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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 submissions to the *Belém Mission to 1.5,* aimed at identifying key opportunities to enable and accelerate the ambition and implementation of nationally determined contributions (NDCs), as well as reflecting on ways to enhance international cooperation and investments in such climate plans.

Key message
Electrification of heavy-duty transport is an impactful action to implement NDCs and raise ambitions. A modern, efficient, and low-carbon transport system is key to competitiveness and job creation in virtually all sectors of the economy all over the globe. Nations and both public and private stakeholders should work together on establishing electrified green road corridors, levelling the playing field between sustainable transport solutions and fossil fuels, and creating enabling conditions including infrastructure for decarbonised freight transport.

The TRATON GROUP respectfully proposes that the *Belém Mission to 1.5* calls for immediate and coordinated action by all nations to develop national roadmaps for decarbonisation of heavy-duty road transport. Such roadmaps should include electrified green road corridors between major transport hubs. As transport flows do not stop at boarders, neither should electrified green road corridors.

Below you will find our response to the questions posed in your call for submissions. As a stakeholder within the transport sector, our input focuses on heavy road transportation.

1.What action areas and solutions have the highest impact potential to support the submission, ambition and implementation of NDCs and NAPs.

Heavy-duty transport is pivotal to combat climate change as it represents a significant share of global emissions and is generally considered a hard-to-abate sector. Heavy-duty vehicles are responsible for about 7% of global greenhouse gas emissions.

For the TRATON GROUP, the path ahead is clear - electrification is the main strategy, complemented in some regions by use of sustainable biofuels. Our company group currently

invests half a billion Euros per year in electrification and decarbonisation. We are convinced that a sustainable transport system is best for people, business and the planet.

The challenge for our sector is no longer technical – there are mature solutions to decarbonise heavy road transports ready to scale. The TRATON GROUP has electric trucks and buses and we have powertrains able to run on renewable fuels. We even have sustainable solutions for the most demanding segments such as ultra-heavy transport, as showcased by an electric truck in operation weighing up to 94 tons when fully loaded.

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 public-private partnerships. **Without delay, policy frameworks across the globe must enable sustainable transport alternatives to compete economically with fossil fuels.** 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, phase-out of fossil fuel subsidies, and the development of finance instruments that offer financial advantages for sustainable solutions.

Plans for the decarbonisation of our sector need to be adapted to local conditions. As an example, 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. Simultaneously, many markets in the Global South have above-average potential regarding energy cost levers favouring BEV trucks, driven by solar energy and battery storage.

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, NGOs 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. We are currently engaged in establishing multiple such corridors on different continents.

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**. National roadmaps for heavy-duty road transport should include enabling conditions for electrification such as grid upgrades and permitting, electrified green road corridors and inclusion of these in grid expansion plans, 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, sustainable and scalable, and socially inclusive decarbonization pathways.

2.What is required to further strengthen international cooperation to enhance ambition and enable the effective implementation of NDCs and NAPs?

During SB64 in Bonn, the TRATON GROUP together with the Government of Sweden and the Climate Champions Team co-convened a high-level roundtable on low-emission heavy-duty transport and electrified green road corridors. The roundtable reflected strong alignment among participants on the barriers and solutions mentioned in previous sections of this submission. It was noted that the *Action Agenda* and the *Global Implementation Accelerator* can be instrumental tools to drive real world implementation of transport solutions, and **COP31 was identified as an opportunity to highlight the potential of electrified green road corridors to contribute to several of the goals established in the Global Stocktake, as well as to the proposed global electrification target**.

The TRATON GROUP believes that the key to achieving a rapid decarbonisation of freight transport is coordinated action between nations and between both 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. Therefore, **we propose an invitation to all countries, as part of the *Belém Mission to 1.5* and of the negotiated COP outcome, to develop national roadmaps for decarbonisation of heavy-duty road transport. The establishment of electrified green road corridors between major transport hubs should be part of such roadmaps**, **including transborder corridors where relevant**.

We hope that this input can contribute to your groundbreaking *Belém Mission to 1.5*.

Yours Sincerely,

Christian Levin
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Roberto Cortes
President and CEO, Volkswagen Truck & Bus