

Dear Mr. Dinescu,

On behalf of Commissioner Vălean, thank you for raising your concerns in your letters of 11, 16 and 23 March. It is crucial for us to understand the situation you are dealing with.

Your concerns have been shared with the Commissioner's team and her services. You had also the opportunity possibility to discuss many of them directly with Commissioner Valean during the phone call of 17 March.

I would like to take this opportunity and summarize the state of play on the main issues signaled by you.

On 23 March the Commission published a communication on "Green Lanes" which aims at maintaining the flow of goods and securing the supply chains, while promoting measures that protects the health of transport workers and limit risks of COVID-19 spread.

We are now monitoring the implementation of the Green Lanes communication to ensure that all of the principles thereof are adhered to by Member States. During the last days, we are witnessing substantial progress in most of the borders and a large part of the network has reduced its waiting times at the border crossings to less than 15 minutes. However, the situation at several borders still needs to be improved and the Commission will continue working with the national authorities to reduce the waiting times.

The Green Lanes communication addressed also the issue of flexibility needed in the context of Regulation 561/2006 concerning the driving and rest rules. Some additional guidance facilitating the adoption of the derogations to the rules of Regulation 561/2006 was also provided at technical level to the Member States.

As to the issue of drivers' mobility, the Guidelines for border management measures to protect health and ensure the availability of goods and essential services, adopted by the Commission on 16 March,

provide a general line stating that transport workers, especially but not only those delivering essential goods, should be able to circulate across borders. This general line has been further developed in the Green Lanes communication which indicates that workers should not be prevented from crossing an internal border in order to carry out their transport functions and refers to the internationally recognized certificates of professional competence or a letter from the worker's employer as a basis to qualify for such a treatment. This also applies to a situation where a driver will travel to pick up a truck.

Nevertheless, we are aware that the situation in many aspects still needs further improvements so we will continue working with the Member States through the network of national transport contact points with the aim to achieve a consistent and coordinated approach to the implementation of the above mentioned Guidelines and Green Lane communication.

The European Commission is fully committed to overcoming the current situation by mitigating all concerns as much as possible, and we invite you to share any urgent topics related to the functioning of the transport systems in these times of crisis with DG MOVE and us.

Kind regards,  
*Elżbieta Łukaniuk*  
Member of Cabinet