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The Safety Investigation Act of Finland (525/2011)

Chapter 1 – General provisions

Section 1 – The purpose of safety investigations

- (1) The purpose of safety investigation is to promote general safety, the prevention of accidents and incidents, and the prevention of losses resulting from accidents.
- (2) A safety investigation is not conducted in order to allocate legal liability.

Section 2 – Accidents and incidents to be investigated

- (1) The following shall be investigated in accordance with this Act:
 - (1) an accident which, due to deaths or injuries, the extent of harm incurred by the environment, property or assets, or the nature of the accident, is to be deemed particularly serious (*major accident*);
 - (2) an accident or serious incident in aviation as defined in Regulation 996/2010/EC of the European Parliament and the Council on the investigation of civil aviation accidents and incidents and on the repeal of Directive 94/56/EC (*Aviation Accident Regulation*) and in chapter 1 of Annex 13 to the Convention on International Civil Aviation (Treaty Series 11/1949) as subsequently amended;
 - (3) a serious accident in rail traffic as defined in article 3 of Directive 2004/49/EC of the European Parliament and the Council (*Railway Safety Directive*) on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and levying of charges for the use of railway infrastructure and safety certification, and a corresponding accident in other private or public railway traffic;
 - (4) a very serious accident in maritime traffic, as defined in article 3 of Directive 2009/18/EC of the European Parliament and the Council (*Maritime Accident Directive*) establishing the principles governing the investigation of accidents in the maritime transport sector and amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council and the Code of the International

Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident mentioned [in the regulations of chapter 6 of annex XI-1] [in chapter 1, rule 6 of the annex XI] to the 1974 Convention on the International Safety of Life at Sea (Treaties of Finland 11/1981) as subsequently amended, and a corresponding accident in inland waterway traffic.

- (2) A serious incident and another accident and incident may be investigated in accordance with this Act.
- (3) A joint investigation of several similar accidents or incidents may be conducted in accordance with this Act (Safety Study).
- (4) Also an exceptional event referred to in chapter 5 may be investigated in accordance with this Act.

Section 3 – Application of the provisions on the investigation of accidents

Unless otherwise provided in this Act, the provisions contained in this Act on the investigation of an accident apply to the investigation of an incident referred to in section 2, subsections 1 and 2 and to the investigation of an exceptional event referred to in chapter 5 as well as to a safety study.

Section 4 – Relationship with other legislation

- (1) In addition to this Act, what is provided on the investigation of accidents in European Union legislation and in an international obligation binding on Finland applies in an investigation.
- (2) The Aviation Accident Decree applies to the investigation of accidents and serious incidents referred to in said Decree. In addition, the provisions of this Act apply in the investigation.
- (3) Separate provisions apply to the investigation of military aviation accidents and to the investigation of road and off-road accidents.
- (4) If the accident referred to in subsection 3 is a major accident or a serious incident, however, it shall be investigated in accordance with this Act.

Section 5 – Substance of the investigation

- (1) The safety investigation examines the course of events, their causes and consequences and the search and rescue actions as well as the actions taken by the authorities.
- (2) The investigation specifically examines whether safety had adequately been taken into consideration in the activity leading to the accident and in the planning, manufacture, construction and use of the equipment and structures that caused the accident or incident or at which the accident or incident was directed. The investigation also examines whether the management, supervision and inspection activity had been appropriately arranged and managed. Where necessary the investigation also examines possible defects in the provisions and orders regarding safety and the authorities.

Section 6 – Territorial competence

- (1) A safety investigation may be conducted on an accident which occurred in Finland. Similarly an investigation may be conducted of a waterways traffic accident which has occurred in the leased territory of the Saimaa Canal.
- (2) A safety investigation may be conducted of an accident that has occurred outside of Finland, as provided in European Union legislation or in an international obligation binding on Finland on the investigation of accidents.
- (3) Regardless of where an accident has occurred, the consequences of an accident that were directed against Finland and the other factors referred to in section 5 may be investigated to the extent that they concern the actions of the authorities of Finland and of Finnish persons involved in the accident.

