



Updated on : 07.05.2020

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 relaxation of the rules on driving and rest periods for drivers can be found here.](#)



ITALY



Drivers of foreign transport companies (with headquarters outside Italy) are obliged to fill in a self-declaration (**NEW VERSION**) when entering Italian territory. A stay of 72 hours on the national territory is allowed, in exceptional cases it can be extended for another 48 hours, in which case an additional self-declaration must be completed. If this time is exceeded, the driver must be in quarantine for 14 days. **ATTENTION:** every entry must be reported **IN ADVANCE** to the responsible medical service! **For entry via South Tyrol a new web form must be filled out.**

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.

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.









In order to ensure that national authorities are informed of special measures taken by other Member States, the Commission publishes them on its Covid-19 transport platform:

https://ec.europa.eu/transport/coronavirus-response_en.











<p>AUSTRIA</p>  <p>Driving time</p>	<p>Open borders with checkpoints (medical certificate) 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 - Suspension of the weekend driving ban in Austria until 17/05/2020. In Tyrol all goods can be transported and delivered. The daily working time was increased from 9 to 11 hours and the daily rest period was reduced from 11 to 9 hours. The working week was increased from 56 to 60 hours. Maximum two-week driving time from 90 to 100 hours. ATTENTION: The exceptions for rest periods have been revoked.</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. The border health authorities issue an instruction note to drivers crossing Bulgaria. For drivers of Bulgarian nationality separate rules apply. The "Zlatograd-Thermes" border with Greece is closed. 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 17 May 2020.</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 <u>European form</u>. Driving ban lifted on 7, 8, 20 and 21 May for vehicles carrying food, feed, hygiene or medical products (or all products necessary for their development) and building materials (for public works).</p>		
<p>GERMANY</p>  <p>Driving time</p>	<p>Border closures until 15 May. 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. Until 17 May: For the transport of vital goods (food, medicines, fuel and medical equipment) the daily driving time is increased to 10 hours. (max. 5 times per week); possibility of 2 consecutive weekly rest periods and 4 rest periods in 4 consecutive weeks. 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. 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>Driving time</p>	<p>Drivers must wear PPD, transport document and proof of employment. It is forbidden to overtake trucks of more than 3.5 t in the direction of the border crossing points. Exceptions: perishable goods (at least half of the loading area), live animals, fuel, postal items, medical equipment. Until 31 May: increase in maximum daily (11 hours), weekly (60 hours) and fortnightly (100 hours) driving time. Reduction of the daily rest period to 9 hours. Possibility for the driver to take a regular weekly rest period in the vehicle. State of emergency until 17.05.</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>Transit of goods from Slovenia to Croatia, BIH and SRB is only possible via Bregana and Macelj, health checks are carried out. The formation of convoys is no longer compulsory, provided that the instructions of the countries of destination regarding certificates/entry checks are complied with (no official notification in this regard, but the practice seems to have become established since the beginning of last week and is recognised by the Ljubljana Police). The daily working time has been increased from 9 to 11 hours. The 45-minute break is scheduled after 5 hours and 30 minutes driving time. The weekly working time has been increased from 56 to 60 hours.</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>Driving time</p>	<p>Restrictive measures until 24 May. Freight transport is excluded from border closing measures. "Non-essential" companies have been closed. 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 14 May. 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). The town of Ovar is under quarantine. The transport of goods into the municipality is allowed only for the supply of <u>authorized industries</u>, supermarkets, pharmacies and petrol stations.</p>	
<p>NETHERLANDS</p>  <p>Driving time</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>Driving time</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 ferry service is open until 13 May exclusively for freight traffic.. Existing ferry connections: Turku Stockholm, Tallink Ferry Megastar Helsinki Tallinn, Viking Line Helsinki Tallinn, Eckerö Line Helsinki Tallinn. 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. However, they are given instructions on how to reduce the risk of infection.</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. The Estonian ferry company Tallink has established a connection from Paldiski to Sassnitz, which should enable the transport of goods between the Baltic States and Western Europe.</p>	
<p>MALTA</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.</p>	



