



# DOING OUR PART

FINANCING OUR TRANSFORMATION IN A SUSTAINABLE MANNER.

# SUSTAINABLE FINANCE

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# CAPITAL ALLOCATION

## DOING OUR PART

**Capital allocation:** driven by “Electric only”



**Investments:** -80% in non-BEV by 2026



**Low-carbon shares:** steady increase



**EU Taxonomy:** full support for climate goals

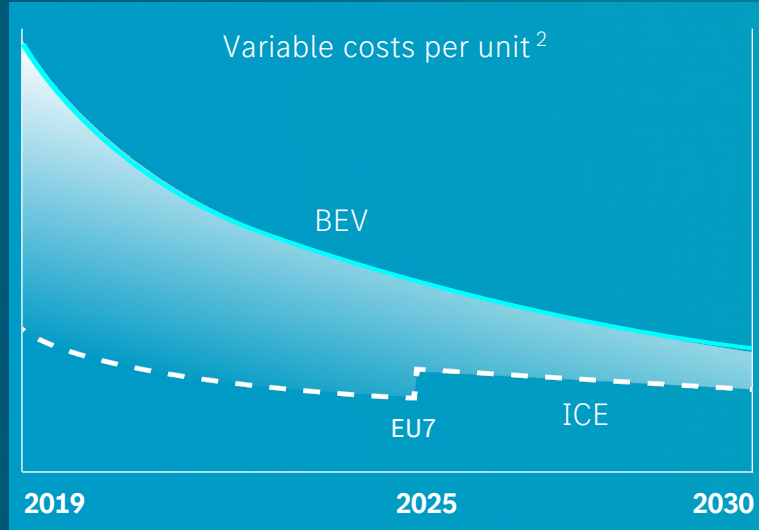


# CAPITAL ALLOCATION

## “ELECTRIC ONLY” - MANAGING THE TRANSFORMATION IN A PROFITABLE WAY

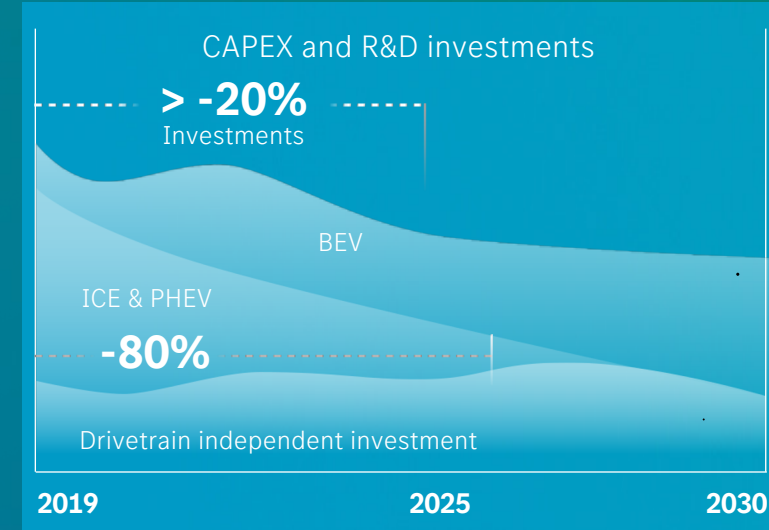
Recap MBSU e-drive July 2021

schematic



Recap MBSU e-drive July 2021

schematic



Adjustment of overall business system required to become all-electric by end of the decade<sup>1</sup>

Radically reduced non-BEV investments

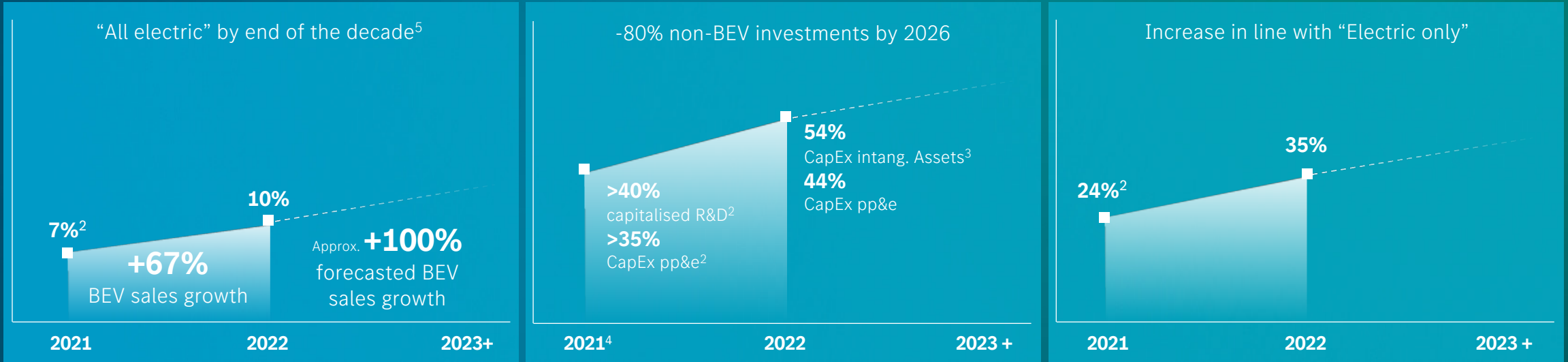
Overall investment reduction by 20% by mid of decade and further decreases afterwards

<sup>1</sup> where market conditions allow <sup>2</sup> before mix change

# EU TAXONOMY DISCLOSING<sup>1</sup>

## “ELECTRIC ONLY” - DRIVING CAPITAL ALLOCATION

schematic



### REVENUES

Impacted by structural effects and “do no significant harm”

