Efficient and affordable Zero Emission logistics through **NEXT** generation **E**lectric **TRUCK**s

D9.5
Plan and Reports on Capacity building and Reference Group activities

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ABBREVIATIONS AND ACRONYMS

Abbreviation	Meaning
KPI	Key Performance Indicator
ZEV	Zero Emission Vehicle

EXECUTIVE SUMMARY

This deliverable outlines the project's approach to capacity-building and collaboration with external stakeholders including a dedicated Advisory Board and Reference Group. Stakeholder engagement has been advanced through training courses hosted by the ERTICO Academy, covering topics from fleet decarbonisation to digital twins and business models. These trainings include both online modules and in-person events, with the first physical session scheduled in Barcelona in September 2025.

Partnerships with key European networks like EARPA, AVERE, and 2ZERO have also been strengthened, ensuring strategic alignment and knowledge exchange. The Reference Group continues to grow, comprising stakeholders from academia, industry, and public authorities, contributing sharing insights and providing feedback. Despite delays, particularly in pilot implementation, upcoming events and webinars aim to deepen engagement and showcase project innovations. The planned initiatives are expected to significantly boost the visibility, uptake, and long-term impact of the project's outcomes.

1 INTRODUCTION

1.1 About NextETRUCK

NextETRUCK is a 3-year Horizon Europe project that develops Zero Emission Vehicle (ZEV) concepts tailored for regional medium freight haulage. It is running from 1 July 2022 to 31 December 2025. The project aims at playing a pioneering role in the decarbonisation of vehicle fleets, demonstrating next-generation e-mobility concepts. It also contributes to the development of zero-emission vehicles and ecosystems that are holistic, innovative, affordable, competitive, and synergetic.

NextETRUCK is expected to build concepts tailored for regional medium freight haulage with at least a 10% increase in energy efficiency compared to existing highest-end benchmark electric vehicles. In addition, it shall prepare concept and infrastructure demonstrators for fast charging and offer new business models to increase end-user acceptance and foster the market uptake of the project solutions. The project's consortium consists of 19 partners from 8 countries: The Netherlands, Belgium, Germany, Spain, Greece, Austria, Turkey, United Kingdom. The project's coordinator is TNO (Netherlands Organization for Applied Scientific Research). NextETRUCK shall conduct demonstrations in Istanbul, Barcelona, and the UK.

1.2 Purpose of the deliverable

This deliverable provides an update on the liaison between the involved partners of NextETRUCK, external stakeholders and the dedicated reference group of the project. On the one hand, this report fosters the accountability of partners to deliver their tasks, which were outlined in the grant agreement. It also sets out a strategy for the remaining duration of the project. The latter remains under analysis until a final decision on the duration of a project

extension is made. The discussions that led to the outlines in the segments below included all involved partners of task 9.4, who contributed according to their roles.

Table 1: Partner contribution in task 9.4 according to the grant agreement

Partner:	Partner contribution in the task:
POLIS	Sharing the good practices publicly, organizing webinars
ERTICO	Training module design
CERTH	Networking with various stakeholders
VUB	Scientific dissemination
CENEX UK	Developing training courses on fleet decarbonization and supporting the meeting with Reference groups.

1.3 Structure of the deliverable and its relationship with other deliverables in work package 9

This document highlights the aspects related to capacity-building and the liaison between the NextETRUCK partners and the reference group. It is linked to the deliverables relating to communication and dissemination activities. All broader communication activities are outlined in *D9.1 Dissemination and Communication Strategy* and its related annual updates, of which the latest version is *D9.3 Dissemination activities report Year 2 update,* submitted on Month 25. Thus, the results of the project communication will be highlighted in the final version of this document, D9.4, due by the end of the project.

D9.3, which was published in July 2024, outlines all relevant dissemination key performance indicators (KPIs), as well as related channels and tools, including online dissemination through social media channels and the project website, as well as physical materials, such as the rollup banner and the updated leaflet. Since an annual tracking of KPIs and the adjustment of targets is made, and further updates will be made by the end of the project, NextETRUCK suggests this document for further information.

