



Updated on : 06.04.2020

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



UNIONTRASPORTI

**In collaboration
with**



HANDELSKAMMER
BOZEN
CAMERA DI COMMERCIO
DI BOLZANO



News: Italy, Germany, France and Spain call for immediate EU action in the transport sector (1/2)

Ministers Paola De Micheli (IT), José Luis Ábalos Meco (ES), Andreas Scheuer (DE) and Jean-Baptiste Djebbari (FR) signed a joint letter to the Commissioner for Transport, Adina Valean: Italy, France, Germany and Spain are united in calling for strong and timely measures from the European Union to tackle the health emergency and re-establish, as soon as possible, stable connectivity in the transport sector, which is essential for resilience to the crisis but heavily penalised by socio-economic setbacks.

The ministers of the 4 countries propose to the Commission to urgently promote the adoption of strong measures to respond to the short and medium term needs of the transport sector, also recalling the importance of investing in the ecological transition and decarbonisation of the sector:

- **to ensure the priority continuity of the transport of all goods within the European Union, in particular the supply of essential goods such as food, pharmaceuticals/medical equipment, fuel;**
- **ensure that any health checks at internal EU borders, where necessary, are carried out in a proportionate, transparent, non-discriminatory and coordinated manner;**
- **promote coordinated action also to protect EU-flagged ships from discriminatory practices by third countries;**



News: Italy, Germany, France and Spain call for immediate EU action in the transport sector (2/2)

- **set up a centralised crisis coordination and management task force at EU level;**
- **introduce temporary flexibility provisions in the EU transport legislative framework to ensure the functionality of the sector in all its aspects;**
- **provide for the possibility for companies of all sizes to access dedicated support tools, including the provisions of the ' Temporary State Aid Framework' and the recently launched ' Coronavirus Response Investment Initiative';**
- **to promote an industrial transport policy, in line with the EU industrial policy, that allows to better safeguard critical infrastructures and European operators also from economic and financial shocks and the volatility of international markets;**
- **identify financial support measures to enable all operators in the various sectors - road, rail, sea and air - to cope in the medium term with the collapse in demand and the resulting liquidity crisis they are already facing in many cases.**



Important news at a glance

In the document you will find up-to-date information for 32 countries that are monitored. 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.](#)

In the final part of the document, we report some first elaborations made on the most critical situations detected at the borders by the Sixfold covid-19 platform.

<p style="text-align: center;">ITALY</p> 	<p>Drivers of foreign transport companies (with headquarters outside Italy) are obliged to fill in a self-declaration 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.</p> <p>On 27 March 2020, the Italian Ministry of Transport extended the suspension of driving bans on extra-urban roads on public holidays on 29 March and 5 April for lorries with a maximum authorised mass exceeding 7.5 tonnes. For international freight transport, the suspension of the Sunday driving ban remains in place until further notice.</p> <p>The measures to prevent the spread of Covid-19 were extended until 13 April 2020.</p>	
--	---	--

Sources: Italian Ministry of infrastructure and transport, IRU, European Commission, International Transport Forum OECD





<p>AUSTRIA</p>  <p>Driving time</p>	<p>Open borders with checkpoints (medical certificate) - 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 19/04/2020. In Tyrol all goods can be transported and delivered. In this regard we refer to a notice of the Tyrolean provincial administration. The daily working time was increased from 9 to 11 hours and the daily rest period was reduced from 11 to 9 hours. The weekly working time was increased from 56 to 60 hours.</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 the case of transit, they must leave the country within 24 hours. All trucks in transit may only circulate with escort. Foreign trucks with origin/destination in Bulgaria must be escorted by the police. 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.</p>	
<p>FRANCE</p>  <p>Driving time</p>	<p>Currently, the borders are not closed, and the road and motorway connections are open. There are delays at various border crossings between France and Italy (Ventimiglia), Switzerland and Germany. Changes in daily (up to 10/11 hours), weekly (up to 60 hours) and fortnightly (up to 110 hours) driving times have been approved in France. A maximum of 2 drivers are allowed in the driver's cab, who must keep a distance of 1 meter. 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.</p>	
<p>GERMANY</p>  <p>Driving time</p>	<p>Closure of the borders to France, Switzerland and Austria since 16.03.2020. 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. For the transport of vital goods (food, medicines, fuel and medical equipment) the daily driving time is increased to 10 hours.</p>	