Will further increase in the years ahead

### CAPITAL EXPENDITURES

Investments shifting to “Electric only”

Will further increase in the years ahead

### OPERATING EXPENSES

Mainly non-capitalised R&D expenditure

<sup>1</sup> Comprehensive EU Taxonomy reporting in Annual Report 2022 <sup>2</sup> Voluntary reporting on the proportion of economic activities relating to low-carbon vehicles (below the limit value of 50g CO<sub>2</sub>/km) <sup>3</sup> Mainly capitalised research and development expenditure

<sup>4</sup> Including capital expenditure on non-current assets related to Daimler’s commercial vehicle business until its first classification as available for sale or disbursement in accordance with IFRS 5 by July 30, 2022 <sup>5</sup> where market conditions allow

# GREEN FINANCE

## DOING OUR PART

**Green Finance Framework:** overhauled



**Green Financing Instruments:** variety increased



**Revolving Credit Facility:** linked to climate protection targets



**Green Bond:** first issuance outside of Europe



# GREEN FINANCE

## FINANCING OUR TRANSFORMATION IN A SUSTAINABLE MANNER



### GREEN FINANCE FRAMEWORK

In line with Ambition 2039

“DARK GREEN” by CICERO

Green Mercedes-Benz Mobility assets &  
Green ABS

### REVOLVING CREDIT FACILITY

In line with Ambition 2039

11 billion euros linked to carbon footprint  
and BEV share

Proof point for future set-up

### GREEN PANDA BOND

First automaker to issue a  
Green Panda Bond

Green Finance regional footprint expanded

Net proceeds for BEVs

# ESG COMMUNICATION & REPORTING

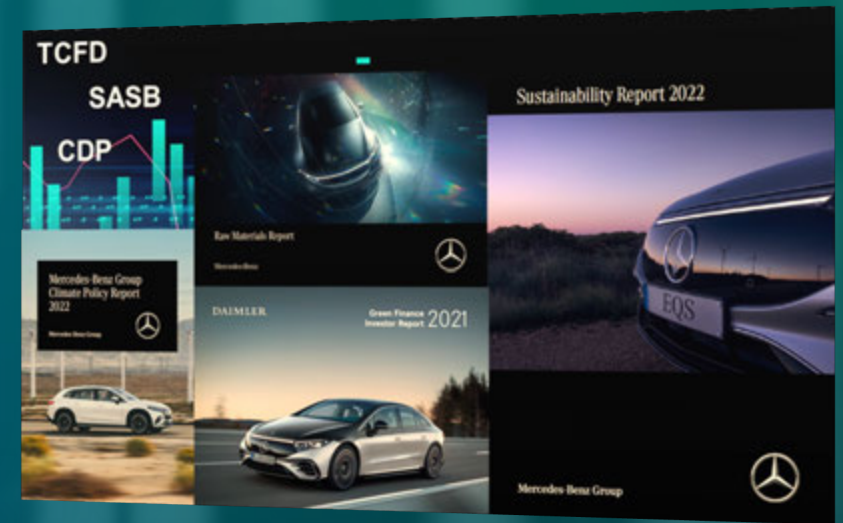
WE PROVIDE TRANSPARENCY AND SUPPORT DIRECT COMMUNICATION WITH OUR SHAREHOLDERS



Multi-platform-based  
shareholder communication

&

Comprehensive disclosure  
according to capital market  
standards & frameworks



COMMUNICATION

REPORTING



# KEY TAKEAWAYS



## CAPITAL ALLOCATION

In line with “Electric only” and Ambition 2039

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## EU TAXONOMY

Taxonomy-aligned indicators expected to increase

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## GREEN FINANCE FRAMEWORK

funding of our strategy in a sustainable manner with even more instruments to come such as Green ABS

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## ESG COMMUNICATION & REPORTING

dedicated and comprehensive

# DISCLAIMER

This document contains forward-looking statements that reflect our current views about future events. The words “anticipate,” “assume,” “believe,” “estimate,” “expect,” “intend,” “may,” “can,” “could,” “plan,” “project,” “should” and similar expressions are used to identify forward-looking statements. These statements are subject to many risks and uncertainties, including an adverse development of global economic conditions, in particular a decline of demand in our most important markets; a deterioration of our refinancing possibilities on the credit and financial markets; events of force majeure including natural disasters, pandemics, acts of terrorism, political unrest, armed conflicts, industrial accidents and their effects on our sales, purchasing, production or financial services activities; changes in currency exchange rates, customs and foreign trade provisions; a shift in consumer preferences towards smaller, lower-margin vehicles; a possible lack of acceptance of our products or services which limits our ability to achieve prices and adequately utilize our production capacities; price increases for fuel or raw materials; disruption of production due to shortages of materials or energy, labour strikes or supplier insolvencies; a decline in resale prices of used vehicles; the effective implementation of cost-reduction and efficiency-optimization measures; the business outlook for companies in which we hold a significant equity interest; the successful implementation of strategic cooperations and joint ventures; changes in laws, regulations and government policies, particularly those relating to vehicle emissions, fuel economy and safety; the resolution of pending governmental investigations or of investigations requested by governments and the outcome of pending or threatened future legal proceedings; and other risks and uncertainties, some of which are described under the heading “Risk and Opportunity Report” in the current Annual Report or in the current Interim Report. If any of these risks and uncertainties materializes or if the assumptions underlying any of our forward-looking statements prove to be incorrect, the actual results may be materially different from those we express or imply by such statements. We do not intend or assume any obligation to update these forward-looking statements since they are based solely on the circumstances at the date of publication.