2 STAKEHOLDER ENGAGEMENT

2.1 Networking initiatives with European associations/partnerships

To strengthen the networking dimension of Task 9, partnerships with EARPA (European Automotive Research Partners Association), E-Mobility Europe (formerly AVERE), and the 2Zero partnership will be actively enabled and integrated into both strategic planning and operational execution. These organisations bring complementary expertise and networks that can significantly enhance the project's outreach, relevance, and impact.

A first step will be to formally invite EARPA, E-Mobility, and 2ZERO to join the NextETRUCK Reference Group. Their participation would ensure a broader exchange of knowledge and practices beyond the project consortium. EARPA could contribute insights from the automotive R&D community, providing valuable connections with OEMs and research institutions. E-Mobility's experience in promoting electromobility across Europe would be crucial in engaging public authorities and end users. Meanwhile, 2ZERO, as a co-programmed European Partnership, could ensure strategic alignment with EU-level policy and funding directions. Thanks to existing ties between the above-stated initiatives and consortium partners, such as the communication responsible of ERTICO and POLIS, NextETRUCK is confident to promote the Reference Group among these groups as part of its communication work for the remaining duration of the project.

Beyond participation in the Reference Group, these partners should be engaged as co-creators in training and peer-to-peer learning activities. Collaborating with the ERTICO Academy, training modules and online courses can be enriched through expert contributions from EARPA, AVERE, and 2ZERO. This would strengthen the educational offering targeting local authorities, logistics operators, and fleet managers interested in adopting zero-emission commercial vehicle practices. These sessions can also be used to facilitate peer learning across sectors, driven by real-world insights from partner organisations.

These partners can help promote NextETRUCK's guidance documents, webinars, and training events through their established communication channels, such as newsletters, events, and policy platforms. In parallel, EARPA's working groups could serve as a bridge to the R&D community, enabling the circulation of project findings and the identification of new research and innovation opportunities.

Finally, synergies with these partners could be cultivated through co-organisation of thematic workshops and policy dialogues at major European events, such as the ITS Congress and the annual POLIS Conference. These joint efforts can provide platforms for discussing key findings, gathering feedback, and influencing wider policy and market dynamics.

2.1.1 NextETRUCK partners' initiatives

Within EARPA, dissemination activities will be led by VUB (Vrije Universiteit Brussel) and CERTH (Centre for Research and Technology Hellas). Both institutions are established contributors to the European automotive R&D landscape and maintain active participation in EARPA working groups. These partners will present project findings—particularly those relating to vehicle technologies, powertrain innovation, and integration of zero-emission solutions—during EARPA's internal events, Foresight Group sessions, and relevant task force meetings. This will position NextETRUCK's research within ongoing dialogues on the future of road transport innovation in Europe.

For the 2Zero Partnership, dissemination will be coordinated by VUB, CERTH and ERTICO, who are both involved in European partnerships and policy-level engagement. These partners will represent NextETRUCK at 2Zero's official events, such as stakeholder forums and General Assemblies, ensuring that project outcomes contribute to and align with the 2Zero Strategic Research and Innovation Agenda (SRIA). Potential presentations will focus on systemic challenges, policy recommendations, and cross-sector collaboration to accelerate the deployment of zero-emission freight solutions. In addition to VUB, CERTH, and ERTICO, it is important to highlight that AVL, CENEX, CIDETEC, FORD OTOSAN, and TECNALIA are also members of the 2Zero Partnership. Their active participation in various 2Zero working groups positions them to significantly contribute to stakeholder engagement efforts by bringing in diverse perspectives from research, industry, and innovation implementation.

2.2 Stakeholder engagement through training

As part of its commitment to sharing knowledge, best practices, and methodologies that support the electrification of urban deliveries, NextETRUCK offers a series of online and in-person training sessions. These aim to engage a broad range of stakeholders, share the project's perspective on urban freight electrification and other related topics, and highlight key takeaways from the development of innovative tools and technologies that drive deployment.

