COP31 ANTALYA NOVEMBER 2026

GLOBAL GREEN ROAD CORRIDORS INITIATIVE 2026 PROGRESS UPDATE

FROM LOCAL PROGRESS TO GLOBAL TRANSFORMATION IN FREIGHT

The Global Green Road Corridors (GGRC) Initiative is catalyzing, connecting, and elevating zero-emission trucking corridors around the world. It brings partners together to address shared barriers, exchange practical experience, and connect corridor teams with technical expertise and funding opportunities.

Through this work, the GGRC Initiative turns individual corridors into proof points. By demonstrating zero-emission trucking in real-world conditions, they build confidence among governments, industry, and investors, and help catalyze supportive policies, mobilize investment, and accelerate adoption, moving from regional projects to transformation at a global scale. Catalyst Mobility's Global Drive to Zero program leads the GGRC Initiative with partners including UNEP, C40 Cities, ICCT, the International Transport Forum, Smart Freight Centre, and WBCSD. Individual corridors are led by these and other partners in local coalitions with public and private stakeholders on the ground. The GGRC Initiative is also part of the Global Climate Action Agenda's Plan to Accelerate Solutions for Green Transport Corridors, under its first axis on transitioning energy, industry, and transport.

At COP31, Türkiye is launching the Global Green Freight Corridors Initiative, a country-led platform bringing political leadership to freight corridors across all transport modes. The GGRC Initiative complements the Global Green Freight Corridors Initiative as the implementation mechanism for zero-emission trucking, showing how corridor-based approaches turn ambition into deployment, investment, and policy action, with lessons that can inform every mode.

IN PARTNERSHIP WITH

GLOBAL GREEN ROAD CORRIDORS IN ACTION

Examples from the past year across the GGRC Initiative partnership:

VISIBILITY AND OPPORTUNITIES

GGRC helped raise the profile of green freight corridors at key international forums in 2026. At the Bonn climate talks (SB64), corridor leaders, COP Presidencies, governments, NGOs, and businesses came together to advance implementation as part of the global climate action agenda. At NYC Climate Week, the I-95 and e-Dutra corridors were showcased to government and industry leaders from across the Americas, highlighting the growing role of corridors as platforms for collaboration, investment, and market transformation.

CROSS-CORRIDOR LEARNING

At the Global MOU Forum in Santiago in September 2026, three corridor sessions brought together leaders from the Hume Corridor in Australia, the e-Dutra Corridor in Brazil, and the Northern Corridor spanning six countries in East and Central Africa, as well as governments from across Latin America, Africa, and Europe, to exchange practical solutions for accelerating deployment, ranging from sharing grid capacity data to aggregating freight demand.

MARKET AND POLICY SIGNALING

Green freight corridors are embedded in Brazil's Climate Plan, its roadmap for implementing its NDC. In August 2026, the e-Dutra coalition of 55+ companies, including 7 OEMs and 6 shippers, met more than 20 federal representatives from 5 ministries, 2 regulatory agencies, and a federal public company, signaling strong government engagement and growing alignment around policies needed to accelerate zero-emission freight.

CATALYZE NEW CORRIDORS

In June 2026, Colombia's Ministry of Transport and companies including TCC, DHL, and BYD launched Ruta-E, the country's first zero-emission freight corridor, building on lessons from other GGRC Initiative corridors. Goal: 1,000+ electric trucks by 2032.

TARGETED PROBLEM-SOLVING

Trucks crossing borders need charging that works the same on both sides. With support from Catalyst Mobility and UC Davis, five governments in Mexico, the U.S., and Canada agreed in August 2026 to work toward common charger spacing, siting, and standards along I-5, aiming for electric trucks to run the full route by 2030.

ENABLING DEPLOYMENT AND SCALE

In Poland and Germany, a cross-border procurement test led by Smart Freight Centre matched shipper-approved freight volumes with electric-capable carriers outside normal tender cycles, while Polish carriers signed letters of intent for an initial fleet of 50 electric trucks.

