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COVID-19



UNIONTRASPORTI

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



Important news at a glance









In this new version an entry for Italy has also been added. 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>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>	
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<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 03/04/2020. 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. 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>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>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. 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 and drivers are exempt from the self-isolation regime when entering Romania, unless they have contact with Covid-19 patients. It is obligatory to carry a mask, gloves and disinfectant as well as the transport documentation. The Romanian authorities have published a map showing the "green transit corridors" through Romania.</p>	













<p>SLOVENIA</p> 	<p>Reintroduction of 13 checkpoints at the borders. Transit of goods from Slovenia to Croatia, Bosnia-Herzegovina and Serbia is only possible via Bregana and Macelj, health checks are carried out. Transit is only allowed in accompanied convoys (night transports are prohibited). 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). <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>The entry barriers are closed to all vehicles except those used for the transport of goods. The trucks must leave the country within 12 hours. The export of basic foodstuffs and medicines from Serbia is temporarily prohibited. Waiting times for entry from Croatia and Hungary are increased, while entry from Montenegro, Bulgaria and Macedonia is faster.</p>	
















<p>SPAIN</p>  <p>Driving time</p>	<p>Since 17 March, the borders have been closed for passenger traffic. Freight transport is still excluded in order to guarantee economic activity and the supply chain. 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. Truck drivers are now allowed to work up to eleven hours a day. The working week has been increased from 56 to 60 hours, and the maximum working time allowed within two weeks is now 96 hours instead of the previous 90 hours. The weekly rest period can now only be taken after the seventh working day. The measures take effect retroactively from 14 March and apply for the time being until 6 April.</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>	













FINLAND  	<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.</p>	
BELGIUM  	<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>	
ESTONIA 	<p>There are no restrictions on the transport of goods. Medical checks and checks of travel documents are carried out at the border.</p>	
MALTA  	<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 translocate 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>There are no restrictions on the transport of goods. For the transport of goods, the ferry lines to and from Italy are operated normally. Changes have been made to the daily (9 to 11 hours) and weekly (56 to 60) driving times. After 5.5 hours of driving a break of 45 minutes is mandatory. There is a suspension of the weekly rest periods. On arrival in Greece you will be asked to fill in a form. There are restrictions from 22.00 to 06.00 hours at the Evzoni customs office, except for trucks carrying ethyl alcohol, perishable goods and medical supplies.</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>No restrictions apply to the transport of goods.</p>	
<p>LITHUANIA</p> 	<p>A two-week quarantine was introduced on 16 March. Border controls with Poland and Latvia have been resumed. The transport of goods is still permitted. However, foreigners are not allowed to enter the country unless they make the necessary deliveries of goods to Lithuania.</p>	

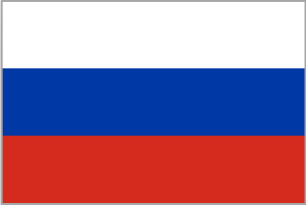











<p>DENMARK</p>  <p>Rest time</p>	<p>The transport of goods is possible. All channels for the transport of goods by road, sea and rail will be kept open without further controls other than the normal customs controls. There are no special restrictions for Italian truck drivers. The police recommend that 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>Driving time</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>Driving time</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>	





RUSSIA 	<p>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>	
ALBANIA 	<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 Shepiste - Trebishte (Debar) border crossings are closed to all traffic.</p>	
UKRAINE 	<p>No restrictions on the movement of goods.</p>	
MOLDOVA 	<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-Rossoșanî, 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-Rossoșanî' (Ukrainian border).</p>	





Monitoring critical situations at the borders

In this new update, we present some first analyses carried out thanks to the information collected on Sixfold's "Truck border crossing times platform".

The [first overview](#) relates to the average crossing times recorded in the different countries monitored during a period of 3 weeks, from 2 March to 19 March 2020.