The training activities under NextETRUCK are designed with the following key objectives:

- **Consolidate and transfer expert knowledge** developed throughout the project.
- **Create a legacy** by ensuring continued access to project insights and methodologies beyond the duration of the project.
- **Integrate the training modules** into broader Intelligent Transport Systems (ITS) portfolios, particularly through their inclusion in the ERTICO Academy.
- **Enhance the skills** of public authorities and industry stakeholders involved in urban freight electrification.
- **Foster knowledge-sharing** across the mobility sector by engaging a diverse group of professionals in the learning process.

Although, according to the Grant Agreement, 2 trainings should be provided per year, the preparation of the training programme began during the project's third Dissemination Phase

– Consolidating and Transferring Knowledge (Months 25–36). Project results and insights from the pilot sites and different innovations will be shared, so it was agreed to initiate the training once there was tangible progress from the pilot sites.

2.2.1 Training and e-courses

Eight e-courses, led by consortium members responsible for key tasks, will present the project's methodologies, tools, and vision. The goal is to inspire participants to apply these insights in similar initiatives. The courses are hosted on the ERTICO Academy e-learning platform offering training on various mobility-related topics, delivered by experts from ERTICO, its partners, and project members.

The online courses seek to provide tailored learning paths, enabling participants to choose modules aligned with their specific interests and professional needs, supporting a more personalised learning experience based on their previous knowledge. The first modules will address the electrification of e-fleets from a broader perspective, shedding light into the current state of the art, whereas the following modules will delve into the project's innovations, innovation management and business models, offering a more technical and hands-on learning for industry professionals to apply to further projects and initiatives. In this line, a series of eight physical training is foreseen as a more practical follow-up of the activities from the online courses. However, interested participants will be able to follow them regardless of their online participation.

2.2.2 Reporting of achievements

The e-course were defined, broken down into three modules as outlined below:

Training course series		Partner providing content
Module 1: The future of sustainable urban freight – Trends, challenges & the NextETRUCK mission	Course 1: Global trends and standardisation in commercial freight transport	TNO
	Course 2: Challenges in electrification and decarbonisation	CENEX UK
	Course 3: Fleet energy management systems	CERTH
Module 2: Technical Deep dive: Innovations, demo & Digital Twin	Course 1: NextETRUCK innovations: Tools and data collection/analysis	CENEX
	Course 2: Digital twin in fleet electrification: measurements & data collection components	CENEX/VUB/TNO/AVL

	Course 3: Digital twin in fleet electrification 2: Digital vs real-time analysis and benefits	CENEX/VUB/TNO/AVL
Module 3: Business models & exploitation best practices	Course 1: Exploitation roadmaps in fleet electrification	ERTICO
	Course 2: Renewable energy, battery systems and sustainability	CENEX UK/VUB
	Course 3: Business models and deployment	CERTH

Some other considerations have also been identified and defined, as the audience, mainly targeting logistics fleet managers, local authorities and transport professionals looking to transition to zero-emission commercial vehicle operations, as well as policymakers, business strategists and technology providers in the field of fleet decarbonisation. A pre and post training surveys will be shared with participants to evaluate whether their expectations were fulfilled and if they acquired the anticipated level of knowledge. Additionally, the course criteria have been established at a required 80% score on module quizzes to obtain a certificate of completion.

To ensure that content is presented harmoniously and ensure unified NextETRUCK branding, a set of guidelines have been determined for all partners to consider when creating their content.

As for the physical training, the first module will take place during the Barcelona demo event, leveraging that the audience that will be present at this event and the fact that the IRIZAR vehicle will be physically present. Although some concepts have been pre-defined as part of the physical modules, such as practices exercises around specific use cases, including Digital Twin, exploitation opportunities or business model development, these are subject to potential changes depending on the partners' availability to host in-person activities and the project's progress.

2.2.3 Plans & Deviations

Some delays in the provision of the content for Module 1 have affected the timeline for the delivery of the subsequent trainings. Even if it is possible to complete each course individually, a follow-up is planned for those participants interested in completing all modules. Hence, modules 2 and 3 will not be publicly released until Module 1 is launched.

