knowledge or in information about measures that must be taken in the prevention of and response to accidents.

Section 15
Safety reports for harbour areas

The safety report for a harbour area referred to in section 34 of the TDG Act shall:

1) provide the information, necessary for the implementation of the operating principles, concerning the organisation and safety management system of the port operator and of those performing cargo handling services;

2) demonstrate that in the harbour area hazards caused by transport have been identified and the necessary measures have been taken to prevent accidents and to limit their consequences for human health, the environment and property;

3) demonstrate that the safety requirements laid down in the TDG Act have been taken into account;

4) demonstrate that any other hazards in or outside of the harbour area as well as schools, hospitals and groundwater basins and any other potentially vulnerable sites have been taken into account;

5) demonstrate that the internal emergency plan has been prepared;

6) demonstrate how the control of transport units of dangerous goods has been organised in the harbour area;

7) contain the operating principles of the safety management system.

The safety management system referred to in section 34 of the TDG Act shall describe the organisation, management and personnel of the port operator and of operators involved in the management of accident hazards, the roles and responsibilities of personnel, and operational management taking place at the harbour. In addition, sufficient communication of information between and within the various organisations shall be ensured.

Chapter 4
Special training of persons issuing TDG-ADR approvals and performing TDG-ADR inspections

Section 16
Purpose and structure of special training

The purpose of the special training referred to in section 97 of the TDG Act is to prepare for the issue of TDG-ADR approvals and for the performance of TDG-ADR inspections. The special training consists of a module for TDG-ADR approvals and a module for TDG-ADR inspections.

Section 17
Special training

The requirement for admission to the special training in TDG-ADR approvals and TDG-ADR inspections is twelve months of practical experience in periodic and control inspections of vehicles or six months of practical experience in registration and modification inspections or individual approvals of vehicles.

The special training in TDG-ADR approvals and TDG-ADR inspections consists of 21 lessons of contact teaching. The topics of the special training consist of at least:

1) the general provisions, regulations and guidelines concerning the transport of dangerous goods;

2) the purpose and functioning of technical equipment of vehicles;

3) the measures in TDG-ADR approvals and TDG-ADR inspections;

4) the vehicle approval procedure.

The special training contains practical training.

Section 18
Special training examination

The requirement for taking the special training examination is that the special training referred to in section 17 has been completed.

The completion of the special training requires the passing of the written examination for the special training for TDG-ADR approvals and TDG-ADR inspections organised by the training provider.

The Finnish Transport and Communications Agency draws up lists of the topics of the questions included in the examinations. A representative of the Finnish Transport and Communications Agency has the right to invigilate the examination.

Section 19
Supplementary training and examination in special training

To maintain their professional skills and to retain their right to issue TDG-ADR approvals and perform TDG-ADR inspections, issuers of individual vehicle approvals and vehicle inspectors shall attend supplementary training in special training and pass the examination by the end of the year when three years have elapsed since they last successfully took the examination.

The supplementary training covers new provisions, regulations and guidelines, new technology and working methods as well as other topical themes relating to TDG-ADR approvals and TDG-ADR inspections.

Each supplementary training shall consist of a total of at least four lessons of contact or remote teaching as well as an examination.

The requirement for taking the supplementary training examination is that the supplementary training in special training referred to in subsection 3 has been completed.

Section 20
Postponing the obligation to take supplementary training and examination

An issuer of individual approvals and a vehicle inspector may, on special grounds notified in advance to the Finnish Transport and Communications Agency, postpone attendance to the supplementary training in special training and the taking of the examination until the end of the March of the following calendar year without losing their right to issue TDG-ADR approvals and perform TDG-ADR inspections. Supplementary training and taking of an examination postponed until the following year correspond to the preceding year's supplementary training and examination.

On special grounds, the Finnish Transport and Communications Agency may postpone the obligation to take the supplementary training and examination for a fixed period. Supplementary training or taking of an examination postponed until the following year corresponds to the preceding year's supplementary training and examination.

