

## Transport in Nood Coronacrisis updates – Summary

The information below is also displayed on [our download page](#).

There, changes are kept up-to-date as much as possible. Have you come across new information that cannot be found here yet? Please share this with us via the email address

[info@transportinnood.nl](mailto:info@transportinnood.nl)

**\* We are not liable for any errors. The information changes daily, so keep a close eye on the media yourself.**

 **European Union** - From the EU there is a European certificate -Annex 3- for international transport. The advice is to always have it with you in whatever country you are located. This document indicates that people are on the road for international transport and must therefore have as much free passage as possible. The document can be found here in several European languages: [Green Lane Certificate](#)

Source: IRU

 **Austria** - There is a notification requirement from 10-2-2021. The regulation would not apply to drivers carrying out goods or passenger transport. Drivers who cross the border without a truck must show a negative test result in addition to the report. Here the online form can be completed in the [English](#) language and in the [German](#) language. The drivers must also be European have certificate [Annex 3](#).

Source: IRU

From Monday, 22-2-2021, a COVID test station will be installed on the motorway Münster-Nord (towards Innsbruck) as part of the campaign “Tyrolean tests - continuous and free” especially for truck drivers.

 **Belgium** - As of 8-3-2021, the Belgian ‘[Passenger Locator Form](#)’ is no longer required for drivers in the transport sector. Drivers are also exempt from quarantine, testing and the obligation to carry the ‘declaration of honor’.

Drivers in the transport sector must have a “[Declaration of Honor](#)” with them from 27 January 2021. From February 13, 2021, they are in the process of performing their duties exempted from using the “Declaration of Honor”. Instead of the “Declaration of Honor”, transport documents (such as the consignment note) are accepted as proof of the professional relocation.

Frontier workers do have to complete the declaration because the exception only applies to drivers while performing their work.

Source: TLN

 **Czech Republic** - Foreign truck drivers must have a number of documents on board in the Czech Republic. These documents are an employment contract, code 95 and a document confirming their status as an international driver. The form can be downloaded [here](#).

Source: TLV

 **France** - Truck drivers driving from the UK to France will no longer be required to submit a negative quick test from Monday 22-2-2021 if they have spent less than 48 hours on the island. British Transport Minister Grant Shapps announced the relaxation on Sunday, 21-2-2021 on Twitter. Drivers who have been in Ireland for less than 48 hours are no longer required to test. There must be documents prove that one has been in the UK or Ireland for less than 48 hours. Ferries, for example, already hand out forms with the date and time of arrival. Irish drivers can now also rely on a test taken in Ireland, provided it is taken within 72 hours of departure from a UK port. For UK carriers or those who spend more than 48 hours in the UK the testing requirements are unchanged.

Free testing remains available on the information and advice sites, which can be found [here](#).

The French ministry has created an [information page](#) especially for transport.

Required documents can be downloaded there. This mainly concerns documents you will need if you are coming from the UK and Ireland. A corona test is then also mandatory.

Source: IRU



**Germany** - The new regulation in Germany distinguishes three different risk levels:

- 1. Risk areas (Risk area)**
- 2. Areas with a particularly high risk (Hochinzidenzgebiete)**
- 3. Areas with variants of the coronavirus of concern (Virus Variants-Area)**

This is constantly changing, so check [our download page](#) for the latest updates!  
The [current list of the various risk areas](#) can be consulted here.

As of 12:00 AM on Sunday, April 11, 2021, Armenia, Croatia, Turkey and Ukraine have been considered "high-risk areas" according to Germany.

For drivers who comply with the provisions (persons carrying out cross-border transport of persons or goods by road, rail, ship or air in a professional context, using appropriate safety and hygiene concepts), the rules are as follows:

### **1. Risk areas (Risk area)**

Drivers who were in a 'risk area' in the last 10 days prior to entering German territory:

- Pre-registration: none
- Negative COVID-19 test: none

### **2. Areas with a particularly high level (Hochinzidenzgebiete).**

Drivers who have been in a 'high incidence area' in the last 10 days prior to entering German territory:

- Pre-registration: mandatory. [Register here](#).  
(PS: You do not need to be in quarantine for 10 days, but you do need to enter a German address for the quarantine. For this you can enter the German loading or unloading address, for example. View the (Dutch) [TLN registration-form help](#) here)

There are two exceptions to the above:

- When people have only traveled through a risk area without a stop (transit), registration is not mandatory.
- Registration is also not necessary for a stay in Germany for less than 24 hours.

- Negative COVID-19 test: **no mandatory test** for stays of up to 72 hours for transport workers. For stays of more than 72 hours, a **mandatory COVID-19 test** must be performed prior to entry into Germany, to be presented upon request from a responsible authority. Test may be no more than 48 hours old upon arrival.

