

Temporary exceptions submitted by EU and third-countries under Article 14 of Reg. 561/2006\_or any other equivalent provisions

No	MS	Start date - End date (both included)	Urgent circumstances	Categories of transport/drivers	Provisions from Regulation 561/2006 derogated from Under Article 14
1.	AT	16/08/2021 - <b>05/09/2021</b>	Weather conditions and heavy rainfalls in the province of Salzburg.	Drivers involved in disaster relief operations	<p><b>Art 6(1):</b>The daily driving time is extended to 11 hours.</p> <p><b>Art 6(2):</b> The weekly driving time is extended to 60 hours.</p> <p><b>Art 6(3):</b> The fortnightly driving time is extended to 100 hours.</p> <p><b>Art 8(1):</b> The daily rest time is reduced to 9 hours.</p> <p><b>Art. 8(6):</b> A weekly rest of at least 24 hours after 6x24 hour periods.</p>
2.	DE	16/07/2021- <b>30/09/2021</b>	Weather conditions (heavy rainfall) in Germany	Drivers of vehicles involved directly or indirectly in emergency relief linked to the recent flooding in Germany	<p>During the calendar week, the following derogations are allowed:</p> <ul style="list-style-type: none"> <li>- <b>Art. 6(1):</b> the daily driving time may be extended, but not more than five times a week to a maximum of 10 hours.</li> <li>- <b>Art. 6(2):</b> the weekly driving time shall not exceed 59 hours. Article 6(3) remains unchanged.</li> <li>- <b>Art. 8(6) :</b> a driver may take two consecutive reduced weekly rest periods, provided that the driver takes four weekly rest periods in four consecutive weeks, of which at least two must be regular weekly rest periods. Any reduction in the weekly rest period shall be compensated by an equivalent period of rest to be taken without interruption before the end of the third week following the week in question. If two reduced weekly rest periods have been taken successively, the next rest period shall be taken before the next weekly rest period, as compensation for these two reduced weekly rest periods.</li> </ul>
3.	UK	12/07/2021- <b>03/10/2021</b>	Shortage of HGV drivers	Drivers carrying transport of goods by road in Great Britain	<p>Replacement of EITHER</p> <p>(a) the permitted increase to the daily driving limit from 9 hours to 10 hours with one of 11 hours (allowed up to two times in a week);</p> <p>OR</p> <p>(b) the requirement to take a regular weekly rest period of 45 hours</p>

					<p>in a two-week period with an alternative pattern of weekly rest periods as specified below, and an increase to the fortnightly driving limit from 90 hours to 99 hours. This enables two consecutive reduced weekly rest periods to be taken.</p> <p>The alternative pattern of weekly rest periods for drivers using the relaxation related to weekly rest periods is:</p> <ul style="list-style-type: none"> <li>• The regular weekly rest period in a two-week period can be replaced by two reduced weekly rest periods of at least 24 hours.</li> <li>• Following this, two regular weekly rest periods must be taken. However, any reduction in weekly rest shall be compensated for in the normal way by an equivalent period of rest taken before the end of the third week following the week in question.</li> <li>• In addition, any rest taken as compensation for a reduced weekly rest period shall be attached to a regular weekly rest period of at least 45 hours (which can be split over 2 regular weekly rest periods).</li> </ul>
4.	BE	19/07/2021-08/08/2021	Weather conditions (heavy rainfall) in Belgium	<p>Drivers of vehicles active in the transport of (emergency) supplies or clearing debris in the affected areas</p> <p><b>From 27/07 to 08/08:</b> transport of oil and fuels</p>	<p><b>Art. 6(1):</b>The daily driving time may be extended up to five times a week to a maximum of 10 hours;</p> <p><b>Art. 6(2):</b> The weekly driving time should not exceed 59 hours. The total accumulated driving time in 2 consecutive weeks may not exceed 90 hours;</p> <p><b>Art 8(1):</b> A reduction of the daily rest time from 11 to 9 hours;</p> <p><b>Art 8(6):</b> A driver may take two consecutive reduced weekly rest periods, provided that he takes at least four weekly rest periods in four consecutive weeks, of which at least two must be regular weekly rest periods. Any reduction in the weekly rest period must be compensated by an equivalent rest period, which must be taken without interruption before the end of the fourth week following the week in question. If two reduced weekly rest periods have been taken consecutively, the next rest period - to compensate for these</p>

