



Updated on : 25.05.2020

The movement of goods during the CoVid-19 crisis – overview of restrictions in the individual countries



UNIONTRASPORTI

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Important news at a glance

The document contains up-to-date information for 39 countries. For each country, the news are highlighted in red in the text and marked on the side with a red star with the inscription "NEW!". A blue marking on the flag now highlights each country that has relaxed its driving and rest time regulations. An overview of the regulations in the individual European countries can be found [here](#).



ITALY



There is an obligation for drivers (from foreign transport companies) from EU countries, Schengen area and the UK to fill in a self-declaration (NEW MODEL**) valid until 2 June. The notification to the Local Health Authority and the 72 + 48 hours regulation do not apply anymore!**

As of 3 June, self-declaration will no longer be mandatory!

For national transport services, the driving bans for heavy goods vehicles are suspended on 31 May and 2 June. The suspension of the ban on driving on Sundays and public holidays for international freight transport will remain in force until further notice.





EUROPEAN UNION



The European Commission has presented a [proposal for a Regulation](#) establishing specific and temporary measures relating to the COVID 19 emergency and concerning the validity of certain certificates, licences and permits and the postponement of certain periodic inspections and training in certain areas of transport legislation.

Extension of the temporary ban on third-country nationals travelling to the Schengen area for non-essential travel. The measure will remain in force at least until 15 June.









The EU recommends the use of [a European form](#) for transport workers in cross-border transport. Individual Member States have already adopted the European format.

DG MOVE issues [guidance](#) on the renewal of certain licences and certificates for professional carriers in the EU:

- **Periodic training of drivers, to obtain their Certificates of Professional Competence (CPC), as provided for in Article 8 of Directive 2003/59/EC;**
- **Driving licences, regarding their renewal or, in some cases, the exchange of driving licences, according to Article 7 of Directive 2006/126/EC;**
- **Dangerous goods, covered by Directive 2008/68/EC, including among other things the renewal of driver training certificates for the transport of dangerous goods and the renewal of the dangerous goods safety advisers certificates;**
- **Inspection of the tachograph, as required by Article 23 of Regulation 165/2014;**
- **Periodic roadworthiness tests for motor vehicles and their trailers, as required by Article 5 of Directive 2014/45/EU;**
- **Renewal of community licences, according to Article 6 of Regulation (EC) No 1072/2009 and Article 4 of Regulation 1073/2009;**
- **Renewal of the driver attestation, issued according to Article 5 of Regulation (EC) No 1072/2009;**
- **Renewal of the certificate of competence for drivers for the transport of live animals, according to Article 17 of Regulation (EC) No 1/2005.**









It is up to each Member State to adopt derogations for listed certificates.



<p>AUSTRIA</p> 	<p>Border checkpoints until 31.05.2020 - No restrictions for the transport of goods, but possible body temperature checks of the drivers - ROLA suspended between Brenner and Trento. ATTENTION: The exceptions for rest periods have been revoked. Since 18 May, the driving ban for trucks on weekends and public holidays is back in force.</p>	
<p>BULGARIA</p>  <p>Driving time</p>	<p>Italian drivers can load and unload the goods but must then leave Bulgarian territory immediately. In case of transit, the transit operation must be carried out along green corridors. Mandatory to wear PPE. The daily working time has been increased from 9 to 11 hours. A 45-minute break is provided only after 5 hours and 30 minutes of driving. The weekly rest period has been reduced from 45 hours to 24 hours. The break can be spent in the vehicle, provided it is equipped with appropriate facilities. Exemption from driving bans on public holidays for vehicles over 12 t. The measures apply until 14 June 2020. Anyone permitted to enter the territory of Bulgaria without quarantine will be required to present a new declaration to authorities.</p>	
<p>FRANCE</p> 	<p>The French government has published a map to inform truck drivers about rest and service stations that are open and provide essential services (such as toilets and catering). Open mechanics are also displayed. It is recommended that drivers be issued with a travel attestation in addition to the document justifying the journey ('attestation de déplacement') and the certificate for professional journeys ('justificatif de déplacement professionnel'). The EU confirms that foreign drivers can enter France with the European form. Suspension of the driving ban for heavy goods vehicles from 10 p.m. on 31.05 to midnight on 01.06 for vehicles transporting food, health care products, manufactured products, products used for construction in the public sector.</p>	
<p>GERMANY</p> 	<p>Border closures until 16 June. Goods traffic as well as commuter traffic is guaranteed. Delays at the borders are possible. Weekend driving bans suspended in the individual federal states, an overview can be found here. It is strongly recommended that drivers wear a mask whenever they leave the vehicle.</p>	