The first physical training was planned for May 2025, as part of the agenda of demo event in Barcelona, and another one at the ITS European Congress 2025 in Seville, as a follow up of the Special Interested Session on Digital Twin provided by project partners ERTICO, TNO, VUB, Ford Otosan and AVL. Due to delays from the pilot site and the online e-courses, through which it is also intended to engage the audience to participate in the physical ones, it was decided to postpone them towards the last year of the project.

2.2.4 Training course on fleet energy management systems

2.2.4.1 Scope of the course

The Fleet Energy Management Systems training course is designed to equip fleet operators, depot managers, logistics planners, energy managers, and infrastructure developers with the knowledge and skills necessary to effectively plan, implement, and manage energy systems for electric vehicle fleets. The course provides both strategic and operational insights into decarbonisation, infrastructure planning, real-time charging management, and optimisation using digital tools developed within the NextETRUCK project.

Participants will be introduced to key decision-support tools and digital platforms developed by project partners—CENEX NL, CENEX UK, and PANION/K2—which assist with early-stage planning, daily energy operations, and dynamic fleet charging optimisation. The course aims to contribute to the technical capacity of stakeholders responsible for the transition to zero-emission logistics.

2.2.4.2 Reporting of achievements: initial course outline

This training course begins with an overview of the energy-related challenges faced by fleet operators and the key principles of transitioning to zero-emission logistics. Participants will then explore practical methods for assessing site-level charging needs, planning infrastructure deployment, and managing day-to-day operations using digital decision-support systems (See Annex 2). The course is structured into the following five sections.

Section 1: Introduction to fleet energy management in the context of decarbonisation
Content: Overview of energy challenges in electric fleet operations; Role of digital tools in supporting decision-making; Key principles of zero-emission fleet transition

Section 2: Using the Fleet Decarbonisation Strategy tool (CENEX NL)
Content: Inputs and outputs: fleet size, site energy constraints, and charger combinations; Assessing energy supply coverage, peak grid demand, and self-consumption potential; Limitations of the tool and planning implications.

Section 3: Strategic infrastructure planning with the Eco-Charging Strategy tools (CENEX UK)

- **Sub-tool 1: Future Infrastructure Strategy tool**
  Content: Long-term planning for depot infrastructure needs; Allocation of vehicles to charge points and identification of needs; Generating depot-specific energy demand profiles.
- **Sub-tool 2: Real-Time Fleet Charging Management tool**
  Content: Managing daily fleet charging operations; Real-time location tracking and dynamic charging allocation; Load balancing and depot energy optimization.
- **Sub-tool 3: Infrastructure Deployment Evaluation Tool for En Route Charging**

Content: Identifying suitable sites for new charging stations; Financial viability forecasting and infrastructure sizing; Applications for charge point operators and public sector planning.

Section 4: Charge Management and Planning System (PANION/K2)
Content: Integration with fleet routing and logistics planning; Development of shift-aware charging plans; Optimization for cost, battery health, and grid interaction using digital twins; Real-time monitoring: adapting to delays, consumption changes, or unexpected issues.

Section 5: Wrap-up and future applications
Content: Summary of tools and their integration into broader fleet management strategies; Discussion on scaling and integrating systems across larger operations; Q&A and feedback

3 REFERENCE GROUP INVOLVEMENT

The reference group, which was created in the first months of the project and is a growing group of stakeholders that has close ties with NextETRUCK. This includes, first and foremost, a close line of communication with the members, a strong involvement in the three NextETRUCK pilots through the invitation to participate in planned dedicated pilot events, as well as opportunities of exchange with the partners, including aspects of project result validation and feedback. In this segment, the members and composition, first cooperation between NextETRUCK and its reference group members and future plans are outlined. The following aspects and plans are in line with the grant agreement, which outlines the task of the reference group as follows:

The project will establish a Reference Group to engage public authorities, companies and interested parties outside the consortium, in exchanging information, experience and best practices with the project partners. The Reference Group members will have the opportunity to provide requirements or feedback to the project and will be regularly informed about the project's news and work progress. The group will meet at least twice a year (also digitally) and support and guide relevant WPs activities.

