



EU MEASURES IN RESPONSE TO THE WAR IN UKRAINE - 29 MARCH

EU stands with Ukraine: EC information website on transport measures

In response to Russia's military aggression against Ukraine, the EU stands in solidarity with Ukraine. The European Commission has opened a [webpage](#) collecting information on transport measures for both the people fleeing from Ukraine and an overview of measures designed to help Member States, transport operators and workers continue transport operations and support the transport of refugees and humanitarian aid.

Furthermore, the Commission has established civil protection logistical hubs in Poland and Romania, with others being set up in Slovakia, to distribute aid to Ukraine as quick as possible. These hubs will help channel the assistance being delivered via the EU's Civil Protection Mechanism.

An overview of the sanctions adopted by the EU against Russia and Belarus is also available on the Commission's [website](#).



State aid Temporary Crisis Framework published

The European Commission published the [Communication on a State aid Temporary Crisis Framework to support the EU economy](#) in the context of Russia's invasion of Ukraine. The measures are based on Article 107(3)(b) TFEU, which allows aid to be granted to remedy a serious disturbance across the EU economy. The Communication outlines the conditions to determine whether State aid measures are compatible with Art. 107(3)(b) TFEU and provides for three types of aid:

- **Limited amounts of aid:** Member States will be able to set up schemes to **grant up to €400,000 per company** affected by the crisis. This aid does not need to be linked to an increase in energy prices, as the crisis and the restrictive measures against Russia affect the economy in multiple ways, **including physical supply chain disruptions**.
- **Liquidity support in form of State guarantees and subsidised loans:** Member States will be able to provide subsidised State guarantees to ensure that sufficient liquidity remains available to businesses; such as public and private loans with subsidised interest rates.
- **Aid to compensate for high energy prices:** Temporary support for exceptionally high gas and electricity prices may be granted for the gas and electricity consumption of companies **from 1st February 2022 to 31st December 2022**, in the forms of direct grants, tax and payment advantages, loans or guarantees. **The aid must not exceed 30% of the eligible costs, up to a maximum of €2 million.**

As many transport operators have not yet recovered from the consequences of the coronavirus pandemic, **Member States can also still grant aid under the [State aid Temporary Framework](#)** to support the economy, including the transport sector, **in the context of the coronavirus outbreak.**



Lifting of driving bans for lorries transporting humanitarian aid

France adopted a [decree](#) lifting driving bans for the circulation of heavy-good vehicles over 7.5t transporting goods for humanitarian purposes until **19 June 2022**. This exemption applies to vehicles heading to Ukraine and neighbouring countries, apart from Russia and Belarus, or bound for depots within France to be consolidated with other humanitarian loads. Empty returns are also included in the exemption. Drivers who make use of these derogations must be able to justify the conformity of the transport in written form, or digitally, in case of control.

Toll exemptions

In **Switzerland**, the Federal Office for Customs and Border Security (FOCBS) is **waiving the requirement for a motorway charge sticker for all vehicles transporting Ukrainian refugees or aid for Ukraine**. This measure is effective immediately and will initially be in force until 30 June 2022. The FOCBS can also exempt private aid transports from the performance-related heavy vehicle charge (HVC). A corresponding application should be submitted in advance to the FOCBS, either in writing or by email to: lsvaallgemein@bazg.admin.ch. Further information on the HVC is available via this [link](#).

Slovenia is **exempting heavy-duty vehicles transporting humanitarian aid from paying tolls**. The toll operator must be informed at least 24 hours before

coming to Slovenia by submitting this [form](#) to the [e-DarsGo platform](#) (registration is required to enter the platform).



Rail cargo continuously decreasing

European transport companies, including freight forwarders and railway undertakings, continue suspending operations through Russia due to the sanctions imposed on Russian Railways. Most recently, on 27 March, Finland's state-operated train company, VR, [stopped](#) passenger and freight trains to and from Russia, thereby cutting a key trade lane between Russia and Scandinavia.

The affected cargo includes Finnish exports of logs and other forestry products, as well as the exchange of containers, ore trucks and tank cars. The move also cuts off routes for Freight One Scandinavia, which moves rail traffic between Scandinavia and the Far East. Simultaneously, at the other end of the Trans-Siberian railway, Chinese operators have [reported](#) a 40% drop in uptake for Europe-bound cargo, and are offering financial incentives to drum up business, including offering to cover war insurance costs for shippers, as well as 20% discounts on rates



FAQs on aviation-related matters

On 21 March, the European Commission published a guidance document containing [FAQs on aviation related matters](#) concerning sanctions adopted following Russia's military aggression against Ukraine, following Russia's military aggression against Ukraine.

More information about the EU sanctions on Russia and Belarus is available on the [Commission's dedicated webpage](#).



TCG discusses impact of war in Ukraine on trade and logistics

On 24 March, CLECAT attended a special **ad hoc meeting of the DG TAXUD Trade Contact Group (TCG)**, dedicated to the war in Ukraine and the challenges EU traders and logistics operators are confronted with. [CLECAT provided an update](#) on **how the ongoing war in Ukraine and EU trade sanctions against Russia and Belarus are impacting trade and logistics** from the perspective of European freight forwarders and customs brokers. The Commission also presented recent initiatives towards improving coordination among Member States and providing better guidance on the implementation of the EU sanctions currently in place.

CLECAT also put forward **five specific recommendations** to the Commission that could contribute to alleviating the impacts of the war on the industry. CLECAT called for swift and pragmatic solutions to address operational disruptions, referring particularly to the possibility to extend the time limits for temporary storage. CLECAT also highlighted the need for detailed guidance for economic operators on existing measures and their implementation, as well as guidance relating specifically to the movement of humanitarian aid to Ukraine. Other recommendations included the need for better coordination among Member States on the implementation of sanctions and related controls, as well as regular 'temperature check' with economic operators. Finally, a call was made for a centralised, up-to-date information portal for easier access to relevant developments.

Standing in full solidarity with the people of Ukraine, CLECAT and its members will continue to support the Commission towards better implementation of the EU

sanctions against Russia and Belarus and addressing the challenges to EU industry stemming from the war in the best way possible.

Updated FAQs on customs-related matters

On 24 March, the European Commission published an [updated version of the guidance with FAQs on customs-related matters](#) concerning the sanctions adopted by the EU following Russia's military aggression against Ukraine.

More information about the EU sanctions on Russia and Belarus is available on the [Commission's dedicated webpage](#).