### **3. Areas with variants of the coronavirus of concern (Virus Variants-Area).**

Drivers who have been in a 'Virus variant area' in the past 10 days prior to entering German territory:

- Pre-registration: mandatory. [Register here](#).
- Negative COVID-19 test: mandatory, no exemptions. The COVID-19 test must be performed prior to travel and must be up to 48 hours old upon entry.

Persons traveling through Germany (transit / transit);

are exempt from pre-registration if they come from high-risk or high-risk areas, provided they leave Germany as soon as possible. They must pre-register if they come from a virus variant area. They are both exempt from testing in the risk area and high risk area.

Persons who have only crossed a risk area without stops or stays;

Individuals who have only traversed a relevant area without a stop or stay are exempt from pre-registration and testing if they come from high-risk or high-incidence areas. They must pre-register and test if they come from a virus variant area. When it concerns a virus variants area, there are no exemptions!

## [More information](#)

Source: BGL / IRU / TLN



**Greece** - The electronic Passenger Locator Form (PLF and QR codes) is mandatory for everyone entering Greece. The forms can be completed [here](#).

Source: IRU



**Italy** - Professional drivers entering or transiting Italy who have spent more than 12 hours in Austria in the 14 days prior to arrival in Italy must be able to present a negative test (PCR or antigen) less than 7 days old to the authorities in case of check. Drivers from abroad entering Italy must complete [this self-declaration](#). Quarantine or a COVID test are not mandatory. The driver must send the form by e-mail to the relevant GGD of the province of entry. The list of addresses of GGDs in Italy to which the driver can send a copy of the form can be found [here](#).

Source: IRU



**Latvia** - The government of Latvia has provided a list of additional documents required for cargo and passenger service workers. The required documents are a driver's license, the driver card of the digital tachograph and the European certificate [Annex 3](#) (issued and completed by the employer). These documents may be in paper or digital form. Also, transportation workers must complete the questionnaire on the [Covidpass website](#) before arriving in Latvia. A negative COVID-19 test is not required.



**Netherlands** - The curfew in the Netherlands has ended since wendnesday 28-4-2021. No documents are needed when travelling during night times

Source: TLV / Rijksoverheid



**Norway** - People representing Norway have to enter name, contact data, quarantine place and employer (if applicable). This includes professional drivers. Drivers sleeping in the vehicle must also register. Entering the zip code of the place where the vehicle is located is sufficient. More information is available [here](#).

Source: IRU



**Portugal** - Since 14-3-2021 Portugal is a normal risk area again for Germany. As a result, a stay in Portugal will no longer result in any pre-registration and testing obligations for truck drivers when they enter Germany. Truck drivers must have an [employer's certificate](#) for carrying out transport in Portugal. Not all border crossings would remain open. There is currently no list available of the border crossings that will remain open for international transport.

Source: TLV



**Spain** - It is mandatory for every driver in the Spanish regions of Navarra and Aragón to have a form with them. In the region of Navarra it is [this document](#) and [in Aragón this document](#). You can find a translation of these documents [here](#). This only applies if the driver is leaving or returning to the vehicle. For example, if the driver only has to drive through the regions of Navarra and Aragón, or has to go to the center where the goods are loaded and / or unloaded, a certificate is not required. For the Spanish region of La Rioja, there is an obligation to keep this document with you at all times. A translation (Dutch) can be found [here](#).

Source: TLN



**Switzerland** - From Monday 8-2-2021 drivers must report when they enter Switzerland. The registration can be done online via [this page](#). Truck drivers are exempt from the test obligation and quarantine period. A driver is excluded for transit or transport work in Switzerland that takes less than 24 hours. Click [here](#) for the information brochure.

Source: TLV



**United Kingdom** - From 16 March, lorry drivers who have been in the UK for less than 48 hours will no longer have to comply with the rapid test obligation. The Dutch ministry says it is still in discussion with the UK authorities and ferry companies to determine how drivers can prove they have not been in the UK for more than 48 hours. View the full message on the [TLN website here](#) (Dutch language).

France eased the measures on 21 February 2021 so that drivers returning to France from the UK who have spent less than 48 hours in the UK do not need to carry a negative test. During the journey from France to the UK, the shipping companies or Eurotunnel will give the driver proof of the time of the crossing. This must be shown when checking in for the return journey. A negative test remains mandatory for drivers who have been in the UK for more than 48 hours.

Truck drivers arriving in Kent with proof of a negative Covid test and a valid KAP are now expedited to the port or Eurotunnel terminal. The KAP can be applied for online via [this link](#). Read [here](#) for more info. [This statement](#) is also required for the train from England and Ireland to France. Drivers are exempt from mandatory quarantine, but must register 48 hours before entering the UK. Registration can be done prior to the trip [via this link](#). The registration form must be printed or completed digitally available.

Source: IRU -TLN