



## Humanitarian Transport – simplification measures, goods transport

No specific documents are required for humanitarian transports.

However, it is recommended that a CMR or a global inventory of the goods loaded in the vehicle be drawn up, emphasising the humanitarian nature.

IRU is working closely with the World Food Programme Logistics Cluster (group for major global humanitarian organisations) and UNHCR on coordinating road transport support for humanitarian goods and refugee transport respectively.

Supply chains for humanitarian goods and mobility networks to transport refugees are both under considerable strain as they are organised and ramped up in response to the crisis and rapidly evolving needs.

They are grateful for many offers of support from road transport operators, however they ask that transport operators or drivers do not send unsolicited buses, coaches or trucks to Ukrainian border crossings. They will channel needs (specifying route, transport type, pick up point and destination) via IRU and then to IRU members or national relief agencies.

### Exemptions by country

#### Austria

Updated on 09/03/2022

##### Tolls:

Humanitarian aid transports to Ukraine can be exempted from toll payment in Austria. The following application forms need to be completed and submitted before the start of the journey to [ausnahmeantrag@asfinag.at](mailto:ausnahmeantrag@asfinag.at).

[Appendix 3B Application For Exemption Vehicles With A Max GVW Of More Than 3.5T \(V 67\)](#)

[Appendix 3C Application For Exemption Road Section Toll \(V 67\)](#)

##### Sunday and public holiday driving ban for lorries:

In Austria, journeys to carry out humanitarian aid transports are exempt from the weekend and public holidays driving bans.

(Straßenverkehrsordnung 1960 § 42)

- <https://www.ris.bka.gv.at/NormDokument.wxe?Abfrage=Bundesnormen&Gesetzesnummer=10011336&Paragraf=42>

## Czech Republic

Updated on 05/03/2022

### Tolls:

Exemptions of vehicles over 3.5 tonnes of weight for humanitarian purposes in connection with the crisis in Ukraine from the toll payment duty.

These instructions apply to transit of vehicles through the Czech Republic in the case of:

- Transport of humanitarian aid to Ukraine by vehicles registered in the Czech Republic and abroad
- These conditions apply for both journeys (there and back)

Find here the [procedure to be followed](#) when reporting transit of vehicles over 3.5 tonnes of weight, bringing humanitarian aid to Ukraine through the Czech Republic.

Source: Cesmad Bohemia

## Denmark

Updated on 07/03/2022

### Driving and rest times (social legislation in road transport):

The Danish Transport Authority has announced temporary exemptions of driving and rest time rules for road transport operators.

The following exceptions apply immediately for commercial transport of emergency aid to Ukraine, **valid to 3 April**:

- The maximum daily driving time is increased from 9 to 11 hours
- The maximum weekly driving time is increased from 56 to 60 hours
- The maximum driving time per two consecutive weeks is increased from 90 to 96 hours
- The maximum driving time before a break is increased from 4.5 to 5.5 hours
- Permission is granted for rest to take place in the vehicle

Non-commercial transport of emergency aid to Ukraine is completely exempt from having to comply with the driving and rest time regulations.

### Additional notes:

“Emergency assistance” means assistance provided in an emergency situation such as a natural disaster, famine, war or conflict situation. “Non-commercial transport of emergency aid” means transport provided free of charge, where the transported goods are for distribution to people in need in an emergency situation.

If the transport operator receives payment for the transport, the journey will be covered by the driving and rest time regulations. If the transport company does not receive any form of remuneration, the transport will be exempt from driving and rest time regulations.

More information (in Danish): [here](#) and [here](#).

Sources: DTL, Danish Transport Authority

## France

Updated on 21/03/2022

### Tolls:

The French Ministry of Transport has communicated about the exemption of tolls in France for humanitarian aid convoys and the procedures to follow.

NGOs or organising authorities must contact the Association des Sociétés Françaises d'Autoroutes (ASFA) by sending an e-mail to [asfa@autoroutes.fr](mailto:asfa@autoroutes.fr) to request a "pass" for French tolls encountered on the planned route of convoys heading to foreign countries.