Section 7 – Waiver of investigation

The investigation of an accident may be waived if it is agreed on the basis of European Union legislation or of an international obligation binding on Finland that the investigation shall be conducted by the authority of another State or by an international organization.

Chapter 2 – Organization of the investigation

Section 8 – The Safety Investigation Authority

- (1) The Safety Investigation Authority established in connection with the Ministry of Justice has the responsibility for the conduct of safety investigations. The Safety Investigation Authority performs its function independently and impartially.
- (2) The function of the Safety Investigation Authority is to investigate accidents and incidents referred to in section 2, subsections 1-3. The Authority is further responsible for the following:
 - (1) ensuring the general organization, planning, guidance, provision of information and supervision of safety investigations;
 - (2) training persons suitable to be investigators;
 - (3) maintaining the readiness to quickly initiate an investigation;
 - (4) attending to international cooperation connected with the safety investigation field;
 - (5) issuing safety recommendations and monitoring their implementation.
- (3) The Safety Investigation Authority functions as the civil aviation safety investigation authority referred to in the Aviation Accident Decree.

Section 9 – Organization of the Safety Investigation Authority

- (1) The Safety Investigation Authority has a director, officials who conduct safety investigations and other officials and, if necessary, other staff.

- (2) The functions of the Director are to manage, supervise and develop the operations of the Safety Investigation Authority, and be responsible for the quality of the operations and the productivity. The Director is appointed by the Council of State.
- (3) The Safety Investigation Authority shall have regulations, which are endorsed by the Director. The regulations contain provisions on the organization of the Authority, the duties of the personnel, the consideration of and decision-making on matters, and the other general arrangement of the operations.

Section 10 – Special qualifications for eligibility

- (1) The qualifications for Director of the Safety Investigation Authority are a higher academic degree, good knowledge of the field of the Authority and proven management skills and experience.
- (2) The qualifications of the officials who conduct safety investigations are training that is suitable for the function, and the skill and experience that is required for proper performance of the functions.

Section 11 – Expert of the Safety Investigation Authority

- (1) In a safety investigation the Safety Investigation Authority may use the assistance of an outside expert (*expert of the Safety Investigation Authority*).
- (2) Section 10, subsection 2 applies to the qualifications of an expert of the Safety Investigation Authority.

Section 12 – Participation of the representative of a State in an investigation

- (1) If an accident that is to be investigated by Finland affects another State to a significant extent, a representative of such State may assist in the investigation as provided in the legislation of the European Union or in an international obligation binding on Finland on the investigation of accidents or if this is deemed necessary for another reason. The Safety Investigation Authority decides on the participation of a representative of another State in the investigation.
- (2) If an accident that is to be investigated by another State or an international organization affects Finland to a significant extent, the Safety Investigation Authority may undertake the necessary measures so that a representative of Finland may participate in the investigation.

Section 13 – Investigation team

- (1) The Safety Investigation Authority may appoint an investigation team for a safety investigation. If the assistance of an expert of the Safety Investigation Authority is used in the investigation, an investigation team shall be appointed for the investigation.

- (2) An investigation team shall have the necessary number of members who have sufficient expertise in areas that are relevant from the point of view of the investigation. The members of the investigation team may be officials of the Safety Investigation Authority or of another authority or experts of the Safety Investigation Authority who have given their consent to the assignment. The Safety Investigation Authority shall appoint one member as the team leader of the investigation team.
- (3) The Safety Investigation Authority may amend the composition of the investigation team if this is necessary for the conducting of an expert, independent and impartial investigation.
- (4) An official of another authority and an expert of the Safety Investigation Authority is appointed in writing as a member of the investigation team.