<p>POLAND</p>  <p>Driving time</p>	<p>Health checks at the internal border crossings, Restrictions on the entry of foreigners into Poland until 12.06.. The daily working time has been increased to 11 hours. The 45-minute break is planned after 5 hours and 30 minutes of travel. The weekly working time has been increased to 60 hours. The two-week driving time has been increased to 96 hours. Amended driving and rest periods valid until 31 May. Drivers must indicate on the back of the analogue tachograph record sheet or the printout of the digital tachograph the cases of additional driving time. The drivers must wear masks when leaving the vehicle. 2 people in the cabin must wear a mask while driving.</p>	
<p>CZECH REPUBLIC</p> 	<p>On 11th May new rules came into force on the Czech borders. All foreign nationals are prohibited from entering the country; persons working in international transport are excluded from this provision. You can find more details here. WARNING: weekend driving bans for heavy goods vehicles are again in force.</p>	
<p>CROATIA</p>  <p>Driving time</p>	<p>The goods can be freely delivered to Croatia provided that the driver remains in the cabin of the truck at all times. If he can return the same day, he must do so, otherwise he must stay overnight in a specially equipped isolation facility at the civil protection centers, after which he can return to Italy or another destination. The obligation to transit the country in convoys has been abolished. The daily working time has been increased to 11 hours and the daily rest period reduced to 9 hours. The weekly working time has been increased from 56 to 60 hours.</p>	
<p>ROMANIA</p>  <p>Driving time</p>	<p>The transport of goods over 2.4 t is exempt from the traffic restrictions. Drivers who do not show symptoms of COVID-19 should fill in a declaration under their own responsibility, indicating the place where they can be contacted in the period between two transports. They are not subject to quarantine measures, provided that they carry protective equipment. When entering Romania, you must present a certificate of employment signed by the employer. Transit: You must leave the country within 48 hours, you can only use predefined corridors, on entry you must fill in a form which must be returned on exit. Affix a sign on the windscreen If you exceed the 48 hours, quarantine is mandatory. The export restrictions on cereals were abolished by Military Regulation No 9/2020. Until 31 May: Increase of maximum daily driving time (11 hours), Reduction of daily rest time to 9 hours.</p>	






















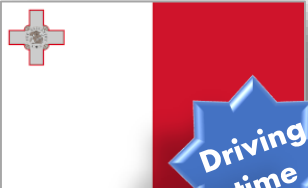

<p>SLOVENIA</p> 	<p>The government of Slovenia has declared the end of the coronavirus epidemic in the country. However, restrictive measures to contain the spread of the virus remain in force. The border easing measures will be applied at first only to Slovenian or foreign EU and Schengen citizens who have a permanent or temporary residence in Slovenia. On the basis of bilateral agreements with other European countries, within the framework of a general agreement at EU level, the Slovenian Institute of Health will gradually publish the lists of countries whose citizens can freely enter the country.</p>	
<p>SWITZERLAND</p> 	<p>Smaller border crossings will be closed, and cross-border traffic will be channelled through larger border crossings. There are no restrictions for road transport (transit, import, export, internal transport). <u>At some border crossings there are green lanes</u> for medical products, food, fuel and mail.</p>	
<p>HUNGARY</p> 	<p>Vehicles coming from Italy to the Hungarian-Croatian, Slovenian and Austrian borders can travel along a specific "humanitarian corridor" in groups of 15 trucks every 10 minutes. They may only stop at marked rest stops/petrol stations. The vehicles are registered by the police. Only the driver is allowed to stay in the vehicle cabin. The Hungarian territory must be left as soon as possible. If the destination of the transport is Hungary, drivers must leave the country within 24 hours. In case of Covid-19 symptoms, entry is prohibited. The daily working time has been increased from 9 to 11 hours and the daily rest period reduced from 11 to 9 hours. The weekly working time has been increased from 56 to 60 hours.</p>	
<p>SERBIA</p> 	<p><u>45 borders are temporarily closed</u>, use the other border crossing points. Trucks must leave the country within 12 hours. The export of basic foodstuffs and medicines from Serbia is temporarily prohibited. The convoy obligation is abolished from 2 April. Trucks in transit traffic may only stop at designated stopping points, which are marked with a "TRANSIT" sign. Drivers will receive a map showing the designated rest areas at border crossings. Stopping outside these specific points is strictly prohibited. Drivers must wear protective masks and gloves.</p>	















<p>SPAIN</p>  	<p>Extension of the daily driving time from 9 to 11 hours. Reduction of the daily rest period from 11 to 9 hours. The maximum driving times of 56 and 90 hours remain unchanged. These exemptions will remain valid until 31 May 2020. Regular weekly rest periods may be taken in the cabin provided that it is adequately equipped.</p>	
<p>PORTUGAL</p> 	<p>Border controls until 15 June. Road traffic at the national borders is blocked. International freight traffic, border crossers and emergency vehicles are exempt from this restriction. Only the main border crossings with Spain are open: Quintanilha, Tui, Vilar Formoso, Elvas, Castro Marim, Vila Verde de Raia (Chaves), Monfortinho (Castelo Branco), Marvão (Portalegre) and Vila Verde de Ficalho (Beja).</p>	
<p>NETHERLANDS</p>  	<p>There are no restrictions on the transport of goods. Until 1st June the daily driving time was increased to 11 hours, the weekly driving time to 60 hours and the two-weekly driving time to 96 hours. Weekly rest period of 24 hours.</p>	
<p>SWEDEN</p>  	<p>There are no restrictions on the transport of goods. Since 16th March the Swedish Transport Authority has granted a temporary exemption from the rules on driving times and rest periods for goods transport. Exemptions are provided for daily (minimum 9 hours) and weekly (minimum 24 hours) rest periods. Breaks must be taken after a maximum of 4.5 hours driving time.</p>	