3.1 Members & composition

NextETRUCK considers its Advisory Board and Reference group as a continuously growing group of experts from partners' networks the AEVETO-cluster, cities & regions, OEMs, academia and other stakeholders with an interest in the decarbonisation of medium-sized urban road freight transportation.

After an initial call for participants in the beginning of the project, a first group was set up (see Table "Registered participants"). The invited stakeholders were selected by POLIS, based on suggestions from the consortium. The initial group was based on the participants of the first hybrid meeting, which took place on 1.12.2023 and outlined the NextETRUCK project, its aims, innovations, pilots and stakeholder engagement plans.

Since the consortium aimed to intensify engagement with the group beyond existing online materials, events or webinars, with the start of the pilots (as explained in progress segment below), invitations for the pilot kick-off event in Barcelona were sent to the existing group and further invitations to join the group were sent AEVETO cluster members, stakeholders, as well as representatives from cities and regions. More than 50 additional invitations were sent in Q2 2025 in preparation for the first physical unveiling of the truck.

These efforts were fruitful and resulted in an additional thirteen new members by the time of writing (23.06.2026). This preliminary number of stakeholders, which are listed in the table below, is expected to rise in Q3 2025 due to the expected attractiveness of the Barcelona pilot kick-off.

Registered members of the Reference Group

(Status: 23.06.2025)

Number	First Name	Last Name	Organisation
1	Ezio	Spessa	Politecnico di Torino
2	Simone	Ehrenberger	German Aerospace Center
3	Mingchu	Liu	ABB E-mobility
4	Marco	Mammetti	Applus IDIADA
5	Dimitris	Kontses	Aristotle University of Thessaloniki/EMISIA
6	Alice	Scotti	ALICE
7	Yancho	Todorov	VTT Technical Research Center of Finland
8	Ezio	Spessa	Politecnico di Torino
9	Ahu Ece	Hartavi Karci	University of Surrey
10	Christof	Schernus	FEV
11	Benedetta	Trignani	2Zero Partnership
12	Ben	Kraaijenhagen	Vrije Universiteit Brussel
13	Simon	Edwards	Ricardo

Registered participants list NextETRUCK Reference Group Meeting

1 December 2023 - 10.00-12.30 - Hybrid

First Name	Last Name	Job Title	City
Pedro	**Fernandez**	Head of Department	Madrid
Lola	**Ortiz**	General Director of Planning & Mobility Infrastructures	Madrid
Julia	**Hildermeier**	Senior Associate EU	Brussels
Dieter	**van der Put**	Group Vice President Commercial Powertrains	Aachen
Jasper	**Konings**	Director eTruck market	Veldhoven
Nele	**Sergeant**	Policy officer	Brussels
Thill	**Arnaud**	Business Operations & Strategy Manager	Paris
Zuzana	**Púčiková**	Manager	Brussels
Lucie	**Beaumel**	Director	Brussels
Thomas	**Graham**	Fleet Operations Manager	Greater Northampton Area
Baerte	**de Brey**	Manager	Utrecht

3.2 Progress

The members of the stakeholder group were encouraged to connect with partners, sign up for all project communication channels and the newsletter. Participation in the group was also encouraged during the mid-term review event, which took place on 21.2.2024, and was attended by nearly 50 stakeholders, including members of the group. Further invitations included previous webinars and other joint dissemination events.

Based on internal discussions inside the consortium, the aim was to strongly involve the reference group and organise dedicated meetings once the pilots in the three initial pilot locations of Barcelona, Istanbul and London start. Since the showcase of desk research, studies, academic results and laboratory tests of components without public access did not require physical meetings, a focus was put on the planning of webinars and an outline for e-courses (see 3.3.2).

The preliminary conclusion of the current situation is that an increase in engagement with the group is expected. This is due to the additional publication of project results and the start of the delayed pilots in the three NextETRUCK pilot cities. Its plans are outlined in the chapter below.

