

Government Decree

on the Transport of Dangerous Goods by Road

(194/2002; amendments up to 283/2003 included)

Chapter 1

General provisions

1 §

Scope of application

- (1) This Decree applies to the transport of dangerous goods by road when the transport starts, takes place and ends in Finland.
- (2) If the transport of dangerous goods starts, takes place or ends elsewhere than in Finland, the transport of dangerous goods by road in Finland is governed either by this Decree or by the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) (Treaty Series of the Statute Book of Finland 23/1979).
- (3) Where a vehicle intended for road traffic and carrying out a transport operation of dangerous goods subject to the provisions of this Decree is taken to be conveyed by another transport medium, the provisions and regulations applying to the said transport medium alone are applicable to the section of the journey carried out by the said transport medium.
- (4) The provisions and regulations pertaining to transport by road are applied to the transport of dangerous goods taking place in a terrain and on a snowmobile route referred to in the Act on Off-Road Transport (710/1995)

unless otherwise provided for by a decree of the Ministry of Transport and Communications.

- (5) This Decree also applies to the transport of dangerous goods in a port or airport as provided for below.

2 §

Definitions

- (1) For the purposes of this Decree:
 - 1) *the VAK Act* mean the Act on Transport of Dangerous Goods (719/1994);
 - 2) *the ADR Regulations* mean the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR);
 - 3) *the RID Regulations* means the regulations concerning the international carriage of dangerous goods by rail constituting an annex to Appendix B (CIM) to the Convention concerning international carriage by rail (COTIF) (Treaty Series of the Statute Book of Finland 5/1985);
 - 4) *the IMDG Regulations* mean the International Maritime Regulations on the Transport of Dangerous Goods of the International Maritime Organisation (IMO);
 - 5) *the ICAO-TI* means the technical instructions published as standards under the Convention on International Civil Aviation (Treaty Series of the Statute Book of Finland 11/1949);

- 6) *the Ministry* means the Ministry of Transport and Communications;
- 7) *the packaging* means packaging approved for the transport of dangerous goods, IBC packaging and overpacks.
- 8) *a tank* means tank-vehicles, demountable tanks, battery-vehicles, MEGCs, UN tanks and tank containers.
- (2) Information on the standards referred to in subsection 1 (5) are available from the Civil Aviation Authority.

3 §

Temporary storage

In addition to the provisions of the VAK Act, temporary storage means a temporary interruption of a journey due to the transport conditions as well as temporary storage due to a change of the transport mode or transport medium provided that, upon a request of a supervisory authority, documents indicating the places of dispatch and delivery are presented and that the container or tank is not opened during the temporary storage except for an inspection carried out by the supervisory authority, if any.

4 §

International agreements to be applied

Notwithstanding the provisions of section 1 (2), separate agreements referred to in the ADR Regulations and approved by Finland can be applied also to national road transport of dangerous goods in Finland. Information on these separate agreements is available from the Ministry.

5 §

Classification of dangerous goods

- (1) Dangerous goods shall be classified into the following danger classes:
- Class 1 Explosive substances and articles
 - Class 2 Gases
 - Class 3 Flammable liquids
 - Class 4.1 Flammable solids, self-reactive substances and solid desensitized explosives
 - Class 4.2 Substances liable to spontaneous combustion
 - Class 4.3 Substances which, in contact with water, emit flammable gases
 - Class 5.1 Oxidising substances
 - Class 5.2 Organic peroxides
 - Class 6.1 Toxic substances
 - Class 6.2 Infectious substances
 - Class 7 Radioactive substances
 - Class 8 Corrosive substances
 - Class 9 Miscellaneous dangerous substances and articles (283/2003)
- (2) Further provisions on the criteria for the classification of dangerous substances and the tests relating to the classification shall be issued by a decree of the Ministry.
- (3) In cases specified in the decree of the Ministry, the goods shall be classified or the classification approved by the Safety Technology Authority or the Radiation and Nuclear Safety Authority (the STUK) or a competent foreign authority referred to in the ADR or RID Regulations. The authority may require that the consignor of the goods present the test results in order to ascertain the classification.

Chapter 2

Obligations of the parties

6 §

General obligations

Those participating in the transport of dangerous goods shall take appropriate measures taking into account the nature and extent of the risks in order to prevent damage as well as injury and to minimise harmful consequences.