					two reduced weekly rest periods - must be taken before the next weekly rest period.
5.	NL	12/07/2021-02/08/2021	Weather conditions (heavy rainfall in the southern part of the Netherlands)	Drivers of vehicles transporting emergency aid	<p><b>Art. 6(1):</b>The daily driving time may be extended up to five times a week to a maximum of 10 hours;</p> <p><b>Art. 6(2):</b> The weekly driving time should not exceed 59 hours. The total accumulated driving time in 2 consecutive weeks may not exceed 90 hours;</p> <p><b>Art 8(1):</b> A reduction of the daily rest time from 11 to 9 hours;</p> <p><b>Art 8(6):</b> A driver may take two consecutive reduced weekly rest periods, provided that he takes at least four weekly rest periods in four consecutive weeks, of which at least two must be regular weekly rest periods. Any reduction in the weekly rest period must be compensated by an equivalent rest period, which must be taken without interruption before the end of the fourth week following the week in question. If two reduced weekly rest periods have been taken consecutively, the next rest period - to compensate for these two reduced weekly rest periods - must be taken before the next weekly rest period.</p>
6.	NO	03/06/2021-15/06/2021 (Or as soon as the road is opened)	Landslide resulting in the closing of Norwegian county road 98 (Fv98)	<p>The exception will apply to all drivers employed by <b>Styro Nor AS</b> when transporting fish crates to the fishing industry at Nordkyn</p> <p>A decision from the EFTA SURVEILLANCE AUTHORITY authorized a new period on the exception of Article 6(1) due to the landslide.</p>	<b>Article 6(1):</b> Replacement of the maximum daily driving limit of 9 hours with one of 13 hours three times a week.
7.	NO	23/04/2021 - 23/05/2021	Landslide resulting in the closing of Norwegian county road 98 (Fv98)	The exception will apply to all drivers employed by <b>Styro Nor AS</b> when transporting fish crates to the fishing industry at Nordkyn.	<b>Article 6(1):</b> Replacement of the maximum daily driving limit of 9 hours with one of 13 hours three times a week.

8.	CZ	14/02/2021 - 15/03/2021	Covid-19	All drivers on transit from Czech Republic to Germany	<p><b>Article 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</p> <p><b>Article 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</p> <p><b>Article 8(1):</b> reduction of the daily rest requirements from 11 to 9 hours;</p> <p><b>Article 8(6):</b> postponement of a weekly rest period beyond six-24 hours period.</p>
9.	UK	22/01/2021-31/03/2021	New strain of Covid-19 and the end of the EU transition period	All types of international carriage of goods by road or the carriage of goods between <b>Great Britain and Northern Ireland</b>	<p><b>a) Art. 6(1):</b> replacing the maximum daily driving limit of 9 hours with one of 11 hours.</p> <p><b>b) Art. 8(2) and 9:</b> Reducing the daily rest requirements from 11 to 9 hours, together with a relaxation on the use of the ferry/train derogation to allow its use when on a reduced daily rest of 9 hours (instead of when on a regular rest period of 11 hours):</p> <ul style="list-style-type: none"> <li>• in addition, for the ferry/train derogation, the maximum duration of the interruptions to a regular daily rest period, a reduced daily rest period, or a reduced weekly rest period is increased from 2 to 4</li> <li>• the total accumulated duration of the interruptions is increased from one hour to 3 hours</li> </ul> <p><b>c) Art 6:</b> Lifting the weekly (56 hours) and fortnightly driving limits (90 hours) to 60 and 96 hours respectively.</p> <p><b>d) Art 8(6):</b> Postponing the requirement to start a weekly rest period after six 24-hour periods, for after seven 24-hour periods, although two regular weekly rest periods or a regular and a reduced weekly rest period will still be required within a fortnight.</p> <p><b><i>Drivers' must not use relaxation 'a' and 'd' at the same time. This is to ensure drivers can get adequate rest.</i></b></p> <p><b>e) Art 7:</b> drivers who are driving only in Kent on journeys out of the UK via the Channel Tunnel or Dover, are permitted to break 45-minute rest breaks into up to 3 blocks of 15 minutes each, which together are at least 45 minutes (within a 4.5 hours period). This is</p>