3.3 Plans for Advisory Board and Reference Group

This chapter outlines the expected plans until the end of the project. Itis divided by event type, followed by a chronological list of planned events, while taking potential delays into consideration. These depend on the rollout of trucks, vehicle tests and the potential change in the composition of the project consortium. Thus, the following outline assumes that currently ongoing internal processes will be successfully finalised close to the publication date of this deliverable.

3.3.1 Physical events

Barcelona Pilot kick-off event:
This full-day event will take place on 25 September 2025 at ‘Port Olimpic’ in Barcelona, Spain, and will be organised in connection with the annual NextETRUCK general assembly. While the administrative aspects are confirmed by the time of writing, a detailed agenda with confirmed speakers cannot be published yet.

This full-day event aims to showcase the truck, explain the innovative aspects of the truck, as well as its route, related challenges and data-gathering methods. The intended audience are the reference group members, local stakeholders from Barcelona, Catalonia and Spain, as well as affiliated members of consortia from the AEVETO cluster.

<u>The following aspects will be the main pillars of the agenda:</u>

- Introduction to the NextETRUCK project, its pilots and innovations
- Local challenges and mitigation strategies related to the decarbonisation of urban freight

- Introduction to the truck, pilot, daily route of the truck, as well as the testing of components and expected results
- Stakeholder workshop in breakout groups that allow a thorough discussion about the tested innovations of the Barcelona pilot, such as megawatt charging
- Broader challenges for cities and regions related to urban freight & access policy and decarbonisation

Istanbul & London Pilot Kick-off Events:
Besides initial discussions with the local partners of Ford Otosan, no advanced plans were made so far with the relevant partners, as the consortium first requires a tentative outline of the London pilot, as well as information about potential cooperation with other local events. Pilot activities for Istanbul are expected to commence in November. The results and learnings from the Barcelona Kick-Off event in September 2025 will be applied in the organisation of the other two events.

Potential adjustments might occur, depending on delays of truck rollout, contractual delays or combinations with events that are further in the future, such as the ITS Europe Congress, which will take place from 27-29 April 2026 in Istanbul. A similar event combination might occur with the London pilot and the tentative CENEX Expo 2026.

3.3.2 Online events & webinars

Online stakeholder workshops are aiming to foster exchange between the NextETRUCK consortium and the Reference Group, thanks to a bidirectional discussion that helps the consortium to potentially validate project results and the Reference Group to gain detailed insights into (preliminary) project results.

Even though the agendas of each online- or physical workshop needs to be adjusted to the wants and needs of both groups, the consortium can still outline framework for these workshops, which will include the following elements:

- Welcome words & tour de table
- Introduction to the NextETRUCK project and status
- Presentation of work package results and related challenges
- Pilot updates and preliminary results
- Open discussions in breakout rooms with NextETRUCK experts, facilitated by moderators from VUB / POLIS / ERTICO
- Concluding remarks

The duration and schedule depend on the involved consortium partners and experts that will lead the discussion, but online meetings are foreseen to last up to half a day, while physical meetings, which also will include truck presentations and potential site visits, should last a full day.

Webinars:

Due to previously successful NextETRUCK webinars, which focused on the current state of play of zero-emission heavy-duty freight vehicles, as well as digital twinning and megawatt charging, further webinars will be organised within the remaining timeframe of the project. Agendas and durations will mimic previous webinars of 60-90min with a focus on a single topic.

The latter potentially include the NextETRUCK focus innovations, which includes e-powertrain- and thermal management solutions, business models, as well as LCA & TCO, in addition to the topics that were previously covered by webinars.

The long-established rhythm of monthly communication meetings with all project partners will help the decision-making on content and duration of the webinars. Additionally, results related to the three pilots are also potential webinar topics.