THE PORTFOLIO IN NUMBERS

13	31	29K+	120+
ACTIVE CORRIDORS	COUNTRIES	KM OF FREIGHT ROUTES	ORGANIZATIONS

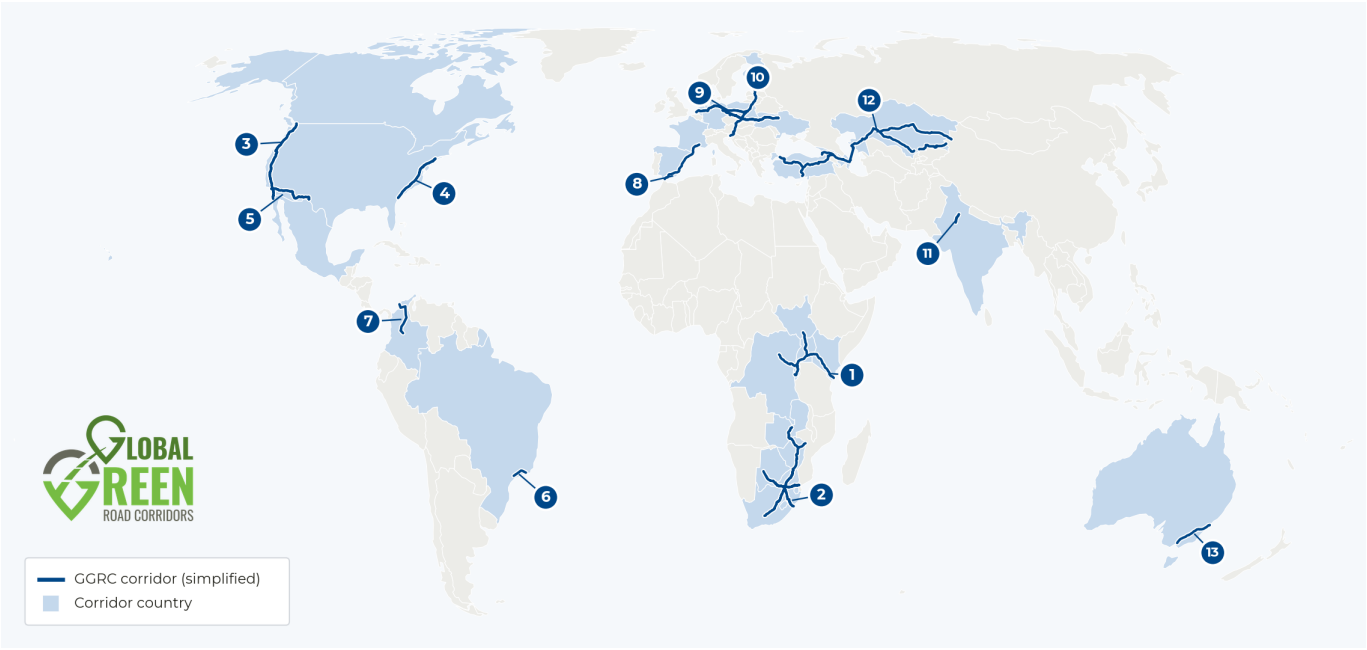
WHERE THE CORRIDORS STAND[1]

1	2	3	7
Assessment	Coalition formation	Planning	Implementation

Corridor footprint: **6** domestic | **7** cross-border | **6** world regions

[1] Figures are reported by corridor leads; not every corridor reports every indicator. Data as of November 2026.

THE GLOBAL GREEN ROAD CORRIDORS INITIATIVE PORTFOLIO



Stage of development: 1 Assessment (studying feasibility, freight flows, and/or emissions) **2 Coalition formation** (bringing partners and governance together) **3 Planning** (setting targets and planning routes, charging, and finance) **4 Implementation** (funding committed, with pilots or deployment under way) **5 Scaling** (zero-emission freight operating and expanding along the route).

1 Africa's Northern Corridor KE · UG · RW · BI · CD · SS	■■■■□	**Implementation**
2 Southern Africa Container Corridor ZA · LS · SZ · ZW · BW · ZM	■■■■□	**Implementation**
3 BC2BC (I-5) Canada · U.S. · Mexico	■■■■□	**Implementation**
4 U.S. I-95 East Coast United States	■■■■□	**Implementation**
5 U.S. I-10 United States	■■■□□	**Planning**
6 e-Dutra Brazil	■■■■□	**Implementation**
7 Ruta-E Colombia	■■■□□	**Planning**
8 Mediterranean Corridor Spain · France	■■■■□	**Implementation**
9 Poland–Germany Corridor Poland	■■■■□	**Implementation**
10 European Corridor to Zero NL · UA · FI · SI	■■□□□	**Coalition formation**
11 Delhi–Jaipur Corridor India	■□□□□	**Assessment**
12 Middle Corridor KZ · AZ · GE · TR	■■■□□	**Planning**
13 Sydney–Melbourne (Hume) Australia	■■□□□	**Coalition formation**

Corridors are led by partners on the ground: 1 Northern Corridor Transit and Transport Coordination Authority **2** United Nations Environment Programme **3** Catalyst Mobility / Drive to Zero and the Institute of Transportation Studies at the University of California, Davis **4** Catalyst Mobility and the New Jersey Department of Environmental Protection **5** Smart Freight Centre **6** Catalyst Mobility / Drive to Zero, Volkswagen Truck & Bus, Smart Freight Centre, and C40 Cities **7** Colombia's Ministry of Transport, Ministry of Mines and Energy, and Catalyst Mobility / Drive to Zero **8** Iberdrola **9** Smart Freight Centre, PragmaCharge, and the Polish New Mobility Association **10** AVERE Ukraine **11** International Council on Clean Transportation and the Regulatory Assistance Project **12** United Nations Environment Programme **13** NewVolt and Catalyst Mobility / Drive to Zero.