The situation is different for movements within France, as for goods being transported to concentration points on French territory before being shipped to Ukraine. In this case, ASFA will deal with the issue on a case-by-case basis in conjunction with the motorway concession companies.

### Sunday and public holiday driving ban for lorries:

Bans on the circulation of heavy-duty goods vehicles weighing more than 7.5 tonnes are lifted until June 19, 2022 inclusive for vehicles transporting goods for humanitarian purposes. This applies to vehicles heading to Ukraine and neighbouring countries, with the exception of Russia and Belarus, or bound for depots within France to be consolidated with other humanitarian loads. Empty returns are also included in the exemption.

[More information](#)

### Lifting of heavy duty goods vehicle driving bans for hydrocarbon transport:

Bans on the circulation of heavy duty goods vehicles weighing more than 7.5 tonnes are lifted until 10 April 2022 inclusive for vehicles transporting hydrocarbon products, with the exception of butane, propane and gases for industrial use. Empty returns are also included in the exemption.

[More information](#)

Drivers who make use of these derogations must be able to justify compliance in written form or digitally in case of control.

### Covid-19 entry conditions:

The French Ministry of Ecological Transition, responsible for transport, has announced the following measures, applicable immediately:

- Exemption for all travellers coming from Russia and Ukraine from COVID testing before departure, including those who are not vaccinated, as well as an exemption from needing to show a sanitary pass.
- Removal of the compelling reason for non-EU travellers coming from Ukraine or Russia to enter France.

Source: AFTRI

## Germany

Updated on 07/03/2022

### Maut/Tolls:

When transporting donated food, clothing, blankets, etc., no toll is charged in Germany. Information on the requirements for toll exemption and on practical implementation (proof, switching off the OBU, possible temporary registration of vehicles with Toll Collect) can be found in [this leaflet](#).

**Sunday and public holiday driving ban for lorries:**

The Federal Ministry of Digital Affairs and Transport (BMDV) has asked federal states to grant exemptions from the ban on HGVs driving on Sundays and public holidays. The exemptions are to apply to transports in the direction of the Ukrainian border for direct or indirect humanitarian support to Ukraine (including any directly required empty runs).

The German authority Bundesamt für Güterverkehr (BAG) has now published a list of the federal states that are granting exemptions from the driving ban for humanitarian transports towards the Ukrainian border under the headline „Lkw Sonn- und Feiertagsfahrverbot:“

[https://www.bag.bund.de/SharedDocs/Standardartikel/Buehne/Infobox\\_Hilfsguetertransporte\\_Ukraine.html](https://www.bag.bund.de/SharedDocs/Standardartikel/Buehne/Infobox_Hilfsguetertransporte_Ukraine.html)

**Community licence / market access:**

Regulation (EC) No 1072/2009 provides in its Article 1(5)(e) that the carriage of medicines, medical supplies and equipment and other goods intended for the relief of urgent emergencies (in particular natural disasters), as well as empty journeys made in connection therewith, shall not be subject to a Community licence and shall be exempt from any requirement for a transport authorisation.

**Driving and rest times (social legislation in road transport):**

According to Art. 3(d) of the relevant EU Regulation (EC) No 561/2006, vehicles - including vehicles used for non-commercial transport for humanitarian aid - used in emergency or rescue operations are exempted from the application of the rules on driving times and rest periods. The above-mentioned conditions of the exemption must all be met, in particular the specific journey must not tolerate any postponement or delay due to compliance with the prescribed rest periods.

The BMDV as well as the BAG expressly support the diverse offers of help that are currently being made by companies, citizens and aid organisations. These offers, which have been made in such a short time, show great solidarity with the citizens of Ukraine.

However, we ask all drivers to pay careful attention while on the road in road traffic, especially in this emergency situation. The risk of road accidents increases when drivers are overtired. The use of the exemption must not impair general road safety. Every entrepreneur and driver must - irrespective of any relevant exemption regulations - check whether the driver is physically fit and able to carry out the journey safely before starting the actual journey.

Official information by BAG [here](#).

Source: BGL

## Hungary

Updated on 04/03/2022

In Hungary, humanitarian consignments are exempt from transport restrictions by default. However, a short declaration in Hungarian must be completed.