<p>FINLAND</p>  <p>Driving time</p>	<p>The changes to driving time (daily: 11 hours, weekly: 60 hours, fortnightly: 120 hours) and rest periods are extended until 31 May 2020. New specific arrangements are in force for the transport of dangerous goods. Truck drivers arriving in Finland are not subject to quarantine regulations. From 14 May, the Schengen internal borders will be reopened for commuting and other important journeys.</p>	
<p>BELGIUM</p>  <p>Driving time</p>	<p>There are no restrictions on the transport of goods. Until 31/05, a temporary and complete derogation is in force regarding the application of driving and rest periods for drivers announced for the transport of food, medicines and other essential goods to shops and pharmacies. The working week has been increased from 56 to 60 hours and the two-week working week from 90 to 96 hours. Possibility to postpone one weekly rest period and take 2 consecutive reduced weekly rest periods</p>	
<p>ESTONIA</p> 	<p>The state of emergency was extended until 17 May 2020. Trade in goods and basic services are not affected. Medical checks and checks of travel documents are carried out at the border. As from 15th May the Baltic States (Estonia, Latvia and Lithuania) decided to restore freedom of movement between the three States for the inhabitants of Estonia, Lithuania and Latvia. From 18 May it will again be possible to travel between the Estonian islands and the mainland.</p>	
<p>MALTA</p>  <p>Driving time</p>	<p>The Maltese government invites transport companies to send goods unaccompanied in trailers or containers. If this is not possible, then two drivers per vehicle are allowed to translate to Malta, it is likely that the drivers will be quarantined upon arrival in Malta. The changes to driving time (11 hours daily, 58 hours weekly) and rest period (9 hours) are extended until 31 May 2020.</p>	











<p>GREECE</p>  	<p>On arrival in Greece you will be asked <u>to fill in a form</u>. In the case of final destination in Greece, drivers must start a temporary isolation period of 14 days, which can only be suspended in the case of further international or national transport. Derogation for driving and rest periods until 31 May 2020. From 18 May onwards it will again be possible to travel outside the respective regions.</p>	
<p>NORWAY</p> 	<p>International goods traffic is excluded from quarantine measures, but drivers must isolate themselves during rest periods. It is important that drivers have their passport and driving licence handy when crossing the border. The Norwegian border control measures will be extended for 90 days after 15 May. As of 14 May, the rules on relaxation of driving and rest periods ceased to apply in Norway. The Government has decided not to extend them, so drivers operating in Norway will have to comply with the original provisions.</p>	 
<p>LATVIA</p> 	<p>No restrictions apply to the transport of goods. Everyone entering Latvia (even just for transit) <u>must submit a form</u> to the State Border Service, which "undertakes not to visit places open to the public". Parking lots and petrol stations are not affected by these measures. International passenger transport between the Baltic States will resume on 15 May. However, international passenger transport to other destinations requires the permission of the Minister of Transport in individual cases.</p>	
<p>LITHUANIA</p> 	<p>Quarantine is extended until 31 May. Lithuanian drivers must maintain a 14-day quarantine on their return to the country, but may leave the country if they have to make further transport. There may be delays at the borders due to health checks. The situation at the border with Poland has improved. Foreign carriers with goods vehicles in transit through Lithuania are allowed. Drivers of international transport are required to mark the stops that took place during the journey in a free format document, indicating the purpose and duration.</p>	



<p>DENMARK</p> 	<p>Restrictions until the 31.05, goods traffic is exempted. The Danish authorities have established priority lanes for lorries. There are no special restrictions for Italian truck drivers. International road freight transport (including transit) is carried out at the following border crossing points Frøslev, Sæd or Kruså. Please note that the Kruså border crossing point is not accessible for vehicles over 3.5 tonnes. Trucks are recommended to use the border crossing point Frøslev (E45). Freight traffic can also be carried across the "Blue Border" (Öresund Bridge and ferries).</p>	
<p>SLOVAKIA</p> 	<p>Border controls extended until 26 June. The international movement of goods is permitted, but drivers must isolate themselves during rest periods and be equipped with protective equipment. Until 31 May: Changes to daily (9 to 11 hours), weekly (56 to 60) and fortnightly (90 to 96) driving times. After 5.5 hours of driving a break of 45' is mandatory. It is recommended to mark the transport of food or animals with special signs to pass the controls faster. Drivers must have a confirmation of employment. CMR waybill for vehicles < 3.5 tons.</p>	
<p>GREAT BRITAIN</p> 	<p>Changes to driving times are designed to support the transport of vital goods, including supply chains for medicines, health, fuel, food and other necessities: daily (9 to 11 hours), weekly (56 to 60) and bi-weekly (90 to 96) driving times. The 45' break is now mandatory after 5.5 hours of driving and no longer after 4.5 hours. In the United Kingdom, given the situation, these rules have been confirmed until 31 May 2020.</p>	
<p>TURKEY</p> 	<p>All drivers are subjected to a health check. The previous obligation for drivers in transit to leave the country within either 36 or 24 hours has been lifted. The new regulation states that customs administrations will determine the routes and resting/parking areas for vehicles in transit, and that drivers should exit Turkey as soon as possible. Drivers are allowed to enter ro-ro ships when operating in certain ports to/from Ukraine, Romania, Lebanon and Israel. Details of the new rules, which have been in force since 8 May, can be found here (unofficial translation).</p>	



