WHAT THE CORRIDORS ARE TEACHING US

Lessons from the partners leading the work on the ground

01 START WITH FREIGHT DEMAND

Several corridor plans are being built around real road freight demand rather than starting with chargers. In Poland and Germany, Smart Freight Centre and its partners pooled more than 3 million shipments from 23 shippers to find the lanes that can go electric first. e-Dutra and Ruta-E likewise brought shippers, carriers, and truck makers together to map demand, helping ensure infrastructure investment follows freight activity rather than leading it.

02 MAKE THE ECONOMICS WORK

The economics of electric trucking vary widely from one corridor to the next. Total cost of ownership can be compelling where operations are well optimized and fragile where electricity and land are costly, so funding and business models need to be designed around the unique market circumstances. The I-95 Clean Corridor Coalition funds charging by capacity, giving developers a predictable benchmark instead of a cost-share formula. Poland–Germany offers trucks and charging as services and secures volumes through forward procurement. On the Mediterranean, Iberdrola has moved to multi-purpose stations to keep its network viable without dedicated subsidies.

03 PLAN FOR POWER, NOT JUST CHARGERS

Electric trucks need reliable, high-capacity power where freight moves. On the Hume, NewVolt and partners are planning charging together with wind, solar, and battery storage, so trucks can run on low-cost local power. The NH48 demonstration points to pairing charging sites with electricity distribution planning, and on I-95, 138 of the planned ports will deliver a full megawatt each.

04 ALIGN ACROSS BORDERS

Freight doesn't stop at borders, and planning can't either. Five governments in BC2BC are working toward common charger spacing, siting, and standards along I-5. In Europe, cross-border Poland–Germany routes offer some of the strongest economics today, helped by Germany's electric-truck toll exemption. In East Africa, the Northern Corridor's authority coordinates action across six member states to harmonize planning and policy across the region.

05 LET DATA LEAD

Good investment starts with good evidence. The Northern Corridor now tracks truck emissions route by route through its Transport Observatory. The NH48 demonstration measured real-world energy savings and trip times across four truck classes. And the I-95 plan used freight flow modelling to place charging where trucks actually travel.

SHARED CHALLENGES

Across very different markets, many of the same challenges come up again and again: the high upfront cost of zero-emission trucks, securing sufficient vehicle utilization to support a strong business case, policy and regulatory uncertainty, and ensuring charging infrastructure expands in step with freight demand. These common barriers create valuable opportunities for people working on corridors across geographies to learn from one another, adapt proven approaches, and accelerate progress.

CORRIDOR CLOSE-UPS

Where eleven of the thirteen corridors stand today

E-DUTRA

Brazil · 402 km · São Paulo to Rio de Janeiro
Led by: Catalyst Mobility / Drive to Zero, Volkswagen Truck & Bus, Smart Freight Centre, and C40 Cities
Target: 1,000+ daily zero-emission truck trips by 2030

STATUS Implementation. A coalition of more than 55 companies works through dedicated working groups on infrastructure, business models, finance, and policy, while a subset of companies and C40 have prepared the corridor's first pilot.

DONE SO FAR Since COP30, the e-Dutra coalition has set up a Steering Committee and Secretariat, bringing together more than 55 companies, from shippers, carriers, and OEMs to charging operators and finance, working alongside government. A pre-feasibility study (April 2026) and a completed TCO analysis now guide four working groups on charging, business case, finance, and policy, while a charging planning tool is being validated.

GOOD PRACTICE Tackling vehicles, charging, finance, and policy together around one corridor instead of through separate initiatives, with each working group running a defined workplan built on shared technical analysis. A route-testing tool that models truck and battery performance, including elevation, ties charging plans to real operating conditions.

CHALLENGES Closing the cost gap between zero-emission and diesel trucks to turn shipper interest into firm procurement. No truck orders or emissions reductions are yet attributable to the corridor, as vehicle and charging deployment is still being prepared, with current trials focused on using passenger car charging infrastructure.



RUTA-E

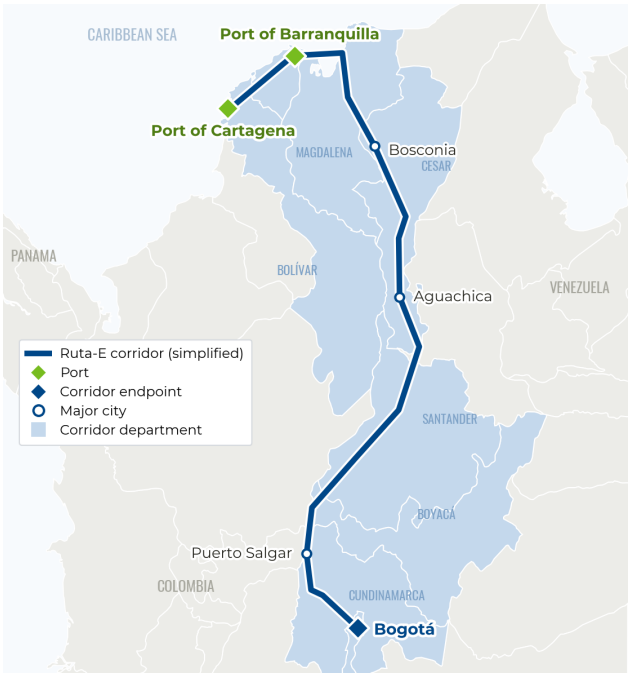
Colombia · 1,195 km · Bogotá to Cartagena
Led by: Colombia's Ministry of Transport, Ministry of Mines and Energy, and Catalyst Mobility / Drive to Zero
Target: 1,000+ electric trucks in operation by 2032

