



Brussels, 23.3.2020
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COMMUNICATION FROM THE COMMISSION

**on the implementation of the Green Lanes under the Guidelines for border management
measures to protect health and ensure the availability of goods and essential services**

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Summary

- *The Guidelines for border management measures to protect health and ensure the availability of goods and essential services¹ adopted by the European Commission on 16 March 2020, stress the principle that all EU internal borders should stay open to freight and that the supply chains for essential products must be guaranteed. The free flow of goods, especially in times of emergency and in the interest of all, requires that Member States respect and fully implement the Guidelines at all border-crossings at internal borders. This document is designed to help Member States implement the Guidelines as regards the green lanes. It is intended to engender a cooperative process across the EU to ensure all freight, including but not limited to essential goods such as food and medical supplies, gets quickly to its destination without any delays.*
- *In order to preserve the EU-wide operation of supply chains and ensure the functioning of the Single Market for goods, wherever internal border controls exist or have been introduced Member States are requested to designate immediately all the relevant internal border-crossing points of the trans-European transport network (TEN-T) and additional ones to the extent deemed necessary, as “green lane” border crossings – for land (road and rail), sea and air transport.*
- *Going through these “green lane” border crossings, including any checks and health screening of transport workers, should not exceed 15 minutes on internal land borders. The “green lane” border crossings should be open to all freight vehicles carrying any type of goods.*
- *Member States should act immediately to temporarily suspend all types of road access restrictions in place in their territory (week-end bans, night bans, sectoral bans, etc.) for road freight transport and for the necessary free movement of transport workers.*
- *Transport workers, irrespective of their nationality and place of residence, should be allowed to cross internal borders. Restrictions such as travel restrictions and mandatory quarantine of transport workers, should be waived, without prejudice for competent authorities to take proportionate and specifically adapted measures to minimise the risk of contagion.*

¹ https://ec.europa.eu/home-affairs/sites/homeaffairs/files/what-we-do/policies/european-agenda-migration/20200316_covid-19-guidelines-for-border-management.pdf

1. The COVID-19 outbreak is having a major disruptive impact on European transport and mobility. The European supply chain is maintained through an extensive network of freight transport services, including all modes of transport. Continued and uninterrupted land, maritime and air cargo services are of key strategic importance for the whole EU. Land-based supply chains, particularly road, which today accounts for 75% of freight transport, have been particularly severely affected by the introduction of entry bans at internal land borders, and/or restrictions on professional drivers accessing certain Member States. Waiting times on some recent days, at certain internal EU borders, went beyond 24 hours, even for medical supplies.
2. The present Communication urges Member States to implement the Guidelines for border management in full on all intra-EU freight transports², and provides specific additional guidance to Member States on how to implement paragraphs 1 to 6, 8, 10, 11, 19 and 22 of those guidelines. It invites Member States to put in place the necessary operational and organisational measures, with the understanding that these exceptional measures will be temporary for the duration of the containment of the Coronavirus.

1 – Ensuring continuous flows along the TEN-T Network

3. The **trans-European transport network**³, which consists of the most important arteries for road, rail, and inland waterways, and which integrates ports, airports and multimodal terminals, plays an essential role to ensure the circulation of goods. Ensuring the smooth flow of all goods along this network is crucial in order to ensure an efficient sanitary response to the pandemic, to reassure the population that supplies will be safeguarded, and to mitigate the impact of the virus on the economy.
4. **Member States should implement immediately the following measures to ensure unobstructed transport of goods along the entire TEN-T Network.**
5. **All freight vehicles and drivers should be treated in a non-discriminatory manner**, irrespective of the origin, destination, or country of registration of the vehicle, or of the nationality of the driver. Member States should not distinguish between vehicles carrying goods for use in their territory and those merely transiting.
6. Wherever internal border controls exist or have been introduced, Member States are invited to designate the relevant internal border-crossing points of the TEN-T⁴ as well as additional major border-crossing points to the extent necessary, as **“green lane” border crossings**.
7. Passing through these “green lane” border crossings, including any checks and screenings, **should not exceed 15 minutes**. Additional border crossings should be opened, focused exclusively on goods passage, if those on the TEN-T Network are saturated. They should be located as near as possible to the TEN-T Network border crossings.
8. **The “green lane” border crossings should be open to all freight vehicles**, incl. all heavy and light duty vehicles and where applicable trains and vessels.