3.3.3 Tentative chronological list of previously outlined virtual and physical dissemination events

Date / Timeframe	Event Name	Aim	Location
25.9.2025	Barcelona Pilot Kick-off Event	Present Barcelona refuse truck, route and local challenges.	Barcelona
Q4 2025	Online stakeholder workshop	Dedicated virtual workshop with Reference Group to discuss innovative project aspects and tentative results	Virtual
Q1 2026	Online stakeholder workshop	Reference Group workshop with a focus on tests related to Istanbul pilot	Virtual
Q1 2026	Istanbul pilot Kick-off Event	Presentation of Ford Otosan trucks, routes and first pilot results	Istanbul
Q2 2026	Online stakeholder workshop	Reference Group workshop with a focus on tests related to London pilot	Virtual
Q2 2026	London pilot Kick-off Event	Presentation of trucks, routes and first pilot results	London
Q3 2026	Online stakeholder workshop	Dedicated virtual workshop with Reference Group to discuss innovative project aspects and tentative results	Virtual
Q4 2026	Physical stakeholder workshop	In combination with POLIS Conference 2026 or at POLIS in Brussels	Physical

4 CONCLUDING REMARKS

As outlined in the introduction of this deliverable, the consortium, particularly the partners involved in WP9, recognises both the opportunities and the challenges associated with completing the remaining dissemination tasks and engaging a wider audience through the reference group and planned dissemination and communication events.

The consortium acknowledges that many of these challenges, along with their proposed solutions, stem from the fact that most deliverables are currently not public, and that a substantial data-gathering phase is essential before drawing meaningful conclusions on the performance, efficiency, and efficacy of the tested eHGVs.

Moreover, the consortium believes that physical events are most valuable when they offer the chance to present the trucks, routes, and local conditions directly on-site. Despite these considerations, the consortium is confident that the outlined approach will support effective and impactful communication outcomes. This will allow reference group members, external

stakeholders like OEMs and city representatives to experience a balanced, medium-sized zero-emission freight solution.

Overall, the upcoming deliverables, research results, and real-world tests will provide a diverse and extensive list of opportunities to communicate the achievements of the NextETRUCK project.

5 ANNEXES

5.1 ANNEX I – e-course internal guidelines

NextETRUCK Training Content Guidelines

Welcome to the NextETRUCK Training Content Guidelines. This document provides instructions for partners to create and submit high-quality training materials.

Video Recording Guidelines

Maximum duration:	25 minutes per video. If content exceeds this, split into smaller blocks
Background template:	When recording yourself, you can use the following **template:** TEMPLATE
Preparation:	**Prepare your presentation:** Ensure that the slides are well-structured, visually engaging and aligned with the learning objectives. **Draft a basic script tailored to the target audiece.** The script should be clear, concise and ensure smooth delivery of content. **Review & validation**: Before submission, review the presentation and script for clarity, coherence and accuracy. Submit the presentation and script to the designated folder for validation. **Feedback Implementation:** If any changes are suggested, recive the materials accordingly. Once the final version is uploaded, **notify the ERTICO team**
Recording Setup:	**Recommended Tool:** PowerPoint Screen recording **Max duration:** 25 mins. **Quality check:** Test the microphone and camera for clear audio and video. Choose a quiet location and practice before start the recording. **Captions** will be included for accessibility.

Presentation Guidelines

Template:	All presentations should adhere to the provided **Template** to ensure consistency in design and branding TEMPLATE
Formatting & structure:	**Clarity and conciseness:** Keep the slides focused and avoid excessive text. Use bullet points and short paragrpahs for readability. **Visual aids:** Incorporate images, graphs and charts to enhance engagement and comprehension. Avoid overloading slides with uneccesary visuals that might distract from key points. **Consistency**: Maintain consisteng formatting, font styles and colour schemes throughout the presentation. **Copyright compliance:** Ensure all materials comply with copyright laws. Use only images and cotnent that are royalty-free, properly cites or obtained with permission.

Online Resources

Selection Criteria	**Relevance**: Al resources should directly support the covered topics and align with leardning objectives. **Credibility**: Verify the authenticity and reliability of the source before including it. **Variety & engagement**: Mix different formats, such as vdeos, articles, case studies or interactive tools to keep the audience engaged. You can use platforms like **Kahoot**, **Mentimeter** or **Doode** for interactive learning experiences. **Copyright considerations:** Respect intellectualy property rights. Only use resources that are public domain, open-source, or properly licensed.