STATUS Planning. The corridor roadmap was reviewed with 35 companies at Ruta-E's second co-creation workshop, setting out the path from vision to implementation.

DONE SO FAR Launched in June 2026 by Colombia's Ministry of Transport and Drive to Zero, with industry partners including TCC, DHL, BYD, and Auteco Blue. At the second co-creation workshop, 35 companies across freight, charging, vehicle supply, finance, and road operations reviewed the corridor roadmap. A LOGYCA analysis found that the two priority nodes, in Cundinamarca and between Barranquilla and Cartagena, are among the busiest on the route and can be electrified with technology available today.

GOOD PRACTICE Co-creating the roadmap with the whole ecosystem, from carriers and shippers to charge point operators and financiers, and pairing it with early pilots and demand aggregation to give investors certainty. Charging starts at the high-traffic nodes companies see as most strategic, backed by a national incentive package for electric vehicles.

CHALLENGES Reducing investment risk for charging infrastructure and widening the supply of electric trucks in Colombia, where commercial electric vehicles today operate mainly in last-mile delivery.



BC2BC (I-5)

Canada · U.S. · Mexico · 2,222 km · Vancouver to Baja California
Led by: Catalyst Mobility / Drive to Zero and the Institute of Transportation Studies at the University of California, Davis
Target: initial buildout of 20 charging sites (2.5 MW+) and 3 hydrogen stations

STATUS Implementation. Electric trucks already run along much of I-5, anchored by California's robust policy and implementation ecosystem, and five governments in three countries have committed to closing the remaining charging gaps so heavy-duty electric trucks can run the full route by 2030.

DONE SO FAR Builds on California's leadership, where years of state investment and planning have already put truck charging along much of I-5, backed by a $1 billion state rebate program for electric trucks launched in May 2026. A $102.4 million federal Charging and Fueling Infrastructure award, led by Caltrans with Oregon and Washington, is extending the buildout north. In August 2026 at the Port of Long Beach, California, Oregon, Washington, British Columbia, and Baja California adopted a shared statement of principles to align policies, investment, and technical standards, including charger spacing, siting, and equipment. Market momentum is strong, driven by companies including Tesla and WattEV.

GOOD PRACTICE Cross-border alignment: five jurisdictions agreeing common charger spacing, siting, and standards, building outward from California's existing investment and planning. Feedback from fleets using the corridor will guide refinements so public charging investment goes where trucks actually need it.

CHALLENGES Federal headwinds in the U.S., including attempts to freeze NEVI charging funds and the revocation of California's Advanced Clean Trucks rule. Investment levels and the number of chargers needed, likely in the hundreds, are not yet set.



U.S. I-95 EAST COAST

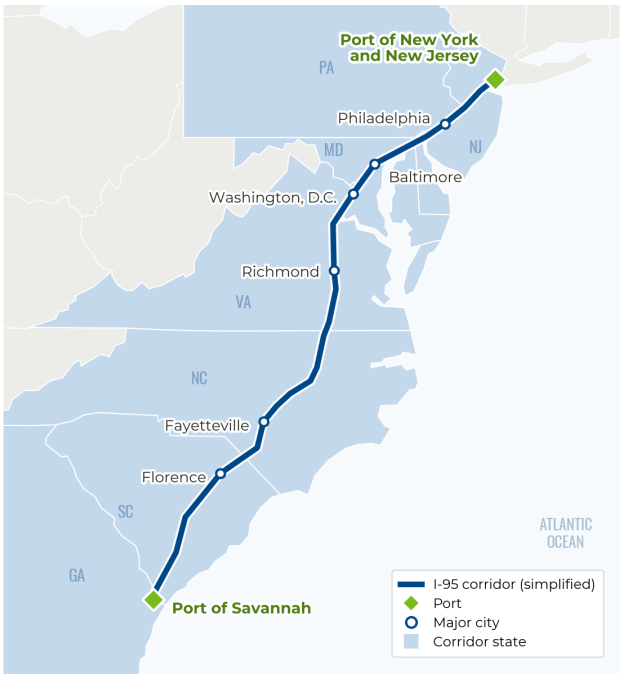
United States · 1,295 km · Savannah to the Port of New York and New Jersey
Led by: Catalyst Mobility and the New Jersey Department of Environmental Protection
Target: 24 charging sites with about 450 truck charging ports from Connecticut to Maryland

STATUS Implementation. With $249 million in federal funding secured and New Jersey's first solicitations open, I-95 is moving from a corridor plan to truck charging on the ground, with first site awards expected by early 2027.