<p>RUSSIA</p> 	<p>The restrictions do not apply to drivers - both Russian and foreign - engaged in international goods transport. The transport of goods is permitted. The drivers are exempt from quarantine regulations, but must be equipped with PPE. Customs controls for basic goods have been suspended and "green corridors" have been created to facilitate the movement of goods. Entry into the city of Moscow during the day (06:00 - 22:00) is permitted only to persons with a special permit for trucks. The Blagoveshchensk-Heihe border crossing point will be reopened only after the conclusion of consultations between the competent authorities in Russia and China and after the lifting of the restrictions caused by the Covid-19 pandemic.</p>	
<p>ALBANIA</p> 	<p>The transport of goods and medical equipment is exempt from restrictions, truck drivers may be subject to medical checks. Please note that the Bllate and Shepishte - Trebishte (Debar) border crossings are closed to all traffic.</p>	
<p>UKRAINE</p> 	<p>On the basis of reciprocity, measures may be applied to drivers from countries which have imposed restrictions on Ukrainian drivers at border crossings. Drivers must wear a protective mask when clearing customs at the border. The current waiting times at the borders of Ukraine can be viewed here. The border control measures were extended until 22 May. The border crossing between Rawa Ruska and Hrebenne, on the Polish border, has been reopened.</p>	
<p>MOLDOVA</p> 	<p>The transport of goods is permitted. Since 7 April 2020, the Criva-Mamaliga and Mirnoe-Tabaki border crossings have also been closed to freight traffic. Open crossings: Moldova-Romania Leuşeni border, Sculeni, Giurgiulesti. Moldova-Ukraine border: Fathers, Giurgiuleşti, Palanca, Tudora.</p>	





<p>BOSNIEN HERZEGOWINA</p> 	<p>The transport of goods has no restrictions. There are delays at the border crossings to Bosanska Gradiska, Bosanski Brod and Orasje. For trucks crossing the Croatian border, only the following border crossings are open Nova Sela (HR) - Bijača (BiH), Stara Gradiška (HR) - Gradiška (BiH) and Slavonski Šamac (HR) - Šamac (BiH); Sremska Raca (SER) - Raca (BiH); Montenegro: Iino Brdo (MN) - Klobuk (BiH) It is possible to transport important goods such as food and medicines quickly through a "green corridor" (between CEFTA countries). The goods declaration is processed at the customs clearance points in the electronic SEED system.</p>	
<p>NORD MAZEDOEN</p> 	<p>All borders are closed and the movement of goods (and transit) is not restricted, with the exception of Greece. Trucks can drive under special protection conditions according to the protocol of the Ministry of Health. Foreign drivers need a permit to enter the territory of the Republic of Northern Macedonia. The state of emergency lasts until 17 May 2020.</p>	
<p>MONTENEGRO</p> 	<p>Many border crossing points have been closed, leading to significant delays. There are longer waiting times at the border, as all goods requiring hygiene controls have to be cleared through customs. Border crossing point Tuzi (Podgorica) closed. Only the following four border crossings are still open: Božaj, Debeli Brijeg, Iino Brdo and Dobrakovo. It is forbidden for drivers in transit to stop and rest. In the event of a breakdown, the driver must call the police; if stopping is unavoidable for customs clearance and loading and unloading, the driver must remain in the truck. In case of a prolonged stay, the driver is obliged to inform the competent epidemiological service.</p>	
<p>GEORGIEN</p> 	<p>The state of emergency was extended until 22 May. Freight traffic is still permitted with special permits. Driving bans are suspended. Due to the strict border controls there are long waiting times. Foreign drivers have to drive non-stop to the destination. Breaks are only allowed at the STOP POINTS, where you can park the vehicle, refuel, buy a road map, use the sanitary facilities and buy items / food for personal use. Max. stay 48 hours, in transit max. 24 hours.</p>	



<p>LUXEMBOURG</p>  <p>Driving time</p>	<p>From 18 April to 31 May, driving times and rest periods were extended as follows: increase in the maximum daily driving time from 9 to 11 hours, a maximum of three times a week; increase in the fortnightly driving time from 90 to 96 hours; postponement of the weekly rest period from six to seven 24-hour periods, with the obligation to compensate the following week; possibility for the driver to take the regular weekly rest period in the vehicle, if appropriately equipped.</p>	
<p>IRELAND</p>  <p>Driving time</p>	<p>Until 31 May for all transport activities within the Republic of Ireland: the two-weekly driving time is increased from 90 to 112 hours. Possibility for the driver to take a regular weekly rest period in the vehicle, provided the vehicle is adequately equipped. To reduce the risk of infection, Seatruck Ferries has temporarily suspended the transport of truck drivers or other passengers on its vessels. Accompanied transport (truck with driver) is therefore suspended until further notice, but the company will continue to transport unaccompanied semi-trailers, containers.</p>	
<p>BELARUS</p> 	<p>Transit is only permitted on these routes. The map shows the available parking spaces and rest stops. For vehicles registered in Belarus and used for international transport, the validity of the following documents has been extended by 30 days (applies to documents expiring in May): type-approval certificates, international vehicle roadworthiness certificates, roadworthiness certificates issued to validate the conformity of a road vehicle with ECMT technical standards. In case of notification by other States Belarus accepts such certificates from foreign States, even if they have expired.</p>	



Monitoring critical situations at the borders



New analyses are reported thanks to the information gathered on Sixfold's ["Truck border crossing times platform"](#).