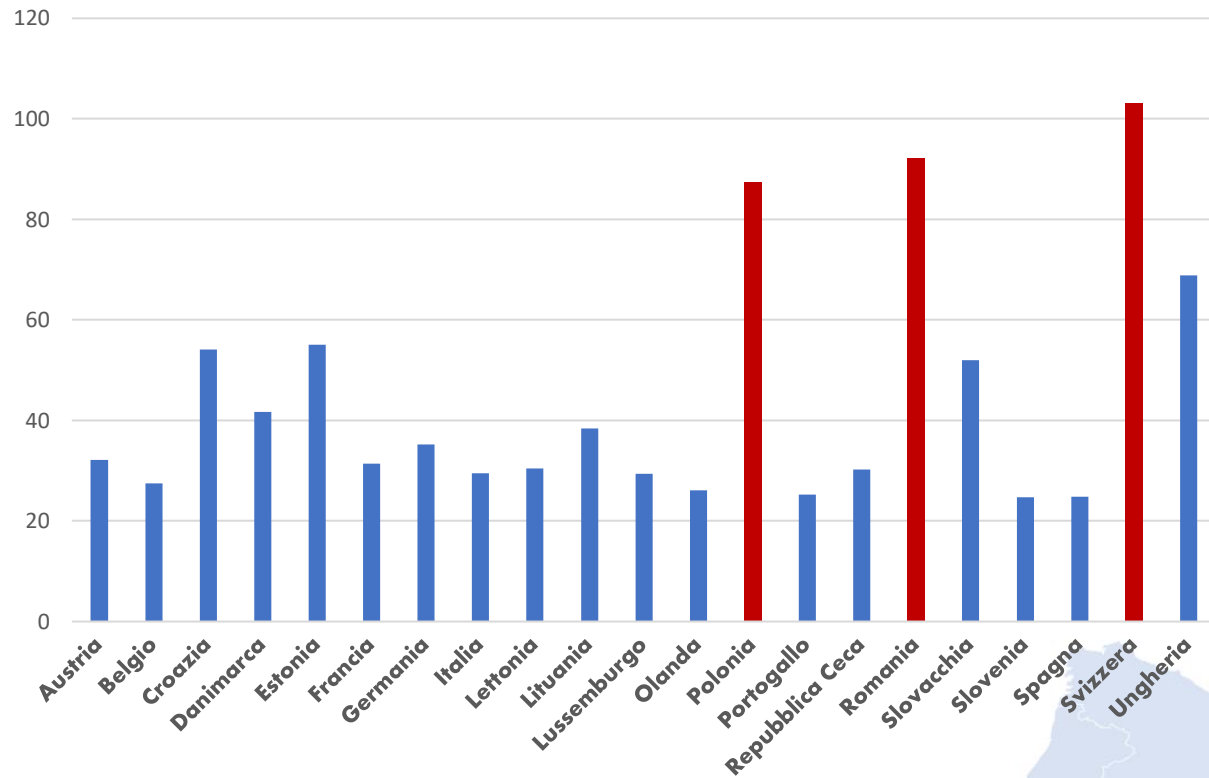
Focusing on the values recorded in the destination countries - i.e. the countries that define controls and restrictions - it is clear from the map and graph that the most critical situations are those of Switzerland, Romania and Poland. The main critical situations concern vehicles from France to Switzerland (over 180 minutes on average to cross the Swiss border), those from Romania to Hungary (120 minutes), those from Germany to Switzerland (almost 110 minutes) and Poland (over 95 minutes) and, finally, those from Hungary to Romania (over 90 minutes). This update shows the average time needed to cross the borders in the 4 "neighbouring" countries of Italy, with details of the country of origin. The most critical situation for Italy is the Swiss border.

The [second overview](#) shows the results of a monitoring carried out last week (from 23 March to 27 March at three times of the day: 8.00 a.m., 2.00 p.m. and 8.00 p.m.), where critical situations characterized by more than one hour to cross the border and queues of more than 4 km were highlighted.