² The principles relating to transport of goods in this Communication apply mutatis mutandis to shipments of waste under Regulation (EC) No 1013/2006 of the European Parliament and the Council of 14 June 2006 on shipments of waste, OJ L 190, 1.7.2006, p. 1.

³ <https://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/site/en/maps.html>

⁴ See for reference in Annex 1 and online: [TEN-T Network road internal border crossings](#)

9. The Commission recognises that some Member States wish to prioritise certain types of freight in this crisis. However, given the complex nature of supply chains and the need to ensure the free circulation of all goods, **vehicles carrying any type of goods should be able to use “green lane” border crossings**. The Commission is ready to explore if needed whether further measures are necessary to prioritize particular categories of goods, building also on best practices at national level, but underlines that Member States should do their utmost to keep *all* goods moving. Emergency transport services should be given priority at all times.
10. At “green lane” border crossings, **procedures should be minimised and streamlined** to what is strictly necessary. Drivers of freight vehicles should not be asked to produce any document other than their identification and driving licence and if necessary a standard template letter from the employer (Annex 3). The electronic submission/display of documents should be deemed sufficient.
11. **Health screening can be carried out before or after the internal border**, depending on the available infrastructure, to ensure traffic remains fluid. Member States should coordinate to carry out health screening on one side of the border only to avoid overlaps and waiting times. Health screening should in principle be based on electronic body temperature measurement, unless equally speedy but more effective methods become available.
12. **Other checks on documents and cargo** – such as road-side checks – should be minimised, and not exceed normal levels, to ensure the free flow of goods and avoid additional delays.
13. **Checks and health screening** should be undertaken in a way that minimizes delay and therefore should not necessitate the drivers to leave the vehicles.
14. The **national contact points** established following the teleconference of the Transport Ministers on 18 March should work together to ensure the effective functioning of the “green lane” border crossing points. A platform to provide information on the relevant crisis transport measures taken by Member States has been set up by the Commission⁵.
15. As regards the United Kingdom, being treated as a member of the EU until the end of the transition period, as well as neighbouring non-EU countries, EEA members, Switzerland, the Western Balkans countries and economies, as well as cooperation with countries participating in the Union Civil Protection Mechanism, in particular those on the extended TEN-T network, the respective national authorities are invited to closely work with the EU contact point network. This is essential to fully align all the necessary procedures to ensure flow of all goods, both destined for these countries and in transit from one part of the EU (or of this wider group of countries) to another. The Commission will also work closely with the Permanent Secretariat of the Transport Community to facilitate the coordination and implementation of measures between the EU and the Western Balkans Six countries. Without prejudice to specific controls on goods or transport workers inherently and habitually linked to crossing external borders of the single market, the customs union or the Schengen area, respectively, Member States should apply to the greatest extent possible at such external borders the implementation guidance set out in this Communication.

⁵ https://ec.europa.eu/transport/coronavirus-response_en; contact: EU-COVID-TRANSPORT@ec.europa.eu

16. On all their territories, Member States should temporarily **suspend all types of driving restrictions** in place (week-end bans, night bans, sectoral bans, etc.) for freight transport. The suspension of these driving bans will contribute to increase the fluidity of traffic.
17. Member States should ensure the availability of adequate sanitary facilities and food supplies / catering for transport workers on the main transport routes. As accommodation facilities along routes are likely to be unavailable, and in order to limit exposure to contagion, Member States should consider urgent suspension of the ban on transport workers spending rest periods in vehicle cabins, in accordance with Article 14 of Regulation 561/2006⁶. For periods exceeding 30 days, in light of persisting problems, the Commission will consider favourably Member State requests for authorisation for extension of such exceptions.
18. The Commission urges Member States to set up safe passage **transit corridors** to allow private drivers and their passengers, such as health and transport workers, as well as all EU citizens being repatriated, regardless of their nationality, to directly pass with priority through the country in each necessary direction along the TEN-T Network, while respecting the need to stay strictly on the designated route and to take the necessary minimum rest breaks. Member States should also ensure that they have at least one airport functional for repatriation and international relief flights.