					<p>designed for use when drivers are stuck in the queuing system in Kent.</p> <p><i>A driver should not be using more than one relaxation at the same time as another.</i></p>
10.	UK	22/01/2021-31/03/2021	<p>New strain of Covid-19 <i>and</i> the end of the EU transition period</p>	<p>All transport of goods in <b>Great Britain</b></p> <p><i>Drivers engaged in international road transport or transport between GB and Northern Ireland (NI) should not use this relaxation.</i></p>	<p>- <b>Art 6(3)</b>: increasing the fortnightly driving limit from 90 hours to 96 hours</p> <p>- <b>Art 8(6)</b>: replacement of the requirement to take a full weekly rest period of 45 hours in a 2-week period, with an alternative pattern of weekly rest periods specified below – this enables 2 consecutive reduced weekly rest periods to be taken:</p> <p>In a 4-week period, a driver can take 2 consecutive reduced weekly-rest periods of at least 24 hours (allowing them to work 2 6-day weeks):</p> <ul style="list-style-type: none"> <li>➔ any reduction in weekly rest shall be compensated for in the normal way by an equivalent period of rest taken before the end of the third week following the week in question</li> <li>➔ any rest taken as compensation for a reduced weekly rest period shall be attached to a regular weekly rest period of at least 45 hours (which can be split over 2 regular weekly rest periods)</li> </ul> <p>This relaxation is not recommended for drivers engaged partly in international journeys.</p> <p><i>A driver should not be using more than one relaxation at the same time as another. Operators must notify DfT if this relaxation is used.</i></p>
11.	North. Ireland	14/01/2021-12/02/2021	<p>New strain of Covid-19 <i>and</i> the end of the EU transition period</p>	<p>Drivers driving in Northern Ireland (NI) under the retained EU drivers' hours rules and undertaking carriage of feed and feed materials by road.</p> <p><i>Drivers engaged in international road transport or transport between NI or GB <u>should not use</u></i></p>	<p>- <b>Art 6(3)</b>: increasing the fortnightly driving limit from 90 hours to 96 hours;</p> <p><b>Art 8(6)</b>: replacement of the requirement to take a full weekly rest period of 45 hours in a 2-week period with an alternative pattern of weekly rest periods specified below. This enables 2 consecutive reduced weekly rest periods to be taken; In a 4-week period beginning on 14 January 2021, a driver can take 2 consecutive reduced weekly rest periods of at least 24 hours (allowing them to</p>

				<i>this relaxation.</i>	work two 6-day weeks); - Any reduction in weekly rest shall be compensated for in the normal way by an equivalent period of rest taken before the end of the third week following the week in question - in addition, any rest taken as compensation for a reduced weekly rest period shall be attached to a regular weekly rest period of at least 45 hours (which can be split over 2 regular weekly rest periods).
12.	AT	04/01/2021-20/01/2021	Weather conditions (heavy snowfall)	Vehicles used in disaster relief	- <b>Art. 6(1)</b> : replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - <b>Art. 6(2)</b> : replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - <b>Art. 6(3)</b> : replacement of the maximum fortnightly driving limit of 90 hours with one of 100 hours; - <b>Art. 8(1)</b> : reduction of the daily rest requirements from 11 to 9 hours; - <b>Art. 8(6)</b> : postponement of a weekly rest period beyond six-24 hours period
13.	UK	23/12/2020 - 22/01/2021	New strain of Covid-19 and the end of the EU transition period	All transport of goods in Great Britain	- <b>Art 6(3)</b> : increasing the fortnightly driving limit from 90 hours to 99 hours; <b>Art 8(6)</b> : replacement of the requirement to take a full weekly rest period of 45 hours in a 2-week period with an alternative pattern of weekly rest periods specified below. This enables 2 consecutive reduced weekly rest periods to be taken; In a 4-week period beginning on 23 December 2020, a driver can take 2 consecutive reduced weekly rest periods of at least 24 hours (allowing them to work two 6-day weeks); → Any reduction in weekly rest shall be compensated for in the normal way by an equivalent period of rest taken before the end of the third week following the week in question → In addition, any rest taken as compensation for a reduced weekly rest period shall be attached to a regular weekly rest period of at least 45 hours (which can be split over 2 regular weekly rest periods).