Government Decree 190/2008 (VII. 29.) provides for the restriction of heavy goods vehicles. According to Article 5.(2)2 of the Decree, the traffic restriction does not apply to trucks of environmental class 7 (EURO 3) or higher carrying consignments of a humanitarian nature at the initiative of a humanitarian organisation.

Annex 4 of the Decree contains the declaration (see attached document when opening the [Flash Info post](#)) which must be completed and carried by the driver in order to benefit from the exemption.

Source: MKFE

## Italy

Updated on 15/03/2022

According to Art. 3(d) of the relevant [EU Regulation \(EC\) No 561/2006](#), vehicles used for rescue operations are exempted from the application of the rules on driving times and rest periods.

In addition, based on the agreement between Italy and Ukraine on the reciprocal regulation of road transport of March 1988, the aforementioned vehicles are exempted from the obligation to possess bilateral authorisations if they carry medical treatment items for urgent relief efforts.

Source: Confetra

## Poland

Updated on 04/03/2022

### Tolls:

The Polish government has decided to allow travel for trucks through Poland without having to pay tolls via its e-toll system.

Organisations planning to transport humanitarian aid are requested to provide the following information:

- number of vehicles in the convoy,
- vehicle registration numbers,
- indication of the country of registration of vehicles, and
- if possible, the approximate period of travel on Polish territory (in both directions).

In order to obtain an exemption for individual vehicles or a convoy with humanitarian aid, all of the above-mentioned information should be sent to the Ministry of Infrastructure by e-mail to: [humanitarianaid@mi.gov.pl](mailto:humanitarianaid@mi.gov.pl).

In addition, if the route of a vehicle or convoy with humanitarian aid runs through one of the toll motorway sections managed by private companies, it is possible to exempt these vehicles from the obligation to pay the toll, provided that they contact the relevant concessionaire in advance and provide information also to the above-mentioned address.

Here are the contact details for all tolled motorways in Poland:

- A1 Motorway Gdańsk-Toruń - [Concessionaire: Gdańsk Transport Company S.A.](#)
- Autostrada A2 Świecko-Nowy Tomyśl, Nowy Tomyśl-Konin - [Concessionaires: Autostrada Wielkopolska S.A., Autostrada Wielkopolska II S.A.](#)
- A4 motorway Katowice-Kraków – [Concessionaire: Stalexport Autostrada Małopolska S.A.](#)

### Driving and rest times (social legislation in road transport):

From 4 March to 2 April 2022, temporary derogations of the provisions on driving times, breaks and rest periods for drivers engaged in domestic and international road transport of passengers and goods apply in Poland.

Temporary derogations from Art.6 sec. 1-3, Art.7 and Art 8 sec.8 of [Regulation \(EC\) No 561/2006](#) apply as follow:

1. the daily driving time may not exceed 11 hours;
2. weekly driving time may not exceed 60 hours;
3. the total driving time for two consecutive weeks may not exceed 96 hours;
4. after the driving period of five and a half hours, the driver is entitled to a continuous break of at least 45 minutes;
5. the driver, if he chooses to do so, may also use the regular weekly rest period in the vehicle, as long as he has suitable sleeping places for each driver and the vehicle is stationary.

Drivers who take advantage of these derogations must enter handwritten cases on the back of the analog tachograph record sheet or digital tachograph printout.

The application of temporary derogations must not deteriorate the working conditions of drivers and the level of roadsafety.

Source: ZMPD

## Romania

Updated on 14/03/2022

### Driving and rest times (social legislation in road transport):

From 15 March to 13 April 2022, temporary derogation of the provisions on driving times, breaks and rest periods applies in Romania for transport of goods carried out with vehicles with a maximum permitted weight of more than 3.5 tons.

Temporary derogation from Regulation (EC) No 561/2006 applies as follow:

- the daily driving time may not exceed 11 hours
- the maximum weekly driving time may be increased to 60 hours
- the maximum driving time per two consecutive weeks may be increased to 96 hours
- the maximum driving time before a break may be increased to 5.5 hours
- the normal weekly rest period of at least 45 hours may be taken in the vehicle

Drivers who take advantage of this derogation must enter handwritten cases on the back of the analog tachograph record sheet or digital tachograph printout.