2 - Better tailored application of rules for transport workers

19. As part of the overall effort to keep essential transport flows moving, Member States should also take action to ensure the free movement within the EU of all workers involved in international transport in all transport modes, such as drivers, seafarers, pilots, crew, wagon inspectors, maintenance workers, etc.
20. In particular, **rules such as travel restrictions and mandatory quarantine of transport workers not displaying symptoms, should be waived**, without prejudice for competent authorities to take proportionate and specifically adapted measures to minimise the risk of contagion. For example, Member States should abandon requirements to oblige asymptomatic transport workers to produce for inspection a doctor's certificate to demonstrate that they are in good health. Such requests would be disproportionate and of limited value, given the possibility of asymptomatic infection after such a certificate is issued, and as access to doctors is already restricted by the COVID-19 outbreak.
21. Workers should not be prevented from crossing an internal border in order to carry out their transport functions: **internationally recognised certificates of professional competence should be considered sufficient to prove that a worker is active in international transport**. These certificates should temporarily be deemed valid for a reasonable period beyond their date of expiry during the Covid19 outbreak.
22. If necessary, for example in the absence of an internationally recognised professional certificate (e.g. van drivers) or in case the certificate expired, Member States may require a letter from the worker's employer to establish their *bona fides* together with the

⁶ Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85, OJ L 102, 11.4.2006, p. 1.

appropriate identification papers in order to enable them to cross the internal border in the exercise of their profession. The Commission is assisting this process by providing a standard template letter (Annex 3).

23. Where deemed necessary by national authorities, health screening of transport workers should in principle be based on electronic body temperature measurement. Temperature checks on drivers should normally not be done more than three times within the same day. In case the worker has fever and the border authorities deem that s/he should not be allowed to continue with the journey, the transport worker should have access to appropriate health care. The Member State in question should provide appropriate facilities for the temporary storage of the vehicles, until replacement drivers arrive.
24. The Commission also recommends the use of measures to deliver enhanced hygiene in airports, ports, railway stations and other land transport hubs. Designation of priority staff should also be considered in transport hubs as well as measures to ensure disinfection, etc. Recommendations to ensure the safety of transport workers such as those referred to in Annex 2 should be followed.
25. To ensure the continuation of the flow of goods and materials, particularly fresh food and essential food products, live animals and feed, agricultural production inputs, medicines including veterinary medicines, personal protection equipment (PPE), and substances of human origin, and industrial inputs for production and maintenance of these processes, transport workers and operators of critical and essential supply chain services in all modes of transport should be considered as one of the priority groups – after strictly medical needs are addressed - in the distribution and allocation of personal protection equipment (PPE) such as disinfection products and gloves.
26. Member States should cooperate to facilitate the repatriation of transport workers whose contracts have terminated and provide them with any necessary assistance to get home.
27. All of the above principles should also apply to 3rd country nationals if they are essential to provide free movement of cargo in and to the EU.



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ANNEXES 1 to 3

ANNEXES

to the

Communication from the Commission

on the implementation of the Green Lanes under the *Guidelines for border management measures to protect health and ensure the availability of goods and essential services*

Annex 1 TEN-T Network road border crossings*



*Legend: Green for Border Crossing Point (Corridors); Yellow for Border Crossing Point (Core); Blue for Border Crossing Point (Comprehensive); Thin red line for Comprehensive network; Thick red line for Core network (incl. corridors)

Annex 2 Recommendations for drivers and relevant transport-related undertakings and competent public authorities involved in freight transport following the COVID-19 outbreak

These recommendations are without prejudice to the need to respect specific hygiene, social distancing or other rules imposed by national authorities in their respective territories.

- Social distancing should be the rule and drivers should avoid leaving the cabin of the truck for social interactions, as far as possible.
- Employers should provide drivers with sanitising/disinfecting gel and soap.
- Employers should inform drivers of the recommendations of this Annex.
- The use of digital documents should be encouraged and employers should do the utmost to send documents in advance to companies when they know these documents may be required at loading/unloading points.
- When social interactions cannot be avoided, drivers should wear adequate relevant protective gear such as gloves.
- The cabin of truck should be disinfected between each new use (e.g. when another driver or hub staff drive the vehicle).