Section 14 – Disqualification

- (1) The provisions of section 28, subsection 1, paragraphs 4-7 of the Administrative Procedure Act (434/2003) on disqualification in the consideration of a matter apply to disqualification in an investigation of an official of the Safety Investigation Authority, a member of an investigation team and of another person participating in an investigation. In addition such a person is disqualified:
 - (1) if he or she or a close person has suffered a loss in the accident under investigation or a close person has been killed in the accident;
 - (2) if he or she or a close person may be found liable for the accident or for losses caused by the accident;
 - (3) if the investigation or its outcome can be expected to benefit or harm him or her or a close person: or
 - (4) if he or she or a close person is in a service relationship to an agency or institution, the activities of which may become subject to examination in the safety investigation that is to be conducted as a consequence of the accident.
- (2) The term “a close person” refers to persons referred to in section 28, subsection 2 and 3 of the Administrative Procedure Act. The provisions of sections 27, 29 and 30 of the Administrative Procedure Act apply to the consequences of disqualification.

Section 15 – Official liability

The provisions on official liability under criminal law apply, in functions referred to in this Act, to an expert of the Safety Investigation Authority and a representative of a state referred to in section 12. The Tort Liability Act (412/1974) contains provisions on liability for damages.

Chapter 3 – The investigation

Section 16 – Notification obligation

- (1) An authority participating in search and rescue operations at the scene of the accident shall without delay notify the Safety Investigation Authority of an event which, in the assessment of the notifying authority, may be subjected to investigation in accordance with this Act.
- (2) Also the following are under a notification obligation:
 - (1) the Finnish Transport Safety Agency;
 - (2) the Finnish Transport Agency;
 - (3) a Regional State Administrative Agency;
 - (4) any other authority supervising safety in its field of operations;
 - (5) a person who has received notification of an accident or incident;
 - (6) a corporate body which is involved in an accident or incident in the form of traffic referred to in section 2, subsection 1, paragraphs 2-4 or has apparently suffered loss as a result of such an accident.
- (3) A court which has received a report of the master of a vessel regarding the giving of a maritime declaration as referred to in chapter 18, section 7, subsection 2 of the Maritime Act (674/1994) shall forward the report without delay to the Safety Investigation Authority and reserve the Authority an opportunity to participate in the court session dealing with the maritime declaration and there to present questions.

Section 17 – Initiation of the investigation

- (1) The Safety Investigation Authority decides on the initiation of the safety investigation and on the extent to which the investigation is to be conducted.
- (2) A safety investigation shall be conducted on the accident referred to above in section 2, subsections 2 and 3 if this is necessary from the point of view of the purpose provided in section 1. When considering the initiation of the investigation, account shall also be taken of the following:
 - (1) the seriousness and nature of the accident;
 - (2) the frequency with which corresponding accidents occur and the probability that they recur;
 - (3) the request of authorities supervising safety, of persons involved in the matter and of others for the conduct of an investigation;
 - (4) whether the investigation would provide significant information regarding safety;
 - (5) whether the accident caused a danger to several persons at the same time;
 - (6) whether some other instance is investigating the accident.
- (3) The Safety Investigation Authority is responsible for the initiation of the safety investigation, if the accident involves a ro-ro vessel or high-speed pas-

senger craft referred to in article 3 of the Maritime Accident Directive, and the accident took place in the territorial waters of Finland or the vessel had most recently visited Finland.

Section 18 – Preliminary investigation

- (1) The Safety Investigation Authority may, in order to ensure the prerequisites for an investigation, initiate a preliminary investigation already before a decision is made on the initiation of the investigation.
- (2) The provisions of section 19 on ensuring the prerequisites for the investigation, section 20 on the right to receive information, section 22 on the right of inspection, and section 23 on hearing apply to the competence of an expert of the Safety Investigation Authority sent by the Safety Investigation Authority to the scene of the accident for the purpose of a preliminary investigation.
- (3) When the Safety Investigation Authority has initiated an investigation, another authority or instance that has initiated its safety investigation shall transfer to the Authority the investigation materials that it has compiled.