From 23 March, the most critical situations detected by the Sixfold platform are recorded, i.e. those highlighted in red and black (crossing times over 60 minutes and queues over 4 km). The internal monitoring takes a picture of the situation at the border at three different times on weekdays (8.00 a.m., 2.00 p.m., 8.00 p.m.) and only at 2.00 p.m. on weekends/holidays.

In this update, we report the **overall picture** with 1.859 critical situations detected up to 18 May morning: if we consider the 15-minute limit desired by the EU to cross a border, it should take about 465 hours in total. The reality of these 9 and a half weeks is quite different with 2.117 hours employed (more than 4.5 times more) and 3.4 thousand km of queues.

During the last week of the survey, several critical situations are still reported, including the one detected at the Brenner border on the morning of 22 May, with queues of up to 80 km, following the **ban on circulation for heavy vehicles imposed by the Austrian government for the holiday of the Ascension (May 21)**. There is a risk that the same situation may recur next week following the June 1st holiday. An intervention by the European Commission would be appropriate.



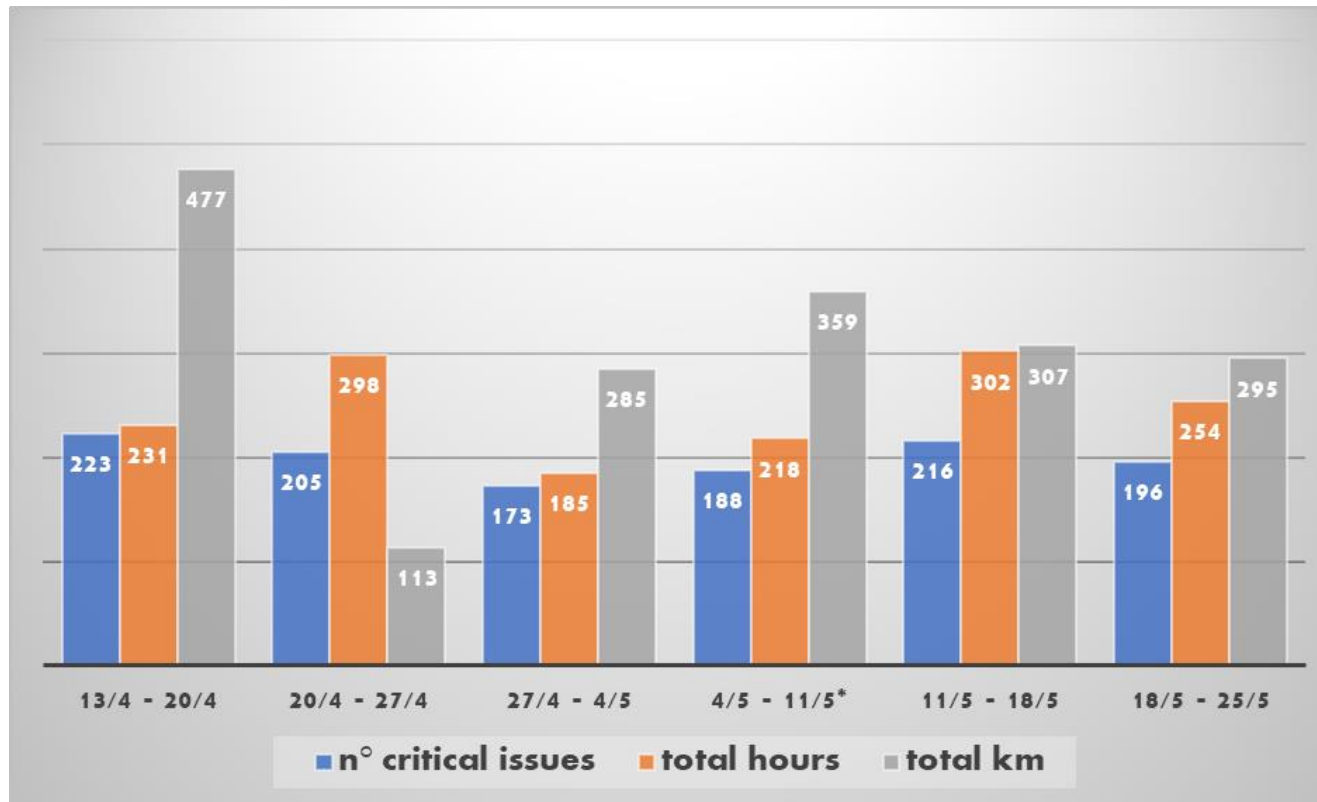


Monitoring critical situations at the borders

Macro assessments from 18 to 15 May 2020



The macro results of border monitoring are reported in terms of the number of critical situations (more than 1 hour for border crossings), the total number of hours spent and the total number of km of queues detected at the borders.

