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From:	General Secretariat of the Council
To:	Council
Subject:	AOB for the meeting of the <u>Transport</u> , Telecommunication and Energy Council on 5 June 2025 Clean Transport Corridor Initiative - Information from the Commission

Truck manufacturers will have to sell a strongly increasing number of zero-emission trucks to comply with the CO₂ emission performance standards for heavy-duty vehicles by 2030.

Accelerating the rollout of recharging infrastructure for zero-emission trucks is hence a key policy priority, as logistic companies will need the certainty of sufficient infrastructure to recharge when purchasing such vehicles. It is relevant to ensure sufficient cross-border connectivity, as zero-emission trucks must operate seamlessly also on long-distance routes.

The Commission announced its intention to set up a European Clean Transport Corridor Initiative (CTCI) in the Industrial Automotive Action plan on 5 March 2025¹. Linked to the Competitiveness Coordination Tool (CCT) it should help identify infrastructure and investment needs for key TEN-T corridors in the EU and facilitate a mutual agreement on relevant measures to fast-track the deployment of such infrastructure which is essential to maintaining and extending future economic competitiveness in the EU.²

¹ https://transport.ec.europa.eu/document/download/89b3143e-09b6-4ae6-a826-932b90ed0816_en?filename=Communication%20-%20Action%20Plan.pdf

² http://publications.europa.eu/resource/cellar/cc3395a5-3516-11ef-b441-01aa75ed71a1.0006.03/DOC_1

In the first phase of this initiative, two TEN-T corridors have been selected as test cases as they provide important North-South and East-West connections and host relevant freight volumes: the Scandinavian-Mediterranean Corridor and the North Sea-Baltic Corridor. The Commission hold meetings with all involved Member States to exchange information and data on ongoing and foreseen projects to rollout recharging infrastructure for trucks. This will inform a mapping of relevant HDV recharging pools that the Commission will make available to Member States before the summer break. Such map would help to identify further gaps and needs to turn the corridor into a fully equipped corridor that allows seamless truck travel by 2030. It is intended to extend this action to the other TEN-T corridors later this year, also building on data that will now become available under the implementation of AFIR.

As part of these discussion, public authorities pointed to the challenge of enabling access to electricity grids in sufficient time and with sufficient transparency. The challenge to modernise and extend grid capacity, which is reflected in upcoming Commission guidance on anticipatory investments into grids. The Commission is moreover working on possible guidance and best practices on how to handle grid connection requests and grid connection queues, planned for later this year. The Clean Transport Corridor Initiative should enable further coordination between Member States, national regulation authorities (NRA), distribution system operators (DSO) and charge points operators (CPO) and prepare the ground for agreeing to good practice and commonly used measures to ensure fast tracking of permitting for recharging pools for trucks.

The Commission has invited Member States authorities in the two test corridors for further discussion on action to streamline fast-tracking in the corridors, with a view to develop a joint roadmap or a Memorandum of Understanding for completing the equipment of the corridor with sufficient minimum recharging infrastructure for trucks by 2030. It intends to extend this action to all other TEN-T corridors in the further course of this year.