DONE SO FAR Completed a U.S. Department of Energy-funded plan, shaped by more than 90 stakeholders, that maps charging and refueling needs across eight states from Savannah to New York and New Jersey through 2050. Alongside it, the Clean Corridor Coalition of New Jersey, Connecticut, Delaware, and Maryland, led by the New Jersey Department of Environmental Protection, was awarded $249 million from the U.S. EPA's Climate Pollution Reduction Grants to fund 24 sites with about 450 ports, including 138 one-megawatt ports. New Jersey has opened solicitations for charging sites and workforce training, with Mathtech leading program delivery and Catalyst Mobility leading workforce development.

GOOD PRACTICE Funding charging by capacity rather than by cost share. The coalition sets a ceiling tied to each port's rated power, up to $750/kW below 700 kW and $1,500/kW at 700 kW and above (capped at $20 million per site and at total project cost), giving developers more predictability than the NEVI program's 80% reimbursement. Sites build on community-first planning and NREL freight flow modelling, so charging goes where trucks actually travel.

CHALLENGES Delivering 24 high-power sites across four states over the next five years, so charging is in place as fleets switch, while the upfront cost of zero-emission trucks remains a barrier for many operators.



AFRICA'S NORTHERN CORRIDOR

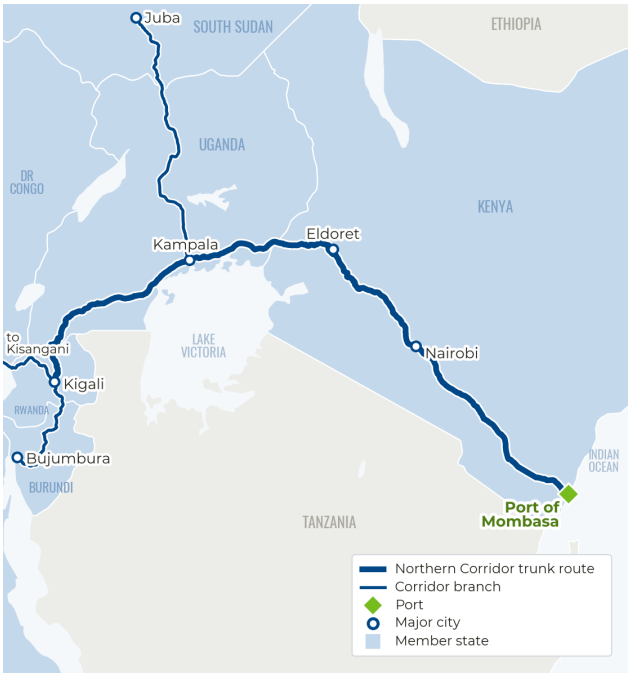
Kenya · Uganda · Rwanda · Burundi · DRC · South Sudan · ~12,700 km road network · Port of Mombasa to the Great Lakes region
Led by: Northern Corridor Transit and Transport Coordination Authority
Target: net-zero freight emissions corridor by 2050, with 10% gains in fuel efficiency and CO_2 intensity by 2030

STATUS Implementation. NCTTCA is turning its Green Freight Strategy 2030 into coordinated action on emissions monitoring, fuel-efficient operations, electric-freight readiness, and gender inclusion. Electric freight is still at an early stage, with a corridor-wide electrification readiness study under way.

DONE SO FAR Completed greenhouse gas baselines across all six member states and built an Emission Tracker into the Northern Corridor Transport Observatory for annual route-by-route monitoring. In 2026, NCTTCA signed an MoU with the Kenya Transporters Association to scale eco-driving, ran multi-country eco-driving and Smart Freight training for drivers and fleet managers, and launched the UNEP–NCTTCA Gender and Green Freight Programme, including electric drayage and port vehicle feasibility studies for the Port of Mombasa.

GOOD PRACTICE A multi-country coordination framework that brings together emissions data, industry partnerships, hands-on driver and fleet training, and gender-responsive programming. It links everyday gains in fuel savings, safety, and cost to regional climate and trade goals, with the Transport Observatory tracking progress in the open.

CHALLENGES Aging fleets and frequent empty backhauls push up fuel use, while affordable clean vehicles, charging and refueling infrastructure, and financing for fleet renewal remain limited. Data gaps and uneven technical capacity across member states call for sustained capacity building and harmonization.