Section 21
Organisation of training and examinations

Training may be provided for a maximum of eight lessons per training day. A representative of the Finnish Transport and Communications Agency has the right to be present at the training for the purpose of monitoring. The training provider shall notify the Finnish Transport and Communications Agency of the time and location of each training no later than two weeks before the training commences.

The training provider may organise the examinations relating to the special training alone or together with another training provider.

The examinations shall be organised in such a way that they can establish whether the persons taking the examination are proficient in the topics taught in the training. The training provider shall notify the Finnish Transport and Communications Agency of the time and location of each examination no later than two weeks before the examination.

The special training examination may also be taken by persons who take the examination as an examination relating to supplementary training.

Section 22
Certificates issued for examinations and training

The organiser of the examination for special training and supplementary training in special training shall, on request, issue persons who have taken the examination a certificate of a successfully passed examination.

The training provider shall, on request, provide a person who has attended the supplementary training a certificate of attendance to the training.

Chapter 5
Inspection bodies

Section 23
Cooperation between inspection bodies

A type A notified body and a type B notified body shall participate in the relevant standardisation activities and the coordination work between notified bodies

organised by the European Commission or shall otherwise ensure that its key personnel are informed of the coordination work.

Section 24
Annual reports of inspection bodies

An inspection body shall submit the report referred to in section 113, subsection 6 of the TDG Act annually by the end of the March of the following year.

The report of a type A notified body, a type B notified body, a TDG inspection body, and an inspection body approved by the Radiation and Nuclear Safety Authority shall contain the following information:

1) a general description of the inspection activity also demonstrating compliance with the requirements of the standard referred to in section 110 of the TDG Act and specifying any deviations detected in assessments by the FINAS Finnish Accreditation Service of the Finnish Safety and Chemicals Agency and related corrective measures;

2) a summary of the number and types of inspections carried out;

3) the share of equipment rejected in inspections of equipment inspected by type of equipment and a summary of deficiencies detected in inspections;

4) the number of requests for administrative review made and a report on what they have pertained to, and the measures taken by the inspection body in response to the requests for administrative review;

5) the number of customer complaints made and a report on what they have pertained to, and the measures taken by the inspection body in response to the complaints;

6) a description of the use of external inspection and subcontracting services;

7) an opinion on the situation of the sector, the applicability of the provisions and regulation pertaining to the sector and any need for changes;

8) any changes in activities caused by amendments to statutes;

9) a description by type A and type B notified bodies of the implementation of cooperation between inspection bodies;

10) a listing by a type A notified body of the authorised inspection services and quality system assessments carried out.

The report of a TDG periodic inspection body shall contain at least the following information:

1) a general description of the inspection activity;

2) a report on the number of inspections carried out;

3) a summary of deficiencies detected in inspections;

4) any other relevant matters relating to inspections.

Chapter 6
TDG roadside checks and harbour area checks

Section 25
Checklist and inspection items of TDG roadside checks

The Police of Finland, Finnish Customs and the Finnish Border Guard shall, when carrying out TDG roadside checks, use the checklist, containing the items of transport

inspection, set out in Annex I to Directive (EU) 2022/1999 of the European Parliament and of the Council.

The checks shall also supervise the compliance of safety measures required in the transport of dangerous goods by road with provisions and regulations.

Section 26
Reports on TDG roadside checks

The Police of Finland, Finnish Customs and the Finnish Border Guard shall use a form in accordance with the model provided in Annex III to the Directive referred to in section 25 to draw up an annual report on TDG roadside checks. The report shall be submitted on checks carried out during each calendar year no later than by the end of the January following the year of the checks. The number of infringements recorded shall be itemised in accordance with Annex II to the Directive.

Section 27
Audits of safety reports for harbour areas

Following the approval of a safety report referred to in section 35 of the TDG Act, the Finnish Transport and Communications Agency shall, as soon as possible but no later than within one year from the approval, audit that the activities of the port referred to in section 34 of the said Act correspond to the activities described in the safety report.

Section 28
TDG inspections of harbour areas

The Finnish Transport and Communications Agency shall conduct regular inspections of transport and temporary storage of dangerous goods in harbour areas. The

inspections shall also supervise the compliance of transport units and areas designated for them with provisions and regulations.