Section 19 – Ensuring the prerequisites for the investigation

- (1) An official of the Safety Investigation Authority conducting an investigation and a member of an investigation team (*persons conducting an investigation*) has the right of access to the scene of the accident and there to examine objects, equipment and structures connected with the accident.
- (2) The Safety Investigation Authority and the investigator-in charge may order that the scene of the accident be isolated, and prohibit the removal or movement of persons killed in the accident if this is necessary from the point of view of the safety investigation.
- (3) Objects and other material at the scene of the accident that may be of significance in the investigation may not be destroyed, removed or moved without the permission of the Safety Investigation Authority or the team leader, unless there are compelling reasons for this. The Authority and the team leader shall ensure that the material is listed.
- (4) The orders referred to in subsections 2 and 3 given in order to ensure the prerequisites for the investigation, shall be cancelled as soon as the order or prohibition is no longer necessary for the purposes of the investigation.

Section 20 – The right to receive information

- (1) Notwithstanding the provisions on confidentiality, a person conducting an investigation has the right, for the conduct of the investigation, to receive the following free of charge from the authorities and other persons attending to a public function:
 - (1) necessary information from the relevant police and pre-trial investigation documentation and autopsy report;

- (2) necessary information regarding the operations of the police, search and rescue services, emergency response centres, health care authorities and other authorities in connection with the accident and in preparing for accidents;
 - (3) essential information regarding the operation of a vehicle, equipment, signalling and traffic control system, and essential information from devices registering the circumstances of the accident and voice communication and message traffic as well as from other corresponding recorders;
 - (4) essential information regarding the health of persons involved in the accident; and
 - (5) other information that are essential in investigating the course of events, factors contributing to the cause or consequences of the accident or incident, or other comparable circumstances.
- (2) Notwithstanding the provisions on confidentiality, a person conducting an investigation has the right to receive, for the conduct of the safety investigation, essential information from a private instance involved in the accident. The obligation to provide information also applies to another private instance which, due to observations made of the accident or to other reasons, has information regarding the accident.
 - (3) A person conducting an investigation has the right to receive the information referred to in subsection 1, paragraph 3 also from a private instance and the information referred to in paragraph 4 from a private corporation and operative unit engaged in health care and medical treatment as well as from professional health care personnel.
 - (4) A person conducting an investigation has the right to receive the information referred to in subsections 1-3 in the form that he or she requests and through the use of a technical user interface or otherwise by electronic means.

Section 21 – The right to receive information from telecommunications companies

- (1) Notwithstanding the provisions on confidentiality, a person conducting an investigation has the right to receive from a telecommunications company referred to in the Act on the Protection of Privacy in Electronic Communication (516/2004) the identification data and location data of a subscriber or terminal that may reasonably be assumed to have been at the scene of the accident being investigated, as well as information regarding the subscriber, user and place of installation as provided in sections 97 and 98 of the Communications Market Act (393/2003).
- (2) The right to receive the information referred to in subsection 1 exists only if the information is essential for the investigation of the course, causes or consequences of the accident under investigation.

- (3) The information may be provided through the use of a technical user interface or otherwise by other electronic means.

Section 22 – The right of inspection

- (1) A person conducting an investigation has the right to seize and examine objects and documents if this is essential for the conduct of the safety investigation. A person conducting an investigation may conduct tests on objects to be examined and remove parts from objects as well as take samples if this is essential for the tests.
- (2) A person conducting an investigation has the right of access to means of transport, office premises and other premises as well as areas, if this allows the obtaining of information necessary in the safety investigation. However, the right of access applies to premises used for housing on a permanent basis only if this is essential in order to obtain information that is essential for the promotion of public safety or for the prevention of accidents and incidents or for preventing losses caused by accidents. An expert of the Safety Investigation Authority has the right of access to premises used for housing on a permanent basis only when assisting an official of the Safety Investigation Authority or if at the same time there an official of another authority in such premises performing functions that are within his or her competence. Section 15 of the Act on Defence Forces (551/2007) applies to the right of access of non-Finnish citizens to areas in the possession of the defence forces, unless provided otherwise by an international obligation binding on Finland or by the legislation of the European Union.
- (3) The advance approval referred to in article 12 of the Aviation Accident Decree is not required in an investigation.