7 §

The consignor

- (1) The obligations of the consignor are governed by section 8 of the VAK Act. The consignor of dangerous goods may hand over for carriage only consignments that comply with the provisions. In addition, the consignor shall in particular:
 - 1) ascertain that the dangerous goods are classified in compliance with the provisions and that they may be carried by road;
 - 2) furnish the carrier with the information necessary for the transport, the required consignment note or the corresponding dispatch document as well as other documents, like authorisations, approvals, notifications and certificates;
 - 3) use only packaging and tanks approved for and suited to the transport of the dangerous substances concerned and bearing markings complying with the provisions;
 - 4) comply with the requirements on the means of dispatch and forwarding restrictions;

- 5) ensure that empty uncleaned and not degassed tanks as well as empty uncleaned vehicles and large or small bulk containers are appropriately marked and labelled and that empty uncleaned tanks are closed and present the same degree of leakproofness as if they were full.
- (2) If the consignor uses the services of other participants, like the packer, loader or filler of a tank, he shall take appropriate measures to ensure that the consignment meets the requirements laid down. However, in cases referred to in paragraphs 1-3 and 5 of subsection 1, he may rely on the information and data made available to him by the other participants.
- (3) When the consignor acts on behalf of a third party, the latter shall inform the consignor in writing of the dangerous goods involved and make available to him all the information and documents that he needs to perform his obligations.

8 §

The carrier and driver of the transport

- (1) The obligations of the carrier and driver of the transport are governed by sections 9 and 10 of the VAK Act. When taking over dangerous goods for transport, the carrier and driver of the transport shall, at the place of departure, in particular:
 - 1) ascertain that the dangerous goods handed over for transport may be carried by road;
 - 2) ascertain that the prescribed documentation is on board the transport unit;
 - 3) ascertain visually that the vehicles and loads have no obvious defects,

- leakages or cracks and no missing equipment;
- 4) ascertain that the tanks have been inspected on time;
 - 5) ascertain that the loading limits per transport unit laid down in the decree of the Ministry have not been exceeded;
 - 6) ascertain that the placards and markings prescribed for the vehicle and the tank of a tank-vehicle have been affixed;
 - 7) ascertain that the equipment provided for to be carried on board the vehicle and prescribed in the written instructions for the driver is on board.
- (2) The carrier and driver of the transport shall ascertain that the placards and markings of the vehicle and tank-vehicle are removed.
 - (3) Where appropriate, the obligations referred to in subsection 1 shall be met on the basis of the transport and other documents by visually inspecting the vehicle and containers and, where appropriate, the load. In the cases referred to in paragraphs 1, 2, 5 and 6 of subsection 1, the carrier and driver of the transport may rely on the information and data made available to him by the other participants.
 - (4) If the carrier or driver of a transport observes neglect in the issued referred to in subsection 1 or another infringement of the provisions, he may not forward the consignment until the matter has been rectified.

9 §

Consignee

- (1) The consignee may not refuse to accept a consignment except for compelling reasons. In addition, the consignee shall after the unloading of

the load verify that the requirements concerning him laid down in the provisions have been complied with. The consignee shall in particular:

- 1) in the cases provided for carry out the prescribed cleaning and decontamination of the vehicles and containers;
 - 2) ensure that the containers, once completely unloaded, cleaned and decontaminated, and other than the tanks of a tank-vehicle no longer bear the placards or orange-coloured plates.
- (2) If the consignee uses the services of other participants, like an unloader, cleaner or other decontamination facility, he shall take appropriate measures to ensure that the requirements laid down are met.
 - (3) The consignee may not return the container to the carrier of the transport until the measures referred to in subsection 1 have been carried out.

10 §

Other participants

The other participants participating in the transport besides those referred to in sections 7-9 are the loader, packer, filler of a tank as well as of a bulk-goods vehicle and container as well as an operator of a tank container and a UN tank. The obligations of the other participants flow from the general obligations from section 6 insofar as they know or should have known that their duties are performed as part of a transport operation subject to the VAK Act.