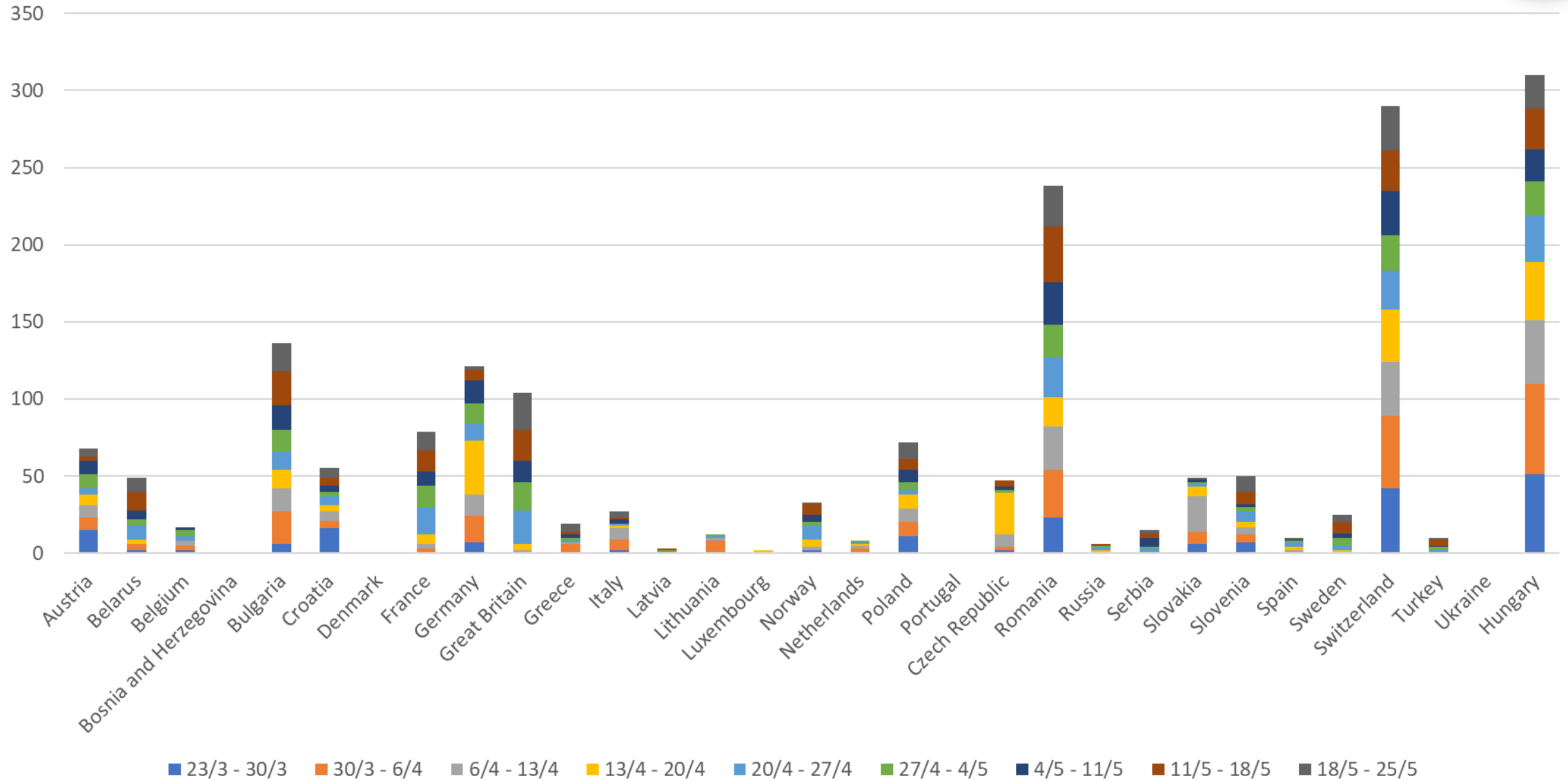


The ninth week of the survey (18/25 May) saw a general reduction of the number of critical situations (196 vs 216), waiting hours (254 vs 302 hours) and total length of queues at the borders (295 vs 307 km).

There are still many critical situations in the usual three countries (Switzerland, Hungary and Romania), with a strong increase in inconvenience at the Eurotunnel in Calais.



