

## COUNTRY SHEET: SLOVENIA

Slovenia is a member country of the OECD Nuclear Energy Agency. For more information on the legal, regulatory and institutional frameworks for nuclear activities in Slovenia, 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 ("[Paris Convention](#)")
- 1963 Brussels Convention Supplementary to the 1960 Paris Convention ("[Brussels Supplementary Convention](#)")
- 1988 Joint Protocol Relating to the Application of the Vienna Convention and the Paris Convention ("[Joint Protocol](#)")

#### *National law(s):*

- Act on Liability for Nuclear Damage No. 77/2010 ("[Act on Liability for Nuclear Damage](#)")

### 2. NUCLEAR THIRD PARTY LIABILITY AMOUNT(S) UNDER THE APPLICABLE NATIONAL LAW(S)<sup>1</sup>

#### *Transport to/from a nuclear installation located in Slovenia ("the Country"):*

- EUR 80 million

[Act on Liability for Nuclear Damage, Article 4(2)]

Slovenia is party to the Paris Convention, amounts of nuclear liability for transport applicable to operators of nuclear installations situated in the territory of a Contracting Party to the 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 Paris Convention applies].

#### *Transit through the Country:*

- EUR 80 million

[Act on Liability for Nuclear Damage, Article 4(2)]

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

#### *Domestic transport:*

- EUR 80 million

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

- EUR 80 million

#### *Transit through the Country:*

- EUR 80 million

Slovenian 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:*<sup>2</sup>

Not required [Act on Liability for Nuclear Damage, Article 6(3)]

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

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

Required [Act on Liability for Nuclear Damage, Article 6]

The operator must provide the carrier with the certificate referred to in Article 4 of the Paris Convention. Such certificate must include a statement by the competent public authority that the person named is an operator. If the operator is a foreign person, the statement must be made by the competent authority of the State of the operator [Act on Liability for Nuclear Damage, Article 5].

The model certificate of financial security provided in the Steering Committee Recommendation of 8 October 2021 is not followed [NEA/NE(2021)14, Annex 2, Appendix A].<sup>3</sup>

- Transit through the Country:

Required

Requirements relevant to transport also apply to transit [Act on Liability for Nuclear Damage, Article 5].

*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 SECURITY<sup>4</sup>**

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

- Operator
- National carrier
- Foreign carrier

[Act on Liability for Nuclear Damage, Articles 5 to 7]

Carriers (national or foreign), at their request and with the consent of an operator of a nuclear installation, by decision of the competent public authority, can be liable in place of that operator. A certificate of financial security shall be obtained by such carrier, which will be deemed an operator.

*Transit through the Country:*

- Operator
- National carrier
- Foreign carrier

Requirements relevant to transport also apply to transit [Act on Liability for Nuclear Damage, Articles 5 to 7].

## 6. EXCLUSIONS UNDER THE APPLICABLE NATIONAL LAW(S)<sup>5</sup>

### *Exclusion of small quantities of nuclear substances:*<sup>6</sup>

- Not applied under national law
- Steering Committee Decision of 3 November 2016 [NEA/SUM(2016)2/NEA/NE(2016)8/FINAL] may be taken into account by national courts

### *Exclusion of radioisotopes which have reached the final stage of fabrication:*<sup>7</sup>

- Applied under national law
- Steering Committee Recommendation of 19 April 2018 [NEA/SUM(2018)1/NEA/NE(2018)3/FINAL] may be taken into account by national courts

### *Exclusion of certain kinds of nuclear substances (only applies to Contracting Parties to the Paris Convention):*<sup>8</sup>

- Not applied under national law
- Steering Committee Decision of 27 October 1977 [NE/M(77)2/NE(77)20] may be taken into account by national courts

### *Other exclusions:*

Not applied under national law

### *Liability regime applicable to exclusions:*

Common tort law [Obligations Code]

### *Compulsory financial security for exclusions*

Not required

## 7. COMPETENT PUBLIC AUTHORITIES

### *In charge of verifying the certificate of financial security:*

Slovenian Nuclear Safety Administration (SNSA)

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

Slovenian Nuclear Safety Administration (SNSA)

### *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:*

Slovenian Nuclear Safety Administration (SNSA)

### *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):*

There is no relevant provision under the national legislation. However, in light of its activities, the Slovenian Nuclear Safety Administration (SNSA) would be responsible for such confirmation.