11 §

Loader

- (1) The loader has the following obligations in particular:
- 1) he shall hand the dangerous goods over to the carrier only if they are authorised for carriage on the road under the provisions;
 - 2) he shall, when handing over for carriage packed dangerous goods or uncleaned empty packaging, check whether the packaging are damaged; he shall not hand over a package the packaging of which is damaged, especially if it is not leakproof and there are leakages or the possibility of leakages of the dangerous substance, until the damaged packaging has been repaired; this obligation also applies to empty uncleaned packaging.
 - 3) he shall, when loading dangerous goods in a vehicle or in a small or large container, comply with the special requirements concerning loading and handling;
 - 4) he shall, after loading dangerous goods into a container, comply with the requirements concerning placards and orange-coloured plates;
 - 5) he shall, when loading packages, comply with the prohibitions on mixed loading taking into account dangerous goods already in the vehicle or large container and requirements concerning the separation of foodstuffs, other articles of consumption or animal feedstuffs.
- (2) In cases referred to in paragraphs 1, 4 and 5 of subsection 1, the loader may rely on the information and data made available to him by the other participants.

12 §

Packer

- The packer has the following obligations in particular:
- 1) he shall comply with the requirements concerning packing and mixed packing;
 - 2) when he prepares packages for carriage, he shall comply with the requirements concerning marking and labelling of the packages.

13 §

Filler of a tank as well as of a bulk-goods vehicle and container

- The filler of a tank as well as of a bulk-goods vehicle and container has the following obligations in particular:
- 1) he shall ascertain prior to the filling of the tank that both the tank and its equipment are technically in a satisfactory condition;
 - 2) he shall ascertain that the tanks have been inspected on time;
 - 3) he shall only fill the tank with dangerous goods authorised for carriage in the tank;
 - 4) he shall, in filling the tank, comply with the requirements concerning the adjoining compartments;
 - 5) he shall, during the filling of the tank, observe the maximum permissible degree of filling or the maximum permissible mass of contents per litre of capacity for the substance being filled;
 - 6) he shall, after filling the tank, check the leakproofness of the closing devices;
 - 7) he shall ensure that no dangerous residue of the filling substance adheres to the outside of the tank filled by him;

- 8) he shall, in preparing the dangerous goods for carriage, ensure that the placards and orange-coloured plates or danger labels are affixed on the tank, on a vehicle loaded with bulk goods as well as on a large and small container.

14 §

Tank container/UN tank operator

The tank container/UN tank operator has the following obligations in particular:

- 1) he shall ensure compliance with the requirements for construction, equipment, tests and marking of a tank container and a UN tank;
- 2) he shall ensure that the maintenance of the tank container and the UN tank as well as their equipment is carried out in such a way as to ensure that, under normal operating conditions, the tank container/UN tank satisfies the requirements until the next inspection;
- 3) he shall have an exceptional check made when the safety of the tank container and the UN tank or their equipment is liable to be impaired by a repair, an alteration or an accident.

15 §

Training of transport personnel

- (1) Persons whose duties concern the carriage of dangerous goods by road shall receive training in the requirements governing the carriage appropriate to their responsibilities and duties. The training shall include:
 - 1) *general awareness training* providing general knowledge of the provisions relating to the transport of dangerous goods by road;
 - 2) *task-specific training* providing detailed training appropriate to the tasks and responsibilities of the personnel in the provisions governing the transport of dangerous goods by road; if part of the transport is carried out as other than transport by road, the personnel shall also be aware of the provisions and regulations relating to that other mode of transport;
 - 3) *safety training*, where the personnel shall receive training in the hazards of dangerous goods commensurate with the risk of injury and exposure to the substance caused by a possible accident during the transport, loading and unloading of dangerous goods; the aim of the training shall be that the personnel is aware of the precautions to be taken during the handling of the substance and the measures to be taken in a hazard situation;
 - 4) *training in the transport of radioactive materials*, where the personnel participating in the transport of these materials shall receive training commensurate with the radiation risks relating to the transport of radioactive materials and the safety measures to be taken into account for shielding from radiation and for the protection of others;
 - 5) *refresher training* given at regular intervals in changes that have taken place in the provisions and regulations.
- (2) The employer and the employee shall have detailed information of all completed training referred to in this section. The information shall be ascertained upon commencing a new employment relationship.
- (3) The provisions of subsections 1 and 2 also apply, where appropriate, to personnel whose duties concern the carriage of dangerous goods in a port

- area or an airport.
- (4) The training of a safety adviser and the training required for an ADR certificate shall be provided for separately.