14.	UK	23/12/2020 - 22/01/2021	New strain of Covid-19 and the end of the EU transition period	All types of international carriage of goods by road or the carriage of goods between Great Britain and Northern Ireland	<p>- <b>Art 6:</b> Lifting the weekly (56 hours) and fortnightly driving limits (90 hours) to 60 and 96 hours respectively; -</p> <p>- <b>Art. 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours.</p> <p>- <b>Art. 8(2):</b> Reduction of the daily rest requirements from 11 to 9 hours; together with a relaxation on the use of the ferry/train derogation to allow its use when on a reduced daily rest of 9 hours (instead of when on a regular rest period of 11 hours)</p> <p>- <b>Art 8(6):</b> Postponement of the requirement to start a weekly rest period after six-24 hours periods, for after seven 24 hours period; although two regular weekly rest periods or a regular and a reduced weekly rest period will still be required within a fortnight; Drivers' must not use relaxation 'a' and 'd' at the same time. This is to ensure drivers can get adequate rest.</p> <p>→ In addition, drivers of lorries within the "Operation Brock" queue or other queues in the Kent Traffic Management system can relax the break requirements to take two or three breaks of at least 15 minutes, which together are at least 45 minutes (within a 4.5 hours period).</p>
15.	IE	01/01/2021 - 30/01/2021	Brexit	<p>Drivers subject to Customs and Sanitary &amp; Phytosanitary (SPS) checks and delays at the ports.</p> <p>It will also apply to drivers who may be delayed due to traffic congestion in the port area or on any of the adjacent routes or alternatively have their daily working period impacted elsewhere by these delays.</p>	<p>- <b>Art. 9:</b> The one-hour maximum duration of the two interruptions to a regular daily rest period or a reduced weekly rest period is being extended as follows:</p> <ul style="list-style-type: none"> <li>- <b>Drivers who are subjected to Customs or Sanitary &amp; Phytosanitary (SPS) checks:</b> The number of interruptions is being increased from two to three and the total accumulated duration of the interruptions is being increased from one hour to three hours. The obligation to take a daily rest period within the 24hr period will be increased to 26 hours.</li> <li>- <b>Drivers who are not subjected to Customs or Sanitary &amp; Phytosanitary (SPS) checks:</b> The number of interruptions remains unchanged, but the duration of those interruptions will be increased from one hour to two hours.</li> </ul>

					<p>The obligation to take a daily rest period within the 24hr period will be increased to 25 hours.</p> <p>- <b>Art. 8(4):</b> the maximum of 3 reduced daily rest periods between any two weekly rest periods is increased from 3 to 5. Important to note: the applicable spread must continue to be complied with, on whatever day that a daily rest is extended to make a weekly rest.</p> <p>If a driver avails of the maximum of five reduced daily rest periods on the first five days since the end of the previous weekly rest period and then continues to drive on the sixth consecutive day his daily spread shall not exceed thirteen hours on day six.</p>
16.	BE	28/12/2020 - 26/01/2021	Brexit	<p><b>Transport towards ports in Belgium and France experiencing traffic problems because of Brexit.</b></p> <p>It mainly concerns the border crossings on the E40 to and from France, the E17 at Rekkem, transport to seaports in Belgium and France with the aim of shipping goods to the UK.</p>	<p>-<b>Art. 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</p> <p>-<b>Art. 7:</b> replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours;</p> <p>-<b>Art 8(1):</b> reduction of the daily rest requirements from 11 to 9 hours;</p> <p>-<b>Art. 8(6):</b> postponement of a weekly rest period beyond six-24 hours period.</p>
17.	PT	23/12/2020 - 13/01/2021	New strain of Covid-19 in the UK	All drivers coming from the United Kingdom	<p>-<b>Art. 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</p> <p>-<b>Art. 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</p> <p>-<b>Art. 6(3):</b> replacement of the maximum accumulated driving time during any two consecutive weeks from 90h to 96h;</p> <p>-<b>Art. 8(1):</b> reduction of the daily rest requirements from 11 to 9 hours;</p> <p>-<b>Art. 8(6):</b> postponement of a weekly rest period beyond six-24 hours period.</p>