Section 23 – Hearing

- (1) A person conducting an investigation may hear persons involved in the accident, experts and anyone who may be assumed to be able to provide information that is needed in the investigation.
- (2) Another person may be present during a hearing only if the Safety Investigation Authority or the team leader so decides. However, when a minor is heard, his or her guardian, trustee or other legal representative shall be present. In addition, a person advising or representing the person being heard may be present.
- (3) The person being heard shall be informed of his or her rights and status in the hearing.

Section 24 – Reports and statements

The Safety Investigation Authority or the investigation team may order a report from another authority or from a private instance on an aspect requir-

ing special expertise, and request a statement from such an authority or private instance regarding a specific issue.

Section 25 – Detection of a threat of an accident during the investigation

The Safety Investigation Authority shall inform the appropriate authority if in the course of the safety investigation defects or deficiencies are detected which the authority should urgently remedy in order to prevent further accidents.

Section 26 – Decision-making authority of the Safety Investigation Authority and of the team leader

Decisions taken by the team leader on the basis of section 19 and 23 shall be followed in the investigation unless the Safety Investigation Authority decides otherwise.

Chapter 4 – Investigation report

Section 27 – Investigation report

- (1) A public investigation report shall be prepared on the safety investigation in the scope that is appropriate in view of the seriousness of the accident.
- (2) The investigation report shall include an account of the course of the accident, the factors leading to the accident and the consequences of the accident as well as safety recommendations addressed to the appropriate authorities and other instances regarding measures that are necessary in order to promote general safety, the prevention of further accidents and incidents, the prevention of loss and the improvement of the effectiveness of the operations of search and rescue and other authorities. The investigation report may not include information on the identity of a private person who was involved in the accident or who was heard in the investigation.
- (3) The investigation report is signed by the investigators participating in the investigation. Possible dissenting opinions shall be appended to the investigation report.
- (4) Notwithstanding subsection 2 above, safety recommendations in an investigation report prepared regarding an accident that has occurred in railway traffic may not be directed at private instances.

Section 28 – Comments by the authorities and the persons involved

- (1) Prior to the completion of the investigation report, an opportunity shall be reserved for those involved in the accident and to the authorities responsible for supervision in the field of the accident to comment on the draft investigation report.
- (2) A reasonable period of time shall be reserved for the giving of comments.

- (3) The comments or a summary of the comments shall be included in the investigation report or in its annex. However, no comments given by private individuals may be included in the investigation report.

Section 29 – Conclusion of the investigation

The investigation is concluded when the investigation report is signed. Conclusion of the investigation does not prevent a new investigation in the matter if this is necessary on the basis of a new and significant circumstance that has become evident after the conclusion of the investigation.

Section 30 – Monitoring of safety recommendations

- (1) The Safety Investigation Authority monitors the implementation of the safety recommendations included in the investigation report.
- (2) On the request of the Safety Investigation Authority an authority and another instance shall submit a report on the measures that it has undertaken on the basis of the safety recommendations directed at it.
- (3) The authority shall submit an annual report to the Safety Investigation Authority on the measures that it has undertaken on the basis of a safety recommendation directed at it in an investigation report dealing with an accident that has occurred in railway traffic.

Chapter 5 – Investigation of an exceptional event

Section 31 – Exceptional event

An *exceptional event* refers to a very serious event that was not an accident and which resulted in death or that threatened or seriously damaged basic functions in society.