Chapter 3

Packaging

16 §

Technical requirements of packaging

The technical requirements of packaging and tanks used to transport dangerous goods are provided for in section 13 a of the Act on Transport of Dangerous Goods and thereunder in a decree of the Ministry.

17 §

Packaging belonging to transportable pressure equipment

- (1) With the exception of the transport of dangerous goods referred to in section 1 (2), the material of a packaging belonging to transportable pressure equipment used in the transport shall be resistant to brittle fracture up to -40 °C.
- (2) With regard to the durability of the material referred to in subsection 1, the packaging shall bear the marking of "-40 °C" after the conformity marking referred to in section 6 (1) of the Government Decree on the Indication of Conformity of Packaging and Tanks Used in the Transport of Dangerous Goods and the identification number of the inspection body or another marking approved by the Safety Technology Authority.

18 §

Indication of conformity of packaging

The indication of conformity of a packaging used in the transport of dangerous goods is governed by the provisions of section 3 of the Government Decree on the Indication of Conformity of Packaging and Tanks Used in the Transport of Dangerous Goods.

19 §

Use of ADR and RID packaging

- (1) With the exception of packaging belonging to transportable pressure equipment, packaging, IBC's and overpacks type-approved in conformity with the ADR or RID Regulations in force may also be used as packaging in the transport of dangerous goods. In cases referred to in the decrees of the Ministry, the drop test of plastic packaging shall, however, notwithstanding the ADR and RID Regulations, be carried out at a temperature of -40°C. In this case, the packaging shall bear a marking on the temperature of the drop test complying with the provisions, or the following marking shall be entered in the consignment note or other transport document: "*Packaging in conformity with the ADR/RID Regulations, tested at -40°C*". In other respects, the approval of the tasks and measures relating to the assessment of conformity carried out by foreign inspection bodies is provided for in section 13 c (4) of the VAK Act.
- (2) A packaging filled abroad, approved in accordance with the ADR or RID Regulations elsewhere than in Finland

and belonging to transportable pressure equipment, may, after the termination of a transport in accordance with the ADR Regulations, be transported to be discharged in Finland and returned abroad empty without the marking referred to in section 17 if the consignor confirms in the consignment note or in a corresponding transport document that the packaging and its equipment are resistant to brittle fracture up to the temperature of -40°C as follows: "*Packaging and its equipment are durable at the temperature of -40°C* ".

20 §

Report on the breakage of the packaging

The consignor, carrier and consignee shall be liable to report to the STUK the breakage of the structure of a package that has been approved or the conformity of which has been otherwise indicated when the breakage has taken place under normal conditions of transport if the breakage has taken place during the transport of radioactive materials and to the Safety Technology Authority if the breakage has taken place during the transport of other dangerous goods.

Chapter 4

Vehicles and tanks

21 §

Construction of a vehicle

- (1) The construction of a vehicle intended for the transport of dangerous goods shall be durable and suitable for the purpose, so that dangerous goods may

be transported therein as safely as is reasonably possible taking into consideration the properties of the goods transported.

- (2) A transport unit transporting dangerous goods shall not have more than one trailer or semi-trailer unless otherwise provided for by a decree of the Ministry.

22 §

Vehicle approval

- (1) Vehicles transporting demountable tanks and vehicles intended for the transport of explosives provided for in a decree of the Ministry shall, in addition to other provisions on the inspection, be approved in an inspection for the transport of dangerous goods or a group of dangerous goods as well as be re-inspected annually. An approval certificate complying with the decree of the Ministry shall be drafted on the approval in the inspection.
- (2) The vehicle approval referred to in subsection 1 and in the ADR Regulations is granted and the inspections referred to in the said subsection are carried out by a motor vehicle inspection company authorised by the Finnish Vehicle Administration which has the qualifications required to carry out the said measures. The Finnish Vehicle Administration may revoke the authorisation either for a fixed period or finally if the approvals and inspections are not carried out appropriately. The person granting the approval and carrying out the inspections shall have the qualifications referred to in section 10 of the Act on Licenses for Vehicle Inspection (1998/1099).

- (3) In the cases provided for by the decree of the Ministry, the base vehicle shall be type-approved. This approval and the type-approval referred to in the ADR Regulations shall be granted to the base vehicle by the Finnish Vehicle Administration.