At loading and unloading locations:

- Drivers should remain, as far as possible, in the cabin on the truck at loading and unloading points.
- The activities of loading and unloading should be performed, as much as possible, by the local staff of the company receiving/sending the goods. When drivers are required to supervise these activities, they should stay at a minimum safe distance from other staff and wear available protective material such as gloves.
- All documents related to the transport operation should be sent electronically by the company beforehand when possible. If physical documents are exchanged at un/loading points, it is recommended that the drivers/staff use gloves, anti-bacteria hand gel or wash hands with soap and water immediately after.

Breaks and rest times:

- Drivers should practise social distancing during breaks and rest periods on the road. During those, it is recommended to avoid close contacts with other people (drivers, parkings staff etc).
- Meals should be taken, as much as possible, in open air away from other people or in the cabin of the truck. When catering is available at their stopping places, it is advised not to eat at the restaurant/cafeteria but to rather order take-away food in order to eat away from other people.

During controls and waiting lines at borders:

- As a general rule, drivers should not be required to leave the cabin of their truck for checks.

- During checks of documents, paper documents should be exchanged respecting a minimum safe distance. When drivers are required to fill-in documents, national control officers should let drivers fill them in the cabin of the truck.
- If physical documents are exchanged, or controlled, it is recommended to use an antibacterial hand gel or wash hands with water and soap when possible. It is recommended that the drivers/staff use gloves, anti-bacteria hand gel or wash hands with soap and water immediately after.

Annex 3 Template of Certificate for International Transport Workers



Certificate for International Transport Workers

It is hereby confirmed that the person:

Name and surname:

Birthdate:

Residence:

carries out activities in international transport as *

- ☐ a driver of a heavy goods vehicle (HGV)
- ☐ a bus driver
- ☐ a public transport aircraft crew
- ☐ a train driver
- ☐ a train crew
- ☐ a carriage inspector
- ☐ a ship's captain/a boatmaster
- ☐ a vessel crew member
- ☐ a road administration crew
- ☐ a driver of a vehicle of up to 9 persons carrying one of the above categories of persons, who is an employee of the same employer and transports them to or from the workplace, and empty journeys connected with such transports

** Mark with a cross*

Place, date:

For the company/office/organization *(Name and signature):*

I. Temporary exceptions granted by EU and non-EU Member States due to the COVID-19 outbreak – Notified by COM

MS	Exceptional circumstances linked to COVID-19	Period (Both dates are included)	Categories of transport/drivers	Provisions from Regulation 561/2006 derogated from	Date of notification Notified by:	Status
SI	Ensure national supply of goods	16/03/2020 - 14/04/2020	Domestic and international transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 65 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): postponement of a weekly rest period beyond six 24-hour period. 	Notified on 23/03/2020 By SI Ministry of Infrastructure	Notified to all MS
DK	Ensure national supply of goods	23/03/2020 - 11/04/2020	All national transport of goods in Denmark	Art. 8(6) : postponement of the requirement for a weekly rest period during the specified period	Notified on 22/03/2020 By Danish Road Traffic Authority	Notified to all MS
	Ensure national supply of goods	13/03/2020 - 22/03/2020	All national transport of goods in Denmark	Art. 8(6) : postponement of the requirement for a weekly rest period during the specified period	Notified on 13/03/2020 By Danish Road Traffic Authority	Notified to all MS
FR	Ensure national supply of goods	21/03/2020 - 19/04/2020	Domestic and international transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 10 hours or 11 hours <u>up to twice a week</u>; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 	Notified on 21/03/2020 By FR Perm Rep to EU	Notified to all MS

