

COUNTRY SHEET: FINLAND

Applicable upon the entry into force of the revised Paris Convention

Finland is a member country of the OECD Nuclear Energy Agency. For more information on the legal, regulatory and institutional frameworks for nuclear activities in Finland, see [here](#).

1. APPLICABLE NUCLEAR THIRD PARTY LIABILITY REGIME

International convention(s):

- 1960 Paris Convention on Third Party Liability in the Field of Nuclear Energy, as Amended by the 2004 Protocol (“[Revised Paris Convention](#)”)
- 1963 Brussels Convention Supplementary to the 1960 Paris Convention, as Amended by the 2004 Protocol (“[Revised Brussels Supplementary Convention](#)”)
- 1988 Joint Protocol Relating to the Application of the Vienna Convention and the Paris Convention (“[Joint Protocol](#)”)

National law(s):

- [The Nuclear Liability Act 484/1972](#), as amended by the [Act 493/2005](#) (the “[Nuclear Liability Act](#)”)

2. NUCLEAR THIRD PARTY LIABILITY AMOUNT(S) UNDER THE APPLICABLE NATIONAL LAW(S)¹

Transport to/from a nuclear installation located in Finland (“the Country”):

- Unlimited: for nuclear damage suffered within Finland and caused by an operator located in Finland
- EUR 80-700 million: for nuclear damage suffered outside Finland and caused by an operator located in Finland

[Section 18 of the Nuclear Liability Act]

Finland being party to the Revised Paris Convention, amounts of nuclear liability for transport applicable to operators of nuclear installations situated in the territory of a Contracting Party the Revised Paris Convention shall be determined by the national legislation of the operator liable wherever the nuclear incident occurs [i.e. Article 7(d) of the Revised Paris Convention applies].

Transit through the Country:

- Unlimited: for nuclear damage suffered within Finland and caused by an operator located in Finland
- EUR 80-700 million: for nuclear damage suffered outside Finland and caused by an operator located in Finland

There are no specific provisions on the amounts of nuclear liability applicable to transit under the Nuclear Liability Act. Therefore, the requirements relevant to transport will also apply to transit.

3. FINANCIAL SECURITY/INSURANCE LIMITS UNDER THE APPLICABLE NATIONAL LAW(S)

Domestic transport:

- EUR 80-700 million

International transport to/from a nuclear installation located in the Country:

- EUR 80-700 million

[Section 23 of the Nuclear Liability Act]

Transit through the Country:

- EUR 80-700 million

There are no specific provisions on the financial security limits for transit under the Nuclear Liability Act. Therefore, the requirements relevant to transport will also apply to transit.

Finnish law does not provide that certificates of financial security detail the amount applicable for each transit country.

4. CERTIFICATE OF FINANCIAL SECURITY REQUIRED UNDER THE APPLICABLE NATIONAL LAW(S)

*Certificate of Financial Security for national transports:*²

Not required [Section 40 of the Nuclear Liability Act]

*Type of Certificate of Financial Security for international carriage:*³

- International transport to/from a nuclear installation located in the Country:

Required [Section 40 of the Nuclear Liability Act]

The operator shall provide the carrier with a certificate issued by the insurer or the person who has guaranteed the financial security and stating the name and address of the operator, the nuclear substances and the carriage in respect of which the insurance applies, as well as the amount, type and duration of the insurance. The certificate shall include a statement by the Ministry of Economic Affairs and Employment, or by the authority appointed by this Ministry, that the operator named therein is an operator of a nuclear installation within the meaning of the Revised Paris Convention.

The model certificate of financial security provided in the Steering Committee Recommendation of 8 June 1967 [NE/M (67)1] is followed.

- Transit through the Country:

There are no specific provisions on the type of certificate of financial security for transit through Finland provided in the Nuclear Liability Act.

Specific requirement(s) regarding the entity to issue the Certificate of Financial Security:

- International transport to/from a nuclear installation located in the Country:

No specific requirement

- Transit through the Country:

No specific requirement

5. ENTITY BEARING NUCLEAR LIABILITY AND REFERRED TO IN THE CERTIFICATE OF FINANCIAL SECURITY⁴

Transport from/ to a nuclear installation located in the Country:

- Operator
- National carrier
- Foreign carrier

[Section 11 of the Nuclear Liability Act]

*Transit through the Country:**

- Operator
- National carrier
- Foreign carrier

As the Nuclear Liability Act does not contain specific requirements relating to transit, the requirements relevant to transport will also apply to transit [Section 8 of the Nuclear Liability Act].

6. EXCLUSIONS UNDER THE APPLICABLE NATIONAL LAW(S)

*Exclusion of small quantities of nuclear substances:*⁵

Not applied under national legislation [Section 2 of the Nuclear Liability Act]

A Government decree may exclude from the Nuclear Liability Act such nuclear fuels or radioactive products if the associated risk of causing nuclear damage is minor given the small quantity of nuclear substances being transported.