23 §

Technical requirements of a tank

The technical requirements of tanks used to transport dangerous goods are provided for in section 13 a of the Act on Transport of Dangerous Goods and thereunder in a decree of the Ministry.

24 §

Putting into service of a foreign tank

- (1) The manufacturer or importer of a tank manufactured abroad and imported may not put a tank into service until a VAK inspection body and, with regard to a tank belonging to transportable pressure equipment, a notified body has approved the design type of the tank and, in an inspection carried out by it, ascertained that the tank complies with the regulations in force in Finland. A tank intended for the transport of radioactive material shall be approved for service by the STUK.
- (2) If the inspections and tests of a tank manufactured abroad and imported into Finland have been carried out by a designated body referred to in the ADR or RID Regulations or an organisation authorised by it in conformity with the regulations in force in Finland and if an appropriate certificate thereon is presented with the appropriate accounts, the inspection need not be renewed unless

there is a special reason to renew the inspection.

25 §

Tanks of special vehicles used at an airport

The construction and equipment of the tanks of special vehicles used to transfer fuel for the purposes of aviation at an airport shall be durable, suitable for the purpose and also otherwise safe so that dangerous goods can be transported therein as safely as is reasonably possible taking into consideration the properties of the goods carried.

Chapter 5

Transport

26 §

Documents

- (1) Upon handing over dangerous goods for transport, the consignor shall submit to the carrier a consignment note or a corresponding transport document containing the information on the goods handed over for transport. If the transport of dangerous goods by road in a large container is followed by transport by sea, the consignor shall append to the consignment note or the corresponding transport document a container packing certificate on the package complying with the regulations of the IMDG.
- (2) In cases provided for by a decree of the Ministry, the consignor shall deliver safety instructions in writing to the carrier well before the start of the transport.

- (3) If an approval of the vehicle is required, a vehicle approval certificate referred to in section 22 shall be on board the vehicle.
- (4) Provisions on the ADR certificate are laid down in the Decree on a Driving Certificate of Drivers of Vehicles Carrying Dangerous Goods (1112/1998).
- (5) The documents referred to in subsections 1 – 4 shall be on board the vehicle during the transport. If a multilateral agreement referred to in section 4 is applied to the transport, a copy of the applicable agreement shall also be kept in the vehicle.

27 §

Transport

- (1) The necessary precautions shall be taken in the transport taking into account the type, quantity and mode of transport of the goods transported.
- (2) If, during the transport, an infringement which could jeopardise the safety of the operation is observed, the consignment shall be halted as soon as possible bearing in mind the requirements of traffic safety, of the safe immobilisation of the consignment, and of public safety. The transport may only be continued once the consignment complies with the requirements provided for it. With regard to the rest of the journey, the supervisory authority may, however, grant an authorisation to continue the transport operation. In case the requirements of the provisions cannot be met and the supervisory authority has not granted an authorisation to continue the journey, the supervisory authority shall provide the carrier with the necessary administrative

assistance. The same shall apply in case the carrier informs the supervisory authority that the dangerous nature of the goods carried was not communicated to him by the consignor and that he wishes, by virtue of the terms of the transport contract, to unload, destroy or render the goods harmless.

- (3) Transport of persons in a transport unit carrying dangerous goods is prohibited with the exception of driver's mates unless otherwise provided for in a decree of the Ministry.
- (4) The provisions of this section shall also apply to transport of dangerous goods in a port and at an airport.

28 §

Dangerous goods as luggage

Dangerous goods may be transported as luggage in small quantities as referred to in the decree of the Ministry unless otherwise provided for in a decree of the Ministry. The decree of the Ministry shall be applied to the packing and marking of dangerous goods transported as luggage.

29 §

Approval and notification of transport of radioactive materials

The consignor shall apply for an approval for the transport of radioactive materials from the STUK and notify the STUK of their transport unless otherwise provided for in a decree of the Ministry.

Chapter 6

Miscellaneous provisions

30 §

Supervisory authorities

The police shall supervise the transport of dangerous goods by road. Transport operations from and to Finland shall also be supervised by the Customs Administration and the Frontier Guard, each within its scope of authority. Transport operations taking place under the supervision of the Defence Forces are governed by the VAK Act.

