



Overview of future regulations of the road transport

20th of August, 2020

- Prohibition against spending the 45 hours' rest in the vehicle (already Danish legal practice)
- •The company must pay for the driver's overnight stay when taking 45 hours' rest
- Requirement for the driver to return home every 4 weeks
- More flexible rules for regular and reduced rests as well as other adjustments of driving hours and resting periods

1st of January, 2021 •Commencement of Danish special rules regarding Danish wages in relation to cabotage and combined transports (on 2nd of February, 2022 the rules will be harmonised with the new EU legislation)

2nd of February, 2022

- New EU regulations regarding stationing (determines administrative requirements before, during and after driving)
- •Regulatory control of the driver's working hours

21st of February, 2022

- •New cabotage regulations (three trips in seven days followed by a waiting period of four days) including the road part of a combined transport being covered by the new cabotage regulations
- •Requirement for the truck to return home every 8 weeks
- •Tightening of the requirements for establishment (to avoid post-box companies)

21st of May, 2022 Commercial vehicles in international transports will be subject to the requirement of community authorisation

21st of August 2023, and later

- Dates for installation of the intelligent tachograph version 2:
- •21st of August, 2023: Trucks that are registered for the first time in a country
- •21st of December, 2024: Trucks with analogue and digital tachographs
- •20th of August, 2025: Trucks with intelligent tachographs version 1
- •1st of July, 2026: Trucks in international transports and cabotage

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