No relevant Government decree has been issued yet.

*Exclusion of radioisotopes which have reached the final stage of fabrication:*⁶

Applied under national legislation

*Exclusion of certain kinds of nuclear substances (only applies to Contracting Parties to the Paris Convention):*⁷

Not applied under national legislation [Section 2 of the Nuclear Liability Act]

A Government decree may exclude from the Nuclear Liability Act such nuclear fuels or radioactive products if the associated risk of causing nuclear damage is minor given the low enrichment or low radioactivity of the nuclear substances being transported.

No relevant Government decree has been issued yet.

7. COMPETENT PUBLIC AUTHORITIES

In charge of verifying the certificate of financial security:

Financial Supervisory Authority in Finland

In charge of authorising a national/foreign carrier to bear nuclear liability:

Government of Finland

In charge of stating in the certificate of financial security that the person named in the certificate is an operator in accordance with the nuclear legislation in the Country:

Minister of Economic Affairs and Employment of Finland

Entitled to confirm that the transported substances are covered by the definition of “nuclear substances” (as defined under the Paris Convention) or “nuclear material” (as defined under the Vienna Conventions and the CSC):

Radiation and Nuclear Safety Authority in Finland (STUK)

8. CONTACT FOR QUESTIONS RELATING TO NUCLEAR LIABILITY AND TRANSPORT IN THE COUNTRY

Ministry of Economic Affairs and Employment of Finland

Email: kirjaamo@tem.fi /Phone: +35829516001

NOTES

- * **“Transport”** means an international or domestic carriage of nuclear substances by any means of transportation (i.e. sea, air or land) beginning with the departure from a nuclear installation of the sending operator and ending with the arrival at a nuclear installation of the receiving operator.

“Transit” means temporary movement of nuclear substances within the territory of a State that is not the State of departure, where the sending operator is located, or the State of destination, where the receiving operator is located.
- 1 All nuclear liability conventions (with the exception of the [Vienna Convention](#)) expressly provide that the amount of compensation will be determined by the national legislation of the liable operator. See Article 7(d) of the [Paris Convention](#) and the Revised Paris Convention, Article V.3 of the [Revised Vienna Convention](#), and Article 6.1 of the Annex to the [Convention on Supplementary Compensation](#) (CSC).

 Notwithstanding the above, a country may, under certain conditions, subject the transit of nuclear substances through its national territory to an increased nuclear liability amount not exceeding the maximum amount of liability of the operator of a nuclear installation situated in its territory. This is expressly provided in Article 7(e) of the Paris Convention and the Revised Paris Convention, and Article 6.2 of the Annex to the CSC.
- 2 National law may exclude the obligation of the operator liable to provide the carrier with an insurance certificate or other financial security if the carriage takes place wholly within the national territory of a country. This is expressly provided in Article 4(c) of the Paris Convention and the Revised Paris Convention, and Article III of the Revised Vienna Convention.
- 3 The NEA Steering Committee for Nuclear Energy (the “Steering Committee”) recommended to the Contracting Parties to the Paris Convention a model certificate of financial security for the carriage of nuclear substances on 8 June 1967 [[NE/M\(67\)1 / NE\(67\)9](#)]. There is no distinction between transport and transit regarding this recommendation.
- 4 National law may provide that a carrier bears nuclear liability in substitution for an operator of a nuclear installation in its territory. This is expressly provided in Article 4(d) of the Paris Convention and Article 4(e) of the revised Paris Convention, Article II.2 of the Vienna Convention and the revised Vienna Convention, Article 3.2 of the Annex to the CSC.
- 5 For the Paris Convention, see the Steering Committee Decision of 3 November 2016 [[NEA/SUM\(2016\)2 / NEA/NE\(2016\)8/FINAL](#)]; and for the IAEA Conventions, see the Board of Governors Resolution of 20 November 2014 [[GOV/2014/63](#)]. There is no distinction between transport and transit regarding this exclusion.
- 6 See Article 1(a)(iv) of the Paris Convention and the Revised Paris Convention, and the Steering Committee Recommendation of 19 April 2018 [[NEA/SUM\(2018\)1 / NEA/NE\(2018\)3/FINAL](#)]; Article I.1(g) of the Vienna Convention and the Revised Vienna Convention; and Article 1.1(e) of the Annex to the CSC. There is no distinction between transport and transit regarding this exclusion.
- 7 See the Steering Committee Decision of 27 October 1977 [[NE/M\(77\)2 / NE\(77\)20](#)]. There is no distinction between transport and transit regarding this exclusion.