Chapter 7
Recognition of measures and documents

Section 29
Recognition of classification of dangerous goods

The national competent authority recognises the documents appropriately issued by the competent authority of another country, or by an entity authorised by the competent authority, concerning the classification of goods or the confirmation of classification, provided that the document was issued by a competent authority or by an entity authorised by the competent authority referred to in the following regulations:

1) provisions of the ADR Agreement;

2) RID regulations;

3) ICAO-TI regulations;

4) provisions of the IMDG Code;

5) the provisions of the Treaty on the Transport of Dangerous Goods in Direct International Railway Traffic between Finland and Russia entered into between the Government of the Republic of Finland and the Government of the Russian Federation (Finnish Treaty Series 76–77/2014) and the provisions of the Treaty on the Implementation of the Treaty on the Transport of Dangerous Goods in Direct International Railway Traffic between Finland and Russia entered into between the

Ministry of Transport and Communications of the Republic of Finland and the Ministry of Transport of the Russian Federation (Finnish Treaty Series 96/2014).

Section 30
Recognition of certificates issued for safety adviser examinations

A valid certificate of a safety adviser for transport of dangerous goods by road and by rail that has been appropriately issued in a state that is a party to the ADR Agreement or a party to the Convention concerning International Carriage by Rail (hereinafter *COTIF*) (Finnish Treaty Series 52/2006) that applies the RID Regulation, entitles to act as a safety adviser to the extent specified by the certificate in duties specified in the ADR Agreement or RID Regulation.

A valid certificate of a safety adviser for transport of dangerous goods by road or by rail issued appropriately on the basis of the requirements of the TDG Directive entitles to act as a safety adviser to the extent specified by the certificate in duties referred to in the Directive.

Section 31
Recognition of ADR driver training certificates

A valid ADR driver training certificate issued appropriately in a state that is a party to the ADR Agreement entitles to transport dangerous goods by road to the extent specified by the ADR driver training certificate.

Section 32
Recognition of ADR vehicle approval certificates

The national competent authority recognises a vehicle approval certificate in accordance with the ADR Agreement (ADR approval certificate) issued appropriately

by the competent authority of another country, or by an entity authorised by the competent authority, that was issued in a state of registration of the vehicle bound by the ADR Agreement.

Section 33
Recognition of documents demonstrating conformity of pressure receptacles and tanks

With regard to measures relating to the demonstration of the conformity of pressure receptacles and tanks, an inspection body approved in Finland and the national competent authority recognise the certificates based on the assessment of conformity and the reassessment of conformity, reports on periodic inspections, intermediate inspections and exceptional checks as well as other documents on measures carried out to demonstrate conformity issued appropriately by an inspection body or authority of another country that pertain to:

1) transportable pressure equipment, provided that:

   a) the certificate, report or other document has been issued appropriately in the manner laid down in the TDG Directive;

   b) the measures concerning the certificate, report or other document have been carried out appropriately in the manner laid down in the Directive on transportable pressure equipment;

   c) the inspection body or authority that issued the certificate, report or other document is a notified body referred to in the Directive on transportable pressure equipment.

2) a pressure receptacle that is not transportable pressure equipment and not Pi marked, provided that:

a) the certificate, report or other document has been issued appropriately in the manner laid down in the TDG Directive;

c) the inspection body or authority that issued the certificate, report or other document is a notified body referred to in the Directive on transportable pressure equipment.

3) a tank or tank-container that is not transportable pressure equipment, provided that:

a) the certificate, report or other document has been issued appropriately in the manner laid down in the ADR Agreement and the RID Regulation;

b) the inspection body or authority that issued the certificate, report or other document is an inspection body referred to in the ADR Agreement that a party to the ADR Agreement has notified to the list maintained by the Secretariat of the United Nations Economic Commission for Europe, or an inspection body referred to in the RID Regulation that a party to COTIF that applies the RID Regulation has notified to the list maintained by the Secretariat of the Intergovernmental Organisation for International Carriage by Rail (OTIF);

c) the inspection body that issued the certificate, report or other document complies with the requirements of the ADR Agreement and the RID Regulation and the inspection body is accredited by the national accreditation body as a type A accreditation body in accordance with SFS-EN ISO/IEC 17020 standard excluding clause 8.1.3 of the standard.