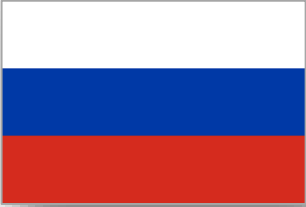









<p>GREECE</p>  <p>Driving time</p>	<p>On arrival in Greece you will be asked <u>to fill in a form</u>. In the case of final destination in Greece, drivers must start a temporary isolation period of 14 days, which can only be suspended in the case of further international or national transport. Derogation for driving and rest periods until 31 May 2020. Self-isolation measure until 15 May 2020.</p>	
<p>NORWAY</p>  <p>Driving time</p>	<p>International goods traffic is excluded from quarantine measures, but drivers must isolate themselves during rest periods. There is currently an express customs procedure, but only at one border station. The only closed border is with Russia. The changes in daily (11 hours), weekly (56 to 58) and fortnightly (96) driving times were confirmed until 31 May 2020. Changes to rest times: break after 4 and a half hours, rest 9 hours a day and 24 hours after 6 consecutive days. 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.</p>	
<p>LATVIA</p>  <p>Driving time</p>	<p>No restrictions apply to the transport of goods. Changes in daily (9 to 11 hours), weekly (56 to 60) and fortnightly (90 to 96) driving times (up to 25 April). After 5.5 hours of driving a break of 45' is mandatory. The weekly rest period is reduced from 45 hours to 24 hours. 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.</p>	
<p>LITHUANIA</p> 	<p>Border controls with Poland and Latvia. Persons returning or arriving from abroad must be isolated for 14 days, with the exception of drivers working for Lithuanian companies, for whom isolation is obligatory from the day of arrival in Lithuania to the day of departure from the territory of the country, but for no longer than 14 days. Foreign hauliers with trucks in transit through Lithuania are allowed. Drivers of international transport are obliged to mark the stops made during the journey in a document of free format, indicating their purpose and duration. Measures extended until 11 May 2020.</p>	











<p>DENMARK</p> 	<p>The Danish authorities have established priority lanes for lorries. There are no special restrictions for Italian truck drivers. The police recommend that all foreign lorry drivers stay in their vehicles during their stay in Denmark. Foreign lorry drivers in transit to other Scandinavian countries are asked not to spend the night in Denmark if possible. With the signing of multilateral agreement M324, expiring ADR training certificates remain valid until 30 November 2020. Drivers in international road transport with an expired driver's license must carry the certificate for employees in international transport (Annex III of the Green Lane Guidelines). Recommendations for drivers.</p>	
<p>SLOVAKIA</p> 	<p>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 were decided by 17/4. 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. Border controls extended until 7 May. Driving bans for 8 and 10 May are lifted. 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. Foreign drivers must drive to designated and remote areas, where goods are loaded/unloaded. If this is not possible, mandatory 14-day quarantine. Foreign drivers without symptoms who leave Turkey within 72 hours of entry are not required to undergo quarantine. A further extension of the transport time (from 24 to 72 hours) can be requested through the competent customs office in case of bad road and weather conditions. Essential goods have priority on entry. All drivers must declare that they will drive directly to their destination without stopping.</p>	









<p>RUSSIA</p> 	<p>The restrictions imposed by the decree of 27 March 2020 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 (mask, gloves and disinfectant). Since 20 March, 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.</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>Drivers from countries which have not imposed any restrictions on Ukrainian drivers are allowed to cross the border of Ukraine. 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.</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: Ilino 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, Ilino Brdo and Dobrakovo.</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.</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 1379 critical situations detected up to 7 May morning: if we consider the 15-minute limit desired by the EU to cross a border, it should take about 345 hours in total. The reality of these 6 and a half weeks is quite different with 1,466 hours employed (more than 4 times more) and 2.7 thousand km of queues.

We highlight the picture of the most critical borders in these first three days of the survey week, reporting for some of them the most affected countries of origin.

