

# Public consultation on contingency measures for EU transport in times of crisis

Fields marked with \* are mandatory.

## Why do we consult you?

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The information gathered through this consultation will help the Commission to assess the need to prepare crisis contingency plan(s) for the transport sector, including health-safety and operational measures and setting out essential transport services.

More information can be found on the contingency plan on [EU website](#).

## General information on the survey

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The survey seeks contributions from a variety of stakeholders and members of the general public. While your input is possible and welcome on every part of the survey, you are free to prioritise the parts you are more interested in or where you feel your views are most useful. In other words, there is no need to go through every question for your input to be taken into account.

The survey is structured as follows:

I) Introduction & about you: please fill in information about yourself before starting answering questions.

II) Public authorities: if you are giving your contribution as a representative of public authorities, feel free to prioritise this part of the survey.

III) Undertaking active in the provision of transports services or in the operation of transport infrastructures and business associations: if you are giving your contribution as a representative of a company/business organisation and/or association, feel free to prioritise this part of the survey.

IV) Transport workers and workers association: if you are giving your contribution as a transport worker or a representative of workers association in the transport sector, feel free to prioritise this part of the survey.

V) Passenger transport, travel and/ or cargo customers: if you are giving your contribution as a transport services customer, feel free to prioritise this part of the survey.

VI) General information and questions by transport modes: this section of the survey includes general questions by transport modes (road, rail, waterborne and aviation).

## Introduction

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\* Language of my contribution

- Bulgarian
- Croatian
- Czech
- Danish
- Dutch
- English
- Estonian
- Finnish
- French
- German
- Greek
- Hungarian
- Irish
- Italian
- Latvian
- Lithuanian
- Maltese
- Polish
- Portuguese
- Romanian
- Slovak
- Slovenian
- Spanish
- Swedish

\* I am giving my contribution as

- Academic/research institution
- Business association
- Company/business organisation
- Consumer organisation
- EU citizen
- Environmental organisation
- Non-EU citizen
- Non-governmental organisation (NGO)

- Public authority
- Trade union
- Other

## About you

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\* First name

Adam

\* Surname

Dorywalski

\* Email (this won't be published)

adorywalski@konfederacjalewiatan.pl

\* Organisation name

*255 character(s) maximum*

Związek Pracodawców Transport i Logistyka Polska (The Employers Association Transport and Logistics Poland)

\* Organisation size

- Micro (1 to 9 employees)
- Small (10 to 49 employees)
- Medium (50 to 249 employees)
- Large (250 or more)

### Transparency register number

*255 character(s) maximum*

Check if your organisation is on the [transparency register](#). It's a voluntary database for organisations seeking to influence EU decision-making.

490333327231-75

\* Country of origin

Please add your country of origin, or that of your organisation.

- Afghanistan
- Djibouti
- Libya
- Saint Martin
- Åland Islands
- Dominica
- Liechtenstein
- Saint Pierre and Miquelon

- Albania
- Algeria
- American Samoa
- Andorra
- Angola
- Anguilla
- Antarctica
- Antigua and Barbuda
- Argentina
- Armenia
- Aruba
- Australia
- Austria
- Azerbaijan
- Bahamas
- Bahrain
- Bangladesh
- Barbados
- Belarus
- Belgium
- Belize
- Benin
- Bermuda
- Bhutan
- Bolivia
- Dominican Republic
- Ecuador
- Egypt
- El Salvador
- Equatorial Guinea
- Eritrea
- Estonia
- Eswatini
- Ethiopia
- Falkland Islands
- Faroe Islands
- Fiji
- Finland
- France
- French Guiana
- French Polynesia
- French Southern and Antarctic Lands
- Gabon
- Georgia
- Germany
- Ghana
- Gibraltar
- Greece
- Greenland
- Grenada
- Lithuania
- Luxembourg
- Macau
- Madagascar
- Malawi
- Malaysia
- Maldives
- Mali
- Malta
- Marshall Islands
- Martinique
- Mauritania
- Mauritius
- Mayotte
- Mexico
- Micronesia
- Moldova
- Monaco
- Mongolia
- Montenegro
- Montserrat
- Morocco
- Mozambique
- Myanmar/Burma
- Namibia
- Saint Vincent and the Grenadines
- Samoa
- San Marino
- São Tomé and Príncipe
- Saudi Arabia
- Senegal
- Serbia
- Seychelles
- Sierra Leone
- Singapore
- Sint Maarten
- Slovakia
- Slovenia
- Solomon Islands
- Somalia
- South Africa
- South Georgia and the South Sandwich Islands
- South Korea
- South Sudan
- Spain
- Sri Lanka
- Sudan
- Suriname
- Svalbard and Jan Mayen
- Sweden