Source: UNTRR

## Slovakia

Updated on 21/04/2022

### Tolls:

Due to the current situation in Ukraine, transport of humanitarian aid and refugees is exempted from toll payments in Slovakia. The vehicle operator or driver must prove that the transportation of humanitarian aid or refugees is certified by the state administration body. It is also necessary to register the vehicle, which will be carrying the humanitarian transport.

#### Information for foreign hauliers:

In this case, for the transport of humanitarian aid or refugees, the certificate of the foreign administration body must be also confirmed:

- if the humanitarian aid is unloaded in Slovakia – by the [Ministry of Interior of the Slovak Republic](#)
- in case of transit of the humanitarian aid through Slovakia - by the [Ministry of Foreign Affairs of the Slovak Republic](#).

#### How to register

The easiest way to register your vehicle (over 3,5 t) as being exempt from electronic tolls is to apply for registration through the [toll contact point](#).

The application must include:

- confirmation of the state administration body including the time limit of the journey
- vehicle registration number
- signature and stamp
- email contact

#### Retroactivity of the exemption from the toll payment for humanitarian aid

The exemption from toll payments in Slovakia also applies retroactively from 26 February 2022. In the event that the vehicle operator or driver has made a toll payment from this date for the transport of humanitarian aid or refugees, the law gives them the opportunity to request the toll administrator to return the payment no later than six months from the end of the emergency situation in Slovakia.

#### How to request a toll refund

The haulier can request a refund by sending an email to [info@emyto.sk](mailto:info@emyto.sk), through the customer portal at <http://www.emyto.sk/>, or in person at the toll contact point.

### Sunday and public holiday driving ban for lorries:

Vehicles transporting humanitarian aid are exempted from driving bans in Slovakia.

In the section 39, letter g) of the [regulation of the National Council of the Slovak Republic](#), motor vehicles with a maximum permissible gross vehicle weight exceeding 7,500 kg and motor vehicles with a maximum permissible gross vehicle weight exceeding 3,500 kg with a trailer used for transport of humanitarian aid are exempted from the driving restrictions.

The detailed driving bans in Slovakia are available on [IRU Journey Planning Information](#).

Source: CESMAD Slovakia

## Spain

Updated on 17/03/2022

The Spanish Transport Ministry has adopted measures regarding freight and passenger humanitarian aid transport to Ukraine.

These measures /exemptions **only apply to non-commercial transport operations** (with no remuneration).

### **Driving and rest times (social legislation in road transport):**

According to Art. 3(d) of the relevant [EU Regulation \(EC\) No 561/2006](#), vehicles used for non-commercial humanitarian transport are exempted from the application of the rules on driving times and rest periods. This includes the transport of refugees.

### **Community licence / market access:**

Regulation (EC) No 1072/2009 provides in its Article 1(5)(e) that the carriage of medicines, medical supplies and equipment and other goods intended for the relief of urgent emergencies (in particular natural disasters), as well as empty journeys made in connection therewith, shall not be subject to a Community licence and shall be exempt from any requirement for a transport authorisation.

### **Certificate of professional competence (CPC):**

Drivers of vehicles used for non-commercial humanitarian transport are exempted from presenting a CPC according to the Royal-Decree 284/2021.

The application of temporary derogations must not deteriorate the working conditions of drivers and the level of road safety.

Sources: Confetra, Spanish Ministry of Transport

## Switzerland

Updated on 09/03/2022

### **Tolls:**

#### Suspension of the motorway charge sticker requirement

The Federal Office for Customs and Border Security (FOCBS) suspends the motorway charge sticker requirement for all vehicles transporting Ukrainian refugees or humanitarian relief goods for Ukraine. The measure comes into force immediately and is valid until 30 June 2022. Further information can be found: [here](#).

#### Exemption from the performance-related heavy vehicle charge (HVC)

The FOCBS can exempt transports of relief goods from the HVC. A request to this effect must be submitted to the FOCBS prior to the transport, either in writing or by e-mail to <mailto:lsvaallgemein@bazg.admin.ch>. Further information can be found: [here](#) and [here](#).

Source: ASTAG