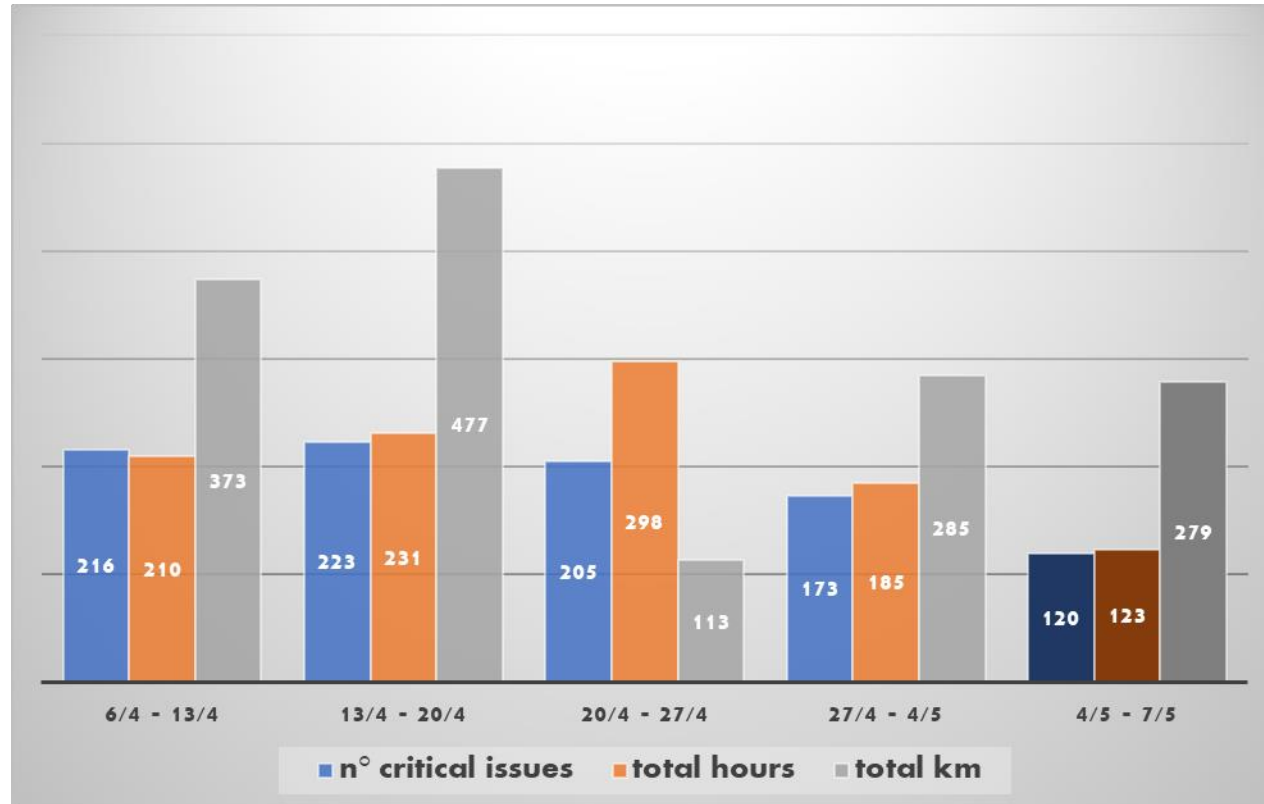


Monitoring critical situations at the borders

Macro assessments from 6 April to 7 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.



This seventh week of observation (4/11 May) did not start in the best way with already 120 critical situations detected in just 3 days, which corresponds to 123 hours of waiting and especially 279 km of queues (compared to 285 km last week "whole").









On the following page, the most critical situations detected at the borders in these first days of the week are analysed.

Monitoring critical situations at the borders

Macro assessments from 4 to 7 May 2020



During these first three days of the week, the most critical situations affected 4 borders in particular. The Brenner Pass (pictures on the side) had a total of 57 km of queues of heavy goods vehicles from Italy to Austria, while at the Swiss border of Weil am Rhein a total of 52 km of vehicles from Germany were queuing.

Countries		Border	Traffic jam (km)	
		Brenner - Brennero	57	Direction Austria
		Saint Louis - Weil am Rhein	52	Direction Switzerland
		St. Marienkirchen bei Shärding - Rushtorf an der Rott	47	40 km entering Germany and 7 km entering Austria
		Nagylak - Nădlac	30	17 km entering Romania and 13 km entering Hungary

Brennero

Brennero/Brenner (BZ) | Km 1



06/05/2020 19.44



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