				102 hours.		
NL	Ensure national supply of goods	14/03/2020 - 07/04/2020	National transport performed in subsectors which are crucial for supplying pharmacies, supermarkets and other food shops.	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 8(6): postponement of a weekly rest period from six to seven 24-hour period. 	Notified on 20/03/2020 By NL Perm Rep to EU	Notified to all MS
HU	Ensure national supply of goods	21/03/2020 - 19/04/2020	Domestic and international transport of goods and passengers	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 65 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 105 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): reduction of the regular weekly rest period from 45 hours to 24 hours without any compensation. - Art. 8(6): postponement of a weekly rest period from six to seven 24-hour period. 	Notified on 20/03/2020 By HU Perm Rep to EU	Notified to all MS
EL	Ensure national supply of goods	19/03/2020 - 17/04/2020	Domestic and international transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(1): Reduction of the daily rest 	Notified on 20/03/2020 By EL Ministry of Infrastructure & Transport	Notified to all MS

				requirements from 11 to 9 hours; - Art. 8(6) : postponement of a weekly rest period beyond six-24 hours period.		
AT	Ensure national supply of goods	16/03/2020 - 14/04/2020	Domestic and international transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 100 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): postponement of a weekly rest period beyond six-24 hours period. 	Notified on 20/03/2020 By AT Perm Rep to EU	Notified to all MS
HR	Ensure national supply of goods	18/03/2020 - 16/04/2020	Domestic and international freight transports of carriage of products consisting of life and health such as: <ul style="list-style-type: none"> - distribution of food and related industries; - distribution of fuels; - transport of raw materials; - food for life and animal life, - medicines and medical equipment; - distribution of equipment to hospitals and other public institutions. 	<ul style="list-style-type: none"> - Art. 6(1): increasing the maximum daily driving time limit from 9 hours to 11 hours; - Art. 6(2): increasing the maximum weekly driving time limit from 56 hours to 60 hours; - Art. 6(3): the fortnightly driving limit is lifted from 90 hours to 96 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(1): reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): reduction of the regular weekly rest period from 45 hours to 24 hours without any compensation. 	Notified on 20/03/2020 By HR Perm Rep to EU	Notified to all MS
NO	Ensure national supply of goods	14/03/2020 - 13/04/2020	Domestic and international transport of good and passengers	<ul style="list-style-type: none"> - Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): at least one reduced weekly rest every week throughout the dispensation period. 	Notified on 19/03/2020 By EFTA authority	Notified to all MS

SK	Ensure national supply of goods	19/03/2020 - 17/04/2020	Domestic and international transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours; 	Notified on 19/03/2020 By SK Labour Inspectorate	Notified to all MS
MT	Ensure national supply of goods	18/03/2020 - 16/04/2020	International transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours; 	Notified on 19/03/2020 By MT Perm Rep to the EU	Notified to all MS
DE	Ensure national supply of goods	18/03/2020 - 17/04/2020	Transport of essential goods such as food, medicine, medical protective equipment and fuels	<ul style="list-style-type: none"> - Art. 6(1): extension of the daily driving time limit to 10 hours no more than five times a week; - Art. 8(6): possibility of taking two consecutive reduced weekly rest periods provided that: <ul style="list-style-type: none"> - the driver takes at least four weekly rest periods in these four consecutive weeks, of which at least two shall be regular weekly rest periods and; - the compensation for these two reduced weekly rest periods should be taken before the following rest period. 	Notified on 19/03/2020 By DE Perm Rep to the EU	Notified to all MS
LU	Ensure national supply of goods	19/03/2020 - 17/04/2020	Domestic and international transport of goods	<ul style="list-style-type: none"> - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 8(6): postponement of a weekly rest period beyond six-24 hours period. 	Notified on 19/03/2020 By LU Ministry of Mobility	Notified to all MS