Other format-specific guidelines

Written documents:	Structure content with clear headings and concise sections. Use bullet points, infographics and case studies where applicable.
Videos:	Maximum lenght 25 minutes per video Captions shall be included for accessibility
Audience considerations:	Adapt content complexity based on the participants' entry-level knowledge.

ASSESSMENT GUIDELINES

At the end of each module, participants must complete a **quiz** to assess their understanding.
The quiz should include a variety of question formats, such as:

- Multiple choice questions
- True/False statements
- Scenario-based questions

Once training materials are finalised, please **provide 10 to 15 quiz questions.**

Passing criteria:	Participants must achieve a minimum passing score of 80% to successfully complete the module.
Guidelines:	Questions should be clear, unambigous, and directly related to the module content.

5.2 Annex II: Brief description of the tools presented in the Fleet Energy Management Systems training course

- **Fleet Decarbonisation Strategy tool (CENEX NL)**

Sub-module: *charger configurations*. This online tool has been developed to provide an initial, simplified estimate of the implications of installing various charger configurations at a single site. Users can input different combinations of charging equipment and evaluate their impact on key performance indicators. The tool estimates the proportion of the fleet's required energy that can be delivered by the proposed equipment, the peak power import demand over a typical 24-hour period, and the fleet's potential to increase on-site renewable energy self-consumption. While this tool offers a valuable first-look analysis, it is not intended to replace a comprehensive site assessment. It does not account for physical site constraints, charging activities at other fleet locations, or integration with existing charging infrastructure. Instead, it serves as a preliminary planning aid to support early-stage decision-making.

- **Eco-Charging Strategy Tool (CENEX UK)**

Sub-tool 1, the *Future Infrastructure Strategy Tool*, is a planning instrument that helps forecast the electric vehicle infrastructure (EVI) needs at fleet depots. It considers factors such as the number of electric trucks, depot locations, vehicle schedules, available charger types and power limits, as well as constraints on the number of charge points and existing en route charging options. The tool calculates what infrastructure is required at each depot, assigns vehicles to specific charge points, identifies which vehicles may require en route charging, and generates energy demand profiles for each depot. This tool is particularly useful for fleet operators seeking to plan long-term EVI investment.

Sub-tool 2, the *Real-Time Fleet Charging Management Tool*, supports daily operations by managing charging activities in real-time. Based on inputs like depot locations, available EVI, vehicle specifications, and known fleet routes, it determines the location of vehicles at any given time, allocates charging sessions, identifies needs for charging, and enables dynamic load management. This tool is aimed at fleet operators, depot owners, and energy managers who need to optimise day-to-day charging logistics and energy use.

Sub-tool 3, the *Infrastructure Deployment Evaluation Tool for En Route Charging*, is designed for strategic decision-making around public or shared infrastructure. It analyses traffic data, fleet movement patterns, vehicle characteristics, and existing charging assets to identify suitable locations for new en route charging stations. It also determines appropriate sizing and forecasts when these installations could become financially viable based on the projected growth of electric vehicle adoption. This tool is intended for use by charge point operators and local authorities responsible for regional charging infrastructure development.

- **Charge Management and Planning System (PANION/K2)**

This system is designed to ensure that all managed electric vehicles are sufficiently charged to carry out their next scheduled tasks. The system performs charge planning between vehicle shifts, prioritising driving operations over other processes such as charging. In addition to basic planning, the system incorporates advanced optimisation features. Leveraging comprehensive logistics data and digital twin models, it can suggest the most efficient

charging strategies. These strategies may aim to minimise battery degradation, reduce operational costs through favourable energy tariffs, or optimise charger usage across the depot.

The system also includes a robust asset management and real-time monitoring component. This functionality allows the tool to continuously gather and interpret data from vehicle telematics and the connected charging infrastructure. In doing so, it enables dynamic plan adjustments in response to real-world events such as transport delays, unexpected energy consumption, or slower-than-anticipated charging rates. This adaptive capability ensures that the charging plan remains viable even as conditions change, enhancing the reliability and efficiency of fleet operations.