					- <b>Art. 8(8)</b> : possibility for the driver to take the regular weekly rest in the vehicle, as long as it has suitable sleeping facilities for each driver and the vehicle is stationary
18.	ES	15/12/2020 - 13/01/2021	Closure of borders between the UK and FR, causing blockage of numerous of freight vehicles	Drivers affected by traffic jams at ports/border crossings involved in the delivery of goods between UK and Spain	- <b>Art. 6(1)</b> : replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - <b>Art. 6(3)</b> : replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours; - <b>Art. 8(6)</b> : postponement of a weekly rest period beyond six-24 hours period - <b>Art. 8(8)</b> : possibility for the driver to take the regular weekly rest in the vehicle, as long as it has suitable sleeping facilities for each driver and the vehicle is stationary
19.	BE	24/12/2020 - 03/01/2021	New strain of Covid-19 in the UK	Drivers engaged in international road freight transport returning from the United Kingdom	- <b>Art. 8(1)</b> : reduction of daily rest from 11 to 9 h; - <b>Art. 8(6)</b> : postponement of the weekly rest beyond 6 x 24 h period; - <b>Art 8(8)</b> : possibility for driver to spend regular weekly rest longer than 45h in cabin
20.	AT	24/12/2020- 31/12/2020	Covid-19	Drivers coming from the UK, heading from North or West to South or East of Austria or Austria itself	- <b>Art. 6(1)</b> : replacement of the maximum daily driving limit of 9 hours with one of 11 hours; - <b>Art. 6(2)</b> : replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - <b>Art. 6(3)</b> : replacement of the maximum accumulated driving time during any two consecutive weeks from 90h to 100h; - <b>Art. 8(1)</b> : reduction of the daily rest requirements from 11 to 9 hours
21.	DE	24/12/2020- 28/12/2020	Covid-19	Drivers of vehicles engaged in international road haulage operations for hire or reward affected by the border closure between the United Kingdom and France.	- <b>Art. 6(1)</b> : daily driving time may be extended to a maximum of 11 hours. - <b>Art. 6(2)</b> : weekly driving time shall not exceed 60 hours. The difference between 56 and 60 hours shall be compensated by a corresponding extension of the subsequent weekly rest period. - <b>Art. 8(6)</b> : a weekly rest period may begin no later than the end of eight 24-hour periods following the end of the preceding weekly rest period provided that it is immediately followed by a rest period of at least 45 hours.

					- <b>Art. 12:</b> exceptional circumstances are established for the mentioned drivers.
22.	FR	24/12/2020-27/12/2020	Covid-19	Drivers of vehicles transporting goods entering the French territory from the UK with a negative PCR or Antigen Test due to  the COVID-19 situation in the UK	- <b>Art. 6(1):</b> replacement of the maximum daily driving limit of 9 hours, or 10 hours not more than twice a week, with one of 11 hours, or 12 hours not more than twice a week ; - <b>Art. 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours; - <b>Art. 8(4):</b> relaxation of the limitation of number of reduced daily rest periods between any two weekly rest periods.
23.	NO	11/12/2020-15/07/2021	Covid-19	All transport of goods	<b>Art. 8(8):</b> A driver may take the regular weekly rest in a vehicle while undergoing travel quarantine, as long as it has suitable sleeping facilities for each driver and the vehicle is stationary.
24.	UK	10/12/2020-30/12/2020	Covid-19	Drivers involved in the carriage of food and essential goods by road	- <b>Art. 6(3):</b> replacement of the maximum fortnightly driving limit of 90 hours with one of 99 hours. - <b>Art. 8(6):</b> <ul style="list-style-type: none"> <li>- Replacement of the requirement to take a regular weekly rest period of 45 hours in a two-week period, with a derogation allowing drivers to take two consecutive reduced weekly rest periods of at least 24 hours.</li> <li>- Reduction in rest shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question and must be attached to a regular weekly rest period of at least 45 hours (which can be split over 2 regular weekly rest periods).</li> </ul>
25.	NO	12/11/2020-03/12/2020	Covid-19		- <b>Art. 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 10 hours four times a week - <b>Art. 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 58 hours - <b>Art. 6(3):</b> replacement of the maximum fortnightly driving limit of 90 hours with one of 94 hours - <b>Art. 7:</b> replacement of the maximum driving limit of 4.5 hours