- Bonaire Saint Eustatius and Saba
- Bosnia and Herzegovina
- Botswana
- Bouvet Island
- Brazil
- British Indian Ocean Territory
- British Virgin Islands
- Brunei
- Bulgaria
- Burkina Faso
- Burundi
- Cambodia
- Cameroon
- Canada
- Cape Verde
- Cayman Islands
- Central African Republic
- Chad
- Chile
- China
- Christmas Island
- Clipperton
- Guadeloupe
- Guam
- Guatemala
- Guernsey
- Guinea
- Guinea-Bissau
- Guyana
- Haiti
- Heard Island and McDonald Islands
- Honduras
- Hong Kong
- Hungary
- Iceland
- India
- Indonesia
- Iran
- Iraq
- Ireland
- Isle of Man
- Israel
- Italy
- Jamaica
- Nauru
- Nepal
- Netherlands
- New Caledonia
- New Zealand
- Nicaragua
- Niger
- Nigeria
- Niue
- Norfolk Island
- Northern Mariana Islands
- North Korea
- North Macedonia
- Norway
- Oman
- Pakistan
- Palau
- Palestine
- Panama
- Papua New Guinea
- Paraguay
- Peru
- Switzerland
- Syria
- Taiwan
- Tajikistan
- Tanzania
- Thailand
- The Gambia
- Timor-Leste
- Togo
- Tokelau
- Tonga
- Trinidad and Tobago
- Tunisia
- Turkey
- Turkmenistan
- Turks and Caicos Islands
- Tuvalu
- Uganda
- Ukraine
- United Arab Emirates
- United Kingdom
- United States

- Cocos (Keeling) Islands
- Colombia
- Comoros
- Congo
- Cook Islands
- Costa Rica
- Côte d'Ivoire
- Croatia
- Cuba
- Curaçao
- Cyprus
- Czechia
- Democratic Republic of the Congo
- Denmark
- Japan
- Jersey
- Jordan
- Kazakhstan
- Kenya
- Kiribati
- Kosovo
- Kuwait
- Kyrgyzstan
- Laos
- Latvia
- Lebanon
- Lesotho
- Liberia
- Philippines
- Pitcairn Islands
- Poland
- Portugal
- Puerto Rico
- Qatar
- Réunion
- Romania
- Russia
- Rwanda
- Saint Barthélemy
- Saint Helena  
Ascension and  
Tristan da Cunha
- Saint Kitts and  
Nevis
- Saint Lucia
- United States  
Minor Outlying  
Islands
- Uruguay
- US Virgin Islands
- Uzbekistan
- Vanuatu
- Vatican City
- Venezuela
- Vietnam
- Wallis and  
Futuna
- Western Sahara
- Yemen
- Zambia
- Zimbabwe

The Commission will publish all contributions to this public consultation. You can choose whether you would prefer to have your details published or to remain anonymous when your contribution is published. **For the purpose of transparency, the type of respondent (for example, 'business association', 'consumer association', 'EU citizen') country of origin, organisation name and size, and its transparency register number, are always published. Your e-mail address will never be published.** Opt in to select the privacy option that best suits you. Privacy options default based on the type of respondent selected

### \* Contribution publication privacy settings

The Commission will publish the responses to this public consultation. You can choose whether you would like your details to be made public or to remain anonymous.

**Anonymous**

Only organisation details are published: The type of respondent that you responded to this consultation as, the name of the organisation on whose behalf you reply as well as its transparency number, its size, its country of origin and your contribution will be published as received. Your name will not be published. Please do not include any personal data in the contribution itself if you want to remain anonymous.

**Public**

Organisation details and respondent details are published: The type of respondent that you responded to this consultation as, the name of the organisation on whose behalf you reply as well as its transparency number, its size, its country of origin and your contribution will be published. Your name will also be published.