SOUTHERN AFRICA CONTAINER CORRIDOR (N3)

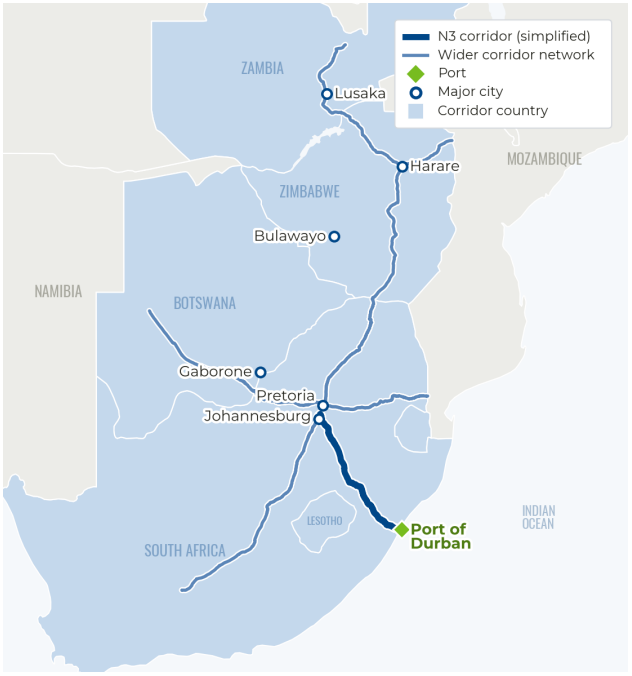
South Africa · 600+ km · Durban to Johannesburg and SADC
Led by: United Nations Environment Programme
Target: Develop a zero-emission freight corridor linking the Port of Durban with Johannesburg and South Africa's landlocked neighbors through renewable-powered truck charging, fleet electrification, and logistics partnerships.

STATUS Implementation. Two off-grid, solar-powered charging hubs opened on the N3 Highway in May 2026. Each provides 360 kW of charging capacity, with expansion to up to 720 kW announced in August 2026.

DONE SO FAR In March 2026, CHARGE and Zimi signed a three-year partnership to support electric freight operations, including reserved charging energy for commercial fleets. The two N3 hubs opened on 19 and 20 May. In September, a 4,000 km electric-truck trial began across South Africa's major freight routes, including the N3, testing vehicle performance and charging requirements.

GOOD PRACTICE Renewable-powered charging infrastructure is being deployed ahead of large-scale electric truck adoption. Off-grid solar and battery storage reduce reliance on constrained electricity networks, while fleet partnerships provide predictable charging demand and operational learning.

CHALLENGES Dedicated heavy-duty truck charging and battery-swapping infrastructure is still developing. Scaling requires higher charging power, reliable access for loaded long-haul vehicles, sufficient site coverage, and proven demonstrations of commercially viable fleet operations. The timing and scale of the full truck-charging network are not yet confirmed.



MEDITERRANEAN CORRIDOR

Spain · France · 1,500 km · Algeciras to Avignon
Led by: Iberdrola, with BP Pulse, Disfrimur, Primafrío, and Scania
Target: charging infrastructure to support 1,800 heavy-duty trucks, with 45% of planned capacity already installed

STATUS Implementation. Iberdrola has 65 truck charging or truck-ready stations in operation on its Spanish network, with 249 charging points and 67 MW installed, 45% of its planned capacity.

DONE SO FAR Built a network of 65 stations whose 249 charging points span the full power range: 121 up to 200 kW, 127 between 200 kW and 1 MW, and the first Megawatt Charging System (MCS) point in Southern Europe. Stations run from Andalusia through Murcia and Valencia to Tarragona and Barcelona, with links inland to Madrid and Zaragoza.

GOOD PRACTICE Adapting station design to market conditions. In response to the current regulatory environment and the lack of subsidies, Iberdrola has moved from truck-specific stations to multi-purpose stations that can serve different types of vehicles.

CHALLENGES The current regulatory environment and a lack of subsidies for both trucks and their charging infrastructure, which make dedicated truck-only stations hard to justify.



MIDDLE CORRIDOR (TRANS-CASPIAN)

Kazakhstan · Azerbaijan · Georgia · Türkiye · Multimodal Asia–Europe corridor
Led by: United Nations Environment Programme
Target: Support the transition towards a low- and zero-emission multimodal freight corridor through road electrification, efficient road–rail–maritime connections, digital trade facilitation, and coordinated infrastructure investment.

STATUS Planning. Kazakhstan is advancing road electrification through highway investment incorporating EV charging pilots and preferential tolling for electric vehicles. Port modernisation and digital freight procedures are also improving multimodal connectivity across the Caspian Sea.

DONE SO FAR In 2026, the EBRD announced up to EUR 230 million for upgrading 234 km of Kazakhstan's Aktobe–Ulgaisyn highway, with associated EV charging and green tolling commitments. At Kuryk Port, completed infrastructure upgrades reduced vehicle ferry processing times from 10 to 6 hours. In July, five paperless multimodal eTIR operations were successfully completed across the Caspian Sea, connecting road and maritime freight movements. Baku Port is also assessing new truck parking and terminal facilities.