Section 32 – Initiation of the investigation of an exceptional event

- (1) The Council of State decides on the initiation of the investigation of an exceptional event.
- (2) The Council of State may appoint an investigation team, in connection with the Ministry of Justice, to investigate the event. The investigation team carries out its functions independently and impartially.

Section 33 – Investigation of an exceptional event

In addition to what is provided in section 5, subsection 1, the investigation of an exceptional event may examine circumstances connected with the cause of the event to the extent that this is essential in order to obtain the information needed to prevent similar events.

Section 34 – Competence of the investigation team

- (1) The provisions of chapter 3 on the competence of the team leader and persons conducting an investigation apply to the competence of the team leader and member of the investigation team referred to above in section 32, subsection 2.
- (2) In addition to what is provided in section 20 on the right to receive information, an investigation team appointed to investigate an exceptional event has the right to receive the information necessary, from the point of view of the purpose of the investigation, regarding the contents of confidential messages contained in possible pre-trial investigation documentation.

Section 35 – Investigation report to be issued on the investigation of an exceptional event

The investigation team prepares an investigation report on the investigation of an exceptional event. The investigation report is submitted to the Council of State.

Section 36 – Monitoring of the safety recommendations issued on the basis of an exceptional event

- (1) Each Ministry monitors the implementation of measures in its sector that are to be carried out on the basis of safety recommendations issued in the investigation of an exceptional event.
- (2) The Ministry of Justice may request a report from an authority or other instance regarding the measures that it has undertaken on the basis of the safety recommendations that have been issued.

Section 37 – Archiving of the investigation material

The team leader ensures that the documents provided to and drafted for the conduct of the functions of the investigation team are arranged for archival at the Safety Investigation Authority. After the investigation has been concluded, the Safety Investigation Authority decides on the provision of documents.

Chapter 6 – Miscellaneous provisions

Section 38 – Provision of public information regarding the progress of the investigation

- (1) The Safety Investigation Authority provides public information on the investigation and its progress.
- (2) Information on the course of the investigation shall be provided in particular to persons who have suffered loss, persons close to those who have been killed, authorities that have participated in the rescue operations and those who otherwise may have been affected by the consequences of the accident.

Correspondingly, information shall be provided to representatives of labour organizations if the accident has occurred in circumstances related to work.

- (3) The Safety Investigation Authority notifies instances that have provided notification in accordance with section 16 as well as the pre-trial investigation authorities, of the initiation and conclusion of a safety investigation.
- (4) In providing information on a safety investigation in accordance article 15, paragraphs 4 and 5 of the Aviation Accident Decree, the spouse, child, grandchild, sibling, parent and grandparent of the victim as well as a person who otherwise is particularly close to the victim is deemed a close relative of the victim.

Section 39 – Disclosure of information to be kept secret

- (1) In addition to what is provided in the Openness of Government Activities Act (621/1999), the Safety Investigation Authority may, notwithstanding the provisions on confidentiality, disclose information received in the course of a safety investigation to other persons conducting a safety investigation according to law, if this is essential for the conduct of the investigation, and to the authorities for another purpose, if this is essential in order to secure an important public interest.
- (2) Notwithstanding subsection 1 and notwithstanding the provisions on confidentiality, the Safety Investigation Authority may disclose safety information obtained to pre-trial investigation and prosecutorial authorities only if the information is essential for the investigation of an offence for which the maximum sentence provided in law is imprisonment for at least two years. However, the Authority may not disclose to pre-trial investigation and prosecutorial authorities information referred to in section 21 or information that to an essential extent has been received from a person who is obliged or entitled to refuse to testify in a pre-trial investigation or in court proceedings on such a circumstance, unless the person who is entitled to refuse to testify consents to the disclosure.
- (3) An authority who has received information on the basis of subsection 1 above may not undertake legal action on the basis of a negligent violation of which it has been informed only on the basis of information that it has received from the Safety Investigation Authority.
- (4) The Safety Investigation Authority may not transmit confidential information that has been received from the authority of another State that is responsible for a safety investigation or confidential information that has been received in a safety investigation conducted in another State, in violation of conditions imposed when the information was received.