Again, the reference were the destination countries. Compared to the previous weeks, the situation in Poland seems to have improved, while the critical points for entry into Switzerland and Romania are confirmed. To these are added difficulties at the borders of Austria, Croatia and, above all, Hungary, which appears to be the State with the greatest entry problems.

Monitoring critical situations at the borders

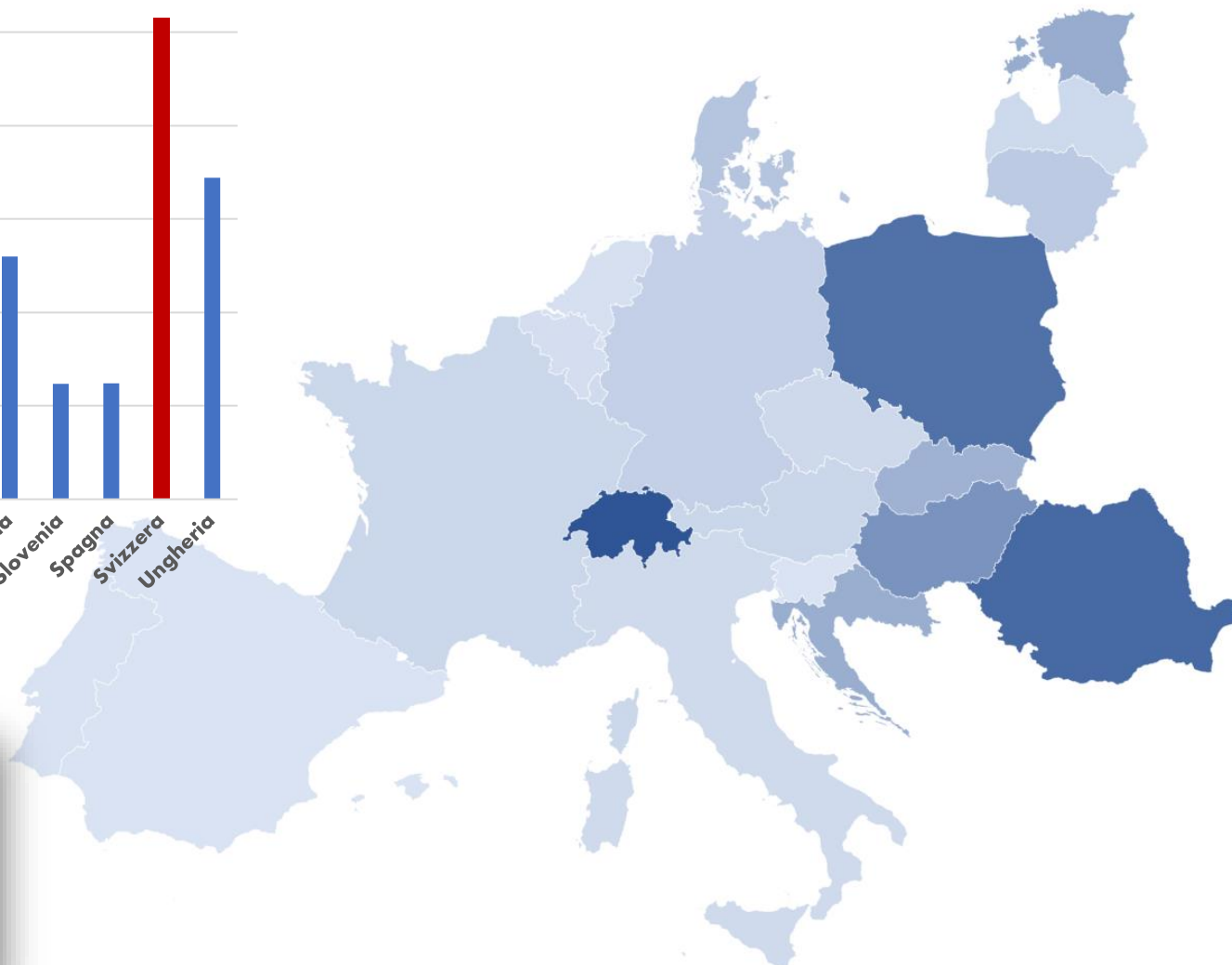
Macro assessments from 2 to 19 March 2020