I agree with the [personal data protection provisions](#)

## Public authorities

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1. How would you rate the COVID-19 crisis coordination ? [in the range 1-10 where 1 is “fully unsatisfactory” and 10 is “fully satisfactory”]

	1	2	3	4	5	6	7	8	9	10
In your country	<input type="radio"/>									
At the national level with other EU Member States	<input type="radio"/>									
At the national level with third countries	<input type="radio"/>									
At the EU level	<input type="radio"/>									

2. How would you rate the COVID-19 crisis coordination at global level, in organisations such as International Civil Aviation Organization (ICAO) and International Migration Organization (IMO) when there is a global dimension? [in the range 1-10 where 1 is “fully unsatisfactory” and 10 is “fully satisfactory”]

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3. How could coordination at international level (e.g. ICAO/IMO) be improved?

*1000 character(s) maximum*

4. How would you rate the EU's integrated political crisis response mechanism (IPCR) to address issues related to the transport sector? [in the range 1-10 where 1 is "fully unsatisfactory" and 10 is "fully satisfactory"]

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5. Is there a need to change the current (IPCR) arrangements with regard to triggering an emergency at the EU level related to transport issues?

- Yes
- No

6. Could you give examples of other COVID-19 crisis response mechanisms that worked well in your views and why?

*1000 character(s) maximum*

7. How would you rate the network of national transport contact points established under the Green Lanes Communication? [in the range 1-10 where 1 is “fully unsatisfactory” and 10 is “fully satisfactory”]

- 1
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8. Which procedures or tools were the most useful for your authorities when it comes to EU coordination and cooperation with other MSs?

*1000 character(s) maximum*

9. Did you find it simple and clear if/when you needed to provide input, raise concerns or provide information to EU institutions?

- Yes
- No

10. What elements are still not in place that would be useful for a better coordination at the EU level in the event of a new crisis?

*1000 character(s) maximum*

11. How well were you informed about measures taken by other regions/Member States that would be important for your region/MS? [in the range 1-10 where 1 is “not well at all” and 10 is “very well”]

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12. What data was particularly useful for managing the pandemic crisis? Was it easily accessible?

*1000 character(s) maximum*

13. What practical arrangements were made to coordinate the COVID-19-response in your administration?

*1000 character(s) maximum*

14. What arrangements were made in your country to monitor the compliance of transport operators? Which bodies were involved? Do you have any outstanding issues (claims, etc.) that still need to be sorted out?

*1000 character(s) maximum*

15. What practical arrangements were made in your administration to implement the Green Lanes (please provide answers for all transport modes)?

*1000 character(s) maximum*

16. In your view, did the Green Lanes concept deliver the expected results?

- Yes
- No

17. Has your authority used the Galileo Green Lanes mobile application and website (galileogreenlane.eu) during the crisis?

- Yes
- No

18. Is your administration/government preparing/intending to prepare a specific national and/or regional contingency plan for transport? If so, could you explain the main elements and the (envisaged) date of adoption?

*1000 character(s) maximum*

Undertaking and business associations active in the provision of transport services or in the operation of transport infrastructures:

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19. How would you rate the COVID-19 crisis response ? [in the range 1-10 where 1 is “fully unsatisfactory” and 10 is “fully satisfactory”]

	1	2	3	4	5	6	7	8	9	10
At national level	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
At EU level	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
At international level	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

20. Do you provide national or cross-border services or both?

- I provide national services
- I provide cross-border services
- I provide both national and cross-border services

21. What was the impact on the economic activity in your transport sector/company between March 2020-July2021 (e.g. turnover, load factors, numbers of passengers, etc.)?

*1000 character(s) maximum*

During first 5-6 months of the pandemic passenger transport and vehicles transport collapsed completely. That was a disaster for carriers involved and specialized in those kind of transport services. Many businesses went bankrupt. Those who managed to survive lost millions euros in their turnovers and were forced to sack thousands of employees, including drivers.

22. How well were you informed about measures that would affect your business?  
What was your main source of information?

*1000 character(s) maximum*

Businesses clearly lacked homogenous, well-structured, easily accessible and timely information on the effects of the crisis on cross-border transport operations and changing regulatory/administrative environment. While the Member States were taking different approaches, often reacting ad-hoc, the European Commission stepped in late (though commendably well in terms of ambition and outcomes). As the supply chains and transport services are global in many instances, lack of efficient coordination and information exchange at international level was very detrimental to the transport sector and industry at large, too.