					<p>before a break, with 5 hours before a 15 minute break, then 3 hours before a 30 minute break</p> <p><b>-Art. 8(4):</b> replacement of the maximum limit of reduced daily rest periods between two weekly rest periods, with a maximum of five reduced daily rest periods</p> <p><b>-Art. 8(6):</b> In any four consecutive weeks a driver shall take at least two regular weekly rest and two reduced weekly rest periods of at least 24 hours. The reduction shall be compensated by an equivalent period of rest taken en bloc before the end of the fourth week following the week in question.</p>
26.	NO	12/11/2020-11/12/2020	All transport of goods		<b>Art. 8(8):</b> possibility for the driver to take the regular weekly rest in the vehicle, as long as it has suitable sleeping facilities for each driver and the vehicle is stationary
27.	SK	11/11/2020-10/12/2020	All transport of goods and passengers		<p><b>-Art. 6(1):</b> replacement of the maximum daily driving limit of 9 hours with one of 11 hours;</p> <p><b>-Art. 6(2):</b> replacement of the maximum weekly driving limit of 56 hours with one of 60 hours;</p> <p><b>-Art. 6(3):</b> replacement of the maximum fortnightly driving limit of 90 hours with one of 96 hours;</p> <p><b>-Art. 7:</b> replacement of the minimum daily breaks requirements by imposing a break of 45 minutes after 5 and a half hours;</p> <p><b>-Art. 8(1):</b> Reduction of the daily rest requirements from 11 to 9 hours.</p>

**PAST TEMPORARY RELAXATION OF DRIVERS' HOURS RULES – ARTICLE 14(2) OF REGULATION (EC) NO 561/2006 FROM JANUARY 2019 TO NOVEMBER 2020**

No.	MS	Urgent circumstances	Period	Group of drivers	Date of notification	Notified by
-----	----	----------------------	--------	------------------	----------------------	-------------

No.	MS	Urgent circumstances	Period	Group of drivers	Date of notification	Notified by
28.	DK	Circumstances linked with the outbreak of SARS-CoV-2 in mink farms and the necessity to transport the equipment for culling the minks urgently.	07/11/2020-20/11/2020	This temporary exception only applies to the transport of equipment to mink herds in Denmark, where this equipment must be used for culling the minks.	07/11/2020	The Danish Road Traffic Authority
29.	FR	Weather conditions (snowfalls) in the French Alps, which required urgent transportation of the live animals from the pastures covered with snow to the winter animal shelters.	06/10/2020-09/10/2020	This temporary exception applies to drivers involved in transport operations of live animals in the French Alps.	07/10/2020	Représentation permanente de la France auprès de l'Union européenne
30.	UK	Shortage of LPG at strategically important refineries in England and Wales.	08/03/2020-29/03/2020	This temporary exception applies to drivers of vehicles transporting liquefied petroleum gas (LPG), undertaking 'trunk' deliveries in England, Scotland and Wales,	05/03/2020	UK Ministry of Transport
31.	FR	Social movement causing severe disturbances to the national supply of liquefied natural gas and economic activity	22/01/2020-27/01/2020	This temporary exception applies only to drivers involved in the transportation of liquefied natural gas (LNG).	22/01/2020	Représentation permanente de la France auprès de l'Union européenne
32.	FR	Social movement causing severe disturbances to the national supply of	16/01/2020-20/01/2020	This temporary exception applies only to drivers involved in the transportation of liquefied natural gas (LNG).	15/01/2020	Représentation permanente de la France auprès de l'Union européenne