Durata media di attraversamento confine (in minuti)

103,15

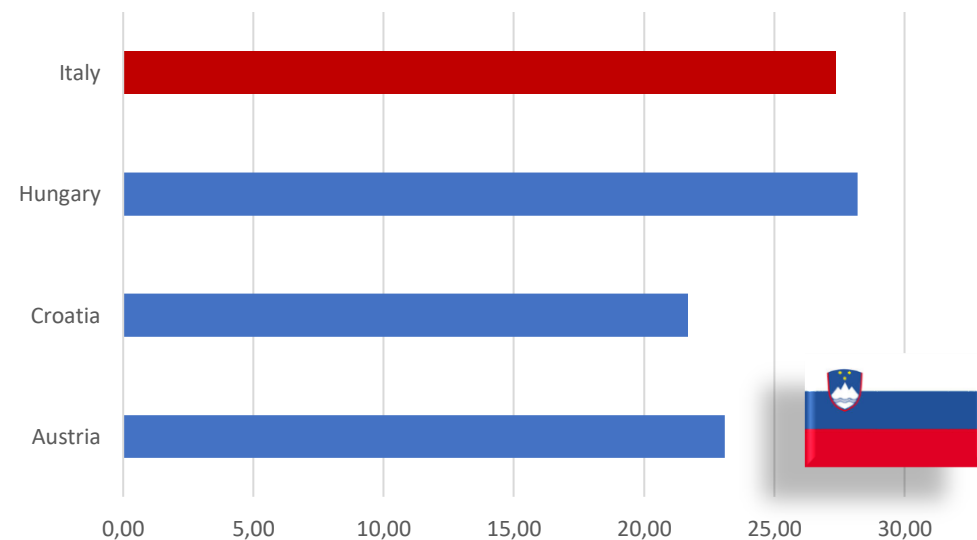