We needed (and still need) to verify national legislation of every single member states separately and on daily basis. This is very time consuming. Not to mention that finding these info is not easy at all and once it is found it is available in national languages only (that's why the answer for question 24 is "yes").

23. Has your business received sufficient support to mitigate the impact of the crisis?

- Yes
- No

24. Was there a difference between availability of information for national and for cross-border operations?

- Yes
- No

25. What (if any) difficulties did you experience in providing cross-border services?  
How (if at all) did it impact your staff and your customers?

*1000 character(s) maximum*

- 1) Long queues at the internal EU borders. The Green Lanes initiative helped but as it was not legally binding legislation, we still faced obstacles, about which we informed the Commission. For instance, differences of definitions of the “essential goods/services/business” across Member States and new additional certificates, documents for drivers (no uniform applicable law).
- 2) Testing and quarantining drivers, even after the Green Lanes publication (Czech-German border in February 2021).
- 3) Ban on taking a weekly rest period of at least 45 hours in a cabin due to the lack of accommodation facilities for drivers and COVID-19 recommendations (even after relaxation of driving and rest times at EU level).
- 4) The lack of uniform criteria for minimum basic principles of passenger transport services within the EU (number of passengers).
- 5) One-sided French government’s decision on closing the FR-UK borders (just before Christmas 2020).

26. Name three measures that you found most helpful for your business during the pandemic, particularly for cross-border business/operations. [If you know, please indicate where they were coming from: EU, national, regional or local level]

*1000 character(s) maximum*

The measures taken at EU level were very useful, and the advance certainty on such measures could give a great deal of certainty in terms of business decisions during crises.

- 1) The Green Lanes (with all its limitations, due to the fact that it was not a legally binding piece of legislation).
- 2) The revision of the Omnibus Regulation regime, so the possibility of renewing automatically the validity of documents necessary for road transport, i.e. driving licences, driver's certificates, vehicle roadworthiness tests, periodic inspections of tachographs, medical and psychological examinations of drivers or Community licences.
- 3) Relaxation of driving and rest times at EU level - only in countries which implemented it to some extent.

27. Name three measures that you found most problematic, particularly for cross-border business/operations. [If you know, please indicate where they were coming from: EU, national, regional or local level]

*1000 character(s) maximum*

- 1) Despite the Green Lanes, significant differences of definitions of the “essential goods/services/business” across Member States and their restrictions or new administrative requirements in this relation (either denial of entry as failing to meet the criteria of carrying “essential goods” or requirement of additional documents to certify those products being “essential”, the latter notion or certification not harmonised). No uniform definitions, no uniform procedures, no clarity on applicable law in such instances.
- 2) Despite the Green Lanes, very often requirement to test and quarantine drivers and requirement for new additional certificates, forms and documents for professional drivers.
- 3) Relaxation of driving and rest times at EU level - no legally binding, some member states did not implement it.

28. Which measures for European transport operations were missing during the pandemic crisis and would be useful in the event of a new crisis?

*1000 character(s) maximum*

There is a need for EU Transport Contingency Plan as the EU Regulation (binding piece of legislation), which should be coordinated with the the Single Market Emergency Instrument. Such Contingency Plan should include:

- 1) Abolishing requirements for tests, quarantine and any new additional certificates, forms and documents for professional drivers. We firmly believe that all currently required documentation is more than enough.
- 2) Uniform derogations from the rules on driving and rest periods in road transport in the EU, such as exemption from the ban on taking a weekly rest period of at least 45 hours in a cabin due to the lack of adequate accommodation facilities and the recommendations against the spread of the Covid-19.
- 3) Uniform criteria for minimum basic principles of passenger transport services in the EU (passangers number).
- 4) Smooth and priority border crossing by vehicles providing transport and passenger services (not always was the case right now).

