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TRATON GROUP is the first truck manufacturer appointed to key advisory committee on charging infrastructure

- ▶ **TRATON GROUP appoints a representative to the Advisory Board of the National Centre for Charging Infrastructure**
- ▶ **National Centre for Charging Infrastructure and German Ministry of Transport and Digital Infrastructure seek expert advice on establishing a charging infrastructure for trucks**
- ▶ **TRATON GROUP targets 50% emission-free trucks in long-haul transportation by 2030**

Berlin, March 1, 2022 — The TRATON GROUP has been appointed to the Advisory Board of the German government's National Centre for Charging Infrastructure, making it the first truck manufacturer to contribute to the country's most important committee on electromobility and charging infrastructure. On behalf of the *Bundesministerium für Digitales und Verkehr* (German Ministry of Transport and Digital Infrastructure — BMDV), the National Centre for Charging Infrastructure is coordinating the expansion of a public charging infrastructure in Germany under the umbrella of federally owned NOW GmbH. This work is to be accelerated by the provision of funding and a more favorable legislative framework.

In its Opening Climate Protection Balance Sheet, the German government noted that it would be possible to achieve a more than 30-percent increase in electric truck mileage by 2030.

"However, just as for cars, prior construction of the necessary charging infrastructure will be essential to achieving the required increase in the share of electric trucks in annual new truck registrations," according to the German government in the Opening Balance Sheet. In the long-haul transportation sector, which is particularly relevant to climate protection, the TRATON GROUP has set a target of 50% emission-free trucks by 2030, subject to the introduction of corresponding regulatory mechanisms and the existence of the necessary infrastructure.

The BMDV, the National Centre for Charging Infrastructure and NOW GmbH recently published a report on the establishment of a public charging infrastructure for heavy-duty trucks in the long-haul sector. A need for action was identified in 30 specific areas in order to provide an adequate charging infrastructure for battery-powered trucks.

Another German government project is already being implemented. Headed by Fraunhofer ISI, the HoLa project has brought together the German government, truck manufacturers like TRATON's MAN Truck & Bus and Scania brands, the National Centre for Charging Infrastructure and the German Association of the Automotive Industry (VDA) to pilot charging systems for battery-powered heavy-duty trucks. A total of eight high-performance charging stations are being installed at four sites. In a first phase, CCS (combined charging system) stations are being planned and installed, followed by high-performance charging stations using MCS (megawatt charging system) technology. The sites are located along Germany's A2 highway between the Ruhr region and Berlin. As well as highway service areas, they include logistics centers in order to examine different use scenarios.

Bernd Osterloh, member of the Executive Board of the TRATON GROUP, on a visit to the National Centre for Charging Infrastructure in Berlin: "By the middle of this decade already, battery-powered trucks will be as economical for our customers to operate as diesel trucks. The rapid transition to the use of electric trucks will support the German government's climate protection plans. However, a high-performance charging infrastructure is required to achieve this. We have no time to lose here so I'm grateful to Minister Volker Wissing for inviting us to support the National Centre for Charging Infrastructure with our expertise in this important area. We must develop the charging infrastructure for trucks as consistently as we have done for cars. During my visit to the National Centre for Charging Infrastructure, I have encountered motivated experts who know exactly how to facilitate the widespread use of electromobility. I'm pleased we are now able to make a contribution here."

Johannes Pallasch, spokesperson for the Management team of the National Centre for Charging Infrastructure: "In order to meet the federal government's climate protection targets, alternative drives should account for one-third of the heavy road freight transportation mileage by 2030. Production lines for electric trucks are already ramping up, and manufacturers and users alike want to have an initial public charging network available once these models are launched. Hence, there is a great demand for the rapid development of a charging infrastructure for electric trucks. I am delighted that Bernd Osterloh visited us here at the National Centre, because the exchange with truck manufacturers is essential for the development of a customized and user-friendly charging infrastructure."

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