No.	MS	Urgent circumstances	Period	Group of drivers	Date of notification	Notified by
		liquefied natural gas				
33.	FR	Social movement causing severe disturbances to the national supply of liquefied petroleum gas	20/12/2019-24/12/2019	The temporary exception applies only to drivers involved in the transportation of liquefied petroleum gas (LPG).	24/12/2019	Représentation permanente de la France auprès de l'Union européenne
34.	FR	Strikes affecting the conditions of transport in France	18/12/2019-24/12/2019	The temporary exception applies to all drivers involved in the transportation of passengers, excluding school transport, urban transport and sanitary transport operations.	20/12/2019	Représentation permanente de la France auprès de l'Union européenne
35.	UK	Expected increase in the demand for LPG following supply issues at two main refineries	20/12/2019-6/01/2020	This temporary exception applies only to drivers involved in the delivery of liquefied petroleum gas (LPG) within England and Wales.	19/12/2019	DfT
36.	FR	Social movement causing severe disturbances to the national supply of liquefied natural gas	10/12/2019-16/12/2019	This temporary exception applies to drivers involved in the transportation of liquefied natural gas (LNG).	13/12/2019	Représentation permanente de la France auprès de l'Union européenne
37.	ES	Events in Catalonia disrupting national supply and economic activity	11/12/2019-13/12/2019	This temporary exception applies to all drivers involved in freight or passenger transport operations conducted fully or partially in the provinces of Barcelona and Girona.	4/12/2019	Representación permanente de España ante la Unión Europea

No.	MS	Urgent circumstances	Period	Group of drivers	Date of notification	Notified by
38.	FR	Social movement disturbing the national supply of hydrocarbons	29/11/2019-09/12/2019	This temporary exception applies to all drivers involved in the transportation of hydrocarbons on the French territory.	05/12/2019	Représentation permanente de la France auprès de l'Union européenne
39.	AT	Urgent damage repair operations following exceptional weather events	13/11/2019-12/12/2019	This temporary exception applies to all drivers of vehicles involved in disaster response operations in the province of Salzburg (Counties of Pongau, Pinzgau and Lungau).	4/12/2019	Permanent representation of Austria to the EU
40.	FR	Exceptional weather events disturbing the electricity supply network	22/11/2019-27/11/2019	This temporary exception applies to all drivers involved in the transportation of hydrocarbons to the Ardèche and Drôme departments.	25/11/2019	Représentation permanente de la France auprès de l'Union européenne
41.	ES	National protests disrupting traffic conditions and national supply	11/10/2019-13/10/2019 (a); and 12/11/2019, 18:00 to 23:00 (b)	This temporary exception applies to all drivers involved in road transport operations totally or partially carried out in (a) the provinces of Barcelona and Girona and (b) the province of Guipúzca, on the road sections of AP-8, N-121 and Gi-636, direction France.	21/11/2019	Dirección General de Transporte Terrestre Ministerio de Fomento
42.	NO	Building of an alternative road after a landslide led to a road closure	04/09/2019-12/09/2019	This exception applies to drivers involved in the transport operations necessary for the building of an alternative road and working under the authority of project Fosenvogene (part of the Norwegian Public Roads Administration).	05/11/2019	EFTA Surveillance Authority
43.	ES	National protests disrupting traffic conditions and national supply	14/10/2019-20/10/2019	This temporary exception applies to drivers driving vehicles used for freight or passenger transport in the autonomous region of <i>Catalonia</i> .	30/10/2019	Dirección General de Transporte Terrestre Ministerio de Fomento

No.	MS	Urgent circumstances	Period	Group of drivers	Date of notification	Notified by
44.	AT	Heavy snowfall in Tyrol	03/01/2019- 01/02/2019	This temporary exception applies to drivers driving vehicles used for disaster relief operations following heavy snowfall in Tyrol ( <i>districts of Kitzbühel, Reutte, Imst, Innsbruck-Land, Innsbruck Stadt, Schwaz, Kufstein</i> ).	16/01/2019	Transport Attaché