29. Do you use the Galileo Green Lanes mobile application and website (galileogreenlane.eu)?

- Yes
- No

29.a. If yes, how would you rate the usefulness of the Galileo Green Lanes mobile application and website

(galileogreenlane.eu)? [in the range 1-10 where 1 is “Not useful at all” and 10 is “extremely useful”]

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29.b. How would you rate the user friendliness of the Galileo Green Lanes mobile application and website

(galileogreenlane.eu)? [in the range 1-10 where 1 is “Not user friendly at all” and 10 is “extremely user friendly”]

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29.c. What additional functions would improve the Galileo Green Lanes mobile application and website (galileogreenlane.eu)?

*1000 character(s) maximum*

**Transport workers and worker associations:**

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30. How would you rate the COVID-19 crisis response ? [in the range 1-10 where 1 is “fully unsatisfactory” and 10 is “fully satisfactory”]

	1	2	3	4	5	6	7	8	9	10
At national level	<input type="radio"/>									
At EU level	<input type="radio"/>									
At international level	<input type="radio"/>									

31. Have you experienced restrictions in moving across EU borders in the course of your employment (e.g. access to work, crossing border when working, etc.)?

- Yes
- No

32. How well were you informed about new COVID-19 measures? [in the range 1-10 where 1 is “not well at all” and 10 is “very well”]

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33. Where you required to be tested often?

- Yes
- No

34. Did you have easy access to testing?

- Yes
- No

35. Name three measures that were particularly helpful for you during the COVID-19 pandemic, particularly for cross-border work. [If you know, please indicate where they were coming from: EU, national, regional or local level]

*1000 character(s) maximum*

36. Name three measures that were most problematic, particularly for cross-border work. [If you know, please indicate where they were coming from: EU, national, regional or local level]

*1000 character(s) maximum*

37. Which measures were missing during the pandemic crisis and would be useful in the event of a new crisis?

*1000 character(s) maximum*

38. Do you use the Galileo Green Lanes mobile application and website (galileogreenlane.eu)?

- Yes
- No

### Passenger transport / Travel / cargo customers

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39. How would you rate the COVID-19 crisis response ? [in the range 1-10 where 1 is “fully unsatisfactory” and 10 is “fully satisfactory”]

	1	2	3	4	5	6	7	8	9	10
At national level	<input type="radio"/>									
At EU level	<input type="radio"/>									
At international level	<input type="radio"/>									

40. How easily could you find information about COVID-19 related rules in other Member States or countries outside the EU/EEA? [in the range 1-10 where 1 is “not easily at all” and 10 is “really easily”]

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41. Have you/your business experienced a loss of (travel) connectivity during the crisis?

- Yes
- No

42. What kind of measures for safeguarding connectivity through maintaining essential transport services in crisis situations would you support?

*1000 character(s) maximum*

43. Name three measures that were particularly helpful for you during the COVID-19 pandemic, particularly for cross-border work. [If you know, please indicate where they were coming from: EU, national, regional or local level]

*1000 character(s) maximum*

44. Name three measures that were most problematic, particularly for cross-border work. [If you know, please indicate where they were coming from: EU, national, regional or local level]

*1000 character(s) maximum*

45. Which measures did you miss during the pandemic crisis that would be useful in the event of a new crisis?

*1000 character(s) maximum*

46. How well were you informed about your rights as a passenger? [in the range 1-10 where 1 is “not well at all” and 10 is “very well”]

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47. What were the main sources of information about your rights as a passenger?

*1000 character(s) maximum*

48. Were your passenger rights fully/ partially/ not at all upheld during the pandemic?

- Fully
- Partially
- Not at all

49. Were you informed about the recourse in case of a breach of your passenger rights? Did you use such recourse?

- I was informed about the recourse and used it
- I was informed about the possibility of recourse but did not use it
- I was not informed such recourse existed

50. Did you receive reimbursement for any cancelled transport services?

- Yes
- No

51. Did you get the free choice between refund and vouchers?

- Yes
- No

52. How would you rate the EU guidance and the legislative framework on the passenger protection / insolvency? [in the range 1-10 where 1 is “fully unsatisfactory” and 10 is “fully satisfactory”]

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53. How would you rate your experience with Passenger Locator Forms? [in the range 1-10 where 1 is “fully unsatisfactory” and 10 is “fully satisfactory”]

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54. Do you consider the idea of a PLF exchange platform potentially useful for other types of emergency situations?