<p>POLAND</p>  <p>Driving time</p>	<p>Movement of goods without restrictions, but with health checks at the internal border crossings with Germany, Lithuania, the Czech Republic and Slovakia until 13 April. The current restrictions on the entry of foreigners into Poland will be maintained. The daily working time has been increased from 9 to 11 hours. The 45-minute break is planned after 5 hours and 30 minutes of travel. The weekly working time has been increased from 56 to 60 hours.</p>	
<p>CZECH REPUBLIC</p> 	<p>Despite the closure of the borders, transport to/from Italy continues unimpeded, as do deliveries and the loading and unloading of goods. It should be noted that there are delays at border crossings due to security checks. The driver must carry a mask, gloves and disinfectant, self-declaration in German/Italian and Czech, 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 (on the D1, D2, D5, D8 and D11 motorways). Exceptions: perishable goods (at least half of the loading area), live animals, fuel, postal items, medical equipment.</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 (he may not leave the cabin during his stay in Croatia). 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 centres, after which he can return to Italy or another destination. Transit is permitted in convoys. For trucks coming from Italy/Austria, convoys are already formed in Slovenia. 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>ROMANIA</p> 	<p>The transport of goods over 2.4 tons is exempt from the traffic restrictions. Military Regulation No 7/2020 established that 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 <u>you must fill in a form</u> which must be returned on exit. If you exceed the 48 hours, quarantine is mandatory.</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. Transit is only allowed in accompanied convoys (night transports are prohibited). The trucks must proceed to the Slovenian border crossing and inform the police of their final destination. The Slovenian police will only let the convoys start after receiving the OK from the police of the destination country. Trucks to Hungary may only cross the Pince Tornyiszentmiklos Pass. 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). At some border crossings there are green lanes for medical products, food, fuel and mail. Border controls with Italy will be extended until 12.04. and at the border with France, Germany and Austria until 15.04.</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>45 borders are temporarily closed, 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>Freight transport is excluded from border closing measures. "Non-essential" companies have been closed. Extension of the daily driving time from 9 to 10 hours twice a week, provided that daily and weekly breaks are respected. A regular weekly rest period of 45 hours and a reduced weekly rest period of 24 hours may be taken over a period of two weeks without the latter having to be compensated. Regular weekly rest periods may be taken in the cabin provided that it is adequately equipped.</p>	
<p>PORTUGAL</p> 	<p>Since 16 March at 23.00 and until 15 April at 12.00, Portugal reintroduces border controls. The measure is reassessed every 10 days. Road traffic at the national borders is blocked. International freight traffic, border crossers and emergency vehicles are exempt from this restriction.</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>From 28 March to 19 April 2020 the Uusimaa region (Helsinki) is closed. Freight transport is still allowed, but queues at the entrance and exit are foreseen in order to carry out controls (no Green Lane established). Until 25 April 2020, the daily rest period for drivers may be reduced to 9 hours and the weekly rest period to 24 hours. The required minimum rest period of 45 minutes within a period of four and a half hours may be divided more freely into breaks of 15 and 30 minutes. Restrictions were extended until 13 May 2020.</p>	
<p>BELGIUM</p> 	<p>There are no restrictions on the transport of goods. Until 31/03, 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.</p>	
<p>ESTONIA</p> 	<p>There are no restrictions on the transport of goods. 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. Until 16 April 2020 it is possible to reduce the daily rest period for drivers to 9 hours and to increase the daily driving time to 11 hours.</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.</p> <p>Suspension of driving bans from 16 to 21 April and from 30 April to 3 May 2020.</p>	
<p>NORWAY</p>  <p>Rest time</p>	<p>Everyone entering Norway is put into a compulsory 14-day quarantine (even without COVID-19 symptoms). International goods traffic is excluded, 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. Changes to rest times: break after 4 and a half hours, rest 9 hours a day and 24 hours after 6 consecutive days.</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.</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.</p>	





<p>DENMARK</p>  	<p>There are border controls at the Danish border, and goods traffic is not restricted as long as the transit is completed without undue delay. 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. The weekly rest obligation is suspended until 11 April 2020.</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. 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. Reopened the Hungarian border closed on the 27th for long lines of trucks.</p>	
<p>GREAT BRITAIN</p>  	<p>No restrictions apply to the transport of goods. Truck drivers are now allowed to work five and a half hours instead of the usual four and a half hours before they have to take a 45-minute break. In the United Kingdom, this rule applies provisionally until 16 April.</p>	
<p>TURKEY</p> 	<p>All border crossings were closed to passengers from many countries, including Italy. Turkish and foreign truck drivers coming into the country from any of the above-mentioned countries are quarantined for 14 days.</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. In addition, weight checks on trucks transporting basic foodstuffs and supplies (food, childcare articles, medicines) will be suspended until 25 April.</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>No restrictions on the movement of goods.</p>	
<p>MOLDOVA</p> 	<p>Drivers transporting goods may enter or pass through the territory of the Republic of Moldova without hindrance. 4 border crossings with Romania open: Leuşeni - Albița, Sculeni - Sculeni, Giurgiulești - Galați, Costești - Stâncă; 7 border crossings with Ukraine open: Otaci-Moghilev-Podolsk, Briceni-Rossoșani, Criva-Mamaliga, Giurgiulești-Reni, Mirnoe-Tabaki, Palanca-Maiaki-Udobnoe, Tudora-Starokazacie. As of 29 March temporary closure of 2 border points: 'Costești-Stanca' (Romanian border) and 'Briceni-Rossoșani' (Ukrainian border).</p>	