GOOD PRACTICE Integrating truck electrification with multimodal logistics improvements and digital trade facilitation. Coordinated investments in highways, ports, and border procedures can reduce operational inefficiencies, support more efficient use of transport modes, and establish the infrastructure needed for future zero-emission freight.

CHALLENGES Fragmented cross-border procedures, ferry capacity constraints, and insufficient truck facilities continue to affect freight efficiency. Dedicated heavy-duty charging infrastructure, zero-emission truck deployment, and corridor-wide emissions monitoring remain to be developed.



DELHI–JAIPUR (NH48)

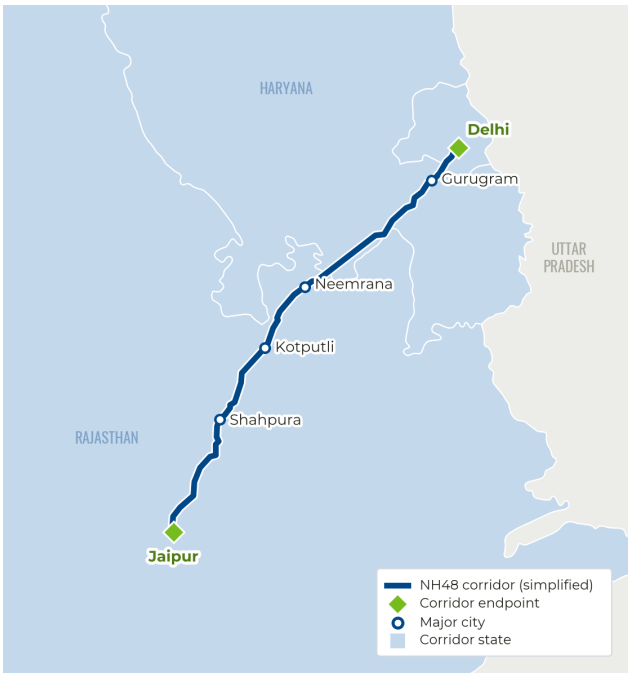
India · 280 km · Delhi to Jaipur
Led by: International Council on Clean Transportation and the Regulatory Assistance Project
Target: 20,000+ chargers by 2050

STATUS Assessment. A real-world zero-emission truck demonstration on NH48, reported by Smart Freight Centre in 2025, has tested how electric trucks perform on one of India's busiest freight routes.

DONE SO FAR The demonstration ran trucks in four classes, from 5.5 to 55 tonnes, on a route chosen for its high freight density, industrial activity, and renewable energy potential. The trucks cut energy costs by 20 to 26% and tank-to-wheel CO_2 by 38 to 175 kg per trip. The study estimates that a 15% shift to electric trucks would avoid around 35,000 t of CO_2 a year.

GOOD PRACTICE Planning depot charging and public fast and ultra-fast charging as one connected network, sited using toll traffic, truck stops, and nearby substations. Siting is paired with planning by electricity distribution companies (DISCOMs) and with renewable power.

CHALLENGES Fitting electric trucks into real operations. In the demonstration, trips took 2.3 to 3.2 hours longer and added 22 to 34 km of non-revenue travel. Scaling depends on reliable charging, suitable land, grid capacity, lower vehicle and infrastructure costs, and high utilization. The study finds total cost of ownership parity is within reach at around 6,000 km a month with partial depot charging.



SYDNEY–MELBOURNE (HUME)

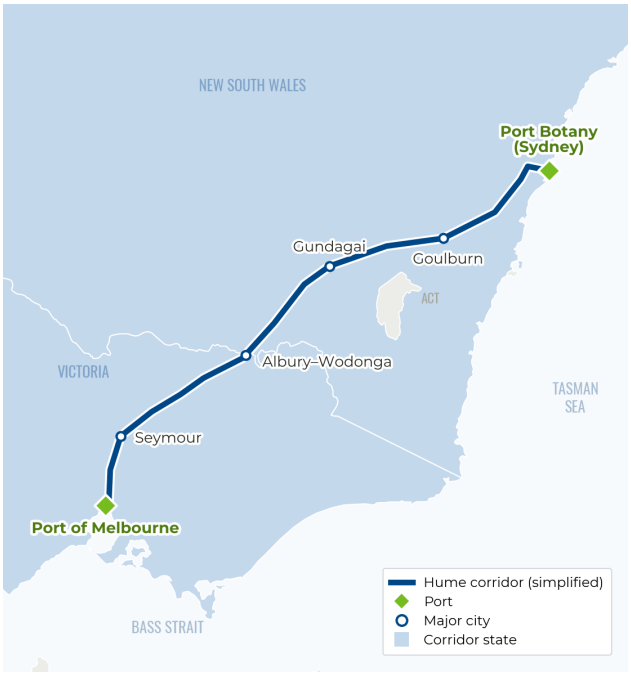
Australia · 880 km · Sydney to Melbourne
Led by: NewVolt and Catalyst Mobility / Drive to Zero
Target: 1,000+ daily ZE truck trips and ~400,000 t of CO_2 avoided per year by 2030

STATUS Coalition formation. NewVolt and Drive to Zero are building an industry consortium and modelling the corridor's economics before committing to infrastructure.