- Yes
- No

55. How would you rate your experience with COVID-19 digital certificates (availability, acceptance by Member States and operators, ease of use, impact on your ability to travel)? [in the range 1-10 where 1 is “fully unsatisfactory” and 10 is “fully satisfactory”]

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## More information and detailed questions about transport modes and specific measures

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### Horizontal measures:

Temporary measures in view of the persistence of the COVID-19 crisis concerning the renewal or extension of certain certificates, licences and authorisations, the postponement of certain periodic checks and periodic training in certain areas

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32020R0698>

56. Do you find these measures useful?

Yes

No

### Road transport

57. What were the biggest issues you encountered during the pandemic - or any other crisis?

*1000 character(s) maximum*

- 1) Long queues at the internal EU borders. The Green Lanes initiative helped but as it was not legally binding legislation, we still faced obstacles, about which we informed the Commission. For instance, differences of definitions of the “essential goods/services/business” across Member States and new additional certificates, documents for drivers (no uniform applicable law).
- 2) Testing and quarantining drivers, even after the Green Lanes publication (Czech-German border in February 2021).
- 3) Ban on taking a weekly rest period of at least 45 hours in a cabin due to the lack of accommodation facilities for drivers and COVID-19 recommendations (even after relaxation of driving and rest times at EU level).
- 4) The lack of uniform criteria for minimum basic principles of passenger transport services within the EU (number of passengers).
- 5) One-sided French government’s decision on closing the FR-UK borders (just before Christmas 2020).

58. What was the impact on connectivity?

*1000 character(s) maximum*

At the height of the pandemic, connectivity in international passenger transport has fallen almost to zero, because it was impossible to carry it out. In goods transport, delivery times were extended by, among other things, queues at borders and additional bureaucracy for drivers and their supervisors. Furthermore, some drivers refused, for example, to travel to countries with the highest levels of infection.

59. What was the most helpful measure(s)?

1000 character(s) maximum

The measures taken at EU level were very useful, and the advance certainty on such measures could give a great deal of certainty in terms of business decisions during crises.

- 1) The Green Lanes (with all its limitations, due to the fact that it was not a legally binding piece of legislation).
- 2) The revision of the Omnibus Regulation regime, so the possibility of renewing automatically the validity of documents necessary for road transport, i.e. driving licences, driver's certificates, vehicle roadworthiness tests, periodic inspections of tachographs, medical and psychological examinations of drivers or Community licences.
- 3) Relaxation of driving and rest times at EU level - only in countries which implemented it to some extent.

## 60. What was missing? What failed?

1000 character(s) maximum

- 1) EU legally binding legislation, which should be EU Contingency Plan for Transport (EU Regulation).
- 2) Despite the Green Lanes, significant differences of definitions of the "essential goods/services/business" across Member States and their restrictions or new administrative requirements in this relation (either denial of entry as failing to meet the criteria of carrying "essential goods" or requirement of additional documents to certify those products being "essential", the latter notion or certification not harmonised). No uniform definitions, no uniform procedures, no clarity on applicable law in such instances.
- 3) Despite the Green Lanes, requirements for tests, quarantine and new additional certificates for professional drivers.
- 4) Relaxation of driving and rest times at EU level - not legally binding, so some member states did not implement it.
- 5) Uniform criteria for minimum basic principles of passenger transport services in the EU (passengers number).

## 61. Do you consider there is a need for further action at an EU-level to establish crisis contingency plan(s) for the transport sector to prepare for events similar to the COVID-19 pandemic? What elements should it include?

1000 character(s) maximum

There is a strong need for EU Transport Contingency Plan as the EU Regulation (binding piece of legislation). It is also crucial that it is coordinated with the the Single Market Emergency Instrument. The Contingency Plan should include:

- 1) Abolishing requirements for tests, quarantine and any new additional certificates, forms and documents for professional drivers. We firmly believe that all currently required documentation is more than enough.
- 2) Uniform derogations from the rules on driving and rest periods in road transport in the EU, such as exemption from the ban on taking a weekly rest period of at least 45 hours in a cabin due to the lack of adequate accommodation facilities and the recommendations against the spread of the Covid-19.
- 3) Uniform criteria for minimum basic principles of passenger transport services in the EU (passengers number).
- 4) Smooth and priority border crossing by vehicles providing transport and passenger services.