PL	Ensure national supply of goods	18/03/2020 - 16/04/2020	Domestic and international transport of goods and passengers	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours. 	Notified on 18/03/2020 By PL Ministry of Infrastructure	Notified to all MS
IE	Ensure national supply of goods	18/03/2020 - 16/04/2020	Domestic and international transport of goods	<ul style="list-style-type: none"> - Art. 6(3): the fortnightly driving limit is lifted from 90 hours to 112 hours. - Art. 8(6): at least two reduced weekly rest periods in any two consecutive weeks. No requirement for compensation or for a regular weekly rest period to be taken. <p><u>No postponement</u> of the requirement to start a weekly rest period after six-24 hours periods.</p>	Notified on 18/03/2020 By IE Transport Ministry	Notified to all MS
UK	Ensure national supply of goods	18/03/2020 - 16/04/2020	<p>Delivery of food, non-food (personal care and household paper and cleaning) and over the counter pharmaceuticals when undertaking the following journeys in England, Scotland and Wales:</p> <ul style="list-style-type: none"> - Distribution centre to stores (or fulfilment centre) - From manufacturer or supplier to distribution centre (including backhaul collections) - From manufacturer or supplier to store (or fulfilment centre) - Between distribution centres and transport hub trunking - Transport hub deliveries to stores <p><u>This exemption does not apply to drivers undertaking deliveries directly to</u></p>	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; <p>OR</p> <ul style="list-style-type: none"> - Art 8(6): Postponement of the requirement to start a weekly rest period after six-24 hours periods, for after seven 24 hours period; although two regular weekly rest periods or a regular and a reduced weekly rest period will still be required within a fortnight; - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(1): Reduction of the daily rest 	Notified on 18/03/2020 By UK Transport Ministry	Notified to all MS

			<u>consumers.</u>	requirements from 11 to 9 hours;		
BE	Ensure national supply of goods	19/03/2020 - 31/03/2020	Drivers involved in the supply chain relating to essential goods and medicine.	<ul style="list-style-type: none"> - Art. 6(2): replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - Art. 6(3): replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - Art. 8(6): postponement of a weekly rest period beyond six-24 hours period. 	Notified on 18/03/2020 By BE Transport Ministry	Notified to all MS
BE	Ensure national supply of goods	14/03/2020 - 18/03/2020	Transport of food, medication and other life essential goods to shops and pharmacies	Not specified	Notified on 14/03/2020 By Transport Ministry	Notified to all MS
BG	Ensure national supply of goods	19/03/2020 - 13/04/2020	National and international transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours; - Art. 8(6): reduction of the regular weekly rest period from 45 hours to 24 hours without any compensation. 	Notified on 17/03/2020 By BG Perm Rep to EU	Notified to all MS
RO	Ensure national supply of goods	18/03/2020 - 16/04/2020	National and international transport of goods	<ul style="list-style-type: none"> - Art. 6(1): replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - Art. 7: replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours - Art. 8(1): Reduction of the daily rest requirements from 11 to 9 hours; - Art. 8(6): postponement of a weekly rest period beyond six-24 hours period. 	Notified on 17/03/2020 By RO Perm Rep to EU	Notified to all MS
ES	Ensure national supply of goods	14/03/2020 - 28/03/2020	All transport of goods in Spain	<ul style="list-style-type: none"> - Art. 6(1): lifting the daily driving time limit - Art. 8(6): provisions on weekly rest periods 	Notified on 17/03/2020 By Transport Ministry	Notified to all MS
SE	Ensure national	16/03/2020 -	All domestic and international transport	- Art. 8(2) : daily rest period of at least 9	Notified on	Notified to

	supply of goods	14/04/2020	of goods and passengers in Sweden	consecutive hours within 24 hour period - Art. 8(6) : continuous rest period of at least 24 hours shall be considered as a weekly rest period without any compensation - Art. 6 : daily, weekly and the fortnightly driving time limits can be extended as long as rest requirement and breaks in Reg. 561/2006 are complied with.	16/03/2020 By Swedish Transport Agency	all MS
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II. Temporary exceptions granted by Member States due to the COVID-19 outbreak – Further clarifications needed

MS	Exceptional circumstances linked to COVID-19	Period	Categories of transport/drivers	Provisions from Regulation 561/2006 derogated from	Date of notification Notified by:	Status
EE	Ensure national supply of goods	TBC	International transport of goods	TBC	Notified on 21/03/2020 By EE Perm Rep to EU	Request for clarification sent to EE: the notification should mention the articles it derogates from and the new measures that apply during that period.
CZ	Ensure national supply of goods	16/03/2020 - 14/04/2020	All transport of goods in the Czech Republic	TBC	Notified on 16/03/2020 By Ministry of Transport	Request for clarification sent to CZ: the notification should mention the articles it derogates from and the new measures that apply during that period.

Last updated on: 23/03/2020 at 12:45 – Source: European Commission, DG MOVE