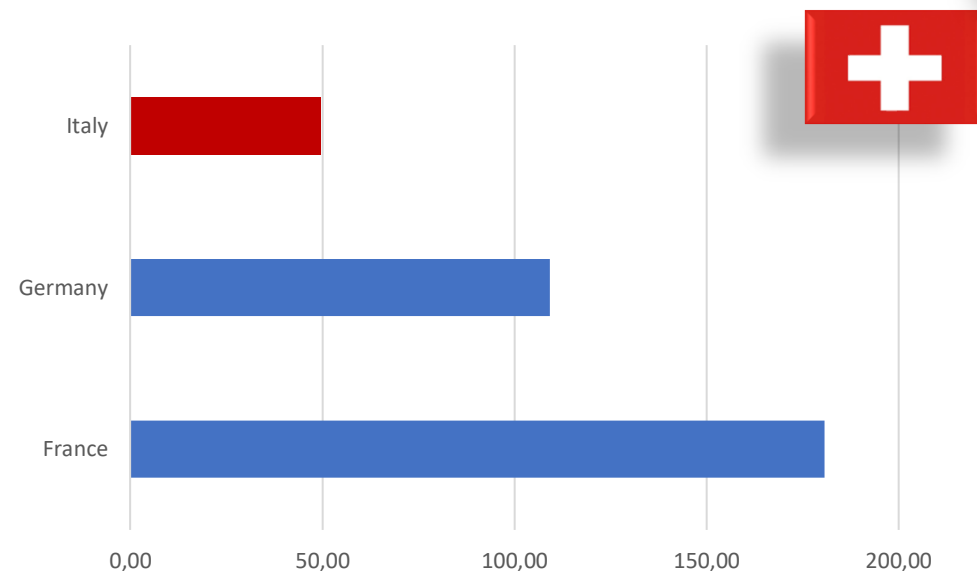
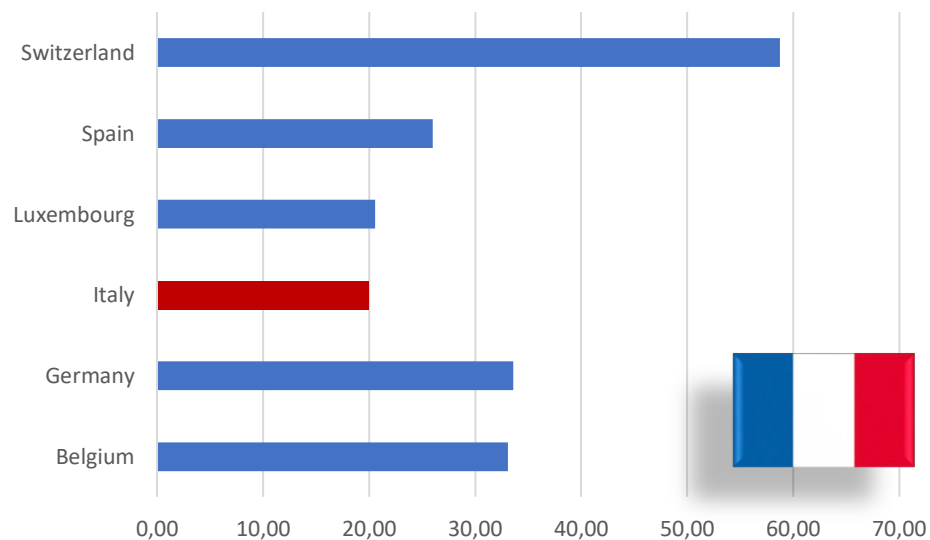
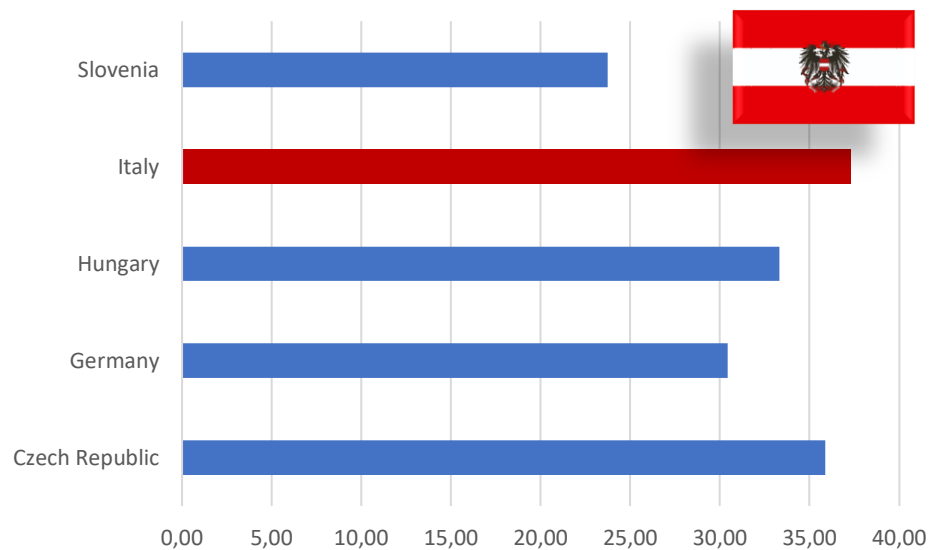
24,72