## 62. Do you find the Green Lanes useful?

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52020XC0324%2801%29>

- Yes
- No

63. Do you find these measures about relaxation of driving and rest times useful?  
<https://ec.europa.eu/transport/sites/default/files/temporary-relaxation-drivers-covid.pdf>

- Yes
- No

### **Rail transport**

64. What were the biggest issues you encountered during the pandemic - or any other crisis?

*1000 character(s) maximum*

65. What was the impact on connectivity?

*1000 character(s) maximum*

66. What was the most helpful measure(s)?

*1000 character(s) maximum*

67. What was missing? What failed?

*1000 character(s) maximum*

68. Do you consider there is a need for further action at an EU-level to establish crisis contingency plan(s) for the transport sector to prepare for events similar to the COVID-19 pandemic? What elements should it include?

*1000 character(s) maximum*

69. Do you find these measures about rail transport useful?

- [Proposal to amend Directive \(EU\) 2016/797 and Directive \(EU\) 2016/798, as regards the extension of their transposition period to postpone the deadline of the 4th railway package.](#)
  
- [Regulation \(EU\) 2020/1429 of the European Parliament and of the Council of 7 October 2020 establishing measures for a sustainable rail market in view of the COVID-19 outbreak. The validity of this regulation has been extended until the 31.12.2021.](#)
- [Measures to adapt the frequency of periodic medical examination of railway staff undertaking safety-critical tasks other than train drivers due to the COVID-19 pandemic](#)

- Yes
- No

### Waterborne

70. What were the biggest issues you encountered during the pandemic - or any other crisis?

*1000 character(s) maximum*

71. What was the impact on connectivity?

*1000 character(s) maximum*

72. What was the most helpful measure(s)?

*1000 character(s) maximum*

73. What was missing? What failed?

*1000 character(s) maximum*

74. Do you consider there is a need for further action at an EU-level to establish crisis contingency plan(s) for the transport sector to prepare for events similar to the COVID-19 pandemic? What elements should it include?

*1000 character(s) maximum*

75. Do you find these measures about waterborne transport useful?

- [ECDC/EMSA Guidance on the gradual and safe resumption of operations of cruise ships in the European Union in relation to the COVID-19 pandemic](#)
- [Flexibility in levying port infrastructure charges](#)

Yes

No

### **Aviation**

76. What were the biggest issues you encountered during the pandemic - or any other crisis?

*1000 character(s) maximum*

77. What was the impact on connectivity?

*1000 character(s) maximum*

78. What was the most helpful measure(s)?

*1000 character(s) maximum*

79. What was missing? What failed?

*1000 character(s) maximum*

80. Do you consider there is a need for further action at an EU-level to establish crisis contingency plan(s) for the transport sector to prepare for events similar to the COVID-19 pandemic? What elements should it include?

*1000 character(s) maximum*

81. Do you find these measures in the aviation sector useful?

- [EDCD/EASA COVID-19 Aviation Health Safety Protocol: Operational guidelines for the management of air passengers and aviation personnel in relation to the COVID-19 pandemic](#)

- Yes
- No

82. Do you find these measures in the aviation sector useful?

- [Amendment on common rules for the allocation of slots at Community airport](#)

- Yes
- No

83. Do you find these measures in the aviation sector useful?

- [Common rules for the operation of air services in the Community in the view of the COVID-19 pandemic.](#)
- Yes
- No

84. Do you find these measures in the aviation sector useful?

- [Guidelines on facilitating air cargo operations during COVID-19 outbreak](#)
- Yes
- No

85. Do you find these measures about flexible approach to aviation safety and security useful?

- [Postponement of EU rules in aviation safety, including postponing by six months the applicability of rules concerning alcohol testing, peer support programmes, and psychological assessments of pilots to ensure the resumption of flights after the COVID-19 crisis; also six months postponement of the applicability of rules concerning the operations of unmanned aircraft systems \(drones\) in order to reduce the administrative burden faced by the MS.](#)
- [Postponing dates of application of certain measures in the context of the COVID-19 pandemic](#)
- [Requirements for flight crew competence and training methods and postponing dates of application of certain measures in the context of the COVID-19 pandemic](#)
- [Measures for the implementation of the common basic standards on aviation security](#)
- Yes
- No

## Contact

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