31 §

Co-operation of the supervisory authorities

- (1) For the purpose of supervising the transport of dangerous goods, the supervisory authorities referred to in section 30 shall provide official assistance to foreign supervisory authorities if the provision thereof is based on the provisions of the European Community or on obligations of an international treaty binding on Finland. The Finnish supervisory authority shall report repeated and serious infringements endangering the safety of the transport of dangerous goods to the competent authority of the State in which the vehicle party to the infringement is registered or in which the registered office of the undertaking is located if such reporting is based on Community provisions or on an obligation of an international treaty.
- (2) The supervisory authorities referred to in section 30 shall report to a foreign competent authority the consequences

imposed on a carrier or an undertaking in Finland attributable to repeated and serious infringements that have taken place abroad and that endanger the transport of dangerous goods if the reporting is based on the provisions of the European Community or on an obligation of an international treaty binding on Finland.

32 §

Right of the Safety Technology Authority and the STUK to have tests carried out

Where necessary and especially if a packaging or a tank upon breakage causes harm or danger, the Safety Technology Authority and the STUK have the right to have tests carried out in a laboratory ordered by them to ensure that the packaging and tank fulfil the requirements set thereon.

33 §

Derogations in emergency operations

In urgent emergency operations the provisions of this Decree may be derogated from if compliance with the provisions hampers the emergency operations.

34 §

Accidents and reporting thereon

- (1) If an accident takes place during the transport of dangerous goods causing a danger of personal, environmental or property damage due to the leakage of the substance being transported or another reason, the driver of the vehicle or the party in charge of the loading or unloading shall

immediately report the incident to the Emergency Dispatch Centre and take the appropriate protective measures required by the situation.

- (2) If during the transport of dangerous goods an accident referred to in Chapter 1.8 of Annex A to the Decree of the Ministry of Transport and Communications on the Transport of Dangerous Goods by Road (277/2002) takes place, such as a release of dangerous goods, an imminent risk of such a release, personal injury, material or environmental damage, or if the authorities are involved, the carrier shall immediately file an accident report conforming to the model prescribed in the Decree of the Ministry of Transport and Communications to the Safety Technology Authority. In the case of transport of radioactive material, the report shall, however, be filed to the STUK. (283/2003)
- (3) The Safety Technology Authority and the STUK have the right to require more detailed additional accounts than those referred to in subsection 2 if they are considered necessary taking into consideration the type and extent of the accident.
- (4) With regard to serious accidents, the Ministry shall submit an accident report referred to in the ADR Regulations to the Secretariat of the United Nations Economic Commission for Europe.

35 §

Report on the approval of a packaging or a tank

- (1) The inspection body shall notify the Safety Technology Authority of the type-approval of a packaging or tank

used to transport dangerous goods or of a corresponding indication of conformity.

- (2) The STUK shall keep a record of packaging and tanks meant for the transport of radioactive materials, which have been type-approved or the conformity of which has been otherwise indicated. If a packaging or tank is meant for the transport of other dangerous goods, the register shall be kept by the Safety Technology Authority.

36 §

Derogations

The Ministry may, upon application, in an individual case, grant a derogation from the provisions of this Decree if there are special compelling reasons thereto or if compliance with the provisions causes unreasonable costs or considerable detriment. In addition, the granting of a derogation requires that the required safety can be achieved by other means.

37 §

Application for rectification

Rectification of a decision of a vehicle inspector in a vehicle inspection matter referred to in section 22 (1 and 2) shall be provided for in section 26 of the Act on Licenses for Vehicle Inspection.

38 §

Instructions

The Ministry of Transport and Communications, the Ministry of the

Interior, the Ministry of Agriculture and Forestry, the Safety Technology Authority, the STUK, the Board of Gene Technology, the Finnish Vehicle Administration, the Customs Administration and the Frontier Guard may, if necessary, issue instructions on matters falling under their scope of authority.

39 §

Entry into force

- (1) This Decree enters into force on 1 April 2002. Sections 6-14 of the Decree shall, however, enter into force on 1 January 2003 and section 15 (3) on 1 June 2003.

- (2) This Decree repeals the Decree on the Transport of Dangerous Goods by Road issued on 16 August 1996 (632/1996) with later amendments.

40 §

Transitional provisions

- (1) The approvals of classifications and vehicles granted under the decree repealed by this Decree remain in force as such.
- (2) The packaging and tanks in compliance with the decree repealed by this Decree may be used further.
- (3) Measures necessary for the implementation of this Decree may be taken prior to its entry into force.