



Brussels – 16 September 2025

Ministerial Declaration on the Clean Transport Corridor Initiative

“Accelerating the deployment of heavy-duty vehicles recharging infrastructure along the TEN-T network”

Europe stands at the forefront to turn decarbonisation into a driver of growth and jobs. A well-functioning transport sector is crucial for the competitiveness of the EU economy. To help the sector with the transition to zero-emission heavy-duty vehicles (HDV), the Clean Transport Corridor Initiative seeks to accelerate the deployment of heavy-duty vehicles recharging infrastructure across key corridors, namely the Scandinavian-Mediterranean and the North-Sea Baltic Corridors.

We, the undersigned ministers responsible for transport and infrastructure policy from nine European Union (EU) countries participating in the pilot cases of the Clean Transport Corridor Initiative, convened under the chairmanship of Apostolos Tzitzikostas, Commissioner for Sustainable Transport and Tourism, hereby adopt this ministerial declaration to advance the transition to zero-emission freight transport along the TEN-T network.

We recognise that:

- Accelerating the rollout of recharging infrastructure for zero-emission trucks is a key policy priority to successfully implement the transition to zero-emission road freight. By 2030, one in three new lorries is expected to be zero-emission, resulting in more than 400.000 zero-emission heavy duty vehicles on the road ⁽¹⁾. The lack of recharging infrastructure cannot become a bottleneck in this transition, but barriers to timely deployment continue to persist.

⁽¹⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52025DC0260>

- The targets set in the Alternative Fuels Infrastructure Regulation ⁽²⁾ provide for a minimum of the necessary roll-out of recharging infrastructure; however, additional infrastructure along highly frequented corridors will need to match higher demand.
- Recharging pools for trucks generate substantive power demand; the current grid is not capable yet to sustain this demand consistently across all locations.
- Investment into modernisation and extension of grid capacity is needed to address additional demand stemming from recharging pools, both in the short and the long term.
- Project promoters do not always have the certainty about available grid hosting capacity and connection request volumes, while distribution system operators are faced with uncertainty of demand localisation for the sake of grid planning. Closer cooperation between grid operators and grid users, such as charge point operators, is therefore necessary to identify suitable locations for HDV recharging pools.
- Waiting time to connect recharging pools to the grid is often long with the main underlying reason being the lack of physical grid capacity. Grid connection backlogs are reportedly present in at least half of Member States.
- The treatment of incoming connection request is also a hurdle, with a majority of countries applying a first-come, first-served policy for new connection requests, which may not always be efficient and may lead to connection queues.
- Ongoing cooperation under the Grids Action Plan establishing a pan-European overview of the EU grid hosting capacities by end of 2025 is welcomed. However, more efforts are still needed on a national level, taking into account local specificities.
- National and local authorisation permitting procedures varying significantly in form and in length. Lack of alignment of permitting procedures within and between Member States inhibits the accelerated rollout of recharging infrastructure.
- A sound connection of additional loads such as recharging pools for trucks can require costly works for the connection as well as a likely extension of the local grid. Such cost can create a barrier for the business case of project promoters, particularly in remote areas. Where connection to the grid is too expensive, other solutions for powering recharging pools for trucks have to be sought, including storage and local power generation solutions or flexible connection contracts.
- Regional differences will continue to persist over time, with slower uptake where the business case is poor, such as in remote areas with less freight traffic.
- Better access to funding for recharging infrastructure and zero-emission trucks, in particular for small and medium sized enterprises, can further support the roll-out of those vehicles by addressing the high initial purchase costs of the vehicles as well as the less favourable poorer business case in some areas.

⁽²⁾ <https://eur-lex.europa.eu/eli/reg/2023/1804/oj/eng>

- In full respect of the subsidiary principle, the rollout of heavy-duty recharging infrastructure is our collective endeavour at European, national, regional and local levels within our countries, as well as by the European Commission.
- The support of the European Commission under the Competitiveness Coordination Tool provides an instrument for aligning policies and investments on EU, national, regional and local levels.

In the spirit of enabling cross-border, seamless zero-emission freight transport, we express our dedication to take the necessary steps towards addressing the challenges faced by the sector in accelerating the deployment of recharging infrastructure to deploy seamless, zero-emission corridors for heavy-duty vehicles by 2030 along the TEN-T core network.

Therefore, in our respective countries, **we concur to:**

- Treat recharging infrastructure as a strategic priority in our planning of overall transport policies and their implementation, in close coordination with relevant energy policies.
- Promote and implement measures that ensure a timely and more flexible use of the existing grid capacity for the recharging pools identified along the Scandinavian Mediterranean Corridor and the North-Sea Baltic Corridor of the Clean Transport Corridor Initiative, working together with local and regional authorities and the European Commission.
- Regularly share with the European Commission and other Member States data on existing and planned truck recharging infrastructure, as well as other relevant data, to identify gaps and investment needs along the TEN-T corridors.
- Take measures to fast-track HDV recharging infrastructure projects that have received funding from the Alternative Fuels Infrastructure Facility (AFIF), given the European added value and the positive impact on national budgets. This relates in particular to:
 - Work with local authorities to simplify environmental and building permitting and other procedures.
 - Continue work with DSOs to improve the transparency of grid hosting capacities and accelerate the provision of grid connections.
- Continue to monitor the market development and examine in particular the role and relevance of guarantees and other financial derisking instruments, across the entire value chain.
- Identify and deploy other measures that support and stimulate the uptake of truck recharging infrastructure, such as the deployment of battery storage systems and the use of renewable energy to the extent possible.

To reach this joint objective to fast-track the deployment of HDV recharging pools, we will work jointly with other Member States along the corridors and with the European Commission under the Competitiveness Coordination Tool and the relevant stakeholders on a comprehensive roadmap to decide by March 2026 on a toolbox of measures, exchange best practices, and cross-utilise nationally developed platforms, and provide monitoring mechanisms for realising the ambitions of this declaration.

Signatures

Belgium, Denmark, Germany, Lithuania, Malta, Netherlands, Austria, Poland, Sweden