



## UKRAINE/RUSSIA CRISIS: EU DECISIONS AND IMPACTS ON FREIGHT TRANSPORT - 11 MARCH

### *10 March*

The European Commission is consulting Member States on a **draft proposal for a State aid Temporary Crisis Framework to support the EU economy** in the context of Russia's invasion of Ukraine. The draft proposal is based on Article 107(3)(b) TFEU, which allows aid to be granted to remedy a serious disturbance across the EU economy. The Commission is assessing which measures are necessary to tackle the current crisis. The proposal under consultation could allow Member States to grant:

**Temporary liquidity support** to all companies affected by the current crisis. This support could take the form of guarantees and subsidised loans.

**Aid for additional costs due to exceptionally high gas and electricity prices.** This support could be granted in any form, including limited grants, to partially

compensate companies, in particular intensive energy users, for energy price increases.

The Commission is also asking members states questions related to aid intensities and ceilings, the definition of energy intensive users and possible green conditionality to aid and **whether other input costs subject to similar price increases as gas and electricity should be considered.**

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### **9 March**

The European Union adopted further targeted sanctions regarding Russia and Belarus in response to the situation in Ukraine. The agreed measures:

- restrict the provision of specialised financial messaging services (SWIFT) to three Belarusian banks
- prohibit transactions with the Central Bank of Belarus
- prohibit the listing and provision of services in relation to shares of Belarusian state-owned entities on EU trading venues
- significantly limit the financial inflows from Belarus to the EU
- prohibit the provision of euro-denominated banknotes to Belarus.

The EU also adds restrictions for Russia that would target the export of maritime navigation and radio communication technology, limit financing to the Russian Maritime Register of Shipping and introduce a prior information sharing provision for exports of maritime safety equipment. Further measures target crypto-assets and add 160 individuals to the list of people individually subjected to the sanctions.

The Council also decided to impose restrictive measures on an additional 160 individuals in respect of the ongoing unjustified and unprovoked Russian military aggression against Ukraine.



#### **4 March**

Several EU Member States adopted rules to temporarily relax rules on road transport in response to the Ukraine crisis:

#### **Driving and resting times**

**Denmark** introduced **temporary relaxation of rules on daily and weekly driving and resting times (until 3 April 2022)**. The following exceptions apply immediately for **commercial transport of emergency aid to Ukraine**:

- the daily driving time is increased from 9 to 11 hours;
- weekly driving time is increased from 56 to 60 hours;
- the total driving time for 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
- the driver may use the regular weekly rest period in the vehicle, as long as there are suitable sleeping places for each driver and the vehicle is stationary.

- The Danish Road Transport Authority recommends drivers to download and print [the notice of temporary exemption](#) of these rules.

### **Lifting of driving bans for lorries transporting humanitarian aid**

All **German federal states** have implemented the request by the BMDV to **grant exemptions from driving bans on Sundays and public holidays to HGVs transporting humanitarian aid to Ukraine**. Empty returns are also included in the exemption. These exemptions apply until **26 June 2022**.

### **Tolls**

In **Czech Republic**, **vehicles over 3.5 tonnes used for humanitarian purposes in connection with the crisis in Ukraine are exempted from paying tolls**. The procedure to benefit from this exemption is available [here](#).

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, such as for goods being transported to logistics hubs 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.



### ***9 March***

On 9 March, the Council adopted an amendment to Regulation 833/2014 **adding the Russian Maritime Register of Shipping (RS) to the list of state-owned enterprises subject to financing limitations.**

In practice, the new restrictions on the RS encompass the classification firm, its subsidiaries and the companies' owners. However, the sanctions will not directly affect certifications already issued, nor inspections as a consequence of EU legislation. The new sanctions will not affect the renewal of existing certifications, either, as long as it does not involve issuing loans, credits or acquiring securities in the company.



### **Customs facilitations for cross-border movements of humanitarian aid destined for Ukraine**

**France:** French Customs announced that economic operators or private individuals wishing to import goods of a humanitarian nature from the United Kingdom, Switzerland or another third country to the EU may use simplified transit procedure or temporarily resort to oral declaration. An oral declaration can be made for humanitarian goods, however, for consignments with a value above € 1,000, additional information needs to be provided. More detailed guidance can be found [here](#).

**The Netherlands:** Dutch Customs [announced](#) that Customs formalities have been temporarily simplified for humanitarian relief goods from the United Kingdom that are destined for Ukraine. An oral declaration can be made for these goods and the normal procedures for import and transit can be waived for the time being. However, for consignments with a value above € 1,000, proof can be requested showing that it concerns humanitarian relief goods.

**United Kingdom:** The HMRC [announced](#) temporary simplifications of customs processes applicable to humanitarian goods intended for Ukraine, which are

exported from GB. Provided the goods are not exported to, or through, Russia or Belarus, businesses, charities and community organisations will be able to make a customs declaration by speaking to customs officers or simply by the act of driving through a port. They will no longer need to complete and submit electronic customs declarations to HMRC before exporting these goods, and smaller movements will not need to use the Goods Vehicle Movement Service (GVMS) to pass through ports where it is in operation. The easement will also remove other customs formalities, such as needing to notify HMRC when the goods have been exported. The easements exclude all controlled goods and dual use goods.

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### **9 March**

The EU Council introduced further restrictive measures with regard to the **export of maritime navigation goods and radio communication technology to Russia**. Council Regulation (EU) 2022/394 imposed the following trade-related measures:

1. A **prohibition on the sale, supply, transfer or export of maritime navigation goods and technology**, listed in the Regulation, to any natural or legal person, entity or body in Russia, for use in Russia, or for placing on board of a Russian-flagged vessel.
2. For the aforementioned prohibitions on trade of goods and technology, there is a corresponding prohibition on the provision of **technical assistance, brokering services** or **other services**, including **financial services**, related to the goods and technology.

These prohibitions apply irrespective of whether the goods or technology originate in the EU or not. These sanctions build on the existing sanctions concerning Russia introduced in view of the situation in Ukraine as introduced 25 February 2022, 23 February 2022 and 31 July 2014. The Regulation sets out specific grounds on which the exporters can apply for a partial or temporary exemption from the prohibitions. These grounds include use in connection with humanitarian purposes, or medical applications.