Chapter 8
Transitional provisions and entry into force

Section 34
Entry into force

This Decree enters into force on 1 September 2023.

Section 35
Transitional provisions

Portable tanks and UN multiple-element gas containers (UN MEGCs) that were brought into service before the entry into force of this Decree, and that are in conformity with the requirements based on the operating temperature in force at the time of the entry into force of this Decree, that are not in conformity with the material durability requirements as regards low temperatures laid down in section 2 may still be used in domestic transport by road and by rail.

Annex

Dangerous goods segregation table for harbour areas

For cargo transport units containing dangerous cargoes of more than one class, the most stringent segregation requirement shall be applied.

Class		**2.1**	**2.2**	**2.3**	**3**	**4.1**	**4.2**	**4.3**	**5.1**	**5.2**	**6.1**	**8**	**9**
Flammable gases	**2.1**	0	0	0	s	a	s	0	s	s	0	a	0
Non-toxic, non-flammable gases	**2.2**	0	0	0	a	0	a	0	0	a	0	0	0
Toxic gases	**2.3**	0	0	0	s	0	s	0	0	s	0	0	0
Flammable liquids	**3**	s	a	S	0	0	s	a	s	s	0	0	0
Flammable solids, self-reactive substances, polymerising substances and solid desensitised explosives	**4.1**	a	0	0	0	0	a	0	a	s	0	a	0
Substances liable to spontaneous combustion	**4.2**	s	a	s	s	a	0	a	s	s	a	a	0
Substances which, in contact with water, emit flammable gases	**4.3**	0	0	0	a	0	a	0	s	s	0	a	0
Oxidising substances	**5.1**	s	0	0	s	a	s	s	0	s	a	s	0
Organic peroxides	**5.2**	s	a	s	s	s	s	s	s	0	a	s	0
Toxic substances	**6.1**	0	0	0	0	0	a	0	a	a	0	0	0
Corrosive substances	**8**	a	0	0	0	a	a	a	s	s	0	0	0

Miscellaneous dangerous substances and articles	**9**	0	0	0	0	0	0	0	0	0	0	0	0

***Note**: Cargoes of Classes 1 (except division 1.4S), 6.2 and 7 may be stored in a harbour area for direct shipment or delivery only. These classes are not included in the table. However, if, through unforeseen circumstances, these cargoes have to be temporarily stored, it shall be in designated areas. The port operator shall, in addition, consider the segregation requirements of the individual classes laid down in regulations concerning transport by ship.*

KEY TO THE TABLE

Segregation of dangerous cargoes:

Packages/intermediate bulk containers (IBCs)/rolltrailers/platform containers

0 = no segregation necessary

a = away from – minimum 3 m separation required

s = separated from – in open areas, minimum 6 m separation required, in sheds or warehouses, minimum 12 m separation required unless separated by a firewall

Closed containers/tank-containers/portable tanks/closed road vehicles

0 = no segregation necessary

a = away from – no segregation necessary

s = separated from – in open areas, longitudinally and laterally minimum 3 m separation required, in sheds or warehouses, longitudinally and laterally minimum 6 m separation required unless separated by a firewall

Open road vehicles/railway freight wagons/open-top containers

0 = no segregation necessary

a = away from – minimum 3 m separation required

s = separated from – in open areas, longitudinally and laterally minimum 6 m separation required, in sheds or warehouses, longitudinally and laterally minimum 12 m separation required unless separated by a firewall

For freight containers, tank-containers, portable tanks, road vehicles, rolltrailers or platform containers or rail wagons a distance of 3 m is equal to the width of a standard 20-foot container, or one rail track, one trailer lane or, in the case of successive rail wagons, the longitudinal buffer space.

The segregation table uses '0' to indicate that no general segregation is required but that the individual requirements of the concerning transport by ship shall be consulted.

'Closed type unit' means a unit in which dangerous goods are totally enclosed by sufficiently strong boundaries, such as a freight container, a tank or a vehicle. Units with fabric sides or tops are not closed type units.