

André Aranha Corrêa do Lago, *President of COP30*  
COP30 Presidency

The TRATON GROUP with our well-known brands is one of the world's leading manufacturers of commercial vehicles. Our group of companies would like to answer your call for contributions to *The COP 30 Presidency Roadmap on the Transition Away from Fossil Fuels in a Just, Orderly and Equitable Manner*, as part of your commendable *mutirão* against climate change. We applaud your inspiring initiative to elaborate such a roadmap – as requested during COP30 by a multitude of countries and stakeholders.

The key message from the TRATON GROUP is this: **To close the gap between NDC ambition and real-world implementation, all countries should develop national roadmaps for decarbonisation of heavy-duty road transport. The TRATON GROUP respectfully proposes that the COP 30 Presidency, as part of its work on transitioning away from fossil fuels, calls for immediate and coordinated action by all nations to develop such plans.**

National roadmaps for heavy-duty road transport should include enabling conditions for electrification such as grid upgrades and permitting, electrified green corridors, expansion of charging infrastructure, and policy instruments to achieve total-cost-of-ownership parity for electric vehicles compared to conventional technology. As a complementary solution, infrastructure and policies supporting sustainable biofuels should be established in regions where such alternatives can provide immediate, scalable and socially inclusive decarbonization pathways.

Below you will find our response to some of the questions posed in your call for contributions. As a stakeholder within the transport sector, our input focus on heavy road transportation. This sector is pivotal to combat climate change as it represents a significant share of global emissions and is generally considered a hard-to-abate sector.

*What are the most critical barriers – whether physical, economic, financial, institutional, technological or social— preventing a transition away from fossil fuels?*

The challenge for our sector is no longer technical – we already have mature solutions to decarbonise heavy road transports ready to scale. But, crucially, to make decarbonisation of freight transport happen fast enough to keep the objectives of the Paris Agreement within reach, our sector relies on a predictable political direction, infrastructure investments, and strong

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public-private partnerships. **Without delay, policy frameworks across the globe must enable sustainable transport alternatives to compete economically with fossil fuels.** Transport companies, i.e. our customers, and transport buyers generally want to be part of the green transition but they need governments to provide a level playing field in terms of costs. **This can be achieved through e.g. carbon pricing including cap-and-trade, tax reliefs for charging electricity and low-carbon energy carriers, exemptions from road tolls for zero- and low-emission vehicles and the development of finance instruments that offer financial advantages for sustainable solutions.**

*What potential levers, whether economic, financial, institutional, social or technological, exist for accelerating the implementation of the transitioning away commitment?*

We believe that the key to achieving a rapid decarbonisation of freight transport is coordinated action among public and private stakeholders. Heavy duty vehicle OEMs, such as ourselves, can and should do a lot on our own to further the transition of our sector, but to respond effectively to climate change, governments and the transport ecosystem at large must synchronize not only in direction but in pace.

While it is the task of governments to design NDCs and climate policies, the COP30 Presidency has rightfully urged companies to act as co-architects and implementers of the climate transition. As a concrete example of such cooperation, the *e-Dutra Green Corridor* between Rio de Janeiro and São Paulo demonstrates how coordinated public-private action can accelerate national decarbonisation. Bringing together government, utilities, shippers, OEMs, and infrastructure providers, the project sparks Brazil's first electrified freight network. This corridor shows that with the right framework, electrification of freight transport can be both economically viable and socially inclusive, paving the way for replication across Brazil and the world. Likewise, the Brazilian Biofuels Coalition demonstrates that coordinated public policy design can accelerate investment in sustainable biofuels. The TRATON GROUP is proud to be part of these initiatives.

Building on such models, **national roadmaps for decarbonisation of heavy-duty road transport should be co-developed through dialogue with companies representing all levels of the transport value chain**, outlining how public investments will leverage large-scale private capital.

*How can a just, orderly and equitable transition best reflect the diverse realities of countries at different stages of development and with different degrees of dependence on fossil fuels?*

Different regions will electrify at varying paces and in many countries, biomethane and other sustainable renewable fuels offer important solutions as complements during a transition period.

**National roadmaps for the decarbonisation of our sector need to be adapted to local conditions.** Below are just a few examples of how this can be achieved:

- In countries where general grid infrastructure is lacking, electrified transport can grow from electrified green corridors between major transport hubs.
- The combination of solar power and high capacity stationary battery solutions opens up interesting possibilities in regions where solar input is ample but grid infrastructure or power supply is insufficient.
- In most parts of the world there is a potential for biomethane to be extracted from organic waste and used locally and regionally as fuel for trucks and buses. This can support rural development, reinforce circular economy chains and contribute to a just transition for local communities.

For the TRATON GROUP, the path ahead is clear - electrification is the main strategy, complemented in some regions by use of sustainable biofuels. We are investing heavily to scale these solutions across markets.

We hope that this input, drafted in the spirit of *mutirão*, can contribute to your groundbreaking work on transitioning away from fossil fuels.

Yours Sincerely,



*Christian Levin*  
President and CEO, Scania and TRATON GROUP

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