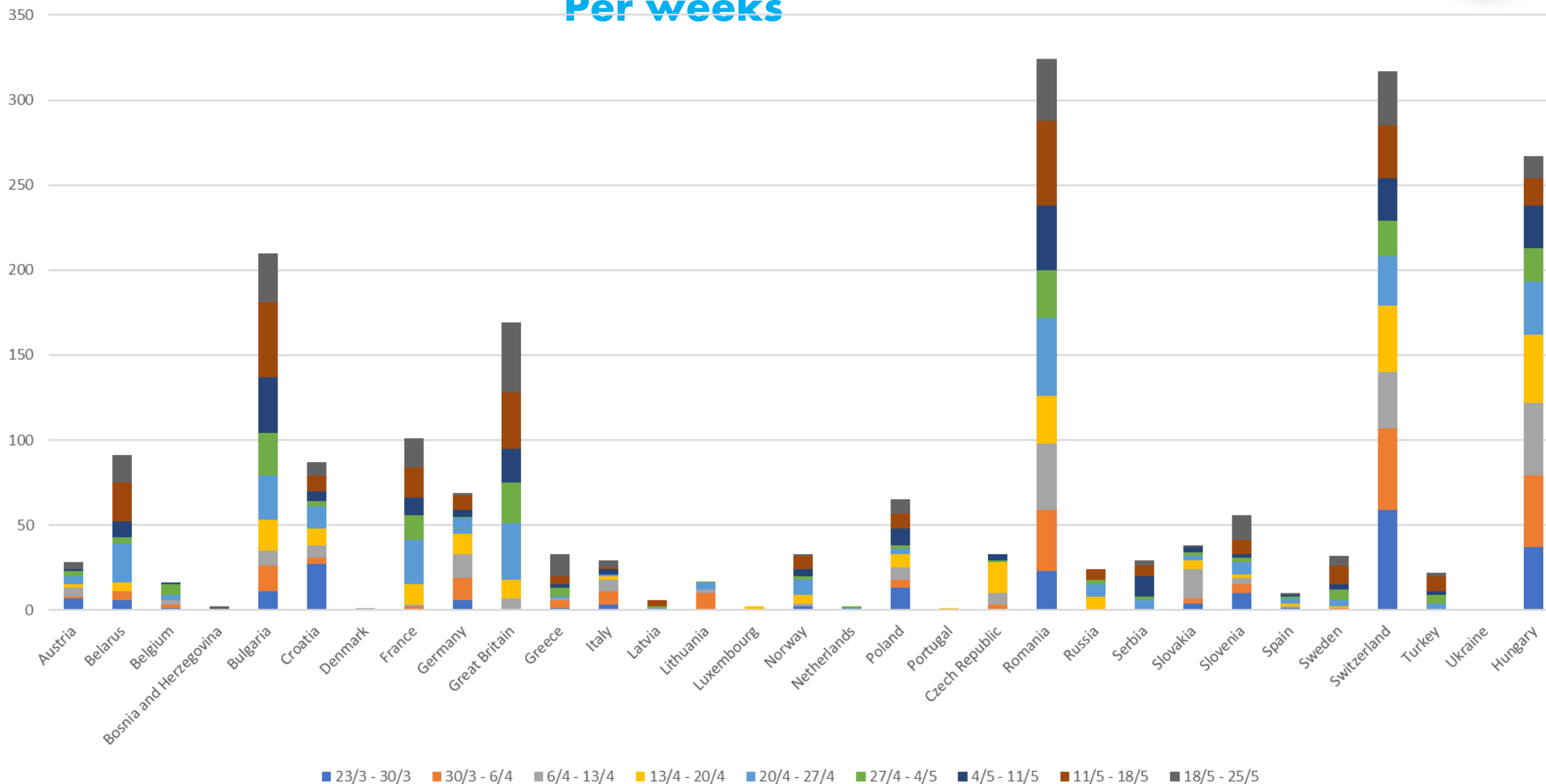
No. of critical situations detected at the borders of destination countries 23 March to 25 May 2020 - per weeks



Source: Uniontrasporti processing on data collected by the Sixfold platform



Crossing times (in hours) detected at the border countries of destination from 23 March to 25 May 2020 Per weeks