Section 40 – Prohibition against the giving of testimony

- (1) In addition to what is provided in chapter 17, section 23 of the Code of Judicial Procedure, an official of the Safety Investigation Authority, a member of

an investigative team or another person participating in a safety investigation may not testify about what he or she has learned about an accident in a specific investigative function, unless very important reasons require that he or she be heard regarding this.

- (2) The prohibition referred to in subsection 1 is in force even if the witness is no longer in the position in which he or she learned about the circumstance regarding which testimony is to be given.

Section 41 – Assistance provided by the Safety Investigation Authority to an investigation authority of another State

The Safety Investigation Authority may, on the request of an authority of another State responsible for a safety investigation, provide assistance in the safety investigation. The provisions of sections 19-24 apply to the competence of an official of the Safety Investigation Authority providing investigative assistance.

Section 42 – Cooperation and executive assistance

- (1) Investigation measures may be carried out in cooperation with an authority carrying out a pre-trial investigation or an autopsy, to the extent that that the Safety Investigation Authority regards cooperation as being appropriate from the point of view of the safety investigation.
- (2) The Safety Investigation Authority has the right on request to receive executive assistance from the police in a safety investigation and in securing such an investigation.
- (3) On the request of the Safety Investigation Authority or of the investigation team referred to in chapter 5 an authority shall prepare the reports and conduct the studies that fall within its competence and that are essential for the purpose of the investigation and that the Authority or the investigation team itself cannot conduct, and provide the Authority also with other executive assistance that it requires.

Section 43 – Release from performance of official duties

If a person appointed as member of the investigation team holds State office, he or she is relieved from performance of his or her official duties for such time as he or she participates in the investigation, unless the investigatory duties can be performed alongside of performance of his or her official duties without endangering the safety investigation or its purpose.

Section 44 – Safety Investigation Authority personal identity card

- (1) An official and expert of the Safety Investigation Authority have as identification a personal identity card issued by the Authority. The identity card is to be presented when needed and demanded.

- (2) The identity card is valid for a specified period, after which it is to be returned to the Safety Investigation Authority. The Authority decides on the period of validity of the card.

Section 45 – Fees and allowances

- (1) A fee is paid to a member of an investigation team who is not an official of the Safety Investigation Authority. The Ministry of Justice establishes the criteria for the fees. Travel expenses are reimbursed in accordance with the State Collective Bargaining Agreement on the reimbursement of travel expenses.
- (2) A person heard in a safety investigation is entitled to receive a reasonable fee for necessary travel and subsistence expenses as well as for financial loss.
- (3) Losses incurred as a consequence of the measures referred to in section 22 create an entitlement to full compensation from State funds.

Section 46 – Threat of a fine

- (1) The Safety Investigation Authority may order that the information referred to in sections 20 and 21 as well as the objects and documents referred to in section 22, subsection 1 be produced. The Authority may enforce its order with the threat of a fine as provided in the Act on the Threat of a Fine (1113/1990).
- (2) However, the threat of a fine may not be imposed on a natural person when there is reason to suspect said person of an offence and the information relates to a matter that is the subject of suspicions of an offence.

Section 47 – Authority to issue orders

The Safety Investigation Authority may issue orders on the technical conduct of safety investigations.

Chapter 7 – Entry into force

Section 48 – Entry into force

- (1) This Act enters into force on 1 June 2011.
- (2) This Act repeals the Accident Investigation Act (373/1985).

Section 49 – Transitional provisions

- (1) The provisions that had been in force at the time this Act enters into force apply to an investigation initiated before such time.
- (2) If a reference is made elsewhere in law to the Investigation of Accidents Act, the present Act applies instead.
- (3) The measures required for the enforcement of this Act may be taken already before it enters into force.