DONE SO FAR Electric trucks from Volvo, Daimler, and Windrose have completed runs along the Hume, showing the route can be driven electric. Early modelling indicates around six charging locations could serve the full corridor, and fleets, OEMs, energy and infrastructure providers, and government are being brought into a single consortium.

GOOD PRACTICE Treating road freight as an energy challenge: planning charging, renewable generation, and battery storage together so trucks can run on the corridor's own low-cost wind and solar power. Competing charging providers are at the same table, with network roaming on the agenda.

CHALLENGES Making the business case work for fleets. Total cost, vehicle utilisation, driver hours, and residual values do not yet add up on their own, and electric long-haul runs need to fit a roughly 10 to 12 hour window to avoid adding driver shifts.



POLAND–GERMANY CORRIDOR

Poland · Germany · A2 and A4 motorways · Warsaw · Poznań · Piotrków · Wrocław · Katowice

Led by: Smart Freight Centre, PragmaCharge, and the Polish New Mobility Association

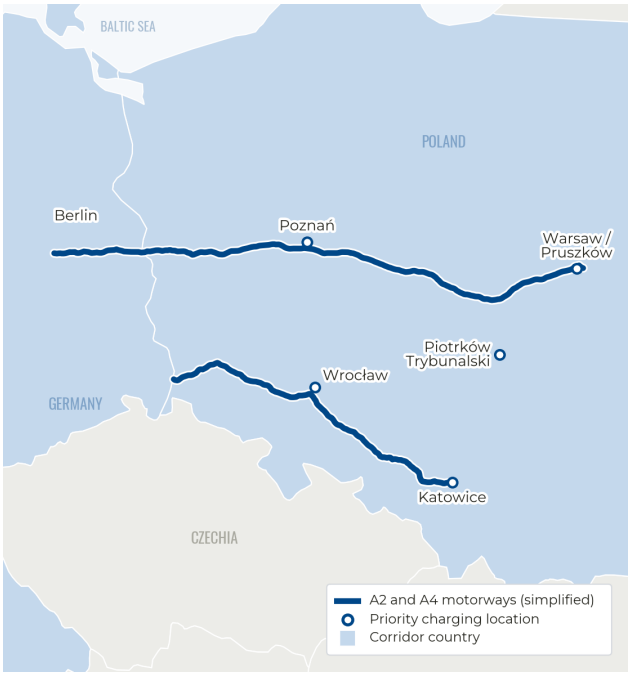
Target: accelerate commercially viable battery-electric heavy-duty freight along the Poland–Germany corridor and create a scalable model for zero-emission long-haul trucking in Europe

STATUS Implementation. The consortium has moved from aggregating and analyzing freight demand toward activating specific electric-truck use cases. More than 3 million annual shipments from 23 shippers have been brought into the project, while work is now focused on matching viable lanes with carriers, charging, and competitive commercial offers. Cross-border Poland–Germany routes currently provide some of the strongest economics, supported by Germany's electric-truck toll exemption.

DONE SO FAR Built a large, aggregated freight dataset to identify electrifiable lanes and charging hub locations, with approximately 2 million shipments identified as potentially electrifiable in project analysis. The project has helped shape priority charging locations around Warsaw/Pruszków, Poznań, Piotrków Trybunalski, Wrocław, and Katowice, while Polish carriers have signed Letters of Intent covering an initial fleet of 50 committed electric trucks. A cross-border RFP has also tested a forward-contracting model that connects shipper-approved Poland–Germany volumes with electric-capable carriers separately of normal tender cycles.

GOOD PRACTICE A demand-led corridor model that starts with real freight flows rather than infrastructure alone. Shipper data is aggregated and anonymized to identify viable routes, complementary return loads, and charging hotspots; those opportunities are then connected with carriers and commercially structured through e-Trucking-as-a-Service, Charging-as-a-Service, and forward procurement. This aligns shipper demand, truck utilization, and charging investment around the same freight flows.

CHALLENGES The economics remain highly sensitive to truck utilization, charging costs, subsidies, and road-toll policy. Domestic Polish operations are generally harder to make competitive than cross-border Germany routes, while carriers need sufficient annual mileage and longer-term volume certainty to justify five-year electric-truck commitments. Uneven freight flows can also create empty running, making backload matching and aggregation across multiple shippers important, while charging deployment still needs to keep pace with the routes being activated.



WORK WITH GGRC

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ADD YOUR CORRIDOR

Corridors are the heart of the GGRC Initiative. If you lead a corridor project with a defined route, a committed lead organization, and a dedication to decarbonizing freight, join a global network of peers sharing tools, data, and lessons to move faster.

BECOME A PARTNER

Contribute expertise, tools, networks, or funding.