Source: Uniontrasporti processing on data collected by the Sixfold platform

Average duration of border crossing depending on origin

Macro assessments from 2 to 19 March 2020



Source: Uniontrasporti processing on data collected by the Sixfold platform

Monitoring critical situations at the borders

From 23 to 27 March 2020



Entrance in	No. of critical situations > 1 hour	Description
Austria	10	Reported 6 cases of delays of 1 hour for vehicles coming from Germany, Switzerland, Czech Republic and Slovakia; for three consecutive days reported queues of up to 7 km of vehicles coming from Germany to Suben and a queue of 12 km of vehicles coming from Italy to the Brenner Pass.
Belgium	2	A 6 km queue of vehicles from the Netherlands between Breda and Antwerp has been reported.
Bulgaria	5	Delays of 1 or 2 hours for vehicles coming from Greece and 3 or 4 hours from Romania (1 queue of 5 km)
Croatia	12	Delays between 1 and 3 hours for vehicles coming from Slovenia, in particular in Gruskovje
France	1	Report only 1 queue of 12 km of vehicles from Spain to San Sebastian
Germany	5	Delays of 1 hour for vehicles from Switzerland (Basel)
Italy	1	2 hours delay for vehicles coming from Switzerland to Chiasso
Luxembourg	5	Delays of 1 hour for vehicles from Germany and up to 3 hours for vehicles from Belgium.

Monitoring critical situations at the borders

From 23 to 27 March 2020



Entrance in	No. of critical situations > 1 hour	Description
Poland	8	Delays of 1 hour for vehicles from Belgium
Czech Republic	2	Report 2 significant queues of vehicles coming from Poland (11 km in Ostrava and 7 km in Cieszyn)
Romania	17	Delays between 1 and 3 hours for vehicles coming from Hungary, with 4 queues up to 18 km in Csanadpalota
Slovakia	6	Delays of 1 hour for vehicles from Austria, Czech Republic and Hungary with 2 queues of 10 and 15 km for vehicles from Czech Republic to Lanzhot.
Slovenia	5	Delays of 1 or 2 hours for vehicles from Croatia, Italy and Hungary
Switzerland	33	9 Delays from 1 to 3 hours for vehicles coming from France (Geneva and Basel), in addition to 1 queue of 5 km signalled in Basel; 18 Delays from 1 to 3 hours for vehicles coming from Germany (Singen, Tiengen and Basel), in addition to 3 queues between 4 and 8 km signalled in Basel and Singen; 2 Delays from 1 and 2 hours for vehicles coming from Italy in Chiasso.
Hungary	36	Delays of 1 hour for vehicles coming from Austria, with 5 reports of queues between 10 and 15 km at the borders of Nichelsdorf and Mosonmayarovar
		Delays between 1 and 3 hours for vehicles coming from Romania, with 4 reports of queues between 4 and 17 km at the borders of Oradea and Csanadpalota.
		Delays between 1 and 4 hours for vehicles coming from Slovakia, with 7 reports of queues between 4 and 9 km at the borders of Sahy and Savorin

Online platform for monitoring the situation at the borders of the individual countries

Click on the map to access the platform



Situation on 27 March 2020 at 16.00



Truck border crossing times platform

The data used to build this map comes from hundreds of thousands of trucks serving some of Europe's largest freight forwarders. These trucks share their location with Sixfold via telematics systems, IoT devices and mobile apps. Most of the trucks send updates every couple of minutes and the platform uses them to calculate the situation at the borders.

The border crossing time is the median time the trucks spend in the border crossing corridor. These corridors are about 10 km long; their centres are displayed on the map. The data is collected in the last 6 hours and updated approximately every 20 minutes. The crossing times are not affected by trucks not crossing the border.

The size of the queue length is calculated by analysing the concentration of trucks stationary or moving slowly near border crossings. For simplicity and speed of calculation, the dimensions of extremely large queues (over 70 km) are not highlighted and the focus is on the most reasonable ones (up to 20 km). The objective of the platform is to provide the most accurate information possible, some queues do not necessarily indicate that the border is impassable and simply reflect large concentrations of trucks in the area.

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