Monitoring of critical situations at the borders



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

In the last two weeks (from 23 March to 5 April 2020), the most critical situations detected by the Sixfold platform have been recorded, namely those highlighted in red and black (crossing times over 60 minutes and queues over 4 km). The monitoring photographed the situation at the borders at three different times of the day (8.00 am, 2.00 pm, 8.00 pm).

In this update, we report the **overall picture** with about 450 critical situations in two weeks and the **most frequent criticality ratings**. Overall, the Hungarian border appears to be the most critical with 110 situations, followed by the Swiss border (87) and the Romanian border (53). If we go down in detail, it is the vehicles coming from Germany and bound for Switzerland that have the biggest problems: queues between 4 and 8 km and waits up to 3 hours at the borders of Basel, Rheinfelden, Tiengen and Singen have been detected more than 60 times in these two weeks. On the borders between Romania and Hungary, the situation is equally dramatic: at the borders of Csanadpalota and Oradea, queues of up to 19 km in the direction of Romania and up to 17 km in the direction of Hungary, with waits of 4 or 5 hours. The Hungarian border also appears critical for vehicles coming from Slovakia (up to 4 hours of waiting and 14 km of queues at Samorin and Sahy) and Austria (numerous reports with over-hour waits and a situation with 19 km of queues at the Mosonmagyaróvár/Nickelsdorf border).

The analysis framework shows that we are still a long way from the situation required by the European Commission, which provides for green corridors and crossing times of less than 15 minutes.



Monitoring of critical situations at the borders

Macro assessments from 23 March to 5 April 2020



Total critical situations	Destination (Border)	Critical situations by origin	Origin of vehicles	Queues up to	Average delays	Most critical borders
20	Austria	15	Germany	7 km	1 hour	Suben
		5	Italy		1 hour	Brennero
27	Bulgaria	14	Grecia	6/11 km	1/2 hours	Petrich
		13	Romania	4/5 km	3/4 hours	Calafat
21	Croatia	21	Slovenia		1/3 hours	Gruskovje
24	Germany	15	Swizerland	4/5 km	1/2 hours	Basel
		5	Austria	5/7 km		Suben
		4	Francia		1 hour	Neuhausel
7	Italy	7	Swizerland		1 hour	Chiasso
		2	Slovenia		1/2 hours	Ferneti
7	Lithuania	7	Lettonia		1/2 hours	
8	Luxembourg	8	Belgium		1 hour	
3	Netherlands	3	Belgium	4/11 km		Breda/Antwerp



