

NOTIFICATION

The following notification is being circulated in accordance with Article 10.6.

1. Member to Agreement notifying: <u>DENMARK</u> If applicable, name of local government involved (Articles 3.2 and 7.2):
2. Agency responsible: Road Safety and Transport Agency, Adelgade 13, POB 9039, DK – 1304 Copenhagen K, Tel.: +45 33 92 91 00, www.fstyr.dk Name and address (including telephone and fax numbers, e-mail and web-site addresses, if available) of agency or authority designated to handle comments regarding the notification shall be indicated if different from above:
3. Notified under Article 2.9.2 [X], 2.10.1 [], 5.6.2 [], 5.7.1 [], other:
4. Products covered (HS or CCCN where applicable, otherwise national tariff heading. ICS numbers may be provided in addition, where applicable): Coaches and sleeping coaches, digital displays (speedometers), transverse safety separations, ESP (Electronic Stability Programme).
5. Title, number of pages and language(s) of the notified document: Amendment to departmental order “Detailforskrifter for Køretøjer”. (Danish language, 3 pages) Amendment to departmental order “Særlige krav til busser” (Danish language, 1 page).
6. Description of content: The draft regulations concern the following three issues: 1. Coaches, where the seats can be transformed into berths, where the passengers can lie down in horizontal position, are required to be fitted with transverse safety separations between the berths. The safety separations must have sufficient strength to prevent a sleeping passenger from sliding forwards in the event of a collision. This scope of this regulation is sleeping coaches first registered 1 October 1999 or later. The regulation will enter into force 1 December 2004. 2. Coaches are required to be fitted with a digital display that is visible for the passengers and which shows the speed of the vehicle. The scope of this regulation is all buses except for city buses with room for standing passengers. The regulation will enter into force 1 December 2004. 3. New coaches are required to be fitted with ESP (Electronic Stability Programme), a system that counteracts sideways sliding and roll-over accidents. The scope of this regulation is all new buses except for city buses with room for standing passengers. This regulation will enter into force 1 April 2005.

7.	Objective and rationale, including the nature of urgent problems where applicable: <p>“Sleeping Coaches” are used in Denmark and in a number of other countries. A sleeping coach is a coach that is fitted with special seats that can be transformed into horizontal berths. Sleeping coaches are used for long-distance overnight transport.</p> <p>When lying down, the passengers are not secured by the safety belts.</p> <p>The aim of the proposed changes is to ensure that passengers in sleeping coaches enjoy a similar level of safety as passengers in normal coaches, equipped with safety-belts.</p>
8.	Relevant documents: The Danish Road Traffic Act
9.	Proposed date of adoption: 20 June 2004 Proposed date of entry into force: (1) and (2): 1 December 2004; (3) 1 April 2005
10.	Final date for comments: -
11.	Texts available from: National enquiry point [] or address, telephone and fax numbers, e-mail and web-site addresses, if available of the other body: Danish Road Safety and Transport Agency, Adelgade 13, POB 9039, DK – 1304 Copenhagen K, Tel.: +45 33 92 91 00, www.fstyr.dk