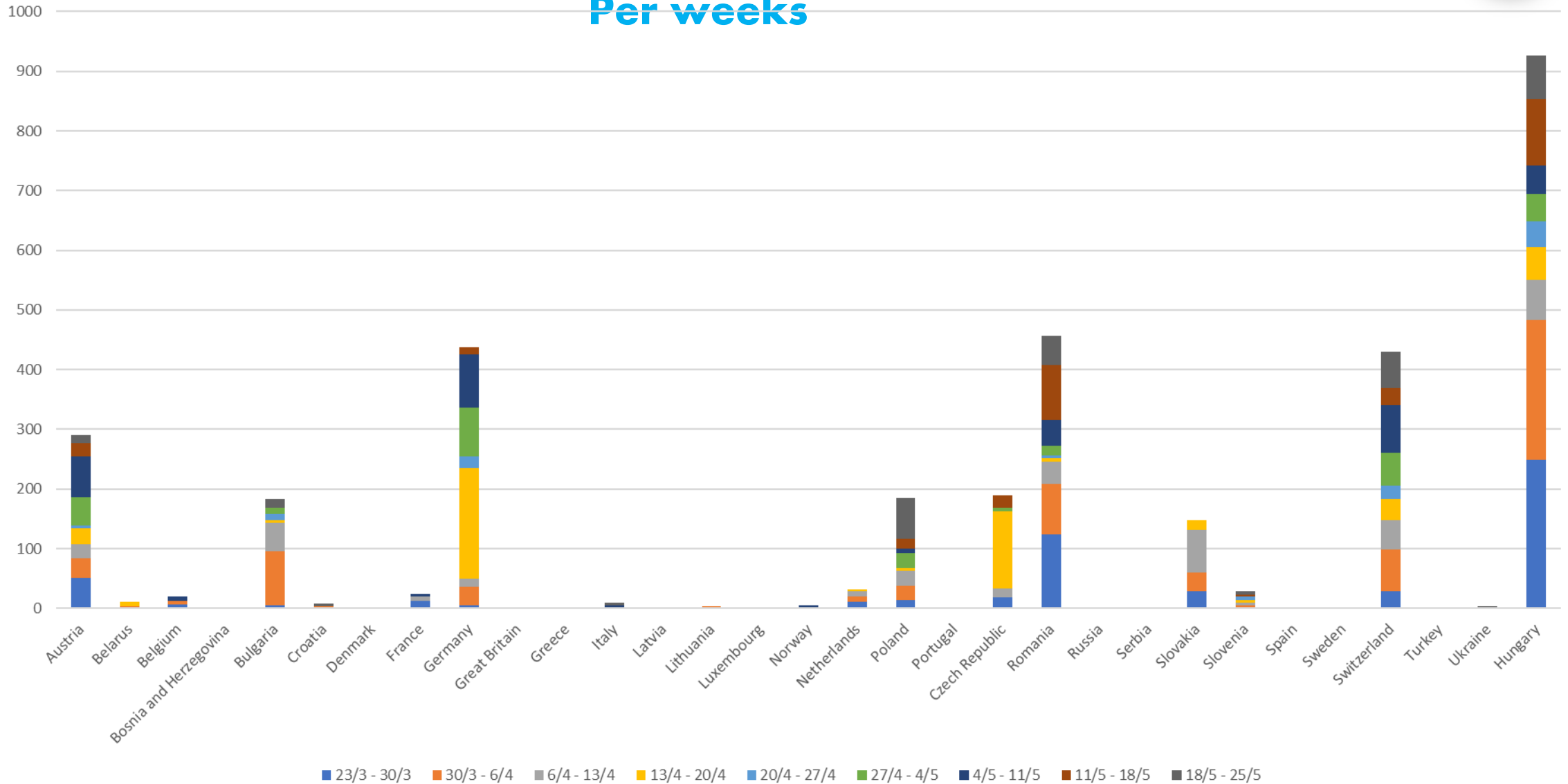
Source: Uniontrasporti processing on data collected by the Sixfold platform





Total length of queues (in km) detected at borders countries of destination from 23 March to 25 May 2020

Per weeks



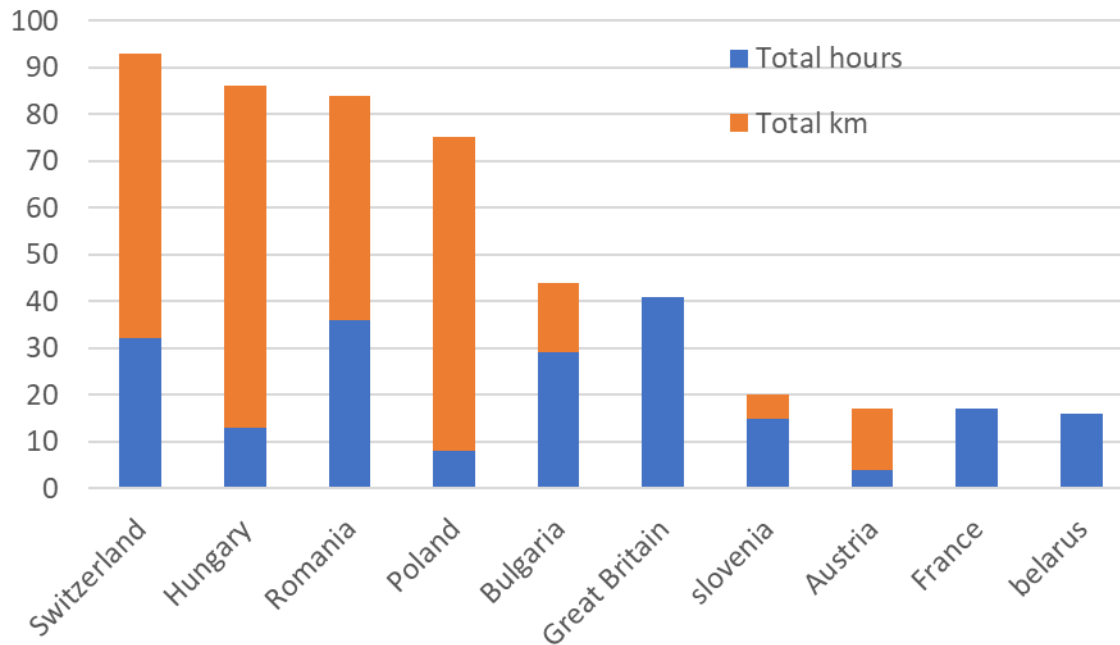
Source: Uniontrasporti processing on data collected by the Sixfold platform

Monitoring critical situations at the borders

Macro evaluations week 11 to 25 May 2020



If we consider the **number of critical border situations** detected in the last week, as shown in the map (which only considers countries with more than 3 critical situations), the **Swiss, Romanian and British borders** were the most critical ones with 29, 26 and 24 situations respectively. Considering the **hours of waiting and the kilometers of queue**, the most critical accesses were the **Swiss border of Weil am Rhein for Germans (54 km)** and the **Romanian/Hungarian border of Nagylak - Nădlac with 35 km for Hungarians and 33 km for Romanians.**



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