Monitoring of critical situations at the borders

Macro assessments from 23 March to 5 April 2020

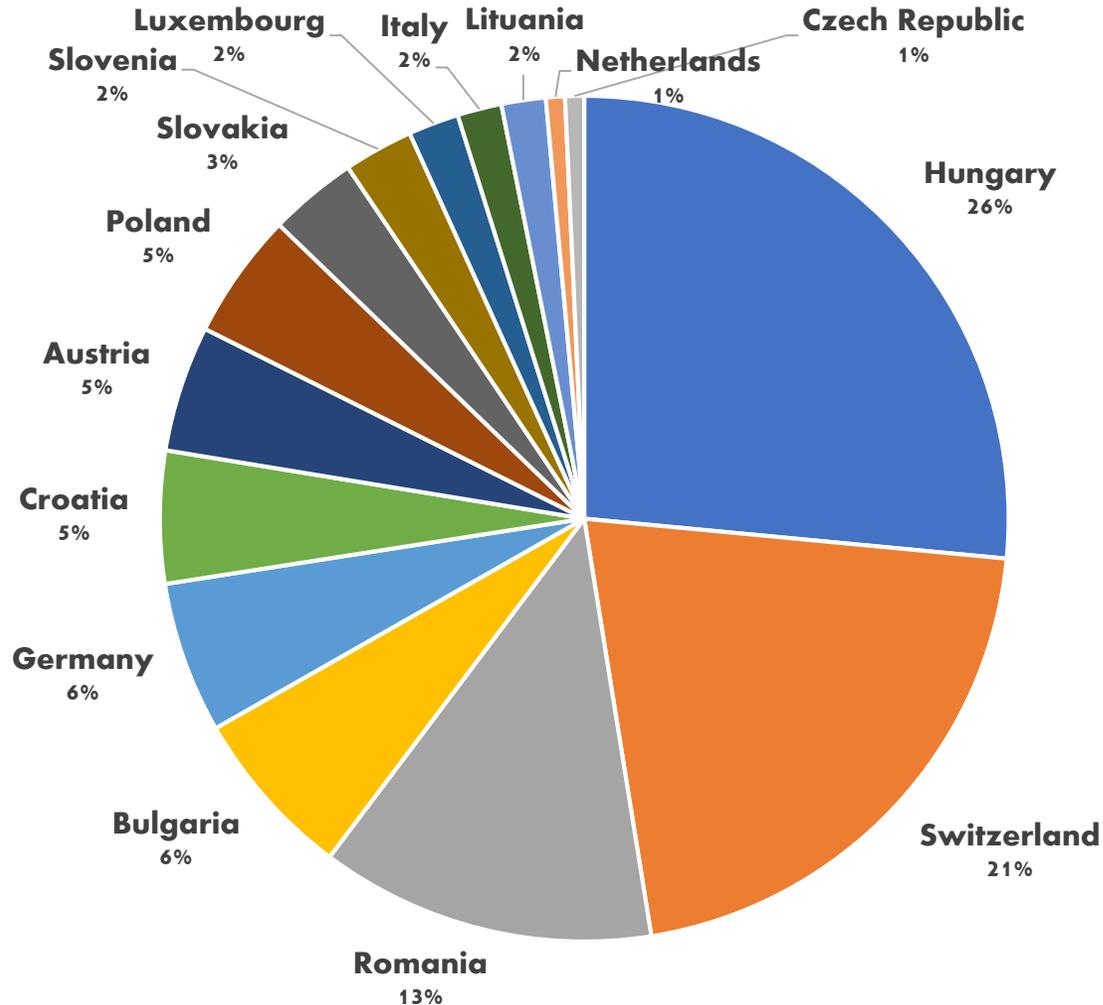


Total critical situations	Destination (Border)	Critical situations by origin	Origin of vehicles	Queues up to	Average delays	Most critical borders
20	Poland	6	Germany			Jedrychowice
		6	Czech Republic		1/3 hours	
		4	Lithuania	4/5 km		
		2	Slovakia		1 hour	
		2	Belarus		1 hour	
3	Czech Republic	3	Poland	7/11 km		Ostrava
53	Romania	49	Hungary	19 km	4 hours	Csanadpalota e hourdea
		4	Bulgaria			
14	Slovakia	7	Czech Republic	15 km		Lanzhot
		7	Hungary	7 km		Sahy
11	Slovenia	6	Italy		1/2 hours	Ferneti
		5	Croatia			
87	Switzerland	63	Germany	4/8 km	3 hours	Basel, Rheinfelden, Tiengen e Singen
		21	Francia	4/5 km	3 hours	Basel e Geneve
		3	Italy		1 hour	Chiasso
110	Hungary	44	Romania	17 km	5 hours	Csanadpalota e hourdea
		39	Slovakia	14 km	4 hours	Samorin e Sahy
		27	Austria	19 km	1 hour	Mosonmagyarovar/Nickelsdorf



The most critical countries to cross

Macro assessments from 23 March to 5 April 2020



The same assessments can be made from the point of view of the countries of origin, which are therefore those most affected by these border congestion situations.

In this case Germany "suffers" as many as 85 critical situations (mostly on the Swiss border). This is followed by Romania (57) and Hungary (56) which, as we have seen, damage each other. Then we have Slovakia (43), Austria (33) and France (28).

The most critical situations at the borders

Macro assessments from 23 March to 5 April 2020



Destination (Border)	Critical situations by origin	Origin of vehicles	Queues up to	Average delays	Most critical borders
Switzerland	63	Germany	4/8 km	3 hours	Basel, Rheinfelden, Tiengen e Singen
Romania	49	Hungary	19 km	4 hours	Csanadpalota e hourdea
Hungary	44	Romania	17 km	5 hours	Csanadpalota e hourdea
Hungary	39	Slovakia	14 km	4 hours	Samorin e Sahy
Hungary	27	Austria	19 km	1 hour	Mosonmagyaróvár/Nickelsdorf
Croatia	21	Slovenia		1/3 hours	Gruskovje
Switzerland	21	France	4/5 km	3 hours	Basel e Geneve
Austria	15	Germany	7 km	1 hour	Suben
Germany	15	Switzerland	4/5 km	1/2 hours	Basel
Bulgaria	14	Greece	6/11 km	1/2 hours	Petrich
Bulgaria	13	Romania	4/5 km	3/4 hours	Calafat



Contact Us



UNIONTRASPORTI

Antonello Fontanili
fontanili@uniontrasporti.it



HANDELSKAMMER
BOZEN
CAMERA DI COMMERCIO
DI BOLZANO

Michael Andergassen
michael.ndergassen@handelskammer.bz.it