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

Slovenian Nuclear Safety Administration

Email: [gp.ursjv@gov.si](mailto:gp.ursjv@gov.si) / Phone: +386 1 472 11 00

## 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, 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 Article 6.2 of the CSC Annex.

- 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(d) of the 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]. On 8 October 2021, the same Committee adopted a Recommendation [NEA/NE(2021)14, Annex 2, Appendix A] to replace the Recommendation [NE/M(67)1], which was revoked on 21 April 2022. 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(e) of the Paris Convention, Article II.2 of the Vienna Convention and the Revised Vienna Convention, Article 3.2 of the CSC Annex.

- 5 All nuclear liability conventions exclude from their scope of application certain categories of nuclear substances or material to ensure that the risk associated with their use may be dealt with under general tort law. Specifically, natural and depleted uranium are excluded from the definitions of “nuclear substances” or “nuclear material” provided in all nuclear liability conventions. Radioisotopes which have reached the final stage of fabrication so as to be usable for purposes specified in the conventions are also excluded from the relevant definitions of “radioactive products or waste” provided in conventions. Moreover, nuclear liability conventions allow for the exclusion of certain other types of nuclear substances or material, subject to specific conditions being met (e.g. exclusion of small quantities of nuclear substances for all conventions; exclusion of certain kinds of nuclear substances (for the Paris Convention only).

- 6 Small quantities of nuclear substances or material in use outside a nuclear installation can be excluded from the application of the nuclear liability conventions, to the extent they comply within certain defined limits [see Article 1(b) of the Paris Convention, Article I.2 of the Vienna Conventions and Article 1.2(b) of the CSC Annex]. For technical criteria applicable to the Paris Convention, see the Steering Committee Decision of 3 November 2016 [NEA/SUM(2016)2/NEA/NE(2016)8/FINAL]; for technical criteria applicable to the Vienna Conventions and the CSC, see the Board of Governors Resolution of 20 November 2014 [GOV/2014/63]. There is no distinction between transport and transit regarding this exclusion.

- 7 Radioisotopes which have reached the final stage of fabrication so as to be usable for any scientific, medical, agricultural, commercial or industrial purpose are excluded from the scope of application of the Vienna Conventions and the CSC [see Article of I.1(g) of the Vienna Convention and the Revised Vienna Convention, and Article 1.1(e) of the CSC Annex]. Except for certain slight differences in the relevant provisions (i.e. unlike the Vienna Conventions and the CSC, the Paris Convention specifies that radioisotopes shall be outside a nuclear installation and also provides that they can be usable for educational purposes), the Paris Convention also allows for this exclusion [see Article 1(a)(iv) of the Paris Convention]. There is no distinction between transport and transit regarding this exclusion.

To further clarify the scope of the exclusion, the Steering Committee adopted a Recommendation of 19 April 2018 [NEA/SUM(2018)1/NEA/NE(2018)3/FINAL], according to which “The radioisotopes reach the final stage of fabrication, under Article 1(a)(iv) of the Paris Convention, when they may be used for any industrial, commercial, agricultural, medical, scientific or educational purpose. The radioisotopes which have reached the final stage of fabrication are excluded from the scope of application of the Paris Convention and shall not be made subject to it at a later stage.”

- 8 See the Steering Committee Decision of 27 October 1977 [NE/M(77)2/NE(77)20]. This Decision intends to exclude substances consisting substantially of uranium, which, for all practical purposes, present no greater risk than natural uranium, from being considered nuclear substances for the purposes of the Paris Convention, subject to certain conditions and criteria described in the Decision being met. There is no distinction between transport and transit regarding this exclusion.