



EMS₂ REGULATION by/Danish Road Traffic Authority

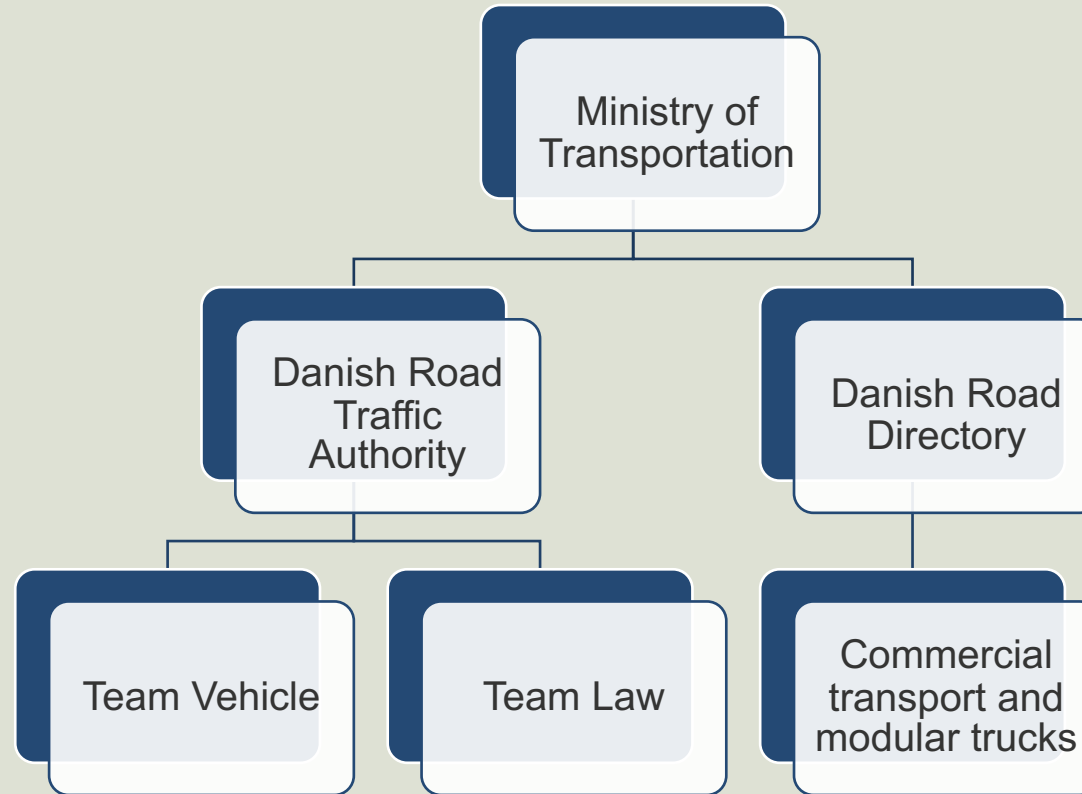
DANISH ROAD TRAFFIC AUTHORITY

Agenda

- Short presentation of Danish Road Traffic Authority
- Political angle and decision
- Corporating parties
- Timeline for preparing the regulation
- Analysis of the expected needs among the transport branch
- Analysis of the desired technical requirements
- Future awarness
- Questions?



SHORT PRESENTATION OF DANISH ROAD TRAFFIC AUTHORITY



POLITICAL ANGLE AND DECISION

- Based on a broad Political agreement on Green transition of road transport (December 4th 2020)
- Commission for the analysis of a trial with double trailers (EMS2)
 - Traffic safety
 - Vehicle safety issues
 - Road network/accessibility
 - Regulation
 - EU Directive's article 4, subsection 5
 - Literature studies and experiences from abroad
 - Economy
 - Climate and other effects
 - Udkast til tidsplan for udrulning af forsøg
 - Draft timetable
- Proclamation on vehicles in trials with EMS2 (A-double)

CORPORATING PARTIES

- Danish Road Directory
 - Consulting company COWI
- Danish Road Traffic Authority

- Sweden and Finland

- Branches
 - **ITD**
 - **DTL**
 - **FDL**
 - **DI**
 - **DBI**
 - **3F**
 - **FDM**
 - **HVU**

- Statistics Denmark



TIMELINE FOR PREPARING THE REGULATION

- August 2021 first meeting, planning
- December 2021 finishing the report of the analysis of a possible trial with EMS2
- May 2022 political support to proceed with the EMS2 (A-double)
- September 2022 planning and organization of the working group
- Marts 2023 first draft of the regulation
- April 2023 preliminary hearing
- June 2023 public hearing
- Oktober 2023 notification in the EU
- November 2023 issuance of proclamation
- Januar 1st 2024 entry into force of the proclamation



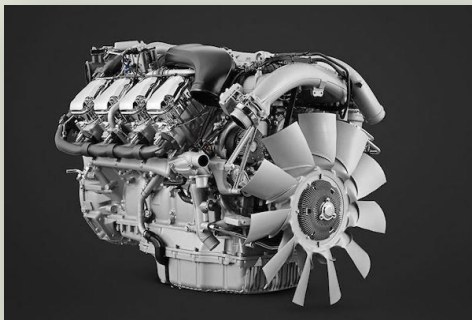
ANALYSIS OF THE EXPECTED NEEDS AMONG THE TRANSPORT BRANCH

- How many units is expected the first year of the trail?
- How many existing units will be converted into A-double?
- How many tonnes of goods will be transported with A-double instead of 25,25 m modular vehicles?
- Fuel consumption
- Economy



ANALYSIS OF THE DESIRED TECHNICAL REQUIREMENTS

- Connecting devices
- Axle loads
- Total mass
- Stability
- Steering wheels
- Oversight, camera solution
- Engine power 5,2 kW/ton (1 kW x 1,34 = hk)
 - of the actual total mass (72 tonnes ≈ 502 hk)



FUTURE AWARENESS

- Evaluation of the trial
- Looking into the possibility of allowing AB-double
 - political process



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